

Hobie HOTLINE

MARCH/APRIL 1991

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

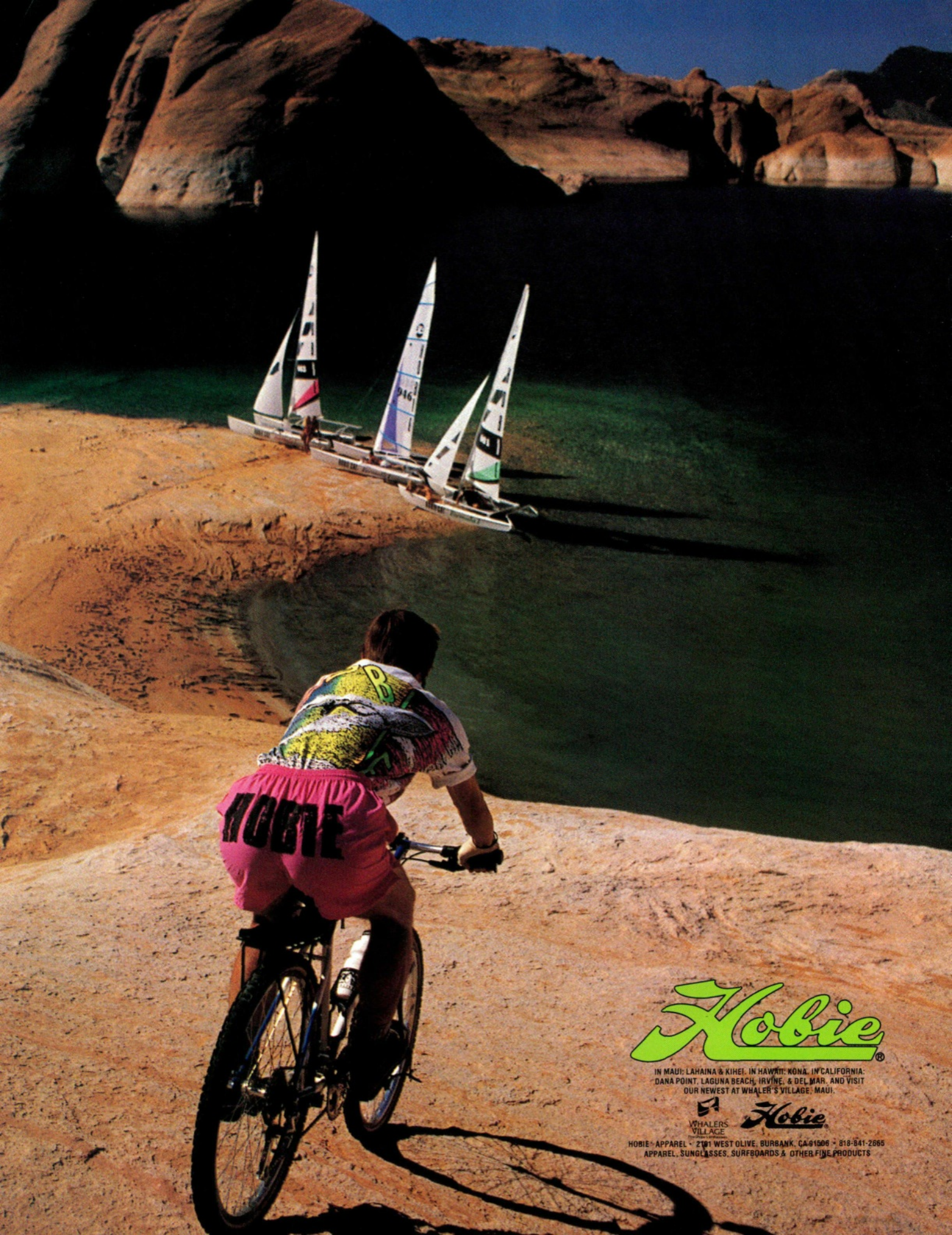


WATER

PEOPLE

FUN

ALREADY



Hobie®

IN MAUI: LAHAINA & KIHU. 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



Discover Lake Powell. America's Natural Playground.®



If you're ready for a vacation with no smog, no crowds, no freeways and no hassles, you're ready for Lake Powell. It's the nearby vacation spot that's so far from the ordinary.



For houseboating or guided tours, there's simply no finer lake in the world. And

we operate two lodges and five marinas to serve you year-round.

Enjoy water sports, find a private cove, catch some rays on a secluded sandy beach, or watch a dramatic canyon sunset from the comfort of the lodges. There are some things

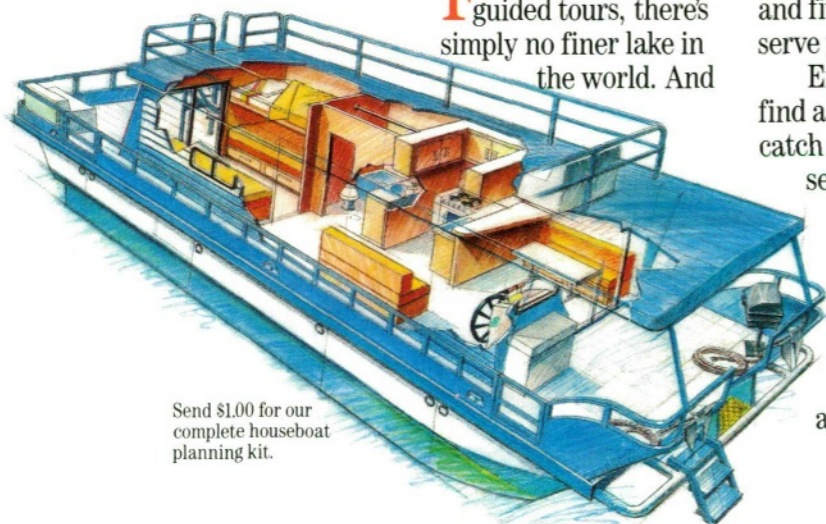
800-528-6154

Lake Powell is the center of the Grand Circle, which includes Monument Valley, plus Grand Canyon, Bryce, Zion and Mesa Verde national parks.



worth leaving home for, and Lake Powell is definitely one of them.

Arrange it all with one phone call: 800-528-6154. (In greater Phoenix 278-8888.) Lake Powell Resorts & Marinas, 2916 N. 35th Avenue, Suite 8, Phoenix, Arizona 85017-5261.



Send \$1.00 for our complete houseboat planning kit.


Lake Powell
America's Natural Playground.

Lake Powell Resorts & Marinas is operated by ARA Leisure Services, an authorized concessioner of the National Park Service, Glen Canyon National Recreation Area.

ALL PURPOSE CATAMARAN COVERS

FROM

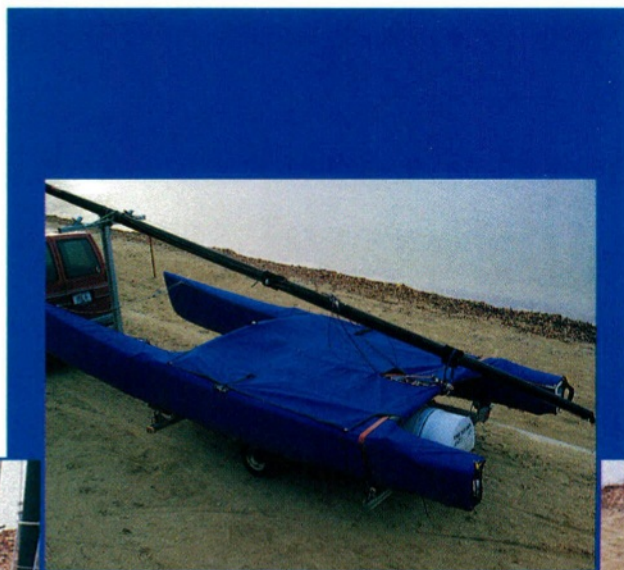
HOBIE CAT

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**

DEPARTMENTS

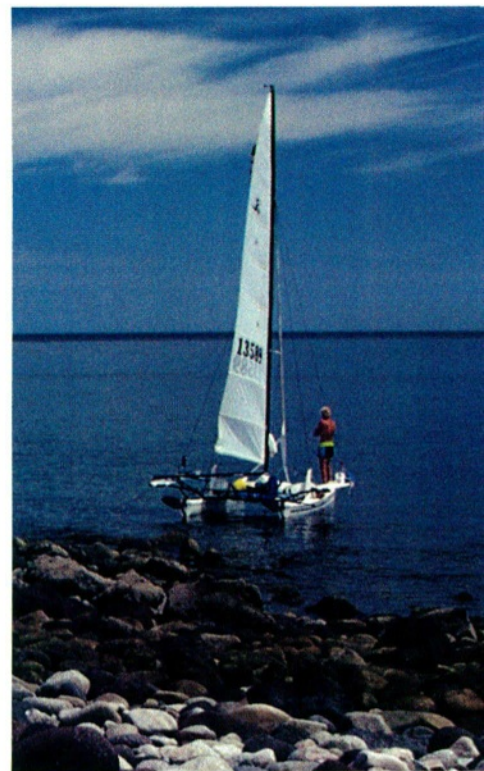
HOBIE TORIAL	6
LETTERS	9
WAVE LINES	10
TECH TALK	12
Ask The Expert	
IN TUNE	14
Stepping Out. Learn how to get your mast a step above the rest.	
SAFETY FIRST	16
A Warm Welcome. Kansas Catters cater to victims of cold.	
CAT TALES	18
Megamouth. The big one that got away.	
KIDS & CATS	20
Child's Play. Young Hobie Catters make happy campers.	

FEATURES

PLAYING WITH FIRE	22
Happiness is a hot hobby.	
BAJA BOUND	26
Two men and a Cat share a curious adventure.	
DISTANT SHORES	32
Hobie hands across the water join in Dorset Cruise.	
1991 DIVISION BOOK	34
Fleeting moments can last all year, if you save 1991's Hobie racing guide.	

ON THE COVER

Bits and pieces of the Hobie experience come together in an unpredictable way.



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

Geneene Montgomery, DBG

CONTRIBUTORS

BILL BALDWIN • JOHN HACKNEY
CHRIS JERNIGAN • HANNAH POTEAT
CINDY MOODY • SUE STUBENVOLL
FELICITY REDMAN • BRIAN JODER
GREG JODER • MARY WELLS
BILL GREENE • BOB AND SUE MIMLITCH
USYRU • GORDON ISCO
GUY MOTIL • PATRICK MCDOWELL
PAUL ULIBARRI • DEBBIE HILL • ROSS TYLER

**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Doug Skidmore, Director Hobie Racing

**NORTH AMERICAN HOBIE CLASS
ASSOCIATION**

Paul Ulibarri, Chairman

PRINTER

American Web, Denver, CO

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 Family Affair

It's finally spring. The days are growing longer, the weather is getting warmer, and all you die-hard Hobie Catters who haven't stopped thinking about getting back into gear and out on the water can do just that.

But wait ... how about your young son or your almost-a-teenage daughter? Why not take them along?

Why not, indeed?

I know, I know, sometimes doing anything with a child can be a lot of trouble. I've got a teenage daughter of my own, so believe me, I understand. "Are we there yet?" "Do I have to help get the boat off the trailer and then rig it, too?" "I'd rather go to the mall with my friends." Words such as these could discourage moms and dads, as might parental concerns such as "What if the kids get bored?"

Perhaps a little quality time together on a Hobie Cat is just what's needed to strengthen relationships between parents and their kids. Sailing provides an opportunity to watch children handle difficult situations, and realize with admiration how well they really can cope. I think all of us tend to view our kids as less grown up and capable than they in fact are ... letting them take the helm on the Hobie might make it easier to let them take the helm in their own lives.

Not only does Hobie Catting together enable parents to see the burgeoning adult in their children, it allows kids to see the child in their mothers and fathers; learning to relate to them not just as parents but as people.

If you have more than one child, bringing each of them on board separately is a great way to enjoy each other's company on a one-to-one-basis. If you're an absent parent, the experience can be doubly enriching, enabling you to build a long-lasting rapport that will continue even when you're apart.

What, you say, you have no children? Find some! Offer to take out a friend's kid (you can borrow mine) ... or that fun-loving youngster down the street. Or ask a community group to help locate a less fortunate, landlocked child who may never have seen the beach, let alone a Hobie Cat.

As a mom, observing — sometimes with anxiety and often with pride — my child grow up, I look toward the day when she is an adult and wonder about the kind of relationship we will have then, when we are on equal footing. What better way to begin that relationship than learning to pull together in a sporting style — such as on the trampoline of a Hobie Cat?

Think of the rewards. First, from your point of view, the next time your regular crew can't make it, you might not have to look further than your own house to find an eager substitute. Second, from the kids' angle, most fleet events offer more than just sailing and racing. They offer other kids and so are a great way to make new friends.

If you think sailing with a juvenile is a delinquent pastime, read "Child's Play" on page 20 of this issue, and see if you change your mind. Or, better yet, grab a kid and get out on the water. After all, Hobie sailing is a family affair.



TAP INTO THE COLD
COLD-FILTERED™ MILLER GENUINE DRAFT



STAY TUNED !

SUBSCRIBE TO
HOTLINE.

SORRY, NO CALENDAR

I was very disappointed to learn there was not going to be a Hobie calendar for 1991.

I purchased two last year, one for home and one for my office. I won't be the only one who will miss all those great pictures; my co-workers will, too.

Tell me, is there anything we can do to encourage you to produce a calendar for next year?

Jonathan Reed
Santa Barbara, CA

I am distressed. It's the beginning of a new year, and I don't have my 1991 calendar. I haven't seen an ad in the HOTLINE for them and I'm not a part of a fleet, since I'm stuck in the middle of Germany with mud puddles for lakes.

I want my only stress management tool. Please, send one and bill me ASAP. Thanks.

Chris Summers
APO New York, NY

It was with disappointment I learned that HOTLINE was not producing a 1991 calendar, due to excessive production costs.

Could the photographs of the 1992 calendar be the subject of a competition with the payment for photographs used being a free calendar?

Would the principle of advance orders be worth canvassing among HOTLINE readers?

Neil Cumpston, F.R.A.C.P.
West Perth, Western Australia

To Jonathan, Chris, Neil and all of you great readers near and far who have contacted us about the demise of the Hobie calendar: we understand your plight. All of us at Hobie Cat miss it, too!

Historically, the calendar was offered as a service to our loyal readers; it was never designed to be a money-maker for the company. Now, due to the rising cost of production combined with economic realities, we are unable to continue publishing the calendar at such a great loss, although we understand that makes for a great loss for you as well. -Ed.

WHO TOOK THIS CAT?

Stolen November 8, 1990 from San Antonio, Texas, lock and all: Hobie 17 on a

homemade, all-aluminum, black trailer created from Hobie 16 masts and parts; three-point contact each hull.

U.S.S. ENTERPOOP painted on each bow, with Opus painting in front of lettering. Sail number 1214, Hull I.D. number CCML0610C686.

Most unusual feature: homemade Harken cleat setup for starboard daggerboard; Seaway cleat retype for port daggerboard.

Boat sailed in all of Texas, Midwinters East, Midwinters West, Oklahoma and Oregon!

Stephen Acquat
San Antonio, TX

Anyone having any information on this boat can contact Steve directly by writing to him at 367 Savannah, San Antonio, TX 78213 or calling 512/344-9505. -Ed.

HIGH ON HOTLINE

I just wanted to write a small note thanking you for an enjoyable year of issues. I do plan to renew.

I appreciate the "Ask the Expert" and "In Tune" columns a great deal. I always find something helpful in your maintenance articles. Good job!

I especially enjoyed the November/December '90 issue of HOTLINE. I thought the front cover was contemporary and upbeat. As always, I thought you did a wonderful job mixing articles to satisfy those of us who love to sail our Hobies for fun, and those of us who love to race. The pictures inside were great, too. One photo was my favorite — the one with Hobies on the water below an enormous rock formation. Beautiful shot!

I also enjoyed the little addition at the end of the magazine — the crossword puzzle. I felt it was a great diversion to relax, and a neat way to keep me close to my Hobie even when I'm not on it. Thanks.

Keep up the good work, HOTLINE. I'm looking forward to 1991.

B.N. Munnerlyn
LaCrosse, WI

It's readers such as you who keep us looking forward to 1991 and beyond. -Ed.

GIVING UP A WEAK ROUTINE

When I started reading my January/February '91 issue and came to the "Sailing Into Strength" article, my first reaction was oh no, now this fitness and exercise

crap has infiltrated my favorite means of R and R! The only reason I kept reading is because I read every one of my HOTLINEs cover to cover.


I never thought about how physical fitness could affect my performance on my Hobie, but I've never thought much about physical fitness period.

My friends won't believe it, but this article was so well-written and easy to follow I am actually going to give the program a try.

I'll let you know how I'm doing and I'll let you know how I'm doing on the race course since I'm going to give that a try, too.

Craig Daniels
Hedgesville, WV

Congratulations, Craig, and welcome to the Former Couch Potatoes of America club. It's amazing how exercise can improve your all-around physical abilities, not to mention your mental outlook — not an unimportant consideration out there on the race course. To you and all our readers: let us know if the program works for you! -Ed.

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



FLEET SAYS IT'S THE BEST - CHALLENGES THE REST

The facts: Would you drive twice around the world to go to a regatta? Wichita, Kansas Hobie Fleet 27 did in 1990. We traveled 52,930 miles, to regattas in Divisions 14 and 7, between April 7 - October 15, 1990. Every weekend was a CB party on the highway. A total of 30 of our 68 members, or 44%, attended 13 regattas. We were a significant presence at those regattas, averaging 18.2% of the attendance.

In addition, we put on three local regattas, with our Prairie regatta voted by Division 14 as the best of the year. We invited a Boy Scout council out twice for boat rides and another time we had the Big Brothers and Big Sisters for a day of fun on and off the water. We held winter sailing seminars, CPR classes and a night at the local dog track. We also boasted 18 boats on the water at our sixth annual Freeze Your A__ Off regatta.

The challenge: Is there any fleet in the world that can match these figures?

- 52,930 miles traveled (plus 1,397 miles round-trip to nationals).
- 117 boats registered at regattas other than Wichita.
- 44% of Fleet 27 members traveled out of town.
- 18.2% average attendance at non-local regattas.
- Prairie regatta voted best Division 14 regatta.

If any fleet in the world thinks it could even come close to these facts and figures, consider yourself challenged. We have laid down the gauntlet.

With All Modesty,
Geneva & Gary Richards, Secretary
Hobie's Best Fleet 27
Wichita, KS

ARE YOU INSURED?

To insure or not to insure, that is NOT the question. It may be nobler to suffer the slings and arrows of outrageous fortune, but not in an uninsured catamaran. Boat insurance, although not legally required, is strongly advised to protect your invest-

ment, your fellow sailors and yourself. In addition, most banks require insurance for financing.

Here are answers to some questions you may have about finding the boat insurance that best suits your needs.

Q: Where can I buy insurance for my boat?

A: You may purchase a boat policy from a standard insurance company or agency, or from an organization that provides boating services.

Q: Does it matter which company I choose?

A: Most definitely. It is advisable to pursue discussions first with a company specializing in marine insurance, which can give you all and only the coverage you need. Also, a staff that knows boats will be better able to expedite salvage/repair operations.

Q: What questions should I ask before I select my insurance?

A: Before you sign a policy, find out:

- 1) Does the provider offer seven-day claims service?
- 2) Does the policy include a loss prevention program?

Q: Just how much will boat insurance cost me?

A: It depends. As described in the November 1990 issue of "BOAT/U.S. REPORTS," "For the most part, you'll get what you pay for." As with other forms of insurance, rates vary, in accordance with several factors. Among them, are:

1. Where and when you cruise.
2. Whether you opt for "Agreed Value" or "Actual Cash Value" coverage.
3. The value of the boat. (In another quirky example of the whimsical truth that the rich get richer while the poor get poorer, more expensive boats often cost proportionally less to cover.)
4. The amount of deductible.
5. Boating safety education.
6. Organizations to which you belong.
7. Safety and security equipment.

THIS CAT MAY GET YOUR TONGUE

Looking for a good shallow-water crabbing boat? Can't seem to find one in the Sears catalog, at a Kmart blue-light special or in the want ads? Do what Galen G.B. Smith of Sequim, Wyoming did: overhaul an old Hobie Cat. His motto throughout the procedure: "The name of this game is, Do It Cheap."



Smithy Smith (no kidding, that really is the name of his game) searched high and low (mostly low) until he found an old, abused Hobie Cat. A few holes, but what the hull? "Fiberglass is cheap," he noted, "and for a crabber you don't need a professional job." He patched and painted (another prime savings — just use any old color lying around — this is a lark, remember?), built a crab trap deck with rails and a mounting-box for the engine. Then he scrounged around for cold storage boxes, an old trailer, a used engine and a few other necessities and luxuries (goodbye, trampoline; hello, extra deck).

The result? In Galen's words, "The ultimate crabber and trailer for less than \$1000 if you purchase everything. About \$600 if you hunt the fields and junkyards. Even less if you are a first-class scrounger."

Behold the work of Galen G.B. Smith, first-class scrounger par excellence. A Cat even a crab would love.

NAME GAME CORNER



We would like to submit our boat to the Name Game Corner. She is a Hobie 18 with magnum wings that bring to us a state of magnum delight every time we use her here in the waters of the great northwest.

Pete & Wilma Bruce
Silverdale, WA

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

TEST FLY AN F-27!



Raise your cruising to a new level. Even weekend sailing gets a real lift because the F-27's performance and speed can easily double your home waters. And being so easy to trailer, the F-27 opens up almost limitless new horizons. With a low angle of heel, an F-27 also does its level best to keep you in comfort underway. Call for your own test flight.

CORSAIR
MARINE

150 Center Street, Chula Vista, California 92011; Tel: (619) 585-3005, Fax: (619) 585-3092

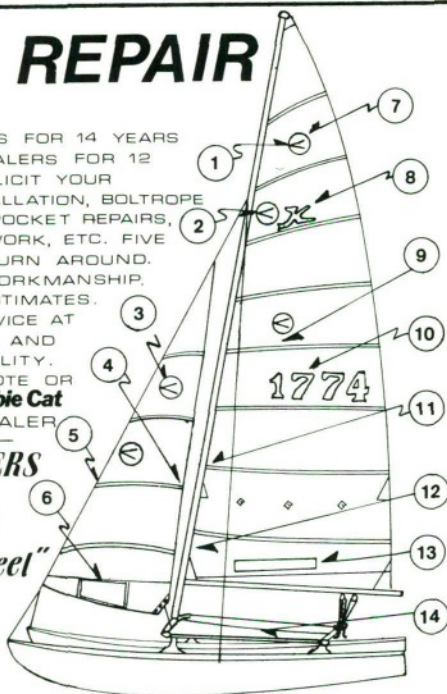
SAIL REPAIR

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 **ROOKE SAILS** 1744 Prescott So.
(901) 744-8500 Memphis, TN 38111



**WE'RE
ON THE
ROAD**

You can't make it to
the Florida Keys
to take the seminar?...

*Hope To See You at
One Of Our Stops!!!*

Leave the
driving
to us

May 12-17, 1991 • Austin Lake, Michigan
Call Jerry Mohnney 616-327-4565

June 2-7, 1991 • Vancouver, B.C., Canada
Call Joe Chin or Reigh North 604-263-6209

June 9-14, 1991 • Denver, Colorado
Call Jeff Emmel 303-223-5430 or Lyman White 303-772-6082

*Still Too Far Away?
It's Easy To Host A Seminar For Your Area.*

Call Us For Details
RICK WHITE OR MARY WELLS: 305-451-3287

Ask The Expert

BY JOHN HACKNEY
ILLUSTRATION BY BILL BALDWIN

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.

TIGHT TRAMP OR LOOSE NUTS?

I know to make the trampoline on a Hobie 16 as tight as possible. How tight should the tramp on a 17 be? Does the tramp also play a part in maintaining boat stiffness? How tight should the crossbars be? Should there be movement between the crossbars and hulls when sailing?

The age-old question of how tight a trampoline should be still rages. In bygone days, answering this question was easy; if the trampoline was not tight enough to pull out the grommets, your Hobie 16 went slowly. You remember those simpler times when every Hobie racer used to double-grommet the Hobie 16 trampoline. Once the factory finally started to double-grommet all 16-foot tramps, we were happy campers.

The Hobie 16 and 14, because of the way the cross beams connect to the hull, require the tramp lacing to be absolutely tight, real tight, gorilla tight, or cowabunga dude tight tramp. (Keep in mind this question is being asked of a person who went to the Hulk Hogan school of trampoline tightness.)

The Hobie 17, 18 and 21 have a more rigid crossbar-to-hull connection and are less sensitive to tramp tightness. Thus, a loose tramp will not have such a detrimental effect on boat speed.

This formula does not mean that a loose tramp is a good tramp. Every racer on every boat should have the trampoline over-tightened to stiffen the boat to the nth degree (what is the nth degree?) Doing so will have its consequences. An ultra-tight trampoline will pull out grommets prematurely, so there is a price to pay for boat speed.

The typical sailor, who likes to cruise on a Sunday afternoon, needs to keep the tramp tight, but not to the extent of the racer

whose grommets are stressed to the max all the time. You know what they say: no pain, no gain; stress those grommets.

Another area which affects Hobie 17 stiffness, and thus boat speed, is the tightness of the crossbar bolts. Although they have no published torque requirement, these bolts must be kept very tight.

Use a standard allen wrench to tighten the inside crossbar socket head bolts, putting about as much pressure as you can by hand on the wrench. Also, put as much hand pressure as you can on a standard 3/8-inch ratchet handle to tighten the outside crossbar bolts. Do not use a six-foot piece of pipe over the handle of the wrench, but know that these bolts do have to be tight. Tighten the bolts sequentially, as stated in your owner's manual, working your way around the boat.

The bolts will have to be retightened after the first sail and again every few weeks until you can no longer tighten them. Remember to put some type of lubricant on the stainless steel threads to prevent galling. You know what they say: no pain no gain; stress those nuts ... WOW, a flash of déjà vu.

**The Hobie 17 designers
subconsciously put the
bolts in an impossible spot
to work on because they
are sick people and were
mistreated as children.**

AS THE FURLER TURNS

My furler is hard to turn. Is there something I can do to make it turn easier or do I have to spring for a new one?

A sailor's delight: open ocean, sandy beach and warm sun. Unfortunately these same elements — salt, sand and ultraviolet radiation — are a nightmare for mechanical devices. The roller furler mechanism exists in a harsh environment and is subjected to the same heavy loads as the main blocks, but rarely given the same care. Most sailors wash the main blocks after each use and store them with great care, as additional friction is readily noticed. In contrast, the jib roller furler mechanism is occasionally sprayed with water when the boat is washed and then left outside where

it receives additional abuse.

Another component that causes jib furling problems is the upper swivel (located just below the mast tang at the end of the upper forestay pigtail). This swivel must rotate easily for the jib furler to work properly. Despite its effect on performance, it is seldom washed or lubricated, remaining as neglected as its neighbor part.

Both the upper swivel and lower furler bearing should be washed routinely with water and lubricated with silicone spray or CRC to keep the jib furling properly. Generally, the upper bearing outlives the lower bearing and can be resurrected with a good washing and a little lubricant. Once the upper swivel starts binding and lubrication does not help, the unit must be replaced.

The lower furler bearing, on the other hand, may be rebuilt if lubrication and cleaning do not solve furling problems. Your local Hobie dealer should carry the necessary rebuilding kit to do the job. Kit installation takes only about 30 minutes and is a relatively easy task. If this is your first time rebuilding the furler, ask a fleet member for advice or help; better safe than sorry. One more thought: The rebuilding procedure is best accomplished in the garage, as looking for little ball bearings in the sand or grass is not a fun way to spend your day off.

STRIPPED?

A previous owner of my Hobie 17 has managed to transform one hexagonal allen bolt head into a circle. How would you change the bolt?

Bolts live in locations on most boats where only water has easy access. The front and rear inside socket head crossbar bolts of the Hobie 17 fit this description all too well. If you are unlucky enough to strip the socket head out of the socket head bolt, you have a problem. These bolts are not there by accident. The Hobie 17 designers subconsciously put the bolts in an impossible spot to work on because they are sick people and were mistreated as children.

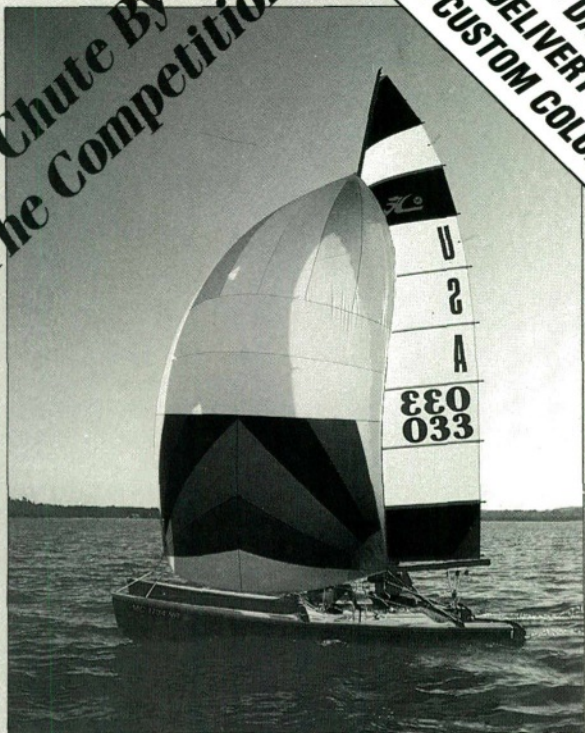
Fortunately, removing this bolt is not all that hard and should not cause undue stress. The process is as simple as drilling the socket head off the bolt. Since both the bolt and hole diameter are 5/16 of an inch, use a 5/16-inch drill bit to remove the socket head from the bolt. The drill should self-center in the socket head, making this process a lot easier. Drilling stainless steel can be a formidable task, so use lots of lubricant on the drill bit and proceed.

Heat build-up in the drill bit is the major

Continued on page 58

**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

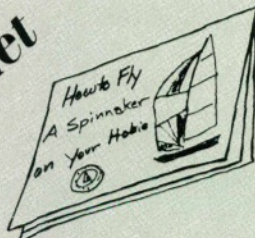
Hobie 16 Spinnaker & Rigging \$750

Hobie 18 Spinnaker & Rigging \$875

Hobie 21 Spinnaker only \$950

Custom Logos Available

**Yours FREE
Our Booklet**



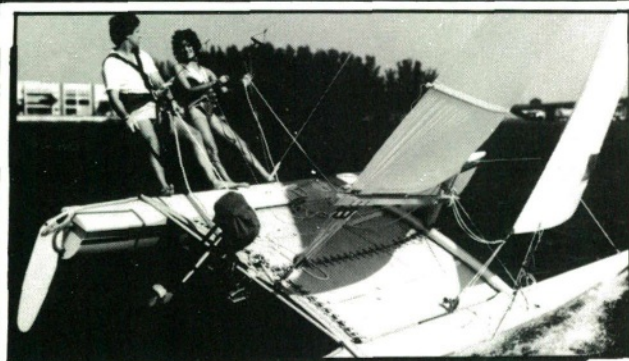
Gleason Spinnakers

213 Ferry Avenue, Box 606

Charlevoix, MI 49720

Dealer Inquiries Invited

(800) 678-2439



The First Outboard Motor Bracket for Hobie, 14, 16, 17, 18, and 21

Propels to speeds in excess of 6 knots using the **TANAKA 120** (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes in seconds for racing. Both sailing and motoring positions clear the boom and tiller.

*Brackets also available for other catamarans. For prices send for **FREE** brochure or see your local dealer.

Cheata Outboard Motor Bracket

P. O. Box 1234

Hobe Sound, FL 33475

407/746-0479



CHEATA
THE PERFECT MATE FOR YOUR CAT

Dealer
inquiries welcome.
U.S. PAT NO. 4227480



PATENT PENDING

EZ STEP™

STEP YOUR MAST WITH EASE & SAFETY

Raise and lower mast single handedly - Attaches quickly without tools - Stabilizes mast completely - No modification to boat - uses winch on trailer or block and tackle off trailer (optional at extra charge) - Adjusts to fit any Catamaran - Rust proof aluminum and stainless steel.

See your dealer
or order direct.

\$95.50 F.O.B. Factory
3.50 Freight & handling

BASS Products

1232 E. 2nd Street
Tulsa, Oklahoma 74120
(918) 584-3553

Stepping Out

Mast-er Maneuvers Help Even Novices Step Up In Style

BY CHRIS JERNIGAN
ILLUSTRATIONS BY BILL BALDWIN

Author Chris and his wife Dot own Wind & Sea Sports (aka The Cat House) in San Diego, CA. Avid Hobie Cat sailors and racers themselves (Chris has sailed for 16 years, and raced for 14), they now attend all Division 2 regattas, not as contestants but guardian angels of the business variety, selling needed spares and accessories out of their parts van, or, in Chris's words, "running up and down the beach making repairs, loaning out tools and doing anything that is possible to keep racers on the water." -Ed.

Do you have problems getting your stick up? If you do, this article may be of help to you. Although it is geared more toward the beginner, the information also should be of help to sailors at many levels who have difficulty in stepping the mast.

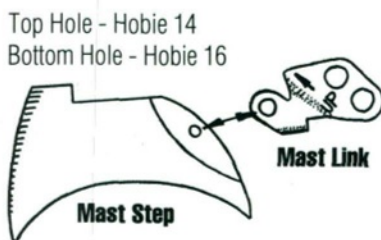
The Hobie Cat was designed to be trailered from its storage place to the water's edge. To do that, obviously, certain items on the boat have to be dismantled from their normal sailing position so the boat can travel the highways. The biggest item is the mast. The mast probably gives people the most trouble. The bigger the mast, the bigger the problem.

On the Hobie 16, 17, 18 and 21, I recommend having two or more people step the mast. That is not to say that one cannot do the task alone, if (s)he has the right equipment.

The first and most important thing to remember when you are ready to step your mast is "look up." Is there something overhead (especially and ominously, a low overhead power line) you might hit when you step the mast? A good, safe distance from an object is 40 feet. If you have a calibrated eye, judging the distance is easy; if, like most of us, you don't, avoid taking chances.

The second item necessary in stepping the mast, on a Hobie 14/16 that is, is a stepping link. Over the years, several different types have become available. The most recent one, the mast step link kit by Hobie Cat, seems to be the best. The factory has beefed up the link to keep it from bending and deforming, a condition

which can cause headaches when stepping your mast. If the link is bent, the geometrics (relative distances and angles) between the mast base and mast step are not right. When this happens, the base ends up hitting on top of the step instead of falling into the socket. I've seen mast bases and mast steps whose step link holes have been ripped out because someone has tried to force the mast up when the base has not lined up with the step properly.



If you are having similar trouble, and you don't have Hobie's new step link kit, take a look at your link. There are two protrusions on the forward side of the link (see illustration). They must hit on the step casting near the link holes and not fall into the slot between the holes. If they are falling into the slot, remove the link and bend both protrusions outward, to form a wider space between them. If this doesn't work, you'll need to purchase a new one.

DON'T SLIP UP

One problem many Hobie 16 sailors experience is the mast bearing slipping out from under the mast base. Earlier models did not have this problem, because the masts were stepped into a more vertical position. But with the need for increased "pointing ability," many Hobie Catters are sailing with their masts raked way back. (Pointing ability refers to the ability to sail your boat more toward the direction from which the wind comes.)

The raking back of the mast created a couple new problems. One was the rear of the mast base would rub and bind on the rear of the mast step. The factory came to the rescue with a redesigned mast step, which solved that problem. The other problem of the mast bearing working its way out still remains. Some people glue the mast bearing in place. What worked for me was placing the mast bearing slightly off center toward the front of the boat. This procedure allows the mast to line up with the center of the mast bearing. The other solution to this problem is to purchase a black, semi-permanent mast bearing. You'll need to drill a small hole just forward of the dolphin striker post at the bottom of your mast step, because the bottom of this bearing has a small protrusion.

A HEAVY SUBJECT

Another problem many run into is water in the mast. A little basic physics will tell you that if you have a gallon of water in the mast, raising it will be very difficult. Sea water weighs about 8 1/2 pounds per gallon, which will make it feel as heavy as lead.

Let's say you are trying to step your Hobie 16 mast with a gallon of water at the top (that's where it will run to when you have the mast lying across the tramp prior to stepping it). The mast is 26 1/2 feet long. This means that in addition to the 40-45 pounds of dead mast weight, you will have to lift at least another 8 1/2 pounds. Not much you say?! You are lifting from a point approximately five feet from the base. Add that to the lifting force of about 30 pounds needed to lift the mast due to its dead weight, at the same lift point, and you can see why keeping your stick dry inside is a must. Righting a boat in the water with water in the mast also is more difficult, if not impossible, unless you have a 700-pound gorilla as a crew.

UNDER PRESSURE

You can determine where your mast leaks by asking your dealer to pressure-test it or by pressure-testing it yourself. If you have a large swimming pool or are close to a body of clear water, submerge the mast (as deep as you can) and watch for air bubbles. This method is not as good as using an air compressor to pressurize the inside of the mast, and soaping down fittings connected to the mast. If you do find a leak, you'll need to seal it. I'll tell you right here that a little silicone in a hole at the top of the mast will not hold up when you turtle your boat. Using your basic physics once again, you can make a few calculations and see that a Hobie 16 mast in the turtled position has about 150 pounds of force pushing the masthead plug back up the mast.

For years, the factory sealed the masthead with a foam plug and aluminum plate cut to the shape of the inside of the mast, held in place with a silicone sealant. If the seal job were done properly, you probably would never have a leak. From my experience as a dealer, I'd estimate that ten percent of the masts I've worked on had water in them. About half of those had leaks at locations other than the top.

COMPTIP™ TIPS

Some people are getting water into the bottom portion of the mast after the COMPTIP has been installed. I've been able to eliminate this problem by allowing two days and taking extra care with the retrofit job. On the first day, I cut the mast, plug and seal the aluminum extrusion us-

HOTLINE Dealer Menu

ARIZONA

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

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

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

GEORGIA

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

HAWAII

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

ILLINOIS

Carlyle Sail and Surf
Breezy (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

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

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

Surf, Skate & Wheel
Saginaw (517)790-6600

MINNESOTA

Seven Seas Yachts
Minneapolis (612)879-0600

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

MISSOURI

St. Louis Sailing Center
Bridgeton (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)283-8466

Electra Sport
Schenectady (518)393-9363

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

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

Megreows 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

Corpus Christi
Houston (713)645-5010

Mariner Sails
Dallas (214)241-1498

Sanford Part Sales
Odessa (915)363-0014

VIRGIN ISLANDS

Wet 'N Wild
St. Thomas (809)779-2225

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

INTERNATIONAL

AUSTRALIA
Coast Catamaran Australia
Erina 61.43.891085

CANADA

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

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

Sextant Marine, Inc.
St. Luc. Que. (514)359-0859

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

ISRAEL

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

JAPAN

Cat Park
Tokyo (81)3-440-6770

MEXICO

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

NEW ZEALAND

Performance Sailcraft NZ
Takapurna 596.925

Rental Operators

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.

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.

The Cozumel Experience at San Francisco Beach

P.O. Box 165
20 Ave. Surx 19 BIS
Cozumel Q. Roo. Mexico 77600
(800)346-6116 (713)973-9300 • (713)973-8585 FAX

Hobie 16s, scuba diving and instruction, deep-
sea fishing at mainland and island, hotel and
airfare, the best of Cozumel at the best price.



A Warm Welcome

Hobie Racers Rescue Hypothermia Victims

BY DEBBIE HILL

The killing cold really can be just that: fatal. The following chilling tale could happen anywhere, to anyone, so it behooves each of us to be well-versed in water safety and emergency procedures. It is imperative to know how to save others as well as ourselves. For more information on hypothermia, see "Always In Season" in the November/December 1989 HOTLINE and "Beat The Cold" in the January/February 1988 HOTLINE. -Ed.

We need blankets! Someone help! We need blankets! screamed Kelli Blanchat as she ran down Hobie Beach clutching her baby tightly in her arms. Within seconds, over a dozen Hobie Cat Fleet 27 members dashed to their automobiles, grabbed blankets, towels and jackets, and rushed toward the edge of Lake Cheney, Kansas.

At first, many sailors feared something was wrong with Kelli's baby. They soon realized, however, a different emergency was taking place. Two fleet members, Mark Ponsell and Dallas Dodge, struggled to shore carrying a limp body between them. The rescuers hurried out of the cold lake water onto the sand where they had beached their Hobie 18, and transported the young man to a nearby flat-topped trailer. There, they laid his frigid body on the sturdy surface as other fleet members wrapped the victim in a cocoon of blankets and towels. He shivered and shook. His eyes were glazed and his skin had an ominous, bluish tint.

Reacting to the situation like a trained emergency crew, Jim Carlson cradled the young man's head in his hands and dried him vigorously with a towel while Phil Purinton spoke to the victim reassuringly, asking him questions and trying to prevent him from going into shock. One fleet member called the Coast Guard on a CB radio as another ran off to contact the park rangers. Geneva Richards, Mary Wolfe,

Linda Regester and others worked quickly, rubbing the patient's legs and arms as they attempted to get his circulation working to his extremities.

The victim was a windsurfer suffering from hypothermia. He and a friend had started from Wichita Point, a favorite windsurfer beach on the east side of Lake Cheney, attempting to cross the choppy water on their sailboards. The day seemed deceptively mild for late September in Kansas. The air temperature hovered near 70 degrees, but the lake water was much colder. The men were dressed in summer sailing gear — swimming trunks and a life vest — as they ventured across the lake. Before they realized their danger, both windsurfers were too far from shore to make it back. The chilly autumn water temperatures sapped their strength, making it impossible to hoist their sails in the gusty, 15-25 mph winds. Nor could they paddle to safety. Soon, they drifted apart and began losing feeling in their arms and legs.

Before they realized their danger, both windsurfers were too far from shore to make it back.

Luckily, Mark and Dallas heard a cry for help and pulled the first man to safety before he lost his grip on the slippery board. Once he was on shore, the sailors, dressed in wet suits, leaped on their Hobie and dashed back across Lake Cheney in a desperate attempt to locate the other windsurfer. After Fleet 27 members worked on the first victim for half an hour, he was able to sit up and had regained most of the feeling in his body. Fortunately, the Coast

Guard found the other victim and took him to the east shore as the Cheney Rescue Squad arrived on Hobie Beach with an ambulance.

The hypothermia victims at Lake Cheney, Kansas could easily have died as they waited for help. The quick-thinking Fleet 27 members prevented a real tragedy from occurring. The importance of using common sense and safety precautions at all times when sailing or swimming cannot be overemphasized. Had the windsurfers been alone on Lake Cheney or had the water and air temperatures been colder, they would not have survived. The next time you venture into frigid waters, please be aware of the potential danger. The silent killer, hypothermia, may be stalking you.

The Cold Hard Facts

HYPOTHERMIA SYMPTOMS

- ◆ Severe shivering
- ◆ Disorientation
- ◆ Thickness of speech or difficulty talking
- ◆ Poor coordination
- ◆ Loss of memory
- ◆ Weakness
- ◆ Numbness
- ◆ Bluish tint to lips and skin

EMERGENCY TREATMENT

1. Get victim warm and dry as soon as possible.
2. Cover victim's head.
3. Seek emergency medical assistance.
4. Rub victim's arms, legs, fingers and feet to promote circulation.
5. Carefully give victim lukewarm liquids to drink.
6. Do not give victim any medication or alcoholic beverages.
7. Encourage victim to talk to you.

Continued on page 62

DANGER

MAST MASTER

It's About Time!



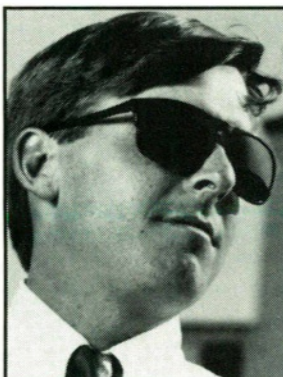
Stop mast damage while trailering.

- Easy—slip over mast.
- Locks—into traveler channel.
- Rotates to rear—locks on mast.
- Rugged—one piece welded design.
- Plastic coated—easy on comp tips.
- Fits over tiller hiking stick—leave it on.

Hobie 14/16	\$39.50
17	44.50
18	49.50

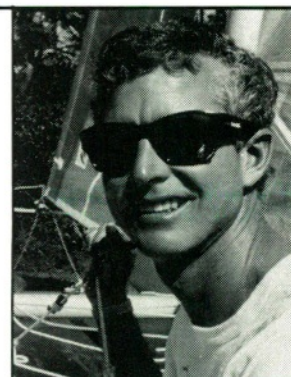
Now available in 14, 16, and 17. Write for reservations for the 18. (available soon) U.S. Patent Pending.

Send check or money order to:
Mast Master
505 N. Rock Rd. #309
Wichita, Kansas 67206



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

Megamouth

Who Really Got Away?

BY ROSS "ROSCO" TYLER

What a delight to receive this article! We get a real kick out of vicariously experiencing our readers' exciting adventures. If you would like to share your tale with your Hobie friends, please send your article, with photos if possible, to HOTLINE, P.O. Box 1008, Oceanside, CA 92051. We look forward to hearing from you. -Ed.

One afternoon last October, my bride Karen and I went sailing off Santa Clara Point in San Diego. It was a beautiful first day of a Santa Ana. The warm desert wind was blowing 12-15 miles per hour, and the temperature was about 85 degrees. We sailed out of the channel from picturesque Mission Bay and blasted out to sea. After reaching through the waves and surfing them back toward shore for a while, I turned the boat into the wind just off Sunset Cliffs, a favorite spot for abalone divers and lobster fishermen. We pulled a couple beers out of the cooler and relaxed, reclining against the main and drifting toward shore through the lobster pots. Suddenly, one of the buoys tied onto the end of one pot crossed our stern and went motoring out to sea. JAWS towing beer kegs was the first picture in my mind, and I instantly knew a shark had to be on the other end of the line. I had Karen sheet in and we took out after the buoy.

Picking up floating objects at sea is pretty easy. Trying to grab a moving, foot-length float that is submerged half the time is a little more difficult. About 16 tacks later, the buoy stayed on the surface long enough for me to go forward and grab the line. The buoy was secured by a knot on the end of the line attached to the lobster pot. I pulled the line through the buoy and tied it to my dolphin striker. I was thoroughly caught up in the chase now. Karen remarked later that I even sported the same mad look of Captain Quint in the movie.

IT'S KNOT GOING TO WORK

The line tightened up and the knot on the end of the line slipped down to the knot I had tied, making sure it was never going to come undone no matter what, or who, tried to undo it. I turned the boat onto a

good reach and off we went ... for about 100 feet. I'll never forget the sound that rope made every time it stretched and the shark turned us back out to sea.

We made about 20 runs like that, all with the same result. Finally, I gave up and asked Karen if she minded being towed out to sea all night. At this point I think I would have gone for it, but being a newlywed, I didn't think it would be too smart to put Karen through whatever lay ahead, so I assured her I was just kidding.

**I'll never
forget the sound
that rope made
every time it
stretched and
the shark
turned us back
out to sea.**

Two hours and a few more futile attempts at turning the fish later, we had been towed a mile off shore. I acknowledged we might not be able to do anything about it. I tried to untie the knot and realized there was no way in hell I was going to get it loose — no knife on board, either. The wind and seas had picked up a little, making it a chore to keep the rudders and sails aligned so we wouldn't flip on our tether. Karen was complaining that it wasn't funny anymore (and I had to admit we were out of beer), so I decided to get help.

GOOD HELP IS HARD TO FIND

A 20-foot sloop eventually came close. We hailed it closer. They slowed a little — enough to hear me ask for help — but they were obviously tourists in a rent-a-boat.

They shook their heads no and eyed us suspiciously as they sailed effortlessly past us.


A 60-foot yacht, the Matilda Bay, came by a short time later. Karen stood up and waved them over. The skipper came close and I told them we had a shark tied on and it was too big for us to tow in. He apparently thought I was nuts and started to leave. I screamed at them and pointed out that my sails were luffing and we were moving out to sea and then demonstrated what happened when we tried to sail. Finally, one of his crew out on the fantail convinced him to return. When he came close, he asked if we were okay and if we needed a tow. He obviously hadn't caught on yet; when I said we were all right, he took off again. His crew realized he didn't understand and went forward to talk to him without the engine roar. At long last, the Matilda Bay came about and crept alongside us.

I explained I wanted to tie a line from their ship to the line with the shark. He didn't want to get too close to us (for fear of damaging my boat, I suppose), and the first two tosses fell short. They finally got close enough and I caught their line.

I tried to tie his line onto the line holding the shark, but the Matilda was drifting one way and the shark was pulling the other and I couldn't hold onto both. They came closer and threw me the line again. The crew members on the boat were getting excited now that they realized how big the fish had to be. I pulled as much slack as I could from the shark and was trying to tie onto it with one hand when WHAM, the line jerked and slammed me down onto the crossbar, cutting me and bruising my ribs on the jib block.

Karen was having a hard time controlling the boat and the other skipper was worried about the banging together that was recurring. It was difficult to keep the boat from flipping with the sails constantly filling on the wrong side, so I decided to make one last try. It was a poor excuse for a knot, but the best I could do. I called for a knife. They threw us a kitchen knife, and I cut the line from my dolphin striker. The two lines stiffened into one and then snapped. My fish was gone.

On the following Monday, a fishing boat 60 miles north of Mission Bay saw a line dragging and found a 15-foot megamouth shark caught in its net. They towed the 2000-pound behemoth into Dana Point, not far from where Hobie Catting first began.

Coincidence? I don't think so. Only a fish that big could have pulled us around from a strong reach like that, and there just aren't too many sharks of that size around San Diego. Believe what you will. We're convinced it was "Megamouth." 

Sleep
with
us...

Sail
with
us...

\$188.

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
Cat 16, 17, Sport 17 or 18 SX
Hobie One Daysailers 12, 14.
For reservations

USA (800)325-3535

For information

USA (305)852-4707

FAX (305)451-4095

CARIBBEAN-WATERSPORTS

- Private Sandy Beach
- Two pools • Jacuzzi
- Three Restaurants
- Tennis Courts
- Waverunners
- Parasailing
- Windsurfing



**Sheraton
Key Largo Resort**

*p/per. dbl. occ. based on
availability includes
accommodations,
sailboat and taxes from
April 1, 1991 to Dec. 25, 1991.
\$425/dbl. Dec. 26, 1990 to
March 31, 1991.

NOW YOU CAN DO IT YOURSELF!

Don't miss precious sailing time because no one's around to help step your mast. The patented **SELF STEPPER** enables you to **raise and lower the mast safely and easily ... by yourself.** It fits all catamarans and uses existing boat hardware, making it simple to attach in mere minutes. The cost? Only \$39.95 plus \$4 shipping.

Step up to convenience Order your **SELF STEPPER** today.

To order complete the coupon below. Enter credit card number or send check/money order made payable to:

J. J. Sowers & Co., Inc., P.O. Box 1173, Huntington, NY 11743.

Please send me ☐ **SELF STEPPERS** at \$39.95 each.
Add \$4.00 for shipping total order.

Your name _____

Address _____

City/State/Zip _____

Check/money order enclosed ☐ /or ☐ Visa or/ ☐ MasterCard

Card number _____

Expiration Date _____



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)



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.**



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

Child's Play

Life In The Fast Lane Attracts Young Hobieites

STORY AND PHOTOS
BY HANNAH POTEAT

Available To Crew:

Love heavy air sailing. Love the trapeze.
Very quick. Great eyesight for finding
marks. Minimum weight no problem.
Enthusiastic. Unlimited energy.

Sounds great! Where can you find just such a crew for your own boat? Well, look low. There are a growing number of kids making Hobie sailing a regular part of their lives — and they LOVE it! These are the same thrill-seekers who spurn the ferris wheel for Wild Willie's Water Rapids Roller Ride or for other moving terrors with words such as Monster and Danger in their name. The wilder and more outrageous, the better. What more appropriate sport for these intrepid youths than Hobie racing or sailing on the edge?

Eight years ago during a break in racing in winds of 20-25 knots, I overheard our then-10-year-old daughter, Hannah, talking. She was trying to console a terrified 30-year-old crew who was considering mutiny and/or murder. "It's okay," she soothed, "just pretend you're on a roller coaster." There definitely is something deliciously insane about someone who calms down by pretending to be on a roller coaster.

KIDS CATCH ON FAST

In the recent Hobie 16 National held in Myrtle Beach, South Carolina, four teams

were crewed by kids from the ages of 8 to 16; three ended up in the gold fleet. J. D. Cockroft (8) from Foster City, CA, the youngest, crewed for his dad, Bob. Hubie Poteat (11) from Raleigh, NC was there with his dad, Bob; Dave Edwards (almost 12) of Cape May, NJ crewed for friend, Jim Glanden; and Erick Hauser (14) and his dad, John, from Huntington Beach, CA were the fourth team. This was the first national for both J. D. and Erick; it was Hubie's second and Dave's fourth. Tiffany Deans (10) from Daytona Beach, FL crewed for Bobby Wythes for both of the practice races on Monday. She hopes to follow in her mom's (Cindy Deans') footsteps one day and win the Women's National!

When asked what they liked best about sailing Hobies, all the kids said going fast and the trapeze! Young sailors like to use the boat in creative ways when not racing, too. Hubie sails it to the middle of the lake and uses it as a diving platform; J. D. has held onto the dolphin striker and skied along on his back while his dad continued to sail; and Hubie's sister, Morgan, who used to sail with her dad, was apt to use the trampoline as just that — she did gymnastics between races! There is no energy crisis on a boat with a kid aboard.

EVERYONE BENEFITS

There are certain advantages to sailing with a kid, especially one of your own. John Hauser believes it gives him and his son a chance to spend time together without interference from friends or other commitments. Bob Poteat speaks of his pride in his children, having sailed with each of the three for the last ten years, and of the bonds they have developed. Poteat says they have shared many worthwhile experiences, recounting, "Each, in his or her own time on the boat, has squarely faced challenges. Successful resolutions of problematic and potentially frightening situations help children develop a sense of inner strength and confidence. Their con-

fidence grows as their competence grows," affirms Poteat.

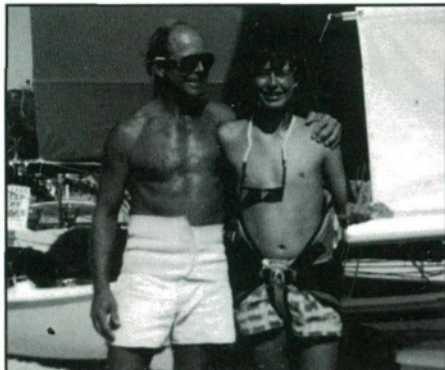
John and Erick Hauser are familiar with frustration, too. In the last race of this year's 16 National, they were in fifth place as they rounded the final mark. John lost his footing and fell off the boat.

Disappointments are part of sailing, but sometimes disaster can be avoided. Dave Edwards reminisces about the time he and Jim Glanden were racing at Shore Acres Yacht Club in New Jersey. He fell off the boat, managed to scramble back on board, and they sailed to a second-place finish!

There is definitely something deliciously insane about someone who calms down by pretending to be on a roller coaster.

CHARGING AHEAD

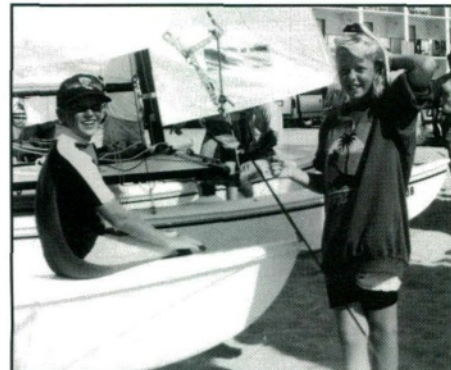
Cat kids not only make great crews, but they also are able to skipper the boat in fine fashion. Erick Hauser takes the helm as



John and Erick Hauser...



Bob and J. D. Cockroft...



Dave Edwards and Tiffany Deans...

they head out to the course and back in after racing. All the Poteat children regularly take over between races, sailing by and waving at their competitors while their dad snoozes on the tramp — maybe that extra sleep is the secret to Bob's success! They have their own Hobies, a 10 and a 16, that they sail on a lake near their home. J. D. has skippered his 14T in light winds and Dave owns a small monohull. Dave lives one block from the Delaware Bay and only a mile from the Atlantic Ocean, so he races whenever he can. He has been recognized by his yacht club as the top sailor (of any age) in one of the small monohull classes for the past three years.

CATS AT CAMP

Sailing activities are the anchor of many camp programs around the country, too. Directors have found the enthusiasm on the waterfront boundless and many camps have included Hobies in their facilities.

At Camp Morehead in North Carolina, senior counselors are allowed to bring their own Hobies to add to the ones owned by the camp. Most of these counselors learned to sail Hobies as campers and then bought their own. The director agrees that Hobie Cat enthusiasm is extraordinary. The catamarans are used for the more experienced sailors who have already mastered small monohulls. Because the Hobies are heavier and faster, they require more experienced, older kids to sail them.

Camp Morehead also uses the boats for its all-day survival trip. A counselor or sailing instructor with Hobie experience takes three or four campers on each boat across the sound to the outer banks for a cookout and a day of swimming on the beach. The campers help to sail and receive extended instruction on the boat.

Camp Sea Gull, another North Carolina camp near the coast, also has several Hobies on its waterfront. It has established a graduated rank system whereby campers begin with small monohulls and move

up through several other designs before they can qualify to take out a Hobie Cat. "They are a high-tech thrill for campers who have become proficient sailors," explains director Bo Roberts.

BO KNOWS SAILING

Twenty-seven hundred campers each summer are introduced to sailing in one form or another at Sea Gull and its sister camp, Seafarer. Roberts ventures that probably half will end up with their own boats at some point in their lives. Sea Gull has a Racing Fleet Skipper Certificate campers can earn by participating in races sponsored by the camp.

A passion for sailing marks these young competitors just as surely as it does adults. An idea under consideration this summer is a "friendly" race between campers at Sea Gull and campers at Morehead sponsored by one of the Hobie fleets in North Carolina. Seasoned racers such as Bob Poteat and Wick Smith, both former sailing staff personnel at those camps, would work with the campers on Saturday teaching starting techniques and racing rules, while the responsibility of running the races on Sunday would be borne by fleet members. The event would introduce young people to Hobie racing and expose them to the enthusiasm of the local fleet. It also would give fleet members access to possible lightweight crews for future races.

SHARING AND CARING

Is sailing with a 90-pound monkey who talks and ask questions constantly all fun and games? Absolutely not! There are many trade-offs and a lot of training to be done. But sharing special moments with your own child or a kid who has earned a place on your boat and in your heart makes it all worthwhile.

Pretty soon, you'll hear, "Would it be okay if I skippered this race? Oh, and by the way, you'll need to lose a few pounds if you intend to crew for me." *FL*



Jim Glanden and Dave Edwards...



Bob and Hubie Poteat.

BACK ISSUES

1983

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

1984

May/Jun Understanding Rules I
Jul/Aug Understanding Rules II
Sep/Oct Understanding Rules III

1985

Jan/Feb Formula for Success
More to Sailing than
Tuning
Mar/Apr Flying the Magnum
Blocks
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
Mar/Apr 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
Jul/Aug Hobie 14 Tips
Regatta Management
Nov/Dec Hobie 21 Introduction
May/Jun Inside Hobie Hulls
Jul/Aug 21 Spinnaker Tips
Sep/Oct Notes for 16 Performance
Nov/Dec New Sailor Dictionary
Successful Trapezing

1987

1988

1989

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?
Sep/Oct Charterboating
Nov/Dec Northwest Passage
Sails

1990

Jan/Feb COMPTIP™ Controversy
Mar/Apr Spinnaker Pole vs. Bridle
May/Jun Hobie History
Jul/Aug Sport Cat
Anatomy of an 18
Sep/Oct Team Metcalfe
Nov/Dec 16 Setup and Tuning
Jan/Feb Boat Refurbishing
Physical Conditioning
Program

1991

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.

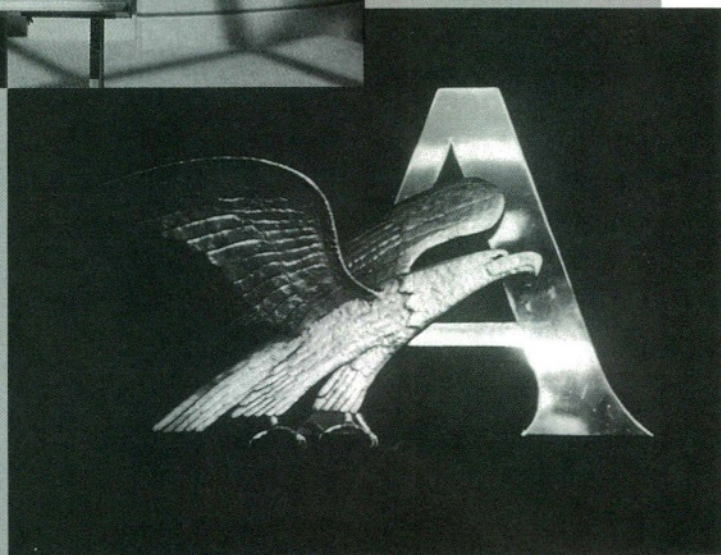
3/91

PLAYING WITH FIRE

The metal is so hot that it makes a very clean wound that actually cauterizes itself. It only twinges a little for a moment.



BOB & SUE MIMLITCH



BOB & SUE MIMLITCH

G

BY MARY A. WELLS

This article is another in a series of profiles of Hobieites and their non-Hobie hobbies. If you know any other Hobie sailor who does something interesting or unusual (and legal, of course!) off the water, please let us know. -Ed.

Hobie Cat Couple Shows True Artistic Mettle

Let's face it: Not many normal, midwest couples hoard three tons of steel, bronze, brass and copper in their garage unless it is in the form of an exotic automobile. And not many people spend their days off strolling through scrap metal yards collecting pieces of what most people would think of as junk.

But at the time they exhibited this eccentric behavior, Bob and Sue Mimplitch were living in Omaha, Nebraska where the winters are long and cold. While the blizzards howled unchecked across the Great Plains, they stayed toasty warm in their basement, working at their personal recycling project. Burning metal instead of wood, they were turning their treasure trove of "junk" into corn and trees and cattails, creating rivers and mountains and airplanes and windmills and birds.

Here's the scene: Looking like the village smithy of yore, Bob is surrounded by anvils and pliers and tongs, insulated gloves close at hand. He is wearing safety goggles with dark lenses. Before him, on the steel table covered with firebrick, is a 1/4-inch-thick steel plate, and in his hand, breathing flame, is the wand of an oxyacetylene torch. The state of Colorado is about to be reborn in fire and brimstone.

He heats the steel until it is a glowing red, and then, gently, sparks flying, he slices through it as easily as an adept chef carving a hunk of aged cheddar.

Once the shape of the state emerges from the silver metal, Sue draws on the rivers and lakes. Then the magic begins. Bob changes the head on his wand and now he has a tool he can use as delicately as a surgeon with a laser beam. Severing Colorado into a heavy steel jigsaw puzzle, he cuts the winding courses of the South Platte River and

the Roaring Fork, the Gunnison and the Uncompahgre, the Rio Grande, the mighty Colorado springing from its headwaters on the northwest side of the Continental Divide, and much more.

The pieces are welded back together from the bottom side. Sue brings out the topographic maps, and they begin creating the Rocky Mountains and the flat plains flanking the eastern slope. Hot bronze flows like lava across the steel, adhering to it with bonding flux.

More Than A Craft

Just a technical skill, right? It could be done by anyone who can saw wood in a straight line.

Then explain the field of corn, with fragile steel leaves and silken tassels of brass wire, standing in perpetual ripeness across the fence from a newly plowed field of bronze and a horse-drawn plow abandoned for the evening. "Golden Harvest" won Bob a coveted art award.

Explain the intricately detailed trees with their spiderwebs of branches, spreading like dainty capillaries, bowing before an invisible winter wind. And explain Sue's favorite projects: cattails, authentic to the smallest detail, which she can create in ethereal three-inch clusters or dramatic two-foot sprays.

Bob and Sue can't explain it. They have never studied art, but put a welding torch in their hands and there is little they cannot recreate, down to the most minute detail. Want your eggs scrambled or sunnyside up? They are prepared both ways on a miniature griddle tended by a short-order chef.

"There is almost no limit to what you can do with metal," Bob said. "It can be tedious," Sue added, "but



BOB & SUE MIMPLITCH

A Cup Above The Rest

The country's most prestigious perpetual trophy for small, one design multihulls is a metal sculpture called the Alter Cup, named in honor of Hobie Alter, Sr. Not actually a cup, the 18-inch trophy features two copper catamarans flying hulls on a reach in a strong breeze, across a pounded-copper sea. The sculpture is mounted on a heavy base of polished cherry wood.

Commissioned by Hobie promoter Jim Tucker of Fort Walton Beach, Florida, the trophy was designed and created by Gordon Isco of Carbondale, Illinois. A part-time metal sculptor, Gordon has been a solid mainstay of the Hobie Class Association in the midwest since he bought his first Hobie 18 back in 1977. At 55 and still a threat on any race course, Gordon may be the only sailor who has participated in every Hobie 18 National and World event since the boat was designed, which may explain why the generic catamarans on his unique trophy bear a remarkable resemblance to Hobie 18s.

The Alter Cup is awarded every year to the winner of the United States Yacht Racing Union (USYRU) Multihull Championship Regatta. The race was first sailed at Tom's River, New Jersey in 1987, where Hobie Alter himself presented the trophy that bears his name.

The importance of this particular trophy and regatta lies in the fact it represents an important breakthrough for multihulls — their acceptance into the hallowed halls of the USYRU, an organization initially devoted to monohulls.

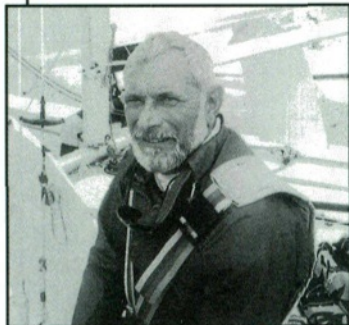
The race also represents a breakthrough for multihulls within their own ranks. As Gordon explains, "This regatta has created an opportunity for all catamaran sailors, regardless of the type of multihull they sail, to come together and race together on one type of boat to determine the best sailor."

In the four years of its existence, the trophy has been won twice by Hobie sailor Carlton Tucker, once by Hobie sailor Alan Egusa and once by Randy Smyth, who sails anything that floats. The race has been sailed twice on Hobies — Hobie 18s in '88 at Fort Walton Beach, and 21s in '89 at Bayview Yacht Club in Detroit. The trophy stays at the yacht club or location designated by the year's winner, and now reposes in a position of honor at the Fort Walton Beach Yacht Club.

Currently chairman of USYRU's Multihull Council, Gordon said the award was conceived by Hobie sailor Francie Jarvis, first head of the Council. "We wanted to name the trophy after someone who exemplified the development of one design, off-the-beach catamaran sailing. Hobies were the largest and most popular group. The trophy was named after Hobie Alter in recognition of his contribution to catamaran racing."

Gordon, who specializes in copper sailboat sculpture, works more by pounding than by burning. He pounded for more than 40 hours to make the Alter Cup.

Although his name is "on there somewhere" as artist, he revealed his main goal is to emblazon his name on it as winner of the trophy he created.



GORDON ISCO



USYRU

it is very relaxing. I lose track of time."

That's probably why what started out as a hobby kept them in the basement often until 1:00 or 2:00 in the morning. They have won numerous art awards for their work, which has been both a blessing and a curse, according to Bob.

Their exposure in art shows and competitions resulted in many orders for specific projects, and soon the hobby more than paid for itself. But the sparks were flying too long into the night over airplane and bird retirement gifts for Bob's fellow Air Force veterans, bronze-covered states to hang in the lobbies of banks, and presents for friends and relatives.

Breaking Out Of The Mold

When Bob retired from the Air Force and the couple moved to Quinlan, Texas in 1981, they left behind three tons of scrap metal. Since then, Bob confides, they have maintained a low profile. "We haven't exhibited recently, because as soon as people see what you can do, everybody wants something. We just have a hard time saying no."

Bob and Sue now work full-time in the private sector; as a hobby, metal sculpture has taken a back seat to sailing. Having discovered Hobie Cats in the mid-'80s, their current goal is to sail their Hobie 18 faster than their primary competition: sons David, 23, and Bobby, 25.

In the Mid-America Hobie Championships, Bob and Sue took a fifth, while David and Bobby captured third. In the last local race of the season, the parents took a fourth and the kids a second. "We taught them everything they know," Bob said, sounding rueful but proud. "Now, we've got to start sailing smarter."

Not Just Child's Play

Ironically, it was Bobby, David and daughter Lisa who launched the metal sculpture hobby back in 1971. "I used to like to make toys for the kids," Bob explained, "and I designed a miniature imitation motorcycle for the oldest boy. Then I had to make two more, so I bought a welding machine. I became fascinated with cutting and working metal."

Soon their garage was filled with candlesticks and lamps, most of which they gave away, and they began working on more challenging and artistic projects.

They learned the secrets of burning, cutting, shaping, melting and welding various types of metal to do their bidding through the art of precise temperature control and the proper mixture of oxygen and acetylene gases through the welding torch.

It can be a hot hobby — they both have been burned a few times, but nothing serious. "The metal is so hot that it makes a very clean wound that actually cauterizes itself. It only twinges a little for a moment," Bob explained.

The hobby became a profitable sideline at which they have earned thousands of dollars over the years. But their real reward is in the recognition and awards they receive for their artwork. "It's very good for the ego," Bob said, adding, "We're going to start getting back into it again seriously."

Now that the Texas sailing season is on hold for the winter, Bob and Sue plan to resume their strolls through scrap yards. Bob is already conceiving ideas that will soon be born in a fountain of sparks.

Fields Of Dreams Sculpted In Glass

When he's not busy charging out through the long, rolling surf of Myrtle Beach on his Hobie 16, Bill Greene can be found in his backyard growing transparent flowers and trees, building sailboats that will never float and planes that will never fly. He is another sailor who likes to play with fire, but his medium is glass, which he has learned to mold like soft wax into a myriad of art objects that adorn his home and office.



BILL GREENE

"I think everyone has some sort of creative talent hidden within them," he said recently, still catching his breath from the Hobie 16 National Championship. "I can't draw or paint, but I found I can make beautiful things out of glass. It's very rewarding and self-satisfying."

Working with a substance heated to one thousand degrees Fahrenheit can be dangerous if you don't

know what you're doing, Bill admitted. He does. "I learned how to do it safely, without burning my fingers. In my line of work (I'm a surgeon), precision is very important. After a few minor burns, you become very careful."

"It's really not as difficult as one might think," he explained. "Most of us learned how to shape pyrex rods in high school chemistry class." Anyone can learn to do it in about two weeks and perfect their skill by watching someone more experienced, according to Bill, who perhaps is overly modest about his talent.

His equipment is simple and inexpensive: pyrex glass rods in a variety of sizes; a propane tank such as that used for a camping stove; an oxygen tank akin to one used for welding; a simple torch to mix the gases and regulate the temperature of the flame. The entire setup cost him \$150; the cost of the gas is minimal; and he spends about \$20 a year on glass, which he obtains from commercial glass blowers.

"What I do is not really glass blowing; it is glass sculpture," he said. To BLOW glass, you need a kiln in which blobs of glass can be heated white-hot, he explained, then blown into drinking goblets or vases. "That form of art is very expensive and requires great skill and much practice. Blowing glass is a very delicate technique, like blowing soap bubbles into a desired shape. If you blow too hard, the bubble pops, and you must start over again."

Moderation Is The Key

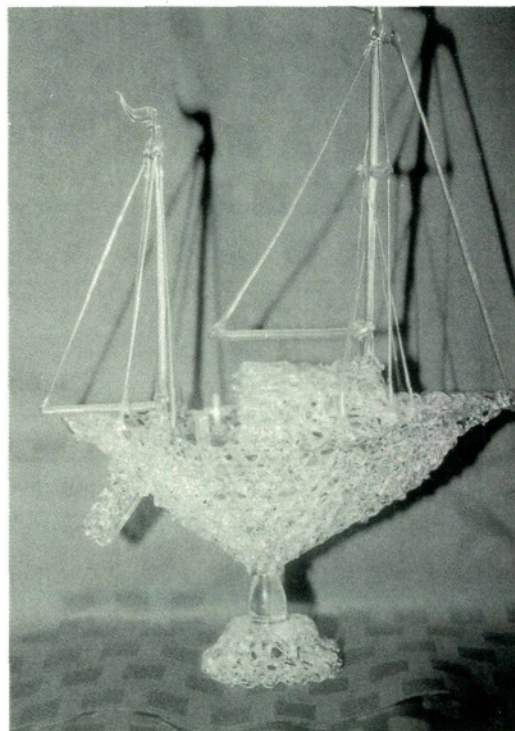
As in metal sculpture, proper temperature control is the key to glass sculpture. Too cool and you cannot shape it; too hot and it may drip to the ground like frozen teardrops. This recipe may not be all that simple to people who have a hard time adjusting a gas flame so it won't burn their spaghetti sauce.

Bill wears neodymium glasses to cut the glare of molten glass that glows like a miniature sun. They allow him to tell from the color of the glass when it is supple enough to shape into daffodils and dogwood trees or into wisp-thin filaments for "weaving" the rigging on his glass sailboats.

The durability of the newly formed glass object depends on even cooling. Some sculptors cool their artwork in a kiln or oven; Bill simply keeps the whole piece evenly heated, gradually reducing the heat. "I broke several pieces while I was learning," he admits.

While Bob and Sue Mimlitch may spend 100 hours working on a complex metal piece, Bill Greene can complete one of his sculptures in anywhere from 15 minutes to an hour and a half.

He especially enjoys making one-of-a-kind objects for people. Christmas always is a brightly



BILL GREENE

special time, when the decorated trees of friends and family sparkle with the reflected light from his angels, trees, birds and skiers, floating translucently among the branches of glass. *KL*

**In my
line of
work as a
surgeon,
precision
is very
important.**





B

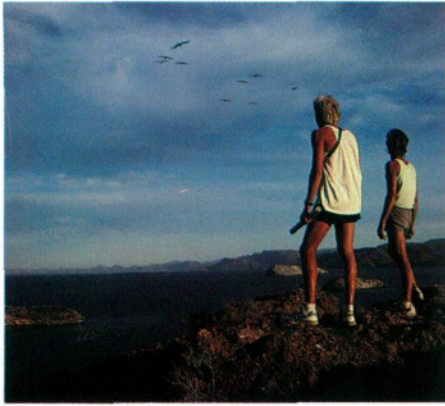
AJA OUND

Brothers
Share
Beginners
Luck On

R Borderline Adventure

STORY BY GREG JODER
PHOTOS BY BRIAN JODER

Remember when your parents used to say, "Do as we say, not as we do"? As you read the following article describing the Joder brothers' south-of-the-border catamaran adventures, bear in mind the maxim, "Do as we say, not as they did." Unfamiliar waters far from home and help are no place for novices to learn how to sail. Even experienced sailors should know more about their destination points than simply seeing them as dots on a map. And everyone should adhere to the Boy Scout motto, "Be prepared." Bringing and using the correct equipment, apparel, food and water, not to mention having on-the-water and/or ground support, is the only way to go ... safely. -Ed.



still can remember the night we decided to create an adventure. My brother Brian was scrutinizing a map of Australia spread out on the floor while I explained the cardiovascular benefits of paddling long distances. Brian seemed lost in thought as I rambled on about all the great beaches to be found down under when, during a lull, he suggested sailing. To me, sailing seemed complicated and expensive. "Besides," I

noted, "we would have to learn how to sail first."

That night, we agreed sailing would be the means for our adventure. The next decision was where? I suggested a circumnavigation of the Baja peninsula as a test to determine if sailing around Australia was realistic. "Why not?" we thought. "Dreams are where adventures begin."

Two days later, Brian found a Hobie 14 for sale, which came complete with one free sailing lesson. The following weekend we had our lesson and became the proud owners of our first sailboat.

Breaking Into The Sport

Soon after, we spent a painfully long weekend in Puerto Peñasco at a regatta, learning basic sailing skills in the great wind. We launched into the ocean for the first time and proceeded to pitchpole the 14 ... twice. In the second go-round, I flew into the wires and cracked a rib. And I thought when you crashed a sailboat you only got wet!

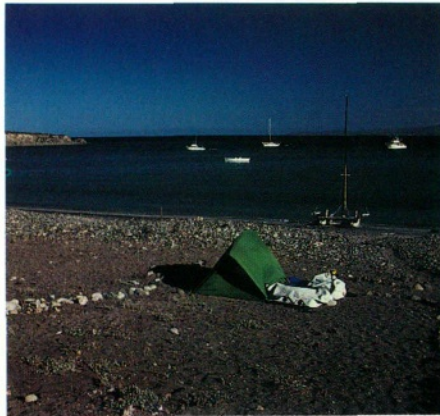
After receiving advice from the regatta winner, Brian and I spent the rest of the weekend practicing and watching some heavy-duty competition. We left Puerto Peñasco with more sailing skills and a tip on where to buy a Hobie 18, which we did.

We chose a course that would take us along 1100 miles of the Baja peninsula. Beginning at Puerto San Carlos in Bahia Magdalena on the Pacific, we would sail south to Cabo San Lucas, around the tip

and back north to San Felipe in the Sea of Cortez. We planned to camp on the beach and obtain food and water from the villages along the way.

By the day we set sail from San Carlos, we had amassed nearly eight months of lake sailing experience, including three weekend trips to the Sea of Cortez. We had designed our adventure to be full of excitement and thrills; enough to test our skills and courage, yet undertaken with sufficient care to ensure our safety. One goal was very important; to complete this adventure on our own, with no ground support crew or reliance on a prearranged safety network other than scheduled phone calls. We intended to deal with any situation in which we landed.

We packed Stohlquist dry suits, a hand-inflatable two-person raft, waterproof emergency flares, a strobe light and a class B emergency position indicating radio beacon (EPIRB). We



also took along a small hand-operated desalinator watermaker designed by Recovery Engineering, Inc.

We reinforced the bottom of the hulls with extra fiberglass just in case no sand was in sight. We also added portholes behind the rear beam to provide access to the rudder area in case of severe damage. Here, we stored a small fiberglass kit.

Thanks to the Sailboat Shop in Tempe, Arizona we were able to afford the supply of spare parts necessary for our adventure. We were also able to equip our boat with wings, increasing our comfort and safety.

The Adventure Begins

We arrived in Puerto San Carlos after a three-day drive from Tucson. We camped on the beach and awoke to a cool and hazy day. After saying goodbye to our parents and sailing off into the Pacific, we realized our adventure had begun. We were truly on our own.

Our daily routine quickly became habit. Waking at sunrise, we would eat breakfast and then pack our gear on



board. We launched by 7:30, never knowing how far the wind would take us.

Our third day out brought several surprises. At noon, we spied a small pod of California grey whales headed north. We came about and followed for a bit before they disappeared into the big blue. Later, we had a visit from three curious dolphins who surfed down the swells alongside us. Their knowing eyes and mellow smiles helped us feel at ease in the big ocean.

Off To A Rocky Start

After sailing nearly 70 miles, the day was about over, but one more surprise awaited us as we headed for shore and our evening camp. The wind was dying; the sun neared the horizon. There was plenty of sandy beach for miles up and down the coast. Any spot seemed fine. We caught a swell and began to surf in toward a beach as we had done so easily the night before. Suddenly, we realized the beach was a bit steeper and large swells were pounding down with a force much different from that on our smooth beaches the nights before. Too late! The bows hit the beach and the Cat stopped dead.

The steep beach, along with our 300 pounds of food and gear, made moving the boat out of the thundering breakers impossible. We had no choice but to scramble offshore before we lost our battle with the mammoth waves.

The wind was almost gone and the sun was a red ball on the horizon. We anchored to a nearby lobster trap buoy and sat in the silence listening to the large swells breaking on the beach. It would be dark soon. We had a choice of spending the night on the ocean or going into shore next to four fishermen we saw down the beach.

It didn't take long to decide. We headed toward shore. As soon as we hit the sand, Brian and I jumped off and held on for all we were worth. We needed every bit of our strength to keep the boat from turning sideways and rolling in the surf.

Observing our struggle, the fishermen came to assist. As they held the Cat,

Brian and I quickly removed the gear and moved it to the top of the beach. With six of us pulling, we managed to move the vessel up the beach and out of reach of the breaking waves.

After thanking the fishermen, Brian and I sat down in silence; our hearts still pounding and our minds not quite believing how close to disaster we had come. A broken rudder pin was our only damage.

We had left on this adventure looking for excitement. It hadn't taken long to find it: three days, to be exact.

To avoid a similar episode, the following day we decided to sail the remaining 70 miles to Cabo San Lucas, even if it meant sailing into the night.

We still had 20 miles to sail as we watched the sun set over the Pacific. As we were overtaken by the darkness, the fear that crept into me was incredible. What we lost in light we gained in wind, and soon we were racing down the

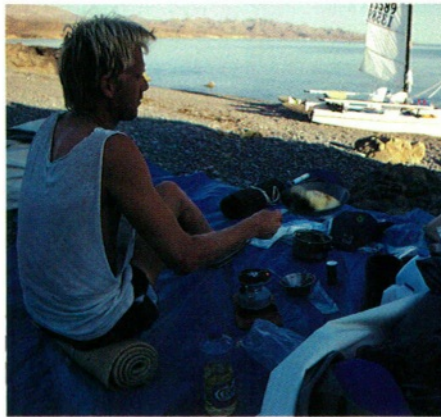


swells in a surreal nightmare of wind and waves. On our left, the swells crashed on an impossible beach. On our right, the ocean merged into the darkening sky.

I skipped while Brian attached our life vests and survival packs. I kept asking him in a fear-choked voice to furl the jib, which he did upon finally realizing pitchpoling had become a realistic possibility. Trying to ease the tension, Brian jokingly suggested sailing on to Mazatlan.

At last we found the light beacon at Cabo Falso, and soon after, we spotted the welcome lights of Cabo San Lucas. What a day. What a ride! As we neared the bay in the moonless night, the wind died and the water calmed, giving us an anticlimactic paddle through the neon green bioluminescence to the shores of Cabo San Lucas.

After two enjoyable days in Cabo San Lucas sharing sailing rides with newfound friends and relaxing on the beach, we packed our fresh supplies and sailed off toward La Paz and whatever adventures awaited us in-between.



Sailing by Punta Palmilla, we were treated to the sight of a grey whale heading toward summer waters. Every few minutes it launched its body out of the water and came down with a huge splash. We gazed in awe at the antics of such a large mammal from such close quarters. This was one reason for our adventure to Baja.

Homes Away From Home

The deeper we sailed into the Sea of Cortez, the smaller the refracting Pacific swells became. Near Cabo Los Frailes, the shores became catamaran-friendly. It seemed all we would need to worry about now was the wind.

At Cabo Pulmo, we camped on a rancher's seaside pasture. In the morning, the rancher and his curious cows came to investigate our strange boat and find out if we were okay. He told us the wind didn't blow much at this time of the year and then asked where our motor was.

The winds had been good to us on our journey south. Now, heading back north, we had to reach into the still-prevailing light northwest winds. Brian and I settled into small arguments about how long each tack should have been. It didn't really matter, but being at the mercy of the wind and waves began to cause tension between us.

After five sailing days from Cabo San Lucas, we reached a village named Los Barriles. Our water supply was low and we craved a hot shower.

We landed near some vacation homes and asked an older gentleman where to find water and food. He smiled and pointed up the beach 200 yards. There we found another home away from home.

Martin Verdugos R.V. Park it was called. In it were many friendly people, along with our long-awaited hot water.

It didn't take long for our story to travel around the camp. That night, we were guests of honor at a burger bash. We had discovered a little spot of heaven; the human contact we needed and a respite from our self-inflicted watery woes.

We stayed two days at Martin Verdugos, indulging in countless hot showers and reorganizing our equipment. The time to leave came much too soon. Our new friends posed for a group photo, then helped us launch into the light morning breeze. I felt a lump grow in my throat as our friends became dots on the beach.

Sailing slowly north, it seemed not a day went by without glimpses of dolphins and sea lions. Many times we startled a dozing sea lion and then became its object of curiosity for a few moments.

In La Paz, we met two friends vacationing from Phoenix. In exchange for camping on their hotel room floor, Brian and I chauffeured them on an excursion to Bahia de La Paz, where we encountered some friendly dolphins. Our sea visitors (or were we theirs?) remained long enough for Brian to don his mask and snorkel and join them for a photo session in their own domain.

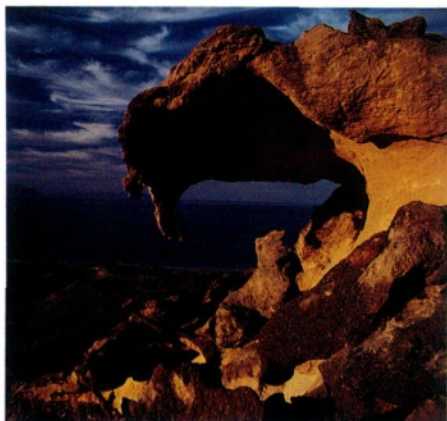


Leaving La Paz the next morning, we saluted Cliff, a North American who owns an 18-year-old catamaran on which he has affixed his own style of wings using plywood and outdoor carpeting. We had raced him a few times in the bay, but I think all the duct tape holding his sailboat together slowed his soggy craft.

The Tides Turn

Taking a shortcut across Bahia de La Paz, we spent a night on Isla Espiritu Santo. The following morning, we were greeted by a howling wind blowing straight into our cove. We surveyed the wind and waves as we packed our gear. Thinking how scary it actually appeared, I commented, "It doesn't look too bad." "Yeah," Brian replied. "So why don't you skipper?" I asked, holding my breath. "Okay."

We had to wade 200 feet in low tide before Brian could climb on, and another 200 feet until he could lock a rudder down. As we maneuvered, the waves grew larger, making it difficult to hold the boat. By the time we finally began to move, I was up to my shoulders in the rolling surf.



We picked up speed and prepared to come about, a tricky move amid five-foot waves. Just as we came around, a wave passed beneath us. We thought we were flying a hull, but we looked down to find we were sailing the length of the wave.

A gust hit. The leeward bow buried itself, submerging the gear bags and nearly tipping us over in exaggerated slow motion.

With a turn of the tiller, Brian got us moving again, and soon we were smashing and bashing our way downwind past Isla La Partida and 25 miles of open water to a beautiful cove called San Evaristo.

North of San Evaristo, we sailed past half-mile-high cliffs of red, yellow and brown that reminded us of the desert southwest. It was a contrast seldom to behold: spectacular arid landscape combined with ocean wilderness.

Near Tembabiche, we experienced the strange and frustrating winds that would follow us all the way to San Felipe. One moment the wind was blowing 20-25 miles per hour from the northeast. Then it calmed. Ten minutes later it began blowing from the opposite direction at the same velocity!

Brian and I began to accept the fact we would travel only as far as the wind allowed. My brother conjured up a Wind God with light fluffy hair, rosy cheeks and big puckered lips blowing in any and all directions at will. We prayed often to this mystical being.

Near the small village of Agua Verde, we shared a beautiful cove with a 52-foot monohull. After spending an hour aboard talking with the crew and taking in all the amenities, we wondered if we had gone too far back to basics. We consoled ourselves with the knowledge we couldn't have fit an icemaker and microwave on our 18 feet of catamaran.

The next day, as the monohull motored blithely in light winds all the way to Puerto Escondido, Brian and I were left to paddle, float and scratch out a mere eight miles overall. In times of frustration, we would strip down and dive into the cool blue sea for a refreshing attitude adjustment.

We ran out of water the following afternoon as we struggled to make Puerto Escondido in the inconsistent wind. Brian brought out our desalinator and began to pump. We weren't in a desperate situation, but it was nice to know neither would we die of thirst under the hot desert sun.

Far From The Madding Crowd?

In planning our trip, we had talked of leaving the noise of modern life behind. We saw fast food, television and commercialism as symptoms of a sick and selfish society fast on its way to its own undoing. We felt it was time to escape the cancer cells of modern life and run away to a place where we could find simplicity, if only for a while.

We discovered our peace on Baja for a spell ... until we examined our surroundings. Tourism appeared to benefit only a select few. Irresponsible land development was destroying the



precious wilderness. It seemed the only people who were benefiting were the North American turistas, many of whom lacked an adequate respect for or understanding of local laws and customs.

Although we sailed through a wilderness, Brian and I were constantly reminded of the desperation of human pressures upon this beautiful earth. Nearly every beach was littered with some kind of plastic or styrofoam. Fish camps were cluttered with broken conch shells and discarded shells of endangered sea turtles.

Fish Tales

Near Punta Colorado, we stopped near a small fish camp, and, as was our habit, stripped down and went for a short snorkel. As we crawled out of the water, naked and shivering, we were greeted by two young local fishermen. Brian and I dressed as they asked us questions in limited English. We responded in our limited español. They invited us to their camp, and as we sat around the fire eating grilled triggerfish, they told us how they fished, about their "ski boat" and their families.



Ever onward, with a day of great wind, we made it to Mulege. Our plan was to sail up the estuary of the Rio Santa Rosalia and camp at an R.V. park near the town center.

The wind was blowing directly inland as we entered the estuary. The tide was low and the rudders kicked up, so we went to shore to pull down the mainsail and pick a route inland. As we cruised inland, under jib alone, Brian noticed power lines crossing the river up ahead. We went ashore again and debated taking the mast down or going for it. Taking no chances, we stepped down the mast and laid it along a hull. The wind was strong enough to blow our derigged Cat to our campground up the river at a fair clip. Our strange storage bags, funny looking boat and seemingly broken mast made us the object of several strange stares.

We spent a day in Bahia Concepcion sailing and fishing. Although we didn't catch any fish, Brian successfully anchored the boat with 40-pound test fishing line. Like a pirate, he dove into the water, knife in hand, to cut away the tangled line.

Sailing on toward Santa Rosalia, Brian caught a seven-pound tuna. We took Charlie with us to Punta Chivato, laid claim to a spot on the camper-crowded beach and began to fix lunch. While Charlie was frying, my eyes wandered slowly over the seascape. I noticed what looked like two very large dolphins slowly cruising near the shore. Brian exclaimed, "Those aren't dolphins. They're killer whales!" We grabbed our cameras and ran to shore, our attention divided between the killer whales and the panic-stricken snorkelers scrambling for shore.

The whales were heading north. So, too, were we. Brian reminded me about the couple who spent 66 days at sea after killer whales had sunk their sailboat. We kept our eyes peeled that afternoon as we sailed onward, staying close to shore.

Rough Times Ahead

We began to feel an impatience, a disconcerting need to make miles. This

obsession, heightened by unpredictable winds, resulted in an unhappy frustration on the water. There were times with no wind and lots of paddling. Other times, the wind was too strong and gusty to sail safely at all. We learned how vulnerable we were and how well our skills had developed since beginning our adventure.

Nearing Cabo Virgenes we passed in the lee of Volcan Las Tres Virgenes, which stands at 6,547 feet. The wind was incredibly gusty and constantly shifting. The waves attacked from two directions. Skipper Brian was keeping us close to the wind to avoid capsizing, so our progress was slow.

Times were getting rough when we spotted the two killer whales 200 yards off our stern. We immediately zipped our dry suits. As I reached for my camera, I slipped off the front beam between the two hulls. Only my arms hooked around the beam saved me from being pulled



under the Cat by the incredible water pressure.

After Brian hauled me aboard, we decided to head ashore before the wind got worse or the whales came to visit. Barely creeping along in the howling offshore wind, we made it to a boulder-strewn shore, only to have an unlocked rudder re-lock and come straight down on a rock. The result was a broken rudder casting. Thanks to Brian's foresight and The Sailboat Shop, we had a spare casting.

That night, we camped on a steep rocky shore. Two lines held the boat from blowing back into sea.

The next morning dawned with the same howling wind. We elected to sail anyway, and set off under jib alone. After an hour of making great progress, the wind died. We began to pull up the mainsail. Suddenly, the wind came up again, and we were forced to sail with a "reefed" main until we felt it was safe enough to turn dead to wind and pull the main the rest of the way up.

The wind died about five miles offshore of Punta Trinidad. I was sitting on the hull, paddle in hand, when I saw



the wind approaching. A dark line with scattered whitecaps, it was moving toward us fast. Hearing the wind cry out in warning as it approached, I jumped up to don my dry suit when I felt a sharp knock on the Cat. Brian yelled, "S__t!" We looked aft to watch a ten-foot shark swimming away from the rudder it had kicked up.

We had only a few minutes to put on our dry suits before the wind hit. When it did, we realized our day had just begun. The wind grew continually stronger and the waves higher. It was all we could do to lunch on an apple and generous amounts of sea water.

We finally had had enough. Our nerves were shot, and we were tired and hungry. In a repeat of the night before, we found ourselves once again on a rocky shore.

Winding Down

We spent a day in Bahia San Francisquito unwinding and exploring, then headed toward Bahia de Los Angeles. On the way, we watched 15 finback whales slowly cruising the surface and spouting as they surfaced from a dive. It was a refreshing change from their killer cousins.

We sailed on past the many islands that once were only dots on our maps, knowing our adventure was nearing its end. San Felipe was only 140 miles away.

Approaching Punta Final, we found ourselves in a school of over 200 dolphins. They swam between the hulls and right below us as we sat on the wings. We turned dead to wind and jumped in the water to listen to their eerie calls.

We spent the evening talking with a North American couple who live in a trailer next to the beautiful beaches of the still unspoiled but accessible Bahia San Luis Gonzaga.

Passing Islas Las Encantadas, Brian and I could see the dirt road we had driven on with our parents, packed like sardines in the cab of their air-conditioned truck, on our way to begin the adventure. I remembered looking past

the ocotillos and dry desert plain to the deep blue of the Sea of Cortez and wondering what it would be like to be out there on our own. Passing the area five weeks and much excitement later, we now knew what we could only before imagine.

We experienced the strongest winds of our journey at Punta Santa Isabele. Morning dawned chilly with a large lenticular cloud hanging over the mountains to the south. An offshore wind whistled through the rigging with an intimidating scream.

We felt the push to end the trip soon and decided to sail under jib alone. The wind seemed stronger on the water, and though we were under jib only, we both were very tense. During several gusts, the windward hull became light, causing us to wonder aloud about our sanity. We didn't even know if our Cat was designed to sail without the structural support of the mainsail and boom-mainsheet




system. After one hour, we had sailed 12 miles under jib alone!

All's Well That Ends Well

Our dream of perfect wind came true on our last sailing day. We traveled the 50 miles from Puertocitos to San Felipe in seven hours, enjoying a wind that allowed us to parallel the beach.

My brother and I stepped onto the sand as the Cat came to a stop on the shores of San Felipe. We patted each other on the back and stood, immobile, gazing around us, not really believing it was over.

We had survived our trip and all it entailed. We had left hoping to be dependent only on ourselves and to get away from people, but it was ironic how important the people we met became to us. Brian and I created an adventure for ourselves; for our own little world inside our heads. We found a way to live simply for a time. In retrospect, all the effort put into making our adventure come true seemed a pittance in comparison to the experiences we had and the memories we will carry with us for a lifetime. 



DISTANT SHORES

STORY BY SUE STUBENVOLL
PHOTOS BY FELICITY REDMAN

By early morning, the long sand beach at Studland comes alive with Hobie Cats from all over southern England. Crews greet friends they may not have seen since last year; trailers and trolleys laden with boats roll down the ramp; weather reports are exchanged for news of the latest baby/wet suit/color/dog/holiday, and green looks are taken circumspectly at the gleaming hulls of new acquisitions.

This is the annual get-together of that Hobie fraternity of those who find sailing 'round the buoys frankly dull, yet who feel comfortable with their boats in any weather and get a thrill from self-

sufficient sailing to a distant shore.

The cruise begins at Studland, which faces east, with its back to the prevailing wind. The bay is ideal Hobie water, with strong southwesterly winds sweeping across it unchecked but for a peninsula of land which protects the surface, keeping it flat for fast, heart-stopping reaches and intermittent dunks and cartwheels for the crews who push it just too far.

Our destination is Lulworth Cove, a perfect omega-shaped bay and fishing village surrounded by 17-foot white chalk cliffs and convoluted strata beloved by junior archeology classes throughout England. In between are 25 miles of some of the most spectacular and varied cliff scenery in England: oil shale ledges,

granite overhangs, chalk stacks, sandstone cliffs and colonies of sea birds. This is the coast of smugglers, Thomas Hardy country, the ancient field systems of Saxon strip lynchets and Norman chapels.

The plan for the day is basically simple and safety-conscious. All boats carry flares, compass, tow rope, reefing points, food and paddle. Each pairs up with a "buddy boat" with which it remains in constant contact. This year we have a new innovation: several boats have marine radios in flotation bags sitting alongside their waterproof cameras, Mars Bars, personal flares and cans of beer/orange juice.

Rick, this year's organizer, already has sent full briefing notes to everyone,



English Sailors Delight In Sixth Annual Dorset Cruise

but really the rules are simple: stick with your buddy boat, be able to right your boat from turtling, and come along and enjoy the sail at your own risk. Just to be on the safe side, we are lucky to be supported by the Royal Marines, who send two rigid inflatables (RIBs) to serve as rescue boats. They are the only sort of craft that can manage the heavy seas in the tide races and keep up with us on a reach.

OFF TO A MERRY START

After a briefing session and a review of the weather forecast (westerly 5-6; gusting 33 in mid-channel and on exposed headlands), we decide discretion is the better part of valor and most boats put in a reef before setting



off. The lead boats streak across the bay to Old Harry Rocks, round the point, then flash out on a gusty reach under towering chalk cliffs across Swanage bay to our first tide race at Peverill Ledges.

It's a bit hairy in the bay and a couple boats sensibly recognize their limitations and pull in for a beer and sandwich before sailing back to Studland. Another two boats clear the tide race but are defeated by the bigger seas as we round the southern headlands and turn west into the teeth of the oncoming wind. One Hobie Catter, a veteran of three previous trips, donates his crew to replace a seasick swain. Another sailor, who couldn't reef, pulls in farther up the coast. Everyone else sails on, leaping over the big waves and keeping a keen eye out for gusts and breakers. It is one of those truly memorable sails.

In this part of the coast, the tide plays odd tricks with the water and often forms eddies and counter-currents, providing a smooth patch as wind runs over water in the same direction. Finding an oasis, we stop for our buddy boat and grab a bite to eat. Another boat nearby indulges in a full-scale picnic as it lays hove-to in a relatively stable stretch of water. With a touch of irony, the sailors' next tack takes them straight out toward France, the land of gourmandise.

In these conditions the Hobie 16 reveals its full value, negotiating the waves with greater ease than the 17, 18 and 21. The 16s sing along. They adore the waves, leaping from crest to crest and throwing up spray in all directions, with crews whooping and calling from the sheer joy of the sail and beauty of the sea.

Our third tide race, off St. Alban's Head, is potentially the most testing. Fortunately, the sail has been timed to hit it close on slack water and the afternoon sun breaks through for a lovely four-mile reach into Kimmeridge Bay. Upon our arrival, we discover we had sailed for nearly three hours with one drain plug out. It was only when we stopped for our buddy boat that the water could get in;

until then, the speed of the boat had kept her virtually self-draining! So much for the picnic lunch.

After emptying the hulls and collecting a wine cork from the flotsam at the foot of a cliff, a familiar figure from the land party arrives to make sure we are all right and tells us where everyone has gotten to. Then we are off again on the final stage to Lulworth.

JUST DESSERTS

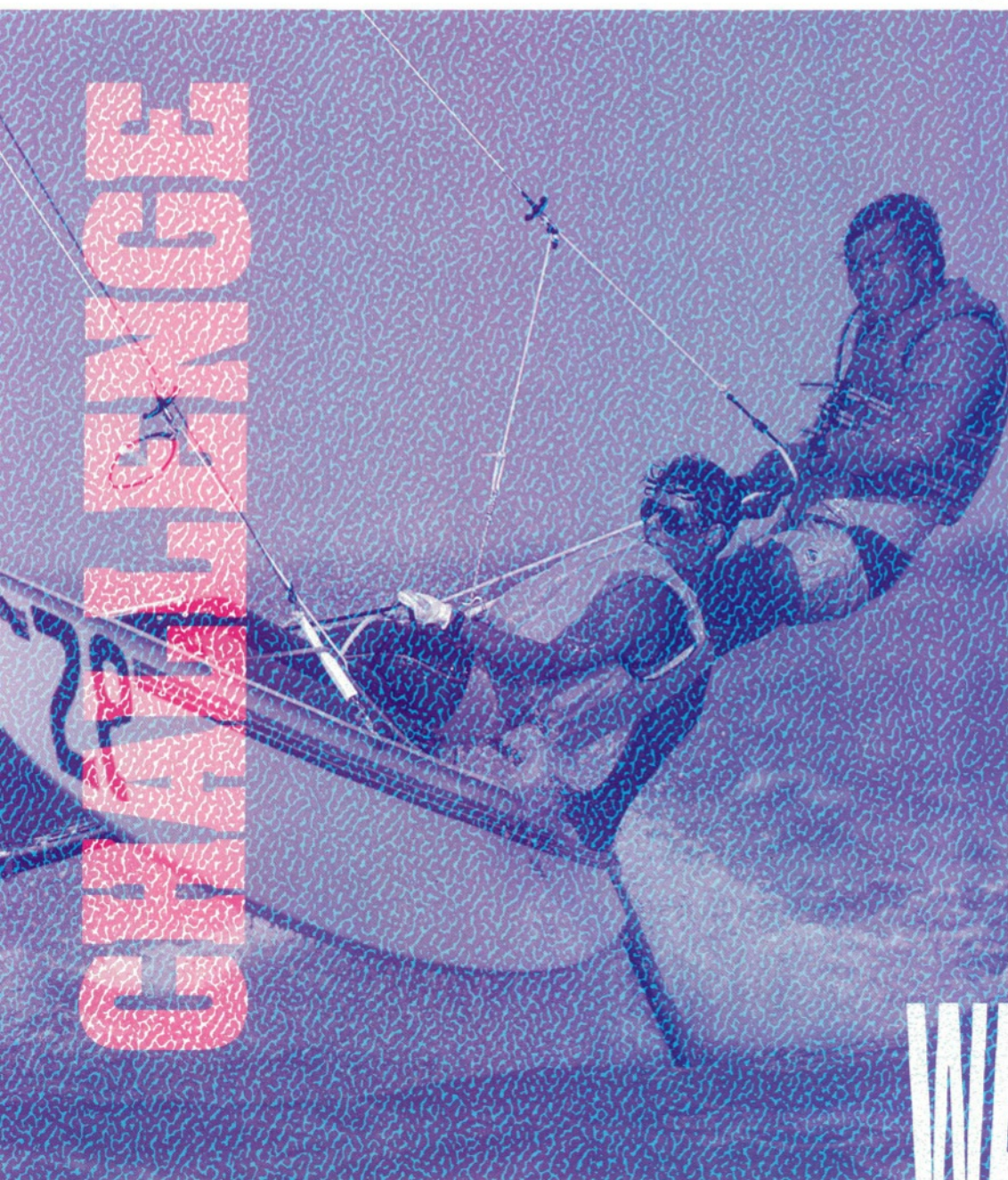
On arrival, we pull up the boats under the cliffs and head for the hotel. One crew, which had capsized and had difficulty righting its boat, was towed in by the Marines. That is not good for a boat; Hobie 18 parts are now rumored to be going cheap along the coast! The sailors from Fleet 370, who had arrived over two hours earlier, are observed recovering from huge cream teas!

At the village, as is our custom, we again take over the local hotel; enjoying hot showers, a thriving bar, heaps of excellent food and, this year, a band for dancing in the evening. Tradition dictates that anyone still standing after a certain time is thrown in the pool, and true to form, the party gets wetter with a brilliant floor show from the Royal Marines involving ladies' lingerie. Need we say more?!

Despite the hangovers, Sunday arrives, with a similar forecast to Saturday but a much flatter sea. Just before 11:00, the fleet sets off without reefs to sail a little farther up the Coast to Durdle Door, a huge natural rock arch in the sea leading to another lovely bay. Everyone sails through the Door, even the Hobie 21 which has only a couple feet to spare, then sets off for a fast downwind sail of two and one-half hours back to Studland.

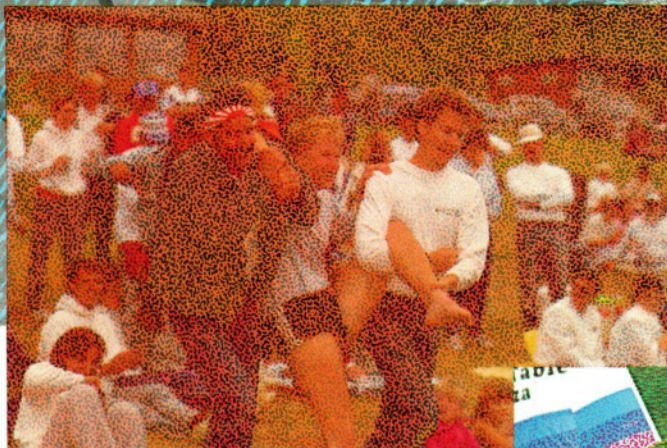
It has been another great weekend, the best event of the year, they say, and the boats seem to revel in the waves. Come autumn next year we'll be back, and, did someone say something about sailing to France? Great boats, these Hobie Cats, and a great crowd of people who sail them. *SC*

DIVISION 1991 *BOOK*



Wherever there's a body of good boating water, chances are a Hobie Cat is not far away. Thousands upon thousands of happy Hobie Catters in over 500 fleets across North America and around the world operate under the jurisdiction of the International Hobie Class Association (IHCA). Every day, new and old-time fleet members take advantage of the opportunities that abound to make new friends while learning the art of sailing. And it's all so close to home, so friendly and just plain fun.

Fleet involvement is what each sailor makes of it; anything, from an excuse for a weekend getaway to a chance to learn organizational skills and help shape future directions of the sport. Whatever the level of involvement, all fleet members can enjoy the social and racing aspects while joining in a wide range of activities designed to enhance the quality of their recreational life. They also can derive a special enjoyment from being part of the spirit of



camaraderie that has graced the sport since it began.

Each fleet, which exists as part of a larger, geographical division, sponsors local races, clinics and related sailing events, to which all Hobie sailors are invited. Open participation is not just allowed, it is encouraged; veteran Hobieites are always ready, willing and able to help one another learn the ins and outs of safe, competitive sailing.

Local regattas, national and world events offer great travel packages for the Hobie racing participant and spectator alike. World championships have been held in locales as exotic as Brazil, the Canary Islands, Tahiti, France, Holland, Fiji, Australia and the Philippines, not to mention right here in the Hobie Heartland of southern California.

Whether you say it in French, Dutch, Spanish, German, Portuguese, Swedish or even in good old American English, "Have a Hobie Day" means a great deal to a great bunch of people.

NAHCA, Division and Fleet Officers International Hobie Class Association

Dear Friends,

I want to extend a sincere thanks to all who assisted the HOTLINE in compiling the 1991 division book fleet directory and regatta schedules. The task was massive, requiring months of phone calls, extensive excavation of files, and changes upon changes. Thanks to the diligent efforts of our tireless HOTLINE staff and your input, cooperation and patience, the new fleet directory has been brought to life.

And what a healthy and happy life it promises to enjoy. The latest fleet directory sports a new format, which includes commodores' phone numbers. This important addition should make it easier for interested sailors (read: potential fleet members) to locate the fleet closest to them.

Changes do seem to be a part of the "Hobie Way of Life," but we are nonetheless determined to keep our directory as up to date as possible. To help us ensure we provide only and all current data, I ask that you contact us if the information changes, or has been listed incorrectly.

The regatta schedule section is slightly larger than last year's, indicating a strong and vibrant racing program, as well as greater participation in response to our pleas for input. Many astute Hobie organizers already have learned the secret that the schedules serve as free advertising of an event, a promotion that can help generate more excitement and higher attendance.

Your HOTLINE staff feels strongly about continuing two-way communication. The division book directory and schedules are a crucial link in that effort.

Bonnie

Bonnie Hepburn/Publisher
HOTLINE Magazine



FUN

1991

INTERNATIONAL AND NORTH AMERICAN HOBIE CLASS ASSOCIATION EXECUTIVES

W

e'd like to introduce you to some fine people who need no introduction to many of you: this year's IHCA and NAHCA officers. Each of these hardworking sailors is immersed in the sport at several levels: all devote their time, energy and expertise to strengthening the Hobie Cat organizations and thereby increasing your enjoyment and participation.

We'd also like to draw your attention and appreciation to the three advisory board NAHCA members: Wayne Schafer (you can read about his longtime contributions in the following IHCA profile), Hobie Alter, Sr. (you can see his lifelong dedication to excellence in the field of fast fun in every Hobie product ever built), and outgoing NAHCA Chairman Wick Smith, whose experience will be relied on by the officers over the coming year.

To each officer, we offer our thanks. We hope you offer your support and encouragement.



INTERNATIONAL HOBIE CLASS ASSOCIATION DIRECTOR DOUG SKIDMORE

4925 E. OCEANSIDE BLVD., OCEANSIDE, CA 92056 • 619/758-9100

IHCA Director Doug Skidmore's history of recreational pursuits reads like the resumé of a Hobie product tester. His motto seems to have been, "If you can ride it, I'll try it." He started out on a Hobie skateboard 20 years ago, then progressed to a Hobie surfboard. He purchased his first Hobie Cat in 1976 from Paul Ulibarri in Seattle; since that time, he has sold, sailed and raced practically every boat Hobie Cat has produced.

Doug wears three different Hobie hats at company headquarters in Oceanside. In addition to serving as IHCA director, he is responsible for international sales and product development. Prior to joining the factory in 1989, Doug served as Hobie Cat sales representative in the Pacific Northwest. He also was (and still remains) part owner of an oyster and mussel farm in the Seattle area.

After work, Doug puts on yet another Hobie hat — his sailing cap. Both he and his wife Maggie are avid racers; before moving to San Diego, they each campaigned their Hobie 17s. Doug recently spent his Christmas vacation test sailing the new Hobie Miracle. In his spare time, he likes to surf, fish and jump waves in his Hobie Power Skiff.



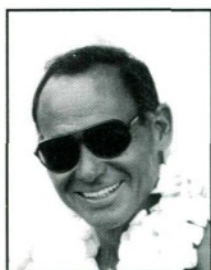
INTERNATIONAL HOBIE CLASS ASSOCIATION PRESIDENT WAYNE SCHAFER

35811 BEACH ROAD, CAPISTRANO BEACH, CA 92624 • 714/496-5063

IHCA President Wayne Schafer epitomizes the Hobie Way of Life. He was there at the beginning; he is there now; he has been there for the sport and the organization at every point along the way. Beginning in 1968, when he helped Hobie Alter, Sr. create the first Hobie 14, until recent history, when he proposed and helped organize the NAHCA, Wayne has taken an active role. Very active, according to his competitors; often after planning the regattas, Wayne would go out there and win them, too. Actually, the very first Hobie regatta was held at his southern California home on Poche Beach in Capistrano Beach on July 4, 1968.

Wayne has served as a factory representative to IHCA since its inception. He also was one of the initial members of the Hobie Class Worlds Committee, a position he still holds, and he serves on the Rules Committee as well. His assistance has contributed to the success of racing clinics and to the development and expansion of the Hobie Class Association.

What is Wayne doing when he's not helping organize an event or sharing his knowledge of and enthusiasm for the sport? Need you ask?



NORTH AMERICAN CHAIRMAN PAUL ULIBARRI

10559 EVANSTON AVENUE NORTH, SEATTLE, WA 98133 • 206/364-9938

A longtime Hobie enthusiast, Chairman Paul Ulibarri (known to his friends as PU) has been sailing Hobies and organizing Hobie events since their inception in the late '60s. He was one of the original Hobie dealers. Although he sold the

PEOPLE

dealership in 1980, he continued his participation in the sport and related organizations. He is a member of the USYRU Multihull Executive Council, a senior USYRU judge and a member of the Hobie Class Association Rules Committee. In 1987, he became a charter member of the infamous "Team Short."

When he is not sailing or serving, Paul enjoys skiing and fishing in the Pacific Northwest where he lives.

Although Paul does not bear an incredible likeness to O.J. Simpson, he did attend USC and play football, and he has been known, on occasion, to run through airports.

NORTH AMERICAN FIRST VICE PRESIDENT

JANE SHERROD

3 COBB DRIVE, JOSHUA, TX 76058 • 817/295-5167



First Vice President Jane Sherrod is an independent, outdoors kind of person who is not afraid of challenges — the ideal Hobie Catter. Captain of the famous "Team Whiner," Jane actually whines very little — she's more of a doer.

What hasn't she done? She's been a monkey walker, symphony musician, bike mechanic, tractor driver, machinist, car washer and Hobie assembler. She assures her audience she's also done "the normal stuff like teacher, postal worker and room mother."

An athlete from the word go, she was one of the top ten women's bicycle road racers in the state of Texas. She's also one of the few sailors you'll ever meet who gets terribly seasick (she says she's considered buying stock in ear patch and motion sickness companies).

She's sailed the Hobie 17 since its introduction in 1986, now owning a new Hobie 17 Formula 1. She hasn't missed a 17 National or World event yet; her best finish was a 24th at the 1990 17 World event in Toronto. She and crew Jean Eichenberger ("We practice once a year whether we need it or not.") sail the annual Women's National, also, attaining 9th overall this past year.

On the organizational side, Jane has served on protest committees and as a local judge, in preparation for achieving her goal of becoming a USYRU judge. Last year, she had fun helping organize a two-day race training camp.

Jane believes Hobie people are an extension of her family, stating, "I am very excited about the upcoming sailing season and all the positive changes coming out of Hobie Cat and the NAHCA. I am both proud and flattered to serve you again and will welcome your criticisms, comments and suggestions."

NORTH AMERICAN SECOND VICE PRESIDENT

MICHAEL F. STALEY

231 BRITTANY AVENUE, PORT ORANGE, FL 32019 • 904/761-8473



Second Vice President Mike Staley became a Hobie Catter upon discovering that fire and water do mix. A Fire & Rescue Lieutenant by profession, he was working as an instructor at a fire fighter rookie school when a student invited him to a Fleet 80 beach party on Daytona Beach.

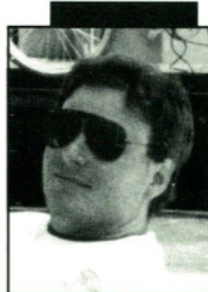
From that day forward, Mike became a "Daytona Surf Cat." He had been introduced to sailing in 1980 when he assisted a friend construct a 31-foot full keel sloop. After Daytona, he began sailing a Hobie 16, later moving on to an 18.

Mike has held several administrative posts with his fleet; he also has served as commodore of Division 8. In all his pursuits, Mike is known for his high energy level, zest for life, motivation and dedication to duty. Among his non-Hobie hobbies are reading, listening to music, and silence.

NORTH AMERICAN SECRETARY/TREASURER

MATT BOUNDS

6748 WILDRIDGE LANE, W. BLOOMFIELD, MI 48322 • 313/737-0612



Matt Bounds is well qualified to serve as Secretary/Treasurer by virtue of his education, business experience and sailing background. He holds a BS in naval architecture and marine engineering as well as an MBA. A former shipyard production planner, Mike currently owns and operates Bergen Realty Group in Farmington Hills, Michigan.

Now a man of all Hobies, Matt first learned to sail at the age of four. In 1973, his dad bought the family a Hobie 16. After crewing for his brother a couple times, Matt said he became "hooked for life!" He began traveling to regattas as soon as he could drive, before he even had a trailer; car-topping a knocked-down 16 on the family Olds.

Nothing could keep Matt away from sailing. Not school: he spent two college summers repairing boats for a Hobie dealer during the week and racing on weekends. Not marriage: his wedding present to wife Laurie in 1982 was a wet suit. Not "real" life: when he's not leading Division 10's 16A fleet, he's a commercial real estate executive.

Racing (and winning) has been the name of Matt's game for several years. He and Laurie have attended every Hobie 16 National since 1985. He's won on other boats as well, notably a first-place title on an 18 in the 1979 Atlantic Coast Championship.

Matt's fleet contributions go beyond his on-the-water involvement. He has served as a Division 10 officer for three years and contributes regularly to the Division newsletter, FEEDBACK.

When he's not racing or writing or officiating or real-estating or sailing his two 16s and his new 17, Matt enjoys downhill skiing, traveling and spending time with his wife and their three pets.

What are their three pets? What else? Cats!

NORTH AMERICAN WHCRA REPRESENTATIVE

MARCI MOORE

16649 MAGNOLIA BLVD., ENCINO, CA 91436 • 818/990-5683



WHCRA Representative Marci Moore has been living near or on the water from the time she was born. She was raised in Hawaii and currently resides in California.

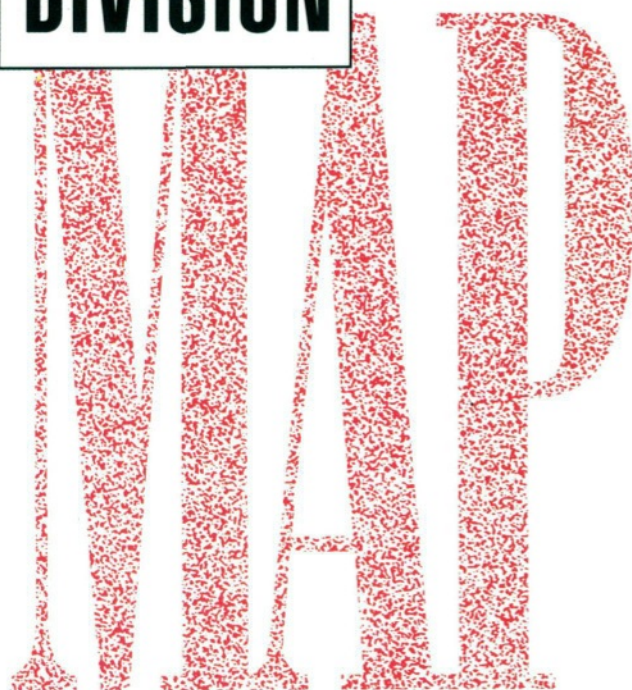
After learning to sail at the age of 10, she began racing Hobie Cats in 1977 when she was 14, an activity she continued when she moved to Encino in 1981. She attended her first National in 1980, liking it so well she's attended more than a dozen since. Marci crewed for Annie Nelson, winning the 1988 Hobie 16 Women's National. She placed fourth in the 1990 race and in

addition reigned as Division 2's Hobie 16 Women's Champion in 1989 and 1990.

Marci sails with men, also, and has crewed for such Hobie luminaries as Dean Froome, Dave Lung, Alan Egusa, Jeff Alter, Bob Seaman, Tom Materna and John Forgrave. She liked sailing with John so much, they've decided to make it permanent: a wedding is being planned.

Marci is devoted to the sport, and to the place of women in it. She is the founder and current leader of the 250-member Women's Hobie Cat Racing Association (WHCRA). She also is half-owner (saying "Annie Nelson owns the other hull") of a not-easily-missed Hobie 18 with hot pink sails. Despite her career as director of operations for a TV editing facility, Marci affirms her Hobie Cat commitment: "I believe in and try to spend every minute of my free time promoting the Hobie Way of Life."

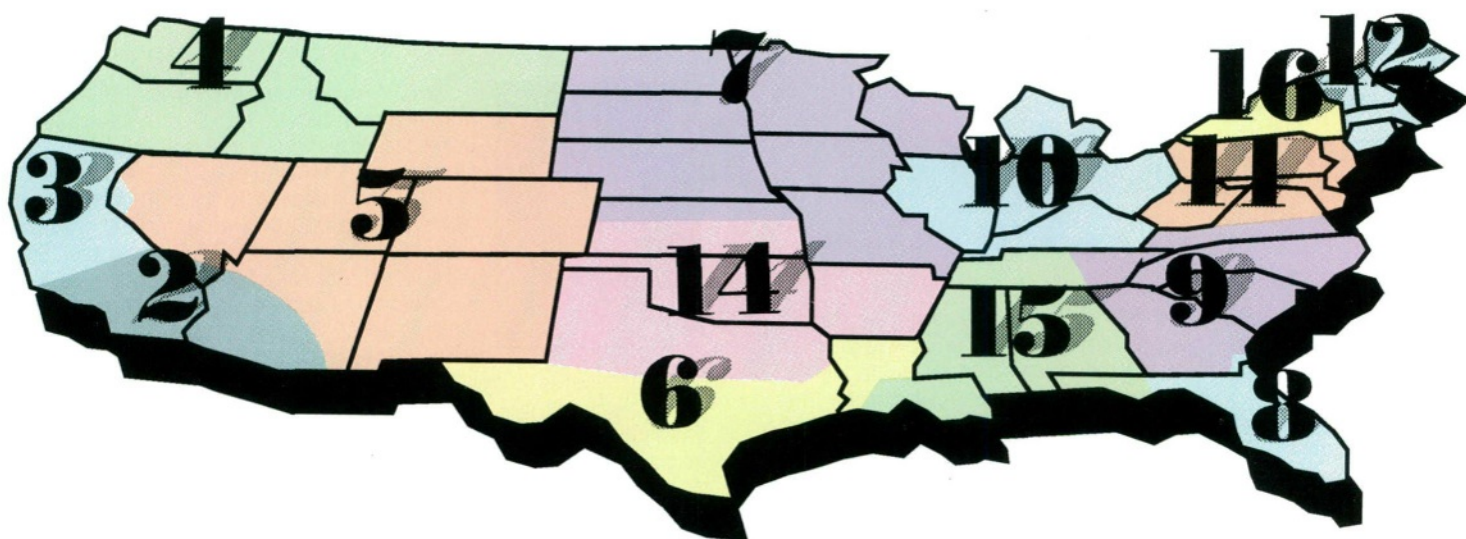
DIVISION

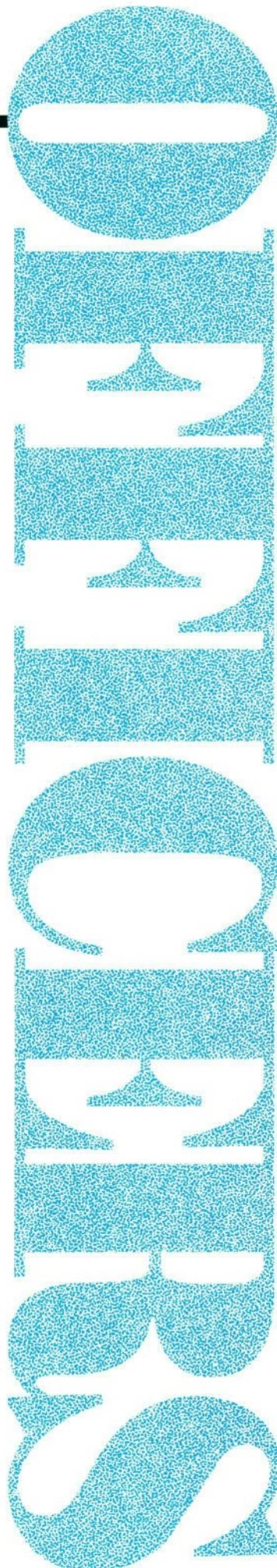


DIVISIONS OF U.S.A.

North American Hobie Class Association

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





DIVISION

	TITLE	NAME	
DIVISION 1	DC	Dan Williams, 1550-B Davenport Place, Honolulu, HI 96822	808/531-6373
	DVC	Mark Werkmeister, 45-136-A Waikalua Road, Kaneohe, HI 96744	808/236-1296
	DT	Howard Kaohi, 648 Pepeekeo Street, Honolulu, HI 96825	808/395-1762
	DS	Diane Ackerman, 109 Poloke Place, Honolulu, HI 96822	808/941-5857
DIVISION 2	DC	John Charleston, 5225 Rimpark Lane, San Diego, CA 92124	619/279-6542
	DVC	Frank Mardel, P.O. Box 23017, San Diego, CA 92123	619/277-5152
	DS	Connie Maybeno, 26444 Larkspur Avenue, Hemet, CA 92344	714/925-1813
DIVISION 3	DC	Wayne Mooneyham, 3859 Suncrest Avenue, San Jose, CA 95132	408/272-2097
	DVC	Pat Porter, 95 Cliffview, Reno, NV 89523	916/525-6191
	DS	Mary Ann Hess, 2448 Shoreline Drive, Napa, CA 94558	707/252-8410
DIVISION 4	DC	Tom Ling, 905 1st Street South, Kirkland, WA 98033	206/822-1441
	DVC	Jose Pagan, 1908 70th Avenue East, Tacoma, WA 98424	206/922-5008
	DVC	Ron Rubadeau, 2076 Lang Street Place, Kelowna, BC, Canada V1Y 1L4	604/762-0514
	DT	Stan Breed, 10967 SE Cranberry Loop, Clackamas, OR 97015	503/698-6307
	DS	Peter Nelson, 1000 East Aloha Street #2, Seattle, WA 98102	206/322-3724
DIVISION 5	DC	Jon Fowkes, 1755 West 27th, Casper, WY 82601	307/234-4967
	DVC	Thom Larson, 7823 South Newland Street, Littleton, CO 80123	303/979-4348
	DT	Jeff Emmel, 543 Spindrift Court, Ft. Collins, CO 80525	303/223-5430
DIVISION 6	DC	Don Thomas, 1651 Neptune Lane, Houston, TX 77062	713/488-3703
	DVC	Tim Sneider, 9710 Springview, Houston, TX 77080	713/460-3257
	DT	Ray Seta, 4828 Lyceum, San Antonio, TX 78229	512/691-0824
	DS	Beth Bach, 12704 LaSalle Drive, Austin, TX 78727	512/258-4764
DIVISION 7	DC	Debbie Swanson, 2343 Dorland Court, Maplewood, MN 55119	612/738-1976
	DVC	Cindy Phipps, 7523 North 54th Plaza, Omaha, NE 68152	402/572-8029
	DT	Ted Jagger, 1958 Birch Lake Avenue, White Bear Lake, MN 55110	612/429-1950
DIVISION 8	DC	Gigi Moore, 701 SW 62nd Blvd. #235, Gainesville, FL 32607	904/335-1116
	DVC	Don Bergman, 1210 South 12th Street, Ft. Pierce, FL 34950	407/466-5832
	DT	Wade McPherson, 6037 45th Avenue North, Kenneth City, FL 33709	813/541-2310
	DS	Mary Searan, 3332 Torremolinos, Miami, FL 33178	305/591-8636
DIVISION 9	DC	Rick Harper, 320 W. Martinshore Drive, Seneca, SC 29678	803/882-1038
	DVC	Dan Morton, 2534 Fernwood Drive, Greensboro, NC 27408	919/282-4622
	DT	Garland Ayscue, 1014 Wintergreen Road, Henderson, NC 27536	919/492-5289
	DS	Greg Leftwich, 11900 North Hickory Trace, Alpharetta, GA 30201	404/751-0676
DIVISION 10	DC	Phillip Wadsworth, 1312 King Avenue #3, Columbus, OH 43212	614/486-9069
	DVC	Joe Kuchenbuch, 45 North 28th Street, Battle Creek, MI 49015	616/965-4579
	DT	Matt Bounds, 6748 Wildridge Lane, W. Bloomfield, MI 48322	313/737-0612
	DS	Laurie Bounds, 6748 Wildridge Lane, W. Bloomfield, MI 48322	313/737-0612
DIVISION 11	DC	Richard McVeigh, P.O. Box 20, Martinsville, NJ 08836	201/469-4770
	DVC	Mark Santorelli, 53-01 Garden View Terrace, East Windsor, NJ 08520	609/448-4063
	DT	Carl Wharry, 2802 Green Leaf Way, Westminster, MD 21157	301/875-3307
	DS	Ed Thompson, 184 Ettore Drive, Williamstown, NJ 08094	609/728-2296
DIVISION 12	DC	Drake Barber, 72 Fox Run, Hamilton, MA 01982	508/468-6536
	DVC	Steve Yates, 45 South Main Street, Ipswich, MA 01938	508/356-2128
	DS	Gail V. Force, 546 Ridgebury Road, Ridgefield, CT 06877	203/790-9525
DIVISION 13	DC	Gloria Adelardi, GPO Box 547, San Juan, PR 00936	809/723-1892
DIVISION 14	DC	Pete Pattulo, 3436 Northwood Lane, Plano, TX 75074	214/422-0025
	DVC	Guy Lawyer, 23 Tawana, Shawnee, OK 74801	405/275-6462
	DT	Steve Chaples, 17490 Meandering Way #906, Dallas, TX 75252	214/248-4502
	DS	Jon Tiger, 8409 Overbrook, Wichita, KS 67206	316/684-9191
DIVISION 15	DC	David Koons, 535 Halfway Tree Road, Baton Rouge, LA 70810	504/473-0123
	DVC	Andy Humphries, 4250 Belle Meade Cove, Memphis, TN 38117	901/725-1432
	DS	Gerald Wilder, 2186 Coachmans Drive, Germantown, TN 38138	901/755-5464
DIVISION 16	DC	Mark Amico, 65 Maywood Avenue, Rochester, NY 14618	716/422-5644
	DVC	Rob Jerry, 916 Woodbine Avenue, Rochester, NY 14619	716/328-6668
	DS	Janet Jeffers, 1708 Zurich Road, Newark, NY 14513	315/331-8860

PHONE

NORTH AMERICAN REGION NEWS

All is well in Hobiedom. I'm following a good man. Wick Smith, with help from several others, got this group organized. They correctly evaluated the scope of our problems and put us on a solid procedural and policy foundation. We owe these gentlemen a great vote of thanks.

I feel honored to have been named chairman of an organization to which I've belonged for 21 years. As I've heard many of you say, "Hobie Cats have had a very strong positive impact on my life." It's a privilege to be placed in a position in which I can strive to return some good to the sport that has created my current (I wouldn't change it for the world) lifestyle.

FOR THE SAILORS, BY THE SAILORS

Recently, I've been asked about NAHCA: what it is and how it got started. Having assumed everyone knew, I was surprised to learn many don't. Briefly, there is the International Hobie Class Association (IHCA) and under it are regions. Australia is a region, as is North America. Because Hobie Cat completely funded and organized the latter region, it was never actively organized. (There was no need, Hobie did it all for us.)

When it became evident in 1988 that Hobie would no longer be able to do it all for us, people such as Wayne Schafer, Wick Smith, David Shearer and Kim Kymlicka activated the North American Region. Divisions were contacted to send representatives to the first meeting in Corpus Christi in 1989. Officers were elected and here we are, by the sailors and for the sailors, the North American Hobie Class Association (NAHCA).

The 1991 NAHCA Council is composed of Hobie Cat racers. We don't have all the answers, but we are going to do the most with what we do know. Please assist us by providing suggestions and asking questions. It's your organization and frankly, we want to know where you want it to go. Presently, the group is concentrating on maintaining the racing program and generating funds.

SPONSORSHIP

We are looking for sponsors to support Nationals, U.S. Worlds, Area Championships and sailing clinics. Let's get the word out to the individual sailors, especially those who are well-connected. A multi-level sponsorship package is being developed to include local sponsors as well.

NATIONALS

The 1991 Hobie 18 Nationals dates are August 19-24 at Coyote Point in San Fran-

cisco Bay. This event promises to be great, with one day of qualifying followed by three days of round-robin racing and two days of championship racing. Those who attended the Hobie 16 National at Coyote in 1987 will remember how well Division 3 members performed. The Hobie 18 Nationals will again include the SX-18 and will be expanded to include the Hobie 21, both classes racing with spinnakers.

The 1991 Hobie 16 Open and Women's World events will be held September 25 - October 5 at Coronado, California, hosted by Division 2, Fleet 4. The Women's World will be raced on 16s and 18s. A practice race will be held on September 25, followed by the championship and finals September 26-28. The 16 Open Championship will follow the Women's, beginning September 29 and ending October 5; it will consist of two days of qualifying, three days of round-robin racing and a two-day championship.

I'm talking to the factory now about the possibility of a championship for the Miracle to be run at the same time as the Women's World, on a separate race course.

The 1991 Single-handed Nationals are scheduled for October 20-26 on Lake Texoma just north of Dallas. Cedar Mills Marina will be the host resort. Peter Pattulo and Jane Sherrod of Division 14 will be event coordinators.

We have bids pending from Divisions 11 and 5 for 1992 Nationals, and are happy to announce the North American Regatta Commission of North Dakota has been awarded the 1992 Hobie 18 Nationals. This will be a good one. The entire state, led by the governor, is behind this event.

AREA CHAMPIONSHIPS

Area Championships have been reduced in number to eight: Northeast, Mid-Atlantic, Midwinters East, Mid-America, North America, Rocky Mountain, Midwinters West and Northwest. Area champions automatically qualify for U.S. Nationals.

A MIRACLE IS A MIRACLE IS A MIRACLE

I checked out a new Hobie Miracle at the Seattle boat show. This boat is tricked out with several nice features, such as a practical approach to the rudders with a new quick assembly system, single controls for the diamond wires and much improved daggerboards. The mast is smaller than that on a Hobie 21, which will make raising, lowering and righting the boat easier. The Miracle also fits on a standard catamaran trailer without having to retract the crossbars. And, it weighs less than a Hobie 18. The Miracle is a beautiful boat, and if it's as fast as it looks it will be great fun. I'm anxious to get one on the water to see just what it will do.

VERTICAL CUT MYLAR SAILS GO LEGAL

The Hobie 16 vertical cut mylar sail is a reality. Your division representatives voted to recommend the new sail be ruled class legal. Their vote reflected a realistic re-

sponse to the cloth availability problem, not necessarily thinking the new sail best for the class. The sail is identical in every aspect (battens, outline, draft) to the horizontal cut dacron sail, except for the material and pattern. At first, until we learn how to sail the vertical cut mylar sail, it probably will be a little slower. I then expect it to be slightly more efficient, but not enough to roll the club champ. Technology doesn't stand still and these sails are definitely current technology. I anticipate that vertical cut mylar sails for the Hobie 18 will soon follow.

HOTLINE

The HOTLINE continues to need your support. Please subscribe and get your family, friends and business associates to subscribe. If you've got any ideas on helping to build circulation, give Bonnie a call. Also, keep those stories and photos coming.

A GOOD CAUSE

To all who donated to the Paul Jesus fund, thank you. Paul was injured at the 16 National in Myrtle Beach, suffering a broken tibia and, with no insurance, large bills.

Fellow competitors collected over \$3,000, Division 3 pledged over \$800, other divisions followed with pledges and a fund was established. I'm sure glad I'm part of this family.

Funds are still needed. Please send your contribution to: The Paul Jesus Hospital Fund, Berlin Methodist Church, P.O. Box 671, Murrell's Inlet, SC 29576.

THE COMPANY

Company owner Tony Wilson describes Hobie Cat as lean and mean, ready to make and sell some sailboats. Boat sales are above prediction and he is encouraged by the trend. Tony was most generous in his praise for the three Nationals committees and NAHCA for the success of the 1990 Nationals. He is very optimistic about the future and points to the Hobie Miracle as an example of the company's dedication to moving forward.

AN OPEN AND SHUT CASE

I opened by saying all is well in Hobiedom. I close by reiterating it is. We saw a small but steady increase in regatta attendance in 1990, a general optimism voiced by many sailors around the country, increased boat sales, and a firm commitment by many members to help raise the program to its former grandeur. It's very encouraging.

Have a Hobie day — it's a Way of Life.



Paul Ulibarri
Chairman, NAHCA

READY TO RACE?

Everything From Start To Finish

BY PAUL ULIBARRI

Who can compete in a national championship? Anyone. All you need is a Hobie Cat and the inclination. Where do you start? At the fleet level.

The Hobie class racing system allows for all skill levels. Novice sailors, still learning to sail their Hobies, can attend a national championship in their first year.

Each of the various Hobie Cat classes is built on a skill level hierarchy from beginner to expert; i.e., novice, C fleet, B fleet and A fleet. The new sailor learning basic sailing skills competes in the novice fleet with other sailors of the same skill level.

The system encourages upward movement, based on proven ability to compete at the next level. Most fleets use finishing positions as a requirement to advance. In general, one first, two seconds or three thirds in points regattas moves a racer to the next higher level. For example, if you won B fleet on a Hobie 16, you would compete in 16A fleet in subsequent regattas.

Just Your Type

A word about types of regattas. First, there are local, non-points fleet regattas. Some are held just for fun; others are used as clinics. Next, we have points regattas, the backbone of our racing program. Participating sailors earn points, based on overall finish, to advance from one fleet to the next. Points also are factored depending on the fleet being raced — A, B, C, or novice. For instance, in most divisions a first place in A fleet is worth 25 points; second place, 20 points; third place, 17 points; and so on. A first place in B fleet would be worth 10 points.

The accompanying allocations chart helps explain the theory of pre-qualification. Each of the 16 U.S. divisions is awarded several pre-qualified slots, based on past nationals participation and numbers of boats in a given area. At the end of each sailing season, sailors with the top points totals within each division pre-qualify for national championships.

The stated main purpose for a points regatta is earning points to become eli-

gible for the national championship. After you attend just one, you'll know the actual reason is to have fun.

New Format, More Racers

In the past, with Hobie Cat supplying approximately 40 boats to each national championship, the number of sailors racing in an event was restricted. With the 1990 advent of the "Bring Your Own Boat" format, we now can accommodate anyone who shows up with a boat.

A national format consists of two days of qualifying, followed by a championship

because the maximum number of boats on a starting line that can be handled effectively is 50. (Two starts = 100 boats.)

Generally, pre-qualified positions number about 75 boats, depending on the class of boat, leaving only 25 positions open. If 100 boats show up for the qualifying series, 75 of them will not make the initial championship fleet. We have provided a consolation bracket for these sailors — the bronze fleet. It continues racing for three more days on a second course, giving even the most novice of sailors an opportunity to compete in a national championship for a minimum of five days. Bronze fleet racing is the best clinic a sailor could ever hope to attend.

At the conclusion of the round-robin series, the championship fleet is cut. The top half proceeds to the finals. The remainder continues racing in the silver fleet consolation bracket, on the course now vacated by the bronze fleet.

Higher And Higher

In addition to fleet fun races, points regattas and nationals, sailors can test their mettle at area and world championships. (There are eight area championships in North America.) The main difference between an area championship and a points regatta is that the A fleet winners of the former automatically pre-qualify for nationals. Also, the points for area championships are adjusted to 1-1/2 times the value of a normal points regatta.

World championships for each class are held every other year. You can compete in one of two ways: by attempting to qualify on site, or by earning a slot on Team USA. Team USA is formed by taking the top ten finishers from the current national championships and the top five from the previous year's nationals.

Why don't all Hobie owners race? Maybe they believe a racing program offers only competition. There's much more to it than that. The expertise gained through racing makes one a much better sailor and develops skills that will add to the enjoyment of cruising. One race really can be like one thousand cruises, a re-vitalizing experience not to be missed. For me, racing is like a passion that gets into your blood and continues circulating, gathering strength and vigor with each event.

Let's not forget the social aspect of the sport. I relish the idea that no matter where I travel throughout the world, a Hobie fleet or regatta is always nearby, with a bunch of instant friends ready to teach me basic racing fundamentals ... again.

NORTH AMERICAN HOBBIE CLASS ASSOCIATION

NATIONAL QUALIFYING ALLOCATIONS FOR 1991

DIVISION	ALLOCATIONS		
	HOBIE 16	HOBIE 17	HOBIE 18
1	2	1	1
2	8	5	5
3	6	5	4
4	2	2	2
5	6	2	2
6	4	3	3
7	4	4	4
8	5	5	5
9	4	2	3
10	6	3	5
11	7	4	2
12	2	2	3
13	2	1	1
14	4	5	4
15	2	4	4
16	2	2	2
TOTALS	66	50	50
AREA CHAMPIONSHIP	8	8	8
HOST DIVISION	2	2	2
NATIONAL CHAMPIONSHIP	4	4	4
WOMEN'S CHAMPIONSHIP	1	0	1
NAHCA*	5	5	5
GUARANTEED*	8	9	8
RESERVE*	2	2	2
TOTALS	96	80	80

NOTES:

1. *The five spots listed under NAHCA are to be used for VIPs (e.g. Hobie Alter, Sr.) or dropped into the Guaranteed pool; the same with Reserve.

2. No allotments have been made for the Hobie 14, SX-18 or Hobie 21, due to the limited number of boats racing.

series: three days of round-robin racing and two days of finals. The championship series is restricted to approximately 100 boats. Round-robin racing is necessary

HOBIE RACING HOTLINE



PATRICK MCDOWELL

MARCH/APRIL 1991

IN THIS SECTION:

Major Regattas
Regatta Schedule
Fleet Directory
Hobie Rules Update
Regatta Materials Request Form

MAJOR EVENTS

MAJOR REGATTAS

1991

Mar. 23-24	Midwinters East Davis Island Yacht Club Tampa, Florida	Chris Jones 813-251-1764	Aug. 3-4	Northwest Championships Lake Quinalt, Washington	Tom Ling 206-822-1441
Mar. 29-Apr. 6	Club Mykonos Hobie International South Africa	Roger Bartholomew Fax: 04-27-21-455781	Aug. 19-24	Hobie 18 Nationals Coyote Point San Francisco Bay	Betty Arlene Duncan 408-973-1974 Wayne Mooneyham 408-272-2097
Apr. 7-14	Hobie 16 World Championship South Africa	Roger Bartholomew Fax: 04-27-21-455781	Aug. 28-Sep. 1	Canadian National Championships Whitby, Ontario, Canada	David Hopper 416-691-4027
May 25-26	Mid-Americas Area Championships Cedar Mills Marina Lake Texoma, Texas	Bill Davenport 214-690-5221	Sep. 25-28	Women's World Coronado, California	Scott Dixon 619-673-9588 Marci Moore 818-990-5683
June 26-July 7	Hobie 18 World Championship Gaeta, Italy	Leandro LaCroix or Antonio Nocca Fax: 39-771-741-741	Sep. 29-Oct. 5	Hobie 16 National Coronado, California	Scott Dixon 619-673-9588
Aug. 3-4	Northeast Area Championships Hamlin Beach Rochester, New York	Mark Amico 716-248-8651	Oct. 20-26	Single-handed Championships Cedar Mills Marina Texoma, Texas	Jane Sherrod 817-295-5167 Peter Pattulo 214-301-2061

REGATTA SCHEDULE

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.	FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
DIVISION 1					6	Oct. 12-13 1991	Duke Kahanamoku Invitational - Waikiki	Dan Williams	808/531-6373
6	Mar. 2-3 1991	Froome Boating Regatta Kailua	Dan Williams	808/531-6373	6	Dec. 7 1991	Gale & Ale, Go For The Gusto - Kailua	Dan Williams	808/531-6373
6	Mar. 17 1991	Bolle Sunglasses Regatta Kailua	Dan Williams	808/531-6373	DIVISION 2				
6	Apr. 13-14 1991	Wild Bills Campout Kailua	Dan Williams	808/531-6373	3	Mar. 9-10 1991	Kings Harbor Regatta Dana Point, CA	Kirk Wells	714/493-2466
6	Apr. 28 1991	Pink Cadillac Regatta Kailua	Dan Williams	808/531-6373	66	Mar. 16-17 1991	Spring Series I & II Lake Pleasant, AZ	Tim Marengo	602/345-1125
6	May 12 1991	Hickam AFB Regatta Pearl Harbor	Dan Williams	808/531-6373	180	Mar. 23-24 1991	Castaic Regatta Lake Castaic, CA	Theo Overdevest	818/885-8121
6	May 25-27 1991	Round Island Regatta Oahu	Dan Williams	808/531-6373	514	Mar. 30-31 1991	Easter Cruise at Rocky Pt. Puerto Peñasco, Mex.	Brian Dolan	602/325-3825
6	June 15-16 1991	Aloha State Games Waikiki	Dan Williams	808/531-6373	30	Apr. 6-7 1991	Lake Perris Points Lake Perris, CA	Jan Nichols Bill Daily	714/658-4437 714/627-5820
6	June 29-30 1991	Kokokahi or KMCAS KBay	Dan Williams	808/531-6373	66	Apr. 13-14 1991	Spring Series III & IV Lake Pleasant, AZ	Tim Marengo	602/345-1125
6	July 14 1991	Kailua Beach Regatta Kailua	Dan Williams	808/531-6373	3	Apr. 13-14 1991	Race Clinic Long Beach, CA	Ron Wagniere	818/364-1157
6	Aug. 10-11 1991	KMCAS Regatta KBay	Dan Williams	808/531-6373	66	Apr. 20 1991	Hobie Day Lake Pleasant, AZ	Tim Marengo	602/345-1125
6	Aug. 25 1991	Kailua Beach Regatta Kailua	Dan Williams	808/531-6373	3	Apr. 20-21 1991	Hurricane Gulch Regatta Long Beach, CA	Tom Mitchell John O Hauser	818/961-3787 714/536-4312
6	Sep. 21-22 1991	State Championships KBay	Dan Williams	808/531-6373					

REGATTA SCHEDULE

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

DIVISION 2 continued

3	Apr. 27 1991	Fleet 3 Race Clinic Long Beach, CA	Ron Wagniere Udo Winkler	818/364-1157 714/867-2864
514	Apr. 27-28 1991	Tri State Border Clash Elephant Butte, NM	Brian Dolan	602/325-3825
66	May 4-5 1991	Cinco De Mayo Puerto Peñasco, Mex.	Lee Prosser	602/863-2615
15	May 18-19 1991	Blue Water Regatta Ventura, CA	Tim German	805/985-9463
514	May 25-26 1991	10th Annual Int'l Cup Regatta - San Carlos, Mex.	Brian Dolan	602/325-3825
30	May 25-27 1991	J. Studley Rights of Spring - Lk. Perris, CA	Jan Nichols Ken Johnson	714/658-4437 714/676-2158
51	June 1-2 1991	Las Vegas Gran Prix Las Vegas, NV	A.C. Douglas	702/293-5008
4	June 15-16 1991	San Diego Classic San Diego, CA	Doug Cook Frank Mardel	619/272-7642 619/277-5152
514	June 22 1991	Tucson Boys & Girls Club Outing - Lk. Roosevelt, AZ	Brian Dolan	602/325-3825
3	June 29-30 1991	Big Bear Regatta Big Bear Lake, CA	Udo Winkler	714/867-2864
66/ 514	July 6-7 1991	Rocky Point Run Puerto Peñasco, Mex.	Tim Marengo Brian Dolan	602/345-1125 602/325-3825
259	July 6-7 1991	CA North/South Challenge Port San Luis, CA	Dan O'Donnell	805/481-2005
30	July 13-14 1991	Lake Perris Women's Regatta, Lk. Perris, CA	Jan Nichols Bill Daily	714/658-4437 714/627-5820
167	July 21-22 1991	Wofford Heights Lake Isabella, CA	David Bethell Holly Baker	805/322-8333 805/871-9184
66/ 514	July 27-28 1991	Family Fun Weekend L. Roosevelt, AZ	Tim Marengo Frank Mardel	602/345-1125 619/277-5152
4	Aug. 3-4 1991	Todos Santos Regatta Ensenada, Mexico	Ross Tyler Frank Mardel	619/268-3956 619/277-5152
3	Aug. 17-18 1991	16 Divisionals Long Beach, CA	Bruce Fields John O. Hauser	213/540-9629 714/536-4312
4	Aug. 24-25 1991	San Diego Women's San Diego, CA	Kaysie Nemes Frank Mardel	619/422-6990 619/277-5152
514	Aug. 31- Sep. 1, 1991	Labor Day Cruise Puerto Peñasco, Mex.	Brian Dolan	602/325-3825
30	Aug. 31- Sep. 2, 1991	Annual Pirates Regatta Lake Perris, CA	Jan Nichols Ken Johnson	714/658-4437 714/676-2158
3	Sep. 7-8 1991	17 & 18 Divisionals Long Beach, CA	John O Hauser Tom Materna	714/536-4312 818/784-4500
66	Sep. 14-15 1991	Fall Series I & II L. Roosevelt, AZ	Tim Marengo	602/345-1125
180	Sep. 21-22 1991	Women's Castaic Lake Castaic, CA	Theo Overdevest Jeri Bowen	818/885-8121 818/363-0418
66	Sep. 28-29 1991	Fall Series III & IV L. Roosevelt, AZ	Tim Marengo	602/345-1125
514	Oct. 19-20 1991	Piñata Regatta Puerto Peñasco, Mex.	Brian Dolan Ron Palmer	602/325-3825 602/299-0609
4	Nov. 2-3 1991	Dual Regatta Mission Bay, CA	Chris Jernigan Frank Mardel	619/276-1244 619/277-5152
514	Nov. 2-3 1991	AZ State Championships Puerto Peñasco, Mex.	Brian Dolan	602/325-3825

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

DIVISION 3

194	May 26 1991	Hobie Day Benicia, CA	John Schrover Jim Sajdak	415/372-9392 707/429-2959
62	June 15-16 1991	Commodores Classic Huntington Lake, CA	Chris Miller	209/674-8036 209/673-7314
194	June 22-23 1991	Round T. I. Alameda, CA	John Schrover Jim Sajdak	415/372-9392 707/429-2959
259	July 6-7 1991	CA North/South Challenge Port San Luis, CA	Dan O'Donnell	805/481-2005
62	Aug. 10-11 1991	Mile High Regatta Huntington Lake, CA	Chris Miller	209/674-8036 209/673-7314

DIVISION 4

195	Apr. 27-28 1991	Tumbleweed Tack Tri-cities, WA	Tony McKarn	509/943-8391
95	May 4-5 1991	Kayak Point Marysville, WA	Ted Cross	206/474-4380
94/ 72	May 18-19 1991	Gorge Classic Home Valley, WA	Peter Nelson	206/365-0466
214	June 8-9 1991	Jericho Classic Vancouver, Canada	Steve Jung	604/263-1347
193	June 8-9 1991	Full Sail Regatta Dorena Lake, OR	John Stahr	503/345-2175
95	June 22-23 1991	Holmes Harbor Whidbey Island, WA	Ted Cross	206/474-4380
263	June 29-30 1991	Hobie Regatta Kelowna, B.C., Canada	Ron Rubadeau	604/763-0514
72	July 6-7 1991	Yale Lake Regatta Yale Lake, WA	Ken Marshack	503/661-6114
37	July 20-21 1991	Sudden Valley Regatta Lake Whatcom, WA	Tom Ling	206/822-1441
14	Aug. 3-4 1991	Northwest Championship Lake Quinault, WA	Tom Ling	206/822-1441
72	Aug. 17-18 1991	Skamokawa Regatta Columbia River, WA	Stan Breed	503/685-6307
214	Aug. 31- Sep. 2, 1991	Harrison Hot Spring Canada	Steve Jung	604/263-1347
95	Sep. 14-15 1991	Fort Worden Regatta Port Townsend, WA	Ted Cross	206/474-4380

DIVISION 5

61	Apr. 6-7 1991	Ski/Sail Cherry Creek Res., CO	Bill Gerblig	303/798-3484
201	Apr. 20-21 1991	Front Range Sailing Series Lake Pueblo, Pueblo, CO	Jeff Franks	719/599-5231
61	May 4-5 1991	Front Range Sailing Series Senac Res., Denver, CO	Lyman White	303/443-4444
67	May 18 1991	Learn To Sail Pineview, UT	Steve Phipps	801/451-5728
156	May 18 1991	Ice Breaker, Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
50	May 18-19 1991	Front Range Sailing Series Boyd Lake, Ft. Collins, CO	Sean Tracy	303/226-2642

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
156	May 25-27 1991	Commodores Steak-Out Pathfinder Reservoir, WY	Stuart Hill	307/235-0692
48	May 26-27 1991	Heron Memorial Day Regatta Lake Heron, Heron, NM	Paul Neis	505/292-4752
156	June 1 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
67	June 8 1991	Tequila Cup Deer Creek, UT	Steve Phipps	801/451-5728
50	June 8-9 1991	Lake Hattie Regatta Laramie, WY	Mike Koliha	303/224-2014
50	June 9-14 1991	Rick White Sailing Clinic Standley Lake, Denver CO	Jeff Emmel	303/223-5430
61	June 15-16 1991	Senac Regatta Senac Res., Aurora, CO	Bill Gerblig	303/798-3484
156	June 22 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
61	June 28-29 1991	Craig Fun Day Cherry Creek Res., CO	Max Hinneberg	303/690-5271
61	July 4-7 1991	Bun Burner Lake McConaughy, NE	Dan Brennan	719/260-6623
67	July 6-7 1991	Eric Hoff Memorial Bear Lake, UT	Steve Phipps	801/451-5728
156	July 13 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
156	July 20-21 1991	Hobie Hoedown Sandy Beach, Glendo, WY	Stuart Hill Jean Fowkes	307/235-0692 307/234-4967
156	July 27-28 1991	Casper Boat Club Regatta Alcova Res., WY	Stuart Hill	307/235-0692
61	Aug. 3-4 1991	Rocky Mountain Regatta Dillon Res., Dillon, CO	Bill Gerblig	303/798-3484
156	Aug. 10 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
67	Aug. 17-18 1991	Strawberry Regattas Strawberry Res., SLC, UT	Steve Phipps	801/451-5728
156	Aug. 24 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
156	Aug. 30- Sep. 1, 1991	Labor Day Blowout Alcova Res., WY	Stuart Hill	307/235-0692
67	Aug. 31- Sep. 1, 1991	Defenders Cup Strawberry, UT	Steve Phipps	801/451-5728
156	Sep. 14 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
50	Sep. 14-15 1991	Last Gasp Regatta Boyd Lake, Ft. Collins, CO	Sean Tracy	303/226-2642
61	Sep. 21-22 1991	Front Range Sailing Series Standley Lake, Denver, CO	Lyman White	303/772-6082
61	Oct. 5 1991	Oct-Hobiefest Cherry Creek Res., CO	Bill Gerblig	303/798-3484
201	Oct. 12-13 1991	Front Range Sailing Series Lake Pueblo, Pueblo, CO	Jeff Franks	719/599-5231

DIVISION 6

407	Mar. 9-10 1991	Ides of March Regatta Banana Bay, Conroe, TX	Debbie Hennessey	713/443-4564
9	Mar. 23-24 1991	Deep South Regatta Lake Charles, LA	Glenn Richard	504/923-0320

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
128/8	Apr. 6-7 1991	Spring Break Classic Lake Somerville, TX	Stephen Acquart John Mayo	512/342-6329 713/952-4558
64	Apr. 20-21 1991	Hill Country Regatta Lake Buchanan, TX	Beth Bach	512/258-4764
99	May 4-5 1991	Olympic Corpus Christi Bay, TX	Pam Taylor Linda Williams	512/887-0252 512/883-1014
128	May 18-19 1991	Longneck Regatta Canyon Lake, TX	Stephen Acquart	512/342-6329
102	June 8-9 1991	Windjammer Regatta S. Padre Island, TX	Mike Hardy	512/630-1267
8	June 22-23 1991	Wayward Winds Regatta Galveston, TX	John Mayo	713/952-4558
64/407	July 6-7 1991	Mid-Summer Classic Lake Somerville, TX	Randy Cowan	512/255-1467
99	July 20-21 1991	Sand Dunes Port Aransas, TX	Chuck Miller Brad Foster	512/949-9196 512/949-7350
526	Aug. 3-4 1991	Belly Up Lake Spence, TX	Don Sanford	915/362-5378
99	Aug. 31- Sep. 1, 1991	Ruff Rider Port Isabel, TX	Brad Foster	512/949-7350
8	Oct. 19-20 1991	Wild Bill Regatta Texas City Dike, TX	John Mayo	713/952-4558

DIVISION 7

59	May 18 1991	NTWOHNL Distance Race Lake Stockton, MO	Carl Votaw	417/865-4230
273	May 18-19 1991	St. Louis Blews Alton Lake, St. Louis, MO	Carl Fischer	314/521-2974
192	May 18-19 1991	Local Series Branched Oak Lake, NE	Dennis Wheeler	402/498-2921
198	May 25-27 1991	Memorial Day Ice Breaker Angustora Res., Hot Spgs, SD	Randy/Janet Bohne	605/341-5568
84	June 1-2 1991	Hawaiian Punch Regatta Saylorville Lake, IA	Jeff Mumma Jim Sohn	515/279-1632 515/255-4307
59	June 8-9 1991	Ozark Mt Cat Encounter Lake Stockton, MO	Carl Votaw	417/865-4230
52	June 8-9 1991	Bald Eagle Regatta Bald Eagle Lake, MN	Chuck Hildebrandt	612/429-3333
192	June 15-16 1991	Local Series Branched Oak Lake, NE	Jeff Jackson	402/475-2705
149	June 22-23 1991	Hulls Angels Lake Perry, KS	Gordon Preller	913/235-1111
475	June 29-30 1991	Division Championships Storm Lake, IA	Phil Redenbaugh	712/732-1873
198	July 4-7 1991	4th of July Angustora Res., Hot Spgs, SD	Randy/Janet Bohne	605/341-5568
59	July 6 1991	Poker Run Fellows Lk., Springfield, MO	Carl Votaw	417/865-4230
192	July 13-14 1991	Bent Mast Regatta Lincoln, NE	Mike Brindisi	402/734-5410
515	July 20-21 1991	Aquaternial Regatta Wayzata Public Beach, MN	Charles Leekley	612/473-8448
198	July 20-21 1991	Glendo Res. Regatta Glendo Res., WY	Randy/Janet Bohne	605/341-5568
532	July 26-28 1991	North American Regatta Lake Sakakawea, ND	Stephen Hoetzer	701/258-5926

REGATTA SCHEDULE

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

DIVISION 7 continued

227	Aug. 3 1991	Governor's Cup Pierre, SD	Noel Chicoine	605/224-9294
192	Aug. 10-11 1991	Local Series Branched Oak Lake, NE	Matt McDonald	402/339-9623
515	Aug. 31- Sep. 1, 1991	Burton Cup Wayzata Yacht Club, MN	Charles Leekley	612/473-8448
198	Aug. 31- Sep. 1, 1991	Labor Day in the Hills Angustora Res., Hot Spgs, SD	Randy/Janet Bohne	605/341-5568
515	Sep. 7-8 1991	10,000 Lakes Regatta White Bear Lake, MN	Charles Leekley	612/473-8448
192	Sep. 9-11 1991	NE State Championship Branched Oak Lake, NE	Scott Nepper	402/493-4306
198	Oct. 26 1991	Pizza Party Rapid City, SD	Randy/Janet Bohne	605/341-5568

DIVISION 8

153	Mar. 2-3 1991	Cedar Key Cat Distance Cedar Key, FL	Kim Coffee	904/377-8462
11	Mar. 9-10 1991	Disney World Regatta Disney World, FL	Robert Mackey	407/898-3179
153	Apr. 13-14 1991	Flying a Hull for a Miracle Gainesville, FL	Gigi Moore	904/335-1116
45	May 25-26 1991	Memorial Day Regatta Cocoa Beach, FL	Steve Kelly	407/632-8634
44	June 8-9 1991	18th Annual Cat 44 Regatta Ft. Lauderdale, FL	Glenn Gelatt	407/482-5740
5	June 1991	Women's Championship Clearwater, FL	Jean McPherson	813/541-2310
111	June 22-23 1991	Jacksonville Pts. Regatta Jacksonville, FL	Cindi Muhlbauer	904/641-6734
11	July 6-7 1991	Orlando By-The-Sea Daytona Beach, FL	Mark Chaffee	407/275-7029
127	July 20-21 1991	Devils Triangle Regatta Ft. Pierce, FL	Don Bergman	407/466-5832
5	Aug. 3-4 1991	Clearwater Pts. Regatta Clearwater, FL	Wade McPherson	813/541-2310
80	Aug. 17-18 1991	Daytona Pts. Regatta Daytona, FL	Dan Heyse	904/673-1944
36	Aug. 31- Sep. 1, 1991	Miami Pts. Regatta Miami, FL	Mary Searan	305/591-8636
112/ 39	Sep. 14-15 1991	Division Championships Sarasota, FL	Allan Santor	813/756-4597

DIVISION 9

520	Mar. 16-17 1991	Pee Dee Classic Hartsville, SC	Bart Norwood	803/332-1545
12	Apr. 6-7 1991	Gone With The Wind Atlanta, GA	Debbie Humble	404/998-2259
92	Apr. 13-14 1991	Charlotte Regatta Charlotte, NC	Jeff Price	704/892-1936
164	Apr. 27-28 1991	Seneca Regatta Seneca, SC	Lee Moses Rick Harper	803/877-8782 803/882-1038

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

97	May 4-5 1991	NC Hobie Championships Kerr Lake, NC	Randy King	919/848-4789
32	May 19 1991	Virginia Beach Regatta Virginia Beach, VA	Buck Haft	804/473-1558
32	June 8-9 1991	Mid-Atlantic Championship Virginia Beach, VA	Buck Haft	804/473-1558
294	June 22-23 1991	Division 9 Championship Savannah, GA	Don Thiedt	912/897-5312
101	July 13-14 1991	Do It Offshore Wrightsville Beach, NC	Jack Welles	919/256-4930
174	Aug. 10-11 1991	Myrtle Beach Regatta Myrtle Beach, SC	Tim Salmon	803/448-4690
191	Aug. 24-25 1991	Greensboro Fleet's Regatta Wrightsville Beach, NC	Dan Jarrett	919/272-3478
154	Sep. 21-22 1991	Middle GA Hobie Open Lake Blackshear, GA	Bruce Miles	912/923-6721

DIVISION 10

219	Apr. 20-21 1991	Shack-N-Sail Paducah, KY	Billy Joe Crider	502/965-5132
199	Apr. 27-28 1991	Sunbake '91 Carbondale, IL	Gordon Isco	618/457-8702
47	May 4-5 1991	May Day Regatta Wilmington, OH	George Fecher	513/825-4686
18	May 4-5 1991	Ice Breaker Regatta Cass Lake, MI	C. Schnabel	313/634-8835
519	May 18-19 1991	Austin Lake Regatta Portage, MI	Steve Chapman	616/327-8519
18	May 18-19 1991	Bikini Beach Regatta Caseville, MI	C. Schnabel	313/634-8835
300	June 1-2 1991	Dam Regatta X Columbus, OH	Phillip Wadsworth	614/486-9069
18	June 8-9 1991	Charlevoix Regatta Charlevoix, MI	C. Schnabel	313/634-8835
519	June 15-16 1991	Clementine's Regatta St. Joe, MI	Jerry Mohney	616/327-4565
126	June 29-30 1991	Dunes Regatta Gary, IN	Greg Ferree	815/332-5341
519	July 6-7 1991	Ludington Regatta Ludington, MI	Dave Stiemsmma	616/323-2822
501	July 13-14 1991	Grand Regatta II Celina, OH	Doug Wilkins	419/586-6114
18	July 22-23 1991	Muskegon Regatta Charlevoix, MI	C. Schnabel	313/634-8835
18	Aug. 3-4 1991	Tawas Bay Regatta East Tawas, MI	Roger Cochran C. Schnabel	313/887-8120 313/634-8835
ILYA	Aug. 5-7 1991	Bay Week Regatta Put-In-Bay, OH	Jim Frederick	419/635-2691
237	Aug. 10-11 1991	Ipperwash Regatta Provincial Pk, Ont, Can.	Craig Burwell	519/869-6492
218	Aug. 17-18 1991	Division X Championship Mentor Headlands, OH	Pam Suhan	216/974-1982
18	Aug. 17-18 1991	Traverse City Regatta Traverse City, MI	C. Schnabel	313/634-8835

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
85	Sep. 7-8 1991	Alum Creek Regatta Columbus, OH	Mike Flanagan	614/764-1351
18	Sep. 7-8 1991	Higgins Lake Regatta Higgins Lake, MI	C. Schnabel	313/634-8835
123	Sep. 21-22 1991	Muddy Waters Carlyle, IL	Terry Allen	618/398-1087
18	Sep. 21-22 1991	Last Chance Regatta Big Rapids, MI	C. Schnabel	313/634-8835
199	Oct. 5-6 1991	Cheap Thrills Carbondale, IL	Gordon Isco	618/457-8702

DIVISION 11

196	Apr. 13-14 1991	Upper Potomac Leesylvania, VA	Warren Theis Chris Bolton	703/780-7178 703/550-0398
416	Apr. 27-28 1991	Nockamixon Regatta Lake Nockamixon, PA	Rich McVeigh	201/469-4770
137	May 4-5 1991	Ice Breaker Regatta Lake Hopatcong, NJ	Ed Matey Cynthia Nichols	201/540-1005 201/423-5121
106/ 271	May 11-12 1991	Delaware State Champ Rehoboth Beach, DE	Ric Raphael Red Moulurier	302/368-9514 302/998-4218
54	May 18-19 1991	Division 11 Championship Gunpowder Falls, MD	Danny Flanigan Dan Dietemeyer	301/433-4042 301/340-9749
65	June 1-2 1991	Shore Acres Shore Acres, NJ	Read Hayward	201/557-9537
137	June 1-2 1991	Area C Challenge N. Jersey Yacht Racing Assoc.	Steve Engel	201/358-1418
137	June 8 1991	Lakes Group Regatta Lake Hopatcong, NJ	Pete Laue	201/663-5570
452	June 8-9 1991	Barnegat Bay Challenge Barnegat, NJ	Dave West	609/971-3603
267	June 15-16 1991	Spray Beach Regatta Spray Beach, NJ	Tom Kimmel	215/644-8138
416	June 22-23 1991	Cape May Classic XI Cape May, NJ	Jim Giannini	215/760-0823
106/ 271	July 20-21 1991	First State Games Rehoboth Beach, DE	Red Moulurier	302/998-4218
24	July 20-21 1991	N. Wildwood Invitation N. Wildwood, NJ	Wally Myers	609/390-8182
24	Aug. 8-10 1991	Ocean City Regatta Ocean City, NJ	Wally Myers	609/390-8182
54	Aug. 17-18 1991	Special Olympics Elkton, MD	Allison Bab	302/322-6058
443	Aug. 24-25 1991	Wildwood Classic Cup Wildwood, NJ	Doug Ackroyd	609/861-5674
54	Sep. 7-8 1991	Thunder On The Bay Gunpowder St. Pk., MD	Danny Flanigan Blake Slavin	301/433-4042 301/681-8444
250	Sep. 14-15 1991	Fleet 250 Regatta Sandy Hook, NJ	Marty Ferry	201/775-2075
106	Sep. 21-22 1991	Rehoboth Bay Regatta Dewey Beach, DE	Ric Raphael	302/478-1232

DIVISION 12

204	May 1991	Madcatter Area Champs. Syracuse, NY	Thomas Kiefer	315/478-7990
496	June 7-9 1991	Hampton Beach Regatta Hampton, NH	Lisa Hanselman	603/772-5428

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
209	June 29-30 1991	NH State Championships Gifford, NH	Tom Sullivan	603/293-8151
143	July 12-14 1991	Mid-Summer Classic Sayville, NY	Milt Dinhofer	516/621-5591
28	July 27-28 1991	The Buzzard New Bedford, MA	Steve Latham	508/993-0867
136	Aug. 3-4 1991	Shake-A-Leg Benefit Newport, RI	Joe Manganello	203/421-3614
231	Aug. 10-11 1991	ME State Championships Old Orchard, ME	John O'Donnell	207/879-0024
56	Sep. 7-8 1991	Long Island Sound Champs Westport, CT	Trish Marra	203/227-6290
28	Sep. 14-15 1991	MA State Championships Duxbury, MA	Scott Baker	617/231-5342
496	Sep. 21-22 1991	2nd Annual Salisbury Beach Salisbury, MA	Lisa Hanselman	603/772-5428
448	Sep. 28-29 1991	RI Fall Classic Matunuck, RI	Christopher Brosco	401/434-2164
31	Oct. 5-6 1991	CT State Championships Brookfield, CT	Jim Bird	203/790-9525

DIVISION 14

23	Mar. 16-17 1991	Race Training Camp Lake Texoma, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482
63	Apr. 6-7 1991	14 Invitational Norman, OK	Phil Trotter Guy Lawyer	405/329-8337 405/275-6462
91	Apr. 13-14 1991	Cowtown Cats Ft. Worth, TX	Jean Might Drew Riddle	817/581-6222 817/428-9816
25	Apr. 27-28 1991	Tulsa Catfight Lake Ft. Gibson, OK	Donna McIntosh Mark Bengé	918/224-6573 918/451-2190
486	May 4-5 1991	Cinco De Mayo Abilene, TX	Jon Julien Bob Fielder	915/691-1115 915/691-1323
63	May 11-12 1991	Thundering Hulls Norman, OK	Guy Lawyer Phil Trotter	405/275-6462 405/329-8337
23	May 25-26 1991	Mid Americas Lake Texoma, TX	Bill Davenport Mike Sullivan	817/571-9692 817/465-4444
27	June 8-9 1991	Wildcat Regatta Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
486	June 15-16 1991	ASA Open Class Regatta Abilene, TX	Jon Julien Bob Fielder	915/691-1115 915/691-1323
131	June 15-16 1991	Cat Classic Oklahoma City, OK	Phil Collins Debbie Taylor	405/721-0737 405/341-7845
27	July 13-14 1991	Prairie Regatta Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
468	Aug. 3-4 1991	Arrowhead Cup Lake Eufalla, OK	Boyd Bass Fred Ettner	918/426-4745 918/423-8789
27	Aug. 10-11 1991	Catchase Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
63	Aug. 24-25 1991	Night Sail & 16 Single-hand Norman, OK	Phil Trotter Guy Lawyer	405/329-8337 405/275-6462
25	Aug. 31- Sep. 1, 1991	OK State Championship Lake Keystone, OK	Donna McIntosh Mark Bengé	918/224-6573 918/451-2190
145	Sep. 14-15 1991	Short Mountain Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sep. 21-22 1991	Texas Hull Flying St. Champ. Lake Lewisville, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482

REGATTA SCHEDULE

DIVISION 14 continued

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
23	Oct. 12-13 1991	Dallas Regatta Lake Texoma, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482
27	Nov. 23 1991	FYAO Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203

DIVISION 15

41	Apr. 13-14 1991	Crescent City Regatta New Orleans, LA	Gerry Wilder	901/755-5464
235	Apr. 20-21 1991	Dixie Invitational Jackson, MS	Steve Essig	601/856-2769
134	May 18-19 1991	Broken Mast Regatta Memphis, TN	Gerry Wilder	901/755-5464
533	June 15 1991	Slip to Ship Island Regatta Long Beach, MS	Mike Benfield	601/868-3927
533	Sep. 7-8 1991	Walet Regatta Long Beach, MS	Mike Benfield	601/868-3927
249	Sep. 15-16 1991	Music City Regatta Nashville, TN	Gerry Wilder	901/755-5464
249	Sep. 21-22 1991	Panama Red's Rum Run Nashville, TN	Gary Lamborn Bill Hart	615/859-3167 615/794-4489

DIVISION 16

466	June 21-23 1991	PA Cat Championship Morraine State Park, PA	Tim Nixon	412/262-8888
238	Aug. 10-11 1991	Great Sacandaga Regatta Northville, NY	Michael Hands	518/664-8030

EUROPEAN REGATTA PROGRAM

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Mar. 2-3 1991	Heineken Regatta Saint Martin, Guadeloupe	Gilles Lefebvre	590.90.95.50
Mar. 3 1991	3ème Challenge Olliveti Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
Mar. 10 1991	4ème Defit Mixte North Sail Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
Mar. 29-31 1991	Vela Di Pasqua Cesenatico, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
Mar. 30-31 1991	Regate De Paques Saint Martin, Guadeloupe	Gilles Lefebvre	590.90.95.50
Mar. 29-Apr. 1, 1991	Weymouth Training Weymouth, Great Britain	Roy Campbell	Fax(243) 53.36.02
Apr. 6-7 1991	Dummer Dobben Dummer See, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Apr. 7 1991	3ème & Finale Coryphene Les Saintes, Guadeloupe	Gilles Lefebvre	590.90.95.50
Apr. 14 1991	Finale Defit Mixte North Sail Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
Apr. 13-14 1991	La Deferlante La Rochelle, France	Patrice Vivient	(94) 08.11.88/ 38.63.08

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Apr. 13-14 1991	Hallwilersee Meisterschwanden, Switzerland	Pierre Besuchet	(21) 824.12.57
Apr. 14-15 1991	Coupe De Printemps Bombannes, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Apr. 20-21 1991	Pont Regatta No. 1 Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Apr. 20-21 1991	Brombachsee Regatta Brombachsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Apr. 27-28 1991	Eifelcup Laachersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Apr. 27-28 1991	Nazionale A Punti Formia, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
Apr. 27-28 1991	Spiez Spiez, Switzerland	Pierre Besuchet	(21) 824.12.57
Apr. 27-30 1991	Raid Catamaran Palavas, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Apr. 28-May 1, 1991	Stage Hobie Cat Socoa, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
May 4-5 1991	Vogesencup Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 4-5 1991	Fruhjahrspokal Starnbergersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 4-5 1991	Yvonnand Yvonnand, Switzerland	Pierre Besuchet	(21) 824.12.57
May 4-6 1991	Cawsand Regatta Plymouth, Great Britain	Roy Campbell	Fax(243) 53.36.02
May 8-12 1991	National Hobie Cat Le Lavandou, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
May 9 1991	Liberation Cup St. Ouen, CI	Roy Campbell	Fax(243) 53.36.02
May 9-10 1991	Training Bosau Bosau, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 11-12 1991	Point Regatta Bosau, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 11-12 1991	Criterium Multicoques Crans, Switzerland	Pierre Besuchet	(21) 824.12.57
May 9-12 1991	Corsicat Porticcio, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
May 11-12 1991	Cat Spektakulum Wagersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 11-12 1991	Internazionale Hobie Cat Riva Del Garda, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
May 12 1991	4ème Challenge Olliveti Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
May 17-19 1991	Winward Island Cup Saint Martin, Guadeloupe	Gilles Lefebvre	590.90.95.50
May 19 1991	5ème Challenge Olliveti Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
May 19 1991	Rex Oliver 1 St. Ouen, CI	Roy Campbell	Fax(243) 53.36.02
May 18-19 1991	Bodensee Lindau, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
May 19-21 1991	Swiss Nationals Morges, Switzerland	Pierre Besuchet	(21) 824.12.57

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
May 20-25 1991	Italian National Ostia Lido, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185)62.602
May 24-25 1991	Point Regatta No. 2 Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
May 24-25 1991	Hinkelstein Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
May 25-26 1991	Grenzlandregatta Biylandsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
May 25-26 1991	Point Regatta Corsier, Switzerland	Pierre Besuchet	(21) 824.12.57
May 25-26 1991	Bodsbentel Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
May 30-June 2, 1991	Austrian Hobie National Neusiedlersee, Austria	Thomas Waller Wolfgang Malatschek	(222) 804.56.55 (222) 22.24.74
June 1-2 1991	Point Regatta Edersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
June 2 1991	6ème & Finale Chal. Olliveti Gosier, Guadeloupe	Gilles Lefebvre	590.90.95.50
June 2 1991	Rex Oliver 2 St. Ouen, CI	Roy Campbell	Fax(243) 53.36.02
June 7-9 1991	Swedish Hobie Nationals Stockholm, Sweden	Sven Olovsson	(46) 8.49.83.29
June 8-9 1991	Vickland/C.S.L. Gorey, CI	Roy Campbell	Fax(243)53.36.02
June 8-9 1991	Boi D'Air Morges, Switzerland	Pierre Besuchet	(21) 824.12.57
June 8-9 1991	Chap. D'Aquitaine Bombannes, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 8-9 1991	Point Regatta Bremerhafen, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
June 8-9 1991	Middelfart Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
June 13-16 1991	Midnight Sun Regatta Hanko, Franc	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 14-16 1991	German Hobie Nationals Muritz, Germany	Erwin Ocklenburg Ernst Bartling	(703) 24.50.15 (221)43.86.04
June 15 1991	Round Texel Texel, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
June 16 1991	Trofeo Juiciaiou Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
June 20-24 1991	Hobie Viking Raid Lofoten, Norway	Conrade Thrane	47.280.05.14
June 22-23 1991	Champ. D'Aquitaine/2ème Socoa, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 22-23 1991	Point Regatta Moustiers, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 22-23 1991	Trofeo Nautico Grima Valencia, Spain	Ruan Nuviola	(03) 323.22.21
June 22-23 1991	Point Regatta No. 3 Katwyk, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
June 22-23 1991	Bernard's Regatta Serre Poncon, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 23 1991	C I C L Dash Jersey, CI	Roy Campbell	Fax(243)53.36.02
June 22-29 1991	Kiel Week Kiel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
June 29-30 1991	Challenge Hobie Cat Ostende, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
June 29-30 1991	Coupe Du President Cazaux, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
June 29-30 1991	Vallee De Joux Rocheray, Switzerland	Pierre Besuchet	(21) 824.12.57
June 29-30 1991	RCIYC Regatta St. Aubin, CI	Roy Campbell	Fax(243)53.36.02
June 29-30 1991	Youth Championship Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
June 26-July 7, 1991	Hobie Cat 18 Worlds Gaeta, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
June 30 1991	Trofeo Alter Surf Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
July 6-7 1991	Belgium Hobie Nationals Ostende, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
July 6-7 1991	Point Regatta Marignane, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 6-7 1991	Sport Nautico Alicante, Spain	Ruan Nuviola	(03) 323.22.21
July 7 1991	Raid Ocean Adour Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 7 1991	3 Piers E. Coast, Great Britain	Roy Campbell	Fax(243) 53.36.02
July 13-14 1991	Fete De La Mer Andaye, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 14 1991	Sail Boats Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
July 13-14 1991	Point Regatta Grömitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
July 13-19 1991	Hobie Cat 16 Europeans Grömitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
July 20-21 1991	Longbeach Longhaul Gorey, CI	Roy Campbell	Fax(243)53.36.02
July 20-21 1991	Challenge Hobie Cat Coxide, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
July 27-28 1991	Seefestreg Vilstalstausee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
July 27-28 1991	Trophee Ville Guethary Guethary, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 3-4 1991	Riva Regatta St. Ouen, CI	Roy Campbell	Fax(243)53.36.02
Aug. 3-4 1991	Point Regatta Wyk/Föhr, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
Aug. 4 1991	4 Heures D'Andaye Andaye, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 4-9 1991	HC14/17/18/FO/21 Euro Aarhus, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Aug. 10 1991	Ronde Oud Naarden Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Aug. 10-11 1991	Trofeo Denia Denia, Spain	Ruan Nuviola	(03) 323.22.21
Aug. 15 1991	Casa San Pedro Cup Biarritz, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 15 1991	Carnavalesco Benicassim, Spain	Ruan Nuviola	(03) 323.22.21

REGATTA SCHEDULE

EUROPEAN PROGRAM *continued*

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Aug. 15 1991	Raid Etang De Berre Berre, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 17 1991	Castle Cars Round Island Jersey, CI	Roy Campbell	Fax(243)53.36.02
Aug. 17-18 1991	Point Regatta Warnemünde, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
Aug. 18 1991	Ayuntamiento Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
Aug. 18 1991	Bol D'Or Rochereay, Switzerland	Pierre Besuchet	(21) 824.12.57
Aug. 23-25 1991	Dutch Hobie Nationals Wassenaar, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Aug. 23-25 1991	Danish Hobie Nationals Copenhagen, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Aug. 24-25 1991	Grand Prix St. Jean De Luz Socoa, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 24-25 1991	Chaotenregatta Seltz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
Aug. 24-25 1991	Tour Des Forts Dinard, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Aug. 24-25 1991	Point Regatta Kellenhusen, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
Aug. 31- Sep. 1, 1991	Challenge Hobie Cat Duinbergen, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
Sep. 1 1991	Alter Surf Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
Sep. 1-2 1991	St. Hermier Y.C. Regatta Jersey, CI	Roy Campbell	Fax(243)53.36.02
Sep. 1-7 1991	British Nationals Plymouth, Great Britain	Roy Campbell	Fax (243) 53.36.02
Sep. 6-8 1991	German Nationals Walchensee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 7-8 1991	MRF Cup 1991 Middelfart, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Sep. 7-8 1991	2 Countries Cup Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Sep. 7-8 1991	Point Regatta Vitrolles, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 8 1991	Landen Cup Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Sep. 14-15 1991	Ch. Islands Nationals Jersey, CI	Roy Campbell	Fax(243)53.36.02
Sep. 14-15 1991	Harkortseeregatta Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 14-15 1991	Cat Ora Cup Riva Del Garda, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
Sep. 14-15 1991	Herbst Whoche Flensburg, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 15 1991	Cierre Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
Sep. 15-16 1991	Les 3 Raids De St. Lunaire St. Lunaire, France	Patrice Vivient	(94) 08.11.88/ 38.63.08

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Sep. 20-22 1991	German Nationals Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 21-22 1991	Coupe De Guyenne Lacanau, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 21-22 1991	Hobelregatta Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 21-22 1991	Coupe Morgienne Morges, Switzerland	Pierre Besuchet	(21) 824.12.57
Sep. 21-22 1991	Point Regatta Martigues, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 28 1991	Trophee Giraudy/1ère Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 28-29 1991	Challenge Hobie Cat Heist, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
Sep. 28-29 1991	Asprocat Lac Des Settons, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Oct. 11-13 1991	Acampada Hobie Pautano Siltjar, Spain	Ruan Nuviola	(03) 323.22.21
Oct. 12 1991	Trophee Giraudy/2ème Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Oct. 12-13 1991	Coupe D'Automne Bombannes, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Oct. 12-13 1991	1991 Turn Down Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Oct. 12-13 1991	Tumpel Trophy Zulpich Zuelpichersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 13-14 1991	Ausklang Regatta Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 26-27 1991	Ski Voile Crans, Switzerland	Pierre Besuchet	(21) 824.12.57
Nov. 1-3 1991	Ville Week Bahia De Cadiz, Spain	Ruan Nuviola	(03) 323.22.21
Nov. 14 1991	Flensburger HC Regatta Flensburg, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Nov. 16-17 1991	Eispokal Essen Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04

PRD'S

USE THEM!

FLEET DIRECTORY

INT'L HOBBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

ALABAMA

76 Chance Gastor Mobile 904/234-0023 15

ARIZONA

66 Tim Marengo Phoenix 602/345-1125 2
514 Brian Dolan Tucson 602/325-3825 2

ARKANSAS

145 Susan Langston Ft. Smith 918/775-4522 14

CALIFORNIA

2 Christopher Hawthorne Grass Valley 916/265-9696 3
3 John O. Hauser Long Beach 714/536-4312 2
4 Frank Mardel San Diego 619/277-5152 2
15 Timothy German Oxnard 805/985-9463 2
16 Philip Hamilton Big Bear Lake 714/585-3467 2
17 Kit Wiegman Sacramento 916/338-4678 3
20 Robert Eustace San Jose 415/967-2921 3
21 Steven Kieffer Modesto 209/239-5416 3
29 Thomas Grimaldi Merced 209/384-3439 3
30 Jan Nichols Riverside 714/658-4437 2
62 Chris Miller Fresno 209/673-7314 3
167 Dave Bethell Bakersfield 805/322-9178 2
180 Theo Overdevest San Fernando 818/885-8121 2
194 Jim Sajdak Benicia 707/429-2959 3
205 Michael Couthes Clear Lake 415/797-2066 3
222 Bud Robinson Monterey 408/449-6682 3
252 Bill Timms Quincy 916/283-0979 3
259 Brett Dingerson San Luis Obispo 805/541-6249 3
281 Dee Doyle Santa Rosa 707/887-2508 3
537 Derrick Hunt Redding 916/244-7857 3

COLORADO

50 Craig Simpson Ft. Collins 303/493-4694 5
61 Bill Gerbick Denver 303/798-3484 5
201 Jeff Franks Colorado Spgs 719/599-5231 5

CONNECTICUT

31 Jim Bird Brookfield 203/790-9525 12
56 Colin Walklet Westport 203/454-0241 12
208 Evan Mirylees Fairfield 203/255-7772 12
473 Dieter Bromkamp Niantic 203/774-4612 12

DELAWARE

106 Thomas Hennessey Dewey Beach 301/823-7710 11
271 Richard Raphael Newark 302/475-1708 11

FLORIDA

5 Christopher Cooper Clearwater 813/535-8242 8
11 Mark Chaffee Orlando 407/275-7029 8
36 Henry Rodriguez Miami 305/558-8585 8
39 Lisa Pryor Bradenton 813/953-6792 8
42 Tom O'Neal Tampa 813/985-4401 8
43 Joe Sisson Tallahassee 904/576-8482 15
44 Glenn Gelatt Pompano Beach 407/482-5740 8
45 Richard Merritt Space Coast 407/633-0980 8
71 Lenny Carey Key West 305/294-0326 8
80 Dan Heyse Daytona Beach 904/673-1944 8
111 Cindi Muhlbaier Jacksonville 904/396-8403 8
112 Ron Wajda Sarasota 813/351-8962 8
116 Joe Beai Lakeland 813/299-3355 8
120 Robert Self Panama City 904/763-7539 15
127 John Russell Ft. Pierce 907/465-8608 8
153 Kim Coffee Gainesville 904/377-8462 8

GEORGIA

12 Tammy Duran Atlanta 404/531-0397 9
154 Bruce Miles Macon 912/923-6721 9
294 Don Thiedt Savannah 912/897-5312 9

HAWAII

6 Diane Ackerman Honolulu 808/941-5857 1

IDAHO

105 John Gabiola Boise 208/384-1846 4

ILLINOIS

115 Bob Findlay Wilmette 708/835-8490 10
199 Scott Burch Carbondale 618/549-7821 10
419 Timothy Duryea Peoria 309/243-5506 10

INDIANA

26 Christopher Blight Indianapolis 317/781-0114 10
89 Michael Griffie South Bend 616/445-2792 10
126 Jim Kartz Gary 219/844-8496 10
216 Gary Gotsch Culver 219/749-8100 10
476 Jim Hearn Leesburg 219/453-3764 10

IOWA

84 Chris/Jeff Mumma Des Moines 515/964-7807 7
475 Phil Redenbaugh Storm Lake 712/732-3986 7

KANSAS

27 Debbie Hill Wichita 316/722-3203 14
297 Joe Michaels Emporia 316/343-5833 7
510 Dennis Patterson Leon 316/745-3705 14

KENTUCKY

114 Keith Moore Morehead 606/784-9823 10
142 William Rupe Louisville 502/267-4017 10
219 David Nelson Paducah 502/443-7408 10

LOUISIANA

9 Glenn Richard Lake Charles 504/923-0320 6
41 Steve Lewis New Orleans 504/340-9909 15
55 David Koons Baton Rouge 504/473-0123 15
528 Taylor Keough Lake Charles 318/478-5916 6

MAINE

231 Dwight Hawkins Greater Portland 207/933-2991 12

MARYLAND

54 Dan Flanigan Baltimore 301/433-4042 11

MASSACHUSETTS

28 Stephen Latham Bedford 508/993-0867 12
197 Robert Reed Rockport 617/631-7031 12
505 Kevin Kudzal Webster 508/949-0102 12

MICHIGAN

18 Richard Hutchins Pontiac 517/793-9386 10
40 Jack Wallner Richland 616/671-5212 10
58 Ted Pawela Jackson 517/787-8600 10
108 Richard Devon Muskegon 616/453-7529 10
117 Loyd Pylat Shelbyville 616/672-9225 10
171 Mark Medos Ypsilanti 313/485-2254 10
276 James Rusnack Mt. Clemens 313/792-7503 10
519 Stephen Chapman Portage 616/327-8519 10

MINNESOTA

52 Charles Hildebrandt Roseville 612/429-2653 7
246 Wayne Thorson Grand Rapids 218/326-3318 7
515 Charles Leekley Wayzata 612/473-8448 7

MISSISSIPPI

70 George Zorn Ocean Springs 601/863-2826 15
235 Stephen Essig Jackson 601/856-2769 15
533 Michael Benfield Long Beach 904/932-5520 15

MISSOURI

59 Carl Votaw Springfield 417/865-4230 7
123 David Stahl St. Louis 618/236-2343 7
149 Gordon Preller Kansas City 913/862-2868 7
273 Carl Fischer St. Louis 314/521-2974 7

NEBRASKA

192 Dennis Wheeler Omaha/Lincoln 402/498-2921 7

NEVADA

51 Robert Campbell Las Vegas 702/739-6970 2
203 Russell Brown Reno 702/883-0538 3

FLEET DIRECTORY

NEW HAMPSHIRE

209	Tom Sullivan	Gilford	603/293-8151	12
496	Lisa Hanselman	Seabrook	603/772-5428	12

NEW JERSEY

24	Wally Myers	Ocean City	609/390-8182	11
65	Read Hayward	N. Barnegot Bay	201/577-9537	11
73	Bill Hillier	Pleasantville	609/641-9083	11
137	Edward Matey	Lake Hopatcong	201/540-1005	11
234	Clark Shimp	Millville	609/455-5594	11
250	Jon Maddock	Atlantic Hghlds	201/872-0442	11
267	Paul Tarditi	Long Bch Island	609/492-5209	11
443	Douglas Ackroyd	Town Bank	609/861-5674	11
452	Dave West	Waretown	609/971-3603	11

NEW MEXICO

48	Paul Neis	Albuquerque	505/292-4752	5
----	-----------	-------------	--------------	---

NEW YORK

86	Tom Doud	Elmira/Ithaca	607/737-1140	16
109	Theo Novak	Roslyn	516/757-4750	12
119	Dave Slattery	Angola	716/693-8291	16
124	Bob Piechnik	Bayport	516/563-7025	12
143	Nancy Ratner	Brentwood	516/435-0679	12
204	Thomas Kiefer	Syracuse	315/474-1711	16
238	Peter Ransley	Albany	914/229-6435	16
256	Sharon Chamberlin	Grand Island	716/773-3369	16
295	Paul Sullivan	Rochester	716/342-7425	16
404	David Block	Hamburg	716/549-3626	16

NORTH CAROLINA

92	John Gergel	Charlotte	704/847-7408	9
97	Ron Lasater	Raleigh	919/772-3512	9
101	Jack Welles	Wrightsville Bch	919/256-4930	9
191	Dan Morton	Greensboro	919/282-4622	9

NORTH DAKOTA

532	Stephen Hoetzer	Bismarck	701/258-5926	7
-----	-----------------	----------	--------------	---

OHIO

47	George Fecher	Cincinnati	513/825-4684	10
68	Thomas Bodde	Lorain	216/967-8649	10
85	Michael Teets	Columbus	614/666-1110	10
218	Jerry Williamson	Mentor	216/975-1462	10
283	Ann Galluzzo	Springfield	513/399-6089	10
300	Robert Flucke	Columbus	614/927-0456	10
400	John Yerman	Toledo	419/475-4540	10
445	Betty Bliss	Cleveland	216/562-3428	10
501	Douglas Wilkins	St. Marys	419/586-6114	10

OKLAHOMA

25	Donna McIntosh	Tulsa	918/224-6573	14
63	Guy Lawyer	Norman	405/275-6462	14
131	John Curtis	Oklahoma City	405/348-4501	14
432	Shirley Parma	Ponca City	405/762-3535	14
468	Boyd Bass	McAlester	918/426-4745	14

OREGON

19	John Lefler	Ashland	503/482-1717	4
72	Stanley Breed	Portland	503/641-0560	4
94	Rob Dewitt	Bend	503/382-2050	4
193	John Stahr	Eugene	503/344-5585	4

PENNSYLVANIA

416	Richard McVeigh	Quakertown	201/469-4770	11
466	Tim Nixon	Pittsburgh	412/457-6448	16

PUERTO RICO

133	Raul Hevia	San Juan		13
-----	------------	----------	--	----

RHODE ISLAND

448	Christopher Brosco, Sr.	E. Providence	401/434-2164	12
-----	-------------------------	---------------	--------------	----

SOUTH CAROLINA

53	Mike Groshon	Charleston	803/792-6866	9
141	Pat O'Cain	Columbia	803/957-6306	9
164	Lee Moses	Clemson	803/877-8782	9
174	Ted Watts	Myrtle Beach	803/651-6931	9
520	Buzz Moore	Hartsville	803/332-6103	9

SOUTH DAKOTA

198	Randy Bohne	Rapid City	605/341-5568	7
227	Noel Chicoine	Pierre	605/224-9294	7
291	Larry Nelson	Yankton	605/624-4262	7

TENNESSEE

134	Marc Dickenson	Memphis	901/387-0337	15
249	Gary Lamborn	Nashville	615/859-3167	15

TEXAS

8	John Mayo	Galveston	713/952-4558	6
23	Tom Slettebo	Dallas	214/394-1339	14
64	Mike O'Neal	Austin	512/331-1611	6
91	Jean Might	Ft. Worth	817/581-6222	14
99	Brad Foster	Corpus Christi	512/949-7350	6
102	Mike Hardy	So. Padre Island	512/630-1267	6
128	Stephen Acquart	San Antonio	512/344-9505	6
146	Skip Barmore	Wichita Falls	817/767-7847	14
162	Ray Murray	Waco	817/754-8831	14
407	Debbie Hennessey	N. Houston	713/443-4564	6
435	Steven Fangio	Amarillo	806/355-3984	14
457	Scott Beach	Brownwood	915/784-7004	6
486	Jim Bryant	Abilene	915/673-9142	14
526	Walter Campbell	Odessa	915/367-5075	6

UTAH

67	Steve Phipps	Salt Lake City	801/451-5728	5
----	--------------	----------------	--------------	---

VIRGINIA

32	Buck Huff	Virginia Beach	804/473-1558	9
196	Warren Theis	Alexandria	703/780-7178	11
221	Russell Dixon	Richmond	804/264-9417	9
516	Thomas Yorty	N. Virginia	703/476-6853	11

WASHINGTON

14	Paul Ulibarri	Seattle	206/364-9938	4
37	Angelo Zopolos	Bellingham	206/773-3291	4
95	Jeff Janders	Seattle	206/433-6969	4
195	Tony McKarns	Tri-City Area	509/943-8391	4

WISCONSIN

472	David Repyak	Cambridge	608/423-3494	7
-----	--------------	-----------	--------------	---

WYOMING

156	Stuart Hill	Casper	307/235-0692	5
-----	-------------	--------	--------------	---

EUROPEAN

315	Helmut Jakobowitz	Vienna, AUSTRIA	Eur
335	Friedrich Schiebel	Vienna, AUSTRIA	Eur
336	Erich Minarik	Graz, AUSTRIA	Eur
376	Miro Zornija	Vienna, AUSTRIA	Eur
381	Harry Michel Peter	Knokke Heist, BELGIUM	Eur
393	Olivier Verbustel	Auderghem, BELGIUM	Eur
394	Francis Maes	Ostende, BELGIUM	Eur
397	Benoit Thieffry	Coxhyde, BELGIUM	Eur
801	Jean Werrie	Burxelles, BELGIUM	Eur
817	Xavier Wynen	Ostende, BELGIUM	Eur
386	Barry Jenkins	Jersey, CHANNEL ISLANDS	Eur
333	Erik Olsen	Middelfart, DENMARK	Eur
385	Mogens Hojgaard	Arhus, DENMARK	Eur
396	Nils Dulum	Rungsted Kyst, DENMARK	Eur
815	Thomas Poulsen	Charlottenlund, DENMARK	Eur
369	Heikki Loukasmaki	Helsinki, FINLAND	Eur
303	Bruno Delahaie	Rennes, FRANCE	Eur
309	Christian Peres	Toulon, FRANCE	Eur
311	J. Francois Bockell	La Baule, FRANCE	Eur
312	Gerard Fulgoni	Hyeres, FRANCE	Eur
313	Stan Sobczyk	Le Havre, FRANCE	Eur
320	Jean Pierre Blaise	Ludres, FRANCE	Eur
321	Guy Delmas	St. Medard, FRANCE	Eur
324	Etienne Moutte	Marseille, FRANCE	Eur
328	Pierre Sarabous	Biarritz, FRANCE	Eur
338	Alain Blum	Cap D'Agde, FRANCE	Eur
339	Guy Reverbel	Palavas, FRANCE	Eur
340	Bruno Sollier	Beaufort En Vallee, FRANCE	Eur
344	Jacques Serviere	Mandelieu, FRANCE	Eur
347	Bernard Lion	Ajaccio, FRANCE	Eur
354	Marcon Louis	Martigues, FRANCE	Eur
355	Robert Rives	Toulouse, FRANCE	Eur

FLEET DIRECTORY

357	Raymond Descatoires	Bondues, FRANCE	Eur
363	Francois Sangiardi	Paris, FRANCE	Eur
379	Jacques Simon	La Valette, FRANCE	Eur
392	Pierre Liard	La Motte, FRANCE	Eur
805	J. Jacques De Keyser	Halluin, FRANCE	Eur
809	Laurent Bonnet	La Rochelle, FRANCE	Eur
813	Dominique Paris	Locmariaquer, FRANCE	Eur
818	Laurent Larrourou	St Maring, FRANCE	Eur
301	Dangel Manfred	Wolfrathshausen, GERMANY	Eur
317	Detlef Mohr	Hamburg, GERMANY	Eur
318	Bernd Beilfub	Ritterhude, GERMANY	Eur
319	Mathias Stender	Aachen, GERMANY	Eur
327	Andreas Szameitat	Eutingen, GERMANY	Eur
334	Peter Jannack	Hamburg, GERMANY	Eur
342	Gunther Konig	Morun/Sylt, GERMANY	Eur
349	Klaus Zuchel	Lechenich, GERMANY	Eur
348	Wolf Ossner	Muenchen, GERMANY	Eur
350	Rainer Kellerman	Velbert, GERMANY	Eur
351	K. Kuhlich	Herdecke, GERMANY	Eur
352	Michael Schwindt	Huenstetten, GERMANY	Eur
356	Peter Bezold	Bamberg, GERMANY	Eur
360	Fritz Von Dornick	Kalkar, GERMANY	Eur
361	Jandek Hartmunt	Bergkamen, GERMANY	Eur
362	Stefan Griesmeyer	Feldafing, GERMANY	Eur
366	Dirk Praetorius	Hemmingen, GERMANY	Eur
373	Peter Mueller	Mendig, GERMANY	Eur
374	Wolf Petrovicki	Glöbusch, GERMANY	Eur
377	Thomas Stange	Bremen, GERMANY	Eur
388	Folker Zinke	Borkum, GERMANY	Eur
395	Dieter Brandt	Dusseldorf, GERMANY	Eur
398	Fiete Noack	Berlin, GERMANY	Eur
513	Frieder Niederquell	Korbach, GERMANY	Eur
803	Fiegfried Tietz	Friedrichshafen, GERMANY	Eur
323	Brian George	Cornwall, GREAT BRITAIN	Eur
346	David Collett	Houghton Cambs, GREAT BRITAIN	Eur
364	Gordon Edwards	Surrey, GREAT BRITAIN	Eur
370	Barry Tiernan	Poole Dorset, GREAT BRITAIN	Eur
372	Phil Taphouse	Somerset, GREAT BRITAIN	Eur
804	Thursby Neil	Tynes & Wear, GREAT BRITAIN	Eur
806	Graham Sawyer	Stapleford Notts, GREAT BRITAIN	Eur
807	Roy Forfitt	Wiltshire, GREAT BRITAIN	Eur
816	Simon Morgan	London, GREAT BRITAIN	Eur
816	Simon Morgan	Vassiliki Lenkas, GREECE	Eur
304	Rob Van Deursen	Le Heemstede, HOLLAND	Eur
305	Bram Lussenburg	Hoekvan, HOLLAND	Eur
306	Nol Eitens	Katwijk Zee, HOLLAND	Eur
307	Jan Van Spellen	Den Haag, HOLLAND	Eur
308	Jan Wijker	Egmond A/Zee, HOLLAND	Eur
316	Martin Schuitema	Wassenaar, HOLLAND	Eur
325	Wim Bongers	Noordwijk, HOLLAND	Eur
343	Bram Van Straalen	Gravezande, HOLLAND	Eur
353	Hans Kersseboom	Naarden, HOLLAND	Eur
378	Nico Olthof	Glutrech Hemelingen, HOLLAND	Eur
380	Kees Snijders	Velsbroek, HOLLAND	Eur
382	Ernest Zwikker	Assen (Drenthe), HOLLAND	Eur
390	Robert Heilbron	Wassenaar, HOLLAND	Eur
391	Milko Berben	Rotterdam, HOLLAND	Eur
302	Paolo Orsini	Ladispoli, ITALY	Eur
331	Eduardo Colosetti	Varedo, ITALY	Eur
332	Giuseppe Rotunno	Pisa, ITALY	Eur
337	Paolo Span	Aurisiana, ITALY	Eur
345	Gianpaolo Serra	Quartu S.Elena CA, ITALY	Eur
358	Maurizio Juris	Venezia Lido, ITALY	Eur
359	Maurizio De Rossi	Roma Lido, ITALY	Eur
375	Andrea Dorigoni	Toronto, ITALY	Eur
383	Antonio Nocca	Gaeta, ITALY	Eur
384	Claudio Colbertaldo	Palermo, ITALY	Eur
389	Paolo Sciacaluga	Genova, ITALY	Eur
800	Michael Wohl	Meran, ITALY	Eur
802	Piero Di Nucci	Formia, ITALY	Eur
808	Marino Sandro	Pescara, ITALY	Eur
810	Roberto Peragallo	Della Pescara, ITALY	Eur
811	Oscar Calzati	Latina, ITALY	Eur
314	Jacques Frei	Noumea, NEW CALEDONIA	Eur
367	Cato Knem	Oslo, NORWAY	Eur
310	Dominique Ardin	Geneva, SWITZERLAND	Eur
322	Thomas Muhlethaler	Zurich, SWITZERLAND	Eur
329	Walter Steiner	Altenrhein, SWITZERLAND	Eur
341	Werner Wittwer	Denges, SWITZERLAND	Eur
326	Per Ahlberg	Vellinge, SWEDEN	Eur

368	Thomas Niclason	Sollentuna, SWEDEN	Eur
371	Ove Hult	Vastra Frolunda, SWEDEN	Eur
387	Rolf Haradlsson	Salen, SWEDEN	Eur
812	Lars Persson	Skövde, SWEDEN	Eur
814	C.S.B.F.G. Lefebvre	Gosier, Guadeloupe, WEST INDIES	Eur

INTERNATIONAL

79	Bill Hyman	Pago Pago, AM. SAMOA	Int'l
506	Craig Findley	Caringbah, AUSTRALIA	Int'l
536	John Green	AUSTRALIA	Int'l
702	Robert Jensen	Sydney, AUSTRALIA	Int'l
704	John Vaughn	AUSTRALIA	Int'l
707	George Groves	AUSTRALIA	Int'l
710	Dick Sherwell	AUSTRALIA	Int'l
438	Age de Vries	Monoma, BAHRAIN	Int'l
	Joe Thompson	Freeport, BAHAMAS	Int'l
487	J. De Groot	Seria, BORNEO	Int'l
122	Walter O. Cabral	Fortalexa, BRAZIL	Int'l
38	Paul Harvey	Nova Scotia, CANADA	12
74	Paul Yarwood	Whitby, Ont., CANADA	16
90	Bruce Peto	Winnepeg, Man., CANADA	7
98	Lamont George	Clear Lake, Man., CANADA	7
129	Glenn Withenshaw	Thunder Bay, Ont., CANADA	16
172	Nick Elliot	Kingston, Ont., CANADA	16
183	Stuart Crabbe	Toronto, Ont., CANADA	16
185	Marcus Lamb	London, Ont., CANADA	16
214	Steve Jung	Vancouver, BC, CANADA	4
237	Craig Burwell	Sarnia, Ont., CANADA	10
247	David MacHardy	Chatham, Ont., CANADA	10
263	Ron Rubadeau	Kelowna, BC, CANADA	4
293	Dave Chick	Balhurst, NB, CANADA	12
298	Dave Milne	Ottawa, Ont., CANADA	16
299	Bill Cabel	Pickerington, NB, CANADA	10
417	Grant McDonald	Nova Scotia, CANADA	11
441	Chris Walker	Burlington, Ont., CANADA	16
446	Edgar Frank	Calgary, AB, CANADA	4
497	George Wand	Trenton, Ont., CANADA	16
517	Brian Hughes	Turkey Pt. Ont., CANADA	16
527	Robert Laurendeau	St. Romuald, Que., CANADA	12
289	Octavio Jorge	Santo Dom., DOMINICAN REB.	Int'l
252	Noel Kliner	Tami, FIJI	Int'l
500	Yves Germain	Libreville, GABON	Int'l
75	James Hoist	Tamuning, GUAM	Int'l
189	Tony Stearns	Saipan, GUAM	Int'l
138	Juan Maegli	Guatemala Cty, GUATEMALA	Int'l
493	F. Peter Harwood	Muscal, GULF OMAN	Int'l
179	Gordon Leilson	HONG KONG	Int'l
518	Max Westwater	Cheung Chau, HONG KONG	Int'l
132	Neil Carter	Tiemure, INDONESIA	Int'l
365	Didier Constant	Abidjan, IVORY COAST	Int'l
498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'l
499	Mariyasu Murase	Saitama-ken, JAPAN	Int'l
501	Ajiro Hirayama	Tokyo, JAPAN	Int'l
507	Masami Kozuge	Kanagawa, JAPAN	Int'l
233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
469	Poncho Limon	San Felipe, MEXICO	Int'l
405	Shaun Burgess	Boroko Papua, NEW GUINEA	Int'l
46	Murray Davidson	Auckland, NEW ZEALAND	Int'l
69	Doug Hislop	NEW ZEALAND	Int'l
471	Nicky Guy	Christchurch, NEW ZEALAND	Int'l
512	Gavin Harford	Wellington, NEW ZEALAND	Int'l
531	Brendon Whitley	Tavranga, NEW ZEALAND	Int'l
402	Charlie Cronhel	Lagos, NIGERIA	Int'l
274	Peter Capotosto	Manila, PHILIPPINES	Int'l
415	John Koedt	Tali Bch., PHILIPPINES	Int'l
494	John Griffith	Doha, QATAR	Int'l
253	Brian Dunloy	Dhahran, SAUDI ARABIA	Int'l
412	K. G. Ansell	Jeddah, SAUDI ARABIA	Int'l
530	Trevor Page	Al-Jubail, SAUDI ARABIA	Int'l
492	J. L. Marti	SINGAPORE	Int'l
107	Michel Le Calvic	Papeete, TAHITI	Int'l
148	Hans Weidmann	Bangkok, THAILAND	Int'l
411	Dick Wilsinson	Dubai, UNITED ARAB EMIRATES	Int'l
511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l

HOBIE RULES UPDATE

[The Rules Committee of the International Hobie Class Association meets on a quarterly schedule to discuss and vote on changes, additions and deletions to rules affecting every Hobie Class. All changes are in effect and govern all races immediately. In some cases, the old rules have been deleted and new rules supersede them.]

If you have any suggestions or recommendations please send them to Doug Skidmore, Director, IHCA, Hobie Cat Company, 4925 E. Oceanside Blvd., Oceanside, CA 92056. -Ed.]

RULES COMMITTEE:

- 1) Wayne Schafer (IHCA President)
- 2) Jeff Alter
- 3) Hobie Alter, Jr.
- 4) Doug Skidmore (IHCA Director)
- 5) Paul Ulibarri (NAHCA Chairman)

GENERAL RULES

11.2 Tiller crossbar connectors and end caps may be replaced with other types. (Other manufacturers' connectors are legal.)

12.10 Vertical cut mylar sails are class legal for the Hobie 16 as of 1/1/91. Only standard factory-supplied sails are allowed.

14.2 Boom bales for the purpose of

hanging mainsheet blocks may be added, deleted or relocated.

16.7 Personal convenience accessories may be added (e.g.: telltails, tool kits, non-skid, wind indicators, stow bags, beverage coolers, etc.) (Refer to Rule 4.)

20.4 When the infringement occurs after the preparatory and before the starting signal is made, the infringing boat shall make one 360-degree circle as soon as possible after clearing all other yachts on either side of the starting line, following the starting signal. Modifies IYRU Appendix 3 1.1.

HOBIE 16

4.1 d) Jib halyard tension may be adjusted while sailing.

9.1 A maximum of two trapeze wires is allowed on each side of the boat. Supplied wires may be shortened, lengthened, and/or have adjustable systems installed.

HOBIE 17

1.2 Rudder blades, rudder assemblies and centerboards shall be stock as supplied by the manufacturer. Factory-supplied rudder housings and centerboards shall not be modified except for minimum filing to improve fit and function. Factory-supplied after market rudders are allowed to replace stock rudders.

2.1 Sail downhaul purchase shall not exceed 5:1. Downhaul must cleat on mast or boom.

3.1 Each mast shall have a black band around it, as supplied by the manufacturer. The black band shall be located between the rotation control and gooseneck.

a) The black band shall be located 26 ft. 10 in. from the top of the mast.

6.2 A line or bungee may be added to keep the mast in rotation. It must be nonadjustable.

HOBIE 18

1.1 Rudder blades, rudder assemblies and daggerboards shall be stock as supplied by the manufacturer. Factory-supplied rudder housings and daggerboards shall not be modified except for minimum filing to improve fit and function. Factory-supplied after market rudders are allowed to replace stock rudders.

3.1 Each mast shall have a black band around it, as supplied by the manufacturer. The black band shall be located 27 ft. from the top of the mast.

8.1 A maximum of two trapeze wires are allowed on each side of the boat.

III. HOBIE SX-18

14.1 d) Spinnakers may be changed during a regatta without race committee approval. (This modifies General Rule 12.3 for spinnakers only.)

e) A maximum of two spinnakers may be used per regatta.

15.1 a) The black band shall be located 28 ft. 4-1/2 in. from the top of the mast.

REGATTA MATERIALS REQUEST FORM

Send completed form and payment to:

HOTLINE Publications
Attn: Regatta Material
4925 E. Oceanside Blvd.
Oceanside, CA 92056

DATE MATERIAL
REQUIRED

NAME

FLEET #

ADDRESS

CITY

STATE

ZIP

TELEPHONE NUMBER

CHECK#

AMOUNT ENCLOSED

\$

ALL ITEMS MUST BE PAID FOR IN ADVANCE!!

PART #	QUANTITY	DESCRIPTION	PRICE EACH
84430101		VHS Hobie 17 Nationals	\$26.95
86110000 1S		Course Chart Decals50
86120000 1S		Flag Decals	1.00
86130010		Biannual Officers Report Form	FREE
86130020		Biannual Members Address Form	FREE
86130100		Minimum Fleet Bylaws	FREE
86180000 1S		Hobie Class Assoc. Racing Rules	2.00
86180100		Order of Finish Form	FREE
86180200		Protest Form	FREE
86180300		Regatta Checklist (pre-race arrangements)	FREE
86180400		Scorecards	FREE
86180500		Regatta Material Request Form	FREE
86200000 1S		W.H.C.A. Decals (outside window)	1.00
89408940		Hobie Card Applications (pkg. of 100)	FREE
89418941		1-year HOTLINE Subscription (6 issues)	14.97
89428942		2-year HOTLINE Subscription (12 issues)	27.97
8939		HOTLINE Subscription Envelopes (pkg. of 50)	FREE

Attention Fleet Officers!

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

Regatta Dates	Due Dates	Issues
9/1 to 11/3 are due	11/9 will appear in	Jan/Feb
11/4 to 1/5 are due	1/12 will appear in	March/April
1/6 to 2/27 are due	3/7 will appear in	May/June
2/28 to 5/5 are due	5/11 will appear in	July/August
5/6 to 7/7 are due	7/13 will appear in	Sept/Oct
7/8 to 8/31 are due	9/7 will appear in	Nov/Dec

Please note that this schedule is subject to change.

Submit all material directly to **HOTLINE**, P.O. Box 1008, Oceanside, CA 92051

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

Do not submit results on scoresheets. Results should be typed (or printed by computer) by class, position, and total points. Place the name of the regatta, the fleet number, the division number, the location, the date and the name of the person submitting the scores at the top of each page of results.

Photos should be 5x7 or 8x10 black and white prints. Please write a short caption identifying the people in the photo, and/or the regatta on a separate sheet and tape the caption to the back of the print. Photos cannot be returned so please send a duplicate print.

We'll do our best to be sure every fleet's regatta is included in the race section, but stories will be printed on a space available basis. The **HOTLINE also reserves the right to edit stories for length considerations.**

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!

MOVING?

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

Attach Mailing Label Here.

New Address _____

City _____ State _____ Zip _____

Mail to: **HOTLINE**, P.O. Box 1008, Oceanside, CA 92051

3/91

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-snap 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

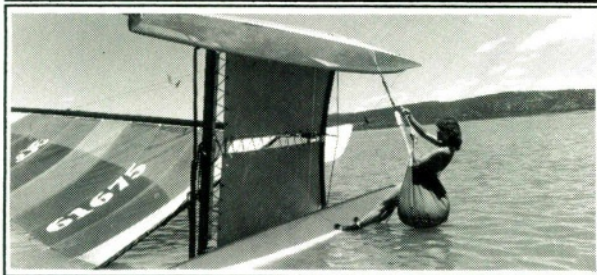


A genuine Hobie product!
For ordering see your favorite dealer.

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.

LIQUIDATE YOUR CAPSIZE WORRIES



CAT RIGHTER™ offers the following features:

- Consistently quick cat-righting in all weather conditions
- Easy to use for lightweight solo sailor (Patented)
- WORLD HOBBIE™ CLASS ASSOCIATION APPROVED
- Lightweight, easy to install, convenient to use and stow
- No boat modifications required (protects warranty)
- No more frustrating moments spent waiting for help

CAT RIGHTER™ comes fully assembled and ready to use

- **CAT RIGHTER™** uses only HIGH QUALITY parts and materials incl: two 4:1 blocks, snap hook, 50' of line, water bag and more
- **CAT RIGHTER™** has a 1 full year warranty, satisfaction guaranteed

Enjoy sailing safety with **CAT RIGHTER™** onboard

DEALER INQUIRIES WELCOME / BROCHURE AVAILABLE

BOAT LENGTH	HEAVY DUTY	LIGHT DUTY
14-16'	\$140.00	\$79.95
17-19'	\$150.00	\$79.95
20-21'	\$160.00	\$79.95

Send check or money order to:
LAKE ENTERPRISES INC.
7120 WYOMING BLVD. N.E., SUITE 132
ALBUQUERQUE, NM 87109
Inquiries: (505) 281-6601

To Order by VISA or MASTER CARD:
1-800-468-6884 Ext. 7017
Phone orders only, please.
Postage COD, otherwise FOB

Rick White's

CATAMARAN

SEMINARS

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

Bring Your Own Boat-A Few Rentals Available

GRAB A HOTSTICK!

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

The HOBBIE HOTSTICK when total control is a must.



AVAILABLE AT YOUR HOBIE DEALER

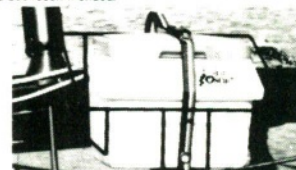
The portable

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 3/4 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

or

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

One Year Warranty

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

AQUA-CADDIE

- ☐ Hobie 18 \$62.95
- ☐ Other Models \$53.95

MAST-CADDIE

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

Indicate Model of Boat:

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.

ASK THE EXPERT • Continued from page 12

problem when working with stainless, so a cobalt or tungsten carbide drill bit will work better and last longer than a standard high-speed steel drill bit. Your local "Helpful Hardware Man" should have a cobalt drill bit in stock; they are relatively inexpensive. You need only drill through the head of the bolt. Then use a 1/4-inch punch to tap the remaining bolt out of the hole. Once the bolt and anchor bar are out of the hull, use vice grips to remove the damaged bolt from the bar. If removal is impossible, you must purchase a new anchor bar along with the bolt. Remember always to use lubricant on the threads of the stainless steel bolts.

LEAKY DAGGERBOARDS

My daggerboard wells leak too much. How can I stop them from leaking?

The problem with daggerboards is they seem to work best when they stick out below the bottom of the boat, a faulty design no doubt. This situation creates another serious design dilemma by requiring a hole in the boat, called the daggerboard trunk, for the daggerboard to extend out of; or, in more pessimistic terms, a place for water to get into.

As you can see, the daggerboard poses a sad state of affairs; it works great, but can occasionally cause various other problems. For example, there you are, jammin' along on your Hobie 18 in about 20 knots of breeze, double-trapped, lookin' good with a honey on the wire, could be male or female, then all of a sudden your daggerboards hit a big alligator ... WHAM! Both of you become unwitting circus performers and instantly slingshot north inspecting the bows; fun, but definitely not cool on the first date.

So, if your daggerboards leak, the best thing to do is trade in that old boat on a new daggerboard-less Hobie 16. What an intriguing idea — a boat without daggerboards.

Let us assume that buying a Hobie 16 is not your preferred solution to leaky daggerboards. Here are a few thoughts on how to remedy the problem of water finding holes in the daggerboard trunk that you can't. But first, a comforting thought: the newer Hobie 18 has an improved daggerboard well design. This latest configuration has a molded-in daggerboard trunk, eliminating the hull/daggerboard trunk joint at the bottom of the hull.

Now guess which design will be more apt to leak, the old or the new? Time's up. Locating the leak usually is not a problem using the old trick of slightly pressurizing the hull with the exhaust of a vacuum cleaner. Once slightly pressurized, sponge a soap-and-water solution in the daggerboard trunk to find where the air is coming out, which, by the way, is where the water comes in — great concept.

Most of the time, the leaks occur at the bottom glue seam where the daggerboard trunk is glued into the hull. As you probably guessed, both upper and lower glue seams are located approximately two inches into the daggerboard trunk. Remember, the bottom seam is eliminated on the newer boats.

Repairing the leak is best accomplished with a special machine, you know, the one in the movie "Honey I Shrunk the Kids." At the very least, this repair involves a few bleeding knuckles and your favorite expletives.

Once the leaks are located, use a little grinder like a Dremmel tool or a hand file to remove the area of glue around where the leak occurs. After the area is completely dry, clean the area with acetone or another appropriate cleaner. Once clean, Marine Tex or Hobie Stuff putty may be applied to fill the ground-out area. This process requires a lot of patience, but the boat should be as good as new, if the procedure is done correctly.

A quickie way to repair the leak is to use silicone seal. First, sand the area with 150 grit sandpaper. Sand both top and bottom, where the daggerboard trunk is glued to the hull. Dry the area and wash with acetone. Then, apply a bead of silicone seal where the daggerboard trunk and hull meet, again both top and bottom. The bead can be smoothed over with a water-moistened (wet) finger and, if done properly, requires no additional work once the silicone cures.

This method usually works well to stop minor leaks that are more of an annoyance than a threat to sinking the ship. As always, your local Hobie dealer or fleet is a good source for advice, parts and support.

WATCHING YOUR FIRST HOBIE RACE

I have never raced my Hobie 18. On a recent weekend cruise, I happened upon a regatta, and after watching from a distance I have to admit my curiosity has been sparked. Unfortunately, I know absolutely nothing about what actually was going on. What exactly were they doing out there?

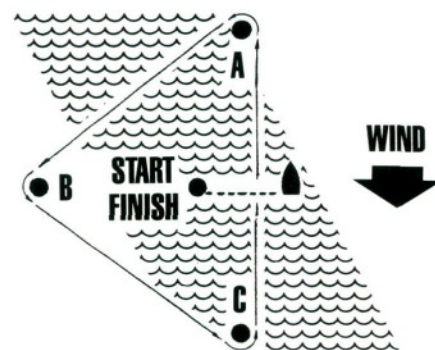
What is a sailboat race, or more specifically, what is a Hobie Cat regatta? A Hobie Cat regatta is definitely more than just a sailboat race. Hobie racing's great allure can also be viewed as its great liability. Enjoyment of the sport is through participation, not observation. Participation is easy; learning the rules is easy; learning nuances of the sport is a lifelong challenge. Caution: Hobie Cat racing may become a passion in your life.

Here are a brief explanation and simple diagram of what goes on out there on the race course. To the casual observer, the race looks like a group of boats going in every direction with no apparent destination, but to the dedicated competitive sailor,

the race is a bunch of boats going in every direction with no apparent destination.

The following race description will be as simple as possible, and no one with any racing experience should read any further. The basic race course is a triangle with a start-finish line midway between the corners of a leg of the triangle. The start-finish line is delineated by a committee boat and a floating mark about 50 yards away. All sailboats must start between the committee boat and the floating mark. The first class follows a ten-minute starting sequence, with additional classes usually starting at five-minute intervals.


The first leg of the race is normally sailed into the wind, which requires tacking to the first corner of the triangle. After rounding the first corner, or mark, racers proceed on the second leg of the triangle, which is perpendicular to the direction of the wind. Reaching the second corner of the triangle, they turn around the second mark and proceed on the third leg of the triangle, now heading generally with the wind. The third mark (corner) of the triangle is rounded and the racers head back into the wind to the start-finish line at which they began.



I have described the most common race course: SABC. Many variations exist. Different courses are signaled by flags or numbers on the committee boat before the start of each race. A rule book controls who has the right of way in every possible situation on the water. This is an oversimplification of the racing scene, but it contains the basics, so the next race you see may make a little more sense.

The best way to gain an understanding of Hobie racing is to attend a fleet race. Volunteering to crew for someone will provide a hands-on experience for which no amount of description can substitute. There are always people willing to show you the ropes; Hobie sailors take pride in their camaraderie.

All sailors should try racing at least once, to gain valuable boat handling skill in a variety of conditions. Your local fleet and dealer are the best sources of sailing and racing information. Sailors always welcome new sailors; if not the first sailor you meet, surely the second.

Good luck! 

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)



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.

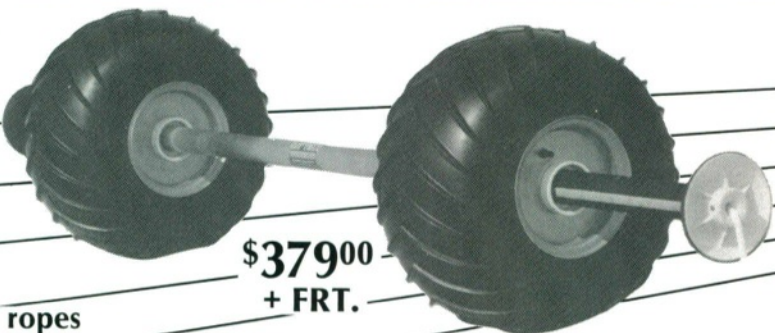


\$389⁰⁰
+ FRT.

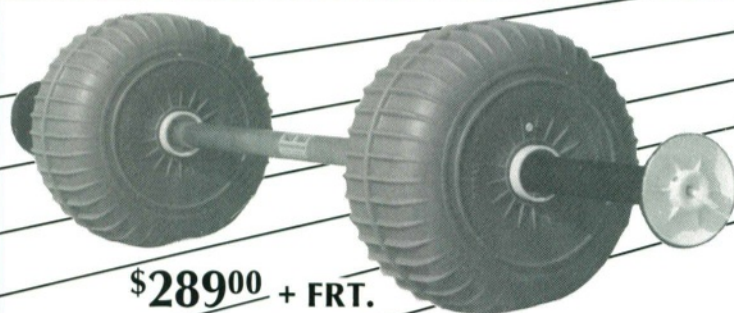
21"x12" Tires
— 2-Ply Rated
— Tubeless
— Smooth Tread

— 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

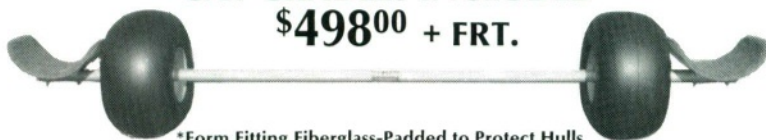
- Tough blue polyethylene wheels
- No air required — color won't fade
- Lightweight and durable components
- Same roller bearings as CAT TRAX
- Easy rolling on firm beaches.

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

IN TUNE • Continued from page 14

ing sikaflex as the sealant. I allow the sealant 24 hours to cure completely before I stuff the COMPTIP™ in place with the filler. If you don't allow the cure time, you will blow out your seal when you shove the COMPTIP into place.

The factory has changed its procedure to include "foaming" the cavity between the plug and the COMPTIP, to promote better sealing.

If your new COMPTIP fills with water after you've turtled the boat, you probably blew the seal at the masthead. Your dealer has a "bulletin" on the fix for that problem. If you live miles away, you can fix it yourself by drilling a 3/8-inch hole near the top,

There's nothing worse
than getting a mast almost
to the upright position —
only to be stopped abruptly
by a trap wire.

draining out all the water, letting it air out (in the hot sun) for a couple of days, then foaming the end with a closed-cell foam.

What about stepping a Hobie 18 mast, you ask? The 18 has a taller mast with a bigger cross-section, equating to a heavier mast. To top things off, the diamond wires are right where you want to grab hold and lift. Try picking up 50-55 pounds with your arms held straight in front of you, without bending at the elbow.

The mast step and base on an 18 are designed differently than those on a Hobie 14/16/17. While you don't need a step link kit (it's built-in), if you don't lift straight up, but drift off to the left or right, or twist the mast excessively, you can break the mast hinge. This can be disastrous if you have raised the mast only one-third of the way up. (This subject brings up a good safety measure before stepping or unstepping your mast. Make sure the area is clear of traffic — pedestrians, kids, wives, friends or anyone else you don't want to hurt.)

With the diamond wires in the way, it's good to have someone at the masthead help lift the mast, walking toward the boat at the same time. This assistance will enable you to get positioned under the mast and diamond wires and lift in a more natural way.

This technique also is used on the other Hobie Cats. The person on the ground, in addition to getting the mass of the mast moving upward, can make sure all lines are clear from hanging up on obstructions. There's nothing worse than getting a mast almost to the upright position — only to be

stopped abruptly by a trap wire hung up on the rear corner casting or the rear trailer crossbar.

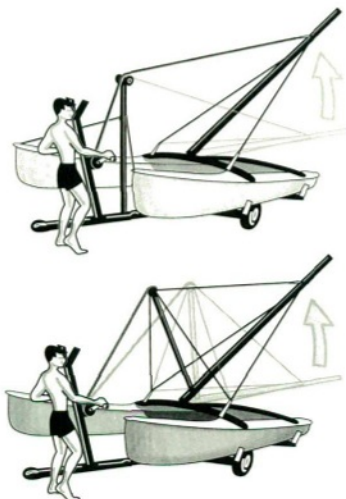
OTHER CAT MASTS

The ball and socket combination on the Hobie 17/21 is probably the best system for stepping the mast. Not much can go wrong, although I've heard of incidents in which the stepping pin is bent and the ball gets worn so the mast base slips off the ball during stepping. To eliminate wear on the ball, apply some lubricant. Some people use wheel bearing grease because it won't wash off in the water, and it's convenient (you can carry a tube in your Cat Box).


Early Hobie 17 stepping pins were made of a more ductile material than is now available. If your pin is not straight, replace it. While the Hobie 17 mast was designed to be stepped by one person, if you can get help, it's best to do so.

The extra hand lifting at the masthead gets the mast moving upward. This additional speed from a dead lift position gives you added momentum, which helps to reduce your efforts initially. The principle of momentum aiding in moving heavy loads is used by body builders when they do power lifting. They use their legs to give the weights added momentum in the upward movement.

When I help someone step their mast, I walk toward the boat, hands on the mast over my head (not straight-armed), going hand over hand until the last moment when I extend my arms to give the mast an upward thrust. This upward "pop" gives the mast momentum, which aids the mast-raising person on the tramp to get the mast up past the 45-degree angle faster. After the 45-degree mark, the effort you need to exert in raising the mast is less than that initially needed for the dead lift effort.



If you do much solo sailing, there are a couple of mast-stepping apparatuses on the market that work just fine. Pictured are two that appear in the Hobie catalog. Consult the catalog to determine which one will work best for you.

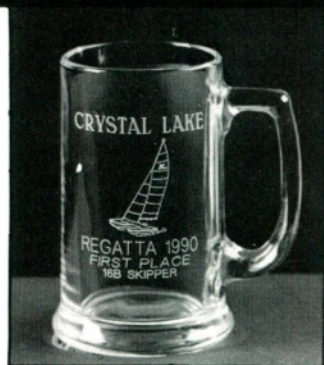
Many happy steps to you! 

DANGER



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

NEW TROPHIES



BEAUTIFUL ETCHED CRYSTAL MUGS

as low as \$10⁰⁰ complete!

Searching for good looking, desirable, low cost trophies? We have them!

Complete with all regatta details. Any quantity, no minimums, fast service.

Plus many other new trophy ideas for 1990. Please call.

— FREE CATALOG —

800-343-0710

In Mass. 617-631-2500



ECLIPSE COMPANY, INC.
BOX 365 — 2 CENTRAL ST.
MARBLEHEAD, MA 01945

*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

SAFETY FIRST • Continued from page 16

Winning The Cold War

Hypothermia is a condition in which your body loses heat faster than it produces it, resulting in an abnormally low body temperature. A drop as small as four-to-six degrees can be fatal. This situation was evident during a passenger ship disaster in the mid-Atlantic Ocean, reported in "Reader's Digest Family Safety and First Aid." "At approximately 10 PM on December 22, 1963, fire broke out aboard the Greek luxury liner *Lakonia* as it cruised the Atlantic near Madeira and passengers and crew were forced into the water. The air temperature was over 60 degrees, the sea was almost 65, and the rescue ships were in the area within a few hours. Neverthe-

tors; specifically, how much energy you have to start with and the temperatures involved. If you were warm and rested when your body was exposed to cold, you may have a considerable amount of energy reserve. However, if you were tired and chilled when you were exposed, then just the opposite is true. The trick to preventing hypothermia when you are in a harsh environment such as cold water is to conserve your energy and reduce body heat loss.

Hypothermia victims are in the most extreme danger during the very first hour after a rescue. If you suspect someone is suffering from hypothermia, you can increase their chances for survival by providing care as shown in the accompanying emergency treatment chart until professional medical assistance arrives.

Overall, the best remedy for hypothermia is prevention. Using common sense and simple safety precautions when you are exposed to the cold can prevent serious injury or even death. Here are a few guidelines for sailing or swimming in cold water:

You can survive three weeks without food and three days without water, but without warmth you are lucky to last three hours.

less, 124 people died — 113 of them because of hypothermia, the lowering of the body's inner heat, perhaps by no more than six degrees."

You can be in danger of developing hypothermia even when temperatures are relatively mild, between 50-30 degrees Fahrenheit. Water pulls heat from your body 32 times faster than still air at the same temperatures. As the Digest advises, "You can survive three weeks without food and three days without water, but without warmth you are lucky to last three hours."

Exposure time limits will vary depending on air temperature, windchill factor, clothing, and body build. Thin people become hypothermic more rapidly than fat people. Very fat people may survive for long periods of time in water near 32 degrees Fahrenheit, if they are warmly clothed.

The symptoms of hypothermia include violent shivering, disorientation, thickness of speech or difficulty talking, poor coordination, loss of memory, weakness, numbness, or a bluish tint to lips and skin. The speed at which hypothermia develops and symptoms occur depends on several fac-

1. Always wear the proper protective clothing. Wear a wet suit, dry suit, foul weather gear, T-shirt, gloves, hat or whatever is appropriate for the wind and air/water temperatures. Don't underestimate the air and water temperature. Be especially cautious in spring or fall when the air temperature seems warm but the water is chilly.


2. Always wear a life jacket.

3. Never sail or swim alone.

4. Limit your cold water activities. Never stay in cold water (below 47 degrees Fahrenheit) more than ten minutes at a time.

5. Change into warm, dry clothes as soon as you get on shore and drink warm liquids (not alcoholic beverages).

6. Pay extra attention to toes, fingers, ears and nose. They will frostbite first.

Hypothermia is a real danger. It can take your life. Therefore, be cautious of the potential danger whenever you are participating in activities involving cold water or weather. The cold war can be won. Sail smart. 

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.



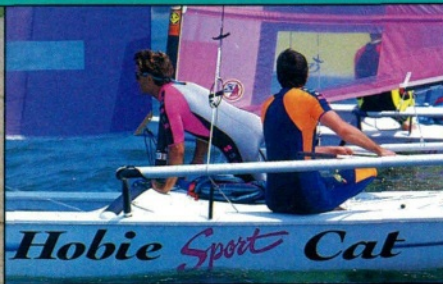
4925 East Oceanside Boulevard, Oceanside, California 92056.



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!!