

Stobie HOTLINE

MAY/JUNE 1991

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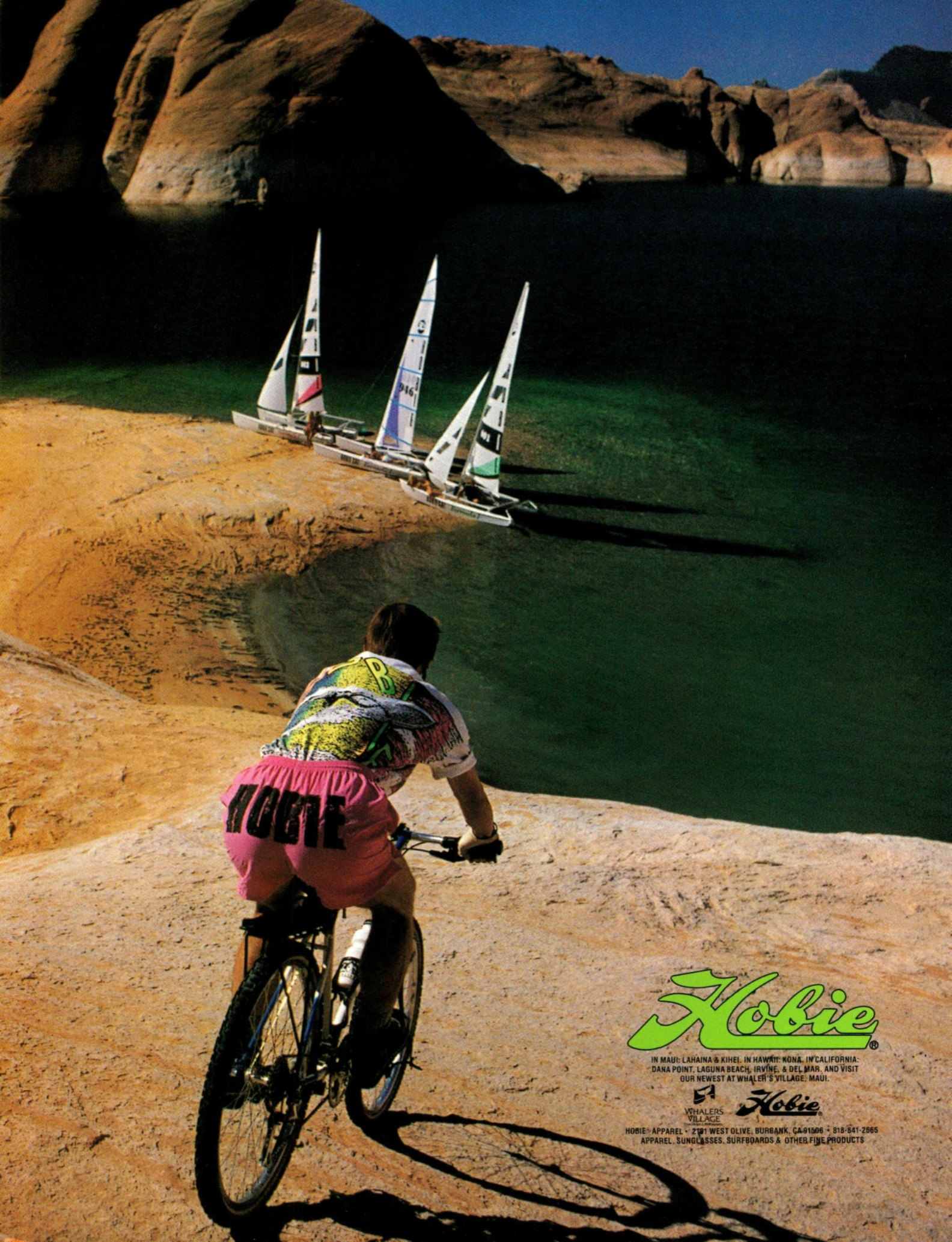
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DEPARTMENTS

HOBIE TORIAL	6
LETTERS	9
WAVE LINES	10
TECH TALK	12
Ask The Expert	
IN TUNE	14
Sweet 17. The finer points, part one.	
CAT TALES	20
"T" For Two. Maine-ly fog and Maine-ly fun.	
HOBIE RACING	38



FEATURES

SOARING 22

It's not magic, it's "soar"cery.

PLEASURE ISLAND 26

Adam and Eve never had it so good.

A MIRACLE: THE RACER'S CAT 30

A racer's dream; the competition's nightmare.



ON THE COVER

Fast as flash!
The Miracle.
Photo by
Patrick McDowell.

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

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PUBLISHER

Bonnie Hepburn

**EDITOR**

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko

**CIRCULATION MANAGER**

Jean Stein

FULFILLMENT

Pat Powell

**DESIGN DIRECTOR**

Miles Burke, Da Biz Grafix

ART ASSISTANT

Geneene Montgomery, DBG

**CONTRIBUTORS**

JOHN HACKNEY • WICK SMITH
KEVIN THOMPSON • DIANA L. MALKIN
MARY WELLS • STEVE HINES • GREG HAUSMAN
CARIBBEAN WATERSPORTS • NISSAN RACING
TECHNOLOGY • DENNIS ASHLOCK
PATRICK MCDOWELL • JOE PETROCIK
FRENCH WEST INDIES TOURIST BOARD
ST. MARTEN GOVERNMENT TOURIST OFFICE
WIL SIMON • MICHAEL F. STALEY
BILL BALDWIN

**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Doug Skidmore, Director Hobie Racing

**NORTH AMERICAN HOBIE CLASS
ASSOCIATION**

Paul Ulibarri, Chairman

**PRINTER**

American Web, Denver, CO



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Racing For Life

On my wall at home is a poster of a runner going along a road that ventures down a country hill and up a distant incline winding seemingly into eternity. The runner's journey appears endless, but as you see her from the back she does not appear daunted or fatigued by the sight of so many more miles yet to go. You get the feeling she will continue on her way everlastingly refreshed.

What, you are asking, has your HOTLINE publisher gone bonkers—is she under some spell of May madness? What does a running poster have to do with sailing? The caption to the picture says it all: "The race is not always to the swift, but to those who keep on running."

I'm not a runner (unless you consider trying to keep up with the snails as jogging), but my friend who gave me the poster is. She's not the kind of runner you will ever see at the front of any race (actually, she had the dubious honor of finishing her first 10K in last place; now, she jokes that racing gives her a stiff neck because she's constantly looking back to make sure at least one person is behind her). She is, however, the kind of runner who continues.

My point is, Hobie racing is not always to the swift, either. For example, as Ron and Shirley Palmer point out in their account of the near-disaster at Midwinters West (see Wave Lines, "Rule A Deserves A+" in this issue), the real winners of that regatta were the three couples who left the race without hesitation to help a fellow human being win his race for life. I find it hard to fathom, but I have heard chilling tales of racers so intent on winning they will pass by someone in danger as they speed for the finish line.

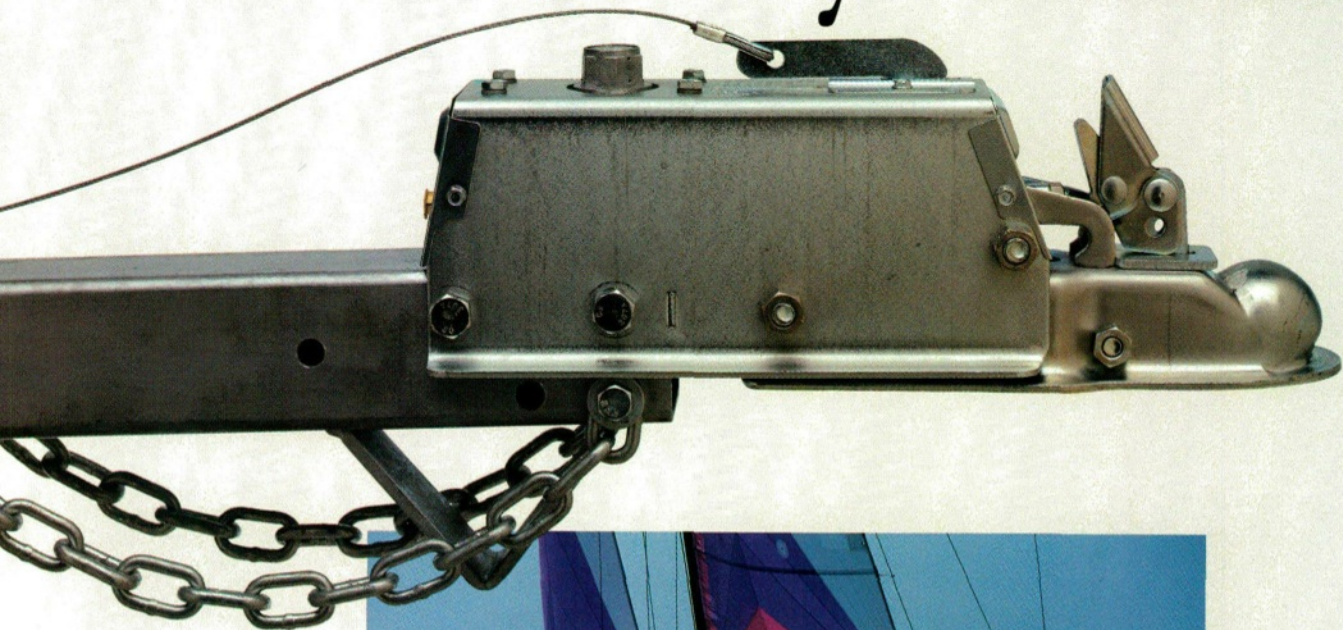
The running poster also says something to me about participation. Remember when you were a kid playing sports and your parents or coach after a particularly humiliating loss would say, "It's not whether you win or lose the game, it's how you play that counts"? It really isn't whether you win or lose, it's that you're playing the game that counts. I know it sounds trite, but the camaraderie, the excitement and the fun of being with all sorts of people that have different backgrounds, professions, lifestyles and hobbies but all sharing in the "Hobie Way of Life" is truly what counts.

And, whether you're a racer or recreational sailor, you can, as the poster says, "keep on running." My running friend swears she probably couldn't win a race even if she were the only person entered, but she nevertheless keeps a log and notes her time and distance each time she runs. Why? To pursue what she calls her "personal best." Wholeheartedly participating in anything—sticking to it no matter what—is a way to achieve your personal best.

For many of you, your personal best means winning the race. For many more of you, your personal best means being out there on the water.

The race is not always to the swift, but to those who keep on sailing.

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WHERE'S THE BOOM?

I have just started my subscription to your magazine and I think it is awesome! I also am moving up to the northwest to sail in the Puget Sound, around Seattle.

I own a Hobie 21 and found your article in the January/February 1991 *HOTLINE* entitled "The Tahiti Mondialcat Challenge" by Douglas Knapp very interesting. How do I get in touch with the person who designed the boom-righting system they talk about in the story?

I will be sailing in the cold, cold waters of Puget Sound alone. Even though I'm fairly confident about righting my boat with the system I have, I weigh approximately 250 pounds and would like a backup system. So please, can you help me get in contact with someone who knows the boom system that was used in the Tahiti Mondialcat Challenge?

Thanks, and great job.

David M. Callahan
Kirkland, WA

The Hobie 21s were built and specially race-prepared for the Tahiti Mondialcat Challenge by Hobie Cat Europe. You can contact Hobie Cat Europe by FAX, 33.94.081399, or by writing to Hobie Cat Europe, Rue Du Dr. Calmette, ZI Toulon Est-La Farlede, F-83088 Toulon Cedex, France. -Ed.

GREAT PRESS

As commodore of Fleet 3, I welcome the good press you gave us in "Compassion Comes In First" on page 43 of the January/February '91 *HOTLINE*.

Fleet 3 was well represented at the Nationals and all gave donations. But, it was Division 3 which got together the \$892 for the Paul Jesus fund. I think that was wonderful and Division 3 should be so praised.

John Hauser
Huntington Beach, CA

HATS OFF TO HOTLINE FAMILY

I have been reading the *HOTLINE* editorials recently and think we all need to give you and your staff a standing ovation for all the guff you take from subscribers. I applaud your effort in trying to please so many narrow-minded people who think this magazine is published just for them instead of a diverse group of people.

Over the years I have been involved with running the second largest points regatta in Division 11 and feel a second

round of applause should be given to *HOTLINE* advertisers. For years, they have supported and donated merchandise to our regatta and other regattas in our division and receive very little thanks. Without their donations, our regatta raffles would be bare and uneventful. So to each and every *HOTLINE* advertiser, my hat goes off to you for your efforts. We know that without advertisers' support, there would be no *HOTLINE*.

Kathy Szakmeister
Hellertown, PA

REQUIEM FOR THE CALENDAR

Just a brief note to register my disappointment in the discontinuance of the *HOTLINE* sailing calendar for 1991. I understand cost reductions, but the calendar was an inexpensive(?), visible, "sales/sails" tool, at least in my office. I hope to see a reappearance of the calendar in '92.

A. Brown
Dublin, OH

Magnificently visible? Yes! Inexpensive? No! -Ed.

MAG RATES "A" FROM "X" SUBSCRIBERS

We are not renewing our subscription because we no longer sail Hobies or participate in fleet activities. In our eight years of reading *HOTLINE*, we found it to be a top shelf publication, informing many different aspects of the Hobie (and other cat) groups.

We raise our mugs to you and say — good luck and good winds. Thank you.

Andrew Campbell/Robin McIntyre
Dourne, MA

DESIGNING CATS

I was once caught up in amateur Corvette racing on a scale very similar to my current involvement with Hobie regattas. After a few years, it became increasingly apparent that even though I had improved my standings through driving skill development, I would never win because I was unwilling to sacrifice my family finances to buy the constantly changing, best class-legal shocks, fuel systems, etc., and I gradually lost interest.

One reason I switched to Hobie racing was a passage I read in the book, "Welcome To A-Fleet," by Jack Sammons (page 112): "The winner (when racing cars, planes and powerboats) almost inevitably was the

one who sank the most dough into his craft — but you can't buy 5th place in B-fleet at a Hobie regatta!"

I've helped Hobie sell a lot of boats over the last 10 years. I've told every prospective buyer who would listen how every other brand of catamaran was a lousy investment because they changed designs so fast. You couldn't find anyone with the same boat to swap stories with, let alone set up a class event.

Then came the explosion of designs and equipment recently unleashed by the factory. Within a few months we got SX boats, Formula 16, 17 and 18s, the 17 Sport, mesh tramps, mylar sails and now a Miracle. As a result, local Hobie fleets can no longer race without a Portsmouth Handicap System, which makes it very easy to include a few stray cat species in the process.


I can't believe the amount of controversy generated by issues such as the COMPTIP™, a safety item supplied and installed FREE by the factory, and the total lack of concern about the cost of this design and equipment explosion.

I feel like I'm back trying to decide how much money I can afford to spend toward winning. And I'm not even sure which, if any, boat I want to race.

David Adams
Citicora, PA

We hear your concern. We also appreciate your many years of sailing and supporting Hobie Cats.

Many of your points have been addressed in prior issues of the HOTLINE. To avoid repetition, we refer you to page 9 of the November/December 1990 issue, "The Sport: Issues and Answers"; page 10 of the January/February 1991 issue, "A Class Decision: Vertical Declared Legal"; and page 40 of the March/April 1991 issue, "Vertical Cut Mylar Sails Go Legal."

In regard to the "explosion" of designs and equipment (which the factory sees as a well-thought-out evolution rather than an explosion, by the way), new products and changes often are the response to sailors' demands. Mesh tramps, for example, are strictly a matter of personal preference, not performance. Formula versions of Hobie Cats can be compared to limited edition cars, differing from the standard models only in terms of aesthetics. As for the Miracle, simply put, there was a niche in the low Portsmouth Number marketplace Hobie Cat was not fulfilling. With the advent of the Miracle, Hobie Cat now not only fills but reigns supreme in that niche. -Ed. 

RULE A DESERVES A+

Racers, by their nature, are single-minded in their pursuit of an excellent finish. No sailing race, however, is as critical as the race for life in which a fellow sailor may be battling as you speed on by. No matter how intent you are on winning, a sailor's safety must always come first. Read about the real winners of the 1991 Midwinters West in this harrowingly instructive report by Ron and Shirley Palmer. It is reprinted, with permission, from the March issue of Tucson Fleet 514's newsletter, "On The Wire." -Ed.

FUNDAMENTAL RULE A

A. RENDERING ASSISTANCE

Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so.

RULE 69 REQUEST FOR REDRESS

A yacht that alleges that her finishing position has been materially prejudiced through no fault of her own by ... (b) rendering assistance in accordance with Fundamental Rule A, Rendering Assistance ... may request redress.

Consider the first race of the day at 1991 Midwinters West, San Felipe. The wind was 15-20 knots. Just after tacking for A mark, Ron and Shirley Palmer of Tucson saw a Hobie 18 under full sail with the single-handed skipper, Dan Farrar of Bakersfield, CA, dragging upside-down in the water clutching his rudder in an attempt to get his head above water.

The Palmer boat pulled up, furling the jib for better control, only to watch the

imperiled 18 sail away. Tim and Jan Marengo of Phoenix, just ahead of the Palmer boat, also saw the problem and immediately sailed over to help. Tim sailed his 18 in close, yelling at Jan to grab the hotstick as he leaped aboard the distressed 18. The Marengo boat capsized immediately.

Dan was tangled in trapeze lines that wrapped around his leg when his buckle failed. Meanwhile, Rod and Starlene Kuhns of Colorado also sailed in. Starlene was able to cut Dan loose from his lines while Tim, with a great deal of effort, got the 290-pound Dan back aboard while he was still breathing.

It was a very close call! Dan said he was on the verge of passing out when Tim got to him.

Everything was soon under control. Tim sailed back to his boat, righted it and caught his breath. Dan sailed into shore to recover and see to a gash in his foot. The Palmers sailed to the race committee boat to report the Marengos and Palmers had retired from the race. (The Farrar boat should have been mentioned also, since the RC has no way of knowing these things.)

A request for redress was made to the protest committee after the races. With Tom Wuelpert of Tucson as a witness, the three boats involved in the rescue were finished in the position they were in when they stopped to give aid.

Fundamental Rule A is important to each and every one of us who enjoys this sport. Be aware that shifts really do happen! Tragedy was averted here when racers were willing to consider safety before their results.




A CAT FIT FOR AN ELEPHANT

An elephant and a Cat became the best of friends at the recent King's Cup Regatta in Bangkok. The baby elephant tried hard to get on board, trunk and all, but the owners of the Hobie 16 declined to test the strength of the boat. Although disappointed, the cumbersome calf managed to keep a stiff upper lip about the situation. The sailors did attempt to get its assistance in launching the Cat, but with little success. Conclusion: This smart little elephant is no dumbo, but sailing just isn't his bag.

AS THE TAXES TURN

It's beginning to sound like a soap opera with its twists and turns of plot, but in what is becoming the never-ending story of boat "user fees," nearly 25 percent of the U.S. House of Representatives is co-sponsoring a bill to REPEAL the tax on recreational boat owners. The bill, known as H.R. 534, was introduced by Michigan Representative Bob Davis, senior Republican on the House Merchant Marine and Fisheries Committee, which has jurisdiction over the U.S. Coast Guard.

As it now stands, the tax will require millions of boaters to pay as much as \$100 per year to the federal government. Where will the money go? Not back to the boaters, maintains BOAT/U.S. president Richard Schwartz. "It will not result in any new funds going to the Coast Guard or to the states for boating and fishing programs."

With 104 representatives already behind the bill, BOAT/U.S. (the nation's largest organization of recreational boaters) strongly urges all boaters to ask their Congressional representative to co-sponsor H.R. 534. If you would like to get involved in the repeal effort or want to find out if your representative has jumped on board yet, call BOAT/U.S. Government Affairs at 703-461-2864. 

NAME GAME CORNER

Swee' Pea has sailed in almost 30 regattas since her purchase new in 1988. That's a lot of miles both on land and water. She has been on the water 30-50 days a year.

I truly love Swee' Pea as do I the people in the picture — all are either A-fleet skippers or crew, including 9-year-old Sally (Swee' Pea) on the right.

Chris Dingle
Dayton, WA



I thought you might enjoy another mad Hobie Cat, this time from England. She is of 1987 vintage and has several long distance events under her dolphin striker. The white patch is by my reaching foot-holds which have been removed. Happy Hobie-ing!

Sue Stubenvoll
Richmond, Surrey, England

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Ask The Expert

BY JOHN HACKNEY

In this issue's column, tech expert John Hackney has his whimsical way with questions concerning the Hobie 16. If you would like John to attack your Hobie problem with his inimitable blend of delightful didacticism, please direct your question to HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051, or FAX it to (619) 758-1841. -Ed.

IS UP TIGHT ALL RIGHT?

How do you set and check the dolphin striker tension on a Hobie 16? Where do you measure the width at the stern to correspond to the bow width measurement? Are there any tricks to adjusting the diagonal measurements between the hulls?

The dolphin striker on the Hobie 16 needs to be snug to do its task of keeping the front crossbar from bending or breaking under the load of the mast. Snug is difficult to describe with precision, as torque figures for the dolphin striker nut are not available. However, a loose dolphin striker is one that can be moved around easily with your hand. A tight dolphin striker, when hit with your hand, does not go thud, but could be used as a bass in a B. B. King concert. Snug is somewhere between loose and tight — how's that for a scientific description?

Fortunately, the front crossbar is strong and flexible enough to accommodate a wide range of dolphin striker tensions. Therefore, improper dolphin striker tension will not usually damage the boat; again, this adjustment is very forgiving. Most damage occurs when sailors over-tension the dolphin striker, causing the pop rivets on the mast step casting to pull out of the front crossbar. So who said life was easy?

Expanding the concept, a dolphin striker really does a big job in that it not only carries the weight of the mast, sail and rigging, but also carries the loading from rig tension including the jib halyard, jib sheet and mainsheet. A less obvious but still important role of the dolphin striker on a Hobie 16 is upwind boat speed.

An over-tensioned dolphin striker has two suggested advantages. One is the corner castings are compressed hard onto the front crossbar, resulting in a more rigid platform. The more rigid the boat can be made, the faster it will go.

The second advantage of an over-tensioned dolphin striker is the front cross-

bar actually is bowed upward slightly. The increased curve in the front crossbar pulls the bows closer together, which, has been argued, allows the boat to go upwind better. Both rigidity and bow toe-in can be important to the person who enjoys racing a Hobie 16 and is concerned with ultimate performance. The downside is, bow toe-in does hinder downwind speed and will, over time, cause premature pop rivet failure at the mast step. As it helps sailors who like to get to the weather mark first, an over-tightened dolphin striker may be of benefit to the Hobie 16 racer.

Unlike the symmetrical hulls of the Hobie 17, 18, 21 and the new 20, which by the way looks great, Hobie 16 hulls are not parallel. The most common and easiest way to compare hull parallel alignment on a Hobie 16 with another boat is as follows: Measure from the center of one rudder pin to the other and the center of one bow tang to the other.

The most significant performance factor is still and always the person holding the tiller.

Another, more accurate way to measure the boat, more indicative of a "parallel" measurement, requires a small straight edge and, of course, a ruler. Measure from the center of one bow to the center of the other bow right below the deck. The stern measurement is taken by laying a straight edge against the outside hull surface, letting it extend aft off the hull right below the deck lip. Measure from this surface to the corresponding surface on the opposite hull. Comparing these two figures will tell you how much off parallel your boat is.

Now that you know where to measure the boat, what should these measurements be? Good question, a question which does not have an adjustable answer. The factory aligns the boats originally and permanently, using jigs and fixtures during manufacturing, as toe-in was not meant to be altered or adjusted. However, you may want to measure a boat you think is fast to determine its toe-in; just out of curiosity, of

course. For these few sailors who never leave well enough alone, the Hobie 16, when new, is toed-in slightly.

As many past Hobie 16 racers can tell you, more than a few people have changed the stock toe-in, more often increasing it (moving the bows closer together). The thought is that toe-in increases pointing ability but does sacrifice downwind speed. Finding the perfect compromise between the two has always been a problem and open to much debate.

As a maintenance procedure, the toe-in is of no concern, is pre-set at the factory and should not be altered. Realignment of your Hobie 16 is, therefore, not necessary as the factory pre-sets this dimension for you. Additionally, the class rules theoretically outlaw a deliberate change in boat dimensions, so your toe-in should not be modified. The most significant performance factor on a Hobie 16 — or any other Hobie Cat — is still and always the person holding the tiller. Remember, more tiller time always increases boat speed.

An alignment that can be adjusted on all Hobies requires the trampoline be loosened to make the adjustment. This second alignment may be checked by taking diagonal measurements from bow to stern on opposite hulls. The figures must be equal for the boat to be in proper fore and aft alignment.

The diagonal measurements can be made measuring common locations, from one bow to an opposite stern. The most common spot to measure is from the rudder pin diagonally to the center of the bow right below the bow lip.

If the two diagonal measurements are not equal, loosen the tramp so the boat will be forced into alignment, causing these measurements to become equal. To force the boat into alignment, one person pushes on one bow while another person pushes on the opposite stern, until the diagonal dimensions are equal.

Some boats require more force. In that case, attach the mainsheet blocks from the bow to the opposite stern and pull the hulls into alignment. The boat can be held in alignment while the trampoline is tightened. Once the trampoline is tightened, the boat should stay in alignment as the mainsheet blocks are removed.

If the boat does spring back into misalignment after the mainsheet blocks are removed, you must repeat the procedure. This time, intentionally misalign the boat in the opposite direction, then retighten the tramp. The boat should spring into alignment when the mainsheet blocks are released. Several tries may be necessary to get the boat perfect, but success will pay dividends in boat speed.

A QUICK HOT FIX FOR WORN CORNER CASTINGS

Can you offer any easy solutions for old boats with ovalled holes at the four corners where the castings join the extrusions from the hulls? I've heard of using epoxy here, but I'd prefer a removable solution for the one-half inch bolts and holes.

Hobie 16 corner castings tend to wear over the years, resulting in a loose boat that is detrimental to speed. The castings are expensive to replace, and used ones are usually worn and no better than the old ones on your boat. Not only do the castings wear at the bolt holes, but the slots become over-sized where the full pylon and crossbar slip into the casting.

The enlarged bolt hole may be drilled out to a larger size and a new bolt inserted, for a relatively simple process and quick fix. Enlarged crossbar and pylon slots are not easy to repair. The best method is to epoxy the crossbeam and pylon into place. This solution does present a slight dilemma if you ever have to disassemble the boat.

A stiff boat is a happy boat, and a happy boat is a fast boat.

Although disassembling epoxy-glued components seems like a major problem, in reality it is not. Epoxy softens when heated, so if the corner casting needs to be removed, just apply a little heat. A propane torch, a common home-shop tool, works well to heat the casting and it will not melt the aluminum corner casting. An oxyacetylene torch, on the other hand, may be quicker, but is more difficult to use and could result in a liquid corner casting or damaged hull.

Regardless of which torch you choose to use, care must be taken not to heat the hull pylon directly, especially where it enters the deck. Excessive heat in this area could damage the boat. Just apply heat directly to the corner casting, which transfers heat to the epoxy, softening it sufficiently to remove the casting. As a precaution, a wet rag may be placed around the pylon where it exits the deck to prevent any heat from traveling into the boat.

Most hardware stores and Hobie dealers carry an epoxy glue such as Marine-Tex, which is more than adequate to do the job. Using epoxy to glue the corner casting in place is a common method to increase boat stiffness, which will have a positive effect on boat speed. Remember, a stiff boat is a happy boat, and a happy boat is a fast boat. *XL*



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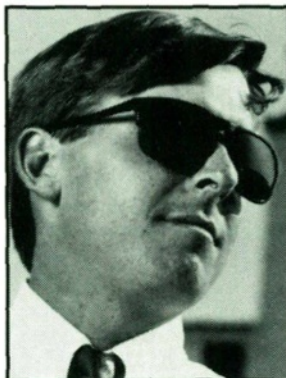
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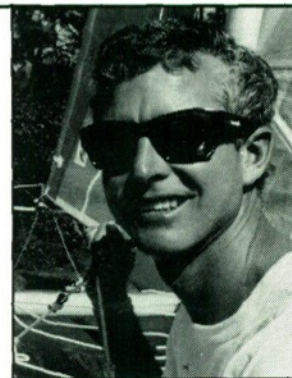
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Sweet 17

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BY WICK SMITH
ILLUSTRATIONS BY
KEVIN THOMPSON

In the first of this two-part series, Wick Smith single-handedly tackles the singular glories of the highly acclaimed Hobie 17. As you will find, Wick is a natural choice for explaining the techniques, secrets and nuances of the boat of choice for many racers. Originally a strong Hobie 16 competitor, Wick began campaigning his Hobie 17 in 1987. He finished first on the Division 9 points list every year from 1987 until the present, placing near the top in Hobie 17 National and World events over the same time period. His sailing career began at Camp Sea Gull in North Carolina in 1968; it hasn't ended yet: he's still sailing and racing and sharing his knowledge with sailors at all levels. -Ed.

There is nothing quite like racing in a strict one-design class. The competition is excitingly close, due to adherence to class rules and boat equality. Hobie Cat has remained true to this philosophy since the introduction of the Hobie 14 in 1967.

With rules that limit items that can be modified or added, only three major areas affect boat speed. One is hull "fairness," which relates to the smoothness of all items that come in contact with the water. If the hulls, rudders and centerboards are true and lack scratches, nicks and dings, they will move faster through the water. The second item is boat setup. Certainly, your boat needs to be in good condition and set up properly, but this is one of the most overrated areas of racing. Top skippers in national and world championships do not spend a lot of time on setup. They worry more about the most important of the three boat speed factors, boat handling. How the boat is trimmed and helmed once on the water is responsible for 98 percent of the distance between the 1st- and 15th-place boat in any one-design regatta in the world.

The Hobie 14, 16 and 18 have been raced at every level, from local fleets to world championships, for many years. The "ideal" boat setup has been refined to a point that leaves few secrets to boat speed in these classes. Consequently, racing at all levels is very close.

The Hobie 17 is a bit different for several reasons. The class is still relatively new. Since its introduction in 1985, sailors around the world have been tuning and tinkering to discover the best setup for maximum boat speed. There are a lot of strings to pull that will alter the shape of the sail. Each has its own effect on boat speed in varying conditions. The 17 has a tapered COMPTIP™ mast with a lot of bend in it.

The biggest difference is, like the 14, the 17 has no jib. On the surface this appears to be one less cause for anxiety. After spending a little time on a 17, however, you learn just how important a jib is. One other item many 17 sailors complain

reason, a stigma was attached to the horizontal cuts; i.e., that they were much slower. This accusation is true in conditions that require a lot of power (camber) such as medium air and big chop. In wind less than 5 knots or more than 20 knots, they still make a good sail.

In 1986, Hobie began making vertical cut sails for the 17. These were even fuller than the Pryde sails. After years of comparisons, the Hobie sail has been judged the best, because of the increased camber. This sail starts with fullness, and the controls allow you to flatten it if necessary.

A world-class sailor once told me, "You can make a full sail flat, but you can't make a flat sail full!" Here are guidelines for setting up the sail on the beach.

In very light air, tension the battens just enough to take out the wrinkles. As with most sailboats, when the wind is light, the air won't bend but so much to follow the curve around a sail. Therefore, the less camber you have in the sail, the less drag you induce. Also, the more tension you use, the more the leech hooks to windward; a situation that really slows the boat down.

In medium air (5-15 knots) and sheltered water (very little chop), use a little more tension to induce more camber in the sail. With this much air, the leech will blow open so you don't have the hooking problem and there is enough velocity for the air to bend around a bigger curve. This extra camber will help you downwind and won't hurt you upwind.

In 10-15 knot conditions with medium to big chop, "go get the pliers." If you have stock battens, you'll need them to get sufficient camber to power up. If your battens bend more than stock, you may not have to pull quite as hard. This need for increased tension and camber is especially true if you have one of the Neil Pryde sails, which need a little more "persuasion" to become full.

The 17 responds well in these conditions with a lot of power. The boat needs this muscle to get through the choppy stop/start conditions it will encounter. Power is even more important for skippers who weigh over 180 pounds. The extra weight requires more punch to accelerate in waves.

In 15 knots or more, you should begin thinking about depowering. If you are experienced in big air and are heavier, you may wait until 20 knots to back off on the batten tension. If you are sailing at minimum weight (160 pounds) in over 15 knots of air, the boat becomes rather tippy.

Experience is the best teacher. If the wind is definitely going to be overpowering for your experience/weight combination,

Many 17 sailors
complain about a
lack of crew.
After all, skippers
have to blame
mistakes on
someone!

about is lack of crew. After all, skippers have to blame mistakes on someone!

This article is an attempt to cover the major items on Hobie 17 setup (the critical area of concern for most sailors), and most importantly, how to trim and handle the boat to get more speed out of it.

SAIL SHAPE

BATTENS: PAST AND PRESENT TENSE

The 17 sail is the one item that does require quite a bit of consideration in the setup phase. The 17 was first introduced with a horizontally cut mylar sail. Although good sails, the flat cut resulted in very little camber.

Next came the vertical cut Neil Pryde sails. These were well made and somewhat fuller than the horizontal cut. For this

Given a choice, Kisme always recommends the simplest solution possible. A plain bolt is a very simple, two-dimensional connector. It would have made an ideal tiller connector on Noah's ark. But, using a 2-D connector on a 3-D catamaran tiller system is a simplistic solution... not a simple solution. Like the steering geometry on a race car, the caster, camber, and toe-in of a multi-tiller system represent a true three-dimensional mechanical matrix. Such a matrix can only be properly solved with a true 3-D connector. There is only one tiller connector in the world that addresses all the requirements of such a 3-D force matrix. This connector is so unique it is patented... and now ALL Hobie Cat® tiller connectors may be legally upgraded under general class rule 11.2.

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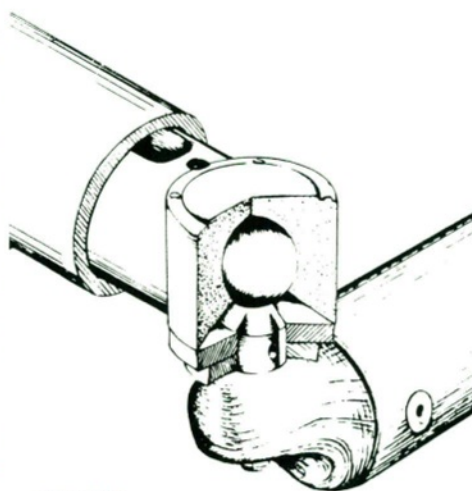
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then back the batten tension off to the point of just getting the wrinkles out. Any less tension than this, and you run the risk of poking the battens out the front of the sail as it flogs around.

An overview comment about batten tension: When in doubt, use more tension. You have several controls to flatten the sail if necessary, but few will fill it out like batten tension.

Most sails do well with stock battens, in all but the top two slots. These two are supplied from the factory as "narrower" battens like the ones used in the 16 jib. They still need shaving to get the camber in the top far enough forward to match the rest of the sail. One method is to use a thick batten akin to that used for the bottom four

In 10-15 knot conditions with medium to big chop, "go get the pliers."

and shave it down to give the proper camber. This procedure accomplishes two things. It gives you more fiberglass to work with and is less likely to break due to the larger cross section. It will induce less leech hook because the unshaved portion toward the leech is less "bendy." You may need to change the luff caps on your sail to accommodate the larger battens in the top two slots.

MAST ROTATION TAKE CONTROL IN ALL CONDITIONS

Mast rotation is one of the most powerful controls on the boat, due to the presence of the tapered COMPTIP™, which bends a great deal at the top. Set your boat up on the beach ready to sail and perform the following experiment. With the traveler centered, pull the mast rotator arm line in as far as it will go so the arm points toward the leeward rudder. Now, sheet the main very hard and look at the bend on your mast. Next, change the rotator adjustment until, when sheeted hard, the arm is pointed at the front wing stanchion. After sheeting it as tight as before, see how much more the mast bends now. The reason is the teardrop-shaped mast. It is much stronger (tougher to bend) along its fore/aft axis

versus its sideways axis. If the mast were round, this would not happen.

The more you rotate the mast, the more the "side" profile of the mast carries the load. As the mast bends, it stretches or pulls the luff of the sail toward the front of the boat, flattening the sail dramatically. Another effect of this bending action is "opening" the leech of the sail (or falling away to leeward). As the mast bends, the distance between the mast tip and the back end of the boom is decreased. The amount of cloth in the leech remains constant; therefore, there is less tension on that cloth causing it to open. This is good in both light air and in heavy air.

You will note a dramatic difference in upwind boat speed in light air with different settings on the rotator. Generally, in less than 5 knots, set the rotator arm so it points at the shroud or slightly forward of that when the boat is set to go to windward with the traveler centered. This arrangement gives you a flat sail plan with an open leech. In 5-15 knots and flat water, point it at the shroud, or slightly aft of it, to close the leech some and give you better pointing ability. In medium air and choppy conditions, reduce the rotation by pointing the rotator back as far as the centerboard line where it exits the hull, to fill out the sail completely and provide the power you need. Experiment with this setting, using the centerboard line as a minimum rotation point and 6 inches behind the shroud as a maximum. Determine what works best for your sail.

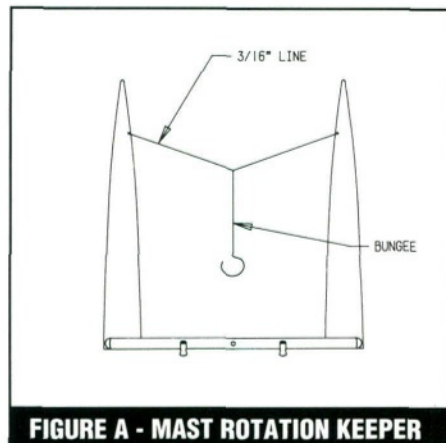
As the wind gets above 15 knots, begin to rotate the mast more. In "blowing like stink" conditions, the ideal setting is to point the rotator arm halfway between the shroud and the forward wing stanchion. This technique really depowers the boat. If, after sailing the first upwind leg, the competition is out-pointing you with equal boat speed, pull in the rotator line 1 inch or more until you are equal with the other racers. This maneuver will tighten your leech and give better pointing ability. If they are pointing higher with less speed, don't touch the rotator. Just "foot and drive" and you will beat their lights out to A mark!

One helpful hint: Before leaving the beach, tie a figure-8 knot in your rotator arm adjustment line behind the cleat so it cannot run through the cleat any further than the position in which the arm points halfway between the shroud and the front wing stanchion. If the wind comes up unexpectedly, you can let the line go and know it is set at the right point. The procedure also ensures that if your cleat slips, the amount of mast rotation is still limited.

DO NOT ROTATE YOUR MAST ANY FURTHER FORWARD THAN THIS KNOT. IT CAN BREAK THE MAST OR THE GOOSENECK FITTING!

Mast rotation downwind has one setting in all conditions. The trick is how to keep it there! The setting is 5-10 degrees beyond parallel to the front crossbar. You rotate

this far for one reason: to get a good flow of air across the leeward side of the sail. If the mast is rotated any less than this, you forfeit the smooth transition between mast and sail. Look at it the next time you go sailing and see what a difference it makes.



To maintain this setting, several home-made remedies seem to work. Only a few are class legal. The rules state, "A line or bungee may be added to keep the mast in rotation. IT MUST BE NON-ADJUSTABLE." The most effective (and most laughed at) setup seems to be a 3/16-inch line 8-10 feet long tied between the two shroud chain plates on the bows (see Figure A). A piece of 3/8-inch bungee is connected to the center of this "bridle" with a hook on the aft end of the bungee. When sailing downwind, the hook connects to the outward end of the rotator arm. It will hold it in maximum rotation, if enough tension exists on the bungee. When not sailing downwind, hook it to the dolphin striker and it will remain out of the way. The bungee solution is cheap and it works. Another bungee benefit is, if you forget to unhook it and jibe, it will still allow the mast to rotate to the other side. Don't worry about hooking it up in heavy air. It will rotate on its own!

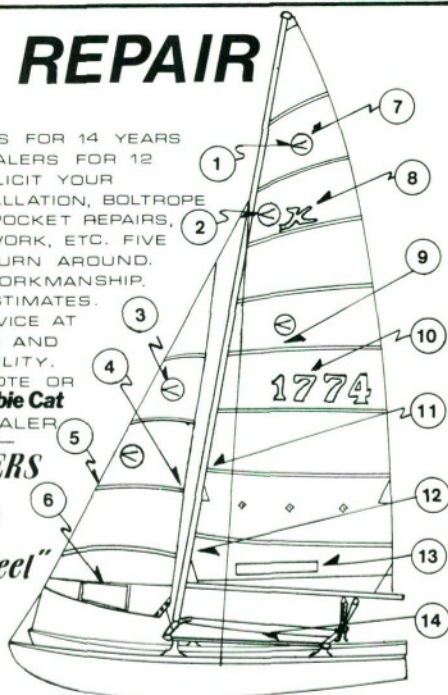
DOWNHAUL

Downhaul is another very powerful tool on the 17. It accomplishes three major things. It pulls the pocket (the point of maximum camber) forward in the sail. The heavier the air, the more downhaul you need to keep the pocket from being blown aft by the wind. It "pre-bends" the mast. Set your boat up on the beach, and with no downhaul tension, look at the bend in your mast. There is none! Now tighten your downhaul to maximum tension. The mast, especially the COMPTIP portion, is bent like crazy; all done with no mainsheet tension and no wind in the sail. As discussed previously, this technique flattens the top of the sail and is good for heavy air, too. Bending the mast frees up the leech, which depowers the boat. You got it! This is good for heavy air, also. A trend is developing!

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The harder the wind blows, the more downhaul you need.

UPWIND SETTINGS

In light air up to 5 knots, use just enough downhaul to get the wrinkles out when the main is sheeted properly. In 5-15 and flat water, pull it in a little beyond getting the wrinkles out to hold the pocket forward (not too much, though, or you will lose leech tension and pointing ability). In choppy water and 5-15 knots, use about the same setting.

Don't worry about the small wrinkles that might develop in the bottom quarter of the sail. If you downhaul too much, you will pre-bend the mast and lose all your power in the upper third of your sail. In 15-plus knots, increase the tension on your downhaul until, at 20-plus knots, you have maximum tension for the reasons discussed above. Here is a very important note: Always release the outhaul prior to putting initial tension on the downhaul. Because of the mast/boom triangulation, you can pull the clew plate out if you don't remove the tension on the foot of the sail first.

DOWNWIND SETTINGS

When you turn the corner to go downwind in less than 15 knots, relax the downhaul tension SLIGHTLY, to move the pocket back in the sail and "un-bend" the mast. In 15-plus knots, don't touch the downhaul. Lessening tension allows the top of the mast to fall away to leeward and destroys your boat speed. It's also one less thing to worry about at C mark in a blow!

The rules regarding the blocks and line used to string your downhaul have been relaxed significantly this year. Now, almost anything goes. The rule states, "Sail downhaul purchase shall not exceed 5:1. Downhaul must cleat on mast or boom."

The best setup is mounting a swivel Harken Cam-matic™ cleat on each side of your mast with a 3/16-1/4 inch continuous line running from one cleat through the sheaves (the roller bearing type) in the mast base and through a double block attached to the tack of your main (where your current downhaul attaches to the sail) and up to the other cleat. The downhaul then can be adjusted easily from either side of the boat, including the wing, if you make the line long enough. The maximum ratio provided is 4:1, but with decent blocks, it is more than enough.

This setup is good for two reasons: 1) it is very convenient, and 2) by moving the cleating system off the boom, you reduce the compression load on the gooseneck assembly.

OUTHAUL

The outhaul is effective in controlling the camber in the bottom third of the sail. The best measure of outhaul tension is the distance between the foot of the sail and the boom (see Figure B).

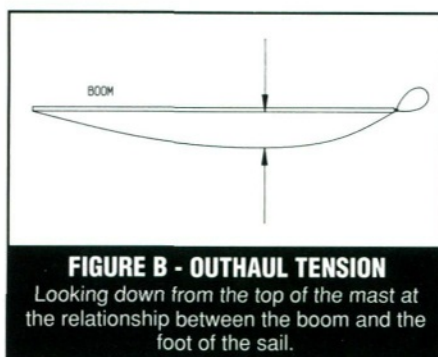


FIGURE B - OUTHAUL TENSION

Looking down from the top of the mast at the relationship between the boom and the foot of the sail.

UPWIND SETTINGS

In 0-5 knots, you want this distance to be approximately 2 inches. Even in these conditions, you want a little camber. Sailing with a sheet of plywood up there is not fast! In 5-15 knots and flat water, aim for 3 inches. In 5-15 knots and choppy water, release the outhaul until you get 4-5 inches of gap. As you get overpowered, begin to bring it in, until at "blow stink," you are at less than one inch.

I don't like to pull in any more than this distance, as it loads the cloth up too much when you sheet in. Leave a little slack just in case.

The outhaul can be used to power up even in heavy air, because it powers up the bottom of the sail. There is much less heeling moment in the bottom of the sail so increased boat tippiness is minimal.

DOWNWIND SETTINGS

In all conditions except 25-plus knots, release the outhaul to power up. Get up to 6 inches of gap. One must is a bungee in-haul system. Attach some 1/4-3/8 inch bungee to the slide in the boom track where the clew of the sail attaches. Run it forward 4-5 feet and secure it to the boom with some tension on it. You can do this by wrapping a 1-inch wide strip of duct tape around the boom 10-15 times to build up a "shoulder" around which to loop the bungee.

If you want it to look professional, mount an eye strap in the boom track to use as an attachment point. This in-haul device will pull the clew of the sail forward and keep it there when the outhaul line is released (downwind).

LEECH LINE

The leech line is the small line that runs inside the back edge of the sail and cleats near the boom. When pulled tight, this control will add camber to the top two or three battens of the sail. Set it fairly tight if you need a lot of power in big chop. In all other conditions, tie it off on the cleat without tension, unless your sail is too flat up top. It will distort the leech if overtightened in light air. The leech line can be set easily while on the beach and with some difficulty on the water between races. Do not attempt to adjust it while racing.

MAINSHEET

The mainsheet is the most effective control for sail shape. It not only sets the angle of the sail to the wind, it opens and closes the leech, and bends the mast which flattens the sail.

UPWIND SETTINGS

In less than 5 knots, DO NOT OVERSHEET THE SAIL! The boat needs an open leech in these conditions. Sheet until you begin to get resistance from the sail. If you need more than three fingers to sheet it, you are pulling too hard. If your boat speed is not equal to the competition, let the sheet out 2 inches. If you have the speed but can't point with them, try a little more sheet tension. Tip: Turn the ratchet on your blocks off in the light air so the line will run out more easily.

In 5-15 knots and all wave conditions, a little more tension is called for, but an open leech is still in order. As before, when you are going slowly, let it out 2 inches. You can safely sheet a little harder in flat water to flatten the sail, but in big chop, it will cost you dearly!

As the wind gets above 15, begin sheeting harder to flatten the sail. Once it gets above 20 (you'll be on the trapeze anyway), lay the tiller on the wing forward of your back foot to keep from losing it, bend your legs, and with two hands pull HARD on the mainsheet while straightening your legs. This is the only way to sheet a mylar main in big air. Don't be shy in a blow!

DOWNWIND SETTINGS

The best measure of where to set the main downwind is the distance between the bottom and top block. In less than 5 knots, you will be sailing quite low and need about 3-4 feet between the blocks, depending on how low you sail. In 5-10 knots, trim in to 3 feet and sail a little higher, maintaining a 90-degree apparent wind angle. In 10-15 knots, reduce the distance to 2-1/2 feet and keep the boat driving. In 15-plus, get it down to 2 feet and ride the puffs down!

Settings on a reach are discussed in the Telltales section.

TRAVELER

UPWIND SETTINGS

The traveler should be centered upwind in most circumstances. There are generally two exceptions. One is when you are at risk of stalling the main. This occurs in extremely light, shifty air (less than 2 knots). Traveling out 3 inches will help prevent stalling. This same condition prevails in 10-15 knots and big chop. The boat is being thrown around and is difficult to keep at exactly the same angle to the wind. It will stall very easily. The situation calls for traveling out about 4 inches. Secondly, this maneuver gives you more drive (power) with virtually no loss of pointing ability.

Continued on page 52



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Adventures In Maine On A 14 Turbo

BY DIANA L. MALKIN

As you will discover upon reading this article, author Diana Malkin is a lady with a lot of moxie. She lived for a spell in the Dominican Republic, where she served as a Peace Corps volunteer. Currently pursuing a Master of Public Health at New York University, Diana is, in her words, "trying to catch up with the way of life here on the mainland." We thank her for trying to catch our readers up with the "Hobie Way of Life" in Maine-land. -Ed.

As the fog lifted for what seemed only an instant, just time enough to steal a glimpse around us, my eyes were captured by a tall red and white alien object 100 feet away.

"What in the world is that, Joanne?" I asked my companion, trying to keep the quivering note of panic out of my voice. I hoped it was indeed something in and of this world.

(Joanne had never sailed before. I had talked her into traveling from her home in New Mexico to vacation with me in Maine. I had made sailing on a 14-foot Cat sound soothing. Now, here she was taking an advanced navigation course in Fog 404.)

"It looks like a boat," Joanne said gravely.

"That can't be a boat!" I responded in what I hoped was a confident and convincing tone. The apparition resembled a large erector set. Maybe it was a boat. No, it couldn't be.

Looking like two small potatoes in our usual crouched position, we waited for something to happen. Before either of us could speculate any further, a low-pitched bell boomed. We looked at each other with eyes rolled back into our heads. One question ran rampant through our turbulent brains ... how far southeasterly were we?

WHERE AND WHEN

Our trip had begun innocently enough. On previous journeys I had gone hut-to-hut hopping, vineyard hopping, mountain hopping and sneaker hopping; why not island hopping with my Turbo? I decided northern Maine's Deer Isle was the place. The area boasts one hundred islands, nature preserves and a myriad of coves to explore. It also "offers" extreme tides, very large boulders that appear out of the blue (although nautical charts swear they don't

exist), days of thick, spell-binding fog, scads of unmarked buoys and thousands of lobster pots.

In preparation for this trip, one of my concerns was whether these islands had beaches. Being a Long Island native who had lived in Florida and Latin America, my definition of a beach was a sandy (regardless of color), relatively smooth land formation, soft to the touch with bare feet, uncontaminated by any substance that might cause a wound. My recent journey forced a redefinition of the term. I now believe a beach to be any piece of land from which a sailboat can be launched, notwithstanding the size of pebbles and/or large rocks. I now also consider Aqua Socks mandatory gear.

The Maine-iacs (Maine natives) doubted the presence of any beaches on the islands. My living for a spell aboard a catamaran was summed up in a few words by the ranger from the Bureau of Public Land: "I can't imagine anyone living on board 14 feet of anything."

Now that I had decided where to go, I had to decide when to go. I opted to set sail when the weather would be the warmest, which does not correlate to when it is the least foggy. I purchased an anchor, just to be on the safe side. Additional provisions included a grapple hook anchor, 150 feet of anchor line, and two 50-foot rolls of extra line. Two soft, handmade pouches, that fit parallel to the front crossbar, became instant favorites. They were excellent for storing items such as dirty laundry and for hanging water jugs.

GOING SOLO

Knowing I would be sailing alone the first two weeks, I surrounded myself with such luxuries as an extra pair of sneakers (for hiking around the woods on the islands), which later washed out to sea. The loss was a blessing in disguise; three weeks' worth of wet sneakers would have made for quite an odor aboard. My clothes were stored in a fabulous waterproof, zipper-lock L. L. Bean bag, and the food was kept in a Playmate cooler lodged into a Kool-Rak fitted to the dolphin striker. As both the cold water and air temperature were to drop rapidly each day after 3:00 PM, the dry suit I brought was literally a lifesaver. Unfortunately, my tan lines were quite odd.

My frame of reference on Maine was limited only to hearsay, which too was limited; thus, I didn't know the extent or the extreme of Maine fog. My experience with fog was that it dissipated as the rising sun burned it off. I had hoped a mounted compass, a set of parallel rulers and nautical charts would intervene to solve the problem of sailing around the islands in a grop-

ing fashion. They almost did, but not quite. To sum it up, sailing a catamaran in the fog going warp speed is more exhilarating and suspenseful than driving a car with faulty windshield wipers 75 miles per hour in the rain. Taking bearings to get from island to island is helpful; however, the fluky wind shifts and incredibly strong currents always made for surprise endings.

FOG MAKES IT A THREESOME

The week Joanne joined me coincided with the time a low pressure front drifted in and hovered, in a catatonic trance, directly overhead. The fog malingered for five days, yielding only brief visual encounters with land.


The fog began to cloud our relationship as well. Fortunately, our friendship stabilized later when I reminded Joanne of our dream of a lifetime experience (at least for me) with the puffins. We had met the creatures when we ventured out on a lobster boat to Matinicus Island (25 miles southeast of Rockland, Maine out in the Atlantic Ocean) while we were still sailing — or rather paddling — in the fog.

During the course of our trip, the fog would lift for short spurts and the islands would appear with a poetic ambience that overwhelmed us. Many times we would encounter little islands full of seals and wild cormorants. In the mornings and during low tide, we commonly found porpoises, ospreys, loons and black guillemots.

The pure joy of jetting in between islands makes a multihull the ultimate cruising vessel in which to seek and explore closely nature's phenomenal species of glorious life. On occasion, a seal would take us completely by surprise when it would appear in front of the boat, just 20 yards away, causing the helmswoman to steer off course and go into a gybe.

OF LOBSTER POTS AND PIT STOPS

Maine is a beautiful and cold place in which to sail. The folks are incredibly hospitable, the lobster and shellfish are cheap and there are beaches on the islands. Don't expect to see too many, if any, catamarans, watch for lobster pots, go with the current, and, for you women, practice yoga (it didn't occur to me until the first night I was anchored off in a cove and looked at my portable toilet, that I should have watched that contortionist more closely a few years ago).

I enjoyed my Turbo tour of the islands immensely. Too soon, it was time to stop hopping around Maine and head for home. I am back once more to racing and cruising in warm water, where my visibility is more than half a mile and I know where the facilities are. 

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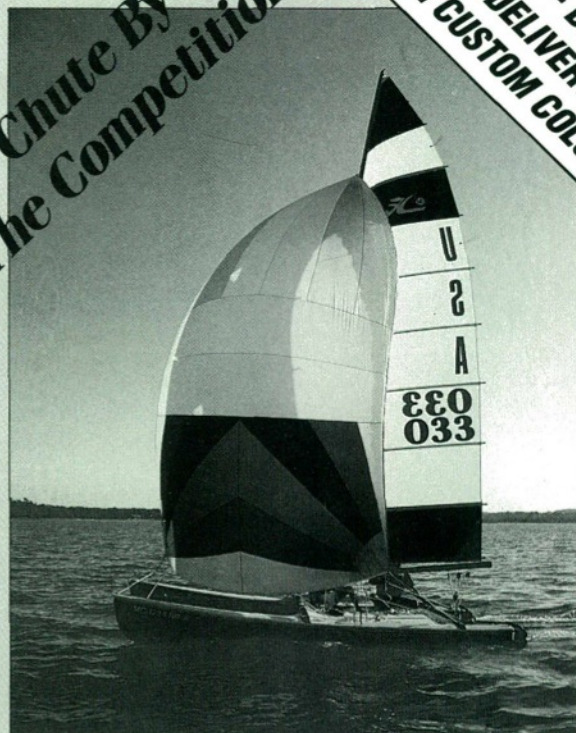
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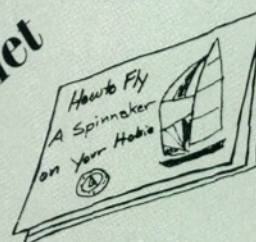
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GLIDING TO HEIGHTS OF FUN

BY MARY WELLS
PHOTOS BY STEVE HINES

Beth was getting pretty sick of her job as crew. It was bad enough she had to help put the ship together, clean it off and then watch her husband depart alone, leaving her with a trailer, a book to read and a pair of binoculars. But when she discovered the crew also has to drive around the countryside looking for the alfalfa field where the captain has inadvertently "docked," she put her foot down.

That is why Greg Hausman now sails a Hobie 18 and Beth Hausman is now a happy crew who loves being an ACTIVE member of the team.

Greg still has an eye on the sky and his head in the clouds. He is one of a special group who likes to sail in three dimensions instead of two, above the water and above the earth. They literally sail on air, climbing invisible columns of heat or riding unseen waves to heights unattainable by conventional airplanes, which are limited by their weight and the ability of their engines.

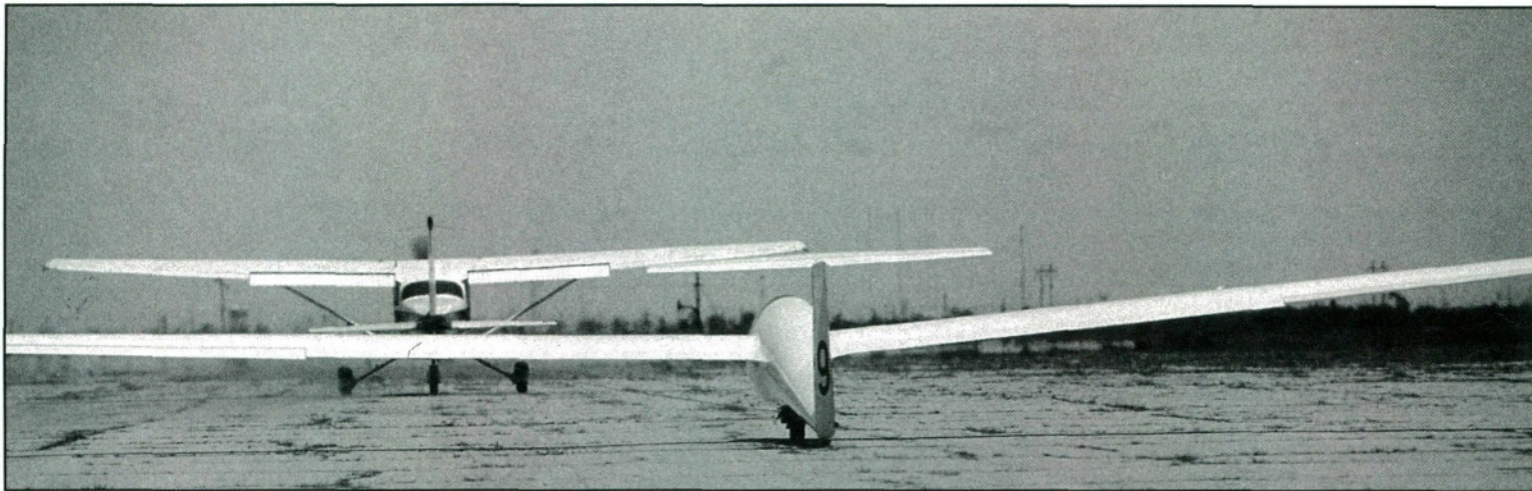
Soaring is the sport of flying gliders, also called sailplanes. Greg has been soaring since his father taught him as a teenager over 15 years ago. He explains that although gliders look like airplanes and the pilot sits inside, under a plexiglass bubble called a canopy, the similarity ends there. They have no engines, relying instead on thermals (rising columns of hot air), and the pilot's skill, to stay in the air.

The sport of soaring does not include ultralights, which are actually small, lightweight airplanes powered by engines. It also does not include hang gliders, which have a relationship to sailplanes similar to that of sailboards to sailboats — they are separate sports, united only by air, and each has its own group of enthusiasts.

SOARING

A black and white photograph showing the rear portion of an aircraft, including the wing and tail, flying against a sky filled with large, textured clouds. The aircraft is dark, creating a silhouette effect. The tail fin is prominent, and the wing extends from the left side of the frame towards the center. The overall mood is dramatic and high-contrast.

VC



RIDING THE THERMALS

Because it is heavier than air, "a glider is always falling," Greg said, which is not good news to people who already suspect that flying is something better left to birds. "Just as you look for a puff or a wind shift on a sailboat, with sailplanes you look for the good air — in this case, thermals, to stay aloft."

What happens if you don't find it? No sweat, assured Greg. "If you run out of good air and into bad air, you can land in a very small space — a football field, if necessary." When someone doesn't make it back to the airport or the planned destination, it's called an "outlanding." That's where the crew comes in — pulling a trailer to the site, helping disassemble the glider and towing it back to port.

Even though a glider's natural tendency is to give in to gravity, if you catch a thermal you can spiral up and up and up. Greg has been to 14,000 feet, "so I know thermals go at least that high."

Sailors and soarers have a great deal in common, and many sailors also soar. "It's a purist concept, using the wind to control your craft," Greg confided.

"It's you against nature, as you try to stay in the air. You have to look for thermals you cannot see, just as you have to look for wind shifts on a sailboat. And, just like on a sailboat, there are indicators — you watch birds, hawks, dust devils, puffy clouds (those picturesque ones built up by thermals). You feel your way by the seat of your pants. You may feel a gentle pat on your bottom or it may be a rough hit; it may knock one of your wings up, and then you know that's the side the thermal is on, and you turn and zero in on it."

A lot of conventional airplane pilots eventually go into soaring as well, believes Greg, "because of the quiet beauty of soaring. Like sailing, it's pure flight as opposed to chugging along in a powerboat. You have to utilize what is available to you, and if you make a mistake, you know it."

There are three types of sailplane

pilots, according to Greg, who pointed out the categories are the same that apply to sailors: fun flyers who hang around the local glider port and their home thermal, just as some sailors are happy to reach back and forth across their local waters; cross-country cruisers who like to go on long trips, mapping out a route from port to port, like cruising sailors; and those who live to compete against each other in races.

Unfortunately, in the Kansas City area where Greg lives, the soaring season coincides with the sailing season. A sailboat can sail no matter how cold it is, as long as there is wind. A sailplane needs thermals, which means heat, and it's hard to find thermals in the winter in Kansas City.



Even in the summer, the midwest is not a prime soaring area because it is hampered by southerly air flow and heat inversions that dampen the thermals. The southwestern United States, on the other hand, where heat shimmers up from vast expanses of sunbaked land, is perfect soaring country. The Tucson Soaring Club, one of the largest in the country, has 120 members. Coincidentally, Tucson also has one of the largest and most active Hobie fleets in the country.

"There is a real, common bond between sailors and soaring pilots," noted Sheldon Gingerich, Tucson Hobie 18 sailor. In addition to himself, Hobie

sailors Brian Cummings and Fred Ray also belong to the soaring club.

"This is one of the best soaring sites in the country," Sheldon confirmed. "We have hosted a number of national and international competitions here because conditions are so good. You can soar from April to early winter, and from 9 AM to sunset. You can stay in the air for five hours at a time easily, if you want to stay up that long — you have to be careful not to drink too much coffee before you go up." (Glider pilots don't have heads.)

The great southwest thermals are caused by cool nights and hot days. It may get down to 70 degrees at night and then up to 110 during the day; this heat differential generates the thermals.

CONQUERING THE WAVES

For those who find thermals too tame, there are invisible waves to ride and conquer. These waves can be created by wind flow up and over a mountain, or, as in the case of the famous Pike's Peak wave, generated by the jet stream.

Wave camps are held in various parts of the country every year to teach glider pilots how to ride a wave, which is very different from riding a thermal. On a wave, the sailplane rises due to the lift generated by the speed of the wind rather than rising heat.

An anesthesiologist, Sheldon helps out at wave camps at the Kitt Peak Observatory south of Tucson, teaching people how to deal with high-altitude problems and how to use oxygen. Once, from his floating perch on the Kitt Peak wave at 15,000 feet, Sheldon said, "I could see the Gulf of California shining blue in the distance, 75 miles away as a bird (or a glider) flies."

Small airplanes can climb only to around 12,000 feet, noted Sheldon, who has risen to 32,000 feet in a glider and was at eye level with commercial jetliners. "It was a very sobering experience," he conceded. At the time he was riding the Pike's Peak wave in Colorado, a popular wave-riding spot for gliders.

"You're totally alone. The only thing you can hear is the sound of your own breathing. The sky above you is very,

very black." As for Pike's Peak, no slouch of a mountain: "It looked like a pimple below me." After the tow plane dropped him off, Sheldon got into the wave almost immediately and began a very fast elevator ride, climbing at the rate of 1500 feet per minute.

Greg also has tried the Pike's Peak wave, remembering the ride as being "smooth and quiet and very cold." At that altitude, he said, "you're pushing the envelope. The air thins out and you need a fast wind flowing over the wings to stay up there."

Even in the summer it is cold at those altitudes, and gliders don't have heaters. "You have to dress for it," Greg advised, adding that to make it worse, some of the best wave riding at Pike's Peak is in February.

To get off the wave, like a swimmer escaping a tide current taking him out to sea, you turn your sailplane at an angle to the wave until you get to the edge. Then, you drop down over the edge, gliding back to earth.

The record altitude for a sailplane is 44,000 feet near Minden, Nevada, reported Sheldon, who expects that record will stand a long time. "The guy could have died. Gliders are not pressurized, and although you carry oxygen if you are going high, you get to that altitude and the gases in your body start expanding too fast and your blood starts to boil." Due to the physical limitations of humans, according to Sheldon, no one really knows how high the waves can go.

SOARERS BEWARE

Soaring is a very safe sport, swear those captivated by its allure. As Greg pointed out, there is not much to go wrong: no engine to conk out, not much mechanical to worry about and no fuel to catch on fire. Like any sport, however, soaring does have its dangers. Most involve human error. Here are problems Greg warned may occur.

STALLING: Those who race sailboats know a stall is the worst thing that can happen — it means you are going slowly. Stalling on a sailboat is not potentially fatal. You either can keep sailing slowly or head up, pointing closer to the wind to reconnect the air flow to your sails, and start going faster again.

A sailplane stall is very serious. If you misadjust your controls and don't have enough lift, the plane can nosedive down. You have to reconnect the air flow. Instead of bringing the nose back up again, the instinctive thing to do, you must push the stick forward and let the plane pick up speed going down until the air flow reattaches to the wings, enabling you to level out and head back up toward the sky, away from the ground.

COLLISION: During competitions, just as sailboats can run into each other on a

race course, sailplanes soaring around in thermals can run into each other if they're not paying attention.

LANDING: Airplanes land at stall speed, but gliders have to be flown onto the ground, Greg said. "If you don't maintain your speed and instead start going too slowly, you can stall and nosedive into the ground."

NEGLIGENCE: Because people frequently take gliders apart and put them together, they can forget to hook up one of their controls. "You need a checklist," Greg advised, "just like when you put your Hobie together for a regatta. If you forget to hook up a rudder or put in your drainplugs, you're going to have a problem."

LIFE JACKETS: Do pilots wear parachutes just as Hobie sailors (should always) wear life jackets? Yes, they do. The seats of all modern sailplanes are designed to accommodate pilots

wearing a parachute. It's part of their padding, so to speak, when they fly.

Greg even took lessons on parachuting. "I figured if I am going to wear this thing, I had better know how to use it if I have to."

OUTLANDINGS: Although these can be precarious, one of the things that makes soaring so safe, Sheldon said, is that you always plan ahead of time where you are going to be landing.

By the way, Greg actually did have that unplanned landing in an alfalfa field once. His tow plane lost power when he was only 100 feet off the ground.

Nevertheless, he did not get into nearly as much trouble with his crew as the glider pilot who had the misfortune to make an outlanding at the Chicken Farm, a highly publicized house of ill repute in the Nevada desert. As the story goes, the guy had a very hard time convincing his wife it was an accident. *SL*

ALL ABOUT SAILPLANES



WHAT

Next to a graceful sailplane, with its slender fuselage and long, birdlike wings, a normal airplane looks like a chunky, awkward tub that could not possibly get off the ground. But despite their fragile appearance, sailplanes are deceptively strong. According to Greg Hausman, "they actually are stressed for more Gs than most airplanes. They can do aerobatic loops and rolls with no problem."

Most carry only one person, although training gliders are two-seaters: one in front and one in back. A few modern versions also will hold two people.

Sailplanes were developed by Germany after World War I, when the country was not allowed to have an air force. They found a loophole and built planes without engines.

To give an idea of the proportions, a fuselage averages 27 feet in length; the wing span averages 50 feet. Gliders weigh 400 to 1000 pounds. The new ones are made out of fiberglass, but older models may be made of metal, wood or

tubular steel covered with fabric (similar to the construction used on aerobatic biplanes in the first half of the century). The planes usually have one landing wheel near the center of the fuselage, and a skid under the nose.

As with sailboats, many gliders are designed and home-built by their owners. They come apart so they can be trailered, just like an extra-wide catamaran. The wings come off, making three long pieces, including the fuselage. Gliders usually are trailered only if they are transported from an outlanding or to a competition. Most pilots keep their sailplanes at the gliderport.

Standard glider equipment includes an altimeter, compass, air speed indicator and variometer (a rate-of-climb indicator that is extremely helpful for finding and staying in thermals). Radios are optional, although most gliders have them.

The crucial piece of equipment, according to Greg, is also the simplest, a piece of yarn taped into the plexiglass

Continued on page 51

PLEASURE

BY WIL SIMON

Adam and Eve were never cast out of Eden, they simply left when they discovered Saint Martin. At least, that's the rumor on this island paradise.

As the saying goes, "Saint Martin, Saint Maarten; it's the island we thought so nice, we named it twice."

The Hobie vacationer will soon discover St. Martin is more than a "Pirates of the Caribbean" cruise. The glimmering haven reflects a 350-year blend of French and Dutch influences. Interspersed amid old world shops, forts, open-air cafes and cobblestone streets are new world resorts offering sailing, golf, horseback riding, tennis, snorkeling, calypso music and a host of culinary delights.

Cecile Graffin, French Tourist Board Director of Sales and Promotions, notes, "The island is unique in the Caribbean. It is two cultures in one. The Dutch side is more developed, but the French side has more of a Caribbean feel."

Despite nearly a million visitors each year pouring into Juliana Airport on the island's southwest shore, St. Martin still exudes an enchanting sense of intimacy. The venturesome spirit will find Marigot and Philipsburg captivating, the beaches and water bewitching, and the nightlife ecstatic.

Intoxicating Philipsburg

The Dutch capital of Philipsburg is built on a narrow sandy isthmus separating Great Bay from the inland Great Salt Pond. Dozens of shops stretch for a mile and are open daily from 8 AM to 6 PM. Beware, you can easily burn a hole in your financial pocket here.

If you start on a shopper's odyssey, you probably will be shipwrecked within the first hour. The Yellow House in C. Wathey Square, for example, carries a wondrous wealth of irresistible perfumes from around the world. If you do keep a steady course, you will eventually hit a treasure of a store — The Shipwreck Shop. If you like native Caribbean handmade items, this store is tailor-made



CARIBBEAN WATERSPORTS

St. Martin Is Two Paradises In One

ISLAND

for you. You'll find plenty of hammocks, beach towels, jewelry, hats, film and other items to keep memories of your trip alive for years to come.

Frontstreet also incorporates a restored 19th century home recently converted into a cultural museum, with some excellent exhibits on St. Maarten's early Indian inhabitants and later Dutch and French forts. Philipsburg has the island's only movie theater, too. Films are usually in English with Spanish subtitles.

Sweet Marigot

Whereas Philipsburg and Dutch St. Maarten contain more cultural elements similar to home in the United States (Do the names Pizza Hut, Wendy's and Kentucky Fried Chicken ring a bell?), French Marigot boasts a delightful waterfront market saturated with the scents of West Indian spices and croissants. The town offers an excellent number of cafes and bistros, markets loaded with jewelry, silver, china, crystal and — what else? — French wines.

Be careful as you explore Port Royale marina in Marigot. If you have a sweet tooth, you may not survive the desserts. As gambling is illegal on the French side of the island (the Dutch side has an array of casinos), visitors are encouraged to indulge in at least this one, sugary vice.

Night Of The Living Hedonist

According to the Hobie philosophy, one is to worship sun, wind and calm seas, and to do all manner of pork-outs before, after, and even without a regatta. Food is a prerequisite for all Hobie gatherings, and nearly 300 restaurants on both sides of the island offer a wide diversity of savory dishes to satisfy the most finicky eater.

St. Martin's French cuisine ranks among the finest in the world — outside of France itself. A visitor will find classic French frog legs and escargot, along with creole variations, fish stew (called blaff), onion soup, curried chicken, conch fritters, conch and dumplings, and a half-dozen fresh lobster dishes.

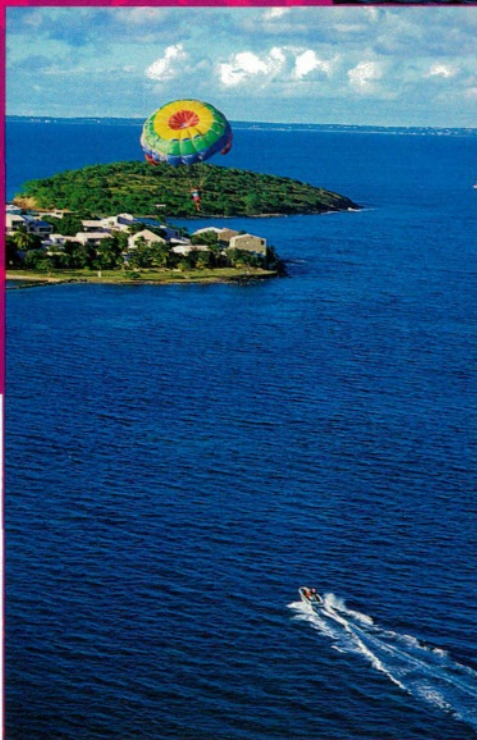
If a greater variety of international



PLEASURE ISLAND

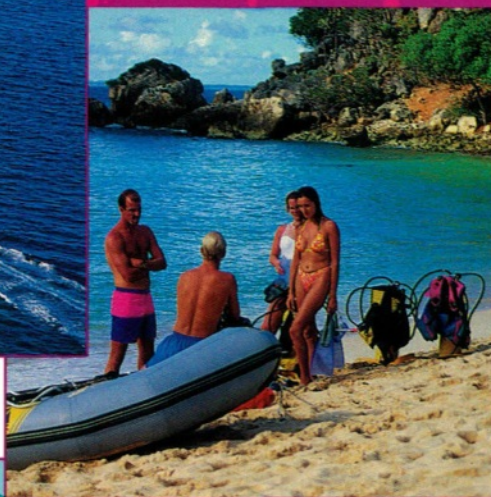


CARIBBEAN WATERSPORTS



CARIBBEAN WATERSPORTS

The crystal-clear waters around St. Martin sparkle during the day and shimmer in the moonlight.



CARIBBEAN WATERSPORTS



ST. MARTIN GOV. TOURIST OFFICE

specialty houses is desired, Dutch St. Maarten is the place to dine. English, American, Indonesian, Italian, Chinese, Vietnamese, Thai and Mexican restaurants are honeycombed throughout the area. If you simply must eat French on the Dutch side, try the elegant Le Bec Fin. It is known for its classic French cuisine as well as for Omar Sharif, who made a few film clips there for "Lifestyles of the Rich and Famous."

Two Tales Of TWO CITIES

According to legend, St. Martin's current political division is due to a small walkathon in 1648 between a Frenchman and a Dutchman. The Frenchman (inflamed with wine) and the Dutchman (soused on gin) agreed to walk around the island in opposite directions. From where they started to wherever they would end would mark the division of the island in two. An island map reveals the result: the Frenchman walked faster.

More true to history, the French simply had more guns and a larger navy at the time the treaty was signed. The constant shift of military power in the region caused St. Martin to change hands 16 times. The political chaos was followed by a malingering economic depression that held the island in its grasp until 1940.

Today, St. Martin hails itself as the smallest island in the world divided between two nations. It is shaped like an enormous triangle. The French occupy 21 square miles in the north; the Dutch hold the remaining 16 square miles toward the south. Both coasts boast most of the hotels, gentle surf and calm seas. The eastern shoreline catches a constant westerly, with at least 10-15 knots blowing most of the year.

The political and cultural divisions on the island provide travelers with a bountiful variety in lodging and entertainment. Diversity, hospitality, revelry and serenity are the hallmarks of the island wonderland.

If your budget is not up there with Omar Sharif's, you can choose among several attractive alternatives. The Philipsburg Grill and Ribs Company offers reasonable prices for superb ribs and chicken. The Crocodile Express Cafe near Cole Bay provides a chic atmosphere with a "New York Deli Style" menu comprised of enormous sandwiches. David's Restaurant and Pub near Marigot's marina beckons diners with excellent draught beer, sumptuous beef Wellington and Buccaneer Bob's trivia entertainment nights.

Nightlife explodes for anyone who loves to dance, listen to music or play in

a casino. Take your pick from an array of limbo dancers, calypso bands, cabaret performers and reggae musicians.

According to island resident Danny Parker, an employee of Caribbean Watersports Company near Marigot, the best place to dance is Cheri's Cafe along Maho Bay on the Dutch side. "It's the place to meet people if you're single," says Parker, "but it's also good for couples who like to dance."

A Water Wonderland

The crystal-clear waters around St. Martin sparkle during the day and shimmer in the moonlight. The average underwater visibility ranges from 75 to 125 feet; on an extremely clear day up to 200 feet. Wet suits aren't needed most of the year, since the temperature rarely drops below 70 degrees.

French Tourist Board spokeswoman Cecile Graffin defines the northwest and southwest shores as "a perfect place for beginning Hobie sailors — the water is calm there."

Graffin compares this area with Orient Bay along the eastern shoreline directly facing the constant westerly wind. Flanked by three small islets, Orient Bay fans out and catches the breeze like a natural wind tunnel. Graffin says Orient Bay is full of sailboats and windsurfers, and recommends only the experienced sailor venture there.

Suzen Dyslin, Assistant Manager of Caribbean Watersports, claims the surrounding waters are unimaginable. "I've sailed Hobies in California, Oregon and Baja, but St. Martin is incredible," maintains Dyslin. "To fly a hull and be able to see the bottom of the ocean through 50 feet of turquoise water is a thrill beyond thrills. There's just nothing like it."

Die-hard catamaran enthusiasts might opt for a wild cat ride on the 60-foot "El Tigre." Chartering the crew to visit any of the four nearby islands for a day can be an exhilarating experience.

Water lovers will find snorkeling and diving equally unbelievable. Jacques Cousteau once ranked St. Martin among the top ten diving places in the world. All around the island playground, underwater fanatics can find colorful reefs, caves, ravines, breakers, large rays, snappers, eels, dolphins and a host of crustaceans. The 19th-century British man-o-war *Prostellyte* is only a mile off the coast, and remains a huge attraction for divers. Most hotels offer scuba facilities and lessons, too; rental equipment runs less than \$60 per day.

Windsurfing, parasailing, jetskiing and deep sea fishing all have their followers, but the largest fan club is made up of those who soak up the sun. The blue water can be mesmerizing; beaches on both the Dutch and French sides daily attract hundreds of sun worshippers.

Keep An Eye Out For Serpents

Every paradise does have a serpent or two for the unwary. A little preparation, and you can avoid catastrophes and still enjoy all the forbidden fruits St. Martin offers.

First, sun worshippers should be forewarned. The cool breezes belie the actual beating you might be taking from an intense tropical sun. Use lotions and double your normal SPF; start off with short exposures; otherwise, you will be cooked far better than anything on which you dine.

"I have seen vacationers come here," relates Danny Parker, "unprepared for the Caribbean sun. They go to the beach, and come back a baked potato."

Parker points out that visitors also should show common sense with money and valuables. Occasional scalawags have been known to take money and

and the second oldest Jewish synagogue in the western hemisphere. French St. Barths is loaded with wonderful beaches, and topless bathing is an accepted practice.

The only decent road on the entire island stretches between Marigot and Philipsburg. All others are plagued by holes and bumps. If you decide to explore the interior and climb the 1500 feet to Mt. Paradise, consider taking a cab, or making the journey on foot or horseback.

Before you plunge into paradise, research the packages offered and the different hotels and inns available. For instance, if you plan to play golf, you'll find the only course on the island is connected to the enormous Mullet Bay Resort and Casino.

Most hotels offer discounts for honeymooners, sports enthusiasts, women, and families. For information on



CARIBBEAN WATERSPORTS

jewelry while tourists are swimming off a secluded beach. Most hotels do have security boxes available. Use precaution.

Travel Trivia

Tourists are advised to book reservations at least one month in advance of planned arrival. The island has plenty of hotel space to accommodate visitors, especially in the slow May-October season.

April brings the Dutch St. Maarten "Rey MoMo" carnival for 15 days. Festivities include colored costumes and musical concerts. On the last day, King MoMo is lit and the sky becomes ablaze with streams of glistening fireworks.

Don't neglect the opportunity to visit nearby islands. Each is a gem in itself. British Anguilla is a private getaway with beautiful beaches. Dutch Saba has a dormant volcano adjacent to a rain forest. Statia (also known as St. Eustatius) has an amazing Dutch fort

island facilities, call the French West Indies Tourist Board, 212-757-1125, or the Dutch Tourist Board, 212-989-0000.

Caribbean Watersports offers rentals and lessons on Hobie Cats, including brand-new 16s and 18s. Rentals are available at \$35 per hour or \$160 per day. Caribbean Watersports is located at the La Belle Creole Hotel and at the Radisson Hotel; both facilities can be found on the French side of the island, across the bay from Marigot. For more information, call 011-590-87-5866, ext. 5151, or fax 011-590-542571.

Information on the smaller inns on both sides of the island, as well as on Saba and St. Eustatius, can be obtained from the U.S. International Hotels and Resorts in New York City at 1-800-223-9815.

Whatever your travel arrangements, prepare to have a fantastic time. No matter how you spell it, St. Martin means F - U - N!

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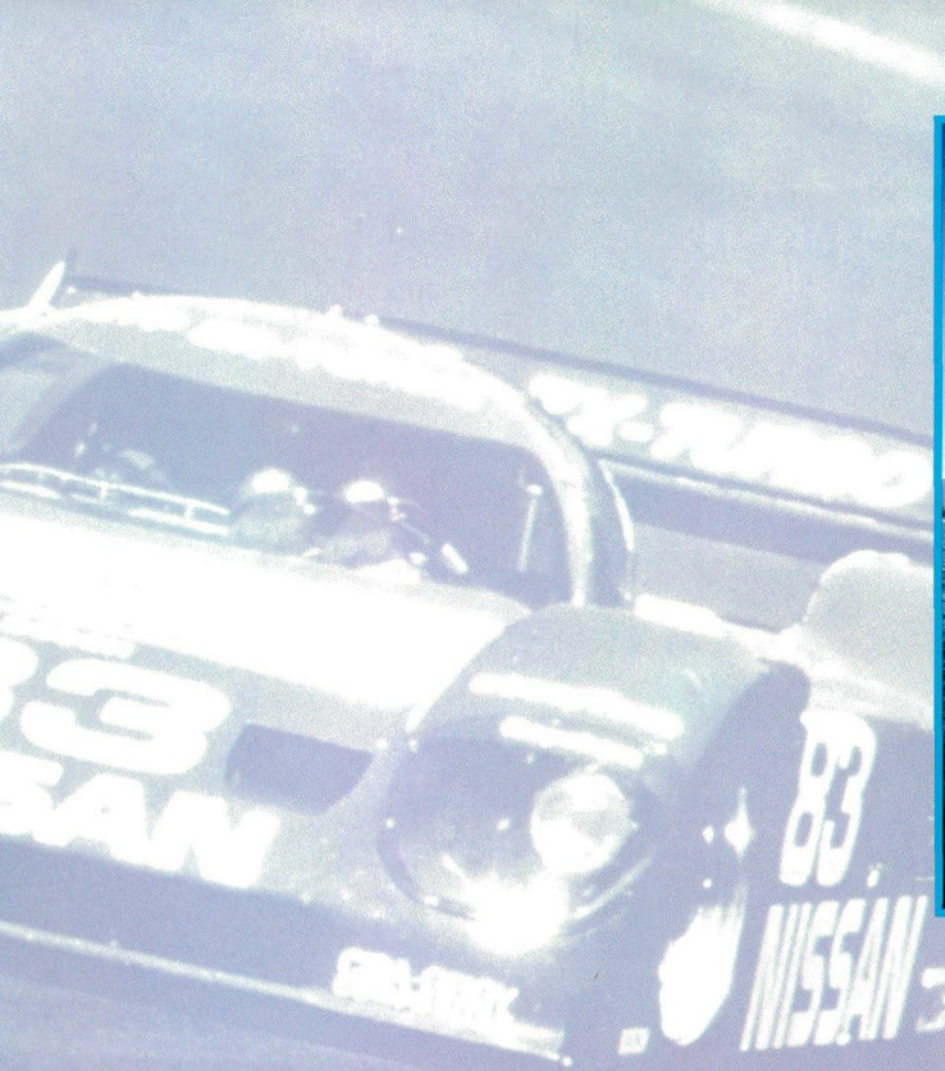




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WINDIE RACING

WINDIL



IN THIS SECTION:

Major Regattas
Regatta Schedule
Fleet Directory

NAHCA News
Fleet News
Regatta Results

MAJOR EVENTS

MAJOR REGATTAS

1991

May 25-26	Mid-Americas Area Championships Cedar Mills Marina Lake Texoma, Texas	Bill Davenport 214-690-5221
June 26- July 7	Hobie 18 World Championship Gaeta, Italy	Leandro LaCroix Antonio Nocca Fax:39-771-741-741
Aug. 3-4	Northeast Area Championships Hamlin Beach Rochester, New York	Mark Amico 716-248-8651
Aug. 3-4	Northwest Championships Lake Quinault, Washington	Tom Ling 206-822-1441
Aug. 19-24	Hobie 18 Nationals Coyote Point San Francisco Bay	Bettyarlene Duncan 408-973-1974 or 408-534-1568 Wayne Mooneyham 408-272-2097
Aug. 28- Sep. 1	Canadian National Championships Whitby, Ontario, Canada	David Hopper 416-691-4027
Sep. 3-7	Hobie 16 Trapseat International Championship Whiskeytown Lake, CA	Mike Strahle 916-221-7197
Sep. 25-28	Women's Worlds Coronado, California	Scott Dixon 619-673-9588 Marci Moore 818-990-5683
Sep. 29- Oct. 5	Hobie 16 National Coronado, California	Scott Dixon 619-673-9588
Oct. 20-26	Single-handed Championships Cedar Mills Marina Texoma, Texas	Jane Sherrod 817-295-5167 Peter Pattulo 214-422-0025

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REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	May 12 1991	Hickam AFB Regatta Pearl Harbor	Dan Williams	808/531-6373
6	May 25-27 1991	Round Island Regatta Oahu	Dan Williams	808/531-6373
6	June 15-16 1991	Aloha State Games Waikiki	Dan Williams	808/531-6373
6	June 29-30 1991	Kokokahi or KMCAS KBay	Dan Williams	808/531-6373
6	July 14 1991	Kailua Beach Regatta Kailua	Dan Williams	808/531-6373
6	Aug. 10-11 1991	KMCAS Regatta KBay	Dan Williams	808/531-6373
6	Aug. 25 1991	Kailua Beach Regatta Kailua	Dan Williams	808/531-6373
6	Sep. 21-22 1991	State Championships KBay	Dan Williams	808/531-6373
6	Oct. 12-13 1991	Duke Kahanamoku Invitational - Waikiki	Dan Williams	808/531-6373
6	Dec. 7 1991	Gale & Ale, Go For The Gusto - Kailua	Dan Williams	808/531-6373

DIVISION 2

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

DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

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

REGATTA SCHEDULE

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	May 4-5 1991	Front Range Sailing Series Senac Res., Denver, CO	Lyman White	303/443-4444
48	May 11-12 1991	Mother's Day Sail Elephant Butte, NM	Paul Neis	505/292-4752
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
48	May 25-26 1991	Memorial Day Regatta Heron Lake, NM	Paul Neis	505/292-4752
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
48	June 8-9 1991	Spring Fling Conchas Lake, NM	Paul Neis	505/292-4752
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
48	June 22-23 1991	Spring Fling II Elephant Butte, NM	Paul Neil	505/292-4752
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
48	July 6-8 1991	Fourth of July Sail Heron Lake, NM	Paul Neis	505/292-4752
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
48	July 27-28 1991	Bring-a-Buddy Sail Storrie Lake, NM	Paul Neis	505/292-4752
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
48	Aug. 10-11 1991	Fly a Hull Weekend Storrie Lake, NM	Paul Neis	505/292-4752
48	Aug. 17-18 1991	Fly a Hull Weekend II Storrie Lake, NM	Paul Neis	505/292-4752

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
48	Aug. 31-Sep. 1, 1991	Labor Day Cat Fight Heron Lake, NM	Paul Neis	505/292-5310
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
48	Sep. 21-22 1991	Fall Sailing Series I Elephant Butte, NM	Paul Neis	505/292-4752
61	Oct. 5 1991	Oct-Hobiefest Cherry Creek Res., CO	Bill Gerblig	303/798-3484
48	Oct. 5-6 1991	Fall Sailing Series II Elephant Butte, NM	Paul Neis	505/292-4752
201	Oct. 12-13 1991	Front Range Sailing Series Lake Pueblo, Pueblo, CO	Jeff Franks	719/599-5231
48	Oct. 26-27 1991	Octoblie Fest Elephant Butte, NM	Paul Neis	505/292-4752

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

REGATTA SCHEDULE

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	Aquatenial 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
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

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

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

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

REGATTA SCHEDULE

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

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

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
209	June 29-30 1991	NH State Championships Gilford, 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

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

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
134	May 11-12 1991	Broken Mast Regatta Memphis, TN	Charlie Miller	901/744-7552
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

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

REGATTA SCHEDULE

EUROPEAN REGATTA PROGRAM

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE
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 Wagingensee, 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
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	Bol 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 Murlitz, 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 Juiciaaiou 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
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

REGATTA SCHEDULE

HOBIE RACING

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE
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 Coxyde, 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
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
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/1ere 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 Sitjar, Spain	Ruan Nuviola	(03) 323.22.21
Oct. 12 1991	Trophee Giraudy/2eme 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 Zulpichersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 13-14 1991	Auskiang 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

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342	Gunther Konig	Morun/Sylt, GERMANY	Eur		Joe Thompson	Freeport, BAHAMAS	Int'l
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307	Jan Van Spellen	Den Haag, HOLLAND	Eur	518	Max Westwater	Cheung Chau, HONG KONG	Int'l
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343	Bram Van Straalen	Gravezande, HOLLAND	Eur	499	Mariyasu Murase	Saitama-ken, JAPAN	Int'l
353	Hans Kersseboom	Naarden, HOLLAND	Eur	501	Ajiro Hirayama	Tokyo, JAPAN	Int'l
378	Nico Olthof	Glutrech Hemelingen, HOLLAND	Eur	507	Masami Kozuge	Kanagawa, JAPAN	Int'l
380	Kees Snijders	Velserbroek, HOLLAND	Eur	233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
382	Ernest Zwikker	Assen (Drenthe), HOLLAND	Eur	469	Poncho Limon	San Felipe, MEXICO	Int'l
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391	Milko Berben	Rotterdam, HOLLAND	Eur	46	Murray Davidson	Auckland, NEW ZEALAND	Int'l
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389	Paolo Sciacaluga	Genova, ITALY	Eur	530	Trevor Page	Al-Jubail, SAUDI ARABIA	Int'l
800	Michael Wohl	Meran, ITALY	Eur	492	J. L. Marti	SINGAPORE	Int'l
802	Piero Di Nucci	Formia, ITALY	Eur	107	Michel Le Calvic	Papeete, TAHITI	Int'l
808	Marino Sandro	Pescara, ITALY	Eur	148	Hans Weidmann	Bangkok, THAILAND	Int'l
810	Roberto Peragallo	Della Pescara, ITALY	Eur	411	Dick Wilsinson	Dubai, UNITED ARAB EMIRATES	Int'l
811	Oscar Calzati	Latina, ITALY	Eur	511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
314	Jacques Frei	Noumea, NEW CALEDONIA	Eur	490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l
367	Cato Knem	Oslo, NORWAY	Eur				

NORTH AMERICAN REGION NEWS

S. O. S. Save Our System

NAHCA needs you for its continued success!!! In the past, Hobie Cat Company sponsored and footed most of the bills that kept our organization alive. No more.

Now NAHCA is of the people, by the people, for the people.

"By sailors for sailors" is the battle cry for the standardization and improvements needed in our sport/organization; i.e., the "Hobie Way of Life."

According to the parlance of our times, "everyone" is (or should be) conscious that "we" can make a difference in whatever project "we" make a priority in "our" life.

Volunteers do it all! Not for glory, but for the improvement of something they desire to improve. Becoming involved takes time, a self-sacrifice so many people do not want to accept.

How do you become involved? Pick up a phone, write a letter.

The administration in power is comprised of your representatives. Yet we need to hear from you to recognize your needs and requests for the improvement of your organization.

NEW IDEAS

Our organization's future looks great, though. Why? You!!! Due to the times being harder in everyone's life, our membership is thinking smarter. The ideas we are receiving from our membership are being put to work today.

In the month HOTLINE is not published, NAHCA plans

to publish a newsletter! At first, communications will be shared at the divisional level to be passed to the fleets. As time marches on and the bonding of the fleets and NAHCA grows, the line of communications will become direct to the local fleets. With these additional communications, we are making many new friends.

Now that it is 1991, we are investigating the possibility of setting up a computer bulletin board. You can contact Matt Bounds, your NAHCA secretary/treasurer, via Compuserve's sailing forum (type Go Sailing at any ! prompt). His ID access is 70012, 3127.

WHAT LIES AHEAD

Our problems are similar to those shared by everyone in this world. Funding is of primary concern. How do we fund ourselves? The majority of the NAHCA expenses "disappear" into businesses/employers or are absorbed personally. But as our responsibilities have expanded, it becomes increasingly unfair to ask a few people to support the class association monetarily. After all, they already are donating their time and energy. Right now, the only funding for the NAHCA is the Hobie Card.

Most one-design class associations collect dues from their membership. To date, we don't. We need your suggestions to become a self-supporting organization.

The vertical-cut Mylar 16 sail was raced by both Dave Shearer and Bob Seaman at the Midwinters West in San Felipe. Both agree there is no preferred point of sail, but we now have newer technology working for us.

Twenty feet of pure speed was the description of the Miracle I received from Paul Ulibarri at Midwinters West. Even though some fine tuning remains to be done, two important items are complete. First, it's fast. Second, it's fun!

MUCH TO SHARE

I have so much to be thankful for; the "Hobie Way of Life" is an ingrained part of my life. The memories and friendships made can never be replaced. Never.

Our organization has a

proud history, yet so much remains to be accomplished. We must rise to the occasion and pursue the goals and desires we share.

The individuality of our membership makes us a powerful force in the sailing community. Are we to wither in the storm or grow due to the hard work we will accomplish?

Success is many things to many people. But if you have the courage to be true to yourself, to live up to your potential, to be fair to others, and always look for the good of any situation ... then you will have been the best you can be, and there's no greater success than that. (Linda Lee Elrod)

To ensure success, you must maintain the ability to keep your desire alive. Sailing will be alive as long as there is wind and water. The challenge is, do you take the time to enjoy and share what we have grown to love? Please share the love in sailing today for the future of tomorrow.

The ideas you have do make a difference. Act on them, as they can and will persuade others to complete your goals or carry them to yet a higher level.

To visualize your success, use this guideline to become involved in our organization's improvements.

LADDER OF ACHIEVEMENT

- 100% = I did
- 90% = I will
- 80% = I can
- 70% = I think I can
- 60% = I might
- 50% = I think I might
- 40% = What is it
- 30% = I wish I could
- 20% = I don't know how
- 10% = I can't
- 0% = I won't

Take the time to achieve some of the proudest moments in your life by making the difference in the "Hobie Way of Life."



Michael F. Staley
Second Vice President
NAHCA

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

DANGER

FLEET NEWS / REGATTA RESULTS

CONNECTICUT STATE CHAMPIONSHIP FLEET 31, DIVISION 12 CANDLEWOOD LAKE, CT OCTOBER 6-7, 1990 BY V. GAIL FORCE

Celebrating 20 years of racing in the same place produces tunnel vision, and Fleet 31 touted the regatta at Candlewood Lake as the spot Hobie racers love to hate... Brookfield Town Park. Local radio station I-95 announced the regatta and spectators came with cameras and binoculars to the Candlewood Inn. Race watchers came in run-arounds and newspapers covered the event. What exposure!

Candlewood Lake is predictably unpredictable; the winds were still on Saturday, 5-10 mph with 15-20 mph gusts.

Fleet 31 is proud and pleased to thank our sponsors for contributing so generously: Centerbank and The Bank of Boston Connecticut, Candlewood East Sailing Center and Candlewood Inn, and all of Brookfield made the planning and preparation of the regatta possible. Chums Eyeglass Retainers and SunSeal provided handouts for every participant. Danbury Hilton/Towers, The Coleman Company, Timex Victory Watches, Bare Sports Wear, CatWalker, Sail 'N Surf, Florida Sailcraft, Harken, Colorado Kayak, Hobie Apparel, Hobie, Kisme, Rooke Sails, Murrays Marine, Point Conception, Rick White Sailing Seminars and TrenTec, Inc. all provided fantastic giveaways that made this 20th year of racing the most impressive ever.

The greatest round of thanks goes to each Hobie racer who sailed with us. The regattas are for you! Come back to Candlewood next year and enjoy the spot Hobie racers love to hate!

MIDWINTERS WEST 1991 NAHCA DIVISION 2 SAN FELIPE, B.C. MEXICO MARCH 1-3, 1991 BY RON & SHIRLEY PALMER

March 1-3, 1991 saw over 500 sailors on the beaches of San Felipe ready to sail in the Midwinters West Regional Championship organized by NAHCA Division 2. Any regatta, especially the Midwinters, needs a dedicated TEAM to organize and execute. In previous years the Midwinters was organized and operated by the Hobie Cat Company. This year the regatta had a great team made up of dedicated Division 2 fleets pooling resources and talent to get the job done.

As vehicles pulled in from all over the west and as far away as Kentucky, Michigan and even Florida, the winds began to build. Those who were discouraged by the zephyr breezes of the past three years now know that the wind can really blow in San Felipe. For those driving from the east, it was a hard beat all the way.

Friday dawned as though the sailing weather might be good, although one skipper was heard to comment that his campsite had been degraded, but not attrited by the winds the previous night. Wayne Schafer gave his race clinic in the morning while the breezes blew his cardboard cutouts all over his race course. Then Friday's fun races were cancelled due to the heavy blow. Race registration was held all afternoon with some sailors discovering that Division 2 really means business when it comes to COMPTIPs™.

Saturday dawned clear and breezy. By the time over 200 boats were on the water, the winds were blowing and the whitecaps were rolling. The first race started as boat after boat capsized on both the north and south courses. Three races

were run on Saturday before the tired, cold sailors were sent ashore. The 16As were at the end of the line after a total of seven general recalls. The wind did abate some by the last race. It had diminished from screaming to merely howling. Many racers had already retired, choosing to "chill out" and enjoy the warm sun.

Saturday night found most sailors and their friends enjoying margaritas and munching at the division potluck held near the launch ramp. Trophies for the top racers in the division were awarded, old friendships were renewed and many new friendships made among the competitors. It was obvious from the camaraderie the "Hobie Way of Life" is alive and well.

Sunday was a busy day beginning with a Division 2 meeting from 8:00 to 9:00. Raffle tickets were sold at a goodly pace due to the promise of a possible new boat box, a sailboard or one of the many other prizes including trapeze harnesses, dry suits and all sorts of gear, widgets and goodies donated by our many generous sponsors. The skippers' meeting was held as scheduled at 10:00. Two races were held in good wind. Over \$25 worth of hot dogs were consumed by hungry sailors and spectators during the afternoon as boats were packed and the races were scored. Trophies were awarded as the sun slowly sank in the west. And then it was over, even the shouting. Tired racers climbed into vehicles for the long ride home while the lucky ones kicked back for the night.

The 1991 Midwinters West was truly a PRIMO event. There always has been and there always will be a spirit of competition between racers and fleets. What was observed in San Felipe was that same spirit turned into cooperation and a unified team effort by Division 2 fleets to ensure the success of this regatta both for this year as well as in the future.

DIVISION 3

OTTER REGATTA FLEET 222, DIVISION 3 MONTEREY, CA NOVEMBER 3-4, 1990

HOBIE 18A POINTS

1. Wayne Mooneyham	5.50
2. Rafi Yahalom	7.50
3. Jack Hill	7.75
4. Kit Wiegman	17.00
5. Phil Hebererq	18.00
6. Chris Harris	23.00

HOBIE 18B POINTS

1. Bud Robinson	4.25
2. Donald Atchley	7.75
3. Bob Gardner	12.00
4. Tony Bindel	12.75
5. Bob Trevey	17.00
6. Hubert Van Dijk	18.00
7. William Tripp	25.00
8. Kent Bliven	28.00
9. Tom Thompson	31.00
10. Brian Ignot	32.00

HOBIE SX-18 POINTS

1. George Pedrick	3.00
2. John Schultess	7.75
3. Steve Lawler	10.00
4. Lloyd Wagner	16.00
5. Dean Klemencic	20.00

HOBIE 17A POINTS

1. Ron Kitowski	3.00
2. Mike Americh	6.75
3. Al Leonard	12.00
4. David Tirey	17.00
5. Gordon Gracia	17.00
6. Ron Souza	25.00
7. Brett Dingserson	25.00

HOBIE 16A POINTS

1. Pat Porter	6.50
2. Paul Hess	9.75
3. Van Parseghian	14.00
4. Scott MacDonald	16.00
5. Will Tully	17.00
6. Doug Sloan	21.75
7. Jim Saidak	30.00
8. Mike Montague	31.00
9. Paul Tobie	31.75
10. Mark Skvaria	32.00
11. Eric Rodal	40.00
12. Wes Weber	42.00
13. Jean Tully	45.00
14. Margaret Harris	46.00
15. Gary Larl	57.00
16. Bob Fecowicz	57.00
17. Mike Forbert	63.00

HOBIE 16B POINTS

1. Dale Apple	5.25
2. Allan Houser	8.00

AREA CHAMPIONSHIPS

MIDWINTERS WEST SAN FELIPE, B.C. MEXICO MARCH 1-3, 1991

HOBIE 16C POINTS

1. Michael Koch	6.50
2. Doug Buescher	7.75
3. Coreg Hinton	7.75
4. Todd Hansen	12.75
5. Mike Little	15.00
6. Mark Peters	22.00
7. Delia Patrick	32.00
8. Mike Murphy	37.00

HOBIE 21 POINTS

1. Douglas/Hamelmann	4.25
2. Hamelmann/White	6.50
3. Lenz/Rindahl	9.00

HOBIE 18A POINTS

1. Timm/Timm	3.00
2. Parizeau/Thomas	6.75
3. Stretch Kimball	17.00
4. Lewis/Delatore	17.00
5. Brown/Brown	22.00
6. Crocker/Tressie	27.00
7. Wagniere/Melrod	30.00
8. Heflerman/Heun	34.00
9. Brown/Wong	36.00
10. Hansen/Vandehay	37.00
11. Rayfuse/Trevey	38.00
12. Gantswig/Mohill	41.00
13. Lindley/Lindley	41.00
14. Yahalom/Dave	43.00
15. Miller/Daggett	54.00
16. Heberer/Bevelough	57.00
17. Mark/Mark	59.00
18. Veenbas/Thornburg	60.00
19. Leslie/Reiser	61.00
20. Charleston/Mo	62.00
21. Pettit/Pettit	68.00
22. Claybaugh/Claybaugh	74.00
23. Parks/Parks	79.00
24. Wiegman/Wiegman	96.00
25. J. Dan Farrar	100.00

HOBIE SX-18 POINTS

1. Pedrick/Harris	3.00
2. Smith/Tardiff	9.00

HOBIE 18B POINTS

1. Buchanan/Buchanan	5.25
2. Patch/Patch	8.75
3. Savage/Savage	11.00
4. Kuhns/Kuhns	23.00
5. Power/McIntosh	24.00
6. McCurdy/Serino	24.00
7. Marengo/Marengo	26.00
8. Smith/Sherri	32.00
9. Hankins/Hankins	35.00
10. Beddeman/Beddeman	38.00
11. Phipps/Phipps	43.00
12. Wuelpern/Pickett	44.00
13. Soehnen/Humphrey	46.00
14. Greenwald/Greenwald	46.75
15. Ryan/Ryan	53.00
16. Delia Patrick	59.00
17. Kuhns/Cramer	60.00
18. Hamilton/Skarr	61.00
19. Maybeno/Estaban	70.00
20. Palmer/Palmer	74.00
21. Wadsworth/Smith	81.00
22. Steve Murray	88.00

HOBIE 18C POINTS

1. Simon/Tripp	4.25
2. Brown/Susie	5.50
3. Chalk/Nichols	10.00
4. Smith/Smith	21.00
5. Overdeest/Beck	30.00
6. Maddox/Helfner	31.00
7. G. Vasquez	36.00
8. Roseberry/Roseberry	36.00
9. Bowen/Bowen	36.00

HOBIE 18N POINTS

1. Smith/Cornwell	4.25
2. Britt/Title	7.75
3. Hunner/Greer	12.00

HOBIE 18M POINTS

1. Robinson/Wurster	4.25
2. Fowkes/Fowkes	5.50
3. Rooney/Rooney	11.00
4. Neubauer/Stohliquist	20.00
5. Wagner/Brown	20.00

HOBIE 17A POINTS

1. Roger Jenkins	8.50
2. Steve Leo	9.00
3. Jeff Conner	11.50
4. Wayne Mooneyham	11.75
5. Bruce Fields	22.00
6. William Myrter	22.00
7. David Baumgartner	24.00
8. David Koons	26.00
9. Mike Americh	32.00
10. Al Leonard	32.00
11. Tom DeLong	37.00
12. Bob Frost	42.00
13. Kirk Wells	51.00
14. Erik Bjerring	57.00
15. Wayne Schafer	60.00

HOBIE 17B POINTS

1. Thomas Runyon	4.25
2. Steve Kieffer	7.75
3. Michael Kramer	8.75
4. Dave Bodett	17.00
5. Ted Cross	18.00
6. Kayse	22.00
7. Tim German	28.00
8. Bill Burton	32.00

HOBIE 16A POINTS

1. Christensen/Venamen	3.00
2. Myrter/Linda	11.00
3. Materna/Brown	13.00
4. Petro/Junderwood	17.00
5. O'Hauser/Hauser	18.00
6. Seaman/Winter	20.00
7. Alter/Nunes	25.75
8. Christensen/Dakroob	30.00
9. Ketterman/Ketterman	32.00
10. Montague/Kuhre	39.00
11. Dockstader/Coker	40.00
12. Newsome/Williams	43.00
13. Casher/Casher	49.00
14. White/Tuckett	52.00
15. Katz/Louisletier	57.00
16. Shearer/Mariyn	63.00
17. Tully/Tully	66.00
18. Froeb/Froeb	66.00
19. DeLave/Newsome	73.00
20. Mark McGrath	74.00
21. Brems/Breckoh	77.00
22. Dolan/Dolan	77.00
23. Corell/Johns	88.00
24. David Ward	92.00
25. Shearer/Berg	95.00
26. Ashley/George	97.00
27. Tully/Alison	99.00
28. Marshall Hammond	100.00
29. Lindholm/Stoner	104.00
30. Schnackenberg/Guest	111.00
31. Ware/Bird	113.00
32. Forbert/Reilly	113.00
33. Duane/Hodgkins	122.00
34. Thurman/Sandy	122.00
35. Hinneberg/Durban	128.00
36. Norris/Culver	143.00
37. Apple/James	143.00
38. Stark/Stark	152.00
39. Tarasas/Tarasas	161.00
40. Stitt/Christenson	161.00
41. Tyler/Tyler	164.00
42. Dixon/Dixon	164.00
43. Ackerman/Foery	172.00

HOBIE 16B POINTS

1. Schroyer/Perotti	12.75
2. Gordon/Gordon	14.75
3. Perimuter/Perimuter	15.75
4. Miller/Colvin	19.75
5. Campbell/Slepica	20.00
6. Strazabosco/Harms	23.00
7. Houser/Jan	25.00
8. Hurst/Jackson	26.00
9. Billings/Billings	27.75
10. Schroyer/Schroyer	31.00
11. Hendrix/Hendrix	35.00

HOBIE 16C POINTS

1. Putman/Putman	2.25
2. Kuebler/Kuebler	5.75
3. Bilodeau/Wechsler	10.00
4. Baade/Palmer	11.00
5. Jeffries/Horne	13.00
6. Navarro/Kemp	21.00
7. Duerksen/Dick	22.00
8. Phelan/Phelan	23.00
9. Monarity/Monarity	25.00
10. Winter/Winter	26.00
11. Caponetto/Alkas	26.00
12. Little/Martin	29.00
13. Burns/Bob	35.00
14. Chase/Hamilton	39.00
15. Michael Murphy	46.00
16. Brykczynski/Hansen	46.00
17. Fraser/Wikenson	46.00
18. Jones/Jones	50.00
19. Wheeler/Johnson	57.00
20. Rumill/Rumill	58.00
21. Goutin/Stubbs	69.00
22. Finmark/Grayson	69.00
23. Hornby/Ard	69.00

HOBIE 16N POINTS

1. Attard/McCreedy	4.25
2. Schulenburg/Krause	12.00
3. Hammond/Smith	13.50
4. Koneval/Hamberg	20.00
5. Swan/McIntosh	20.00
6. Bowen/Worth	32.00
7. Checkon/Checkon	35.00
8. Luciano/Fisher	40.00
9. Murray/Harry	40.00
10. Bunce/Bunce	40.00

HOBIE 14T POINTS

1. Bob Heyer	5.50
2. Cliff Hillard	12.75
3. Howard Chase	20.00
4. Eric Heischman	20.00
5. James Weige	20.00

HOBIE 14 POINTS

1. Burt Sherriff	5.25
2. Jim Lantz	9.00
3. Philip Rock	12.00

SOARING Continued from page 25

canopy. It works like a telltale on a sail. "If it is flowing straight back, you know everything is fine. If it is blowing to the side, you know you are skidding or slipping."

Older sailplanes have a cruising speed of 50-60 miles per hour, and the more streamlined, modern sailplanes can glide at 100 miles per hour. Top speed rarely exceeds 130 or 140, and that's going downhill pretty fast. You can't go far at that speed because eventually you would be stopped by the ground, Greg pointed out matter-of-factly.

Modern sailplanes have a glide ratio of 40 or 50 to one, which means if you achieve up to one mile in altitude, you can glide in one direction 40 or 50 miles before coming to the ground, even without benefit of thermals. "You can fly a glider from Tucson to Phoenix in one hop with no problems," promised Sheldon.

HOW

Because they have no engines, sailplanes, like other objects, need help to get up in the air in the first place. By far the most common method is known as aerotow, attaching by rope to a small airplane (with an engine). The airplane pulls the glider down the runway, they take off together, and the airplane tows the glider up to about 2,000 feet. When the glider pilot is ready, he pulls a lever to release the tow rope, and then he is on his own.

Other ways to go up, up and away are being towed by a truck or using a winch with a 5,000-foot cable that gets the glider up to 70 miles per hour. In the latter maneuver, as the sailplane leaves the runway and rises above the winch, the pilot releases the tow cable.

A glider's landing is not always quite as graceful as its flight. The sailplane touches down with its wheel, and as it slows down, the nose goes forward onto its skid. When the speed drops to the point where the wings no longer can remain level, the glider falls over onto one wing like a wounded bird.

WHERE

Gliderports are found within a hundred miles of most major cities. On many a hot weekend afternoon, sailplanes can be seen spiraling lazily in the sky like alabaster seagulls or cavorting in aerobatics like playful swallows. Gliders are allowed to fly almost anywhere, except for commercial air traffic areas designated by the FAA. These restricted areas are continually being expanded, pushing gliderports farther and farther from the cities.

Soaring clubs operate out of small fields — sometimes literally a field, and sometimes a community airport that also handles recreational airplanes.

The best way to get involved is to find a soaring club in your area. It costs \$200 to \$300 to join. In addition, you pay monthly dues, which entitle you access to the sailplanes and tow planes owned by the soaring club for a greatly reduced fee, anywhere from \$10 to \$20 each time you need a tow up. The only drawback to a club is that your time in the air is limited, to give everyone a turn.

Greg belongs to the Midwestern Soaring Association based at a gliderport 40 miles east of Kansas City. The Tucson Soaring Club operates out of a World War II auxiliary air field leased from the Bureau of Land Management, 25 miles northwest of Tucson.



Greg Hausman

Sheldon's group, the Tucson Soaring Club, costs \$250 to join, with \$30 in monthly dues. Each member is part-owner of all the club's equipment and facilities. The first tow each month is free. The club owns two tow planes and six gliders, including a couple two-seater training gliders.

More information can be obtained from the Soaring Society of America, which has 15,000 members and puts out a monthly publication called (you guessed it) "Soaring." It can be reached by writing to Soaring Society of America, P.O. Box E, Hobbs, NM 88241-1308, or calling 505-392-1177.

HOW MUCH

Soaring is not "terribly" expensive if you join a soaring club and use club-owned equipment.

If you want your own glider, you can get a good used plane and trailer for \$5,000; or, Greg said, "How deep are your pockets?" According to Ralph Douthit, an FAA examiner and instructor who works with the Soaring Society of America, new gliders range from \$45,000 to \$235,000, and used ones from \$1,000 to \$30,000.

Lessons are usually free if you belong to a club. Most clubs offer licensed instructors. If you take lessons independently, getting your license might cost about \$1,500 in lessons.

Other expenses include insurance, maintenance, storage or hangar space

rental, and, if you don't belong to a club, considerably higher costs for aerotows to get off the ground.

LICENSING

To apply for a license, you must be at least 16 years of age. The license, which indicates a glider restriction meaning you can fly only gliders, requires a minimum of seven hours of solo flights and 20 launches by aerotow. A licensed airplane pilot can earn glider certification in as few as 10 flights.

COMPETITIONS

Some competitions consist of distance races, but most are large triangle races. The gliders start individually, choosing the optimum moment to make their start. The race committee records the elapsed time for each glider to complete the course. The "rounding marks" are buildings or specific checkpoints on the ground below. Pilots prove roundings by taking photographs of the marks.


Competition regattas are usually a week long, because they require good weather and thermals. Often, the pilots spend a lot of time on the ground waiting for the right conditions.

There are basically three competition categories: open 15-meter class, standard class and the Schweizer 126, which is one-design with a class association much like the IHCA, with competitions around the country and the world.

Greg said he favors the Schweizer one-design for three reasons. As Schweizers are an older design, used gliders can be found at reasonable prices. Because the class is one-design, it is possible to compete economically. The standard and open classes allow much more latitude in design and equipment, making it more costly to stay competitive. As with Hobies, all gliders are basically equal, so the winner is the pilot with the greatest skill rather than the one with the most money.

A typical Schweizer race will involve maybe 30 or 40 sailplanes. A regatta for open and standard classes may have 16 gliders competing in a class, with 30,000 spectators watching from the ground — one major departure from sailboat regattas, where participants often outnumber the spectators.

A competition is the most likely situation for outlandings to occur, Greg said. If the course is a 100-mile triangle and a front or bad weather appears, nobody may make it back to the airport.

Aerobatic competitions also are held. Although fewer pilots participate in these, they are much more spectacular to watch as each glider choreographs a rollercoaster dance of swoops and loops and rolls that almost adds a fourth layer to this truly three-dimensional form of sailing. 

IN TUNE *Continued from page 18*

The other exception occurs when attempting to depower the boat. If you are in 15-plus knots, the boat is regularly flying a hull, and you already have adjusted other controls to flatten things out, try dumping the traveler out 4-6 inches. Continue to travel out further (in 3-inch increments) until the boat settles down. It is more difficult to tack from this position, but the boat goes a lot faster!

DOWNWIND SETTINGS

At any point of sail lower than a beam reach, set your traveler out to within 4 inches of the stop. Any farther than this does little good because the side shroud

For the ex-16 sailors out there used to some twist in the main on a reach, forget it.

acts as a stop, limiting the amount the sail can be let out. One trick is to tie a knot in your traveler line to limit the distance the traveler car will move on the track. Doing so prevents the car from slamming against the stop in high wind jibes that can shatter the traveler car. Another tip, after tying a limiting knot, is to drill out the rivet holding the stop in one end of the track. Replace it with a large self-tapping screw (or nothing but a big dab of silicone caulk). This procedure will enable you to swap the car out in case it fails in the heat of battle. You can always re-rivet the stop back in prior to selling the boat.

Traveler settings on a reach are closely related to sheet tension and are discussed later in this article.

MAST RAKE

The mast debate has raked back and forth. Early reports advised laying the mast back as far as the forestays would allow. Later results have shown that dropping down on the front chain plates 2-3 holes from the top (maximum rake) doesn't hurt upwind and seems to help some downwind. Do not rake the mast back to the point at which you can easily two-block the main. You cannot get enough leech tension upwind when set this way.

Rig tension is another item that stirs up arguments. Generally, the key is to set up so you have 6-8 inches of play in the side shrouds when pulling heavily on them. Any more, and the rig will flop around, disturb-

ing air flow. Any less, and the mast will not readily rotate downwind. In big chop and 10-15 knots, string a little tighter to keep the mast steady. If you are strung too loose with the shrouds in a particular hole on the chain plates, and too tight if you drop both shrouds down one hole, move only one shroud down. The mast will be off-center by some microscopic amount that won't really matter. The rig tension is more important, anyway.

TELLTALES

Telltails are excellent tools on any sailboat. On a 17, they are life or death! They tell you (if you are looking at them) when your sail has stalled. Stalling occurs when you trim the sail too tight for the wind direction (or sail too low with the existing trim). This situation causes a loss of air flow across the leeward side of your sail. The flow is what creates the lift that causes a boat to sail in the first place.

GO WITH THE FLOW

It is more difficult to lose the flow on a boat with a jib. The jib acts as a funnel to direct air along the leeward side of the sail, no matter where that sail may be trimmed. Without the jib, nothing funnels the air. Therefore, the position of the main relative to the wind is CRITICAL on a 17. When you lose that flow, the boat DIES!

The best way to determine when you are losing flow on the leeward side is to watch the leeward telltales. When they stream horizontally toward the leech, you

have good flow. When they flutter, turbulence is present and your boat speed stinks.

Put telltales on the sail at the positions noted in Figure C. Place one between each batten 10-12 inches back from the mast. Place three in a row 8 inches apart in the panels shown in the diagram. This may look like overkill, but there is one overriding reason (other than confusing the competition). When you have nine telltales on each side and you stall the sail, you have nine indicators you did so, and you don't have to hunt for the one or two to see if you are tuned properly. As you begin to stall, the telltales in the top row of three are your first indicator. The back telltale in that row will flutter first. Consider it an early warning radar system.

UPWIND TRIM

In all conditions, the leeward telltales should be streaming aft. The windward ones should be on the borderline between fluttering and flowing. This organization indicates you are footing the boat, going for maximum speed. Footing is good when you have choppy conditions or need to power out from under another boat.

Pointing position means the windward telltales are fluttering consistently. Pointing is desirable in flat water or when attempting to pinch a windward boat out.

There is no way to sail your boat upwind without looking at the telltales at regular intervals. It is also true you can't watch them 100 percent of the time. The best compromise is to sail upwind prior to the race and during the first few minutes of the first leg of a race, studying the relationship between your telltales and wind indicator (bridle fly). Get everything flowing as you want, and determine where your wind indicator is pointing (it is helpful if it has reference arms attached). Then, rather than craning your neck skyward to watch the sail, you can watch the wind indicator. Try to keep it pointing at the same spot, and the telltales should still be flowing. If the indicator is positioned somewhere in the front of the boat, it is in your natural line of sight, anyway. Don't abandon your telltales, however. They still need to be glanced at every 15-30 seconds.

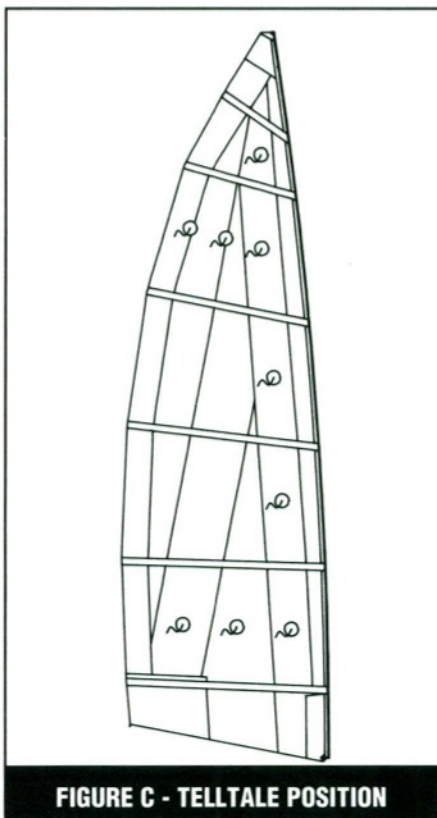
TRIM REACHING

On a reach, look at the telltales closest to the mast. These should all be flowing (both windward and leeward). If not, you will get buried!

The top three panels are controlled by the mainsheet. If the leeward telltales are luffing, ease the sheet. If the windward ones are luffing, trim the sheet.

The bottom two are controlled by the traveler position. If the leeward telltales flutter, ease the traveler. If the windward ones flutter, pull in the traveler.

I know this can be confusing. Just remember to move the sail toward the fluttering telltale. It is a constant battle to keep everything flowing at once. Keep an eye on



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total
control is
a must.

AVAILABLE AT YOUR HOBBIE DEALER

them all and do your best. For the ex-16 sailors out there used to some twist in the main on a reach, forget it. The 17 is like an airplane wing on this point of sail — no twist.


One technique that works very well in 10-plus knots is working the apparent wind. Point your boat to the next mark and set your sails accordingly, so everything is flowing. Then, unless there is a dramatic change in wind velocity or direction, don't adjust your traveler and only pump the main a little.

The trick is to steer the boat up to gain speed and then bleed it down as low as you can. As soon as you feel your speed start to drop, come back up to get speed

again. If you are constantly resetting the sheet and traveler, you never get in a groove. By coming up for speed and working low in the puffs, you will get to the turning mark much quicker.

This technique also works well on a very low reach. Everyone knows the higher the reach, the faster you go. If the reaching mark is below a beam reach, try setting up in the first 150 yards slightly high of the next mark, then bleeding down in the puffs. You may find you can carry that speed (once up and rolling) at least down to the rhumb line and maybe lower. You definitely will beat the guy who stays glued to the rhumb line.

TRIM DOWNWIND

Downwind requires a "feel" more than it does watching telltales. Unless the wind is really honkin', the leeward telltales are dangling and fluttering. The sail is, in effect, stalled. The boat should be sailed from feel and from the apparent wind (wind indicator). Keep the apparent wind at around 90 degrees (perpendicular to the course of the boat). 

So ends the first chapter of Sweet 17. Stay tuned for chapter two. Actually, if you read both chapters, we guarantee you will stay tuned, in high performance style. -Ed.

KNOT A PROBLEM?

How To Set Your 17 Sail Trim In Various Conditions

	0-5 knots	5-15 knots; flat water	5-15 knots; choppy water	15-19 knots	20+ knots
■ BATTEN TENSION	Just take out the wrinkles.	Punch in a little harder than for 0-5 knots.	Pull very snug. The more the chop, the more tension.	Punch in a little harder than 0-5 knots.	Just take out the wrinkles.
■ MAST ROTATION	Pointed at shroud or 3-6" forward.	Pointed at shroud or slightly aft.	Pointed 6" behind shroud or further aft.	Pointed 3-6" forward of shroud.	Pointed halfway between the shroud and the forward wing stanchion.
■ DOWNHAUL UPWIND	Just get the wrinkles out.	A little more tension than 0-5 knots.	A little more tension than 0-5 knots.	Pull it down very snug.	Maximum tension.
■ DOWNHAUL DOWNWIND	Just get the wrinkles out.	Allow bottom of sail to rise up 1-2" from upwind setting.	Allow bottom of sail to rise up 1-2" from upwind setting.	Pull it down very snug.	Maximum tension.
■ OUTHAUL UPWIND	Out 2" from boom.	Out 3" from boom.	Out 4-5" from boom.	Out 2-3" from boom.	Out 1" from boom.
■ OUTHAUL DOWNWIND	Out 3-4" from boom.	Out 5-6" from boom.	Out 5-6" from boom.	Out 4" from boom.	Out 1" from boom.
■ LEECH LINE	No tension.	Just snug.	Medium tension.	Slight tension if leech flutters.	No tension.
■ MAINSHEET UPWIND	Very light tension.	Light tension. Leave leech open slightly.	Light tension. Leave leech open.	Medium to heavy tension.	Maximum tension.
■ MAINSHEET DOWNWIND	3-4' between blocks.	2.5-3' between blocks.	2.5-3' between blocks.	2' between blocks.	1.5-2' between blocks.
■ TRAVELER UPWIND	Out 3".	Centered.	Out 3-4".	Out 1-6". (Keep boat flat.)	Out 6" or more.
■ TRAVELER DOWNWIND	All the way out.	All the way out.	All the way out.	All the way out.	All the way out. Move in 6" for more control.

BIG IS BETTER!

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

• **Sailors and dealers said:**

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

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

• **Sailors and dealers said:**

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

• **Sailors and dealers said:**

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

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

• **Sailors and dealers said:**

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

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

• **Sailors and dealers said:**

"We need a quality product that won't fall apart after a couple years."

CAT BOX responded by manufacturing the most advanced sail box on the market today. It is made of the highest quality composite

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

• **Sailors and dealers said:**

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

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

• **Sailors and dealers said:**

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

• **Model 200**

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

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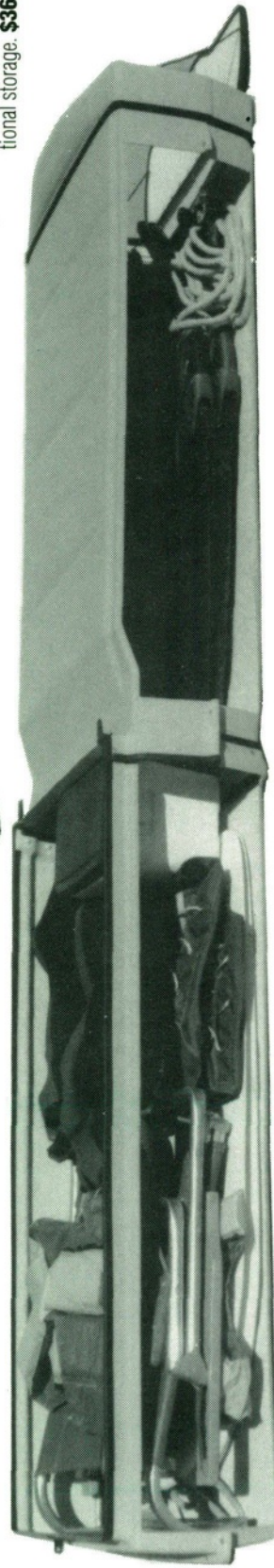
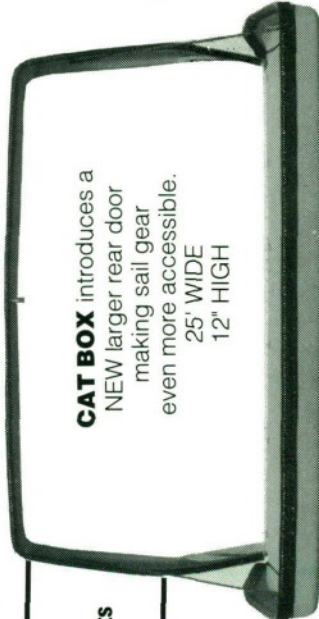
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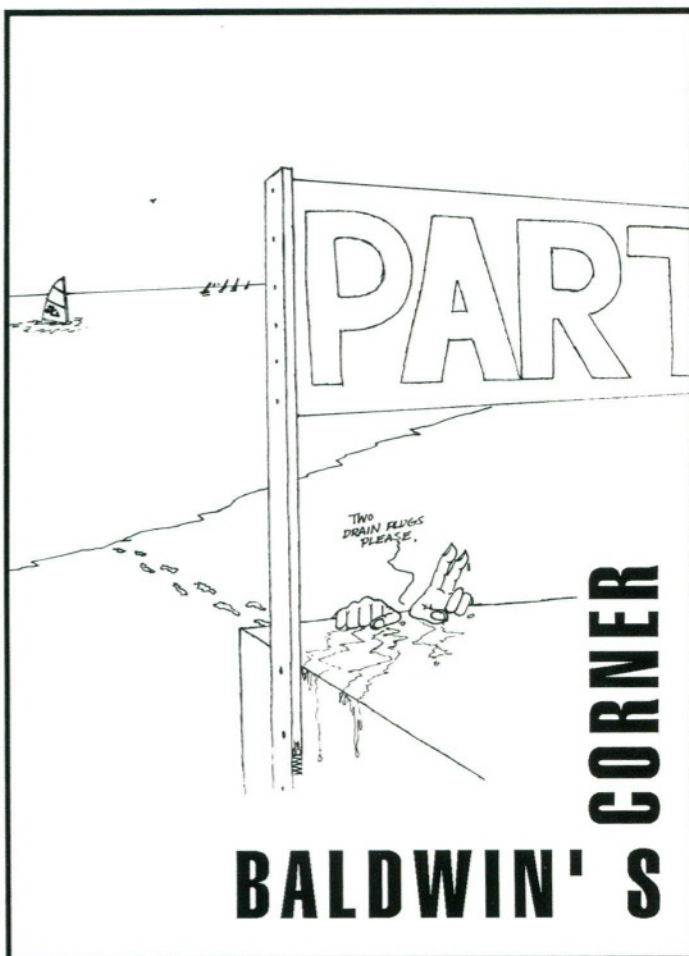
- find a local boat, skipper, crew
or babysitter
- convince your significant other
into letting you attend this event
- with any other assistance...just ask!

See page 58 for advertisement and entry form.

For more information, please write or call:

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Don't miss it for the Worlds!



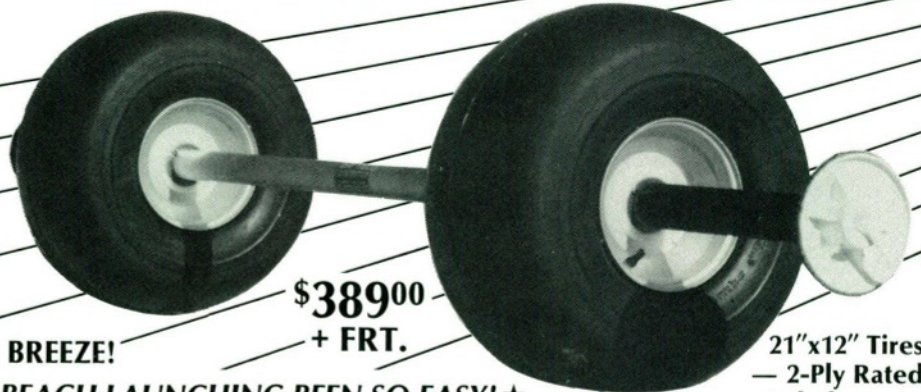
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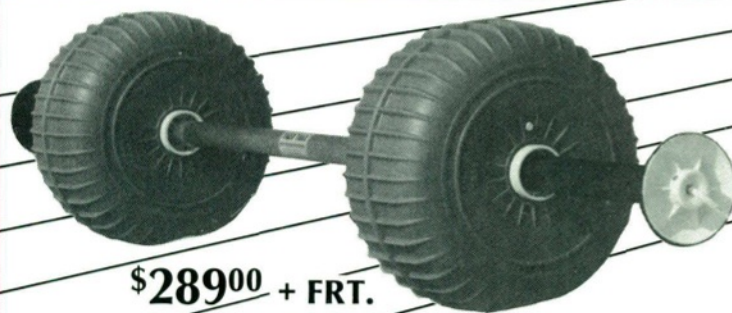
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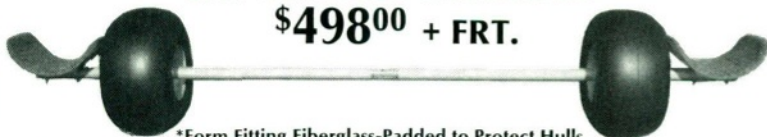
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LOCATION:

San Diego Fleet Four is proud to host the 1991 Hobie16 National and Women's 16 & 18 Worlds Championships at the Silver Strand State Beach which is just south of the beautiful seaside community of Coronado. The Silver Strand is a narrow strip of sandy beach separating San Diego Bay from the ocean. Racing will be on the bay where the onshore breeze assures good wind and the Silver Strand assures flat water.

Local attractions include:

- Camping on the ocean right at the race site
- The magnificent Coronado Bay Bridge linking San Diego and Coronado
- A short ferry ride to all the action of downtown San Diego
- A few minutes from the world famous San Diego Zoo, Sea World, and Tijuana, Mexico
- San Diego is the host city for the 1992 America's Cup

ACCOMMODATIONS:

Race headquarters is at Silver Strand State Beach, 5 miles south of Coronado on Highway 75. Daily park use fees are included in your registration.

- Camping is available for fully self-contained vehicles in an ocean front lot in the park. The rate is \$14 per night payable in cash at the park. No hookups available. No reservations are required. Tent camping is also available on the bay side beach in the park at the same rate.
- The host hotel is the Glorietta Bay Inn, 1630 Glorietta Blvd., Coronado, CA 92118. Phone (619) 435-3101 or (800) 283-9383. This contemporary inn built around an historic 1908 mansion features heated pool, rental bicycles, and golf and tennis within 1 mile. It is four miles from race headquarters. Rates for the garden rooms are \$73 per night double occupancy, suites for up to four persons are \$99 per night. Reservations must be made before August 25.
- An alternate hotel is the Crown City Inn, 520 Orange Ave., Coronado, CA 92118. Phone (619) 435-3116 or (800) 422-1173. This intimate inn within the community of Coronado has an outdoor pool. It is five miles from the race site. All rooms are \$39 per night and reservations must be made before August 25.
- For airline reservations, call Kim at Century Travel, (800) 243-0484. Reservations made through Century support this event.

16 NATIONAL ON SAN DIEGO BAY 16 & 18 WOMEN'S WORLDS



SAN DIEGO, CALIFORNIA

16 OPEN NATIONAL
SEPT 29 - OCT 5, 1991

**16 & 18 WOMEN'S
WORLDS**
SEPT 25 - SEPT 28, 1991

**PRESENTED
BY
FLEET FOUR**

**FOR MORE INFORMATION CALL:
SCOTT DIXON (619) 673-9588**

RACES:

All racing will be BYOB (bring your own boat) although a limited number of rental boats will be available by contacting Wind & Sea Sports, (619) 276-1244.

Hobie 16 Open National Championship:

- Qualifying races Sunday and Monday
- Championship series Tuesday thru Thursday
- Final series Friday and Saturday
- All skippers guaranteed five days of racing
- Daily skippers meeting at 10am
- COMPTIP™ rule applies

Hobie 16 & 18 Women's Worlds Championships:

- Registration Wednesday morning 8-10am
- Practice races Wednesday afternoon
- Championship series Thursday thru Saturday
- COMPTIP™ rule applies

RACE REGISTRATION:

All sailors, whether pre-qualified or not, must pre-register by completing the registration form and mailing it along with the appropriate fee by the August 25 deadline.

Cut out entry form and send with fee to:
Fleet Four
12834 Stone Canyon Road
Poway, CA 92064.

FEES:

Hobie 16 Open National Championship

- Pre-registered \$250
- After August 25th \$300

Hobie 16 & 18 Women's Worlds Championships

- Pre-registered \$125
- After August 25th \$150

Additional Party Packets for non-racers:

- T-shirt and duffel bag with giveaways
- Tickets for the Welcome, Cut, and Final Awards Parties
- Daily lunches on the beach
- Available for \$100 per person.

Sorry, no credit cards or personal checks will be accepted at the race site.

RACE REGISTRATION FORM

Entry Must Be Postmarked By August 25, 1991 To Avoid Late Fees

SKIPPER _____

ADDRESS _____

CITY / STATE / ZIP _____

PHONE NUMBER _____

(CHECK BOX IF YOU WILL BE CAMPING) ☐

CREW

16 OPEN NATIONAL ☐

16 WOMEN'S WORLDS ☐

18 WOMEN'S WORLDS ☐

Weight _____

Sail No. _____

T-Shirt Sizes

Small ☐

Medium ☐

Large ☐

X-Large ☐

XX-Large ☐

Additional Party Packets ☐ @ \$100 each

Total Amount Enclosed \$ _____

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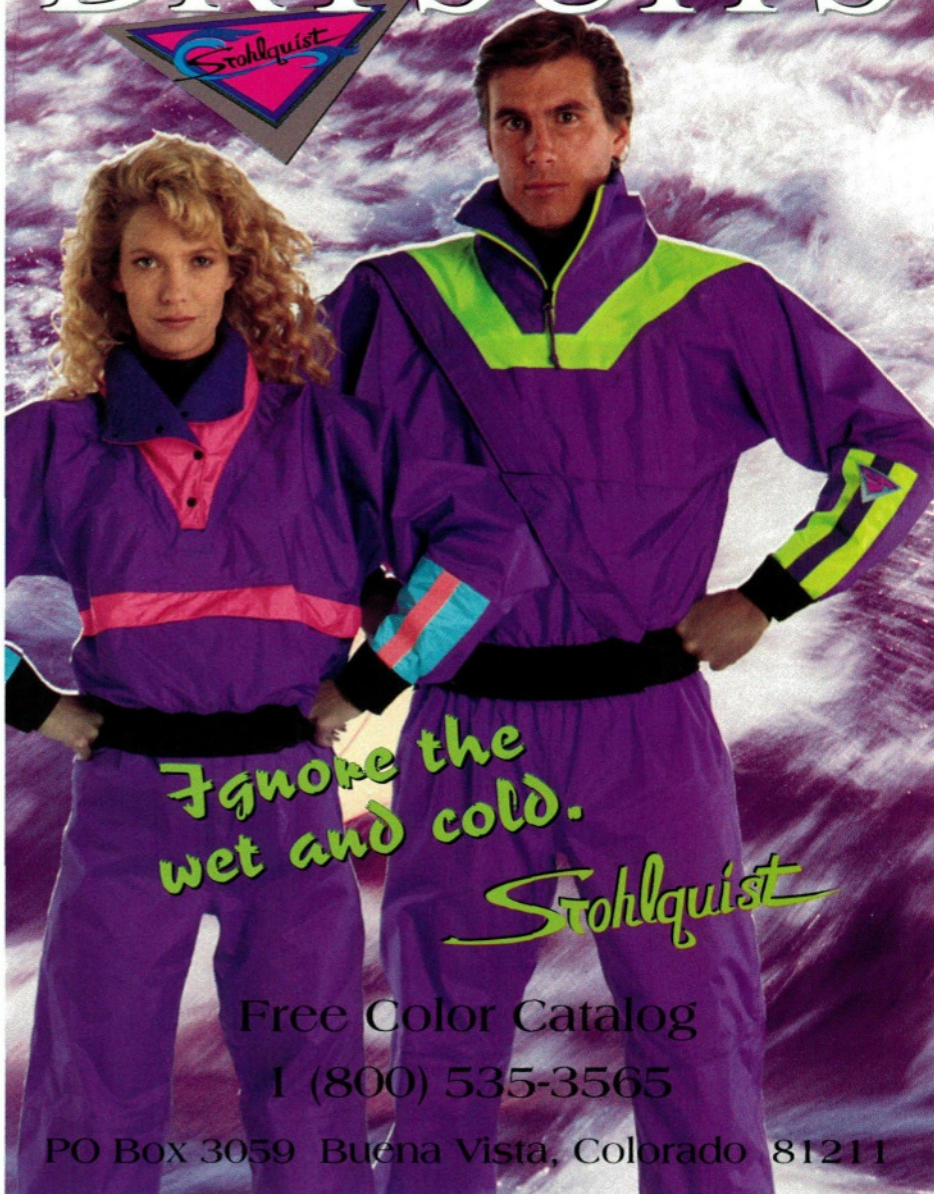


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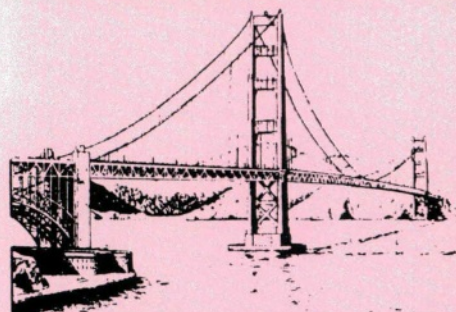
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MAY • JUNE 1991/59



18 ~ SX-18 ~ 21 Nationals August 19-24, 1991

LOCATION: The site is on the Bay, just south of San Francisco Airport off the famed "COYOTE POINT." The venue is renowned for four outstanding traits which makes it ideal for this premiere sailing event; great winds, relatively flat water, the clearest weather in the San Francisco area and its fantastic views.

ACCOMMODATIONS: The host hotel is The Dunfey. Very special room rates of \$55.00 a night in this quality hotel and only 5 minutes from the race site. Prices like this for a hotel of this caliber are unheard of in the bay area.

Reservations: 1-800-843-6664

There will also be limited parking at the race site for self-contained motor homes ONLY. (No hookups.) \$10.00 per night.

For airline reservations call Get Travel 1-800-344-5844 or 415-944-5844. Reservations made through Get Travel supports this event.

COMPTIP™ Rule Applies

Registration: All sailors, whether pre-qualified or not, must pre-register by completing the registration form and mailing it along with the appropriate fee by July 22nd.

Information: Wayne Mooneyham 408-272-2097 or Bettyarlene Duncan 408-973-1974 or 408-534-1568 (msg.)

Fees: Pre-registered \$200.00 prior to July 22nd - After July 22nd \$250.00 (Note: No personal checks will be accepted on site for any entry fee.) Please make checks payable to **Division 3** in U.S. Funds only.

Mail to: Hobie Cat 18 National Championships
c/o Bettyarlene Duncan
P. O. Box 160623
Cupertino, CA 95016-0623

Races: The 18, SX-18 and 21 classes are all BYOB (Bring Your Own Boat). For charter information, call Wayne Mooneyham at 408-272-2097.

Mon. Qualifying and Welcome Party

Those not qualifying on Mon. will continue to race Tues. through Thurs. in the "Bronze Fleet."

Tues., Wed. & Thurs. Championship Series. The Thurs. Night Cut Party will divide the Championship fleet into "Silver" and "Gold" fleets. Both groups will sail on Fri. and Sat.

Fri. & Sat. Championship Finals ~ **Sat.** Awards Dinner
SX-18 & 21 will not have a qualifying round on Mon., Aug. 19th.



Coyote Point
California

HOBIE 18, SX-18 & 21 NATIONAL CHAMPIONSHIPS

Race Registration Form

THIS FORM MUST BE POSTMARKED PRIOR TO JULY 22, 1991 TO AVOID LATE REGISTRATION FEES.

SKIPPER

ADDRESS

CITY/STATE/ZIP

CREW

PLEASE ENTER ME IN: ____18 ____SX-18 ____21

T-SHIRTS (SKIPPER & CREW - QTY) ____M ____L ____XL

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The Ultimate Harness

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

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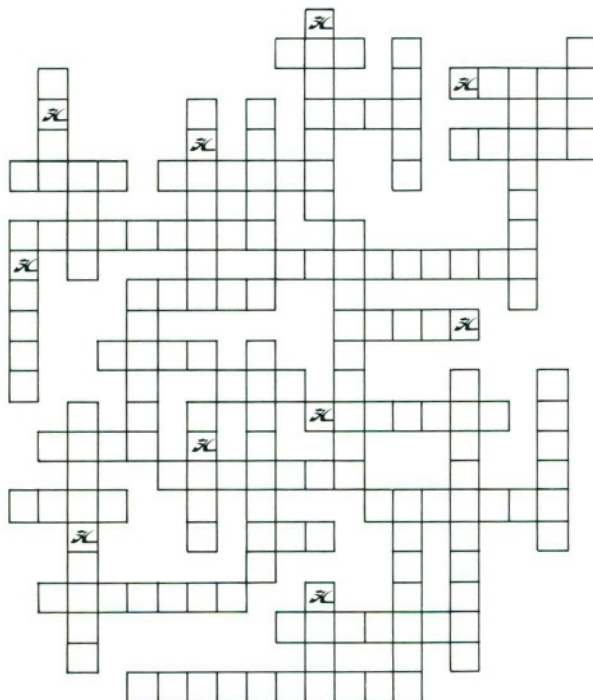
See your local Hobie Cat dealer!

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



HOBIE WORD BLE GAMES

Unscramble the words and acronyms and put them into the puzzle. (We've shown you where each H goes.)



EONHILT _____
 OBW _____
 NLIE _____
 SR TEN _____
 TEB TAN _____
 WR TEA _____
 ECLSAHK _____
 RPNKNAISE _____
 ASLI _____
 SAMT _____
 AHCW _____
 ROSUHD _____
 CELTA _____
 OERCSU _____
 IJBE _____
 LIPPCTHOE _____
 CTAK _____
 PTCMOPI _____
 DEALWRE _____
 DADIWNWR _____
 DRATOASBR _____
 DAYHLAR _____

NMLORAPTIE _____
 ETEARPZ _____
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