

Hobie HOTLINE

JANUARY/FEBRUARY 1991

\$3.50 U.S./\$5.50 CANADA



Cruisin' with the Alligators

Getting Your Ol' Boat and Body in Shape

Southern Comfort Flavors Nationals

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 "UNSYNKABLE" 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.



TAP INTO THE COLD
COLD-FILTERED™ MILLER GENUINE DRAFT



HOBIE 16



Hobie



Hobie Cat 16

IN MAUI: LAHAINA & KIHEI. IN HAWAII: KONA. IN CALIFORNIA:
DANA POINT, LAGUNA BEACH, IRVINE, & DEL MAR. AND VISIT
OUR NEWEST AT WHALER'S VILLAGE, MAUI.



Hobie

HOBIE APPAREL • 2101 WEST OLIVE, BURBANK, CA 91506 • 818-841-2665
APPAREL, SUNGLASSES, SURFBOARDS & OTHER FINE PRODUCTS

DEPARTMENTS

HOBIE TORIAL	6
LETTERS	9
WAVE LINES	10
WHAT'S NEWS	14
High Mast. USYRU recognizes Hobie Cat for taking safety to the max.	
WHAT'S HOT	16
A Miracle Of Speed. You'll have to fasten your seat belt for this boat!	
TECH TALK	18
Ask The Expert	
IN TUNE	20
This Ol' Boat. Make your Cat feel like a kitten again.	
HOBIE RACING	33
SURVEY RESULTS	57
We Asked For It! Surveyed readers tell us everything we wanted to know ... and more!	

FEATURES

SAILING INTO STRENGTH 22

Exercise your options to improved performance.

RISKY BUSINESS 28

Parking it in the Everglades on a Hobie 18.

REGATTA REVIEW

COPE-ING WITH VICTORY 34

Tampa takes Daytona 18s.

PUTTIN' ON THE DOG 38

Hobie Catters treated to a down-home 16 National.

LETTER PERFECT 40

Women's National rated "A" for awesome!

NEON NATIONAL 44

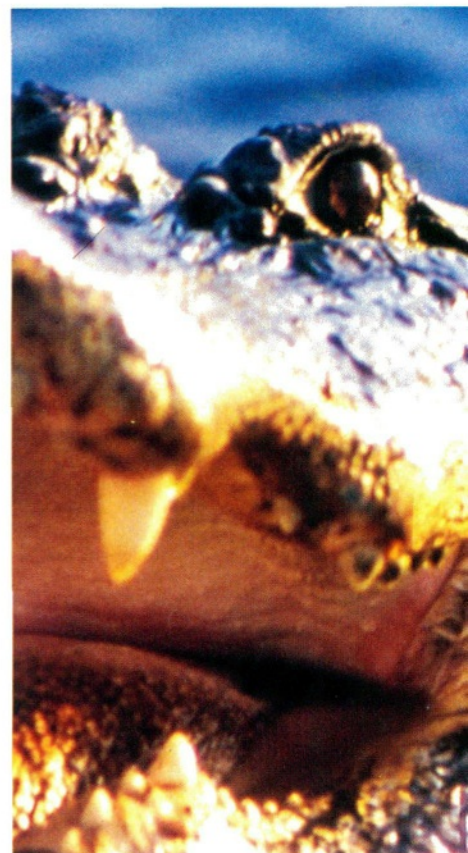
True grit and true colors combine at Trapseat National.

HOBIE CATS IN PARADISE 46

High stakes whet appetites of racers in Tahiti.

THE ULTIMATE CHALLENGE 48

USYRU contestants champ at the bit on SX-18s.



ON THE COVER

Whether you take your pleasure smooth and slow, or on the go, you'll find it all on a Hobie Cat. Photography: Guy Motil; inset 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.

© Copyright 1991 International Hobie Class Association. All rights reserved. Reproduction without permission is strictly prohibited.

PUBLISHER

Bonnie Hepburn

EDITOR

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko

CONTRIBUTING EDITOR

Dick Blount

CIRCULATION MANAGER

Jean Stein

FULFILLMENT

Pat Powell

DESIGN DIRECTOR

Miles Burke, Da Biz Grafix

ART ASSISTANT

Lauren Smith Copus, DBG

CONTRIBUTORS

ALLISON PETER • JOHN HACKNEY
GREG LEFTWICH • RACHEL G. CARTER
MARY A. WELLS • KAREN ALDHISER
FLORIDA DEPT. OF TOURISM • MURRY SILL
JIM CUNNINGHAM • JEFF COX
ROGER SCRUGGS • HANNAH POTEAT
RAY BRIGGS • JOHN FORGRAVE • MIMI APPEL
SUSAN PESANE • MIKE STRAHLE
DOUGLAS KNAPP • PATRICK MCDOWELL
GUY MOTIL • MARY O'REILLY
HELEN LONGEST-SLAUGHTER
DWIGHT WANHALA

INTERNATIONAL HOBIE CLASS ASSOCIATION

Doug Skidmore, Director Hobie Racing

NORTH AMERICAN HOBIE CLASS ASSOCIATION

Paul Ulibarri, Chairman

PRINTER

American Web Offset, Denver

The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92051. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, doublespaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The HOTLINE cannot accept responsibility for unsolicited materials. Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

A TWO HULLED SALUTE TO US ALL

Happy 1991! I wish all of you a wonderful new year, full of fun and friendship, success and fulfillment. When you think of it, Hobie Catters already have it made; while everyone else is waiting for their ship to come in, ours is here, parked right outside!

I want to devote this first column of 1991 to recognition, first to our readers. We love your feedback! We appreciate the time and thought you've put into completing your reader surveys. The extraordinarily high response provides an excellent indication of how you feel about and what you want to see in your magazine. I have personally read each response from beginning to end, and carefully considered all comments — positive and negative. We've summarized the results starting on page 57. (Even though the results have been tabulated, I will read surveys and comments returned at any time.) Your opinions count for a lot, so keep those surveys coming in, and remember, we always welcome readers' views and try to print them, space available, in "Letters."

Second, I want to recognize the readers who serve as contributors, on either a one-time or consistent basis. We believe the variety of articles submitted makes for an appetizing mix of stories, providing something to suit every sailing palate. We welcome articles by those of you who have a desire to share your Hobie experiences with other readers.

Third, I'm proud to report that Hobie Cat finally is getting some of the recognition it deserves. Two recent accolades brought 1990 to a great close. The first, and for us, most significant and uplifting honor, was receiving a special award from the United States Yacht Racing Union for our "aggressive and responsible efforts to prevent power line accidents" through the COMPTIP™ program. (See "High Mast" in this issue.) The other, reported in "Wave Lines," involves truth in advertising, in which a consumer challenged the validity of Hobie Cat's assertion the Hobie Power Skiff was tough enough to withstand being lifted by its bow rail. We 'rose' to the challenge in admirable fashion, and we hope many of you saw it on David Horowitz's "Fight Back" last November.

This issue reflects the HOTLINE philosophy in several ways. Not only do we provide articles intended to interest and satisfy both novice and veteran sailors, we offer articles by both novice and veteran sailors. Not only do we recognize our readership by printing their suggestions, approbations and exhortations, we solicit comments and even criticisms. Not only do we stand for safety and durability, we are recognized by the industry for standing firm, even against the tide of popular opinion.

So to all of you, fans and critics alike, readers and contributors, to those in the industry and viewers from outside, grab your gear, hop on board and let's ride off together into another great year of the "Hobie Way of Life."



CAT TRAX INTRODUCES **Big-Foot**

THE NEW **SUPER** CAT TRAX

THESE REMARKABLE
Big-Foot TIRES PUT
MORE TREAD AREA ON
THE SAND — MAKE HEAVY
CATAMARANS ROLL LIKE A BREEZE!

★ NEVER BEFORE HAS SOFT BEACH LAUNCHING BEEN SO EASY! ★
Big-Foot comes with all the original CAT TRAX features.



\$389⁰⁰
+ FRT.

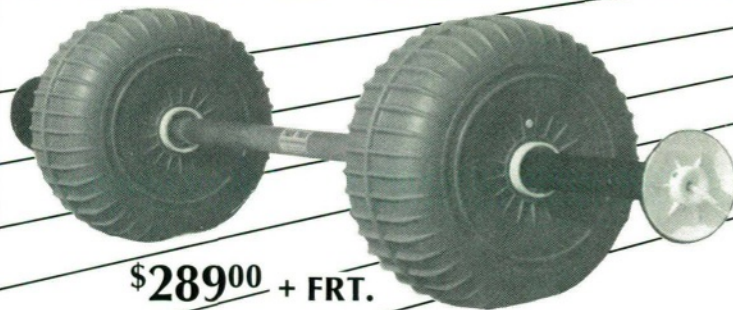
21"x12" Tires
— 2-Ply Rated
— Tubeless
— Smooth Tread

— THE ORIGINAL — CAT TRAX

- Most popular beach dolly since 1977
- Big chevron ATV 2-ply tires
- 20 Delrin roller bearings per wheel
- Anodized aluminum axle and wheels
- Padded end stops — Dacron tie-down ropes



\$379⁰⁰
+ FRT.



\$289⁰⁰ + FRT.

— HIGH PERFORMANCE AT A LOW PRICE! —

TIGER TRAX

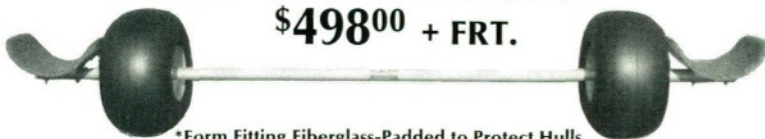
- Tough blue polyethylene wheels
- No air required — color won't fade
- Lightweight and durable components
- Same roller bearings as CAT TRAX
- Easy rolling on firm beaches.

HOBIE 21 CAT TRAX

Now with **Big-Foot** Slick Tires!

— CAT CRADLES INCLUDED* —

\$498⁰⁰ + FRT.



*Form Fitting Fiberglass-Padded to Protect Hulls

THESE NEW TIRES ARE TERRIFIC!

— IT'S 50% EASIER TO ROLL
A HOBIE 21 IN SOFT SAND
WITH **Big-Foot** SLICKS.

YOU'LL BE AMAZED!!!

See your local Catamaran Dealer for FLORIDA SAILCRAFT Products or contact us:

FLORIDA SAILCRAFT, INC.
1601 N.E. 18th AVENUE
FT. LAUDERDALE, FL 33305

CALL FOR INFORMATION OR TO ORDER
WITH VISA OR MASTERCARD
1-(800) 292-9777 OR (305) 561-9777
6% FREIGHT — IN FLORIDA ADD 6% TAX



STAY TUNED !

SUBSCRIBE TO
HOTLINE.

GREAT JOB WITH NO THANKS

I have been reading in the *HOTLINE* recently about people cancelling their subscriptions because of too many racing articles and not enough accompanying pleasure ones. My frustration manifests itself in two forms: 1) Not many "Thank You's" to the *HOTLINE*, 2) Unknown benefits a "cruiser" can receive from just a couple regattas.

To the people who complain about the articles: Try joining a fleet and publishing the fleet newsletter for a couple years and then listening to the feedback without self-consciously defending yourself. Then you're qualified to formulate a constructive criticism of *HOTLINE* staff.

I have been receiving *HOTLINE* since 1972 when it was this itty-bitty 6" by 8" soft-paper magazine. It was a breakthrough publication then and remains a phenomenal one now. I have held every position in the local fleet, from member through vice commodore over the years, and too have anguished over article "balance." Well, you can't satisfy everybody, but you people do a hell of a better job than I ever could (and a lot of other people too) and yet receive minimal encouragement. An almost totally thankless job and you guys are executing it flawlessly.

So here it is: **THANK YOU FOR 18 YEARS!!**

Over the years I remember some great moments in Hobiedom that *HOTLINE* tracked: Lake Havasu, 1973, the first time there were as many 16s as 14s (but the 14A fleet was larger than 16As); the creation of the 18, 17 and the 21; the introduction to Huntington Lake and Big Bear; and of course, the coverage of hard racing at Hurricane Gulch and other regattas.

At these regattas one could hear banter between the "racers" and the "cruisers." But you know, there is one thing people forget (or don't know) about racing: the skills mastered in racing are directly applicable to cruising. The cruiser will sail with infinitely more confidence, speed and safety under all conditions with some racing experience. The cruisers' passengers will receive a larger thrill, because you can power that boat up and put their heart in their throats or make it a gentle sail (it's up to you), and they will speak endlessly of the ride and glowingly of your expertise. So "cruisers," please don't look upon the "racers" (or their articles) with disdain or frustration; view them instead as a supportive friend ready to help you learn. Better yet, come on out and try a regatta; every-body benefits.

The best communication medium Hobie people have is *HOTLINE*, where all can

see what event is coming locally, nationally or internationally. And nobody else will ever have anything as good, which is a direct reflection of the quality of the *HOTLINE* personnel.

To the *HOTLINE* staff, my heartfelt sympathies in the continuing saga. Keep up the fantastic work!!

Dexter D. Ploss
Flower Mount, TX

GRASS NOT ALWAYS GREENER IN HOBIELAND

I'd like to pass on a few thoughts I've had over the years.

For the most part, Hobie people are good-natured, happy people. There seems to be a positive desire on the part of most Hobie people to bring in and make welcome new people. Yet, there is still, in my opinion, a clique problem. It seems that as nice as Hobie people are, they still have their own clique such as the A-fleet clique. (I use A-fleet only as an example, not all-encompassing.)

I also object to the marijuana you can see or smell being smoked. I just don't think it's right at a Hobie Cat regatta. I'm not Mr. Perfect, but if I smoked, I don't think I'd do it at a Hobie regatta because it affects everyone, especially those ever-precious, but very impressionable children.

I really want to compliment Jane Sherrod for our division. She is doing a fine job. She actually came to my house. Wow!

Troy Lee
Fort Worth, TX

JUST WEAR IT!

The recent inclusion of a statement on the use of PFDs hit home with me after an experience I had this past Saturday. While sailing on the Potomac river below Mt. Vernon, I found myself suddenly overboard without my PFD on. The boat was being blown away from me faster than I was able to swim (the boat was capsized and the mast was downwind). Luckily, my cousin who was with the boat was able to throw me a PFD. If I had been alone, there is no doubt in my mind I would not be writing you now.

The importance of WEARING a PFD cannot be overstated. If one were to be hit in the head with the boom and knocked into the water unconscious, the results would be another statistic.

Please, consider giving this notice at least as much attention in your magazine as the mast hazard warning. I will bet you many more people drown than are killed by power lines hitting their mast! Don't get me wrong. I applaud your effort to retrofit the COMPTIP™ and to warn people of the danger around power lines, it's just that I think drowning claims a lot more lives and should be given at least equal attention.

Tom Propes
Bryans Road, MD

We don't want to lose any of you to any tragedy, especially one that's preventable. -Ed.

BOOMING APPLAUSE

Kudos to the makers of Boom Box! I bought a Boom Box from Spin-Cast Plastics in 1987 when they first advertised it in the *HOTLINE*. Earlier this summer, a plastic flange on the front of the Box broke off (I still haven't figured out how), and the front piece had to be replaced.

I called Spin-Cast to inquire about a replacement and they shipped a new box front out that week free of charge even though the warranty had expired. This is obviously a company that stands behind its products. It deserves recognition for doing so.

Reid K. Hester, Ph.D.
Albuquerque, NM

Send your letter, with your name, address and daytime phone number, to Letters, HOTLINE, P.O. Box 1008, Oceanside, CA 92051 or fax to (619) 758-1841. Letters may be edited for space or clarity requirements.

DANGER

EXTREME CAUTION MUST BE OBSERVED WHEN LAUNCHING OR SAILING NEAR OVERHEAD WIRES. A MAST NEAR A WIRE COULD BE FATAL!

DANGER

FINALLY — A GORE-TEX DRYSUIT!

Both recreational sailors and racers know getting caught out in the cold can lead to catching a cold, especially when that chilly air is combined with windy, wet weather. If you prefer sailing to ailing, you'll jump at the chance to be the first on your dock with Kokatat's GORE-TEX front-entry drysuit, the first of its kind produced in the United States.

Runners and pursuers of winter sports well know the gospel of GORE-TEX; it is lightweight, durable, comfortable, totally waterproof and eminently breathable. This miracle fabric reduces condensation build-up within the suit, so you stay dry inside and out. The Kokatat drysuit will keep you comfortably in style, too, with a bright gold/turquoise combination available in four sizes.

GORE-TEX: For the times you want to be left high and dry. For more information about the Kokatat GORE-TEX drysuit, contact Kokatat, 5350 Ericson Way, Arcata, CA 95521, (800) 225-9749 [CA (707) 822-7621], FAX (707) 822-8481.

SAILING SEMINARS HIT THE ROAD

Ask sailing expert Rick White if he knows the way to San Jose ... or Tucson ... or Kansas City ... or even Edmonton, Alberta, and chances are, he does; more than likely, it's one of the many places across North America in which he's conducted one of his popular Sailing Seminars. Now entering its third year, Sailing Seminars logged 20,000 miles in 1990, bringing its nautical boot camp to beaches, yacht clubs and just about anywhere accessible by plane, train, van or burro, according to White.

Sailing Seminars is accessible in another, important sense, explains White; it is structured to improve the skills of "good, better and best" cat sailors. Seminar spokesperson Mary Wells describes the challenge: "Grueling on-water drills in a race-style format teach boat-handling, starts, finishes, race tactics and mark roundings in conditions designed to simulate heavy traffic. The unforgiving eye of the video camera records the good, the bad and the ugly; and it is all there for accolades and criticism by White and/or a guest expert in the evening sessions, along with chalkboard lectures."

The seminars are of particular importance to Hobie fleets, states White, who believes the organized instruction "can help the local fleet revive enthusiasm about

sailing and racing, get new sailors more involved and give veterans a booster shot." Last but not least, it also serves to bring extra money into the fleet coffers to sponsor more local events.

Fleets, sailing groups or individuals interested in organizing a seminar in their area should contact Sailing Seminars at (305) 451-3287. "Small boat sailing is still alive and well," contends White. "It just needs some therapy."

COAST GUARD AUXILIARY CLASSES MAKE LEARNING FUN

It's fun, it's educational, it's free, and it even can save you money! Coast Guard Auxiliary classes on subjects such as Boating Skills and Seamanship, Sailing and Seamanship, and Coastal Navigation are attracting more sailors, in part because many insurance companies offer a 15 percent discount to people who have earned a Coast Guard Auxiliary certificate in Seamanship and Safety.

The Auxiliary is open to all, regardless of where you live or your boat of choice. The organization has thousands of members in chapters called flotillas across the country. Five flotillas exist in San Diego county alone. Flotillas flourish, however, not only in beach cities and states with ocean access, but in each of the 50 states, because, as Hobie Catters are well aware, boat owners and weekend sailors know no boundary lines.

Flotilla instructor Raymond Brown says even seasoned boaters leave his eight-week class with a lot more information than when they came in. Many students don't even have a boat ... yet; wisely opting to learn about the sport before 'sinking' money into it.

Emphasizing that "safety and pleasure go hand in hand," Brown believes safety in piloting a boat is every bit as important as safety in driving a car. To that end, many flotillas reach out to the newest generation of sailors, gearing courses such as water safety specifically for children.

LOOK MA, NO HANDS!

"Truth in advertising" has become an oxymoron to most Americans, a contradiction in terms much like jumbo shrimp. As a consequence, cynical consumers (often with good reason, unfortunately) tend not to believe what they read. "Lite" mayonnaise? Sure! A diet that lets you eat all you want and still lose 10 pounds a week? Give me a break! A 17-foot boat you can

raise by the bow rails? I'll believe it when I see it!

Hobie Cat made a believer out of the skeptical reader who saw the ad for the Hobie Power Skiff in a boating publication, questioned it, and suggested David Horowitz challenge the assertion on his national TV show, "Fight Back." When an employee with the show called Hobie Cat to ask if the company would care to participate (not whether it agreed to the challenge, which the show planned to do with or without participation), Hobie Cat agreed; confidently albeit a bit nervously.

Turns out we had nothing to worry about — it all went off without a hitch. Millions of viewers on November 3, 1990 watched as the skiff was lifted by its bow rail not just from pavement, as Hobie Cat originally had tested it, but out of the Marina Del Rey, California harbor, with another 200 pounds of weight from the water that poured in through the cable exits as the aft end was temporarily submerged in the process. In addition, whereas the initial factory test lasted only ten minutes, David Horowitz and crew kept the boat aloft for over 30 minutes.

Hobie Cat engineer Kevin Thompson, who was present at the challenge taped July 25, 1990, relates the show's producers were "impressed by the fact the skiff did hold and that no damage was done mechanically or cosmetically."

Now vindicated, how did the Hobie personnel feel? "Although we never doubted the skiff would pass the test, of course we were relieved."

Guess it proves that seeing really is believing.

A CLASS DECISION: VERTICAL DECLARED LEGAL

Vertical cut mylar sails for Hobie 16s were recently designated "Class Legal." As detailed in the "North American Hobie Class Association News" of this issue, the NAHCA voted (almost unanimously) to request the Rules Committee make the popular sails class legal for the Hobie 16 in the North American Region as of 1991. The request was approved in late October by the Rules Committee, and the sails are now class legal in all NAHCA Hobie Cat regattas. (As of this writing, the legality of vertical cut sails in international events has not been determined.)

The Hobie Cat factory is gearing up briskly for the production beginning in November. Rising up off the drawing board is a design by Jay Glaser of Danger Sails in Long Beach. As this story is being written, Jay, renowned in the industry for cre-

HOTLINE Dealer Menu

ARIZONA

Sailboat Shop Inc.
Tempe (602)894-5494
Ship's Store
Tucson (602)795-4857

AUSTRALIA

Coast Catamaran Australia
Erina 61.43.891085

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178

Seabird Sailing
Berkeley (415)548-3730

Pine Knot Landing
Big Bear Lake (714)866-2628

Hobie Sports Center
Dana Point (714)496-1251

Sail Away
Eureka (707)443-0125

Sailing Center
Friant (209)822-2666

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

Performance Sailing Int'l
Newport Beach (714)673-5774
Long Beach (213)493-5774

The Sail Shop
Redding (916)221-7197

Inland Sailing Co.
Sacramento (916)454-3966

Wind and Sea Sports
San Diego (619)276-1244

Main Sail
San Jose (408)436-0422

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

Wind Toys
Santa Rosa (707)542-7245

CANADA

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

Adventure Sports
Regina, Sask. (306)522-5509

Colorado

Rocky Mountain Marine
Denver (303)399-2824

CONNECTICUT

Candlewood East Sailing Ctr
Brookfield (203)775-2253

DELAWARE

Spirit Marine
Milford (302)422-7835

FLORIDA

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

Caribbean Watersports
Key Largo (305)451-3113

Tropical Sailboats
Key West (305)294-2696

Nautical Ventures South
Miami (305)255-3292

Sailing Store
Orlando (407)291-2345

Key Sailing
Pensacola Beach (904)934-3465
Gulf Breeze (904)932-5520

Tackle Shack
Pinellas Park (813)546-5080

Ultimate Sail
Pompano Beach (305)946-2080

Space Coast Sailing Center
Rockledge (407)632-4351

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

The Cycle Shop
Tallahassee (904)576-6326

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

GEORGIA

Ocean Motion Surf Co.
St. Simons Island (912)638-5225

HAWAII

Fromme's Sailing Co.
Kailua (808)261-2961

ILLINOIS

Carlyle Sail and Surf
Breese (618)526-4770

INDIANA

Doyle's Marine Service
Portage (219)762-7622

Sailboats, Inc.
Westfield (317)896-2686

IOWA

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

ISRAEL

G.E.T.S., Ltd.
Tel Aviv (03)25-74-76

JAPAN

Cat Park
Tokyo (81)3-440-6770

KANSAS

Action Marine Inc.
Andover (316)733-0589

C & H Sailcraft
Chanute (316)431-6056

MAINE

Sebago Hobie
North Windham (207)892-4009

MARYLAND

Backyard Boats
Annapolis (301)263-2900

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079

Ensign Marine Specialties
Mattapoisett (508)758-3636

MEXICO

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

MICHIGAN

Sail Place
Cedar Springs (616)696-0250

Summit Haus of Michigan
Jackson (517)787-7080

Sailboats, Inc.
Mt. Clemens (313)468-6622

Midwest Aquatics Group
Pinckney (313)426-4155

Torch River Bridge Sailboat Shop
Rapid City (616)322-6180

Miller Sport Inc.
Richland (616)629-4507

MINNESOTA

Seven Seas Yachts
Minneapolis (612)879-0600

Hi Tempo Ski and Sail
White Bear Lake (612)429-3333

MISSOURI

St. Louis Sailing Center
Bridgeport (314)298-0411

Sailing the Wind
Springfield (417)865-4230

NEBRASKA

Main Sail Loft
Omaha (402)331-0776

NEW HAMPSHIRE

Wilderness Sail
Amherst (603)673-4563

New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Cranford Boat and Canoe
Cranford (201)272-6991

Dosil's Sport Center
East Keansburg (201)787-0508

South Shore Marina
Hewitt (201)728-1681

NEW YORK

4 C's Sailing Center
Angola (716)549-5060

Bellpat Marine
East Patchogue (516)286-8368

Boat Works
North Syracuse (315)458-8523

Sailaway International
Riverhead (516)293-8466

Electra Sport
Schenectady (518)393-9363

Slide & Glide Sports
Utica (315)733-9609

NEW ZEALAND

Performance Sailcraft NZ
Takapuna 596.925

NORTH CAROLINA

Skyland Sailcraft
Arden (704)684-2296

Sailboats, Ltd.
Greensboro (919)852-4433

Ships Store
Wilmington (919)256-4445

OHIO

Strictly Sail, Inc.
Cincinnati (513)984-1907
Dayton (513)984-1907

Sailing, Inc.
Cleveland (216)361-7245

OKLAHOMA

Tulsa Sailcraft
Tulsa (918)663-2881

PENNSYLVANIA

Wind & Water Boat Works
Butler (412)586-2030

Clews and Strawbridge
Frazer (215)644-3529

RHODE ISLAND

Megrews Boats
Charlestown (401)322-1150

SOUTH CAROLINA

Timeout's Sailing Center
Charleston (803)577-5979

The Sailing & Ski Connection
Myrtle Beach (803)626-7245

TENNESSEE

Rooke Sails
Memphis (901)744-8500

TEXAS

Sailboat Shop
Austin (512)454-7171
Houston (713)645-5010
San Antonio (512)657-2222

Mastercraft of Corpus Christi
Corpus Christi (512)992-4459

Mariner Sails
Dallas (214)241-1498

Sanford Part Sales
Odessa (915)363-0014

UTAH

Utah Sail and Sport
Salt Lake City (801)487-9526

VIRGINIA

Backyard Boats
Alexandria (703)548-1375

Trail 'N Sail
Richmond (804)262-7931

Trafton Marine
Virginia Beach (804)460-2238

WASHINGTON

Hobie Cats NW
Kirkland (206)827-8080
Seattle (206)282-8112

Sports Creel
Spokane (509)924-2330

WISCONSIN

Spitzer, Inc.
Middleton (608)831-7744

Rental Operators

Cape Water Sports/ Club Watersports

337 Main Street
Harwich Port, MA 02646
(617)432-7079

Hobie 16, Hobie One-14. Full line
of Alpha Sailboards. Lessons available.
Eight beach locations.

West Maui Sailing School

2805 Highway 30
c/o Maui Kaanapali Villas
Lahaina, Maui, HI 96761
(808)667-5545

Hobie 16, Alpha 160 and 230.
Rentals, lessons and rides.

Sailing Store

4340 Edgewater Drive
Orlando, FL 32804
(407)291-2345

Hobie One-9, Hobie One-12, Hobie One-14, Hobie 14, 16, 17, 18, Alpha Sailboards, lessons on monohulls, catamarans and sailboards.

Key Sailing

500 Quietwater Beach Rd #14
Pensacola Beach, FL 32561
(904)932-5520

Hobie, Hobie One, Alpha, Waverunners,
Jet Skis.
Instructions available.

Caribbean Watersports

c/o Sheraton Key Largo Resort
Mile Marker 97 Overseas Hwy.
P.O. Box 781
Key Largo, FL 33037
(305)852-4707
(305)451-4095 FAX

Hobie 21, 18, 17, 16, 14 Turbo;
Hobie One-14; Alpha 215, 190, 160.
Vacation packages - room and boat
starting at \$170.

BACK ISSUES

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
Tuning the 16 - Beginners

1986

Jan/Feb Tuning the 14
Rules Before the Start - Beginners
Mar/Apr Hobie Parts List
From Last to First
18 Performance
May/Jun Hobie 17 Primer
Staying Ahead
Jul/Aug Surviving a Storm
Sep/Oct Anatomy of a Roll Tack
Nov/Dec Hobie 14 Tips
Regatta Management

1987

Nov/Dec Hobie 21 Introduction
Mar/Apr Parts & Accessories
May/Jun Inside Hobie Hulls
Jul/Aug 21 Spinnaker Tips
Sep/Oct Notes for 16 Performance
Nov/Dec New Sailor Dictionary
Successful Trapezing

1988

Jan/Feb Winter Sailing Spots
Mar/Apr Hobie 18 Tuning
May/Jun Pleasure Sailing
Hobie 21 Update
Jul/Aug You Just Bought a Hobie.
Now What?

1989

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
Jul/Aug Sport Cat
Anatomy of an 18
Sep/Oct Team Metcalfe
Nov/Dec HOBIE 16 Setup and Tuning

BACK ISSUES: \$4.25 per issue, (Foreign: \$6.25 per issue). Circle desired issues.

NAME

ADDRESS

CITY STATE ZIP

Mail form along with a check or money order to: **HOTLINE Back Issues**
P.O. Box 1008, Oceanside, CA 92051.

1/91

ating high-performance catamaran sails, is putting the new pattern through its final paces. After testing is completed to his and Hobie Cat's exacting demands, production will begin, with sails expected to be available in December.

Upgrading to mylar will be easy, as the new sail is identical in layout to the horizontal cut sail now in use. The batten dimensions remain the same, so the sail will fit perfectly on existing boats. Once in production, the vertical cut sail will be standard on all new Hobie 16s.

In addition to being an excellent material in regard to performance and durability, mylar may soon become "the only game in town," according to Doug Skidmore, new product development. "Dacron is becoming increasingly difficult to obtain in the colors and weights needed for even the horizontal cut sails," he explains. "Soon, mylar would be the only choice, no matter what the cut."


Watch the Hobie horizon for the vertical sail. For more information on what may turn out to be the kindest cut of all for both recreational sailors and racers, contact Doug Skidmore directly at Hobie Cat.

PASS THAT BUCK OVER HERE

Remember that "user fee" (Read Bush's lips: TAX) on boats we warned you about? Well, it came to pass; that is, it actually did

pass during the end of the last Congressional session, and as you know the fee will be passed on to you. Helping to pass it all along was U.S. Representative Panetta, a democrat from California with a most undemocratic stance on boaters. A fee such as this won't hurt the upper income people nor do much to help the lower income people. It will hurt the bulk of us trying hard to stay afloat in the muddy middle.

Our esteemed legislators certainly didn't have both oars in the water when they allowed Panetta and friends to steer this through. The bill was passed against the unanimous opposition of the House Merchant Marine Committee. Making this fee doubly unfair is the fact it is not by any stretch of the government's imagination (and we know how imaginative government is!) a fee. You will be paying from \$25-100 per boat per year (depending on the length of the boat) whether you use the boat or not; in other words you'll be charged for owning the boat, making the fee a tax. According to "BOAT/U.S. Reports," failure to pay could result in a fine up to \$5000.

If these fees tax your patience, consider this: Panetta was recently re-elected by 73 percent of the voters in his district. As California voters are notoriously apathetic, we have to surmise all the boaters who should have been out there voting against him were instead somewhere else — perhaps up the creek without a paddle. 

NAME GAME CORNER

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

My wife, Sue, picked out the name, Chauvinist. It fits. The graphics are mine. The pig goes with the name; it also goes with the star for my job, deputy sheriff. There are pig tails on each transom. We sail from Menton Headlands Beach, Ohio.

John & Sue Knight
Eastlake, OH



Enclosed is a photo of our Hobie 18 Magnum. We have sailed in numerous regattas throughout Florida during the past five years. We also have pleasure-sailed many beautiful spots in Florida and love sailing from the beach near our home in Ponce Inlet, Florida.

Naming our Hobie Special "K" has brought us much attention. Many people, sailors and non-sailors, approach to say they have seen us before.

Guess who is the Special "K"?

Ken & Kathie Hunter
Daytona Beach, FL



Serving Catamaran Needs Since 1983

Virtually

EVERYTHING For Your Boat!

- ✓ NO Backorders
- ✓ NO Delays
- ✓ NO Uncertainty
- ✓ NO Surprises
- ✓ NO Excuses

*The DIFFERENT Company with
Simply Better Products & Services*

KISME MARINE ENGINEERING

118 MILLRIDGE RD. - UNIVERSAL CITY, TX 78148

(512) 659-4258

8am - 5pm Monday-Friday (CT)



SOME THINGS ARE BETTER LEFT UNDER COVER



Like your cherished Hobie Cat rudders.

Protect your rudders on or off the boat with colorful Hobie Cat Rudder Covers. These foam-lined red vinyl covers offer ideal protection for trailering, transporting or storing in a sailbox. Designed with firm-hold Fasteck fasteners, these covers fit all Hobie rudders.

Hobie Rudder Covers:

The best cover-up since Watergate!

BE A WINNER! SIGN UP NOW!

Rick White's CATAMARAN SEMINAR

with Guest Experts Such As...

**RANDY SMYTH, CARLTON TUCKER,
JIM YOUNG, JAY GLASER**

-In The Beautiful Florida Keys-

APRIL 14-19, 1991 • APRIL 21-26, 1991

5 DAYS OF:

- Boat Handling
- Tactics
- Starts (over 200)
- Upwind/Downwind
- On-Water Drills (all day)
- Boat/Sail Tuning
- Tacks & Jibes (over 500)
- Mark Roundings (over 300)
- Mechanics of Crewing
- Lectures/Video Replays (Eves)

*Designed to improve all skills for the advanced &
intermediate racer as well as the novice sailor.*

at PLANTATION YACHT HARBOR & RESORT
(Our Seminar Headquarters)

Spacious Grounds, Sandy Beach, Tennis Courts, Pool

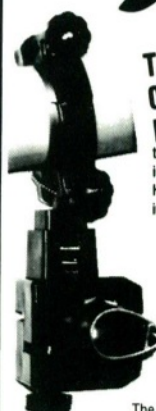
\$600/Person Includes Seminar Fee,

Room (dbl. occ.) Meals, Tax & Gratuity. \$100 Deposit to Hold Spot

☆☆☆ LIMITED TO 30 BOATS ☆☆☆

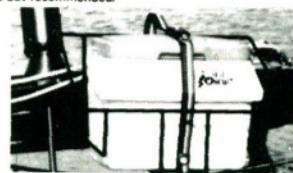
Call Rick White or Mary Wells: 305-451-3287

The portable **HOBIE** MAST-CADDIE®



TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST

is the ideal way to transport your mast and boom. Stern and/or bow interlocking carriers clamp on securely and remove easily. Fits all Hobies. Made of polypro, brass or stainless. Safety tie not included but recommended.



The **AQUA-CADDIE** holds coolers up to 10 1/4 x 14 1/4 and also is great for weather gear, etc. Crossbeam mounting helps keep basket out of water and eliminates deforming dolphin striker as when wave hits striker mounted product. Cooler not included. Model for Hobie 18 (mast mounted), all other cats; Holder 12, etc.

Midwest Aquatics
8930 DEXTER-PINCKNEY
PINCKNEY, MI 48169
(313) 426-4155

MURRAY'S MARINE DIST
P.O. BOX 490
CARPINTERIA, CA 93013
(805) 684-5446

One Year Warranty

SEE YOUR LOCAL DEALER or order direct:
SHIPPED IN USA VIA UPS (no P.O. Box #'s please)

Name _____

Address _____

City _____

State _____ Zip _____

Account number _____

Expiration Date _____

☐ Please send more information **U.S. Patent Pending • Reg. U.S. Pat. Off.**

- ☐ C.O.D. (U.S. only)
- ☐ Check Enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)

AQUA-CADDIE

- ☐ Hobie 18 \$49.95
- ☐ Other models \$42.95

MAST-CADDIE

- ☐ Stern Only \$53.95
- ☐ Bow Only \$46.95

Indicate Model of Boat: _____

High Mast

USYRU Honors Hobie Cat For COMPTIP™ Program

Hobie Cat recently was given a one-of-a-kind award for a one-of-a-kind safety campaign. The prestigious United States Yacht Racing Union (USYRU) gave Hobie Cat Company a special award in recognition of its COMPTIP mast and related overall safety program. At the annual general meeting held in Seattle in October 1990, USYRU recognized Hobie Cat for developing and promoting the COMPTIP.

The program received another boost in an article written by Allison Peter in the November issue of the USYRU magazine, "American Sailor." Reprinted here in its entirety, the article commends Hobie Cat's overriding concern for its customers, despite non-support in some sailing corners.

As Hobie Cat owner Tony Wilson has stated, sailors should use the COMPTIP for the same reason the company promotes it **... because it's the right thing to do.** It sure is nice when doing the right thing is noticed and appreciated by the most predominant organization of sailors in the nation. -Ed.

COMPTIPs For Life

BY ALLISON PETER

Reprinted with permission from the November 1990 issue of "American Sailor."

Every year, approximately 10-15 people are involved in power line accidents which result in death or serious injury. This statistic may seem small when compared to the number of boaters who die from capsizing (330 in 1989) or falling overboard (217), but power line fatalities are usually preventable.

Sailors and racers of small monohulls, and of catamarans in particular, are among the most vulnerable to electrocution. They tend to launch their boats in areas unregulated by yacht clubs and marinas; the light weight and maneuverability of a catamaran allows its owners to launch almost anywhere. In these 'non-traditional' areas, power lines may be hidden or unmarked.

The National Electrical Safety Code requires only that high-tension wires be located between 17-40 feet off the ground, yet most lines are only 20 feet above ground. This height is dangerously inadequate for most medium-sized sailboats.

In the past decade, the Hobie Cat Company of Oceanside, CA has shown admirable concern for multihull sailors by manufacturing what they refer to as a "non-conductive mast assembly which significantly reduces the hazard of electrical injury or death in the event of mast/power line contact." This interesting mast part, made of fiberglass cloth and vinylester

resins fitted around a metal mold, is called the COMPTIP. A plastic luff track fits into grooves which are formed by putty mixtures. Foam plugs create a seal for the COMPTIP's hollow middle; ideally, the COMPTIP will not leak.

As with many safety-oriented items, the COMPTIP requires minimal effort and care. A Hobie mast with a COMPTIP, when kept clean and dry, and when stored away from ultraviolet rays, will protect sailors from the ever-present danger of electrocution. Soap and water (not solvents) are recommended for cleaning the Hobie mast, especially the luff tracks; such care contributes to the

A Proud Moment

BY RICHARD BLOUNT, USYRU SENIOR JUDGE

At this year's annual meeting of the United States Yacht Racing Union in Seattle, Washington, something happened that has never happened before. The USYRU gave a recognition and appreciation award to Hobie Cat Company Owner and Chief Executive Officer Tony Wilson.

The USYRU has never before lauded a boat manufacturer. The reason for the unprecedented honor was Hobie

Cat's commitment to saving lives with the COMPTIP mast.

USYRU, as well as the sailing world, has seen irrefutable evidence COMPTIP works. Tragedies have been avoided through the use of this revolutionary safety device. (Regrettably, many Hobie Cat owners are still not using one.)

I was on hand to witness the standing ovation afforded Tony Wilson by the USYRU board of directors, elected officers, judges and rank-and-file members, as he received this award. All were moved by the reading of the inscription on the plaque and by Tony's acceptance speech.

The success of the COMPTIP mast and USYRU's recognition of its importance are building a strong wave of support to require COMPTIPs on every single one design boat built in America. The USYRU wants to promote the highest level of safety for all sailors, as well as quality sailing in the United States. The COMPTIP does both!

To Tony and Hobie Cat: Keep up the great work!!!!




COMPTIP™'s longevity. While users of the COMPTIP are not completely protected from electrical injury, they are assured of more safety than if they sail with an all-aluminum mast.

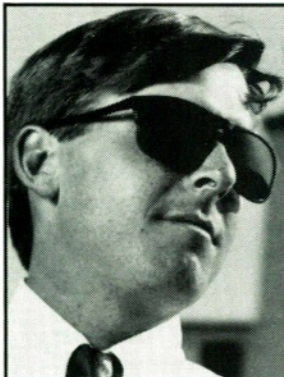
The top sections of Hobie masts were first replaced with COMPTIPs in 1985. Since then, Hobie Cat has run an active retrofit program through which Hobie Cat owners can have COMPTIPs installed by a Hobie dealer free of charge. As of January 1, 1990, sailors interested in competing in International Hobie Class Association-sanctioned events must have COMPTIPs on their spars. Furthermore, in their attempts to ensure safe sailing, Hobie Cat has instituted a Bounty Program which encourages responsible investigation — Hobie sailors who find and report dangerous power line situations are rewarded with gift packages containing Hobie products.

Not all Hobie owners are supportive of the COMPTIP. They maintain that their boats' speed potentials are diminished by the slightly heavier mast. The "it-won't-happen-to-me" attitude about power line accidents is also prevalent.

However, according to Hobie Cat, performance differences with the COMPTIP are minimal — neither the sail nor the rig will change with COMPTIP installations. And the reality of launching and sailing near power lines is that it can happen to you if proper precautions are not taken. Most people agree that the benefits of a mast with a COMPTIP far outweigh any disadvantages. For the majority of Hobie sailors, safety of life is more important than ultimate speed.

Last month at their Annual Meeting in Seattle, USYRU presented Hobie Cat with an award in appreciation for their aggressive and responsible efforts to prevent power line accidents. USYRU President Bill Martin and USYRU Overhead Power Line Committee Chairman Mason Chrisman recognized the company for its development of the COMPTIP, which they deemed a "significant act of compassion and concern for the lives of sailors."

It is important to note that the retrofit program which Hobie Cat has instituted is free to boat owners but definitely not free for the company. Obviously, expenses take a back seat to safety for this organization. Perhaps other manufacturers in the boating industry will follow Hobie Cat Owner and President Tony Wilson's lead in making safety an integral part of sailing. However, sailors of all kinds of boats and of every level need not wait for boat companies to supply them with preventive equipment — safety is a responsibility which everyone must bear. 



JOHN SHADDEN
OLYMPIC BRONZE MEDALIST
1988

POLARIZED HOBIE® PRECISION OPTICS



RANDY SMYTH
OLYMPIC SILVER MEDALIST
1984

HIGH PERFORMANCE PEOPLE HIGH PERFORMANCE GLASSES



CALL TOLL FREE:
800-554-4335

DANGER



DANGER



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

*Fast Sails
For Fast Sailors*

RACING RECUTS-
Class Legal and Hobie
Hot. Used by many of the
top sailors.

*P.S. We cut your
competition!*

Mainsail Racing Recut with Teflon Boltrope.....	\$115
Jib Reshape Seams.....	\$95
Pie Shape Tell-Tale Window.....	\$20
Vision Windows	
Mainsail.....	\$30
Jib.....	\$25



SKIP ELLIOTT SAILMAKERS
870 Production Place
Newport Beach, CA 92663
714-645-6697

All shipments via U.P.S. freight collect C.O.D.
Prices subject to change without notice

A Miracle Of Speed

Want To Blow The Competition Out Of The Water?

The word FAST takes on new meaning January 1, 1991 with Hobie Cat's introduction of the Hobie Miracle. This new wonder of the racing world promises to outdistance any sailboat on the market today. And we've loaded it to the hulls with standard features that would be costly options on other boats.

At 19.5 feet with an 8.6 foot beam, this dynamo handles divinely, too. With a name like Miracle, would you expect anything less?

MIRACLES DO HAPPEN ... BUT ONLY AT HOBIE CAT

We've engineered the Miracle to be the fast-paced marvel of the '90s, the cat of choice for racers around the world. The Miracle is destined to overtake all other sailboats coming and going ... swiftly!

If you're looking for the fleetest of the fleet, look at the Hobie Miracle. But look fast, or you'll be seeing it from behind!

HOW TO WORK A MIRACLE

Here are just a few of this heavenly new Hobie Cat's many features. For more information, make a pilgrimage to your local Hobie dealer and say, "I'm ready for a Miracle!"

THIS LIGHTWEIGHT IS HEAVY ON PERFORMANCE

- Fiberglass/foam sandwich, symmetrical hulls of flenchless construction.
- Kick-up rudder system with lightweight racing rudder blades.
- Ariba joystick.
- High aspect daggerboards.

FAST & EASY SAILING

- Harken main traveler for easy sail adjustment, with recessed track molded in rear beam.
- Harken 7:1 mainsheet system. Harken 8:1 downhaul system with swivel cleats on the bottom of the mast enables sailors to use the system while hanging in the trapeze.
- Harken 4-way jib system with cleatless ratchet block. Cleats are attached on

shroud adjuster. A purchase on the jib halyard makes it easy to increase or decrease jib tension while sailing.

- Mast rotation via plate on the bottom of the mast is easy to handle while hanging in the trapeze — ideal for double-trapping. The mast can be fixed in a positive mast rotation position while sailing downwind.
- Universal swivels on the corners of the tiller crossbar and tiller arm reduce friction to the absolute minimum.
- The specially designed, Kevlar-reinforced COMPTIP™ mast (There's no Miracle without one!) is tapered so the tip will flex before the rest of the mast bends, to de-power the sail in the top and take away the lift of the boat. The rest of the sail remains powered, to minimize forward speed reduction.
- Single diamond attachment secures an equal tension of the diamonds on both sides by adjusting only one turnbuckle.


THE LADY WILL LOVE THIS TRAMP

- One-piece mesh trampoline in grey or black, with pockets to boot!
- Built-in jib barber-hauler system in mainbeam means no extra lines laying on the tramp.
- Colorful fabric lines on the trampoline make it easy to set mast rotation in accordance with conditions.
- Tramp-track is recessed in the hulls.

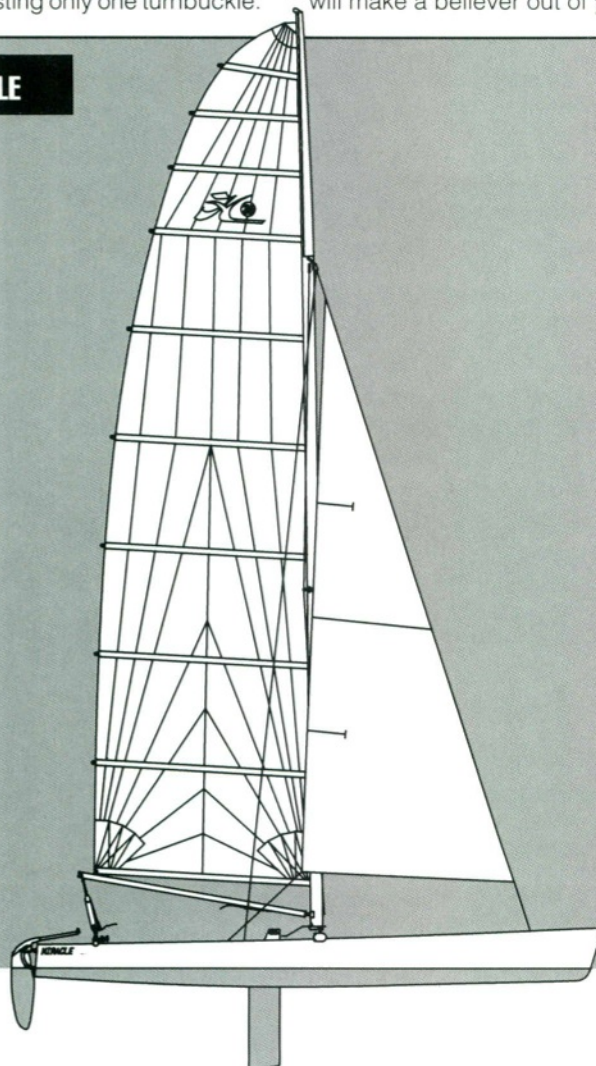
SAIL DESIGN BY SKIP ELLIOTT SAILS

- Pre-bend cut GTS mylar main.
- Tri-radial dacron jib.
- Foam sandwich battens.

We predict you'll love this faster-than-fast new boat. Watch for more on the Miracle in an upcoming issue of HOTLINE, or see your favorite Hobie dealer.

Experience the Hobie Miracle today. It will make a believer out of you! 

HOBIE MIRACLE



Charleys

Catamaran & Sailboard Jewelry

The **Perfect Gift or Trophy** for that special regatta. • 14 Kt & Sterling Silver Catamaran & Sailboard Charms & Earrings. • Satisfaction guaranteed or return for full refund within 14 days.



		14Kt	Sterling
CHARMS:	CATAMARAN	99.95	39.95
	Lrg. Sailboard	59.95	18.95
	Sm. Sailboard	28.95	12.95
EARRINGS:	Lrg. Sailboard	119.95	59.95
	Sm. Sailboard	59.95	32.95

Prices subject to change without notice.
Send for our free information packet.

Send orders to:

CHARLEYS CUSTOM JEWELRY
P.O. BOX 34307 PERDIDO KEY, FL
32507 • (205) 981-5075

VISA MC AMX CARDS ACCEPTED

1-800-627-8989

TRAILLEX

ALUMINUM TRAILERS
— Made in America —

**SIMPLY THE BEST YOU CAN BUY
ASK A TRAILLEX OWNER**



- **Lightweight**
- **Strong**
- **Never Rusts**
- **Anodized**

Model TX-1100 HC 21 Pictured

Talk to your dealer about obtaining a Traillex aluminum trailer for your Hobie Cat.®
Or contact TRAILLEX for further information.
TRAILLEX, INC.

Box 533H, 60 Industrial Park Drive, Canfield, Ohio 44406-0553
Phone (216) 533-6814 FAX (216) 533-1211
The Original Aluminum Trailer

Quick Cleating

Harken exit blocks fit Hobies of all sizes. Downhauls, cunninghams and halyards are conveniently located on this strong stainless steel pivoting block with ball bearing sheave and Cam-Matic cleat. The 140 with aluminum cam is ideal for halyards and hi-load controls. The 141 with plastic cam is perfect for lightly loaded control lines such as the downhaul or cunningham.
Make your Hobie hotter with Harken.

HARKEN

1251 E. Wisconsin Ave., Pewaukee, WI 53072; Telephone: 414-691-3320

GRAB A HOTSTICK!

Quick, reliable control made the HOTSTICK the world's most popular tiller extension.



The HOBIE HOTSTICK when total control is a must.

AVAILABLE AT YOUR HOBIE DEALER

Sleep with us...

Sail with us...

\$175.

3 day/2 night
Bed and Boat
Vacation Package
in the Florida Keys

Sleep with us nights at the Sheraton Key Largo Resort in luxurious accommodations.

Sail with us days on a Caribbean Watersports Hobie 16, 17, Sport 17 or 18 SX.

Calvert Sails Test Center

- class legal racing recuts with teflon bolt rope
- open class tri-radial dacron or mylar sails
- open class tapered foam battens
- the latest sails in the hottest colors
- spinnakers

For information

USA (305) 852-4707
FAX (305) 451-4095



**CARIBBEAN
WATERSPORTS**

*p/per. dbl. occ.
based on availability
includes accommodations,
sailboat and taxes.
Offer expires 12-15-91

USA (305) 664-8056
FAX (305) 664-4242



ASK THE EXPERT

BY JOHN HACKNEY

Tech expert John Hackney delights in providing practical, workable solutions to Hobie sailors' questions. His hands-on expertise, in-depth knowledge and love of the sport give him an excellent vantage point. If you have a Hobie question you would like answered in print — anything from souping up your craft to nuts and bolts — send it to HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051. -Ed.

HUNG UP ON YOUR JIB?

Every time I tack or gybe my Hobie 16, the jib gets hung up on the mast. This is plenty annoying and has caused me to lose precious time while racing. Please help!

The battens on a Hobie 16 have long been a problem when tacking. More than one boat wizard (you know, the type of sailor who never seems to be happy with the way things are) has spent many an hour trying to figure out a way to stop jib battens from tangling in various stuff running up the mast. Over the years, quite a few ideas have surfaced to overcome a superficially simple problem. The Hobie 18 and 21 avoid the dilemma by not using full-length jib battens; as a matter of fact, Hobie produced a batten-less jib for recreational use on the 16.

Let's look at some of the solutions that have surfaced over the years, including the commercially available and the backyard variety. In one homegrown solution, the battens are cut as short as possible, while still allowing adjustment with the batten caps. The battens need to be out of the batten pocket only enough for the batten cap jam cleat to be used for the maximum batten tension desired. A second way out would be keeping the main halyard back from the front of the mast. This can be accomplished, after the mainsail is hoisted, by circling the halyard behind a shroud before tying the halyard to the bottom of the mast. In addition, a ring ding (cotter ring) may be used to hold the main halyard at the reefing hole in the mainsail. Push the gently folded main halyard through the reefing hole and attach a large ring ding to the halyard to hold it in the reefing hole and keep it out of harm's way. Remember, the ring ding must be removed before lowering the mainsail. Third, the jib halyard also

needs to be kept from interfering with the jib while tacking. This can be accomplished by purchasing one of the many available clips which attach to the mast about two feet below the jib halyard turning block. Please read the directions on the clip package for exact placement. The three tricks outlined above should keep the jib from hanging up most of the time; keep in mind the important operative phrase, most of the time.

Other methods available to keep the jib free when tacking are the infamous batten hinge, sewing the battens in place flush with the leech, and plastic flaps sewn over the battens. Some rental boat operators have just removed the battens completely. This last action is not recommended on the stock jib, but when has a boat wizard ever had a stock anything?

Believe me now or believe me later, the hulls should be checked periodically for wear.

WORN HULLS

I see an orange streak on the bottom of one of my hulls where it's worn from dragging the boat up and down the beach. What is this and how do I fix it?

Hobie hulls do wear when you drag them over sand, rocks, grass or concrete. If you drag your boat to the water, it is just a fact of life that every once in a while your hulls will need to be fiberglassed. Hobie Cat now incorporates orange gelcoat within the hull to signal excessive wear. The orange stripe appearing on the bottom of your hull is a warning it needs to be fiberglassed.

As the orange color is not on all years and models of Cats, you should not rely upon this strip to determine when your bottoms are worn. (See "This Ol' Boat" in this issue.)

Experience tells me the hulls should be built up with fiberglass every couple years. Hulls usually have at least four layers of glass at the bottom, relatively thick.

An experienced Hobie sailor should have a look at your hulls and suggest when to rebuild the bottoms. Believe me now or believe me later, the hulls should be checked periodically for wear, so a minor repair job does not turn into a major repair job.

For specifics on how to repair a hull, ask an experienced fleet person or your Hobie dealer.


LEAKY HULLS

I am finding a lot more water draining from my hulls than there used to be. I'm concerned about possible leaks, but really don't know how to go about finding them. Is there an easy way to detect leaks in my hulls?

In search of leaks on a Hobie hull? Come on, hulls don't leak! The hulls are sealed and never develop leaks; it's all in your mind, must be condensation, you forgot to tighten the drain plugs, seals on the inspection ports are bad, the breather tube on the Hobie 16 allows a little water in, not a problem. This list of excuses is brought to you by an old Hobie dealer ... just kidding.

Seriously, hulls do on occasion develop leaks, and detection can be a problem. If a thorough visual inspection does not reveal the location of the leak, the following detection method can be used. The hull should be slightly pressurized using a shop vacuum exhaust or an electric air pump connected at the drain plug or inspection port. You must be a little creative in connecting an air supply to your hull. Use something such as tape, hose or duct seal; you know, the same things holding your old Chrysler together. Caution should be exercised not to over-pressurize the hull. No more than a few PSI of pressure should be used; excessive pressure may damage the hull and ultimately even explode it. Once the hull is slightly pressurized, a soap and water solution will reveal where the hull is leaking.

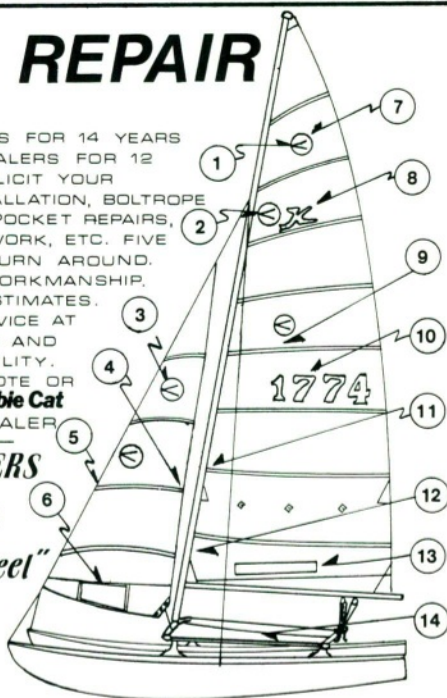
A few common spots for leaks include: hull-deck seams, the drain plug flange, inside front Hobie 18 crossbar bolts, shroud anchor pins, and the Hobie 18 inspection port flange. If you need to know how to fix these problems, that will take another letter to "Ask the Expert."

Should you not want to undertake this process on your own, see your Hobie dealer. Experience is the best helper when it comes to finding hull leaks or spelunking. Spelunking, what a great word; never could figure out how to incorporate spelunking into a sailing article. 

SAIL REPAIR

AS SAILMAKERS FOR 14 YEARS AND HOBIE DEALERS FOR 12 YEARS, WE SOLICIT YOUR WINDOW INSTALLATION, BOLTROPE AND BATTEN POCKET REPAIRS, TRAMPOLINE WORK, ETC. FIVE TO TEN DAY TURN AROUND. EXCELLENT WORKMANSHIP. INSURANCE ESTIMATES. 48 HOUR SERVICE AT DOUBLE RATES AND TIME AVAILABILITY. CALL FOR QUOTE OR SEE YOUR **Hobie Cat** OR **HOLDER** DEALER

ALSO
HOLDER COVERS
&
Hobie Cat
"Banana Peel"
COVERS



"Banana Peels" are designed to fit the hulls snugly by utilizing delrin zippers along gunwhale and zippers/velcro for sidestay closures allowing for mast-up storage or mast down towable without disconnecting the bridle or sidestays. Hobie 16 "Banana Peels" are \$325.00 a set and \$115.00 for the trampoline cover. The Hobie 18 "Banana Peel" is one-piece, covering the entire hulls and tramp and prices at \$415.00. Prices are for our stock colors of white or blue. Add 10% to quoted prices for colors: red, yellow, green, or tan; allow additional 14-day delivery for special colors. All orders prepaid will be shipped UPS freight paid. All other orders will be shipped UPS, COD including freight. For price guide on sail repairs and info on other manufactured items, contact:

Chris Rooke
(901) 744-8500

ROOKE SAILS

1744 Prescott So.
Memphis, TN 38111

WHEN YOUR CAT SEES
★★ **ACTION** ★★
IT'S NOT ALWAYS ON THE WATER

MAST-CRADLE- II
Handles Trailering **MAST-ACTION**

NEW !!

- IMPROVED DESIGN PROVIDES FOR TRAILER FLEXING !
- ACCOMMODATES RELATIVE MOVEMENT OF MAST AND MAST-CRADLE-II !
- SUPPORTS MAST WITH SLOT UP OR DOWN !
- EASY ON YOUR COMP-TIP !
- TIE-DOWNS INCLUDED !

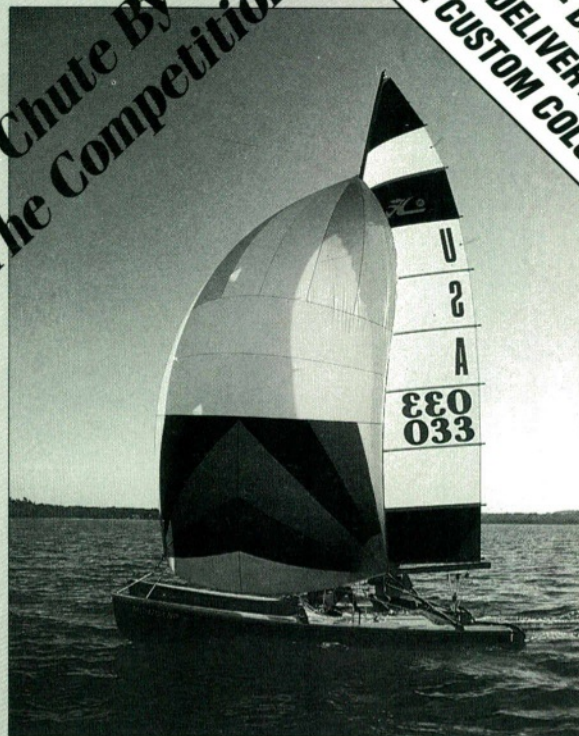


Send Check or Money Order or Call:
COFFEY MARINE, 320 E. Walnut Ave.
El Segundo, CA 90245 (213-640-8838)
CA. Residents Add 6.75 % Sales Tax

CM7744H	MAST CRADLE-II	HOBIE 14 / 16 / 17	\$36.95
CM7744H8	MAST CRADLE-II	HOBIE 18 / SX18	\$43.95

**Chute By
The Competition**

**7-DAY
DELIVERY
ON CUSTOM COLORS**



Hobie Spinnaker Packages

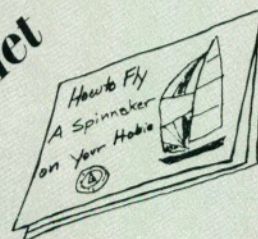
Brighten up those downwind legs with a colorful spinnaker! One tri-radial chute will **Double** your speed on reaches and runs! Design your own color layout, or go with one of our stock layouts. Our Hobie 16 and 18 packages come with all the hardware, fasteners, launching bag, and line you need to turn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

213 Ferry Avenue, Box 606
Charlevoix, MI 49720
Dealer Inquiries Invited
(800) 678-2439

THIS OL' BOAT

Is Your Cat On Its Last Leg? If So ...

BY RICHARD BLOUNT

With a little bit of time and money, you can revive your trashed old boat and make it the perfect cruising machine, or even a contender once again. Fixing up a boat may take a little time, but the results can be well worth the effort.

I should know. I recently rebuilt a 1971 Hobie 14 to use at the 1990 Hobie 14 National Championship on the Columbia River in Oregon. My 19-year-old boat surmounted six-foot seas, winds over 35 knots and a host of fierce combatants to take second in the nation.

Most of the rejuvenation techniques I applied to my faithful 14 steed are applicable to the 16, 17 and 18 as well. If you take pride in your work, I'm sure you will have great results with your "Rosinante," too.

A Hobie has two mortal enemies, the ultraviolet rays of the sun and salt water. If you sail your boat in the ocean, salt and sun will take its toll. If the boat is well cleaned and stored in a clean, dry garage, or at least covered, it will fare far better and not rust or rot away little by little. The toxins and pollutants in some lakes and rivers are more insidious than the elements in the ocean. If you aren't supposed to drink the water, it's a good bet the boat should be rinsed off after each use as well.

Regardless of your boat's present condition, it certainly is possible to make it look good and perform well again. Don't expect an overnight transformation. (Phyllis Diller wasn't rebuilt in a day.) Do expect to roll up your sleeves and get to work, as you examine your boat piece by piece.

Hulls

My hulls had several bad scratches, chips out of the bows, and worn bottoms. For starters, I patched the chips and scratches with Marine Tex (Hobie Stuff is good stuff too); it works like Bondo does on a car. The two-part mix, which comes in white and gray, dries in 24 hours and hardens like steel, can be applied with a putty knife.

Simply tape around the damaged area to limit the mess and avoid sanding more

than necessary. When the Marine Tex is dry, use 80 grit sandpaper or a medium file to smooth out the patch. Go down to 150, 220, 400 and then 600 wet/dry. You can polish to perfection if you prefer, but using 600 wet/dry will achieve the best performance surface. (For more on gelcoat repair, see Matt Miller's "Giving Your Hobie A Facelift" in the September/October 1989 issue of *HOTLINE*.)

Now, let's look at the bottoms. Usually, the back two-thirds of a boat wears away first. Why? Because we are too lazy to carry the boat over sand. Beach sand acts like sandpaper and little by little wears away the bottoms.

If the boat needs a bottom job (replacing the worn-away bottoms), I suggest you check with your Hobie dealer or neighborhood guru. (For more on worn hulls, see "Ask The Expert" in this issue.)

If you decide to do it yourself, have someone familiar with the process help you. The mixing of the resin and catalyst, and the layering of the glass are critical. The idea is to rebuild the bottom layer by layer, by putting on strip after strip of fiberglass, letting it cure, then adding another. If you wish to pay someone to do it, plan on spending about \$150-250. The price, of course, will depend on how badly the hulls are damaged. If the bottoms wear through, the integrity of the fiberglass sidewalls will be compromised, making the hulls more difficult to fix.

No matter what the color of your hulls, you can see how much your vessel has faded by looking under the registration sticker or numbers on the bow of the boat. First peel off the sticker a bit to view the original color in all its unfaded glory.

My hulls were once bright orange. After 19 years of oxidation, they were far from either bright or orange. I started with 220 grit sandpaper on a power sander. By hand, I used 220 wet/dry; then 400. By the time I got to 600 wet/dry, the hulls were really smooth. Next, I used a buffer and rubbing compound; after that, I waxed them. The hard work was worth it. The hulls looked better and were really smooth again.

If you want to bypass all the sanding and buffing, a small amount of Marine Polish applied with elbow grease will make your hulls shine again.

Hull Fittings

Check the condition of the gudgeons, drain plugs, shroud anchor and bowtangs. The fittings rarely pull out of the hull, but they do break from time to time, due to stress.

When installing new fittings, don't forget to put silicone over the screw holes before you screw in the new parts. The silicone

Continued on page 60



ILLUSTRATION BY DWIGHT WASHALA

BIG IS BETTER!

CAT BOX™ asked sailors and dealers around the United States what they would want if they could have the very best sail box.

• **Sailors and dealers said:**

"We need a sail box big enough for overnight regattas, camping trips and bulky items such as tents, ice chests, beach chairs, sleeping bags and tool boxes. We need a sail box big enough for all sailing equipment, sails, boom, daggerboards, rudders, hiking stick, life jackets, wet suits, trapeze harnesses, foul weather gear, shoes and lots of everything else."

CAT BOX responded by building two models. Model 200 is 9' 7" long, 27" wide and 14" high; Model 220 is 10' 5" long, 27" wide and 14" high. Both models hold all of the above and still have room for more.

• **Sailors and dealers said:**

"We want a front opening big enough to get at all of our equipment without effort."
CAT BOX responded by making the opening a hatch 4' 7" long and 22 1/2" wide, putting all your gear in plain sight for easy access.

• **Sailors and dealers said:**

"We need a rear door opening on the end big enough for easy access for sails, boom and long equipment."

CAT BOX responded with a no-sag opening, 12" high and 25" wide, and a heavy-duty latch compatible with a padlock or combination lock.

• **Sailors and dealers said:**

"We must have a sail box that is watertight."

CAT BOX responded by installing three separate seals to make all joints watertight in every season.

• **Sailors and dealers said:**

"We need a quality product that won't fall apart after a couple years."
CAT BOX responded by manufacturing the most advanced sail box on the market today. It is made of the highest quality composite

materials available. CAT BOX will give you years of trouble-free service and add to your enjoyment of sailing. CAT BOX is guaranteed to be trouble-free for as long as you own your boat.

• **Sailors and dealers said:**

"We need a sail box that can be shipped UPS and is easy to assemble."

CAT BOX responded with packaging in conformance with UPS regulations enabling CAT BOX to be shipped nationwide.

• **Sailors and dealers said:**

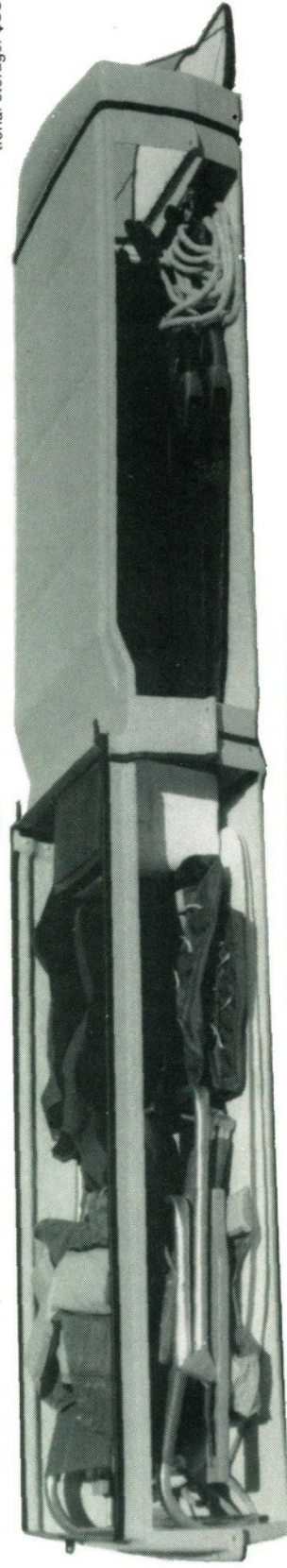
"We are tired of small, cheap boxes that are more trouble than they are worth. There is a definite need for a high-end, no-compromise box."

• **Model 200**

20.4 Cubic Feet of Storage, 9' 7" Long, 27" Wide, 14" High. **\$349**

• **Model 220**

22.2 Cubic Feet of Storage, 10' 5" Long, 27" Wide, 14" High. This size is ideal for trailers with crossbars longer than 9' 5" apart, and for additional storage. **\$369**



CAT BOX introduces a NEW larger rear door making sail gear even more accessible.
 25' WIDE
 12" HIGH



**A genuine Hobie product!
 For ordering see your favorite dealer.**

For the dealer nearest you write or call:

HOBIE CAT COMPANY

P.O. Box 1008, Oceanside, CA 92051

Phone: 619/758-9100 • Fax: 619/758-1841

Yes, boom and sail fit through front lid opening with ease.

STORY AND PHOTOS BY RACHEL G. CARTER AND
GREG LEFTWICH

Wouldn't it be great to have someone come to your house, at your convenience, to formulate a workout program tailored specifically to meet your needs? You put on your warm-up suit, get out the equipment, and then, precisely at 8:00, right on schedule, the doorbell rings and your personal trainer enters your home to instruct you, cajole you, encourage you and gently bully you into fitness. Well, folks, that's what this article is: A Hobie Cat conditioning program designed by Atlanta-based sports trainer Rachel G. Carter, with special Hobie input from Greg Leftwich, Vice Commodore of Fleet 12. The model is Alex Spier, a triathlete and personal trainer.

Rachel's credentials are weighty, indeed. A pioneer of the interval bench training method who specializes in performance conditioning through sport-specific exercises, Rachel has designed programs for a variety of athletes, including professional and collegiate basketball, football and tennis players, professional boxers and triathletes. -Ed.

SAILING I N T O STRENGTH

**Conditioning
Methods To
Improve Your
Days On The
Water**

It's a beautiful summer day: a good breeze, blue skies and the water on the lake is inviting. It's a perfect day to enjoy your Hobie. Those who sail make it look so fun and easy; those who do it best know that sailing requires strength, stamina and endurance.

I'm a sports trainer in Atlanta, Georgia. I've worked with many athletes who also depend on strength, stamina and endurance to perform their sport. You as a Hobie sailor want a weight training program that will improve your performance level on the water. If you were to hire me as your personal trainer, I would take you first through the following discussion.

FIRST, THE FACTS

Fact: People get involved with a sport for one of three reasons: to have fun; to perform well; or to win. Before you begin your exercise program, you need to define your goal.

Fact: Mental attitude is the single most important variable in determining the effectiveness of the fitness program you are about to begin. A positive attitude will enable your body to respond to its maximum potential.

Fact: Commitment and consistency are the keys to a successful program. You will get out of the program whatever you put into it. Your willingness and motivation to add a new

Date:	SET 1		SET 2		SET 3	
Body Part:						
Type:	Weight	Reps	Weight	Reps	Weight	Reps
Exercises:						
1.						
2.						
3.						
4.						
5.						
6.						
7.						

dimension to your health, your sport and your life depend on your consistency and commitment. You also must be realistic. To achieve the goals you have established, a program must meet your needs. What adjustments and sacrifices are you willing to make? How much time during the week will your lifestyle allow you to commit to your program, and is that time consistent with your goals? These are major considerations.

Fact: You must understand training methods and techniques. The more you know and understand about specific exercises, the order in which you perform them, what muscles they work and for what purpose, the more you and your body can respond and achieve.

Fact: Now that you have established your goals, give your workouts one hundred percent of your ability. Work at an exercise or specific skill until you get it right. Then, get great at it. If you are great at one thing, no one can beat you. Break down your sport into skills; practice each; then practice putting them together.

Fact: The body adapts to increased training on a continual basis. Hard workouts prepare you mentally as well as physically. You should train year-round. However, listen to your body, because overtraining will defeat your purpose. Either working past your limits will become too much and you will quit, or you will become injured frequently and perform at less than one hundred percent.

Fact: Overall conditioning lends significant benefits to your sport. Supplement your sport training with other training methods, such as running, rope jumping or bench stepping.

Fact: Doing just one thing is never enough. For example, lifting weights alone will not make you good at sailing. Increasing your cardiovascular ability by itself will not make you a good sailor. Putting the two of these together with sailing practice, good nutrition, a positive outlook and dedication will power you to excellence at your chosen sport.

Fact: A means of measuring progress is important. You should keep complete records of your workouts. Record keeping reinforces how much you are putting into your workouts. It shows you how far you have come, how strong you are getting. And most important, record keeping enables you to begin and continue your workout with a plan. This is a must. Above is a sample of the chart I use.

NEXT, THE TERMS

Your new fitness program will incorporate a combination of cardiovascular exercises and weight training exercises. Here is a little background before we get started.

Aerobic Conditioning. We strive to increase your aerobic and anaerobic capabilities. Aerobic conditioning is for endur-

ance, whereby you pace yourself over a period of time (longer than three minutes). Your body utilizes the lactic acid energy system to enable you to perform. An example is distance running.

Anaerobic Conditioning. For your body to perform without oxygen it must use fuel that has been stored. This fuel is called adenosine triphosphate (ATP). ATP is an energy-rich substance found in every cell of the body that is necessary for performing activities such as contracting muscles. But there is only a limited supply of ATP; once it is used it must be restored. An example of when your body is using ATP and its anaerobic system: rounding a mark in a regatta where you must use quick bursts of energy to sheet in your sails.

If you increase your anaerobic threshold, you will automatically increase your aerobic capacity. One method of doing this is called interval training.

EQUIPMENT

The equipment needed to perform the following exercises is minimal, and can be used at home or in a gym. Obviously, there are many more exercises than those described below as well as a much greater variety of equipment. But for now, let's stick to the basics. You will need:

1. Bench - basically a wooden box, four feet long, 12 inches tall and 14 inches wide. Additional reinforcement support is optional. If you use the bench on a wooden surface, you need rubber stoppers on the bottom to keep the box from slipping. If a wooden bench is not available, a regular flat bench such as that used for bench press exercises will do. The STEP, a lightweight adjustable variation of the wooden bench, is also commonly found in fitness facilities or can be ordered directly from The Step Company at 1-800-729-8733.

2. Dumbbell Weights - heavy enough to be challenging but comfortable enough to allow you to do 12-15 repetitions (reps) for each exercise. The number of reps is important, because high reps (12-15) develop muscular endurance and strength, which is what you as a sailor want as opposed to building mass. You may opt for two or three pair of weights, ranging from light to heavy, as the larger muscle groups (i.e., chest and back) can lift more weight than the smaller muscle groups (shoulders and arms).

3. Pullup Bar - for in-home use (the type that fits in a door frame is adequate).

4. Broomstick - used primarily in stretching (you can also use your Hotstick).

5. Weight Belt (optional) - to support the lower back.

6. Weight Training Gloves (optional) - to maintain a good grip on the weights.

TERMINOLOGY AND DEFINITIONS

Major body parts: Abs, chest, back, biceps, triceps, shoulders, legs.

Weights (W): Amount of weight used for a particular exercise.

Repetition (R): Completion of a specific exercise one time.

Sets (S): Completion of a specific number of repetitions.

WEIGHTLIFTING METHODS

*Straight Sets - Do all sets of a particular exercise before

moving on to the next exercise. Rest between sets.

*Super Sets - One set consists of two exercises done immediately one after another. Then rest.

*Giant Sets - One set of three or more exercises done consecutively. Then rest.

*Circuit - Instead of doing sets, each exercise is timed for a period of 1-2 minutes. Complete the circuit 1-3 times.

*Interval - Perform alternating segments of 3 minutes cardiovascular conditioning and 1-1/2 minutes concentrated weight exercises.

You will find interval training your most challenging workout and most similar to the short burst of energy required when tacking or rounding a mark.

HOW TO USE THE WORKSHEET

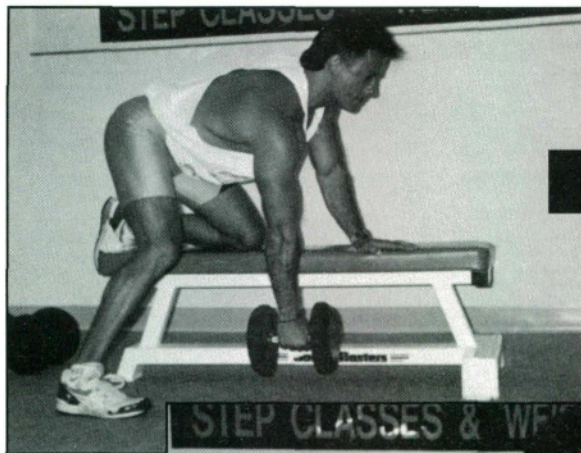
1. Make copies of the worksheet for future use.
2. Record the date on your first worksheet.
3. Choose 1-3 body parts for your workout and record on worksheet. Choose a "type" and record.
4. Choose 2-4 exercises per body part and record.
5. In the appropriate box, record amount of weights used, number of sets and repetitions.
6. Indicate with brackets which exercises were done together in a super set or giant set.
7. If doing a circuit, choose at least 3-4 exercises per body part. Take only a 15-second rest between each exercise (very time-efficient and good for working muscular endurance).
8. Straight sets are good for developing muscular strength, but are more time-consuming. Rest approximately 1 minute between each set.
9. Super sets and giant sets or combination exercises are more time-efficient and work on muscular strength and endurance simultaneously.
10. You may use super sets or giant sets for different body parts or the same body parts. Super setting or giant setting the same body part tends to be more difficult, because you don't let the muscle rest, although it does develop muscular endurance.
11. Circuit - You may circuit one or more body parts. Circuiting is good for even a whole-body workout. If you choose to circuit, you may want to select 2-3 exercises for each body part.

WEIGHT TRAINING EXERCISES

CHEST

Pushups - Place the hands on the corner of the bench with the body extended. With the back flat and body in alignment, inhale and lower the chest to the corner of the bench. Exhale as you push away from the bench and flex the chest muscles. If your back is arching, try doing it on your knees rather than your toes.

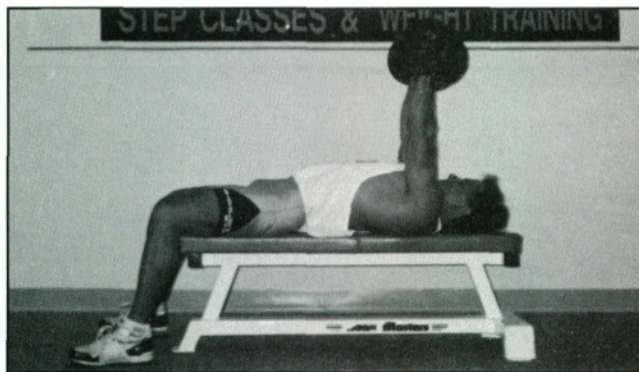
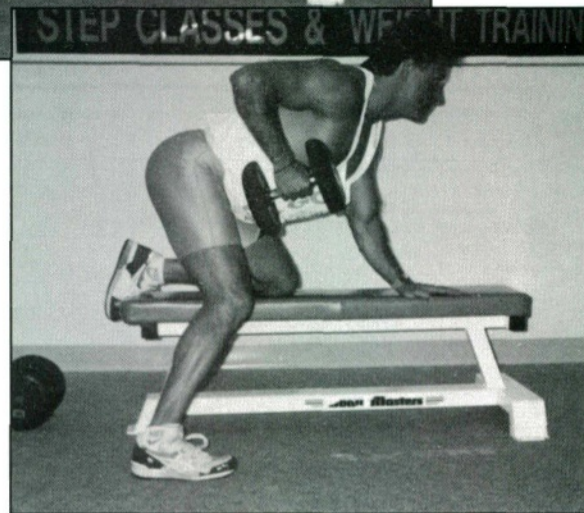
Dumbbell Flat Bench Press - Lay down with your back to the bench. Place the feet on either side of the bench and press the small of the back into the bench. Using the dumbbell weights, begin with the arms extended over the chest. Slowly inhale and lower the arms to your sides just below the armpit. Feel a good stretch through the chest. Exhale and press the dumbbells back to the starting position, flexing the chest muscles. Make sure you pull through the abs as you exhale.



BACK

One Arm Rows
Start Position

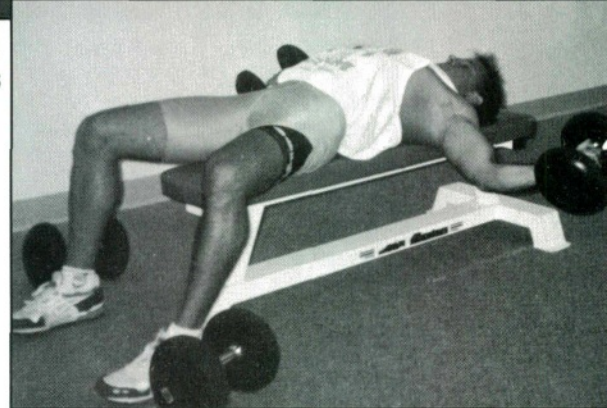
Finish Position



CHEST

Flat Bench Flies
Start Position

Finish Position



Flat Bench Flies - Lie with your back to the bench and your feet on either side of the bench. Press the small of the back to the bench. Using the dumbbell weights, start with the arms extended overhead and palms together. Inhale and slowly lower the arms to your sides, keeping a slight bend in the elbow. Expand the chest and get a good stretch through the chest where it connects to the shoulders. Exhale and raise the arms back to their starting position as you contract the muscle to the center of the body.

BACK

Pullups - This exercise can be done with hands over the bar (palms facing away) or under the bar (palms facing you). Remember, the wider the grip, the more you work the latissimus dorsi muscles. Variations include pulling the chest up to the bar or pulling the neck and shoulders up to the bar. If you place the hands under the bar, you are still working the back but you are also using more of the biceps and will feel the extension through the serratus (the area under the arm wrapping around to the back). Place your feet on a chair or the bench to assist you in pulling up. As you get stronger, you will be able to do more reps and eventually not need the chair or bench. Like pushups, pullups are referred to as a free-hand weight exercise because you use only your body weight for resistance. This is one of the most difficult of all the exercises described here, so don't be discouraged if it takes some time to master.

One Arm Rows - Place one knee on top of the bench. Lean forward, placing the hand (same side as the knee on the bench) on the bench to support the lower back. The dumbbell weight is in the opposite hand with the arm fully extended. Exhale and lift the arm to the waist in a rowing motion, thus contracting the latissimus dorsi muscles. The neck must be in alignment with the back. To ensure this, keep the eyes on the bench. The back leg should be slightly bent (never lock out the joints). Inhale as you lower the arm back to its starting position. Repeat, using the other arm.

Upright Rows - From a standing full squat position and holding the dumbbells end to end, exhale and lift both hands from an extended position up to the chin. The elbows should be higher than the shoulders at this point. Inhale as you lower the weights back to the starting position.

BICEPS

Front Curls - Begin from a seated position, arms extended by the sides of the body with palms facing up. Exhale as you curl the dumbbells upward and squeeze the biceps and forearms. Keep the elbows close to the body as you curl. Inhale and lower the dumbbell to the starting position.

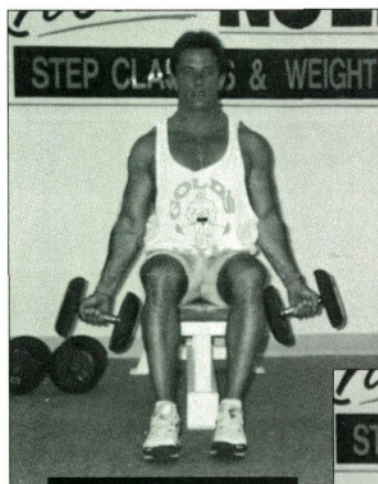
Hammer Curls - Begin from a seated position, arms extended by your sides with palms facing in. Exhale as you curl the dumbbells upward to the top of the shoulder. Keep the elbows into the waist as you curl. Inhale and lower the dumbbells back to the starting position.

Any of these bicep exercises may be done with both arms or alternating arms. The difference lies in the angle of the hands. Each time you change the angle on this or any exercise, you change the way you work the muscle.

TRICEPS

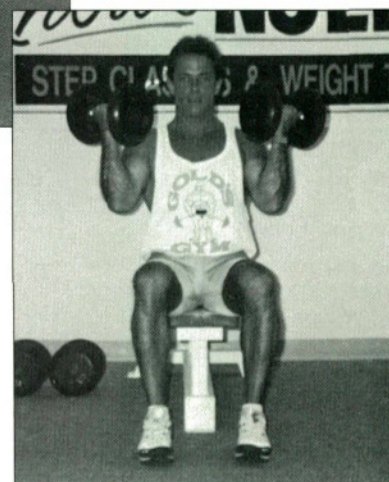
Tricep Pushups - Begin by sitting on the bench. Place the hands close to the body with the fingers down and thumbs on top of the bench. The legs are extended in front, with the knees slightly bent. Dig with the heels; and keeping the back close to the side of the bench, bend the elbows, lowering the body until the arms are parallel to the floor. Always exhale on the exertion, in this case when you return to the starting position.

Seated One Arm Overhead Extensions - Begin by sitting on the bench. Place the feet in front and the back straight (no arch). Hold a dumbbell weight in one hand over the head. The arm is held close to the ear with the palm facing front. To extend the tricep, bend the arm to the opposite shoulder. Exhale and push the arm to the starting position, flexing the muscle at the top of the movement.

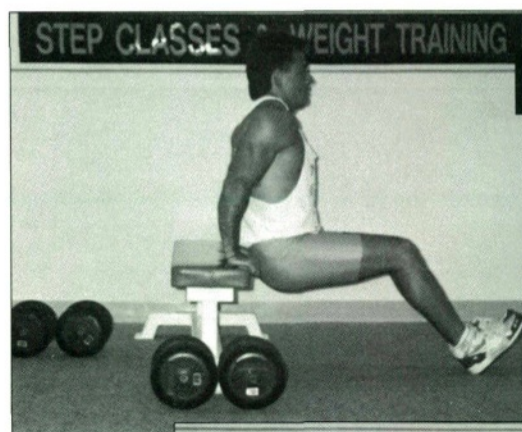


BICEPS

Front Curls
Start Position



Finish Position

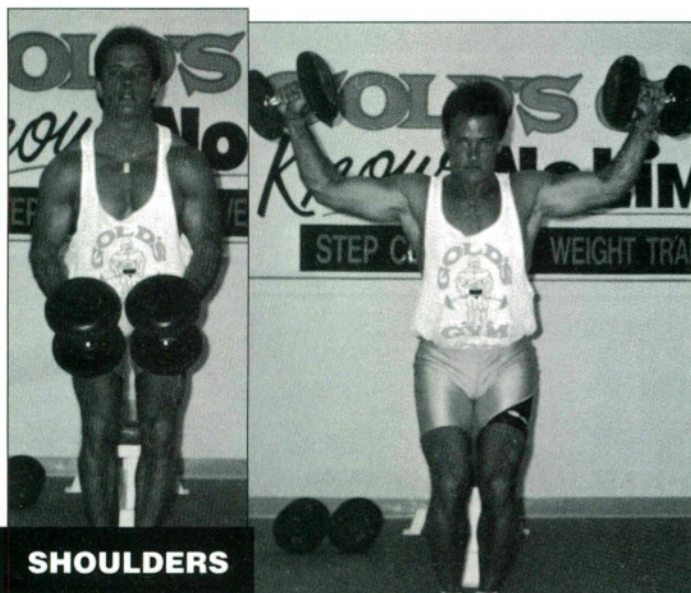


TRICEPS

Tricep Pushups
Start Position

Finish Position

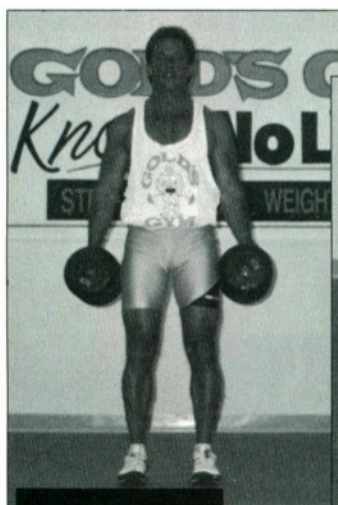




SHOULDERS

Lateral Raises - Start Position

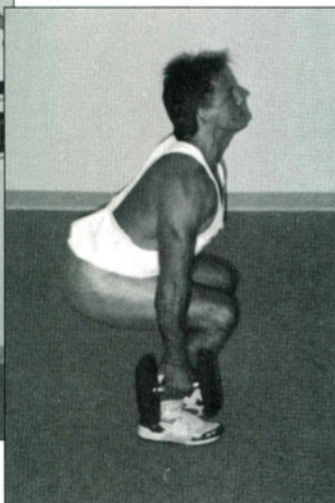
Finish Position



LEGS

Close Foot Squats

(Front view) - Start Position



(Side view) - Finish Position



ABS

Straight Up
Crunches
Start Position

Finish Position



SHOULDERS

Lateral Raises - From a standing position with knees slightly bent (imagine your back at a 45-degree angle to the floor), hold the weights in front of your body. Lift the arms to the side with the elbows slightly bent. Be sure to exhale from deep in the abs and lift through the upper body. Inhale as you lower the weights to the starting position. Exhale and repeat.

Shoulder Press - From a standing position, keep knees slightly bent and feet hip-distance apart. Hold the dumbbells at the top of the shoulder with the palms facing front. Exhale and push the weight upward, with the ends almost coming together at the top. It is imperative that the back is flat, not arching. The arms should be right by the ears. Inhale as you lower the weight back to the starting position.

The complete body workout is the most effective for developing strength, speed and endurance simultaneously.

LEGS

Close Foot Squats - Stand with the legs hip-distance apart. Imagine sitting in a chair without using your hands. Inhale as you lower the body. The shoulders are aligned over the knees, and hips over the ankles. Press through the heels, using the back of the legs and the glutes. The heels must stay on the floor. Exhale as you lift upward, using the glutes and contracting at the top of the movement.

Single Leg Stepups - Begin in a standing position with one foot on top of the bench. The leg should be higher than the hip to place emphasis on hamstrings and glutes. Press through the heel of the foot (the toe will be almost up). Lift the body upward and squeeze the glutes at the top of the movement. Lower the body back to the starting position. Complete all reps of one leg and then repeat the exercise on the other leg. Remember to hold proper form. If your body starts to lean forward as you get tired, stress and pressure will be placed on the front of the legs and the knee, rendering the exercise ineffective.

ABS

Straight Up Crunches - Using the bench, begin by lying with your back on the floor and your legs on the bench. Make sure the knees are directly over the hips, legs together and that everything is tight. Place the hands behind the head to support the neck. Exhale and pull the abs as you lift. Focus on the rectus abdominis muscles, contracting and extending, to work the muscles from the inside. A variation of this exercise is to lift the lower body, twisting to the right and then to the left. Lift the opposite elbow to the knee, aiming for the outside corner of the knee. By this change of direction, you now are working the oblique muscles.

Waist Twists - Standing with your legs hip-distance apart, place the broomstick (or Hotstick) behind the neck, wrapping your arms around it without moving the lower body. Slowly twist to the right and then back to the center. Repeat to the left. This exercise also may be done at a slightly quicker pace, but be very aware of proper form, to avoid unnecessary stress on the lower back.

THE SCHEDULE

Let's assume we established earlier you could commit one hour, three days per week to your new program. Let's follow your schedule through the first two months. As you will note, varying the type of exercise (straight, super and giant sets, circuit and interval training) you do each day will keep your program from becoming monotonous.

WEEK	DAY 1	DAY 2	DAY 3
One <i>Straight Sets</i>	Chest Triceps Abs	Back Biceps Abs	Legs Shoulders Abs
Two <i>Super Sets</i>	Chest Shoulders Abs	Back Legs Abs	Biceps Triceps Abs
Three <i>Giant Sets</i>	Chest Back Abs	Legs Triceps Abs	Biceps Shoulders Abs
Four <i>Circuit</i>	Chest Legs Abs	Back Shoulders Abs	Triceps Biceps Abs
Five <i>Interval</i>	Chest Triceps Abs	Back Biceps Abs	Legs Shoulders Abs
Six	Chest - Super Shoulders - Giant Abs	Back - Super Legs - Super Abs	Biceps - Circuit Triceps - Circuit Abs
Seven	Chest - Super Back - Super Abs - Giant	Legs - Giant Triceps - Interval Abs - Straight	Biceps - Straight Triceps - Super Abs - Super
Eight	Chest - Interval Legs - Circuit Abs - Straight	Back - Giant Shoulders - Interval Abs - Interval	Triceps - Super Biceps - Super Abs - Circuit

EXERCISE YOUR OPTIONS


As you become more familiar with each exercise and gain in strength and confidence, you will find interval training your most challenging workout and most similar to the short burst of energy required when tacking or rounding a mark. The cardiovascular segment can be anything from running to jump roping to cycling or the like, but it must be for an intense three minutes. You must keep moving to keep your heart rate up. You then will come to a complete stop and perform 1-1/2 minutes of slow, very concentrated movements described in the exercises above.

In the beginning, you may want to try just one body part, doing 3-4 segments and working your way up to 2-3 exercises for each body part. This complete body workout is the most effective for developing strength, speed and endurance simultaneously. When you feel you are again ready to increase the intensity of your workout, you can use the wooden bench for

the cardiovascular segments by jumping on and off it, over it, moving around it, etc. These movements will improve agility as well as muscular endurance and leg strength.

By now, you should feel comfortable enough with these exercises to create a program that will enable you to accomplish your goals. Remember, fitness does not happen overnight (although feeling more fit, energetic, confident, attractive and all-around great often does); results in body composition and enhanced performance may not be apparent for two or three months. At the heart of an effective program are commitment, consistency, performance and safe techniques. Consult a local personal trainer if you feel you need help in learning the exercises, and, as always, consult a physician prior to beginning any exercise program.

We encourage you to let HOTLINE know how you are doing. If you have any favorite exercises, please share them with your fellow Hobie sailors.

Good luck and good sailing! 

R I S

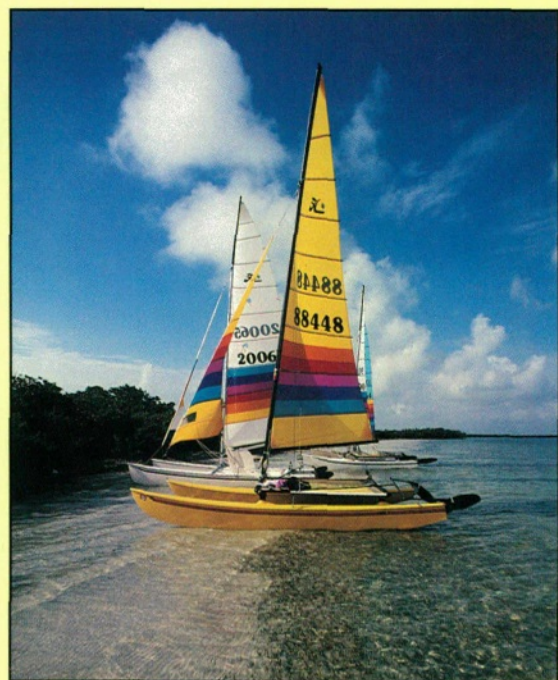


B U S I N

KY



ESS



MURRY SILL

Crossing Everglades Park On Hobie Air

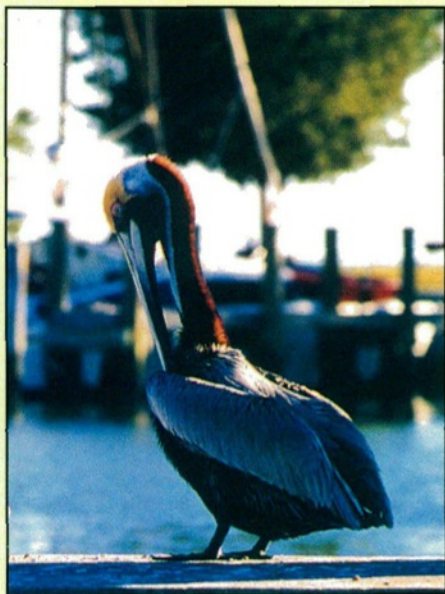
STORY BY MARY A. WELLS

The sun was diffused in a cottony haze. Misty mangrove islands dotted the seascape like mirages, floating on air by a trick of the midday sun. The water was as flat and still as a pane of glass; no ripples or ripples to signal a breath of air. Yet the sails were full and our Hobie flew effortlessly across a surface that seemed not to be there.

It was a dream world ... and it was our dream alone.

Harry Grigsby had warned us about that: "There's a good chance you won't see another person all day."

Florida Bay is the buffer zone where marsh meets ocean, freshwater meets saltwater, alligators meet crocodiles.



KAREN ALDHIZER

PREPARING FOR THE PERILOUS PASSAGE

My husband Rick White and I had consulted Grigsby, a 70-year-old veteran backcountry guide, about our plan. We wanted to sail our Hobie 18 from our home in Key Largo, Florida to the Everglades National Park Visitor Center at Flamingo, across 40 miles of the treacherous backcountry of Florida Bay.

November normally would be a difficult month to make the trip, but this particular year the water level seemed to be a little higher than normal, and Grigsby opined "maybe" we could make it.

During the summer, with the combination of rainy season and southerly winds, the depth can get as great as two feet, he said, but in the winter it will be one foot or less. "And a front can blow it all out and get it down to three inches in places."

"If you get stuck and get out of your

boat," Grigsby warned, "you may sink in up to your hips. It's real hard to pull yourself out. A million years ago this used to be all ocean," he said, "but now there is 12 feet of soft muck on top of coral rock."

BACKCOUNTRY BAY

Backcountry is a word locals use to refer to the shallow bay of island-dotted water framed on the north by the bottom of the Florida peninsula, and on the east and south by the state's trailing tail of coral islands called the Florida Keys. It also is the ecologically fragile terminus of the Florida Everglades, that great, shallow "river" that flows south from near Lake Okeechobee. Florida Bay comprises roughly one-third of Everglades National Park and is the buffer zone where marsh meets ocean, freshwater meets saltwater, alligators meet crocodiles.

A mecca for fishing enthusiasts (including President Bush), the backcountry teems with trout, snapper, snook, redfish, tarpon and sheepshead, enumerated Grigsby, who has been showing people where to find them for 26 years. At the shallow northern end of the bay, the bottom is crisscrossed by white lines, straight as an arrow — trails left by the props of powerboats planing across the flats en route to fishing grounds.

It also is a paradise for birds and bird watchers. Grigsby told us to expect to see, especially in October and November, bald eagles, roseate spoonbills, wood storks, great white herons, egrets and ibis. (Unfortunately, our route did not take us close enough to their favorite havens.) It is against the law to set foot on most of the islands because they are nesting spots, and some of the birds are endangered species.

The backcountry has its less lovable inhabitants, too. Grigsby said rattlesnakes and crocodiles are occasionally found on the northernmost islands near the mainland. (The perimeter of Florida Bay and North Key Largo is the only known habitat of the endangered North American crocodile, which lives in saltwater. Alligators are partial to freshwater.)

Grigsby also warned us about the true predators of the backcountry: mosquitoes. "Usually the winters are dry and there are no mosquitoes until May and June, when it starts raining. But this year," he reported ominously, "has been difficult."

TO THE BOGGIES AND THE BIG BEYOND

We had invited several other Hobie sailors to accompany us on our weekend adventure, but there were no takers. We shoved off alone from the beach in

Blackwater Sound at about 10:00 AM on a Saturday in late November with Harry Grigsby's "maybe you can make it" still ringing in our ears. Our course was almost due west between Key Largo and Flamingo. The wind was a cooperative 10 miles per hour out of the south; it would be a reach most of the way. (A beat would have been impossible, because often the water was too shallow to have more than a few inches of board down, and even the rudders had to be cocked part-way up, making steering very difficult.)

Armed only with a chart, a handheld compass and a can of insect repellent, fortified with only lunch and water, and burdened merely by a backpack tent, we opted for the Christopher Columbus method. We did not heed the good advice to take a VHF radio and an outboard motor.

As we entered the narrow channel through the Boggies, a mangrove barrier that separates Blackwater Sound from the true backcountry, the air was choked off to almost nothing and we barely made headway against the opposing current. A few feet on either side of us, impenetrable tangles of mangrove roots threatened. We heard no sound, except the distant chirp of crickets and tree frogs.

Suddenly, we were assailed by a loud crash in the darkness of the jungle to our left. "What was that?" I screamed, noticeably levitating off the tramp. If Harry and the rangers had told us the truth, it had to be a bird, albeit a very large and clumsy one.

Below us, through the crystal liquid, we glimpsed a more tranquil world where long grasses waved languidly in the current and the bottom was dotted with sponges, like beige doughnuts surrounding the black holes of their centers. A jellyfish pumped energetically past, and a small ray darted beneath the boat and disappeared up the cut.

Slapping ourselves and each other, we contemplated one of the great mysteries of life: What are horseflies doing out here on the water, miles from the nearest horse?

A solitary bird spoke with an occasional, snipped-off chirp — a sweet, piercing sound, that seemed vaguely sinister in these isolated surroundings. As we reached the western end of the channel, from our left came a raspy, chortling sound, followed by a series of monster chicken-like cluckings, that raised hair on the backs of our necks.

Once free of the Boggies, we began the tricky job of navigating to the mostly unmarked channels through a skin of water only inches thicker here than there. One wrong turn and we could find ourselves in a maze of shallows from which we might never escape. Our first destination was the dreaded Crocodile



MURRAY SILL

Dragover, which fortunately did not live up to its name.

Past the worst of the flats, it was clear sailing, and for hours there was no sign we were on an inhabited planet. Even the angular shape of the Southern Bell microwave tower on Key Largo finally disappeared. Occasionally, the water near the boat would heave up in a smooth mound and an unseen body would move a wave along with it for several yards. "Tarpon," Rick pronounced, as though he knew what he was talking about.

We skimmed above a glass-covered desert growing only clumps of brown, "dusty" grass beneath scant inches of Windex-clear water. In some places, perhaps through a trick of the light, the underwater scene took on the yellowish-brown glow of a tintype. Schools of fish leapt as one — shimmering, synchronized slivers of silver, shining in the sun.

It was reassuring and yet somehow disappointing when the spell of solitude was finally broken by a powerboat appearing on the horizon. The drone of its engine continued to carry across the empty expanse long after it had disappeared.

The tide dropped, and land appeared to our left, where land should not be. Great white herons on toothpick legs stalked the mud flat, carefully selecting their favorite gourmet items from this bird-oriented delicatessen.

BUZZARDS, SKEETERS AND GATORS AWAIT

As we neared Flamingo, traffic became more frequent. The marina and launching ramps there are a popular departure point for recreational fishermen, most of whom trailer their boats in via the access road from Florida City.

Flamingo: A Bird's Eye View

The Everglades National Park visitor center at Flamingo can actually be reached by automobile — with less hassle but less fun — via Route 27 southwest from Florida City, the last town south of Miami before the Florida Keys.

Flamingo Lodge motel accommodations are open year-round, as is a small patio bar. The main bar and restaurant are open from late November through the end of April. This is an important detail to remember for those who don't fancy microwaved pizza from the marina store.

Rates for the motel rooms, including tax, are \$82.13 for one or two people, from November 1 to May 1. During the rest of the year, the rate is \$51.06.

A 300-site campground is operated by the National Park Service, which charges \$7 per night during the winter. You can stay free during the rest of the year. According to Ranger Hunter Sharp, "If we charged someone to stay there in the summertime, they would probably ask for a refund," because of the mosquitoes.

The marina can accommodate boats as large as 60 feet. Most visitors come from the west, making a side trip from the Intracoastal Waterway. Operating out of the marina are two tour boats that run all year, taking people on trips three times a day through Florida Bay and through Whitewater Bay to the north. Also available are a large sailboat that chauffeurs people on day and sunset cruises, small charterboats for backcountry cruises, commercial fishing guides, and canoe and skiff rentals. Use of the launching ramp is free.

No commercial airboat operations are permitted within the park, but the popular

rides are available at many locations outside the boundaries.

For the very adventurous, the well-marked Wilderness Waterway runs north from Flamingo through Whitewater Bay and on for 100 miles, terminating at Everglades City to the west. According to Ranger Sharp, this is a popular canoe trip through alligator country that takes seven to eight days (possibly less if the alligators are really hungry). In this part of the Everglades, one can spot otters, raccoons, mangrove squirrels, deer and the endangered Florida panthers.

Hikers can navigate an abandoned roadbed called the Coastal Prairie Trail that runs west from behind the campground. Attempt this trek only during the dry season, to avoid becoming a major blood donor for the population of local mini-vampires (mosquitoes).

Camping is permitted on three islands in Florida Bay: Little Rabbit Key, Nest Key and Carl Ross Key. Little Rabbit and Nest both have small docks and portable-type pit toilet facilities. Carl Ross has no dock or facilities and has difficult access, particularly during low tide. Through Whitewater Bay and the Wilderness Waterway are several "chickees," camping platforms with docks.

All these remote camping sites may be used only by obtaining permits from the rangers at the Flamingo visitor center. The permits are free, but if you are caught camping without a permit, the fine is \$30, and you may be asked to leave if someone else has reserved the site.



HELEN LONGEST-SLAUGHTER

We sailed up the marked channel between churning walls of fish and docked at the marina some five hours after our trip had begun. Sun-baked and tired, we were looking forward to a good meal at the restaurant we had heard was at Flamingo. Surprise! The restaurant was not yet open for the busy winter season.

Quickly deciding we actually would prefer to celebrate our successful crossing with champagne and micro-waved pizza from the marina store, we ate outside under the interested gaze of a large buzzard. We tossed him a few scraps as a bribe to take his mind off our succulent bodies.

Next stop was the ranger station in the Flamingo visitor center to check out the "Skeeter-Meter." The dial on this quasi-mosquito thermometer was set to the "Hysterical" level, which is at the top of five categories that range downward through "Horrible," "Unpleasant," "Bearable" and "Enjoyable."

The visitor center is a great place to spend time because it is air-conditioned and off-limits to mosquitoes. It also features very interesting educational exhibits and displays about the ecology of the Everglades and Florida Bay, the food chain (which we had escaped experiencing firsthand), flora and fauna.

We learned Flamingo is not only a jumping-off point to Florida Bay, but also a popular departure point for tours and fishing boats venturing northward into Whitewater Bay, a freshwater lake laced with a bewildering maze of islands in the lower Everglades.

At Flamingo a concrete wall, or "plug," separates the freshwater from the saltwater. This man-made contraption was installed to undo man-made damage done to the ecology many years ago when canals were dug to drain the marshes.

Wandering over to the freshwater side to join a bunch of people with cameras glued to their faces, we were treated to

an intimate look at an alligator's dental plaque. He (or possibly she) had slid cooperatively up onto the river bank to pose for pictures. As in the case of the buzzard, it wasn't clear whether the giant reptile was begging for scraps or hoping an overexcited tourist would fall off the wall.

By now, we had exhausted the limited sightseeing possibilities of the immediate area. Once a real town, Flamingo today includes little but the visitor center, hotel, bar/restaurant, marina, store and ranger housing.


The sun was hanging low in the sky, and the mosquitoes were waiting hungrily for dusk — their favorite feeding time. We hopped on our Hobie and sailed offshore to anchor for the night.

We erected our dome tent, anchored it to the tramp, dove inside and zipped it up. Just in time! Thousands of salivating mosquitoes immediately plastered themselves against the outside like refrigerator magnets. We were obviously captives under siege until morning, and we prayed there would be no call of nature before then. (No such luck.)

Only later did we discover an immense campground a short distance away where we could have pulled our boat up on the beach. Of course, then we would never have found out if it were indeed possible to put up a tent the size of the trampoline on the boat when it is surrounded by water.

SINKING TO A CLOSE

Our trip home on Sunday would have been an uneventful retracing of the bread crumbs we had scattered on the water except that the skipper, now feeling like a veteran, decided to take a shortcut across a field of sprouting mangrove plants. "I think we can make it," Rick said optimistically. "We just need to get a good run for it."

Alas, all dreams must come to an end. Harry Grigsby was right about sinking into muck up to your hips. 

HOW TO AVOID THE UNOFFICIAL STATE BIRD

The best time to visit Flamingo is when the Skeeter-Meter is set at "Enjoyable," usually between January and March, although the mosquito population always depends upon the rainfall and wetness factors.

Ranger Sharp said the best way to minimize problems with mosquitoes is to stay in the sun, stay in the wind, stay on the concrete and, when the sun goes down, run for your life.

"They don't like sun," he explained, "so during the day they hide in bushes and grass. If you walk through the grass, you stir them up. They don't like wind, so, when possible, stay away from windbreaks and the lee side of buildings. Between dusk and dawn, take shelter; that's when the darkness and cooler air bring them out in droves."

Flamingo is a favorite place for experimental testing of mosquito repellents by various university and government agencies. Contrary to popular rumor, the rangers themselves are not used as guinea pigs to test the products.

So what exotic, high-tech stuff do the rangers use in what some call the "Mosquito Capital of the World"?

"Just off-the-shelf repellent like everyone else," according to Ranger Sharp, who has survived more than two years in Flamingo, and has not yet turned into a vampire himself.

HOBIE RACING

JANUARY/FEBRUARY 1991

IN THIS SECTION:

*Major Regattas
Nationals And Worlds*

*Special Events
North American Region News*

*Fleet News
Race Results*



DOUGLAS KNAPP

MAJOR EVENTS

MAJOR REGATTAS 1991

Mar. 1-3	Midwinters West San Felipe Baja, Mexico	Shirley Palmer 602-299-0609	Apr. 7-14	Hobie 16 World Championship South Africa	Roger Bartholomew Fax:04-27-21-455781
Mar. 23-24	Midwinters East Davis Island Yacht Club Tampa, Florida	Chris Jones 813-251-1764	June 26- July 7	Hobie 18 World Championship Gaeta, Italy	Leandro LaCroix or Antonio Nocca Fax:39-771-741-741
Mar. 29- Apr. 6	Club Mykonos Hobie International South Africa	Roger Bartholomew Fax:04-27-21-455781	Aug. 3-4	Northeast Area Championships Hamlin Beach Rochester, NY	Mark Amico 716-248-8651

© Copyright 1991 International Hobie Class Association. Nothing may be reprinted in whole or part without the written permission of the publisher (includes illustrations, logos, photos, cartoons, etc.). 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.



FLORIDA COUPLE KEY TO HOBIE 18 NATIONAL

BY JIM CUNNINGHAM

Racing returned to the beach in Daytona, as over 500 participants and spectators convened for a mid-September showdown. This year's event might best be described as a learning experience for all those who sailed in the confounding conditions (except the winners, of course). Woodie and Kay Cope from nearby Tampa so dominated the 67-boat 18A fleet that they retired before the thirteenth and final race, 24 points ahead of the second-place team of Alan Egusa and Cindy Keil-Deans. "I've learned that consistency counts the most in these National events," noted Woodie, former 14 champion, as he cradled his trophy on the final night.

The September 15-16 Summer Sizzler, Division 8's last points regatta of the summer, provided a weekend warm-up for early arrivals in Daytona. By Saturday morning, nearly 120 skippers were eyeballing the breakers hurricane Isadore had kicked up 1,000 miles away. Very light off-shore breezes eddying around the hotels gave a significant power advantage to the foaming monsters until early afternoons, when the boldest combatants vaulted the break to an undulating blue beyond.

Waiting for the overdue racers were Bob Bitner on A course aboard his classic 50-foot ketch, and Pete Vassiliades, whose 30-foot trimaran, co-owned by 18 sailor John Ridenour, provided a comfortable B course platform. Both boats braved some of the Atlantic's most severe conditions for the entire week of racing, as did an array of chase boats launched daily by Don Gray, Jim Deans, Pete Haley, Joel Hunter and Dave Hutchinson.

Even though the westerly never quite cleared 10 knots for Saturday's three races, and cycled 'round and 'round at three-to-fives for Sunday's tune-up wrap-up, the racing competition was keen and the social scene spectacular. As the partying din crescendoed for the Sizzler trophy presentations, so grew the anticipation among the 18 sailors. Dusk had arrived for the other weekend warriors, but for those who had hauled

their boats thousands, hundreds as well as dozens of miles to duel against the best on this beach of dreams, this was the eve of the Great Contest.

WEIGHTING IN LINE

Simon Fuger, chairman, coordinator and miracle worker, joined his Aussie energies with ageless guru of Hobiedom, Paul Ulibarri, on Monday morning for course and schedule clarification. All 79 entries would compete in the round-robin semifinals, leaving this qualifying day for boat weigh-ins and practice heats. The event's principal sponsor, Caribe Sun Care Products, made the weighing in well worth the wait. Upon completion of the process, each skipper was awarded a colorful Caribe hull sticker signifying their official entry as a competitor.

"Hobie Grunt" buttons, worn by Fleet 80 volunteers and sailing team members from nearby Embry-Riddle Aeronautical University, were the distinctive badges of an exploitable labor force. "Hey, Grunt!" became the beach echo for "starboard" on the water.

Giant wells and stiff gusts helped to slingshot many wide-eyed competitors ahead of their pitchpoling crafts.

Divided into four seeded groups of 16 each by Dan Heise on a painstakingly configured computer model, the 18 sailors found Monday's starting line of 32 boats (two groups/start) far less intimidating than the Sizzler's 50-boat melee for 18As. Magnum and SX fleets started after the rotating 18 pairs to help delineate 18 finishers. This racing sequence worked smoothly all week and gave the spinnaker fliers moments of



ROGER SCRUGGS



ROGER SCRUGGS

Each Cat was visited by waiters, dressed in tails and chef's hats.



ROGER SCRUGGS

revenge when casting their big shadows across the sails of front-running 18s from the previous start.

FRESH BREADTH

Let The Games Begin! An international theme for the welcoming party reflected the global breadth of competition. Teams from France, Canada and Australia jammed with Yanks to reggae bands supplied on this and other nights by Daytona's premiere beach pub, the Ocean Deck. Snaking wildly over the hotel's three pools in the building's east wing, arches of balloons forecast what we later would call Nuclear Tuesday.

As we boogied the night away, the faraway hurricane was still pumping the rollers into the Florida coastline. By Tuesday noon, a 25-knot easterly had boosted the six-foot swells to ten-foot shore breakers. Once the postponement flag had dropped on the beach, it was race or wimp out.

MAY THE FORCE BE WITH YOU

Paul "Welcome to the NFL" Ulibarri and "Race-meister" Simon steel-armed the white, blue and red flags, counting down to the wildest race this sailor has experienced since day one of last year's encounter in Erie. Giant swells and stiff gusts helped to slingshot many wide-eyed competitors ahead of their pitchpoling craft. Distant marks — and the courses all week were rather expansive — could be glimpsed only occasionally when the two highest surges, yours and the mark's, coincided.

Launched off swell tops on the weather legs, the hulls at times seemed lifted by the air stream's solid force of impact, kept up only by quivers running from bow to stern. Then the craft slammed down five feet into the trough, with skipper and crew bounding like marionettes along the rail.

Boats were scattered helter-skelter

across the course, yet they were barely discernible to fellow sailors. Inflatables, chase boats and beach lifeguards struggled frenetically to keep pace with the salvage operations, while the racers pressed on.

"This is the disintegrating power of a great wind: it isolates one from his own kind," wrote Joseph Conrad in "Typhoon." "A furious sea attacks like a personal enemy, trying to grasp limbs, fastening upon the mind, seeking to rout the very spirit out of a man." With the fleet in disarray, racing was postponed after Dennis McCredie and Tim Stater in the 18 heats, plus Rusty Goodman (Magnum) and Martin Willard (SX) took tough-guy honors on this day of extreme conditions.

THE CALM AFTER THE STORM

By Wednesday, the surf was still steep, but the winds had subsided. Those not actively engaged in boat



ROGER SCRUGGS

repairs on the beach chased Woodie and Alan around course 3s for four races in double-trap conditions. The previous night's revelries at the Ocean Deck had tightened more than one tummy, out on the bouncing wire, persuading many exhausted sailors to retire by dusk on Wednesday.

Cloudless skies and calming seas characterized the last day of semi-final racing. Between races one and two, each Cat was visited by waiters, dressed in tails and chef's hats, catering McDonalds' lunches of assorted salads, burgers and other McGoodies. Another race sponsor, Ardmore Farms, supplied thousands of fruit juices for salty palates on sea or shore. These little "cuplets" were pulled out from hull storage sacks for quick gulps of energy during the between-race rock 'n' rolling.

Aggressive starts and masterful swell surfing paid off all afternoon for Cope, Egusa and Rick White, fleet leaders at the cut party that night. Island music and a blazing beach fire provided the mellow backdrop for Paul's climactic cut list announcement. Forty rounds of applause sounded in tribute to the finalists; there were no losers. All would continue to

race — some in the silver fleet — for the next two days. In high spirits the limbo line re-formed; it was Miller time, again, thanks to the strong supporter of Daytona Hobie events, beer distributors, S. R. Perrot, Inc.

MAKE MINE A LIGHT

Light and shifty offshore breezes on the last two days raised the hopes of surf-weary lake sailors, but Team Cope dashed them with finishes of first, second and fourth on Friday. They finessed another second in Saturday morning's drifter, passing 15 stalled boats in the last 200 yards. Between the 12th race and the unlucky 13th, the contrast with Tuesday's blowout was complete. A great overheated stillness held the fleet motionless for nearly an hour in a flaming ambience composed in two shades of blue.

Then came a delightful breeze, an awakened sparkle of the sea, and the fleets were off toward a tightly clustered A-mark rounding. From there the Cats divided, some to round a stray orange ball, some to round the "proper" C mark in a course 6; this fleet fissure was not to be repaired until the protest hearing


resolution that evening. What a bizarre conclusion to a week of challenging sailing, great fellowship and the singular achievement of producing an eminently successful regatta through independent sponsorship.

SIMON SAYS ... FAREWELL

The most lavish banquet must accompany the awarding of honors fairly won; and so it was, with music, poolside dining and striking acrylic and birch trophies for the favored 15 finishers, designed by Bob and Cindy Hunt's company, Images.

As he addressed the assembled Hobie enthusiasts at this racing odyssey's end, Simon Fuger might have used the parting words of Homer's Ulysses:

"My mariners,
Souls that have toiled, and wrought,
and thought with me —
That ever with a frolic welcome took
The thunder and the sunshine."

Now that we have learned to Cope with winds of epic proportions, we'll be well-steeled to brave the Bay in '91. See you next September in San Francisco. 

Let The Sunshine In Caribe And Company Brighten 18 Nationals

When you think of Florida, you think of sun (okay, okay, you also think of Disney World, Don Johnson, Busch Gardens, Don Johnson, Daytona Speedway, Don Johnson, the Keys, Don Johnson, oranges and Don Johnson). What better company to serve as principal sponsor of the Hobie 18 Nationals than Caribe Sun Care Products, especially in the still-sultry September when the event took place. Evidence of Caribe's sponsorship appeared throughout the area, spreading like rays on everything from T-shirts to Hobie hulls. A big thanks to Caribe and to the rest of the beautiful benefactors listed below.

Caribe Sun Care Products
S.R. Perrot Inc./Miller Beer
Distributors

Ray Eddy Foods and McDonalds
Ardmore Farms Fruit Juice
Tour Ice
Treasure Island Inne
Ocean Deck
Bob Bittner/R.A. Yacht Charter
Services
Atlantic Communications Team
Cardiac Control Systems, Inc.
Hobie Cat Company
Space Coast Sailing Center
Vinyl Graphics and Images
Costa Del Mar Sunglasses

Daytona International Speedway
Barnett Bank
Sun Bank
Daytona Yacht Sales
Beach Street Canvas and Rigging
T.C. Top Dog Hot Dogs
Hobie Sunglasses
Nanette Long Allstate Insurance
Flagler Printers Plus
Embry Riddle Sailing Team
Daytona Beach Shores Chamber
of Commerce
Florida Sailcraft/Cat Trax
Shells Restaurant
Sun Coast Marine and Outdoor

The Other 18s

KiSXing Cousins Have MAGNUMinous Good Time

The 18 Nationals in Daytona were just that: Nationals plural. Making up the plurality, in addition to the dozens of 18 skippers, were twelve SX-18 and 18 Magnum teams; six of one, half-dozen of the other. The conditions and competition in these races were as fierce as in the 18 series. As explained in the accompanying article, the Magnum and SX fleets doubled up and began after the rotating 18 pairs to help single out those finishers.

Confusing? Not to skipper Martin Willard and crew Scotty Sutter from North Carolina, winners of the SX Championship. Nor to Floridians Don and Bonnie Bergman, who captured first in the Magnum melee.

6, 12, 18, 120. Divided, they stood. United, they conquered.

Southern Fried Comfort At A Hobie 16 National

STORY BY HANNAH POTEAT
PHOTOS BY RAY BRIGGS

In the south, when comp'ny's comin', we really put on the dog. I'm not sure how that phrase originated, but I do know the 1990 Hobie 16 National Championship in Myrtle Beach, South Carolina, was one fine, fine show for all our guests. With Ted Watts heading up the planning and the Grand Strand Sailing Association giving him support, this year's National was filled with southern hospitality served up in all the right portions.

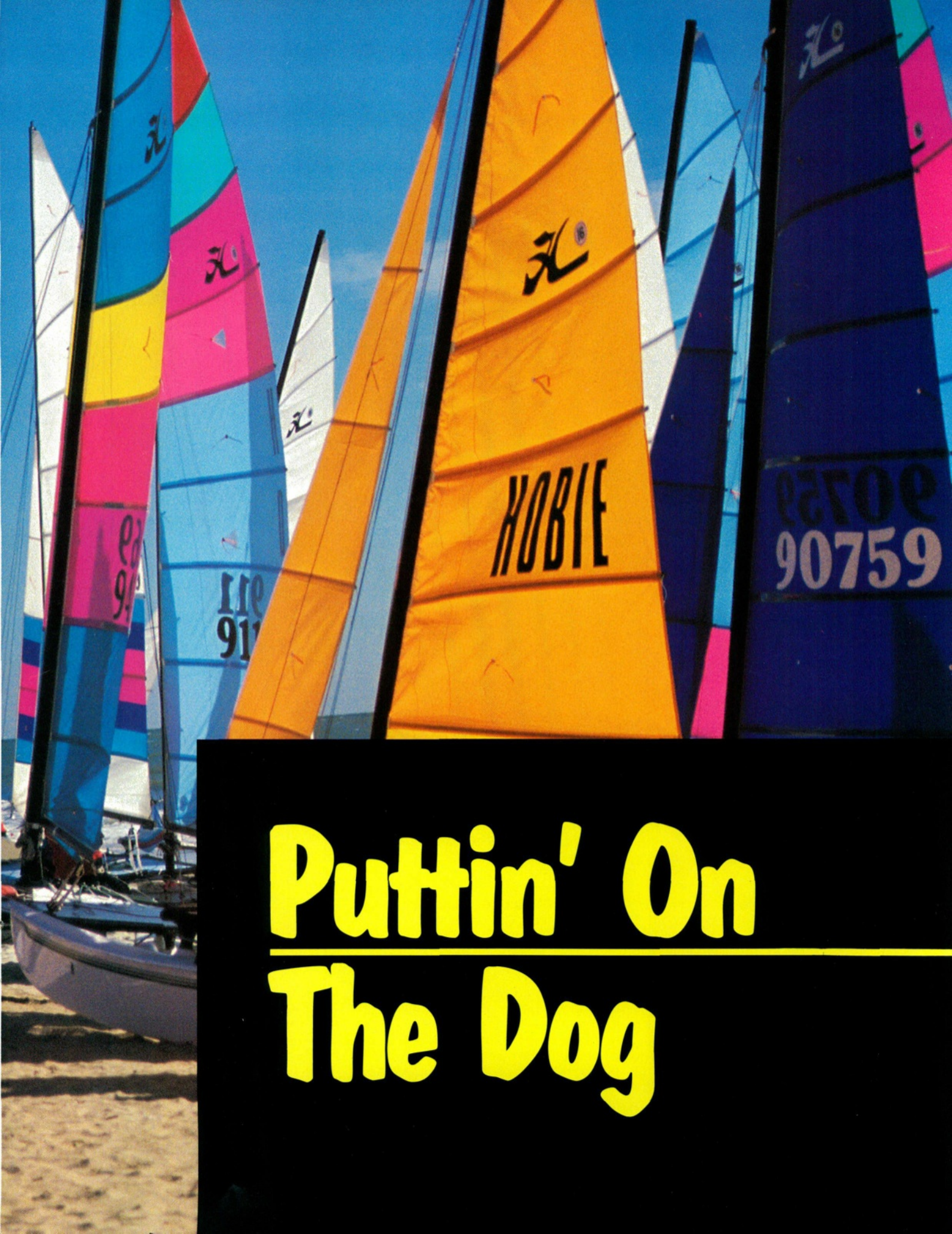
Do our guests want wind? Then we'll arrange for wind — maybe not enough to mess up Sister Cora Belle's best go-to-church hairdo, but certainly enough for 115 boats to go from one yellow thing on the water to that other one way out yonder and back again.

Does our comp'ny want some sunshine to keep that fresh Georgia peach glow on their cheeks (I'm talkin' faces here, Billy Ray)? Easy doin's. We'll fill their days with 80-85 degree weather and keep that frisky water temperature in the high 70s.

And I suppose we can get Momma and Miss Fay Joe to cook up a mess of turnip greens and grits and chittlin's and pecan pies — umm! But if'n our comp'ny doesn't like real down-home food, we can fix them some fancy things like shrimp creole and hush puppies, stir-fried vegetables and chicken, roast beef and potatoes. Yessiree, we're mighty glad to have this passel of folks come to see us and we sure are gonna try to do right by them.

And I surely do hope everyone appreciated the beautiful orangy-pink harvest moon rising over the ocean. It can stir up some mighty powerful feelings, as Susan Pesane and Tom Korziewski can verify. Seems there's gonna be a wedding soon and we're all invited! Maybe it's somethin' in our soft southern air, but it appears the sentiment is contagious; Jeff Petron and Lynlee Underwood of California followed suit and also announced their engagement at the awards banquet.





Puttin' On The Dog

Git On Down

Racers began arriving Friday afternoon, pulling all sorts of interesting contraptions, as the 16s began their first bring-your-own-boat (BYOB) National since the early days of Hobie Cat. Boat racks and trailers double- and triple-stacked defied known principles of engineering — creativity is a wonderful thing! Bob Cockroft from San Francisco arrived with his wife Ellafe, son J.D., daughter Dot, an 18, a 16, a van, and four bicycles of various sizes!

First, each boat was weighed and certified; then skippers and crews went through the same. Qualifying races began Sunday for 49 non-prequalified skippers and crews. Race chairman Paul Ulibarri managed to hold four races on Sunday and Monday. He also allowed a practice race Monday afternoon to give skippers an opportunity to fine-tune their personal or chartered boats.

Monday night's welcome party was a family reunion. Held in a large tent at the registration site, it was a chance for people to see friends and catch up with the events of the past year. It also was an occasion to remark on the absence of many favorites who couldn't make it and to meet new sailors eager to become part of the established camaraderie. And it was a family reunion for Ted Watts, whose father Don cooked gallons and gallons of shrimp creole, rice and hush

puppies, with the help of Ted's brother Bruce, wife Donna, sister-in-law Holly and at least 90 other members of the Watts clan! We really appreciate such treatment!

The sailors who did not make Monday's cut into the available top 30 gold championship slots were organized into a bronze fleet, which raced three days on a separate course. Everyone seemed to appreciate the new format; the assurance of five days of racing had encouraged non-prequalified sailors to make the trek to Myrtle Beach.

Tuesday was a very serious day — all 115 boats left the beach, 96 of them heading to one course dominated by a 48-foot committee boat, Still Crazy III, and 19 to another, ruled by Wick Smith and his able crew on the Buck 'N' Float. Wick's course was not quite as large, not quite as luxurious (no indoor facilities, right, Cindy Moody?), but the sailors were every bit as committed to racing. Okay, so the Buck 'N' Float didn't have a hose, but water balloons can be just as serious. USYRU senior judges Hal Walker and Curtis Torrance, who served as official observers for the week, did help to inject a note of decorum on the water.

Recalling It All

Sailors were a bit overanxious on the first day of racing, making general recalls the order of the day on both courses. The championship course boats were divided into four groups: A, B, C, and D (original, huh?). Two groups at a time started in the first race. Ten minutes later, the second two groups started. There were so many general recalls that the championship course managed only two races, while the bronze fleet fared slightly better with three.

At the end of the day, first-place finishes were held by Roberto Pandiani from Brazil, the 1989 16 National winner; Enrique Figueroa from Puerto Rico, the 1984 and 1985 16 National champion; Jeff Alter from California, the 1986, 1987 and 1988 16 National champion; and Jeff Petron from California, sailing in his second 16 National.

Getting Crazy

After a long day of racing, it's important to get plenty of sleep and rest to prepare for the next day. Well, guess what? Nobody did. At a Hobie gathering at the Grand Prix Go-Kart Tracks, sailors tried to make up on the tracks the speed they had lacked on the water. Wild men and women rampaged around the tracks, shouting starboard and creating general havoc for hours into the night. Hurricane Hugo was mild compared to our crazy sailors!

Back at the ranch, the divisional

LETTER Perfect

Women's National Is Something To Write Home About

BY MIMI APPEL AND
SUSAN PESANE

Skippers Susan Pesane and Mimi Appel enjoyed the recent Women's National so much they wrote an open letter describing it to all the women sailors out there who couldn't make it to the event. -Ed.

Dear Friends,

Howdy!!! Boy, did you miss a good time at the Women's National in Myrtle Beach! We're writing this letter to fill you in on all the sordid details.

The site was excellent. The Grand Strand boasts 60 miles of beach and winds blow more often than not. The Hobie Nationals hit town in the supposed "off-season." We're still trying to figure out what's so off about sunshine and high 70s, especially from the patio of an oceanfront condo for less than 50 bucks a night.

You would have loved the BYOB format. All the wonderful tinkering! I swear, some folks enjoy tuning as much as they do sailing. You get a feeling of real satisfaction sailing off the beach, knowing your boat is a finely tuned racing machine. Unfortunately, mine was more like a go-cart, but I sure felt fast.

Wednesday was full of weighing-in boats. What a setup ... we'd never seen anything like it; they hung your Cat from a scale swing, or swing scale. After suspending your boat from the professional Hobie Cat weigh station, the friendly officials led us to the beach. The regatta layout was more than adequate for the masses of Hobies rigged to race. The women who flew in were busy setting up their charterboats. The rest of us (real road warriors) were checking out our Hobies for damage. More than one team performed last-minute glass work. It was great to see all the women actually prepping and fixing their race machines with anticipation of no breakdown points.

Division 9 and Ted Watts' crew were super!!! Everyone's boat was at least ten pounds light of the new required weight.



Race committee chairman Paul Ulibarri succumbed to the pleas of the women (so what's new?) and allowed a five-pound cut across the top.

Practice races were Wednesday afternoon's activity. The wind started to blow about 2:00 PM and the race committee was ready; visions of Corpus Christi danced in my head. Alan Egusa and Tom Korziewski set the marks and drove around the race course distracting the ladies. Most skippers were weary from travel but knew it was time to warm up. Susan and her crew/sister Patty decided to take advantage of the port-favored line (the only boat I might add) and led the group around the course. In the next race, Dorian Goldberg began to kick into action. Jean Tully from California also began to shine in the 18-knot

crew Patty. This race started Peggy Laroche's streak of second-place finishes. Marci and Kim came in third, with Juli Inventasch and Janet Jeffers, another New York team, in fourth. Before Sheila's boat got really heavy, she finished fifth.

The lunch-break format was enjoyable. Our southern hosts had done an excellent job getting sponsors to supply the hungry racers with large amounts of food (pizza one day and a chicken-rice combo the next, a welcome break from the usual hot dog lunches).

The welcome party was at Bruce Watts' (Thanks, Bruce!!!!) Conch Cafe. Without sailing gear on it was fun figuring out who sailed with whom and who beat who. We're afraid it was another one of those times when it was our solemn duty

to have fun. Toasting the Pesane sisters on their fantastic finishes started the ball rolling. Denise Balzac smelled the kamakazis from across the room and Division 16 proceeded to toast just about everyone and everything. With all that backslapping

and yucking-it-up, you would think we could get the first-place skipper to join us in a little nipper, but such was not the case.

On Friday morning, everyone met under the tent for the WHCRA breakfast. Marci Moore is the greatest for the work she's been doing. Ann Karnitschnig got the ball rolling when she started the first Women's National in the early 1970s, giving us the opportunity to meet and compete against the fastest women Hobie sailors in the nation. WHCRA is the Women's Hobie Cat Racing Association, which unites and promotes us. It would be great if all women who cruise or race Hobies would join to generate stronger ties across the states. A Women's National is a rewarding experience with challenges at all levels.

The first race on Friday was in light wind, with a consistent ground swell developing into a serious cross-chop. If the bodies on the boats were not placed properly, the hobby-horsing was incredible. Bows were continuously dipping into the waves, causing major slowdowns. Sheila Holmes and Patty Stachmus had no trouble making their boat (with the fresh glass bottom) go

fast. They achieved a bullet with their fellow Texan, Jane Sherrod, right behind. The hottest Florida team, Marlene Sassaman and Lisa Pryor, started to go really fast and pulled off a third. Skipper Susan finished fourth, with Marci on her tail. Dorian had a problem with her mainsail staying up and sailed her throwout race. (It didn't shake her up, though; she finished the day with two more bullets.)

The final day, Saturday, was picture-perfect: warm, windy and sunny. Tension hung in the air, but many good luck hugs passed from boat to boat. The first race was a gift from heaven when Dorian and Peggy Laroche overtook the finish line and Susan and Patty tacked first to win the race and boost their chances to catch Dorian. Ultimately, Dorian's boat speed prevailed as she won the last two races. With a total of seven, Dorian won her second National title.

The awards banquet was awesome. The place was packed and the dress was varied. Many thank you's and much appreciation went to commodore Ted Watts, beach captain Scott, lee pin Alan Egusa, A Mark - Lee and Tom Korz, C Mark - Jeff, the guys at the registration table and the scorekeepers. Special kudos to Paul Ulibarri, that race-chair-dude kind of guy whose main goal is to return Hobie Catting to the laid-back, short (dig, dig) on politics, big on racing, activity I first fell in love with years ago.

Our hats were off to Tom Korz and Alan Egusa for the special funky awards. Jackie Hill was awarded a turtle float for tipping over. Juli Inventasch was presented an A-mark beach ball for rounding the mark consistently in first. Sheila and I received diaper rash ointment in expectation of future "bottom jobs." The hug award was given to Jean Tully because she gave so many.

That's the scoop. We wish you'd been there to hear Jane Sherrod's Texas drawl, to see the races and to enjoy all the Hobie fun. Next year, we hope to see many new faces on the race course ready to give the old salts lots more competitors and friends.

Your friendly racing/cruising buddies,

Mimi Susan

Mimi and Susan

P.S. If you know anyone who wants more information on the Women's Hobie Cat Racing Association, tell them to write: WHCRA, 1220 Rosecrans Street, Suite 192, San Diego, California 92106.



JOHN FORGRAVE

breeze. Winning the third practice race would have given Dorian two firsts, but she sailed around the finish line so she wouldn't jinx herself by winning overall in the practice series.

Thursday morning found beach captain Scott hard at work; the women were rigged early. The day began with 15-plus wind and a lot of big chop. With the start line so square, a clean air start was the only chance to get out in front. The Puerto Ricans always seemed to find clean air, even if it meant tacking. Dorian Goldberg and Denise Balzac won the first race. The Californians were wide awake; Jean Tully pulled off a second with Marci Moore in fourth. Canadians Kathryn Garlick and Barb Murray started off strong with a fifth-place finish. As the day went on, the wind went up and down and shifted to the right. The teams that could absorb the variables stayed in front. Unfortunately, one Texas team and one New York team fought an added critical obstacle. Sheila Holmes and I started the day very respectfully, until our hulls began to sink lower and lower. Both boats had cracks in the keels.

The second race was won by the New York sister team, yours truly (Susan) and

HOBIE CAT RACING

She sailed the boat to the beach, as the race committee radioed for an ambulance.

meeting continued far into the night. There were plans to discuss, actions to take, and officers to elect. People such as Wayne Schafer, Jane Sherrod, Dave Shearer, Paul Ulibarri, Alan Egusa and Matt Bounds had to miss the go-karts so they could keep our organization running smoothly. We do appreciate their hard work, and also appreciate their giving the rest of us that much more time on the tracks! Besides, some people managed to make up for lost time partying the next night. (Right, Wick? Right, Malinda?)

Everyone was nestled all snug in their beds when flashing red and blue lights on the beach aroused a crowd. The Law was there with its sea rescue team preparing to launch its skiff through the surf to save Still Crazy III. A decision had been made to anchor the boat for the week offshore, with a light left on so no other boats would run into it. Unfortunately, no one had alerted the police, who after trying to radio the Still Crazy with no response, assumed the worst. Luckily, Jeff Price, chase boat driver extraordinaire, hadn't copped out; he was on the spot to explain the situation and placate the police.

On A Roll

Wednesday was another beautiful, sunny day with winds in the 8-12 knot category. After the first race, boats were sent back to the beach to break for lunch, Pizza Hut pizzas that day. Whether it was hot dogs, pizza, or tacos, everyone ate well at lunch — if they dared put much in their stomachs before heading out. Two more races that afternoon made this another long day.

In addition to the firsts and seconds on both courses, a special Oops prize had to go to Dan Morton, who was involved in a collision that put a relatively small hole in one hull but compressed his front crossbar and broke it into multiple pieces. Team Marval lived up to its name when it spotted one of Ted Watts' awesome sea turtles up close and personal. Score it Sea Turtle, 1; Starboard Hull, 0. Beach captain Scott Stroupe and his assistants pulled a lot of magic out of their tool kits all week to get sailors back on the water after breakdown, but neither duct tape (nor Humpty Dumpty) could put Morton's and Marval's boats together again.

Wednesday night was relatively quiet, just a small rendezvous at Studebaker's, a Myrtle Beach nightclub. Just a few encounters with Tequila shooters. Just a few people dancing on top of things, like the DJ's booth. Just a few people not overly delighted to see Thursday morning dawn brightly with large rolling seas.

The Chase Is On

Thursday was the last day of racing before the cut. The pressure was on. The wind was blowing 15 plus (sometimes) or 10 minus (sometimes), and the swells were 6-7 feet. It was a day for many breakdowns and several overturned boats. The chase boats were kept busy all day. The first group in race 6 was won by Myers, with Egusa and Pandiani close behind. In the second start, Figueroa, Rourke and Smith came in one, two and three. In the next race, the top three were Pandiani, Smith and Alter, while the second group was won by Egusa, Myers and Petron. Where was Figueroa? His jib halyard broke on his way to C mark, and he limped to the finish, still managing to come in eighth.

Meanwhile, the bronze fleet had finished, completing three races on Thursday for a total of nine in the series. Winners of Thursday's races were Hamilton, Taylor and Viers. The bronze fleet headed to the beach as the last race on the other course started.

Just as the fleets were finishing the final two legs of a course 7, came radio transmissions of a skipper in trouble, an apparent broken leg. It occurred at A mark, where fortunately a nurse was helping out in the chase boat. Gigi Moore jumped in and climbed aboard Brazilian Paul Jesus' boat and helped pull Paul onto the trampoline from the hull. She and Marcello Massa, Paul's crew, sailed the boat to the beach, as the race committee radioed for an ambulance. Pain in Portuguese translates clearly into English.

In the middle of all this, boats were finishing; RC did an excellent job of handling both events simultaneously. Taking first in the two fleets were Figueroa and Smith. In second and third in the first fleet were Montague and Wythes, while the second fleet was paced by Alter and Myers.

The cut party was a bit subdued with concern for Paul Jesus' condition being paramount, but we still managed to have a Hobie Day (okay, night, though night doesn't sound quite right). The dinner of freshly cooked stir-fried vegetables and chicken and lots of fresh fruit was sponsored by the Myrtle Beach Convention Bureau.

During the meal, Bill Greene, a Hobie sailor and surgeon from Myrtle Beach, reported he had just checked with the

hospital and Paul Jesus was out of surgery and in traction. A collection was begun to help pay for his medical expenses; sailors donated \$385 in the first 20 minutes!

The band began to play and, as always, Team Texas led the way to the dance area. These guys never stop. Soon we got quiet long enough for Wick Smith to present trophies to the bronze fleet and for Paul Ulibarri to read the names of those people who had made the cut to the gold. Those who did not make the cut were designated the silver fleet, and would continue to race on the second course through Saturday.

Racers Shine In Gold, Bronze And Silver

Friday was a repeat of Thursday, but the seas and winds were not as strong. On the gold course, everyone sailed keep-up as Figueroa (sailing with Denise Balzac, who had also crewed on the winning team in the Women's National the previous week) took three firsts. Coming home in second were Myers, Smith and Porter, while Egusa and Alter captured thirds. Silver race winners were Loeffelholz, Kuc and Winkler. Seconds were won by Kenny McDonald, Tom Loeffelholz and John Kuc. Trotter, Thompson and Diamond brought in the thirds.

Saturday promised another day of sun, waves and light winds. Figueroa, who is planning an Olympic campaign on Tornados, apparently loves those conditions; actually, we couldn't find any he didn't love. He streaked to another victory as Smith, Pandiani, Alter, Porter, Petron, Myers, Stater, Wythes and Hauser completed the top ten. Then, in a conservative action, Figueroa retired to watch the final race from the beach. Pandiani came in first, with Petron, Porter, Myers, McCarty, Hess, Egusa, Smith, White and Stater in the top ten. The racing was complete and, with a DNS for his throw-out, the Hobie 16 1990 National Champion was Enrique Figueroa!

On the silver course, Graves won both races, while Kuc and Becraft took seconds. After 13 races in five days, skippers and crews alike were ready to come to the beach and relax.

Some of them were able to do just that, but some of them were within water balloon range of the balcony on the ninth floor! Someone from California, someone from North Carolina, someone from New Jersey and someone from Utah — a nationwide conspiracy — had stockpiled a large supply of their favorite ammunition. However, trajectory was a problem, so at the awards banquet that night, Jack Sammons, Jodie Sammons, Tom Korziewski, Jeff Petron, Hubie Poteat, Tiffany Deans, Lyman White and

Paul Ulibarri received bull's-eyes to wear so we — oops, I mean, those people on the balcony — could score better on the next attempts!

The awards banquet was lots of fun. Held at the Holiday Inn with a convenient indoor pool (good thinking, right, Enrique?), there was plenty of room for a large group of boisterous, happy sailors. Everyone was thanked for all the work and organization that went into making this a great National. Certain people won very special awards, which included all-purpose A, B and C marks for Dan Kulkoski and Cliff McCarty, both of whom had trouble remembering which mark was next; a packet of bullets for Denise Balzac to go with the 16 bullets she garnered while crewing on the winning teams in both the Women's and Open Nationals; flippers and a mask for Jeff Emmel, who spent a significant portion of his racing time in the water; and a giant green plastic turtle for Team Marval!

Paul Ulibarri and Wick Smith tried to get serious and read the results. They found it tough to do with the water gun barrage from the left corner. Finally, they were allowed to start with the silver trophies. In first place after 13 races was Phil Trotter, followed by Tom Loeffelholz, Udo Winkler, Team Tully (the only all-female team competing), Craig Simpson, Loyd Graves, John Kuc, Ed Thompson, Garland Ayscue and Kenny McDonald. Next, the results of the gold fleet were announced. It was no surprise at all that Enrique Figueroa was the new Champion. Congratulations also go to Kevin Smith from Florida; Wally Myers from New Jersey; Jeff Petron, Jeff Alter, Pat Porter, Paul Hess and Alan Egusa from California; Roberto Pandiani from Brazil and Bobby Wythes from Hawaii.

An All Together Great Group

There are so many people to thank, so many who worked hard with no recognition; cooking, shopping for supplies, running errands, recording results and doing thankless jobs with smiles on their faces. We had excellent media coverage of the event, both newspaper and television — even some national exposure on the Weather Channel! Chase boat personnel were superb. They were alert and responsive and also managed to bring hot dogs out to the racers when there wasn't time to get back in for lunch. On-the-beach helpers were invaluable. From weighing boats to registration to helping organize an effort to assist Paul Jesus, they never said, "Can't." Thank you so much, each and every one of you. Because of you, this was a great National!

All our comp'ny left the next day, mid hugs and tears. We really loved having you. We really had fun. Y'all come back, ya hear? *XL*



Compassion Comes In First

Hobie Family Extends Help To Injured Sailor

Hobie sailors at the 16 National Championship proved the sport really is a way of life, a way much to be admired, when during a race Brazilian sailor Paul Jesus suffered a broken femur. Paul came into A mark on the wire on port tack, and a port-starboard situation occurred. Although both skippers attempted to avoid a collision, Paul apparently was clipped and lost his footing. His femur was broken just below his hip.

Fortunately, Gigi Moore from Florida, a registered nurse, was assisting in the chase boat stationed just outside A mark. She hustled onto Paul's boat, and with the help of his crew, Marcello Massa, moved him off the back of his hull onto the trampoline. Gigi and Marcello sailed the boat back to shore, where an ambulance was waiting to transport Paul to Grand Strand General Hospital. There, doctors determined he needed surgery to clean an open wound and to put the leg in traction. Additional surgery to set his leg was performed on Sunday, October 8.

Concern for Paul immediately bound the other racers in a common cause. Donations to help cover his medical expenses were raised, with sailors giving generously of what they had. At the end of the week, over \$3,000 had been raised. A special fund was set up through Ted Watts' church to help cover Paul's expenses and those of Paul's brother Roberto and crew Marcello, who were staying to look after him. Tom Russos, a Grand Strand Sailing

Association member in charge of the social activities for the week, lent Roberto and Marcello the use of his beach cottage while they remained in Myrtle Beach. Club members donated money for food and other needs.

The experience was very painful and frightening for Paul, a 23-year-old student from Ilhabela, Brazil. With little money, no insurance and a very limited knowledge of English, he found himself in a foreign country undergoing serious surgery. We were very fortunate to have on hand Enrique Figueroa and Tim Stater, both fluent in Spanish, to help translate. (Although Brazilians speak Portuguese, Paul also speaks Spanish.) Marcello, who speaks English, remained in Myrtle Beach to help translate as well. The hospital administrator, Mr. Madory, said that although Paul couldn't communicate well, "he smiles a lot."

On October 15, Paul and his two friends headed back to Brazil. Fleet members accompanied him to the airport to wish him well. This was just one more example of the compassion and concern Hobie sailors show one another.

In addition to individual contributions, Division 3 in California pledged \$892 and has challenged the other divisions to exceed that amount. Anyone wishing to help a fellow sailor in distress is encouraged to send a contribution to: The Paul Jesus Hospital Fund, Belin Methodist Church, P.O. Box 671, Murrell's Inlet, South Carolina 29576. Please make sure to designate your donation as The Paul Jesus Hospital Fund. Anticipated hospital expenses are in excess of \$25,000. -Ed.

Hobie Nationals

DISABLED SAILORS SHOW THEIR COLORS

STORY BY MIKE STRAHLE

As you can see from the following article, Mike Strahle is a force to be reckoned with, on or off the water. He goes after sponsors the same way he goes after first place — and for that matter, the same way he goes through life: determined to excel and succeed, under whatever conditions are dealt to him. After breaking his neck in 1985, Mike turned tragedy into the trapseat and into renewed life for himself and other physically challenged sailors. For more about Mike and disabled sailing, see "Twisted Skippers" in the January/February 1990 issue; "Sit Down Sailors" in the November/December 1988 issue; and "This Is Handicapped?" in the November/December 1987 issue. For your information, to qualify for the Trapseat Nationals, a team must consist of a disabled skipper and an able-bodied crew. -Ed.

The future for disabled Hobie Cat racers is so bright you might have to wear shades just to watch them race. At least that was the case for the 1990 Hobie 16 Trapseat National Championship held on Whiskeytown Lake near Redding, California, September 5-9. International racers coming to compete from as far away as South Africa helped make the second annual competition as successful as the first.

All boats were equipped with bright neon sails specially designed for the event. The names were as colorful as the sail combos: Wango, Tango, Terminator and Cowabunga.

Getting this year's event together was no easy task, but neither was convincing racers from distant continents to fly over and represent their country. The South Africans' main concern was financial burden, but a letter containing a succinct plea for help met with success. South Africans Craig and Abby Fairell showed the letter to a board member of Portnet, one of the largest companies in the country. He presented it to the rest of the board, which voted unanimously to support the Fairells' trip to the U.S.A. in the name of South Africa.

Other sponsored teams were as follows: Brent Foote, who captured the bronze in 1989, was sponsored by the British Columbia Disabled Sailing Society in Vancouver, B.C. Skipper Joe Hawkins and crew Jeff Fetkenhov were supported by the Rainbow Fleet branch of the Chicago Park District. One team was sponsored by National Ocean Access Project (N.O.A.P.) from Annapolis, Maryland. The N.O.A.P. tried to find an experienced

Hobie Cat racer from its organization on the east coast, but ended up sponsoring the Nevada duo of Joe Bohl and Mike Lattin, fifth-place finalists in 1989.

SEARCH AND REPLACE

Speaking of sponsors, major event sponsors were needed to help with the rising cost of new sails, trapseats, food, T-shirts, chase boats, trophies and other race necessities. With only 25 percent of last year's sponsors signing up again — Round Table Pizza, McDonalds and Westwood Village Shopping Center — it was time to hit the old sponsorship road.

After setting up sponsorship meetings with local businesses early in January, I found myself struggling for my last two sponsors late in May, only 90 days before race day! Eventually, enough businesses assented before terminal laryngitis set in — just in time to design and order custom sails for the event. The remaining 75 percent of sponsors were Norwest Mortgage, Pepsi, Red Lion Inns, Guiton's Pool Center, Salon de Louise, Cal Pacific Pools, N.O.A.P., Art Hild Body and Frame Repair, Power Punch Soft Drinks, and Sign Language, which provided all the logo work. By August, we had Hobie Cats set up all over town promoting the Trapseat Nationals and advertising our sponsors.

UP AND SAILING

With the help of Fleet 537's Twisted Skippers, the Whiskeytown Sailing Club, my family and friends, we had all the boats at the lake tuned up and ready to go for the first day of qualifying races. As the racers poured in at the lake and saw all the bright neon-colored sails, they couldn't wait to get on the boats and start sailing.

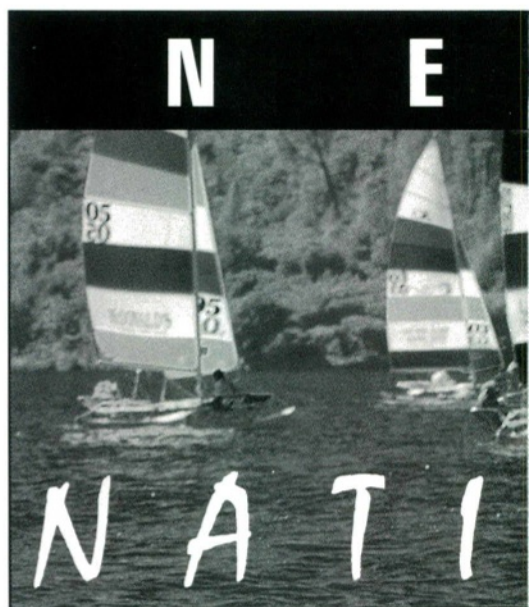
The main objective of most of this year's racers was to make me and my crew Brian Reiser look cheap because of the way we dominated the races last year. To put it in short terms, they wanted revenge!

It was time to split up into divisions and start racing. In addition to us, division one consisted of Craig and Abby Fairell, Joe Hawkins and Jeff Fetkenhov, Brent Foote and Dan Reddikop, and Joe Bohl and Mike Lattin. Division two boasted Dave Felter and Roboat Lackey, Alice Tidwell and Charlie Doggett, and Michelle Erickson and Mike Cannon, all from California. The token non-Californians (just kidding, guys) were Greg Jacobs and his sister Cheryl from Washington.

With a steady 10-knot breeze blowing from the south, division one sailed out for the first race. Breaking our domination right off the bat was the Bohl/Lattin team, who pinched off a first, leaving my team in second, Foote/Reddikop in third, Hawkins/Fetkenhov in fourth and Craig/

Abby Fairell in fifth. In division two, Felter/Lackey took first, with Tidwell/Doggett in second, Greg/Cheryl Jacobs in third and Erickson/Cannon in fourth.

After three days of great wind, the qualifying round came to an end. With no team really dominating in either division, all the racing was close, right down to the wire. With only eight spots up for grabs, the race committee had to decide what team was not going to make it to the finals. It came up with what seemed a fair solution, which was to send the top three teams from each division to the finals and organize the three last-place teams into a do-or-die race.



JUST DO IT

The teams forced to do or die were the Fairells, Hawkins/Fetkenhov and Erickson/Cannon. These three were racing for two spots in the finals. Coming in last would mean the end of a long, hard effort.

With 10-12 knots of wind, three boats headed out for the most important race of the event to date. Taking the start were Erickson/Cannon, with Hawkins/Fetkenhov in second. The South Africans got off to a bad start and looked as though they would be out early.

If you have ever been in a sailboat race, you know anything can happen. And it did! After the two lead boats blew their first tacks, the Fairells took advantage and stole the lead. Rounding the first mark, the South Africans were out in front by 200 yards. Chicago Joe easily held onto second, 500 yards ahead of Erickson/Cannon. Just when everyone thought it was all over for them, Erickson/Cannon came out of nowhere, meeting up with the other two boats going for the second mark. All three rounded the mark together and the race was back on.

Once again, it looked like curtains for Erickson/Cannon, who nevertheless didn't give up, hoping for a miracle. In desperation, they took a different route to the finish, waiting anxiously for a wind change. As they headed upwind, they started to get lifted ... and lifted ... and



"Way to go, Roboat!"

WIDIL RACING

THE TAHITI MONDIALCAT CHALLENGE

STORY AND PHOTOS
BY DOUGLAS KNAPP

You and your crew have been out on the wire since dawn. You can't see through the salt on your eyelashes, your fingers are hamburger from the sheets, and your spine can't take another crash off the six-foot crests. As you curl the corner of the reef, an outrigger canoe loaded with laughing, singing Tahitians paddles right up alongside the wing on your Hobie 21. You whiz past the orange mark and head for the beach.

Excited kids romp into the water and help you drag up the boat. A tropical vision of loveliness drops a wreath of flowers around your neck and hugs you close. Someone hands you a cool coconut fresh from the palm. Before you can remove your harness, happy hands drag you into a melee of dancing sailors and Tahitians. Your rubber knees give a semi-perfect rendition of the local dances. Over bobbing heads, you see a table laden with roast pork, grilled fish as long as your leg, and a multitude of fresh fruit.

And it's only the first day.

It's hard to say whether spectators or sailors had the better time at the Tahiti Mondialcat Challenge. Some Tahitians worked for most of a year to provide the incredible hospitality, but then enjoyed an eight-day party. The Cat sailors, suffering world-class jet lag, had to hammer together the boats they were going to sail, but then enjoyed a 500-mile cruise through the fabled Society Islands of Tahiti. The entourage of race organizers, spouses, friends and journalists was sometimes lost in the shuffle of the logistical challenge, but still catered to as guests of the French Polynesian government and (don't laugh) the French Navy, whose hospitality would put many a cruise ship to shame.

24 Go For 60

Twenty-four international teams, perhaps the finest group of cat sailors ever assembled, were invited to thrash it

out in a race billed as the world championship of sport catamarans. The expected competitors, such as Smyth, Tucker, the Alter brothers and Aussies Dryland and Waterhouse, were among the hand-picked entrants. Less expected, but their competitive equals, were the likes of Philippe Poupon, winningest maxi-multi sailor in the world, Alain Gabbay, three-time skipper in the Whitbread Around-the-World race, and hot drivers from Europe, South Africa and the South Pacific.

World champion Hobie sailors were mixing it up with Olympic champions, ocean racing heroes and big-money winners from the professional sailing circuit for over 60 grand in prize money. Booty would be doled out for the top five teams, based on elapsed time for the entire eight-day race. At each stop at yet another idyllic island, the local Tahitians would give prizes to the first three teams finishing that leg.

OFF TO A BOOMING START

The format was one design and the chosen boat was the Hobie 21, built and race-prepared by Hobie Cat Europe. The package included powerful downhails, new mylar-kevlar sails by Pryde, a tighter, flatter spinnaker for better reaching, and a radical new righting system, made, get this, from a Hobie 16 boom!

Briefly, the boom is fastened with a U-shaped swivel under the mast, guyed to the corner of the crossbars forward, and lashed up under the tramp. When the boat goes over, the crew turns the bows to windward, releases the pole, and swings out on it to pivot the boat to vertical. Behold: the teeter-totter principle of leverage in action. It works in principle, and worked a number of times during the race. Some variables need improvement, and it's crucial that the boat not turtle first, but it definitely is an idea whose time has come. As yet, there are no plans to put it into production, but hey, there are plenty of Hobie 16 booms out there, right?

All teams tried for sponsorship. Some were more successful than others. A stiff entry fee and "by invitation" stipulation kept things serious. The organizer, DACMAR, a French company that also

brought us the Raid Mer de Chine challenge in the Philippines, did a great job with an almost "mission impossible" situation. If you've ever been on a race committee, imagine keeping track of 24 fast Hobies in the middle of the Pacific ocean while coordinating two choppers, a naval frigate, a supply tug, two fast inflatables, and a convoy of spectator boats ranging from outrigger canoes to flashy sport boats. A few broken boat parts, a few broken ribs and teeth, but nothing major. Here are some highlights.

FAST FORWARD ACTION

Alter Jr./Linsky lead out of Papeete Harbor, but Tucker/Notary take command around Brando's island, Tetiaroa. Near Moorea they trade licks with Smyth/Scully, but out-duel them for a three-second lead after six hours of sailing. The righting levers work for two teams, but a German team drops out after slamming ribs into the wing when a rudder kicks up unexpectedly.

Over the next three days, a pattern emerges. Aussies Dryland/Waterhouse and three American teams, Smyth/Scully, Tucker/Notary and Alter Jr./Linsky, head the fleet. Jeff Alter/Jeff Newsome, Lewis/Rosenberg, the Kiwis, Tahitians, German-South African team and Poupon improve steadily to challenge on individual legs. Other teams sail well, but clearly don't have the time on Hobie 21s to challenge the leaders. They can only hope to sail well and nail a win on a single leg. What develops resembles an A and B fleet.

The Aussies show fantastic speed through demanding control of flying jib and spinnaker together. Dryland is known as a driver; only Jeff Alter will break more rudders this race. The Aussies win four out of eight legs. Tucker is hot off a win in the Philippines race and has lots of time on 21s. He shows flashes of speed and tactical savvy, but makes a mistake or two. Smyth is smooth. He doesn't always get the start, but he finesses his boat to the front well before the finish. Hobie Jr. likes to stay on the outer edge. He doesn't mix it up often with the pack, but the payoff is clearer air.

Just as the gun booms on one leg, a chopper swooping in for a camera angle

Hobie Cats In Paradise



lifts one end of the fleet into an unexpected lead. At another point, Alter/Newsome attempt to ride a surf break into a lagoon. "We must have scared the hell out of the safety boat," grins Alter. "I could see the whites of his eyes," chimes in Newsome, "and he could see mine. If Jeff was jumpin', so was I. But I backed the jib, he jammed the tiller, and we sailed out of trouble." Alter: "I don't think we hit anything ..."

On the dash to Raiatea, Smyth is caught in a hole and near last, watching the Aussies foot off for the treasure. Two young Swedes on Gula Sidornal (Swedish Yellow Pages) were right on Smyth's rudders. "We saw Smyth and Scully sheet in and charge right across the reef, with Scully calling the coral heads out," recounts Jonsson. Orhn adds, "I started doing the same for Kris and we followed right along. When I looked up, Kris was driving us around the mark for third-place money!"

WINNERS CLINCH BY THE SKIN OF THEIR TEETH

Toward the end, the gambling started. Twice, Team Hog's Breath, Lewis/Rosenberg, go right, as if they might sail to New Zealand. But the expected lift doesn't materialize and they finish two legs a total of three hours out. In something out of "Apocalypse Now," Alain Gabbay gets swooped up by a chopper and dragged off to a hospital for a dental checkup. Seems he was trapped out and attempting to floss with his mainsheet. Along comes a puff, and Alain is looking for the tooth fairy. But it looks like the quick evac is going to let him keep his teeth.

Exciting duels are fought along the surf lines as crews look for the most wind. Tucker/Notary take a risk by going right at Moorea, but get a payoff lift that puts them in ahead of Smyth and Dryland by 22 minutes, erasing their errors. After a tortuous turn through a twisting channel on a dying breeze that, at one point, has the four leaders motionless within a whisper of each other, Alter Jr./Linsky lead the fleet back into Papeete Harbor for a sunset finish.

The final five, with only minutes separating some of them, are: Smyth/Scully, Tucker/Notary, Dryland/

Waterhouse, Alter Jr./Linsky and Italians Zuccoli/Dosi. In a strange quirk, it almost didn't work out that way for the top four. Originally, Smyth and Notary were sailing together but couldn't make the minimum weight. After a secretive huddle, Scully gave up driving his own boat to crew for Smyth while Notary sailed with Tucker on Scully's old boat.

Perhaps it was prior experience with Hobie 21s that made the biggest difference. More than a few skippers were asking for their Hobie 16s after frustrating attempts to figure out the big Cats. DACMAR may accommodate them. Race director Tony Laurent resolved, "We'll pick the best boat for each specific location, but I'd like to see smaller boats on some races in order to attract more women into the race." A number of wives and girlfriends among the entourage couldn't agree more. Sounds like a Hobie 16 contest somewhere.

REMEMBRANCE OF THINGS PAST

The race may fade, but no one is likely to forget the Tahitian islands for awhile. They will remember traditional feasts, cooked in the ground and served on bamboo plates. Japanese sailor Koji Ikeda passed around a sea urchin plucked from the reef. "Umi," he grinned. "It would cost you 25 bucks a plate in L.A." They also will remember: sleeping on the trampoline on the Maiao beach; being drenched with a morning shower, then warmed by canteens of hot coffee, courtesy of the French Navy; kind helpful hands at each island stop; dreamlike passages through clear lagoons; even "Le Truck," the colorful wooden bus that carried them from beach to bed.

The chant for the week was, "More lay-days!" Everybody agreed they didn't see enough of the islands. Hobie Jr.: "When I got the invitation I thought, 'Wow, Tahiti!' But it was work! I went back to Moorea after the finish just to see what I missed the first two times." Steve Rosenberg: "Yeah, shorten the race so we have more time to see the place." Jeff Alter: "They might have had faster committee boats, so wives and girlfriends would have time to enjoy the islands."

Carlton Tucker had the right track. At


a practice race last year, he used the lay day to go after marlin. This year, the day after tearing down his boat (yup, they had to take them apart, too), he was out on a speedy little power boat where you fish the Tahitian way: perched up on the bow like an old whaler, throwing a harpoon at flying fish.

WHAT LIES AHEAD

At first, the residuals of a race such as this don't seem apparent for the average Hobie sailor. Okay, you can read about it in *HOTLINE*; maybe catch the upcoming special on ESPN (look for J. Alter surfing that left break), but then what?

For starters, that righting pole. As it gets refined, it could make us all a little more secure out where the waves are big and safety boats are few. And look for spin-off races for the average crew. There is already a New England 100, open to all. The Turnback Canyon race on Lake Travis, Texas, allows catamarans. Someone could organize a reconnaissance cruise of 100 miles or so, one year, then run it as a race the next. You might petition the local yacht clubs for a fleet start. Sport catamarans have an impressive record with races such as the Tahiti Challenge. It's a great example of developing a local scene with something other than going around the marks.

Okay, you've got ten days. Grab a plane to Tahiti. The same government that sponsored this race wants you there, too. Stay in pensions and homestays, with the people. It's not much more expensive than a Motel 6. Charter the Hobie 21 that got left on Bora Bora. Call ATM Charters (they have an 800 number) about the bigger cats they offer for charter. There is a fleet of 21s at the yacht club, too. Chat up an owner; bet you'll end up trapped out on his boat. You can even rent Philippe Poupon's old Formula 40.

Grab a baguette, some white cheese and a bottle of wine for a picnic under that palm. Chances are, you'll be handed a fresh coconut and an invitation to dinner. There are no strangers in this paradise. 



THE ULTIMATE CHALLENGE

Champion Of Champions Goes Gung Ho At Tahoe

BY MARY O'REILLY

The race site was none other than the Tahoe Yacht Club, a fittingly regal citadel rising up among giant evergreen trees in the northwest corner of Lake Tahoe in Homewood, California. The weather was as vigorous as the terrain; both as majestic as the locale; all as formidable as the combatants.

Battling 47-degree water, short steep swells and powerful gusty winds funneling down the various mountain canyons, the USYRU's 1990 Champion of Champions race was a great showcase of sailing skill, wind-shift prognosticating and the Hobie SX-18. The race is strictly invitation-only. The only racers lucky enough to join in the fray are those holding current National or World titles from their chosen one design class.

The race dates back to 1976 when the USYRU's governing body conceived the ultimate challenge: a race merging all one-design champions on the water sailing identical boats, to determine who emerges the victor over all. The catch is, the boats provided are different every year, as is the location.

Over its brief history, the race has become a stepping stone for many top American sailors. Past winners include John Koliuss, Dave Ullman, Hobie Alter Jr. and John Kostecki. This year's top ten consisted of sailors from the YU-Flyers, Olson 25s, Tanzer 16s, International 14s, Sabots, Day Sailors, Windwills, Santanas, Lido 14s and our very own Hobie 17 1990 World champion, Bob Seaman.

The 1990 sailors competed on 15 brand-new SXs provided by the Hobie Cat Company. For those of you not familiar with the SX-18, it is a boat craftsman's dream. What does it have? What doesn't it have! The SX-18 incorporates an extra tall rig, vertical-cut, fully

battened mylar main, furling jib, spinnaker, spinnaker pole, daggerboards, mast rotator, every conceivable adjusting and tuning device, adding up to more sheet line than a boat that size should have.

TEN START THE CLIMB

The battle for first place was wide open. With six races slated over the three-day event, many different sailing conditions would play a part in the outcome.

In 15 knots of clean mountain air, the first race called was an ACABC. The Olympic system was employed, in which all races began at the leeward pin and finished at the windward pin. Bob Seaman started off on fire; throughout

The SX-18 is a boat craftsman's dream.

the first half of the race, his wire-to-wire lead looked very strong. Bart Hackworth was comfortably in second. Rounding B for the last time, Seaman jibed the spinnaker and headed for C at the exact same time a large gust hit, driving him hopelessly lower than the mark and well below the other racers. By the time Bob's crew wrestled the spinnaker back on board, the damage was done and two boats rolled past. The rest of the fleet, observing the chaos at B, lowered their chutes well ahead of time and were able to reel in the leaders.

Rounding C toward the finish, the wind shut off, leaving the sailors with major wind shifts all the way to A. Hackworth achieved the win, with Craig Leweck taking second and Ron Boehm coming out of the pack in third.

The second race was a mirror image of the first: wind steady; same course; different leader. Leweck grabbed an

early lead and would not let go. He was chased by 14-year-old Bill Hardesty Jr., with Seaman playing catch-up after a poor attempt at a start.

ALL HULL BREAKS LOOSE

Friday brought 30 knots of clean air, big waves and a giant ACABCAC course that rambled from one end of the lake to the other. Seaman began to pay every-one back for his previous bad luck, building a large lead going up the course the first time and increasing it on every leg. The wind was so strong that many sailors wisely kept their chutes in their bags on the downwind legs.

Disaster beckoned those who dared push past their limits. A perilous downwind boatspeed of over 20 knots drove the bows deep into the bowels of each swell. Racers attempted to head up just enough to avoid digging the bows completely into the troughs, then hurtled off downwind screaming up, over and down the next swell. Impetuous sailors who risked flying a spinnaker in these conditions were locked into a wild ride. They would be on the edge of capsize by heading up and radical pitchpole if they didn't! These were hardcore conditions, believe me!

AND THEN THERE WERE SEVEN

By the time Seaman completed ACABC, he had built up a lead the distance from B to C mark. By now, only seven boats had survived (the others having flipped or retired).

At the final C mark rounding, Seaman was being reeled in as if he were glued to the water by Leweck and Boehm. Evidently, the rotator bar on Seaman's mast had failed from the constant strain of the heavy air, leaving him limping meekly along to weather.

AND THEN THERE WERE THREE

A tacking duel for the win was inevitable. The third-place boat would tack; the second-place team would cover; the leader would follow suit. Just 200 yards from the finish on the lay line, Seaman remained in first. Then, things got ugly. His brand-new trapeze harness hook broke and he fell off the back of his boat. His crew kept the boat upright and managed to park the craft in irons, hoping Seaman would make it back to the boat on his own power. Not to miss out on a golden opportunity, Leweck was in position to take advantage of the miscue.

Swimming in 47-degree water in a dry suit, trapeze harness and life jacket is not easy, even for a former Stanford collegiate swimmer. As he swam back to the boat, Seaman realized first place was out of the question. Second was not looking all that good. With a boat length to spare, Seaman hung on in front of

Boehm for a disappointing, yet triumphant second.

Continuing strong wind compelled the race committee to confine sailors to the beach for the rest of the day. This was not good news for those able to keep their boats upright in the heavy air. Several racers felt they had a better chance in the stronger steady air than in the lighter air that might return for the finals.


AS EASY AS A, B, C?

The final day of racing was a nightmare for all. The course: ABC; the wind: light and shifty. The racers' eagerness for a quick start resulted in a 10-minute general recall. When it was dropped at the blue flag instead of the normal red, many sailors mistook the signal for the start. Four boats were well on their way to A when they realized what happened. Seaman, who had an early "lead," now realized he would be late for the real start, but with light fluky wind, anything was possible.

Leweck led going around A. Regrettably, he needed four tacks in the last 50 yards to clear it. The wind was a swirling mess, and no one was dialed in to solving its riddle. As it neared the end, the race was up for grabs. Exhibiting quality boatmanship, Seaman banged the far corner of the course and found consistently strong air outside. To keep in the wind, he overstood the finish line by 200 yards. The closer to the finish he came, the lighter the wind and the more they were headed. The rest of the fleet struggled in the same light air that had greeted them the last time up at the weather mark. Seaman gave the fleet a two-minute head start and still managed to sneak in for the bullet. Leweck, Hardesty Jr. and Boehm followed.

The curse that had stalked Seaman was somewhat lifted; he still had a slight chance to triumph over Leweck, but he needed to win the remaining two races.

The next race seemed to be over before it began. Leweck would not be denied. He built an early lead and never faltered, working the spinnaker downwind in moderate air with grace and precision. After a fierce tacking duel for the finish, Craig Leweck (supported by crew Matt Reynolds) won the race and became the 1990 Champion of Champions.

Thanks to the hard work of the Tahoe Yacht Club, the generous donation of Hobie Alter Sr., the assistance of Hobie Cat's Doug Skidmore and his wife, Maggie, Robert Brown, Hobie Chairman of the Champion of Champions for USYRU, Lee Parks of USYRU and James Anderson, the chief judge, all racers were well treated. With hearty meals, warm friendly hospitality, great boats and high-flying competition, what more could a sailor desire. 



1991 Hobie 16 World Championship



South Africa
April 6-13, 1991

Location: Club Mykonos, Langebaan, Cape Province

Races:

Qualifying Series:April 6-8
Championship Series:April 9-11
Finals:April 12-13

Entry Fees (US Dollars):

Pre-qualified: \$175.00
On-site qualifiers:
\$100.00 (Plus \$100.00
when qualified.)

Entry fee includes "Give Away Pack" containing tickets for three main functions including party and food, souvenir brochures, regatta memento, stickers, etc.

- A boat deposit fee of \$250.00 will be collected on site.
- All monies must be in cash or travellers checks only.

For Info & Registration Contact: South African Hobie Class Assoc.

32 Glynn St., Cape Town, 8001, S. Africa

Phone: (021) 45-5761 • Fax: (021) 45-5781

Class Director: Roger Bartholomew • *PRO:* Heather Davy

Official Travel Agents:

VIP Travel Services are finalising special airfares from several worldwide cities to the event. When sending accommodation deposits, indicate desired departure date and city of origin. VIP will advise flights and fares. There are many city packages & tours available throughout South Africa. VIP will be happy to arrange any kind of holiday for you, before or after the World.

VIP Travel Services (Pty) Ltd.
2 Medical Centre
Heerengracht, Cape Town, 8001,
S. Africa

Phone: (021)25-1900
Fax: (021)419-6245
Contact: Lionel Easterbrook

Accommodations:

Club Mykonos in Luxury Greek style "kalivas." Rates - \$35.00 p/person p/night sharing includes full American breakfast and transfers to Club Mykonos.

All kalivas are fully equipped with TV, microwave, etc.
Type A - 1xd/bed & 2xsingles separate b/rooms.
Type B - 2xd/bed & 2xsingles separate b/rooms.

For reservations send a \$150 deposit (bank draft only) with name, address, dates, flight number and any other pertinent details to VIP Travel Services. Balance of payment is due 6 weeks prior to arrival.

Race Registration Form:

SKIPPER _____

ADDRESS _____

POSTAL/ZIP CODE _____

FAX: _____

PHONE: HOME _____

WORK _____

Pre-Qualified ☐ • Want To Qualify ☐

Make bank draft in US Dollars payable to South African Hobie Class Assoc.

NORTH AMERICAN REGION NEWS

The sailing season has now come to a close, but a lot is happening within our organization! I am happy to report that the National events in 1990 were three of the finest that have ever been held. All were run by local organizing committees with a bring-your-own-boat (BYOB) format for the first time since the late '70s. I had the pleasure of attending the 17s and 16s. Each could not have been conducted better. I have heard from all in attendance that the 18s were run just as well. The Toronto group hosting the Hobie 17 World Championship in June also deserves a big hand for a truly world class regatta.

The North American Region Board would like to thank all volunteers who made these events successful. This kind of effort is a tribute to the spirit of the fleets and divisions comprising our Class Association. We also would like to thank all the sailors for supporting these events. We do not have the luxury of factory-supplied boats or big buck sponsors anymore, but the events seemed to be even better. The only explanation is the caliber of the people who make it happen. THANKS, AGAIN!

N.A. REGION MEETING NOTES:

The NAHCA held its 1990 annual meeting in Myrtle Beach at the 16 National Championship. Every division was represented (virtually all by division officers). The following is a summary of the topics covered and the decisions made.

VERTICAL CUT MYLAR SAILS

The hottest topic involved vertical cut mylar sails for the Hobie 16. These sails will be available to the dealers by

press time. After debating this issue fully, the following motion was made:

The NAHCA shall submit a request to the Rules Committee to make mylar sails class legal for the Hobie 16 in the North American Region in 1991.

The motion passed by a vote of 14-1. This request will be submitted immediately. The Rules Committee (made up of Doug Skidmore, Hobie Alter Jr., Jeff Alter, Wayne Schafer and Paul Ulibarri) will rule on our request. A decision should be made by January 1, 1991.* If the Rules Committee approves our request, these new sails will be CLASS LEGAL in 1991 in all Hobie Cat regattas.

If we all pull together, we can maintain our status as the best one design class in the world.

**Note: This column was written prior to the decision of the Rules Committee to make mylar sails class legal for the Hobie 16. Vertical cut mylar sails for Hobie 16s are now class legal in U.S. Hobie Cat regattas. For more on 16 vertical cut sails, see "A Class Decision: Vertical Declared Legal" in Wave Lines in this issue. -Ed.*

FUNDING

Funding for the NAHCA was discussed also. Due to the realities of economics, the factory has been forced to reduce its support of the racing program. We must fill in the gaps. This includes providing a source for regatta supplies (registration cards, protest forms, scoring forms, marks, flags, etc.); maintenance and distribution of class rules; site selection and organization for the Nationals; and many other functions that keep our racing program going. All this requires money. The new NAHCA Board was charged with the responsibility of appointing a committee to develop a budget for 1991 and to study methods of funding. The

Hobie Card money helps but is not enough. We received a check for the first six months of 1990 (the NAHCA receives 50% of the revenues from the program) totaling \$2,200. We will keep division officers apprised of the results of the committee's work.

COMPTIP™

The COMPTIP issue is steadily improving. Some back orders remain, but the factory feels they will be filled this winter. All sailors should have access to a COMPTIP by February 1991.

RULE BOOK

The new Hobie Class Association Rule Book is now available covering all of our

classes. See your division officers for a copy (or for \$2.00 you can order a copy from HOTLINE).

PRE-QUALIFIED SLOTS

National pre-qualified slots will be adjusted each year based on the size of your division points regattas, number of attendees from your division at the previous three Nationals, and finish position of attendees at the events.

AREA CHAMPIONSHIPS

We have revamped the list of area championships around the country. There are now a total of eight. Each will now be automatic National qualifiers for the first-place boat in each class. No additional points will be available at these events for 1991. They should be treated as any other points regatta in terms of points awarded. See your division officers or keep your eye on the HOTLINE for a list of these events.

NATIONAL SITES

Prospective National sites were discussed. The following are TENTATIVE:

Event	1991	1992
16s	San Diego	Bear Lake, Utah
17s	Corpus Christi	New Jersey
18s	San Francisco	North Dakota

WORLD SITES

Division 4 is looking into hosting the 1992 17 Worlds in Hood River, Oregon, site of the 1990 Single-handed National Championships. Singapore could be a tentative site for a World competition in the near future.

1991 NAHCA OFFICERS

We are proud to announce the addition of one member to the NAHCA Board of Directors, a representative from the Women's Hobie Class Association selected by that organization. The WHCRA has really gotten going in the past year and will bring a lot of energy to our group.

New officers were elected at this meeting. Your new Board of Directors for 1991 is as follows:

Chairman

Paul Ulibarri

First Vice President

Jane Sherrod

Second Vice President

Mike Staley

Secretary/Treasurer

Matt Bounds

WHCRA Representative

Marci Moore

Congratulations and good luck to these officers.

SPECIAL THANKS

I would like personally to thank the 1989-90 Board of Directors and all the people in the divisions and fleets who helped get the NAHCA off the ground. The last two years have been a challenge; however, we have come a long way. Much still remains to be done. If we all pull together, we can maintain our status as the best one design class in the world. I appreciate your hard work and look forward to helping out next year.



Wick Smith
NAHCA Chairman

POWDER POINT REGATTA FLEET 28, DIVISION 12 DUXBURY, MA

SEPTEMBER 15-16, 1990
BY BRUCE BAKER

Other than snow, this regatta had it all in wind and weather. We started with partially sunny skies, moved right into thunderstorms, moderate breezes, howling winds and of course, no wind. But let's start at the beginning.

New England has long been noted for its changeable weather so more knowledgeable sailors ignore the forecasters. Saturday's forecast was for a rain-filled day. The weather at arrival was ideal; sun mixed with clouds and a good breeze out of the southwest. No sooner had co-chairman Jim Dillon finished the skippers' meeting with the announcement that we would wait on some ominous clouds off to the southwest, when the first drops of rain arrived. Within ten minutes it was a deluge. Most folks got downright wet. Have you ever seen a soaked cat? Well, Cat skippers and crews don't fair much better.

About noon Jim Dillon reconvened the troops. A beginners' meeting was announced and hosted by Ted "Teddy Bear" Knowlton.

Co-chairman Scott Baker was ready to go. Courses were set to get all classes of the 58 Hobies across the finish line near to the same time. Scott doesn't like to waste wind or time sitting around between races and ensuing races got off quickly. Most sailors probably didn't even notice, but stragglers were finished on the course when appropriate. Three races were started in the moderate, 8-10 MPH winds. The third race was destined to be the talk of the day as our late afternoon start began with moderate winds. Late in the race things suddenly got exciting when the wind shifted direction slightly and blew like stink, 40+ MPH. The heavy wind made for some interesting beach landings with the wind coming directly off the beach and some decent surf running straight into the beach.

No big surprises in the 16A with Doug Baker leading with two firsts and a second; the number two boat wasn't even close. (See the final standings for the changes a day can make.) 18A found Barry Burgess in first place with Colin Walklet right on his stern. The 16C leader was Craig Gardner, skipper of "Ratz Cat."

Craig is probably skipping the oldest 16 we've seen in some time. The 17s were led by Michael Hands with three bullets.

Once everything was secured for the night it was off to the Fairview Restaurant in neighboring Marshfield. A special delight for some of the fat cats was the Bud Light provided by local distributor, L. Knife and Sons. Videos were shown of the day's activities to augment the usual banter on how, who, when or why not. Once again we could marvel at the usual good luck of the top finishers and bemoan our own poorer finishes despite our greater skills. An excellent buffet was served with all kinds of fare. No excuse for anyone to go hungry.

Sunday arrived with a clear sky and a stiff offshore breeze of 20+. That was at 8:00; by the time we were at the starting line the wind had shifted to the west and dropped to a whisper. An eternity later we were rounding C mark when the word came that it was a shortened course, back to the finish line. As so often happens in light air races the wind gods like to throw a real curve, and sure enough, we got one. The air movement did a 180 and was now pushing everyone to the finish line. Those at the rear caught the new air first and were able to sail right up into the early leaders before losing the breeze. By the time we got to the finish there was a mass of 50 to 1,000 Cats trying to cross the line at once. A few quick observations on light air races; did you ever notice that everyone else has air but you?; that it was your best start in a month but you ended up last rounding A mark?; that the skipper seen at A mark reading a book on how to sail finished ahead of you at the finish?; that teddy bears get violent when not moving?

As soon as the last boat finished, the wind filled from the northeast at 8-12 MPH. To the credit of Scott and his faithful crash boats all marks were reset and a new race was under way in only 15 minutes. In all we had three races on Sunday. The winds held for those last two races. Please note that the forecasters called for southwest winds, not northeast.

Back on the beach protests were heard and final standings calculated. Trophies, four deep in most classes, were aligned for presentation. Gold, silver, bronze and white Hobies were presented to the top finishers. Two regatta workers who have been at Duxbury every year for the last

several years were recognized with "In Appreciation" trophies.

MID-AMERICAS AREA CHAMPIONSHIP REGATTA FLEET 23, DIVISION 14 LAKE TEXOMA, TX

SEPTEMBER 1-2, 1990
BY STEVE CHAPLES

The time ... The place ... The participants ... The competitors ... The HOBIE CHALLENGE ... MID-AMERICAS 1990!

What a setting for the battle of the decade: Lake Texoma. Cedar Mills Marina. Cedar Mills Yacht Club (CMYC). Brought to you by Frito-Lay, proud sponsors of the 1990 Challenge, and without whose continuing support this event would not be possible. (We thank you for your support.) Masts. Rigging. Sails. Boats. Cruisers. Yachts. HOBIES. Grass. Trees. Water. Waves. WIND. What a combination: Hobies and wind!

The time: Labor Day Weekend, 1990. The place: Cedar Mills Marina, Lake Texoma ("Tex"-as, Oklah-"oma"). The participants: The Board. The Fleet 23 (Dallas) members elected to the 1990 Board of Directors began their perusal of the event way back at their first board meeting of the year in October. They began formulating plans that would make this the biggest weekend Hobie event in Mid, if not all, America. Cedar Mills Marina and CMYC had opened their portholes (doors to you landlubbers) to us last year, and we were so successful and so much fun to have around that they wanted us back again this year and for many years to come.

Attendees last year raved about the substantial and steady winds, the massive 70-foot committee boat, lunches brought out to secluded beaches adjacent to the race courses, spacious camping among the trees and overlooking the lake, Caribbean-style dinner, and for your lake listening enjoyment ... The Steel Drum Band ... like you've never heard before ... The PANHANDLERS (not to mention KLAKE, FM 97.5)!

"So," you ask, "How are you going to top that this year?"

Well, why tinker with a good thing!?! Let's bring back all the same (except for the 70-foot Moby Dick ... like ... uh ... major wind interference, Maan!) And add more on top of that: a friendly, lively welcoming committee at the entrance to the marina handing out park maps;

Crunch Tators; a bigger and better party tent for Saturday night's Steel Drum Band; give-aways; limbo contest; two, yes two, race courses: course 1 for those intense die-hard sailors of the 16A, 17A and 18A flotillas; course 2 for those fun-lovin' C fleeters wanting to learn racing, but not relishing confrontations with the yelling and screaming A fleeters (Who? ... Us? Naw!), and for the oft-slighted 14 skippers having the expertise and longing for those longer courses (course 7s) that always seem to get relegated solely to the bigger boats; a spectator fleet: rows of monohulls, loaded with spectators from the marina.

The Welcome Committee: An exuberant group of persons, stationing themselves at the entrance to the marina, to greet the Hobie people who had traveled several to several hundred miles to be here with us (aww, how sweet!). As a sailor arrived, they would appear en masse from their party tent and converge on him with true Texas hospitality, "Welcome, Y'all's," Crunch Tators, Michelob and maps of the marina.

The Beach Committee: Please applaud this committee. They helped sailors locate the best available rigging and launching spots and listened receptively to gripes and grippers.

The Registration Committee: An outstanding group of people who patiently and kindly helped you sort through the confusion of registration; who greedily and maliciously snatched your money from you (just kidding)!

The Protest Committee: The WHAT? I, personally did not meet anyone from a Protest Committee. If YOU did, please send your name, address, phone number, and reason as to why, and we'll send you, free of charge, a small yellow sign to stick on your car window that reads "\$%@* ON BOARD."

The Race Committee: Did an exemplary job coordinating two race courses with each other, the beach, the chase boats, and the Coast Guard. Course 1 got in four races on Saturday, and course 2 three races. Everyone was quite pleased with the 10-15 knot winds as no wind had blown all week and the stationary high pressure threatened to squelch all wind. Good courses, long courses, in general plenty of wind, with a touch of wave action to make it interesting, and you've got ... Hobie racing at its best. Great job, guys (and gals)!

The Social Committee:

Save the, possibly, best committee for last. These two people ("and you know who you are") had the most extended effort over time (save for our illustrious commodore). Months earlier, they needed to initiate arrangements for the evening entertainment (Saturday night's Steel Drum Band, limbo contest, give-a-ways, dinner); for race day lunches and getting them to the remote beaches; and the post-regatta horseshoes tournament.

The Competitors: 152 boats converged on Cedar Mills Marina. Many were 16A and 18A teams getting a final tune-up for 18 Nationals in two weeks and 16 Nationals in four weeks. There were also those teams battling for the final points of the racing season to lay claim to the pre-qualified slots for both events. Many brought their friends and families for a weekend of fun.

As fall gradually runs its dry and calm course and alters into the cool and windy fall and winter of Texas, Hobie Catters hold dearly to the memories of the Mid-Americas just past. They dream of the droughts to come that will raze (not raise) the level of their lakes, forced feet above the dams by spring gully-washers the last two years. They dream of the blustery days to come when they can hone their skills for the next season. They dream of Mid-Americas 1991, renewed Hobie acquaintances, of Hobies and wind, the "Hobie Way of Life."

◆ SAIL FAIR REGATTA FLEET 23, DIVISION 14 LAKE LEWISVILLE, TX SEPTEMBER 22-23, 1990 BY STEVE CHAPLES

The third annual Sail Fair at The Colony, Texas on Lake Lewisville was outstanding this year thanks to much effort by Peter Pattullo. The Sail Fair is an arts and crafts festival held at the lake. At its conception, the Dallas Hobie Fleet 23 was approached by the steering committee to enhance the theme of "Sail Fair." The first two years showed little participation by the Hobie sailors as the weather was quite cool both times. This year, with gorgeous weather and moderate winds forecast, attracted 20 plus Hobies to demonstrate their sport and their sailing skills to crowds of spectators.

On Saturday, a box delineated by four marker buoys was set, and several heats of hull flying were run. The objective

was to keep one hull above the water for as long as possible while within the box. Time was stopped when the hull, mast, or sail touched the water. Sailors were encouraged to be creative; many capsize were observed as crew members trapezed on or dragged in the water on the leeward side.

Spectators lined the shore and the grandstands, set up especially for these events. With the boats sailing only yards off the beach, and the elevation of the beach rising above the level of the water, the spectators were treated to a magnificent view of the graceful and colorful Hobies. The spectators enjoyed the hull flying. Even more, though, they loved seeing a Hobie slowly begin to heel over too far, and would "oooooooooooo" in anticipation of its mast hitting the water. Or they would applaud loudly when the sailors successfully righted their boat!

On Sunday, with the winds blowing 15-20 knots, a short course was set with a windward mark to be followed by a route around a small island and back through the start-finish line. With the course being in a narrow channel, the crowd was entertained by zigzagging boats and near collisions.

◆ SHORT MOUNTAIN SHOOTOUT REGATTA FLEET 145, DIVISION 14 SALISAW, OK SEPTEMBER 15-16, 1990 BY STEVE CHAPLES

The forecast promised a cold front to arrive from the north and bring good winds for the seventh annual Short Mountain Shootout at Applegate Cove Marina on Robert S. Kerr Lake. Saturday morning arrived with warm weather and light and variable winds which diminished to almost calm before the first race.

The race committee was determined to run some races this day, despite the glassy texture of the water. Those sailors not expediting their departure from the beach were surprised by the race committee who were punctual and ran white flag right on time, leaving some boats to be upwards of 25 minutes late for their start. 18As had the first starting signal, 16As the second and 17As the third, but by three minutes after the third signal, only one 16A and one 17A could lay claim to having actually started!

The wind eventually and

mercifully built to 3-4 knots, allowing all competitors to complete the first race. By the second white flag, the winds dropped to less than one knot, but the diligent race committee, not to be manipulated by the wind, got the second race started. Everyone was conscientious this time about being at the line on time. Woe to those who were over early, for it was a long trek (time-wise) back to restart. Fun was had by all during this race, though, as everyone drifted in packs, and puns flew rampant over the still waters. The annual BINGO game even began early as over the silent waters was heard "B13." Since the sailors needed little supervision as they "battled" it out, the race committee was left with time to watch the yearly Arkansas Razorbacks college football game.

That night, everyone had a great time, as they do here every year thanks to the super members of the host Fleet 145 and the laid back atmosphere of the back woods location and early autumn time frame. A dinner of chicken gumbo, followed by the annual BINGO game made for a fun evening.

Sunday brought better winds (8-12) and allowed for two more races. A third race was planned, but due to many voiced objections, all sailors were sent to the beach.

◆ PIÑATA REGATTA FLEET 514, DIVISION 2 PUERTO PEÑASCO, MEXICO OCTOBER 13-14, 1990 BY SHIRLEY PALMER

Regatta Memories: The "Hobie 9" lighting the sky; another T-shirt; M & M's floating in the ice chest; sunburn on the back of the neck; sore hands; the Bruce and John show; seeing old friends; margaritas; dance contest; sand in my shoes; meeting new friends; salt in my eyes; the shower at the end of the day; pot-lucks with old and new friends; the breakfast bull horn.

Each of us can add to the above list. The Piñata Regatta included all of these and more. Friday began with a racing seminar by Udo Winkler in which a crew was hung in effigy. It is to be noted that said crew was sporting a mustache. Chris Jernigan gave tuning tips for both 18 and 16 sailors. The Hawaiian Shirt potluck drew a goodly number of people and the food was plentiful as usual, but it

was the dance contest that really got things rocking — literally. The Phelan's trailer may never be quite the same again. Lee and Julie Prosser took first place, Tim and Jan Marengo took second, while Ron Palmer, Eric Heischman and his friend were given honorable mentions.

Saturday became more serious. After a pancake and sausage breakfast served by John White and crew, boats were readied on the beach, the skippers' meeting was held, registrations were finalized and it was time for white flag with a total of 88 boats racing. One 18C was seen trying to change the location of her fleet flag out on the water. Thank you Curt Smith for saving us from certainly being disqualified by my commodore husband. Chase boats were manned by Jeff Eppley and Mike Walters, non-fleet members who generously donated equipment and time to the regatta effort. Steve Kleinsmith especially loved bouncing around in Brian Cummings' Zodiac.

Three races were run on Saturday in medium to light winds. Boats were off the water in time for hors d'oeuvres organized by Dean and Diane Zimmerman. Margaritas were made by Brian Cummings, Tom Kirschner and Kathy Delay, and served as only Linda Mulay can to the accompaniment of a mariachi band. There was a buffet offered at Puesta del Sol for those who could still eat after all those hors d'oeuvres. Then it was time for the Bruce and John show. T-shirts, Hobie parts, gift certificates, a full harness — the prizes and the raffle went on and on. Race results were finally posted (I thought those computers were supposed to be fast!). Groups of friends gathered quietly before turning in to sleep before another day of racing. Rick and Gay George baked a cake and provided a bottle of wine to celebrate Brian and Dorothy Dolan's sixth wedding anniversary. Working the committee boat is probably not one of the most romantic ways to celebrate as the Dolans have found!

Sunday morning saw a change in the breakfast menu with French toast! There was a meeting of 16C skippers to clear up some confusion over the third race on Saturday. Skippers' meeting and back to the water for more racing. The wind was howling for the first race. At least it howled if you had total crew weight of 250 pounds and still race in C fleet.

Virginia Cummings and John Rogers saw to the appetites

of hungry racers serving hot dogs and soft drinks. (You will have to ask John why he got a trophy for Master Wienie Washer at the fleet meeting the following Wednesday.) Tom Van Atta towed boats up the beach with Muly's ATC. Boats were packed onto trailers and it was finally time for trophy presentations. The first place trophy for 14s was taken by Eric Heischman. Hobie 16 and 18 Novices were won by Jim and Tyson Schrader and Chris Jernigan/Sherry Kline respectively. Tim and Jan Marengo will move from 18C to B fleet while Pete and Lisa Youngwerth will move from 16C to B fleet. B fleet honors were taken by Dean and Diane Zimmerman in 16s and Peter and Paula Patch in 18s. Bruce Fields placed first in the 17 class, and finally, Udo Winkler and Bill Parks won their respective A fleets.

Then, cars, pickup trucks and motor homes, all pulling trailers, left for home. Some of us stayed behind to relax. Many sailors had planned to drive back on Monday, so we were able to put together a good potluck in various camp sites again on Sunday night.

DANGER

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



NATIONALS

HOBIE 18 U.S. NATIONAL CHAMPIONSHIP
DAYTONA BEACH, FLORIDA
SEPTEMBER 17-22, 1990

GOLD FLEET SERIES

SKIPPER/CREW	STATE	POINTS
1. Cope/Cope	FL	24.75
2. Egusa/Kiel-Deans	CA	48.75
3. Phillips/Phillips	FL	86.75
4. Parizean/Thomas	CA	87.75
5. Crocker/Johnson	AL	88.75
6. McCredie/Henley	TX	89.75
7. White/Rodriguez	FL	96.75
8. Owen/Gauld	AUS	102.00
9. Stater/McCambridge	VA	103.25
10. Stater/Humble	GA	108.00
11. Pitt/Khatkhat	GA	117.50
12. Dees/DeSalvo	FL	118.00
13. Dunn/Scott	FL	128.75
14. Crabbe/Scott	CAN	130.00
15. Hill/Hill	CA	136.00
16. Yahalom/Yahalom	CA	142.00
17. Rose/Rose	MI	145.00
18. Marshak/Marshak	OR	145.00
19. Boone/Zable	FL	157.00
20. Duke/Espinoza	FL	160.00
21. Ferree/Claassen	IL	161.00
22. Johnson/Nickerson	FL	162.00
23. Hopper/Stark	CAN	171.00
24. Frederick/Schaefer	OH	174.00
25. Isco/Garment	IL	179.00
26. Finn/Finn	MA	181.00
27. Cunningham/Cunningham	FL	181.00
28. Shea/Barry	CT	182.00
29. Mondragon/Searan	FL	195.00
30. Bell/Mullins	FL	200.00
31. Carlson/Moore	FL	201.00
32. Ogren/Ogren	NY	207.00
33. Howes/Garlick	CAN	209.00
34. Kufic/Visnaw	FL	215.00
35. Harper/McPhillips	FL	227.00
36. Jones/Olson	GA	236.00
37. Cook/Villa	FL	243.00
38. Willey/Osbourn	TX	248.00
39. Yurinak/Cooke	TX	253.00
40. Whidden/Cabish	FL	289.00

SILVER FLEET SERIES

SKIPPER/CREW	STATE	POINTS
1. McClure/Ayers	NC	156.00
2. Cockcroft/Cockcroft	CA	159.00
3. Shedd/Puckett	CO	164.25
4. Sullivan/Carnovale	OH	169.00
5. Jones/Miller	FL	180.00
6. Johnson/Keyser	FL	186.00
7. Hart/Sheridan	TN	188.75
8. Celusnak/Merlo	MI	202.00
9. Kiemele/Taylor	GA	207.00
10. Flaherty/Brown	NY	214.00
11. Handfield/Blanchette	CAN	216.75
12. Reid/McGregor	CAN	219.00
13. Murray/Murray	CAN	225.00
14. Shear/Hassenger	NY	230.00
15. Farrar	TX	253.00
16. Hayward/Hayward	NJ	266.00
17. Ridenour/Todd	FL	272.00
18. Young/Mattingly	TX	278.00
19. Moynier/Moy	FRA	315.00
20. Taubee/Leonard	NJ	322.00
21. Crouch/Sandlin	TX	337.00
22. Houder/Grammer	CAN	342.00
23. Campbell/Campbell	IN	351.00
24. Curtis/Curtis	OK	361.00
25. Schlecker/Schlecker	NJ	364.00
26. Kidder/Cleymann	FL	364.00
27. White/White	FL	365.00

HOBIE 18 FLEET SERIES

SKIPPER/CREW	STATE	POINTS
1. Willard/Sutter	NC	17.75
2. Gelatt/Gelatt	FL	20.25
3. Daniel/Webster	FL	33.00
4. Keyser/Keyser	FL	39.00
5. Beal/Beal	FL	59.00
6. Kalinowski/Kalinowski	MA	64.00

HOBIE 18 MAGNUM SERIES

SKIPPER/CREW	STATE	POINTS
1. Bergman/Bergman	FL	20.50
2. Reed/Stelling	FL	26.00
3. Goodman/Hauer	AR	36.50
4. Coffee/Moore	FL	43.00
5. Murphy/Tyler	FL	46.00
6. Duggan/Robinson	FL	49.00

HOBIE 16 WOMEN'S CHAMPIONSHIP
MYRTLE BEACH, SOUTH CAROLINA
SEPTEMBER 27-29, 1990

SKIPPER/CREW	STATE	POINTS
1. Goldberg/Balzac	PR	22.25
2. Pesane/Pesane	NY	39.50
3. Laroche/Mitchell	MI	49.00
4. Moore/Williams	CA	58.00
5. Inventasch/Jeffers	NY	70.00
6. Sassaman/Pryor	FL	84.50
7. Holmes/Stachmus	TX	93.75
8. Tully/Kuhre	CA	96.00
9. Sherrod/Eichenberg	TX	96.90
10. Tully/Fuller	CA	107.00
11. Garlick/Murray	CAN	118.00
12. McPherson/Keyser	FL	120.00
13. Ketterman/Dohne	FL	124.00
14. Brennan/Desalvo	FL	138.00
15. Moody/Hawkins	NC	143.50
16. Christopher/Quigley	MA	148.00
17. Caffee/Moore	FL	159.00
18. Karnitschnig/Dulka	VA	163.00
19. Fuss/Fabian	OK	170.00
20. Appel/Crowley	LA	197.00
21. Lee/Bray	LA	197.00
22. Merrill/Craig	NC	205.00

23. Hill/Davis	CA	206.00
24. Cockcroft	CA	207.00

HOBIE 16 OPEN NATIONAL CHAMPIONSHIP
MYRTLE BEACH, SOUTH CAROLINA
SEPTEMBER 30-OCTOBER 6, 1990

GOLD FLEET SERIES

SKIPPER/CREW	STATE	POINTS
1. Figueroa/Balzac	PR	21.75
2. Smith/Passant	FL	42.75
3. Myers/Santorelli	NJ	46.50
4. Petron/Underwood	CA	50.50
5. Alter/Ward	CA	56.50
6. Porter/Robertson	CA	65.00
7. Hess/Hess	CA	65.75
8. Egusa/Kiel-Deans	CA	78.75
9. Pandiani/Leal	BRA	87.25
10. Wythes/Powell	HI	105.00
11. McCarty/Boatspede	CT	135.00
12. MacDonald/Hill	CA	144.00
13. Rourke/Brown	TX	152.00
14. McGilivray/Nasmith	SA	171.00
15. Ralph/Holmes	TX	176.00
16. Delave/Ketterman	CA	179.00
17. Hauser/Hauser	CA	183.00
18. Stater/Hawthorn	VA	184.00
19. Montague/Kuhre	VA	198.00
20. Korziowski/Pesane	NY	205.00
21. Sterling/Kavanaugh	NJ	215.00
22. Whittington/Seta	TX	217.00
23. White/Burris	CO	224.00
24. Newsome/Williams	CA	225.00
25. Glenden/Edwards	DE	233.00
26. Williams/Williams	MI	247.00
27. Kuchenbuch/Laroque	MI	252.00
28. Kufic/Storch	FL	252.00
29. Hall/Brown	CA	255.00
30. Shaw/Shaw	TX	259.00
31. Kulcoski/Villa	NJ	265.00
32. Poteat/Poteat	NC	271.00
33. Merritt/Merritt	FL	277.00
34. Bass/Eichenberger	OK	279.00
35. Mohney/Mohney	MI	282.00
36. McVeigh/Ludwig	NJ	284.00
37. Tremblay/Clovette	CAN	285.00
38. Burwell/McCune	CAN	292.00
39. Bounds/Bounds	MI	298.00
40. Yates/Yates	MD	299.00
41. Collins/Collins	OK	305.00
42. Jagger/Jagger	MN	307.00
43. Garlick/Garlick	CAN	309.00
44. Forgrave/Moore	CA	310.00
45. Baker/Johnson	MA	314.00
46. Robinson/Robinson	SC	332.00
47. Amico/Amstey	NY	342.00
48. Woodruff/Woodruff	MI	342.00

SILVER FLEET SERIES

SKIPPER/CREW	STATE	POINTS
1. Trotter/Trotter	OK	195.00
2. Loeffelholz/Grissom	OK	203.80
3. Winkler/Cockcroft	CA	206.80
4. Tully	CA	211.00
5. Simpson/Marcus	CO	214.00
6. Graves/Walters	NC	217.50
7. Kuc/Wyatt	TX	236.80
8. Thompson/Crompton	NJ	246.00
9. Aycock/Moore	NC	247.00
10. McDonald/Siskin	TN	249.00
11. Sammons/Sammons	FL	262.00
12. Wadsworth/Turk	OH	281.00
13. Yates/Power	MA	281.00
14. Jeffers/Jeffers	NY	288.00
15. Becraft/Peiklaus	NY	290.00
16. Joyce/Joyce	GA	303.00
17. Morton/Morton	NC	306.00
18. Vaughn/Carter	SC	315.00
19. Humphrey/Carter	TX	329.00
20. Greene/Cook	SC	350.00
21. Diamond/Diamond	OH	352.00
22. Kvech/Wharry	MD	357.00
23. Seta/Mayer	TX	362.00
24. Regester/Means	KS	375.00
25. David/Nelson	MN	385.00
26. Shay/Berg	UT	387.00
27. Szakmeister/Szakmeister	PA	394.00
28. Krause/Krause	VA	400.00
29. Paul Jesus	BRA	417.00
30. Humphries/Chockley	TN	425.00
31. Theis/Theis	VA	430.00
32. Strauss/Strauss	NJ	433.00
33. Team Marval	CA	444.00
34. Williams/Palmer	NC	444.00
35. McPherson/McPherson	FL	452.00
36. Schwind/Mitchell	NJ	459.00
37. McDonald/Luger	NE	466.00
38. Siernema/Siernema	MI	467.00
39. Saneman/Stachaus	OK	469.00
40. Johnson/Swanson	MN	471.00
41. Gordon/Hockenbury	AR	474.00
42. LeGrand/LeGrand	FL	484.00
43. Nordhaus/Jacobson	VA	493.00
44. Emmel/Peterson	CO	505.00
45. Ackerman/Steel	MD	505.00
46. Petersen/Hanche	NC	529.00
47. Shearer/Shearer	UT	557.00

BRONZE FLEET SERIES

SKIPPER	STATE	POINTS
1. Marshall Hammond	CA	25.50
2. Andrew Bach	TX	29.00
3. Robert Taylor	VA	35.75
4. Thad Avant	FL	39.25
5. Yates Dowell	VA	48.00
6. Richard Borden	SC	54.00
7. Tom Veirs	VA	58.75
8. Robert Cockcroft	CA	60.75
9. Bernie Villa	NJ	62.00
10. Robert Hamilton	PA	75.75
11. Andy Keyser	TX	76.00
12. John Matzner	VA	83.00
13. Mike Wilson	FL	87.00
14. Daniel Mailum	TX	97.00
15. Bill Kast	PA	97.00
16. John Krause, Jr.	VA	108.00
17. Rick Overbaugh	WA	122.00
18. Jack Hill	CA	133.00
19. Greg Leftwich	GA	136.00

HOBIE 16 TRAPSEAT U.S. NATIONAL CHAMPIONSHIP
WHISKYTOWN LAKE, REDDING, CALIFORNIA
SEPTEMBER 5-9, 1990

FINALS

SKIPPER/CREW	STATE	POINTS
1. Strahle/Reiser	CA	4.25
2. Felter/Lackey	CA	11.75
3. Bohl/Latin	NV	12.75
4. Tidwell/Doggiewet	CA	13.75
5. Hawkins/Fetkenhov	IL	15.00
6. Erickson/Cannon	CA	16.00
7. Jacobs/Jacobs	WA	18.00
8. Foote/Reddikop	CAN	19.00

DIVISION 1 QUALIFYING ROUND

SKIPPER/CREW	STATE	POINTS
1. Strahle/Reiser	CA	6.50
2. Bohl/Latin	NV	7.75
3. Foote/Reddikop	CAN	10.75
4. Hawkins/Fetkenhov	IL	14.00
5. Fairrell/Fairrell	SA	20.00

DIVISION 2 QUALIFYING ROUND

SKIPPER/CREW	STATE	POINTS
1. Felter/Lackey	CA	6.50
2. Tidwell/Doggiewet	CA	7.50
3. Jacobs/Jacobs	WA	13.00
4. Erickson/Cannon	CA	15.00

USYRU

1990 USYRU CHAMPIONSHIP OF CHAMPIONS
HOMESTEAD, CALIFORNIA
SEPTEMBER 15, 1990

SKIPPER/CREW	STATE	POINTS
1. Leweck/Reynolds	CA	6.25
2. Seaman/Blount	CA	10.75
3. Hardesty/Hardesty	CA	14.00
4. Hackworth/Wijzen	CA	17.50
5. Boehm/Mohier	CA	18.00
6. Mathews/Porter	CA	27.00
7. Ingalls/Miller	NJ	35.00
8. Kieffner/Hunter	MO	37.50
9. Dickson/Dickson	CA	42.00
10. Coburn/Walters	NC	46.00

INTERNATIONAL

1990 HOBIE 16 NIGERIAN NATIONAL CHAMPIONSHIPS

SKIPPER/CREW	BOAT	POINTS
1. Sweetnam/Campbell	Revenge	5.00
2. Taylor/Campbell	Force Ten	7.50
3. Baars/Siemon	Obevan	24.00
4. DeWaart/Wysocki	LBL	30.00
5. Sheehy/Sheehy	Legin	34.00
6. Klappa/Bensimon	Flyer	34.00
7. Prebay/Butner	Malibu	35.00
8. Prebay/Estade	Minstral	36.00
9. Hinz/Vollmaier	Ouagadougou	36.00
10. Brodefeld/Velasco	Honeycat	38.00
11. Wallace/Coker	Wet Dream	39.00
12. DeWaart/Harman	Catbajam	42.00
13. Bossard/Grasfuthr	Easy Rdr	65.00
14. Thrid/Brooks	No Excuses	68.00
15. Grams/Dupont	Exocet	73.00
16. Fougerson/Fougerson	Catapult	75.00
17. Sombret/Rether	Karukera	78.00
18. Jackson/Hendrsn	AnneAnne	81.00
19. Annessa/Kimbros	Sunkist	87.00
20. Rether/Rolin	Alize	89.00
21. Lehner/Seidel	Ushicat	92.00
22. Oliver/Bollenger	Maroomba	101.00
23. Touze/Coutrot	Catimmi	107.00
24. Schnitzler/Schnitzler	Katmint	119.00

RACE RESULTS

DIVISION 2

**DIVISION 2 HOBIE 16
CHAMPIONSHIP
FLEET 3, DIVISION 2
LONG BEACH, CA
AUGUST 11-12, 1990**

HOBIE 16A POINTS

1. Alter/Candy	5.50
2. Myler/Linda	7.75
3. Christensen/Venamen	15.75
4. Materna/Debbie	18.00
5. Egusa/Woodward	18.00
6. Petron/Underwood	25.00
7. Newsome/Seaman	25.00
8. Seaman/Newsome	28.00
9. Hall/Nackel	29.00
10. Ketterman/Steve	31.75
11. McGrath/Camille	42.00
12. Forgrave/Wong	46.00
13. DeLave/Hoy	54.00
14. Takacs/Takacs	55.00
15. Rindler/Youngerman	55.00
16. Corbell/Johns	57.00
17. Carl Nunes	62.00
18. Tyler/Gosard	62.00
19. Winkler/Robin	64.00
20. Reuna/Spiegel	65.00
21. Purcell/T.L.	70.00
22. Hammonnd/Hammond	71.00
23. Bill Mebach	78.00
24. Tyler/Thompson	78.00
25. Moore/Kelm	88.00

HOBIE 16B POINTS

1. Froeb/Else	8.50
2. Venecia/Pummell	12.00
3. Reding/Reding	14.00
4. Campbell/Slepica	15.50
5. Perimutter/Perimutter	15.75
6. Zimmerman/Zimmerman	17.00
7. Mohli/Ganaweg	19.00
8. Kofahl/Kofahl	27.00
9. Cassidy/Cassidy	30.00
10. McGraw/Herting	33.00
11. Gordon/Ward	37.00
12. Ketterman/Dohner	39.00
13. Dupree/Pummell	42.00

HOBIE 16C POINTS

1. Kuebler/Kuebler	5.50
2. McClow/McClow	8.50
3. Conover/Bansicuei	9.00
4. Cole/Cole	11.75
5. Carlson/Parth	20.00
6. Martin/Feducia	28.00
7. Shawn Garland	28.00

**BLUEWATER REGATTA
FLEET 15, DIVISION 2
VENTURA, CA
SEPTEMBER 22-23, 1990**

HOBIE SX-18 POINTS

1. Jay Smith	3.00
2. Earl Landers	7.00

HOBIE 18A POINTS

1. Steve Timm	6.50
2. Bill Parks	8.75
3. Jock McGraw	8.75
4. Chris Lewis	16.00
5. Dave Crocker	18.00
6. Team Gira	19.75
7. John Bauldry	26.00
8. Dan Veenbaas	29.00
9. Ted Lindley	29.00

HOBIE 18B POINTS

1. Peter Parth	3.00
2. Bruce MacDiarmid	7.75
3. Mark Carlisle	9.00
4. Dennis Cassidy	16.00

HOBIE 18C POINTS

1. John Beck	3.00
2. Bob Garcia	6.75
3. Eric Douglas	9.00

HOBIE 17A POINTS

1. Roger Jenkins	5.50
2. Shaun Ferry	7.50
3. Eric Bjerring	14.00
4. Bruce Fields	14.75
5. Jack Linn	17.00
6. Jeff Conner	18.00
7. Bill Myler	19.00
8. Tom DeLong	29.00
9. Steve Murray	35.00

HOBIE 17B POINTS

1. Gordon Gracia	3.00
2. Tim German	6.75
3. Ronnie Souza	8.00

HOBIE 16A POINTS

1. Tom Materna	9.50
2. Keith Christensen	9.75
3. Curt Christensen	10.75
4. Bob Seaman	11.75
5. Jeff Petron	18.00
6. Dan Delave	21.00
7. John Hauser	24.00
8. Dave Ward	28.00
9. Charles Froeb	29.00
10. Udo Winkler	31.00
11. Paul Ashley	40.00

HOBIE 16B POINTS

1. Steve Orton	6.50
2. Monil	6.50
3. Carter/Mo	12.75
4. Duet Englehardt	13.00
5. Ron Bishop	18.00
6. Mark Overdevest	19.00
7. Carl Defino	24.00
8. Herb Hall	29.00
9. Wayne Gordon	31.00
10. Larry Reding	36.00

HOBIE 16C POINTS

1. Martin Feducia	8.75
2. Kent Quinn	10.75
3. Peter Nicolle	10.75
4. Jack Winter	13.00
5. Ben Holmgren	14.50
6. Andrew Frazier	17.00
7. Karen Chase	20.00

**PIÑATA REGATTA
FLEET 514, DIVISION 2
PUERTO PEÑASCO, MEXICO
OCTOBER 13-14, 1990**

HOBIE 18A POINTS

1. Parks/Parks	4.25
2. Brown/Montgomery	6.75
3. Miller/Scovren	10.75
4. Heffernan/Hoen	13.00
5. Lindley/Lindley	18.00
6. Veenbaas/Maybeno	20.00

HOBIE 18B POINTS

1. Parth/Parth	7.50
2. Harper/Hockett	9.50
3. Knipp/George	11.00
4. Ray/Ray	16.00
5. Prosser/Prosser	20.00
6. Hankins/Hankins	22.75
7. Fischer/Fischer	26.00
8. Hillmann/Hillmann	27.00
9. Smith/Donnelly	28.00
10. Mulay/Mulay	30.00
11. Bomberg/Roberts	37.00
12. Wuepfern/Jones	41.00
13. Ryan/Ryan	51.00

HOBIE 18C POINTS

1. Marengo/Marengo	6.50
2. Palmer/Delay	8.50
3. George/George	16.00
4. Ryan/Ryan	17.75
5. Segerstrom/Daggett	21.00
6. Roseberry/Roseberry	22.00
7. Cummings/Davis	23.00
8. Colvin/Chris	29.00
9. Meder/Meder	29.00
10. Burke/McGillivray	31.00
11. Becek/Engle	43.00
12. Jacobson/Jacobson	44.00
13. Saunders/Jurgens	51.00
14. Jehring/Cook	54.00

HOBIE 18N POINTS

1. Jernigan/Kline	3.00
2. Brown/Brown	7.75
3. Farnsworth/Farnsworth	10.00
4. Mack/Millic	12.00
5. Wilkerson/Wilkerson	15.00
6. Mylan/Mylan	24.00

HOBIE 17 POINTS

1. Bruce Fields	3.00
2. Kaylie Nemes	7.00
3. Tim German	11.00
4. Judy Colvin	16.00

HOBIE 16A POINTS

1. Winkler/Seaman	3.00
2. Froeb/Froeb	8.00
3. Ashley/Ferguson	9.75
4. Mark McGrath	16.00

HOBIE 16B POINTS

1. Zimmerman/Zimmerman	7.75
2. Banks/Hermbach	8.75
3. Campbell/Haimelmann	10.75
4. Haneman/Haneman	10.75
5. Diaz/Robert	14.75
6. Spitzer/Spitzer	24.00

HOBIE 16C POINTS

1. Youngwerth/Youngwerth	4.75
2. Grandbois/Chase	4.75
3. McCannan/McCannan	6.75
4. Kirschner/Kirschner	9.75
5. Phelan/Phelan	14.00
6. Fields/Pickett	15.00
7. McMaster/McMaster	16.00
8. Baade/White	20.00
9. Hornby/Ar	26.00
10. Peto/Fields	26.00
11. Tomes/Smith	29.00
12. Novak/Novak	36.00
13. Freeman/Kocka	36.00
14. Smith/Talmadge	39.00
15. Schutt/Schutt	40.00
16. Foxwell/Hovey	44.00

HOBIE 16N POINTS

1. Schrader/Schrader	3.00
2. Senecal/Hartman	12.00
3. Brewer/Brewer	14.00
4. Noa/Dickenson	15.00
5. Checkner/Betemps	20.00
6. Menzel/Eldridge	22.00
7. Bruchhauser/Bruchhauser	25.75
8. Garcia/Brykczynski	28.00
9. White/White	33.00
10. Jorgensen/Jorgensen	35.00
11. Belacey/Finkbein	35.00
12. Marsland/Marsland	35.00
13. Hawkins/Stein	56.00
14. Larson/Larson	64.00
15. Carter/Adams	64.00

HOBIE 14 POINTS

1. Eric Heischman	4.25
2. Bob Heyer	6.75
3. Mike Barschlach	12.00

DIVISION 4

**CANADIAN NATIONALS
FLEET 95, DIVISION 4
HARRISON LAKE, CANADA
SEPTEMBER 1-3, 1990**

HOBIE 18A POINTS

1. Ling/Ling	7.00
--------------	------

2. Breed/Zukerman	15.75
3. Rayfuse/Trevey	19.75
4. Marshack/Marshack	24.75
5. Rubadeau/MacDonnell	25.00
6. McKarns/Canby	34.00
7. Fenwick/Leitchford	37.00
8. McLeilan/Dickson	46.00
9. Hobbs/Media	52.00
10. Quigley/Quigley	52.00
11. McRory/Falcon	65.00
12. Shawn	67.00

HOBIE 18B POINTS

1. Wright/Nash	4.50
2. Swaisland/Plain	13.75
3. Atchley/Atchley	17.00
4. MacDonald/MacDonald	26.00
5. Lawrence/Lawrence	34.00
6. Herberts/Herbets	34.00
7. Lalonde/Lochead	35.00
8. Cripps/Cripps	38.00
9. Durst/Daves	52.00
10. Eichstadt/Workentin	59.00

HOBIE SX-18 POINTS

1. Blaha/Blaha	8.25
2. Anderson/Olsen	10.25
3. Pagan/Muth	12.75

HOBIE 17 POINTS

1. Paul Carter	5.75
2. Greg Ursich	12.75
3. Paul Ulibarri	16.75
4. Dale Jamieson	24.00
5. Bob Whisler	31.00
6. John Alexander	33.00
7. Zop	37.00
8. Dave Wilder	42.00
9. Ted Cross	56.00
10. Chris Ruchi	56.00
11. Ron Jenks	62.00
12. Peter Churchill	67.00

HOBIE 16A POINTS

1. Corrie/Stamborsky	11.25
2. Petranek/Janders	11.50
3. Burwell/McCune	19.75
4. Robinson/Robinson	36.00
5. Skene/Shaver	37.00
6. Marshall/Marshall	39.00
7. Young/Young	48.00
8. Donitz/Hadley	50.00
9. Jones/Heather	54.00
10. Lowry/Marshack	56.00
11. Hern/Dawson	56.75
12. Parker/Audet	67.00
13. Sansom/Mathews	72.00
14. Grigg/Funk	73.00
15. Frank/Schaefer	78.00
16. Robinson/Robinson	79.00
17. Cobb/Anderson	89.00
18. Stolbert/Hill	91.00
19. McGlashan/Jones	100.00
20. Dominguez/Lee	105.00
21. Papp/Pappin	115.00
22. Roundy/Steele	115.00
23. Lester/Bennie	137.00
24. Lichtensteiger/Lister	145.00

HOBIE 16B POINTS

1. Skelton/Skelton	4.50
2. Hilton/Hilton	13.00
3. Whipple/Montgomery	19.00
4. McCarthy/McCarthy	24.00

HOBIE 16C POINTS

1. Griggs/Snover	5.75
2. Sharp/Cole	17.00
3. Bugden/Ennis	20.00
4. Malloy/Sanson	24.00
5. Quesseler/Dunn	25.00
6. Hurley/Hurley	31.00
7. Beddows/Beddows	35.00
8. Stevens/Stucky	37.00
9. Carlton/Arthur	53.00

HOBIE 14 POINTS

1. Jay Nieman	8.25
---------------	------

**FORT WORDEN REGATTA
FLEET 95, DIVISION 4
PORT TOWNSEND, WA
SEPTEMBER 22-23, 1990**

HOBIE 18A POINTS

1. Reed/Burger	1.50
2. Quigley/Quigley	5.00
3. Lawrence/Lawrence	6.00
4. Luke/Taylor	7.00

HOBIE SX-18 POINTS

1. Turner/Martin	1.50
2. Pagan/Muth	4.00
3. Gertz/Pier	7.00
4. Rioux/Rioux	8.00

HOBIE 17 POINTS

1. Paul Carter	1.50
2. Greg Ursich	4.00
3. Bob Whisler	6.00
4. Jon Vurik	8.00
5. Ron Jenks	10.00
6. Ted Cross	13.00
7. Lee Smith	13.00

HOBIE 16A POINTS

1. Petranek/Janders	1.50
2. Russell/Perkins	2.00
3. Corrie/Stamborsky	9.00
4. Ling/Ling	9.00
5. Marshall/Marshall	11.00
6. Gaddis/Stewart	11.00
7. Jung/Steele	17.00
8. Stuckey/Haug	18.00
9. Parker/Audet	20.00
10. Wazuni/Kincaid	21.00
11. Spoor/Woods	22.00
12. Dingle/Schaitel	23.00
13. Donitz/Donitz	23.00
14. White/Farris	28.00

1. Snover/Snover	2.75
2. Matsu/Catlin	5.75
3. Hunter/Myer	6.00
4. Williams/Stafford	6.00
5. Ingersoll/Dewey	10.00
6. Rassmussen/Rassmussen	11.00
7. Mokes/McCarthy	14.00

HOBIE 16C POINTS

1. Hoag/Hoag	1.50
2. Sharp/Wilson	5.00
3. Dewitt/Purcell	8.00
4. Hilmes/Sital	9.00
5. Hurley/Mithen	10.00
6. Stevens/Ottman	12.00
7. Russ Lewis	14.00
8. Blackner/Goodwin	15.00
9. Loen/Knapp	16.00

**CASCADE REGATTA
FLEET 105, DIVISION 4
BOISE, ID
AUGUST 25-26, 1990**

HOBIE 16 POINTS

1. Krumm	4.25
2. Hofstetter	10.75
3. Stanczak	12.00
4. Bowen	14.00
5. Eaton	20.00
6. Wood	24.00
7. Smith	27.00
8. Wolf	32.00

DIVISION 8

**SUMMER SIZZLER
FLEET 80, DIVISION 8
DAYTONA BEACH, FL
SEPTEMBER 15-16, 1990**

HOBIE 21 POINTS

1. Daniel/Webster	4.25
2. Bergman/Bergman	8.75
3. Haley/Young	

RACE RESULTS

5. Jim Antonacci	4:20
6. Dan Hansen	6:00

CHEAP THRILLS REGATTA FLEET 199, DIVISION 10 CRAB ORCHARD LAKE, IL OCTOBER 6, 1990

HOBIE 18A	POINTS
1. Mike Murphy	5:00
2. David Popp	6:00
3. Randy Reed	7:00
4. Paul Hinz	8:50
5. Gordon Isco	10:00
6. Greg Ferree	12:50

HOBIE 16A	POINTS
1. Brent Nelson	6:80
2. Jack Kirkwood	8:00
3. Billy Jo Crider	10:00

DIVISION 11

MARYLAND STATE CHAMPIONSHIPS FLEET 54, DIVISION 11 ELK NECK STATE PARK, MD SEPTEMBER 15-16, 1990

HOBIE 18A	POINTS
1. Arata/Arata	2:25
2. Paterson/Crane	4:75
3. Canfield/Canfield	8:00
4. Ginn/Ginn	9:00
5. Murphy/Rozman	13:00

HOBIE 18B	POINTS
1. Baumgardner	3:50
2. Moriarty/Moriarty	4:75
3. Rothburn/Rothburn	8:75
4. Smith/Jones	11:00
5. Bunting/Kelly	20:00

HOBIE 17	POINTS
1. Schmidbauer	3:50
2. Ackroyd	4:75
3. Travis	9:75
4. White	11:00
5. Roberts	16:00
6. Burley	16:00
7. Wagner	21:00
8. Kimmel	22:00
9. Bush	23:00
10. Brown	26:00
11. Holand	32:00

HOBIE 16A	POINTS
1. Myers	2:25
2. Glanden	6:00
3. Sterling/Kavanaugh	12:00
4. Viers	15:00
5. Thers/Thers	16:00
6. Krause/Krause	17:00
7. Crompton	18:00
8. Kvech/Wharry	22:00
9. McVeigh	24:00
10. Ackerman	25:00
11. Dowell	29:00
12. McLaughlin/Carvela	30:00
13. Szakmeister	30:00
14. Lynch/Shoemaker	35:00
15. Thompson	40:00
16. Akers	43:00
17. Bush	45:00
18. Ruck/Mary	51:00
19. Strauss/Strauss	53:00
20. Matzner	55:00

HOBIE 16B	POINTS
1. Ainsworth/Pecore	4:75
2. Kast/Kast	6:75
3. Woodworth/Holbergen	10:00
4. Hook/Yorky	13:00
5. Melson/Webb	15:00
6. Bolton/Scro	16:00
7. Andrews/Brozan	17:00
8. Smart/Caravan	18:00
9. McBinn/Geluss	19:75
10. Begron/Begron	20:75
11. Smith/Hess	24:00
12. Flanagan/McDonner	29:00

HOBIE 16C	POINTS
1. Back/Bryan	2:25
2. Lambert/Davis	8:00
3. Sasson/Patterson	9:00
4. Sherm/Sherm	9:00
5. Arnold	12:00
6. Diks/Seebold	16:00
7. L. Alterelli/Bonnie	24:75
8. Duncan/Wilkinson	28:00
9. Turn/Hsieh	30:00
10. Kudrewicz/Kudrewicz	31:00
11. McDonald/Kelly	31:00
12. Cole/Cole	31:00

DIVISION 12

POWDER POINT REGATTA FLEET 28, DIVISION 15 DUXBURY, MA SEPTEMBER 15-16, 1990

HOBIE 21	POINTS
1. Strovay/Sneftleber	6:25
2. Valente/Smith	7:50
3. Team New Hampshire Hobie	12:75

HOBIE 18A	POINTS
1. Burgess/Lynch	5:00
2. Walklet/Walklet	10:75
3. Erickson/Goodwin	16:75
4. Weiss/Weiss	20:00
5. White/Johnson	20:00
6. Beckwith/Robbins	30:00
7. Deming/Deming	30:00
8. Baker/Johnson	35:00
9. Prouty/Parish	36:00
10. Ferguson/Larkin	41:00
11. Harwood/Harwood	53:00

HOBIE 18B	POINTS
1. Guay/Mercer	5:00
2. McCarthy/Latham	7:50
3. Paulding/Paulding	15:00
4. Dionne/Praneuf	17:00

HOBIE SX-18	POINTS
1. Franco/Brosco	3:75
2. Cook/Slocum	8:75
3. Parkinson/Parkinson	14:00
4. Sahr/Kirk	21:00
5. Brandon/Gale	22:00

HOBIE 17	POINTS
1. Michael Hands	5:00
2. Ted Knowlton	9:75
3. Tom Kustes	16:75
4. Scott Newton	17:00
5. Bob Pickett	21:00
6. Jim Dillon	22:00
7. Rob Poirt	35:00

HOBIE 16A	POINTS
1. Boulay/Boulay	15:75
2. Baker/Thornton	16:50
3. Saunders/Saunders	16:75
4. Rook/Rook	20:00
5. Coale/Bond	20:00
6. Snyder/Snyder	27:00
7. Way/Way	28:75
8. Christopher/Gidley	32:00
9. West/Melotto	37:00
10. Yates/Power	37:75
11. Ransley/Ransley	44:00
12. Stanzone/Stanzone	46:00
13. Barnard/Barnard	54:00

HOBIE 16B	POINTS
1. Keyes/Rorick	10:50
2. Gargero/Schmitt	10:50
3. Gelaznik/Sullivan	11:75
4. Pastore/Nadeau	15:00
5. Borchers/Corodossi	17:75

HOBIE 16C	POINTS
1. Gardner/Kwiatkowski	8:25
2. Murphy/Murphy	10:75
3. Reardon/Reardon	11:75
4. Anderson/Peck	13:75
5. Grant/Caliri	24:00
6. Kirk/Kirk	33:00
7. Looby/Fornaro	35:00
8. Lathrop/Fleming	42:00
9. Bush/Schulz	45:00

CANDLEWOOD LAKE REGATTA FLEET 31, DIVISION 12 CANDLEWOOD LAKE, CT OCTOBER 6-7, 1990

HOBIE 21	POINTS
1. Finn/McCarthy	8:25
2. Wooten/Wooten	9:75
3. Burgess/O'Hara	12:50
4. Cutliff/Seliga	21:00
5. Muth/Langevin	28:00
6. Barber/Maheris	31:00
7. McCarthy/Smith	34:00
8. Webster/Barry	36:00
9. Valente/Bliss	40:00
10. Stroy/Stroy	40:00
11. Manganello/A.G.	48:00

HOBIE 18A	POINTS
1. Walklet/Walklet	3:75
2. Shea/Shea	9:75
3. Erickson/Easley	14:00
4. Burgess/Mattera	20:00
5. Derry/Shodow	23:00
6. Beckwith/Robbins	27:00

HOBIE 18B	POINTS
1. Guay/O'Neil	7:25
2. Latham/Lech	9:75
3. Bird/Force	15:75
4. Brooks/Kidd	19:00
5. Shanks/Shanks	20:75
6. Dunlap/Daily	24:00
7. Paulding/Paulding	31:00
8. Howell/Ackerman	39:00

HOBIE SX-18	POINTS
1. Krawowski/Shear	11:50
2. Parkinson/Aylward	10:50
3. Sahr/Dellecave	13:00
4. Thomas/Porelle	15:00

HOBIE 17	POINTS
1. Roger White	9:50
2. James Travis	12:50
3. Michael Hands	14:75
4. Scott Newton	26:00
5. Mick Roberts	26:00
6. Milt Dinholer	27:75
7. Greg Hamilton	28:00
8. Bob Deminger	29:00
9. Gerard Blum	35:00
10. Tom Kimmel	43:00
11. Tom Kustes	47:00
12. Mike Burley	53:00
13. Jim Matthews	56:00
14. Harlow Levy	68:00
15. Bob Pickett	75:00

HOBIE 16A	POINTS
1. Baker/Hotte	5:00
2. Coale/Ladd	7:50
3. Franco/Franco	17:00
4. Ransley/Morton	21:00
5. Lannamann/Wing	26:00
7. Larkin/Johnson	27:00

HOBIE 16B	POINTS
1. Ouimette/Howard	7:50
2. Nadeau/Mackel	9:75
3. Coultermarsh/Claire	18:50
4. Pasquantonio/Magin	25:00
5. Keyes/Keyes	25:75
6. Pastore/Nadeau	29:00
7. Smith/Coradossi	30:00

8. Sanford/Brochway	38:00
9. Robinson/Robinson	40:00
10. Weeks/Sbarra	41:00
11. Thibodeau/Dubreuil	49:00
12. Levine/Brian	53:00
13. Maynard/Selden	56:00
14. Levine/Mark	63:00

HOBIE 16C	POINTS
1. Anderheggen/Bird	11:25
2. Riddle/Swinarski	18:75
3. Smith/Ward	21:00
4. Solomon/Demaria	24:00
5. Ramsey/Magnuson	24:00
6. Loughran/Herrmann	24:75
7. DuVarney/Kirby	25:00
8. Morgan/Giovanoni	29:75
9. Richmond/Ames	33:00
10. Froelich/Young	43:00
11. Corbin/Corbin	46:00
12. Kirk/Kirk	50:00
13. Back/Bryan	63:00
14. Goetschius/Levy	65:00
15. Odehah/Vigione	66:00
16. Shaw/Flug	71:00

HOBIE 14

1. Sam Coes	3:75
-------------	------

LONG ISLAND SOUND CHAMPIONSHIP FLEET 56, DIVISION 12 WESTPORT, CT SEPTEMBER 9-9, 1990

HOBIE 21	POINTS
1. Manganello/Mason	3:75

HOBIE 18A	POINTS
1. Adelman/Bliss	9:50
2. Shea/Barry	10:50
3. Stater/Sweeney	15:00
4. Barber/Lee	17:50
5. Hayward/Hayward	27:00
6. Finn/Finn	28:00
7. Adelman/Adelman	32:00
8. Ferrara/Todd	33:00
9. Walklet/Walklet	37:00
10. Cutliff/Nichols	39:00
11. Prouty/Parish	54:00
12. White/Temple	54:00
13. Beckwith/Robbins	57:00

HOBIE 18B	POINTS
1. Marra/Marra	11:50
2. Latham/McCarthy	13:50
3. Guay/Mercer	18:00
4. Bird/Wonderful	19:00
5. Gifford/Flammande	21:00
6. Ferguson/Selden	26:50
7. Paulding/Paulding	27:00
8. Brooks/Kidd	37:00
9. Hurst/Glenn	45:00
10. Epprecht/Smith	54:00
11. Tienken/Riggio	54:00

HOBIE SX-18	POINTS
1. Hogoboom/Pappas	3:75
2. Parkinson/Parkinson	10:00
3. Kunsel/Neary	15:00

HOBIE 17	POINTS
1. Ted Knowlton	5:00
2. Scott Newton	10:50
3. Milt Dinholer	19:00
4. Gerard Blum	22:00
5. Tom Kustes	25:00
6. Bob Pickett	26:00
7. Greg Hamilton	26:00
8. James T. Romans	27:00
9. Steve Halpern	46:00
10. Martin Levy	50:00

HOBIE 16A	POINTS
1. McCarty/Boatspede	3:75
2. Baker/Thornton	14:75
3. Baker/Hotte	19:00
4. Yates/Power	25:00
5. Snyder/Snyder	26:00
6. Rook/Cochrane	26:00
7. Pritchard/Van Rooyen	28:00
8. Stanley/Stanley	33:00
9. Barnard/Dean	38:00
10. Coale/Ladd	38:00
11. Christopher/Goodrow	53:00
12. Lynch/Barzetti	54:00

HOBIE 16B	POINTS
1. Ouimette/Howard	12:25
2. Pasquantonio/Freeman	14:00
3. Keyes/Keyes	14:75
4. Johannessen/Williams	16:75
5. Watson/Watson	20:00
6. Smith/Mackell	20:75
7. Robinson/Robinson	29:00
8. Pastore/Nadeau	30:00

HOBIE 16C	POINTS
1. Gelaznik/Lilly	7:50
2. Andersheggen/Higazi	14:75
3. Coultermarsh/Mulvaney	16:00
4. Anderson/Peck	17:75
5. Reardon/Reardon	19:75
6. Harris/Harris	22:75
7. Bernier/Iselin	31:00
8. Winograd/Cohen	44:00
10. Maynard/Travis	47:00

SALISBURY BEACH REGATTA FLEET 208/96, DIVISION 12 SALISBURY BEACH, MA SEPTEMBER 22-23, 1990

HOBIE 18A	POINTS
1. Adelman/Dean	3:75
2. Walklet/Walklet	12:00
3. Masse/Picard	19:00
4. Ferrara/White	23:00
5. Miller/Sullivan	26:00
6. Erickson/Goodwin	29:00
7. Gagnon/Chunier	32:00
8. Barber/Lee	32:00

9. Beckwith/Robbins	43:00
10. Prouty/Prouty	44:00
11. Ferguson/Maynard	47:00

HOBIE 18B	POINTS
1. Paulding/Paulding	3:75
2. Latham/Thornton	10:75
3. Guay/Smith	11:00
4. Hutchins/Ford	19:00

HOBIE SX-18	POINTS
1. Cook/Slocum	6:25
2. Sahr/Harwood	6:25
3. Parkinson/Hanseman	13:00

HOBIE 17	POINTS
1. Scott Newton	8:25
2. Bob Pickett	10:50
3. Tom Kustes	10:75
4. Gerard Blum	18:00
5. Jim Dillon	19:00

HOBIE 16A	POINTS
1. Saunders/Saunders	3:75
2. Christopher/Ouigley	14:00
3. Boulay/Boulay	15:00
4. Baker/Johnson	18:75
5. Baker/Hotte	21:00
6. Yates/Power	24:00
7. Coal/Ladd	31:00

HOBIE 16B	POINTS
1. Kantz/Sweet	5:00
2. Pastore/Nadeau	11:75
3. Senko/Foss	16:00
4. Keyes/Keyes	18:75
5. Coultermarsh	21:00
6. Weeks/Chronog	25:00
7. Peahl/Peahl	28:00

HOBIE 16C	POINTS
1. Coes/Coes	5:00
2. Healey/Smith	13:00
3. Richmond/Koh	15:75
4. Palmer/Klemczyk	19:00
5. Reardon/Coradossi	20:75
6. Kirk/Kip	27:00

DIVISION 14

MID AMERICAS REGATTA FLEET 23, DIVISION 14 LAKE TEXOMA, TX SEPTEMBER 1-2, 1990

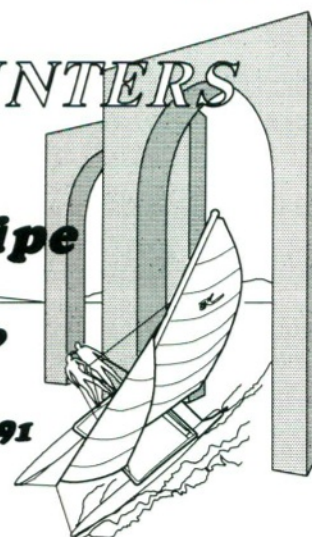
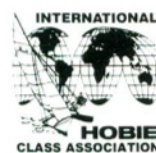
HOBIE 21	POINTS
1. Guthrie/Watkins	3:00
2. Don Sanford	8:00

HOBIE 18A	POINTS
1. McCredie/Hanley	6:00
2. Curtis/Curtis	16:00
3. Palmer/Palmer	16:00
4. Young/Mattingley	25:75

[illegible]

1/91

Act Now! Pre-Register by February 1st



RESULTS OF THE HOTLINE READER SURVEY

WE ASKED FOR IT AND WE GOT IT!

You know that sinking feeling you get when you ask someone "How are you?" and they proceed to tell you, in agonizingly precise detail? Well, we must admit we were anxious about seeing the results of this survey. Now that we've seen them, we don't feel like sinking at all ... as a matter of fact, we feel great! It seems most of you like us as much as we like you.

The response to our survey far exceeds that of typical surveys. In this case, the medium really is the message: the number of replies alone tells us a great deal about our readership/customer base. It tells us we have an interested group of sailors out there who feel a part of our organization and want to impact the directions it takes. While we take all comments and results, positive and negative, under careful consideration, we are happy to report the statistics and comments stack up higher on the positive side.

We created the reader survey for two reasons: first, to help us find out how our subscribers think we're doing and what they want to read about in the HOTLINE; second, to help the company assess and satisfy what customers require in the way of boats and related equipment. In the past, we've used the survey as a guide in planning future goals and directions. This time, we'd also like to share some of the comments and results most pertinent to you as HOTLINE readers.

Thanks for letting us take a look at your "Hobie Way of Life." Thanks, too, for sharing ours. -Ed.

Bits and Pieces

Here is a sampling of general comments.

■ Dear Manufacturer:

At 63, I don't want to give up my Hobie yet.

This marks my 20th year on a Hobie 14.

I have owned a Hobie since '73 and don't know what it would be like not to be able to sail.

It's very confusing trying to anticipate what type of boat to buy with new models coming out every year.

I often have unique ideas on improving my/your Hobie '18. If you're interested, let me know. *(We're always interested. Customer feedback is a viable and valuable means of improving our art of producing your craft.)*

I love our Hobie Cat.

Fantastic warranty support from Hobie.

Need parts, service support.

It is very difficult to find a new Hobie 16 to purchase in Michigan.

My daggerboard wells leak too much. How can I stop leaking? *(This is a great question to direct to "Ask The Expert." We'll pass it on.)*

The SX-18 is a fine contraption, but mine must be a lemon.

■ A Class Act

Racing and class hold it all together.

I think BYOB stinks.

I believe most owners of Hobies are non-racers like myself.

At the regattas we've attended I've been amazed by the great attitude of other Hobie people. They are a wonderful, helpful bunch.

What became of prospects of a 60-70 plus age racers' class? *(We're not sure, but we're going to find out.)*

Are blacks welcomed in joining a fleet? *(The "Hobie Way of Life" comes in all colors. To our knowledge, no Hobie-related organization discriminates on the basis of color or creed. If you know of one that does, please let us know!)*

■ COMPTIP™ Rides Again

All together now, let's hear it, subscribers: We're sick of reading about the COMPTIP! Listen, we're sick of writing about it (our editor has threatened to leave us to pursue a writing career in a less controversial field, such as abortion); but since you took the time to give us your opinions on the subject, we're taking the space to share a representative sample of them with you. Responses were mixed, but COMPTIP came out on top (as will the sailors who use it).

I think the COMPTIP is a great idea. I

welcome safety features on the boat.

Many people have remained silent about our opposition to being forced to retrofit COMPTIPs if we want to remain part of the Hobie lifestyle. Because of your dictatorial position and that of the Hobie Company and Class Association, you have subverted the freedom that was part of the former Hobie Way of Life I so enjoyed. Your disregard of democratic principles has soured me enough that I will only attend open regattas. My next boat was going to be another Hobie, but now will not be.

Thanks for my COMPTIP! You have my vote.

I do not like the COMPTIP. It causes the mast to sink when the boat flips.

You are handling the anti-COMPTIP people very well in the editorials.

COMPTIPs were rammed down our throats.

COMPTIP is an excellent idea.

Ignore the dissenters. It seems we can't educate the old school.

Screw the COMPTIP!

The Scoop On HOTLINE

We asked our readers how they felt about HOTLINE, and they told us; not just what we wanted to hear, but definitely what we needed to hear.

- 68% Rate HOTLINE excellent to good.
- 96.5% Rate HOTLINE satisfactory or better.
- 86% Want more technical/tuning information.
- 74.5% Want more maintenance articles.
- 72.5% Want more "how to" articles.
- 50% Want more new product information.
- 56% Want more racing tips.
- 41% Want more data on rules.
- 27.5% Want more humor. *(You may live to regret it!)*
- 23.5% Want more travel articles.
- 9% Never read the Hobietorial.
- 7% Never read special interest articles.
- 20% Never read the Hobie racing section.
- 17% Never read the profiles on people.
- 73.5% Read about National and World events.
- 87% Always read the maintenance articles.

RESULTS OF THE HOTLINE READER SURVEY

86%* Read about new places to sail.
 87%* Read the photo essays.
 94%* Read the racing and tuning articles.
 93%* Read the product reviews.
 82%* Read the cruising stories.
 88.5%* Read the letters.
 78%* Read "Wave Lines."
 90%* Read the advertising. (*Frankly, we're amazed, and our advertisers are elated.*)

*Answered in affirmative to "Always Read" or "Occasionally Read."

■ How's Your HOTLINE?

My favorite magazine.

"In Tune" and "Tech Talk" very good.

I like the "Name Game Corner."

HOTLINE has improved over the years. Keep it up!

HOTLINE's quality has declined substantially every year for the last 3-4 years.

I always look forward to the HOTLINE.

I commend you on your constant efforts to improve your publication.

Thanks for the HOTLINE. Thanks for great Cats.

You have a great chance to receive input from your longest subscribers. Please, use it. (*We will!*)

Despite the occasional criticisms you get, 90% of your readers think you're doing a great job. (*Why do we let the other 10% keep us up nights?*)

Get someone to write an article for long-time skippers instead of all this greenhorn junk.

The only issues I don't care for are when they are primarily fleet news and racing.

Continue great mix of coverage.

Ads suggest new racing sail cuts. Is that legal? If so, why aren't you doing that for me when I buy a new Cat? (*Yes, it is legal, as long as recuts fall within the guideline of the rules. Hobie Cat makes what it considers the best sails, but realizes some sailors may prefer to customize the stock versions.*)

I think HOTLINE needs to improve in one critical area, objectivity. The tone of your magazine gives me the strong feeling that HOTLINE is the mouthpiece for the

Hobie Cat Company rather than an open forum for the people who buy, sail, race and support Hobie Cats.

Tie in your articles on new products with dealer promotions and special prices.

Enjoy your magazine immensely.

Appreciate articles in the past on handicapped sailors - inspirational.

HOTLINE is the best magazine about catamaran sailing.

I have witnessed a heavy editorial hand and feel the magazine to be egotistical and manipulative.

I am cancelling my subscription due to your lack of sailing material. (*Guess we'll have to quit printing all those articles on cabbage growing, re-roofing your house, dirt-bike riding in the Sahara, and beating the odds in Vegas.*)

■ More Or Less

Here is a look at what you would like to see more of and less of in HOTLINE. If you disagree with the suggestions, remember, these are your opinions, not ours.

More tuning articles.

More technical/handy hint features.

More articles that apply to the recreational sailor.

I hope I never see another sailboard in HOTLINE ever again.

Don't forget us 14 Turbos.

Less regatta news.

More how-to-sail tips.

More technical info please!!!

More pictures, hot shots and posters.

In-depth reviews of products.

Articles on how to sharpen sailing skills, sail trimming and tactics.

Poster fold-outs.

More Florida articles.

More camping.

Less of the same ads every time.

Too much racing.

Articles on how to get best performance out of COMPTIP™.

Lists of places to sail by state.

Amateur photo contest.

Take out fleet news.

Ads showing users wearing PFDs!

More B-fleet basic racing tactics.

Less racing and regattas.

More second sources for parts.

A new and used boats-for-sale section.

A column for people willing to meet others in their area.

More articles on how to improve the local fleets and increase membership.

More color photos of people having fun.

More articles on race handling.
 Make "Ask The Expert" a regular department.

Keep it to Cats - not girls, modeling and bathing suits.

More fashions for women.

Too much regatta information.

Promote more large sailing events.

More color action shots.

Updated articles on tuning.

More meat in the articles; or more articles.

Go monthly. (*When the staff read this suggestion, the moan from Oceanside could be heard in Juneau, Alaska.*)

■ The Good, The Bad, The Ugly And The Funny

Here are a few of the more whimsical, humorous and almost-humorous comments from all the budding comedians out there reading HOTLINE.

Directions on how to fold this thing to fit in this ridiculously small envelope.

Spend some money on good-looking girls. (*We're requesting a photo of the reader who sent in this response.*)

The survey should be done so you don't have to cut up the magazine.

You left too little room for additional comments. (*Sorry. We hoped our readers would attach an extra page if necessary, as many did.*)

One must be a little sick not to enjoy the swimsuits, or maybe too old for life.

If someone gripes and moans about your magazine, send them a couple blank sheets and tell them to go for it.

Raise the price and expand the magazine to include more subjects and satisfy as many people as possible.


Charge more and make it bigger, so I don't have to read the issues ten times.

Tell the whiners to submit an article they would like to read.

Can you afford to coat the cover?

The typeface is domineering.

Recall New Jersey governor Jim Florio and prohibit Julia Roberts from ever making another movie.

Give me a call sometime - we'll go out, dance and have a hot dog. 

1991 HOBIE CAT 18 WORLD CHAMPIONSHIPS

ACCOMODATIONS

The host hotel is the Summit on the beach adjacent to the race courses.
Rooms are available with two or three beds.

Rates are very reasonable:

- Half board in double room per person Lit. 80.000
- Bed and breakfast (continental) in double room per person Lit. 55.000

To get this great rate you must:

- 1) call the Summit Hotel at 771-741741. You may also write to them at
Summit Hotel
Via Flacca km. 23
04024 GAETA (Italy).
- 2) Ask for a room in a Hobie Cat block.
- 3) Use a credit card to reserve a room (American Express - Visa).

Airport: fly to Fiumicino Airport of Rome
Camping: the "Nord-Sud" camping is located in
Sperlonga
(4 miles from regatta headquarters)

For further informations concerning transportation, camping rates and special car rental discounts please contact:

HOBIE CAT 18 WORLD CHAMPIONSHIP
c/o Summit Hotel
Via Flacca km. 23
04024 GAETA (Italy)

tel. 771-741741 fax 771-741741

GAETA

In a land where myth merges with history and both are enhanced by its natural beauty.

Gaeta has stood for centuries immortalized by writers and poets especially in Roman times as a place of many delights and enchantments because of its mild climate.

Combining as it does the attractions of the sea and the hills it is a much favoured place to visit.

Plan your vacation so as not to miss the championship.

GAETA, ITALY JUNE 26th - JULY 7th 1991

IN TUNE *Continued from page 20*

keeps water from seeping into the hulls. For maximum effectiveness, silicone should be replaced about once a year. It never hurts to put silicone around the hulls where the pylons come out of the deck.

Boat Frame

Only the Hobie 14 and 16 have sidebars, and they are built very well. These parts rarely break. On the Hobie 14, fatigue and corrosion will show where the wraparound chain plate is located. If that is the case and if the corrosion isn't excessive, the sidebar can be flipped over, enabling you to redrill new holes and remount the chain plate in the new location.

The only 16 sidebars I have seen break are on boats on which owners have used double grommets on the trampoline and thick bungee cord to keep the tramp super tight. The problem is over-zealous sailors tightening the heck out of the tramp and in the process bending the sidebars toward the center of the boat. Add two people on the wire on a windy day, and they bend even more. In time they may break.

The corner castings on the 14 and 16 that connect the crossbars are held together with rivets. A loose rivet may be slightly raised from the casting, and spin or wiggle slightly from side to side. A tightly riveted boat will help keep it more square. The looser the boat, the slower it goes. (For more on how to remedy hull slop, see

"Aging Gracefully" in the November/December 1989 issue of HOTLINE.)

To replace the rivets, simply drill out the old ones. A 3/16-inch drill bit will drill out most rivets. Once you drill off the head of the rivet, simply push the remaining rivet inward with a punch or nail. The loose rivet inside the boat will not cause any harm, but may rattle around from time to time. Removing it is a great deal of work, and I would not bother to do it.

Do not use aluminum rivets as replacements; they do not have the shear strength needed! The correct stainless steel rivets are available through your Hobie dealer.

The traveler track on the rear crossbar and jib traveler tracks also are subject to rivet wear or failure, and should be inspected regularly. A number of rivets hold the tracks to the crossbars. In time, these rivets can work themselves loose, riding up and interfering with your traveler car sliding performance. In time, they might ruin the car or allow the entire track to fail.

Mast

Check for loose or damaged fittings on the mast. Replace any loose rivets or damaged fittings to ensure a safe rig. Check all shackles so they screw together completely and are tight.

Inspect the COMPTIP™ luff track for cracks, damage or dirt. Keep your

COMPTIP clean and free from surface dirt for maximum non-conductive protection.

Rigging

The rigging includes the bridle wires, halyards, shrouds, forestay and trapeze wires. Inspect the wires and lines, looking for frays, kinks, knots, rust or pinched areas. If any wires show these maladies, buy new ones. Many people replace their rigging every season. If you ever have demasted while sailing due to a rigging failure, you know why smart sailors replace their equipment annually. Consider making this small yearly investment to keep your boat's mast upright.

There are lots of ways to store your rigging to protect it from damage while not in use. One method is wrapping all the wires the length of your mast in a slow spiral fashion from end to end. This involves undoing your side shrouds after each use. Another technique is coiling the rigging in a two-foot circle and tying the whole bunch to the trampoline. Remember that the more the rigging is exposed to the elements, bent or twisted when not in use, the more its strength is affected.

I prefer to coil the rigging around the mast and cover the entire mast with a cover. It helps protect the rigging and mast from dings, scratches or other accidental abuse, while keeping the mast and rigging clean. Most dirt and grime assault the

Continued on page 62

Getting A Fix On Your Hobie

Are you a do-it-yourself kind of person? If so, this article is just for you.

Most of the products used, and parts and accessories discussed, can be found in your 1990 Hobie Parts and Accessories Catalog. To make it easier for you, we've put together a list of the products and items mentioned in the article and indicated where they can be

located in the catalog. Using the reference list below, locate the item in the catalog, then order directly from your favorite Hobie dealer.

If you don't have a catalog and would like to get one free, contact: Hobie Cat, Parts and Accessories, P.O. Box 1008, Oceanside, CA 92051, or call (619) 758-9100, X300.

Item Page Number(s)

COVERS

Boat	62-63
Mast	Available Feb. '91

HULLS

Marine Tex	26
Hobie Stuff Putty	28
Marine Polish	28
Fiberglass Restorer	28
Silicone	29
Hull Fittings (Illust. Parts List)	66-86

BOAT FRAME

See the Illust. Parts List	66-86
Sidebars	
Crossbars	
Castings	
Rivets	
Traveler Tracks	

RIGGING

See the Illust. Parts List	66-86
Bridle Wires	
Halyard	
Shrouds	
Forestay Wires	
Trapeze Wires	
Lines	
Shackles	

TRAMPOLINES

Mesh	61
Blue (Illust. Parts List)	66-86
White (Illust. Parts List)	66-86
Double Grommet Kit	19
Shockcord Lacing	19

SAILS

Sail Bags	64
Sail Boxes	43

Headboard (Illust. Parts List)	66-86
Battens (Illust. Parts List)	66-86
Batten Pockets (Illust. Parts List)	66-86
Sail Recuts	59
New Sails	65
Sail Slipp Silicone Spray	56
Batten Pocket Anti-chaffing Tape	56
Wire Covers	23
Sail Cleaner	59

BLOCKS/CLEATS

Harken	6, 34
Cam-Matic	8

STEERING

Rudder Stiffing (Shim) Kit	14
Tiller Connector Kits	15
Rudder Cam Kit	14
Fiberglass Rudder Pins	14
Rudder Alignment Kit	15

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)



rigging during transporting. Keeping your mast covered while the boat is being transported and stored keeps it looking much better much longer. A clean rig also will help protect your sail from unsightly greasy smear marks.

Trampolines

Look for any wear or tear by the grommets in the trampoline or near the outer edge of the boat. After a few years, grommets may pull out and the tramp will stretch. The grommets on the back of the boat seem to go first, perhaps because more weight is placed on these while stepping the mast.

To replace a grommet, patch a tear or recut your tramp, I recommend a sail loft. The people are experienced and have the right equipment (industrial sewing machines). The cost is reasonable.

Lots of people double the grommets on their trampolines, which spreads out the load and may increase longevity. On the bad side, it adds more weight to the boat and requires double the amount of rope or bungee.

A tramp's biggest enemies are sun and salt water. The less a tramp is exposed to these elements, the longer it will last. If you do need to buy another one, here are a few points to consider. Blue tramps absorb light well and don't reflect sunlight into your eyes. White ones are bright, but get dirty and stain faster. Mesh tramps allow water to go through from both sides, resulting in fewer puddles, but a wetter boat.

Sails

When you inspect sails, lay them out on a lawn so you really can see what you've got. Look at the luff for the rope ripping out of the sail; examine the headboard at the top of the sail to determine the extent of wear; inspect the battens for cracks and breaks; check the batten pockets to see if the grommets are pulling out; look at the batten pocket protector on the sail luff for loose rivets. Also scrutinize the batten pockets for chafing. When sailing downwind, the sail will lean against the side shrouds and chafe the batten pockets. Plastic-coated wires help protect the sail from chafing. If your wires are not pre-coated, I recommend investing in ones that are; even if they are pre-coated, invest in batten pocket anti-chafing tape. The cost is small, but the savings in the long run can be big.

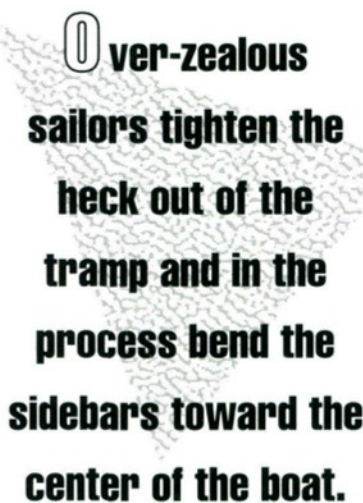
Every three months or so, spray silicone spray on the leading edge of the rope that feeds into the sail track. This bit of lubricant makes the sail easier to pull up and down the mast and keeps the leading edge soft.

If your sails are dirty and stained, try cleaning them (depending on the type of stain) with one of the concoctions recommended by "Ask the Expert" John Hackney in the September/October 1990 issue of *HOTLINE*. Dirt and salt are murder on your sails. Once they're clean and stain-free, it's

easier to keep them that way with a little T.L.C. and regular maintenance using a good sail cleaner. As with your boat, if you protect your sails in transport and storage, they'll not only last longer, but look and perform better.

If you are thinking about racing, have an A-fleet sailor look at your sail or take it to a sail loft. Often a sail can be recut, buying you some time before you need to replace it. Recutting costs about \$150.

A new set of white sails runs about \$620. Colored sails cost a little more, but there's nothing like a hot-looking new sail to make an old boat look fresh off-the-shelf. If you plan on racing, however, I recommend white sails for the following reasons.



Over-zealous
sailors tighten the
heck out of the
tramp and in the
process bend the
sidebars toward the
center of the boat.

a. Practically every A-fleet sailor's boat has white sails.

b. You may not want everyone following you around the course, so it's best to get lost in the crowd of white.

c. If you are slightly over early on a start with bright colored sails, the race committee will catch you ten out of ten times. If your sails are white, the odds drop dramatically. Colored sails stick out - white ones blend in!

New sails make your boat go faster, no question about it. If you race competitively, plan on getting about one year's use out of your sail before you replace it.

Blocks

Check the spring-loaded cleat jaws. If you can't make them work freely, replace them (I recommend the Cam-Matic). Also, check the ratchet block to see that it will run free or ratchet to help hold the sheet when not cleated.

The best blocks on the market are Harken. Most racing Hobies use the Harken low-profile main blocks, which provide the most sheeting room. In other words, you can sheet further with the mast raked back for maximum performance sailing to windward. Most Hobie 16s are equipped with 5:1 or 6:1 blocks. The higher the ratio, the

easier it is to sheet in, but the longer it takes to sheet in and out. This could be a problem when you need to sheet out to avoid a capsized. With the higher ratio, it takes longer for your line to run through the blocks, and over you go!

Steering

The important aspect of rudder system operation is removing any slop in the fittings. Sloppy rudder systems cause drag and irregular handling. Start with rudders-to-casting connections. Tighten the bolts or add shims. Check the rivet connections. Check the tiller connector kit bolts, springs and washers. Replace the connectors if you cannot get a snug attachment that still allows for complete steering from side to side. Replace the tiller end caps if the hole for the linkage bolts has worn and becomes too large. Check the connection of the tiller to the crossbar. Perhaps you can add a plastic shim below the tiller yoke to remove a wobbly connection there.


Now, check the rudder lock-down cams. Add a little grease to the cam and plunger to make them run smoothly. Be sure the cam can lock and hold the rudder in the down position, but still release upon contact with the shore. Replace the cams if they are looking chewed or cracked. Check your rudder pins; replace them if worn or add shims to remove slop. (For more on rudders, see "Blade Aid" in the September/October 1990 issue of *HOTLINE*.)

Adjustment to the tiller crossbar width is essential. Earlier Hobie models did not have an adjustable crossbar. Before you can align your rudders, you'll need to add adjustable end caps. Lock the rudders in the down position. Measure the distance between the leading edges of the port to the starboard rudder. Make the measurement at the widest point on the rudder (approximately 4-6 inches below the lower casting). Then, measure the distance between the trailing edges. The best performance will be obtained by setting the rudders with the leading edges approximately 1/8-1/4 inch closer together than the trailing edges ("toe-in").

Almost Done

To top off the program, take a close look at your rudders. Remove any deep scratches or chips by filling and/or sanding. The leading edges should be bluntly rounded. The trailing edges should taper down to a finish with about 1/16-inch flat squared off at the trailing edge. A sharp edge will hum more and could cut someone. Finally, sanding with 600 grit wet/dry sandpaper will give you the best performance surface.

Well Done

Now your pride and joy is dry and tight. It certainly will go faster, last longer and look a hull of a lot better. You can't blame the boat anymore. Get out there and sail, sail, sail. There's no stopping you now. 

ALL PURPOSE CATAMARAN COVERS

FROM

HOBIE CAT

Three-Piece Trailerable:

- ✓ On or off trailer
- ✓ Mast up or down
- ✓ Highway speeds
- ✓ Road hazards protection

One-Piece Storage:

- ✓ Beach or trailer
- ✓ Mast up or down
- ✓ Easy installation
- ✓ No lifting



Pick the cover that best fits your needs, three-piece trailerable, or one-piece storage. Both work with mast up or down, on or off the trailer.

All covers are offered in good old-fashioned cotton canvas or acrylic canvas, which comes with a guarantee to last five years. The covers provide excellent UV resistance, reducing gelcoat and trampoline fading and other damage by UV radiation and pollutants.

Protect your boat from gelcoat fade, cracking and road damage with your choice of **"All Purpose Catamaran Covers."**

**See your local
Hobie Dealer**

**For the dealer
nearest you call
619/758-9100**



About the
only thing it
can't do is
leap tall
buildings in
a single
bound!



Hobie Sport Cat



P.O. Box 1008
Oceanside, CA 92051
Phone: 619/758-9100
Fax: 619/758-1841

It's faster than the Hobie 16. Priced less than the Hobie 18. It's a two-person, 17-foot catamaran with wings comparable to the 21 and a Formula 40-style boomless rig.

It's not a bird or a plane ... or an ordinary cat: It's the super-sporty recreational boat you've been waiting for — the new Hobie Sport!

SEE YOUR HOBIE DEALER TODAY!!