

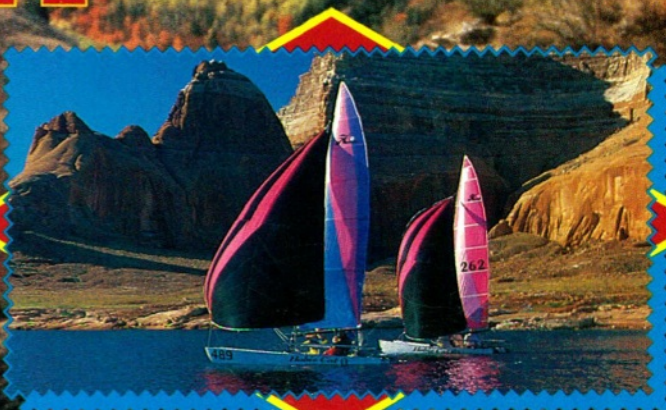
Hobie **HOTLINE**

JULY/AUGUST 1991

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Large photo courtesy of Utah Travel Council; small photos by Pat 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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Hulls Across The Water

And a big old country Fourth of July to you too! But first, a word to our non-American Hobie friends: before you accuse me of uncaring jingoism, let me assure you I realize that to most people throughout the world, the Fourth of July is merely the day after the third of July and the day before the fifth of July (a very important day of its own, according to our editor). But hey, your publisher is an American and July 4th has always meant something special to me, as those of you who've been reading my Hobietorials in the last several July/August issues probably know by now.

This year's Fourth is of course even more special, what with the safe and swift homecoming of so many men and women returning from the Gulf War. Celebrations across the land promise to be full of glory and of old glory, and I for one intend to be a part of it all.

Amidst this great outpouring of pride in our country, support for our troops, and relief at the decisively swift and relatively painless (although if it was a relative or friend who sadly suffered because of the war, it is painful indeed) outcome of the Gulf War, I hasten to acknowledge that in addition to being proud to be an American, I am more than solely an American.

Advanced communications technology has allowed us to see not only the difference between ourselves and people from other countries, showing us what a large world it is, but also how alike people are in their basic desires for freedom. A necessity to us, like food, water and shelter, freedom is a dearly fought-for and hard-won (if at all) luxury to many around the world — as are, most sadly, food, water and shelter.

It really is a small world, and we're all part of it. Extreme situations such as a war jab us sharply with the reminder that win or lose, live or die, we're all in it together. And, even if not all humans (Are you listening, Saddam?) act like human beings, I'm still proud to be a part of it all.

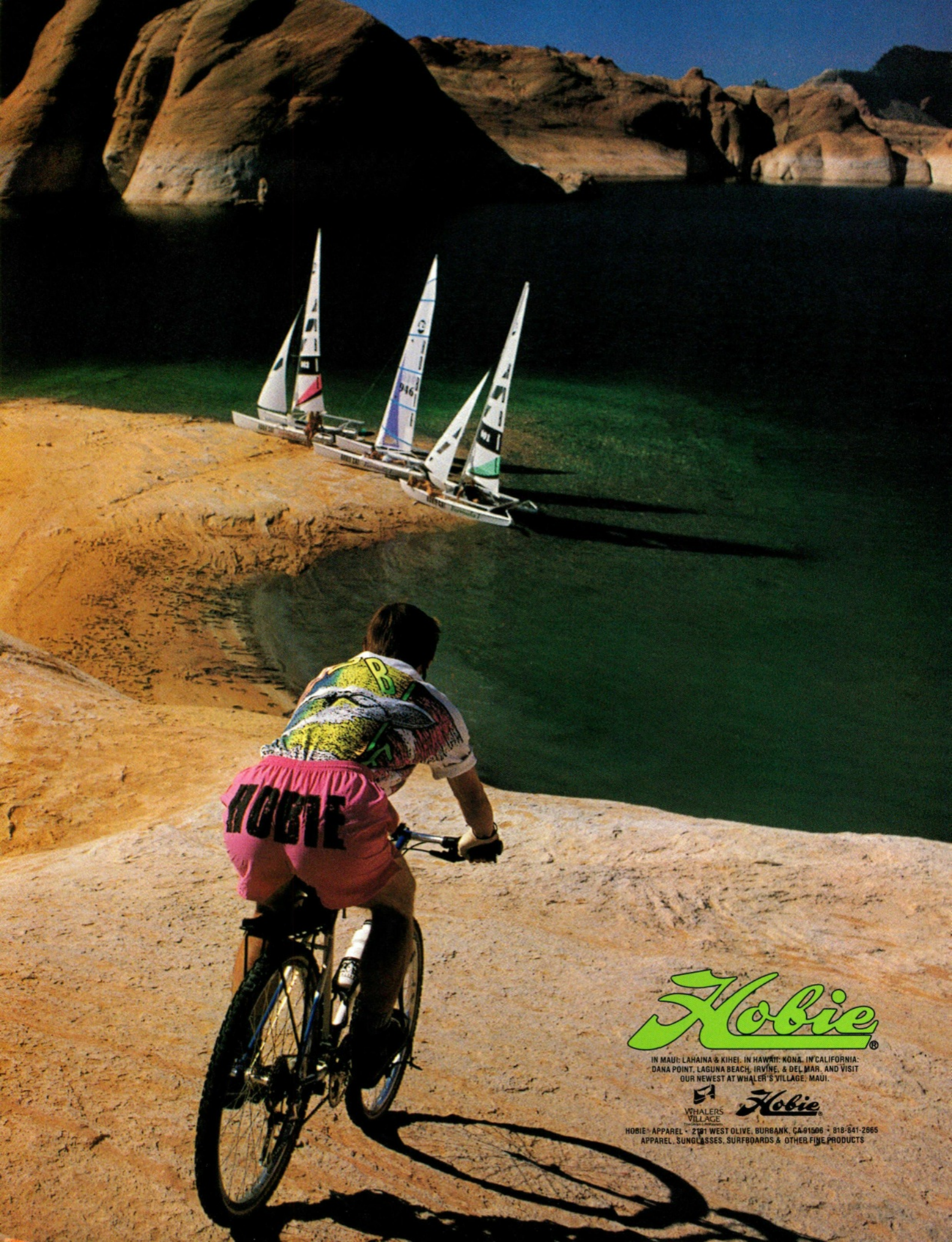
I know that Hobie Catting is a small piece of the overall pie of life, but nevertheless, the sport and all it involves certainly reflect an important aspect of human nature — joining together in the promotion of excellence, support of one another, and the pursuit of a great time! Hobie Cats really do cover the globe (OK, OK, we haven't uncovered a fleet in Antarctica ... yet); and those who speak the language of Hobie Catting can communicate no matter what their native tongue.

Remember the song, "We Are The World"? Well, whenever I read the names of the Hobie Cat sailors who participate in regattas, who are members of fleets, or who are just regular down-home folks (wherever that down home may be) who love to sail, I feel a great deal of pride to be a part of the entire experience.

As far as I'm concerned, Hobie Catting brings out the best in people from here to there, and there, and even there — to everywhere a spot of water and whiff of wind beckon.

Yes, Hobie Catters are the world — and what a wonderful world it is!

Bonnie



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LOVE THOSE CAT KIDS

Hannah Poteat's article, "Child's Play," in the March/April 1991 issue struck home — literally. The examples of those fine young crews brought back the warm feelings I have shared with my sons racing Hobies.

Todd and Greg started racing with me when they were around eight years old. Each sailed with me at different regattas. It's impossible to put a value on the experiences we shared; I feel fortunate to have enjoyed the quality time traveling and meeting great people, along with all the fun and adrenalin-raising adventures associated with these events. What little we gave up in performance we gained in establishing a very special bond. By sharing the sport of Hobie racing, we learned a little more about each other that otherwise might have been missed.

As they've matured, their priorities and interests have naturally changed, but our common love of sailing has kept us close. Today, both are fine young men and accomplished sailors on their own and I'm confident the lessons learned racing will help them with whatever they pursue in life.

Sometimes while racing, I'll flash back to those days when my son would innocently ask, "Daddy, why are you letting that guy get ahead of us?" A question like that really got me focused. However, now I find that sometimes that "guy" in front of me is one of my own sons! What a thrill it is!

Bonnie, you're doing a great job with the *HOTLINE*. Keep up the diversity of articles, they're all part of the "Hobie Way of Life."

Jim Adelman
Westport, CT

THANKS FOR THE ALTRUISM

I want to let you know how pleased I was to see the PFD notice on page 50 of the March/April 1991 *HOTLINE*. You may recall I had written you previously about my experience in not wearing a PFD, which you published in your letters column in the January/February 1991 issue. I hope you will keep this notice as a permanent part of each forthcoming issue.

I understand your zeal for the COMPTIP™ and the many notices on overhead wires are primarily motivated by concern, but I also realize in the world of over-litigation you are protecting your company from possible product liability. Of course, this is not the case with the PFDs, so your effort on this issue is greatly appreciated.

I applaud your effort in educating your

readership on the need for safety, a fact which often goes unrecognized in the pursuit of such a pleasurable pastime as Hobie sailing! Keep up the good work.

T. C. Propes
Bryans Road, MD

We appreciate your PFD applause. For more on our vested interest in safety, see "Just Wear It" in this issue. -Ed.

TWO CALL TEXAN TALE TOO TALL

We are very concerned about distinguishing between fiction and non-fiction articles in *HOTLINE*. A recent article by Ross Tyler concerning an altercation with a shark off Mission Bay could only be another famous Texan tall tale in the tradition of Pecos Bill's wild stories.

We do not question the existence of a 2,000-pound megamouth shark. Admittedly, Rosco is capable of tying a rapidly towed line to his dolphin striker without considering what would happen if the line were pulled tight enough so he could not untie it. And it is not difficult to imagine a Hobie Cat being towed several miles offshore by a shark.

I suppose elements of reality help make a piece of fiction more effective, so Rosco did a good job with vivid descriptions and by establishing serious conflict within his story.

But what gave it away? What was it that quickly identified this as a skillful Texan tall tale? It was his inadvertent use of the words "newlywed" and "wife."

No one would ever be crazy enough to marry Rosco!

Hannah Poteat, Bob Poteat, Wick Smith
Raleigh, NC

Truth Or Fiction? Read on! -Ed.

While we Zonies don't discredit everything our Hobie buddies to the west come up with, the incredible tale Ross "Megamouth" Tyler came up with in the March/April 1991 *HOTLINE* about the 2,000-pound shark trolling off Mission Beach with Rosco, his bride, and the Hobie 16 as bait is a bit much to swallow. And, I wouldn't have believed it, had my wife and crew, Sandy, and I not been there when he and Karen dragged their exhausted selves ashore after their extraordinary ordeal.

As Rosco breathlessly related his epic to us with all the appropriate exclamatories and gestures, with Hobies, sailors and the

blue Pacific all around us, his saga, while incredible, was certainly believable. And, when I read about the 15-foot megamouth snagged a couple days later, I had to admit that sometimes you can believe some California Hobie sailors.

However, Rosco did leave out a couple of minor details from that warm October afternoon at Santa Clara Point. He was "absolutely, positively" certain that he had tied onto the granddaddy of all "great white" sharks and that he had every intention of hanging on until it tired and he could somehow "land it" and get his story and picture on the front page of the newspapers and the *HOTLINE*.

Fortunately, Rosco, your recent marriage brought some sense into your life, and, under threat of no first anniversary, you actually admitted that the other megamouth was perhaps more mega and you let him off the hook.

Pete Krauss
Tucson, AZ

As Californians ourselves, the HOTLINE staff congratulates you on your verification (however reluctant) of Rosco's story. In return, we promise not to put a "Go Back To Arizona" sticker on your license plate when your vehicle is parked along San Diego's beautiful Mission Bay. -Ed.


RIGHT ON!

Thanks for the excellent reply to my question concerning Hobie 17 tramps and bolts in the March/April 1991 issue.

A request/suggestion.

Could you conduct a survey on the use and effectiveness of the various righting methods available on the market? Over here in Hong Kong, we have many Hobie 17 owners who weigh only 60-70 kg. We hope it will be easy for you to obtain equipment such as Cat Righter and Eaze-up and conduct tests on all models of Hobies.

David Smith
Hong Kong

Thank you for the thanks and we'll consider your suggestion for a future article on the subject of righting methods. -Ed. 

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

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HOBIE CATTER SELECTED FOR PRESTIGIOUS POSITION

Paul Ulibarri often jokes about himself (the Division 4 Hobie 17 sailor says he "doesn't do too badly for a short, fat, bald

man"), but his serious attitude toward Hobie Catting has earned him appointment as a U.S.Y.R.U. senior race officer (SRO). The only SRO in Hobiedom, Paul also serves as NAHCA chairman and a U.S.Y.R.U. senior judge.

The SRO recognition program was established in 1982 to acknowledge and promote quality race management by awarding SRO status to outstanding principal race officers.

HYPOTHERMIA TREATMENTS CHALLENGED

In "A Warm Welcome" (March/April 1991 *HOTLINE*), we presented several facts about hypothermia, culled from a variety of sources, including medical authorities. We now are learning some of our "facts" may in fact be false. Rick Bennett, PhD, a recent E.M.T. graduate, and Dan DeKay, R.N., an emergency nurse, took the time to write us a detailed account of information they contend was incorrect and misleading.

Not having a medical specialist on our staff to assess the validity of our initial

assertions or counter-assertions by Bennett and DeKay (whose dual sailing and medical experience makes them well-qualified to know whereof they speak), and cognizant that medical theories sometimes differ (e.g., the continuing controversy over how much coffee is too much, or whether milk is good or bad for young children), we here present excerpts from Messrs. Bennett and DeKay's outline on hypothermia. -Ed.

In the previous *HOTLINE* article on hypothermia, one treatment listed was to "rub the victim's arms, legs, fingers and feet to promote circulation." This is a very dangerous practice. The phenomenon of temperature 'after-drop' will be accelerated by this practice and may be fatal for the hypothermia victim.

After-drop occurs with the sudden return to the core of cold blood from the periphery of the body. The effect is a sudden cooling of the heart, which may result in potentially lethal cardiac rhythm changes. The most severe change is ventricular fibrillation; a condition where the heart

Continued on page 62

NAME GAME CORNER

Contrary to my fleet's preference for endearments such as "Super Collider" or "Dangerous One" (needless to say, there are stories behind both nicknames), I opted to give my Hobie Cat a less aggressive moniker. (After all, no sense in giving the competition advance notice of my nature.) Thus: "Wild Child."

Cyndi Bohannon
Friendswood, TX



of summertime action sailing the waters of Clear Lake, Manitoba, Canada; home of Fleet 98.

Kim Bell
Winnipeg, Manitoba, Canada

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

WHO ARE THE APRIL FOOLS?

Barry Jenkins, commodore of Fleet 386 in Jersey, Channel Islands, sent us the following information and photo. After wracking our collective brains trying to decipher the meaning of "Cat 'n' EDS," and being unable to link that name to any of the people in the story, your *HOTLINE* staff is

backed into a name game corner of its own making. Perhaps this is why Barry titled his announcement "April Fools"? Anyone having a clue as to the meaning of this Cat's name, please let us know. -Ed.

Here is a photo of Fleet 386 secretary, Karen Richard, with her fellow fleet member and new husband, Paul Johnson. The couple was married on April 1, 1991. Their boat was rigged on the forecourt of the Grand Hotel, site of the wedding reception. During the church wedding, which was attended by many of the fleet, a soloist sang "Sailing." Rumor has it the two shortly will be starting their own little fleet.



I'd like to submit this photo of our 18 Magnum, "DiddleySquat," for your Name Game Corner. Pictured are my able crew Carmen and Gunther. The boat's name gets a lot of comments, but when asked what it means I simply say, "Nothin'!"

Although shown here resting through our long winter, the "Squat" will see lots

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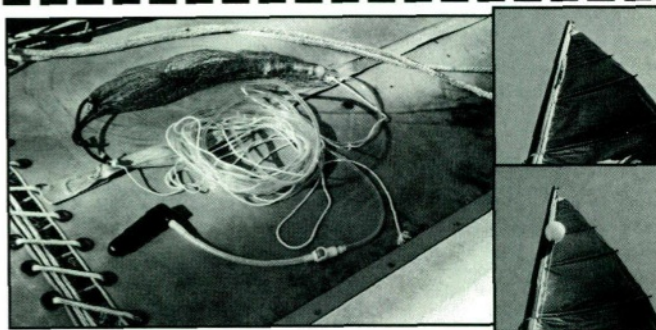


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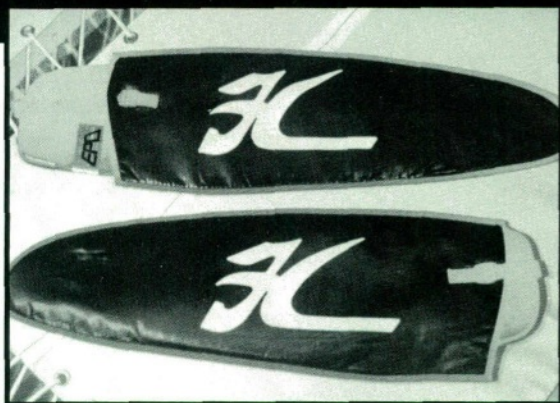
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Dear John

BY JOHN HACKNEY
ILLUSTRATIONS BY BILL BALDWIN

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

MAST STEPPIN'

Last year I replaced the base of the mast on my 1980 Hobie 16. Shortly after that, I lost my original mast step hinge. I purchased a new mast step hinge at my local Hobie supermarket. The new hinge is the type that can be used on either a Hobie 16 or Hobie 14. (It's marked with a 14, 16 and an arrow.)

Now, when I insert the pin through the hole marked 16 to step the mast, the mast base does not "line up" with the mast step and I have to lift the mast to set it into the mast base cup. Not a healthy situation. Obviously, there is something wrong.

Can you identify the problem and suggest what can be done to correct this situation?

The Hobie 16 mast step and mast step hinge have undergone a few changes over the years and somewhere along the time-space-reality continuum a strange event occurred; some mast steps just don't work. The common systemic problem connected with mast base misalignment is the end of the mast base hits the forward inside edge of the mast step (see Figure A). Think about it for a moment, it should make sense. The unknowing sailor stepping his mast who is holding a lever arm the size of Godzilla's ah ... thumb, never notices the poor mast step hinge bending like a Philly pretzel. (Speaking of Philadelphia, what I wouldn't give for a genuine Philly cheese steak right now, Florida just doesn't know how to build a good old cheese steak.) Once the sailor finally gets the mast in place, the mast step hinge is now permanently deformed, not a pretty sight.

Assuming you're using the newest mast step hinge (see Figure B), the problem could be, as you may have surmised, one of three things. The hole in the mast base being drilled in the wrong spot is one cause of misalignment.

If that is not the problem, the mast step

mounted on the front crossbar may have the stepping hinge pin hole drilled in the wrong location.

The last factor that can cause misalignment in the system is the sailor, I mean the mast step hinge, which could be defective. I find this very unlikely, but in any case, it is easy to check by comparing the hinge with another mast step hinge that works.

Experience tells me the first thing to scrutinize is the mast step hinge, although

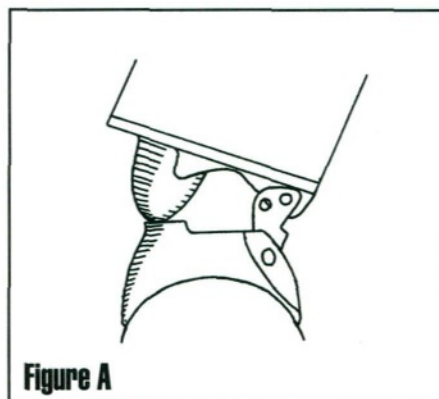


Figure A

since your letter implies the system worked until you lost your old hinge, the new hinge may not be the problem. The old hinge most likely was deformed enough to allow the mast step to work properly. Check the alignment of the hole in the mast base.

A way to fix a minor misalignment is by filing the mast step. Stepping problems occur when the mast base ball end comes

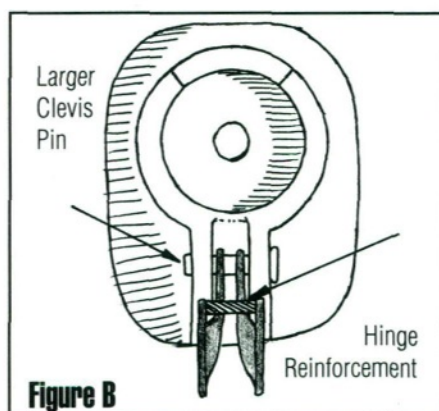


Figure B

into minor contact with the forward inside edge of the mast step on the front crossbar. Using a file, create a slight indent where the mast base hits the mast step; most likely there is a mark where contact has occurred to target your filing. Most of the time, a small amount of filing will fix the problem. Care should be taken when you step the mast again to make sure the quick fix worked. If the first filing was not enough, file off a little more. Usually, only about 1/16

of an inch needs to be removed to allow the mast to step properly.

Take a few minutes to get this problem corrected, even if that means returning to your Hobie dealer or requesting some help from a knowledgeable fleet member. For more on mast stepping, see "Stepping Out" in the March/April 1991 issue. A falling mast could be a fatal mistake!

GEL COAT DAMAGE CONTROL

I dropped my mast, luckily not causing injury to anyone, just damage to the nonskid. The mast hit the nonskid hard enough to take a chunk out of it. Is there any way to patch it?

Gel coat, for those of you who do not understand fiberglass lingo, is a layer of pigmented resin (containing color, for those of you still enrolled in "Hooked on Phonics"), which is applied as a first coat on the mold surface of a new Hobie. When the boat is removed from the mold, the gel coat is all shiny and ready for shipment to the nearest Hobie dealer. No need for any further processing; isn't technology wonderful? Where would the world be without fiberglass trees? (A rhetorical question for sure!)

Repairing little gel coat dings is not a major problem and the subject has been covered previously in the HOTLINE (see "Giving Your Hobie A Facelift" in the September/October 1989 issue), but repairing little dings in the deck nonskid presents a different twist to gel coat repair. Remember that a four-inch hole in your Hobie does not constitute minor gel coat damage, those little dings caused by running into bugs on the highway are considered minor; well, maybe not those mosquitos along the Jersey Shore.

Your local Hobie dealer or marine supply has an assortment of gel coat colors from which to choose in repairing your damaged gel coat. There also is a product called Match and Patch, which is a multi-colored kit for gel coat repair that comes complete with instructions. White boats have the option of using white Marine Tex for minor repairs.

Gel coat dings requiring only cosmetic repair are usually limited to damage that does not break through the fiberglass—or at the very least, areas that are about the size of a dime. Smooth areas of gel coat having only minor damage can be repaired in a few minutes. I'll provide a quick reminder on this repair before we move onto nonskid deck areas.

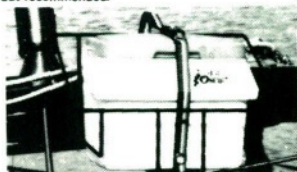
Follow the instructions on the gel coat repair kit, as far as catalyzing the resin is concerned. The ding should be sanded

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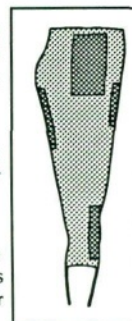
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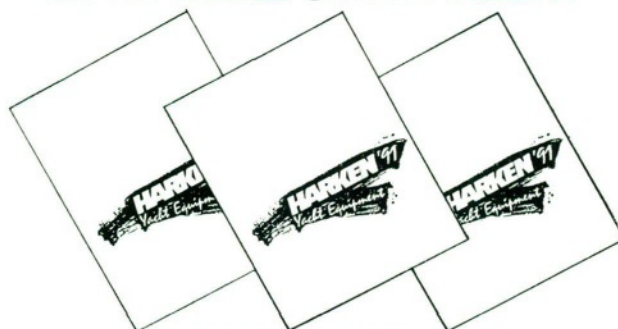
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lightly, if possible with 220 grit sandpaper, and then cleaned with acetone. A really small ding (the size of a dime or less) may be repaired easily by using a small paint brush to apply the catalyzed gel coat to the damaged spot. Use waxed paper over the repair to smooth the surface and aid in the curing process. If care is taken not to get the gel coat all over the area, only rubbing compound will be needed to finish the area when the gel coat hardens. Larger or deeper repairs (about the size of a nickel) may need the gel coat thickened with fumed silica, commonly called Cab O Sil, to make a putty that will better fill the area. Larger areas most likely will need additional fiberglass cloth repair; another story for another day.

A four-inch hole in your Hobie does not constitute minor gel coat damage.

The problem area to repair is the deck nonskid, the subject of this question. The nonskid can be repaired by using a home-made nonskid pattern or form. This form may be created with common bondo, a quick-drying and easy-to-find putty.

First, locate an area of an undamaged nonskid with approximately the same contour as the area you wish to repair. Once you have located a suitable undamaged nonskid area, wax it several times with mold release wax purchased from a fiberglass supply store, allowing drying time between coats. After the wax job is complete, take the bondo and make an approximately 1/2-inch-thick pattern of the undamaged nonskid, a little larger than the ding you wish to repair. When the bondo hardens, the bondo pattern can be removed from the nonskid deck, if your wax job was successful. The bondo pattern may now itself be waxed and used to imprint this pattern onto the gel coat of the damaged nonskid area. A small amount of catalyzed gel coat should be applied to the sanded and acetone-washed damaged nonskid area. Now, place the nonskid bondo pattern over the repaired area; this pattern should snap into place.

If you have correctly guessed the right amount of gel coat needed, little or no sanding should be required after the gel coat hardens. If a little gel coat oozed out, 400 grit wet sandpaper may be folded and used to clean out the grooves of the nonskid. The repair should look as good as new;

well, almost; keep in mind you are not a professional.

HANG 'EM HIGH OR LOW

I notice skippers and crews in different positions and angles when trapezing. Where and how should I set my trapeze ring for different conditions?

The trapeze is a valuable asset on a Hobie Cat, one which allows a considerable speed increase with very little hassle or extra equipment needed. The secret of the trapeze is a principle most of us learned about in practical science class, the lever arm. With the same amount of weight, the crew of a catamaran may exert more righting force by simply moving farther away from the labored hull and mast, thus increasing the lever arm, which helps keep the boat from tipping over. The farther out you trapeze, the more righting moment you gain and the faster you should go, given sufficient winds requiring additional righting force.

Many radical-purpose-built catamarans have incorporated racks that literally double the width of the boat to obtain the maximum controllable lever arm possible. The downside to racks is the additional weight added to the boat, which has a detrimental effect on boat speed. The more weight the sails must force through the water, the slower the boat will go; a simple but unfortunate fact. Hobie Cat added wings to several of its models to increase the righting lever arm and provide a more comfortable platform from which to sail.

The farther out you trapeze, the more righting moment you gain and the faster you should "go."

Another way to increase the lever arm is to move the hulls farther apart. This principle is an old concept. The Olympic Class Tornado was designed with a 10-foot beam to increase the lever arm. The practical downside of spreading the hulls is that a lot of effort must be put into preparing the boat for trailering. Local law enforcement agencies would not be too kind to a 10-foot-wide Hobie 18 being trailered down the local highways.

Catamaran sailing has very few absolutes, but setting your weight farther out from the labored hull and mast provides more righting ability, thus increasing boat speed.

Now, after that brief science lesson on the theory of the trapeze, what does all this mean to the sailor? Without consideration of crew comfort, the ideal trapeze position would have the crew horizontal (parallel) to the water when trapezing. Most sailors like to have the upwind hull just touching the water in heavy air, so with the boat in this position, the crew should be parallel to the water.

The length of the trapeze wire to accomplish this position does change with the height of the crew, so experimentation will indicate exactly how to set your trapeze wires. The Hobie 18, for example, requires the trapeze dog bone to touch the hull at the shroud for an approximately five-foot-tall person to be parallel with the water when the boat is in its normal trim.

The best way to locate this ideal position is to have someone take a picture of your crew trapezing, or watch and advise you when the trapeze wires are set correctly. Once you know where this length is, reference a spot on the boat where the dog bone touches, so you can always set the trapeze length to your requirements.

Let's consider the practical side of trapeze length. The trapeze, when set for optimum speed, also has its downside on boats not equipped with wings. The problem with trapezing low to the water is twofold: waves and inconsistent wind. On cold days, the water always seems to know the exact spot on the back of the neck where the wet suit is not sealed, allowing cold water to run down your back. Toyota obviously does not know the true meaning of the phrase, "Oh what a feeling!"

Yes, there are problems with trapezing low on the wire to maximize boat speed. Sailing through lulls or waves does take its toll on the sailor who chooses to put boat speed above all else. Generally, when trapezing in big waves or gusty conditions, the trapeze may be set a bit higher. This may sacrifice 0.1% of your boat speed, but will allow your butt to stay out of the waves and water on those days.

The disadvantage of low trapezing is the ease at which you can get on and off the boat. The lower the trapeze, the more difficult it becomes to get on and off the wire. Depending on the Hobie you sail, you must physically lift yourself onto the boat when the wire length is set to maximize performance. To make the trapeze experience a pleasant one, most non-racers should set the trapeze length considerably shorter, to enable easier trapezing. Shortening the trapeze approximately eight inches above the trampoline at the side of the boat not only will make trapezing easier, but will keep your butt from dragging in the water.

To summarize, you should trapeze parallel to the water for maximum boat speed, but should raise the dog bone when conditions dictate or trapeze comfort is desirable.



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Tying To Win

Tie Your Hobie Cat Down, Sport

STORY AND PHOTO
BY TOM RUSSO

Sailors tend to forget about the aerodynamic forces that cause a sailboat to go airborne. It's quite simple. The same forces that make your boat go forward make it go up. Power and lift! Your trampoline becomes a wing, much like the wing of an airplane or a bird.

Consider the fact that a catamaran has two hulls; when resting on the ground, it forms a tube with the tramp overhead. Increasing wind speed causes the pressure channeling through the "wind tunnel" to decrease, compared with the pressure surrounding an aircraft. This decrease results in the lift action.

In actuality, the force is much less efficient than an aerodynamically engineered sail or wing, but in high winds, it works. The principle making airplanes go up is the same that makes boats go forward ... and up!

WHY TIE?

So, why tie your Hobie down? Common sense would seem to prevail, but we all need those nurturing reminders. The most obvious reason is to avoid damage. A mast replacement is anywhere from \$850-\$1300 new, depending on the size boat you own. A damaged hull may set you back \$400-\$600, if it can be repaired. If you have to replace a hull, expect a much higher cost.

Liability is an additional consideration. Winds in excess of 35 mph can seriously screw up not only your own boat, but your fellow sailor's boat as well. If your insurance includes coverage for wind damage and requires only a \$100 deductible, you may escape with only a modest cost for your negligence. But what about your neighbor? What did your negligence do to his boat? And who pays?

YOUR TIE, MY TIE

What about Hobie sailors who belong to a fleet — can they let up on tiedowns? Certainly not! Fleet membership magnifies, not minimizes, each sailor's accountability for his or her actions.

Fleets have organized themselves to share the camaraderie of Hobie sailing and the responsibility of club membership. To accomplish these objectives, they establish rules for the conduct and safety of

their members. A fleet's assumption of a certain amount of responsibility for its operations does not relieve individual responsibility to follow through on fleet rules for safety.

A Hobie sailor couldn't ask more from his or her fleet than the watchful eye of its members on the water. A few sailors shed this mutual concern once they load their boat onto the beach dolly, roll it up the beach and drop it off at its berth. But that is not enough! The next step is to tie it down and ensure that it's anchored securely in its berth. The mission is not achieved until that step is completed.

The principle making airplanes go up is the same that makes boats go forward ... and up!

Most fleets have a policy that all boats are to be tied down. The challenge becomes one of enforcement. Many fleets rely on voluntary enforcement, a course of action that requires the long-term education of members, emphasizing why and how to tie down their Hobie Cat every time.

TRY TIE!

Let's assume that whether you're in a fleet or out on your own, you are convinced you should tie your Hobie down. Good for you. What's next? You should give some thought to a few items that will ensure the job you do is the best possible for the conditions in which your boat is kept. Soil type, tiedown type, tiedown length and the clearance between axle and tiedown are a few considerations to ponder before you proceed.

A primary element is the location of your boat and the type of soil. In season, many boats park on the dunes. Most locate on beach lots, just inside the dune line. These Hobies lie directly on the beach or remain trailered. Solid dirt is a common commodity in some areas, but clearly is an advantage over sand to tie down your boat.

You can purchase a tiedown, or you can use your own resources and imagination. Mobile home tiedowns, also called screwdowns, are the most common ver-

sions found. These usually come in 3- or 4-foot lengths and simply screw into the ground. The eyes, or holes, through which you put your rope are of two types. If you shop around, you will find both round and square eyes. The round eyes are preferred, because they lack the sharp metal edge characteristic of the square eyes, which can cut into your rope. Square holes are designed for the metal straps that anchor mobile homes into the ground.

In sand, either type will hold up through most windstorms. However, I have seen 3-footers that can be pulled from some very sandy soil. In fact, during Hurricane Hugo the winds and storm surge yanked a Hobie 16 along with its 4-foot tiedown and wrapped it around a fence post 150 feet away.

In dirt, 3-foot tiedowns should be sufficient for just about any storm, except a tornado. Loose, sandy soil probably requires a bit more length to anchor the boat or trailer securely. My recommendation for loose, sandy soil is a minimum of 4 feet.

Some sailors prefer the type of tiedown used by utility companies. This kind, available in lengths of 5 or 6 feet, is the Cadillac of tiedowns. In most cases, it is overkill for a Hobie.

Of course, Hobie sailors are creative and can make do with the resources they have lying around. One sailor dug a 4-foot hole, placed a 2-foot 2x4 at the bottom with a cable anchored through it, and each end 1 foot apart. About 1 foot rises above the sand and serves as his tiedown. And, it works!

TIE ONE ON

Where to tie it? The striker bar is the most commonly used boat part. I attach an old, used 5/8-inch mainsheet around the front tramp frame, wrapping it twice through the tiedown eye. The mainsheet shoulders either side of the mast. If your boat is on a trailer, the trailer boat frame may be the most convenient. A longer rope enables you to use the striker bar or tramp frame. If you use the trailer frame, don't forget to secure the boat to the trailer.

Let's say you have chosen your tiedown and identified the type of soil where you moor your boat. Also, you have determined the best place on your boat to anchor it to the tiedown. You have started a 4-foot hole with your post hole digger. Before you fill in that hole, consider the clearance between your tiedown and the axle of your beach dolly or trailer frame. You want to make sure the top of the tiedown lies just below the axle of either your favorite beach dolly or the frame of your trailer. Otherwise, when you roll the beach dolly under the boat, you will have some difficulty getting

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Sweet 17 Revisited

Boat Handling, String Pulling And All That Jive

BY WICK SMITH

ILLUSTRATION BY BILL BALDWIN

If you've been anxiously waiting since the May/June issue for Wick Smith to complete his tell-it-all saga of the 17, the wait is over. Whether you want to stay a hull ahead of your fellow competitors or just push your 17 to the cruzin' edge, Sweet 17 and Sweet 17 Revisited will be invaluable. -Ed.

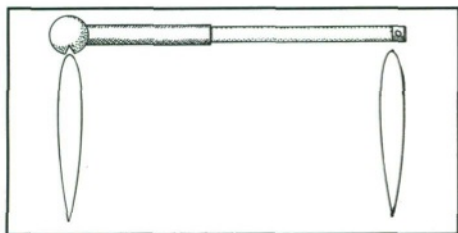
RUDDERS

THE MEASURE OF PERFORMANCE

The rudders should be adjusted so they are parallel or "toed in" about 1/8 inch (see "I'd Rudder Be Sailing" in the January/February 1989 HOTLINE for how to set rudder alignment and rake). I like to set them at 1/8-inch toe-in for one reason. When under load (sailing in medium to heavy air), the rudders tend to toe out. All rudder systems have some slop or play in them. If you start with your rudders parallel, and they are loaded, the slop allows them to toe out, which kills boat speed.

One maneuver difficult to perform by yourself is aligning the rudders. Once I witnessed a sailor taking a long batten with a notch cut in it to "measure" the distance between the rudder edges (both front and back). Carrying an 8-foot batten around with you on the beach is not easy, so I started using the next best thing.

See the diagram for how you can use your hotstick to get the job done. This scenario assumes you have the type of stick with the cork ball on the end. Cut a notch 3/8-inch deep in the ball on one side with a hacksaw. Be careful not to cut all the way down to the fiberglass. You now are ready to use your new "tape measure."



Get your boat in position to measure the rudders as you normally would, with the sterns elevated and the rudders in the locked-down position. Place the notch in the hotstick on the front edge of the left rudder about 8 inches below the casting. Given the shape of the notch, it will center itself on the rudder. Extend the hotstick until the fitting on the opposite end of the stick aligns with the front edge of the right rudder. Twist the stick until it locks into this position. Then, move the stick to the back of the rudders at the same distance down from the casting and "measure" this distance. Judge by where the back edge of the rudder strikes the fitting whether or not your rudders are aligned properly.

Carrying an 8-foot batten around with you on the beach for a measure is not easy.

You may want to etch marks 1/8-inch apart on the fitting to determine the exact difference. The number of feet and inches between the rudders is irrelevant; only the difference between the distance in the front edges and the back edges matters. Measuring the front edges first will make it easier to assess the amount of toe-in (assuming the rudders are toed in).

This method should work as well with the fiberglass tiller that comes standard with the boat. I recommend carving the notch in the end opposite the fitting for the tiller crossbar. There is much less load on this end and you are less likely to break the stick.

Given the longer length of the tiller extension on the 18 Magnum, this technique should also work well with those boats. It won't work for the other classes. The tiller extension is too short. Sorry, guys.

SETTING THE STANDARD

Rudder rake is a matter of personal preference. My experience is with the EPO rudders. The boat seems to handle best if the rake is set with the stop screw in the lower casting screwed all the way out so the front of the rudder is against the lower

casting when in the locked-down position. This setting will give a slight weather helm (the boat, when sailing upwind, will tend to point up if you drop the tiller). There is no need to notch the rudder to get it farther under the boat.

As with all Hobies, the setting of the cam plate in the upper casting is critical. When the rudder is locked down, pull back on the bottom tip of the rudder with light pressure. This should open up a slight gap (1/32-inch) between the front face of the rudder and the bottom of the lower casting. Any more, and you will have too much "play" in the rudders; you need to move the cam plate forward. Any less, and the rudder will not lock down easily. Slide the cam plate back to relax the pressure against the cam and re-tighten the bolt holding it.

WIND INDICATORS

AS THE BRIDLE FLIES

Every variation in the world exists on the 17 in an attempt to "see" the apparent wind. As an ex-16 sailor, the bridle fly is my security blanket. When I first bought the 17, I felt lost without one. Necessity fast became the mother of invention.

I don't trust the bridle flies that mount on the dolphin striker and extend in front of the front crossbar. They are not perched high enough off the water or far enough away from the boat to get a true reading of the wind. I prefer to make my own second "bridle" and mount it on the front of the boat. Connect a piece of 1/4-3/8 inch bungee extending down from the shackle where the existing front bridle wires connect to the forestay. Tie this to the top of a 7-hole chain plate. Then, ask your local dealer to make up two pieces of coated wire (very small wire will work, there is very little load on it) with thimbles on each end. Each piece should be about 40 inches long. These wire pieces connect with a shackle to the bottom of the chain plate and to the existing bow chain plates, forming the two legs of your new bridle. The bungee maintains tension on the bridle and the chain plate provides a place to mount any bridle fly you wish.

When I first put this contraption on my boat, I got a lot of laughs (I still hear a few snickers). After a while, I noticed more sailors copying my invention and the joking seems to have subsided. It really works great!

Attaching 6-8 inches of cassette tape to each of the main bridle wires about 4 feet up from the hull also helps. Secure a piece to each side shroud about 6 feet up from the deck. Each piece will help when the wind goes light. The cassette tape is more responsive to wind shifts and puffs than

SAIL REPAIR

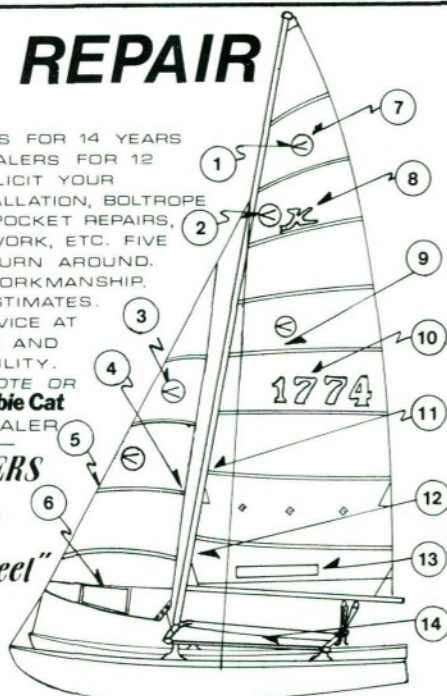
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CENTERBOARDS

Centerboards should have only two settings - all the way up, and all the way down. Attempting to tie multiple knots in your centerboard lines for a "halfway-down" setting is more trouble than it's worth. Keep both boards down in all upwind conditions. Pull both boards up in downwind situations, unless the wind is blowing over 20 knots. With this much air, the boat will feel like you are driving on ice, unless you have the boards down to help point it in the right direction. When reaching, pull the windward board up. You don't need it.

Class rules have been modified, but they still put a limit on how far your boards can extend when in the full-down position. The rule is as follows: When the centerboard is all the way up (compressing the spring until the board stops), measure the distance between the bottom of the centerboard handle and the deck. This distance cannot exceed 12.5 inches. Any more, and you are illegal. Set yours at 12.25 inches for maximum pointing ability. This setting will provide some play, allowing for line stretch and knot slippage.

WEIGHT PLACEMENT

In upwind conditions, move as far forward as the wind strength and waves allow (even when trapezing). In very light conditions, you should be sitting on the front crossbar where it connects to the hull. Move back and out onto the wing as the wind/waves dictate so your leeward bow is not punching through the waves. Continue to move back and out until, in really big air, you are trapping at the back of the wing.

The same rules apply for reaching and for downwind. You have to be a little more careful of pitchpoling, but still should keep your weight forward. In light downwind conditions, move all the way out onto the hull to get the sterns out of the water.

TACKING

Tacking a 17 is an art form. Ex-14 sailors laugh at this statement. Rumor has it a 14 sailor can tack a floating log! The 17 does have its moments when getting those bows to cross the wind. Some rules apply in all conditions. They are:

1. Have the boat moving at maximum speed on a good, close haul course before turning the rudders. If you "feather" up into the wind prior to tacking, you will risk not making it.

2. When ready to tack, turn the rudders smoothly. Do not jam them to the stop quickly. Jamming will cut your speed and

kill your tack. A smooth motion moving the rudders over to a maximum angle of 45 degrees will do the trick.

3. As soon as the bows have crossed the wind, release the mainsheet and let the main run. In light air, push the boom out 2 feet toward the new leeward side. This will help prevent the boat from weather-vaning back into the wind on the new tack.

4. Don't shift to the new windward side of the boat until the bows have crossed the wind. (Forget this rule in over 20 knots of wind. Get there as quickly as you can!)

5. Don't sheet the main in until you are on a new close haul course (with bows at least 45 degrees off the wind). Sheetting too early will cause the boat to weather up into the wind.

Tacking a 17 is an art form.

6. If your bows get across but you don't get far enough off the wind to get going, push the tiller the other way (toward the new leeward side) and push the boom all the way out on the new leeward side. This technique will back the boat quickly onto the proper course to sheet in and go.

TACKING FROM THE WIRE

This is where the fun starts. It is a long way from trapped out on one wing to the other wing. I have observed some less-than-graceful "dives" onto the tramp to get in from the wire. I've performed a few myself. The two big issues are: 1) How long do you stay out on the wire? 2) When (and how) do you release the mainsheet? I'll tackle these one at a time.

The old adage about roll-tacking and "staying out until your back hits the water" doesn't apply to the vast majority of non-gymnasts in the crowd (including me). The next sound is usually the mast hitting the water. The adage, "stay out as long as you dare," is more appropriate for a good roll tack. By staying out, you get the old leeward hull out of the water more, and the boat pivots on the old windward stern.

This is a quick way of tacking, if you get it right. It takes a lot of practice. Do not attempt this in a race without trying it a few times beforehand. Go out in moderate trapping conditions and try tacking from the wire. Tack 10-15 times, each time coming in off the wire just as you push the tiller over to tack. Continue until you get the feel of it. Next, tack 10-15 times and wait a

half-second after pushing the tiller over to come in.

Practice until you are reasonably comfortable with the technique. Find the right combination for yourself, pushing the limit each time. You will find you can wait up to a full second without blowing the tack. It is amazing how much you can open up on the other boats if you "nail" the tack and they don't. Continue to work at it.

TO CLEAT OR NOT TO CLEAT: THAT IS THE MAIN QUESTION

The next issue is the raging debate over leaving the main cleated while coming in versus releasing it as you come in. If you cleat it, coming in is much easier. However, if you don't get to the cleat in time to release it, at best the boat goes into "irons," and at worst you blow over backwards! If you choose to release it as you tack, you encounter only one problem. You don't have three hands: one to hold the tiller, one to grab the trap handle and one to handle the sheet.

Carlton Tucker taught me a trick last year that really helped. Just before you tack, un-cleat the main and put it and the tiller in your back hand (grab them both in a fist and squeeze). With the ratchet on the blocks turned on, it is not that hard to hold for a short period. Then, when you turn the tiller to tack, the main eases at the same time! After a second or two, you can drop the main altogether and let it run, freeing up the other hand to grab the trap handle and swing in.

As with the roll-tacking technique, this maneuver requires a lot of practice. You will blow it the first five times you try it. After that, you will begin to get a feel for it.

MARK ROUNDING CHECKLIST

Remembering to re-adjust all the strings prior to rounding C mark can be tough. After rounding with my boards up a few times, I devised a mental checklist to run through each time I round that mark. You should check for five items and count them (to yourself, or they'll think you've been in the sun too long).

1. Rudders - Are they both down?
2. Centerboards - Are they both down?
3. Outhaul - Is it set for upwind?
4. Downhaul - Is it set for upwind?
5. Mast Rotation - Is it unhooked from the keeper and is it adjusted for upwind?

I check from the back to the front of the boat, knowing there are five items to review. I still forget once in a while, but it is rare.

A note on rounding marks. The 17 necessitates many adjustments before/after rounding each mark. I have seen several boats passed on the course while skippers fiddled with all the strings and didn't pay attention to other boats and the wind. After rounding any mark (especially A mark), point the boat in the right direction with the

Continued on page 56

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.

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• **Sailors and dealers said:**

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

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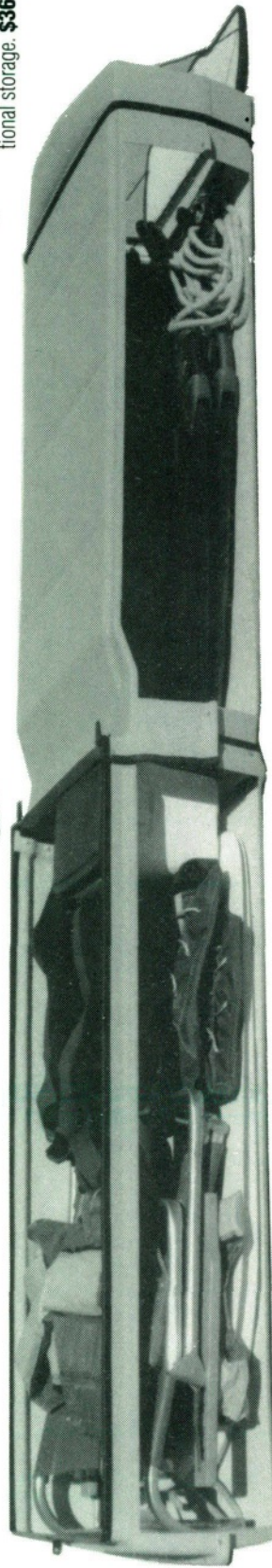
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Shorts

Fun Filled Jaunts Provide Full Measure Of Pleasure

We hope this trio of delightful sailing excursions inspires you to recount in writing one of your own memorable experiences. Just as the grass is always greener next door (although if that were the case in California, you'd be reporting your neighbor to the water company for wasting a precious resource), sometimes the waters you read of may seem more blue, or more exotic, than those familiar ones close to home. But remember, one (wo)man's venture may be another's adventure. So send us your favorite sailing escapade, with photos, if possible. Whether you sailed for racing business or pleasure cruising; whether it lasted as long as a love affair or a one-night stand; whether you took a Hobie to Hong Kong or Hoboken, let us hear about it. -Ed.

Jada The Great

BY BURT SHERRIFF

On a recent vacation in Hawaii, I discovered Jada, a 62-foot Stevens yawl built in 1938. Its brother is a 71-foot John Alden yawl built in 1948. Both are beautiful under sail!

The experience began on a comfortable note. I was picked up at a civilized 10:00 and whisked by bus to Keehi Harbor. Once aboard, the crew fired up the engine, threw it in gear and started out of the harbor, the sails going up all the while as we left the harbor entrance under reefed main and jib.

Man, we were moving now in the 15-20 knot trade winds. Out a couple of miles, we were swept into the full force of the trades as they raced down from Diamond Head.

As we tacked toward shore, the skipper asked if I'd like to take the wheel. It took only one tack to find out a yawl doesn't handle like my Hobie 14. I brought her around nice and easy; the skipper said three turns of the wheel; well, we got around all right.

ROYAL TREATMENT

Upwind past Hilton's Rainbow Tower, I glimpsed the pink old lady of Waikiki, "The Royal Hawaiian." Eight and one-half miles from Keehi, off the beach at Waikiki, we

dropped anchor. The main and jib were lowered and the mizzen was hoisted to hold Jada nice and steady. Snorkel gear was handed out, and I dropped into pleasant water of about 74 degrees.

After sailing amidst the fancy fish, we came back on board for some fine hors d'oeuvres followed by a great dinner of teriyaki chicken, port and mahi mahi, complete with free drinks.

**It took only one
tack to find out a
yawl doesn't handle
like my Hobie 14.**

The crew pulled anchor and we sailed downwind into the sunset; a perfect ending to a delightful day. We were returned to the dock, picked up and delivered to our hotel. It was truly a memorable experience, a great sail, a wonderful mini-vacation!! Thank you, Jada!

21 Fun Salute

BY JOHN J. MORIARTY

It was 4:00 one morning in July, when my 14-year-old son Sean and I left our home in Kempton, Pennsylvania, trailering my Hobie 21. We planned to pick up my brothers Mike and Bill, launch the boat outside New York City and sail to Cape May, New Jersey. Two miles from home, my pickup started missing and backfiring. After a few hours of futile mechanical diagnosis, we gave up and called the local garage owner, who came in early for us and fixed the problem. Finally, we were back on the road again, picking up my brothers and continuing our journey.

Rush hour traffic heading into New York City was something we had wanted to avoid, but, as they say, due to mechanical difficulties, we were treated to the dubious honor of being swallowed up by New Yorkers fighting to get to work so they could rush around and battle their way home to their suburban cocoons. We finally arrived at Liberty State Park at approximately 8:30.

By 10:00 we were rigged and off. Sail-

ing a Hobie 21 down the Hudson River between the Statue of Liberty and the Manhattan Island skyline was one of the highlights of the trip. Sheer beauty against a magnificent backdrop — it was a breathtaking sight worth its weight in gold (and wait in traffic).

ABANDON HOPE? NOT YET!

The air was light. It took 2 hours just to reach the Verrazano Narrows Bridge. When we were about to give up hope, the southeast breeze started building and shifting. By 1:30, we were flying in 15-18 knot winds out of the east trying to clear Sandy Hook, New Jersey.

By this time of day the tide was going out, which brings all the water from the upper Hudson and Long Island Sound bucking the Atlantic Ocean waves at the mouth of New York Harbor. The seas must have been 10 feet high at this particular spot. It was so rough that Sean began to feel seasick.

We debated beaching the boat, but decided against it after realizing we might not get out through the surf again. Mike, Bill and I continued fighting the elements while Sean tried to conquer his nausea.

In the midst of our separate occupations, Sean announced calmly, "Dad, look at that tugboat." Looking under the boom and literally throwing the tiller at the same time, I hollered, "Ready about!" The tug, with barge in tow, was within 200 feet of us. It's a wonder the high seas did not dump the boat when we were hit broadside by the waves. As we sailed away from the Lower Hudson Bay, the seas calmed to a manageable 4 feet.

MOVING RIGHT ALONG

We enjoyed an exhilarating sail along the Jersey coast that day. The masthead antenna I had installed and connected to a portable V.H.F. radio helped us contact Andy and Caren Watson in their 26-foot fishing boat. They were awaiting our arrival at Barnegat Light. By now, our egos were pretty high. We popped the asymmetrical chute as we cleared the inlet into Barnegat Bay. It was 8:30 in the evening when we secured the boat to the Watson's dock.

We spent the next 12 hours drying out. The food carefully packed into soft coolers and stuffed into the hulls survived, but the clothing and sleeping bags stowed in plastic garbage bags and tossed into the full tramp-width spinnaker bag did not fare as well. The cameras and portable radio hadn't weathered the storm, either.

OF BAYS AND BEACHES

Late Saturday morning Andy towed us across Barnegat Bay against the continu-

ing easterly wind that had softened to about 10 knots. We opened the spinnaker again, sailing past Surf City, Little Egg Harbor and other ports of call. As we passed Trump's Taj Mahal in Atlantic City, we saw The Donald's black helicopter land on the pier. By nightfall, we were beached (illegally) at 26th Street along the coast of Avalon, where my parents, Nancy and Jack Moriarty, welcomed us to their modest Taj Mahal for the evening.

We got an early start for the final leg of our trip on Sunday morning. The decision arose from necessity as much as from enthusiasm: we had to vacate the beach before we were caught by the lifeguards. We sailed to the tip of Cape May in an 8-knot wind, then turned around and headed north once more.

By noon, we were on the beach at Stone Harbor for the conclusion of our trip. In all, we covered about 170 miles in 23 hours on the water. Although an hour short, it was more than a day's worth of excitement and fun.

Bay Day

BY BILL ANDERSEN

The sail on San Francisco Bay I love most is the journey from Coyote Point, San Mateo to Ayala Cove, Angel Island. This 20-mile sail requires a special day, one in which the tide ebbs in the morning, slacks early afternoon, and floods late afternoon; a day when the west wind blows. Under these conditions it's about a two-hour, one-jibe sail, dock to beach, to Angel; and the same, a bit quicker, heading back, with a few tacks coming in through Coyote Harbor.

It's a great sail: a close reach along the San Francisco Peninsula with gusty winds off San Francisco Airport and Hunter's Point, a windless spot beneath the Bay Bridge close to the San Francisco shore, where the outgoing tide carries you past, and a wild ride from the city past Alcatraz Island and across the "Slot" to Angel Island. Double-trapped off the north shore of Angel, you ease your sails and fall off, swinging back aboard for the run down Raccoon Strait. A jibe, and you sail into Ayala Cove, with its tricky winds and tangle of mooring lines. Arriving at slack tide, you miss the powerful current that normally sweeps the outer half of the cove. You sail up the channel on the left side of the cove passing the ferry dock, as the boat slips to port and the moorings to starboard. You beach your Cat and furl and drop your sails amidst gathering, playful children.

SHACKING UP

Never a big crowd, the island's visitors, tourists and picnicking San Franciscans give you curious, smiling glances as you parade by in sailing garb of wet suits and yellow slickers on your way to the snack shack for a famous Angel Island cheeseburger.

On one of my visits to the island, a group of nearly 100 men and women dressed in turn-of-the-century, white summer costumes with straw hats partied on the broad lawn in front of the grand Victorian park house at the head of the cove. In the foreground, a string quartet, dressed in like costumes, played classical music.


The wind-skip zone, like the eye of a hurricane, is almost devoid of wind despite the 25 knots blowing around it.

After lunch on the snack shack's sun-bathed deck, you visit the rest room. This time, you receive surprised, furtive looks as you peel off layers of Cat-clothes to achieve what non-sailors accomplish in a single zip.

BACK TO COYOTE

On the return trip, you run east out of Raccoon Strait, continuing on that course about a mile to avoid the windless east side of the island before turning south for home. On a beam reach, you sail east of Treasure and Yerba Buena Islands, where you find flat water and good winds after another wild Slot crossing. Then, in strong winds on your beam, you sail a straight course for Coyote, surfing along short quick waves. In the middle of the Bay, off San Francisco Airport, you may enter the wind-skip zone, an ellipse about a mile long and half a mile wide that, like the eye of a hurricane, is almost devoid of wind despite the 25 knots blowing all around it. Again the tide, now flooding, helps carry you through.

Back in strong winds, you fly to Coyote Point. At the beginning of the Coyote channel, you turn to starboard, close haul your sails and pinch your way up the short distance to the inner harbor. A few tacks and you "grease her" up to the launch ramp dock.

It is a long way to go for a cheeseburger, but believe me, it's worth it! 

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	Nov/Dec	Evolution of Hobie 17 Tuning the 16 - Beginners
1986	Jan/Feb	Tuning the 14 Rules Before the Start
	Mar/Apr	From Last to First 18 Performance
	May/Jun	Hobie 17 Primer Staying Ahead
	Jul/Aug	Surviving a Storm
	Sep/Oct	Anatomy of a Roll Tack
1987	Jul/Aug	Hobie 14 Tips Regatta Management
	Nov/Dec	Hobie 21 Introduction
1988	May/Jun	Inside Hobie Hulls
	Jul/Aug	21 Spinnaker Tips
	Sep/Oct	Notes for 16 Performance
	Nov/Dec	New Sailor Dictionary Successful Trapezing
1989	Jan/Feb	Winter Sailing Spots
	Mar/Apr	Hobie 18 Tuning
	May/Jun	Pleasure Sailing Hobie 21 Update
	Jul/Aug	You Just Bought a Hobie. Now What?
	Sep/Oct	Charterboating
	Nov/Dec	Northwest Passage Sails
1990	Jan/Feb	COMPTIP™ Controversy
	Mar/Apr	Spinnaker Pole vs. Bridle
	May/Jun	Hobie History
	Jul/Aug	Sport Cat Anatomy of an 18
	Sep/Oct	Team Metcalfe
	Nov/Dec	16 Setup and Tuning
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7/91

Animal Passion

Dog And Cat Lovers Need Affection Too

BY MARILYN CAMPBELL

PERSONALS

SM/34. Looking for svelte, swinging single of the female persuasion (under 30!) for good times on the water. Love of sailing a must!

SF/35. In search of a man who loves a woman who loves animals. I'm not gorgeous or slinky, but I am a good sport ... when it comes to everything except boats. (I get seasick!)

HE: She was a dog person; I, a Cat person. Would this be a merger made in animal heaven or was our relationship destined for four-footed, two-hulled hell?

It all began on a sultry day in August, on one of those sauna-like southern afternoons when even the frozen stares of angry motorists melt into limp smiles of agreement with the common complaint of uncommon heat. The humidity was not helping my depression any. Although I kept reminding myself I had a great life — a good job and plenty of vacation time to enjoy my brand-new Hobie Cat — I knew something was missing. Specifically, someone to enjoy it all with (an ungrammatical but still compelling sentiment).

Sailing had been my first love over 20 years ago when I turned 14; now, at 34, I hoped it would not be my only love.

Out of an embarrassed desperation, I had put an ad in the Personals section of my paper three months ago. My luck to date? Don't ask! I know I'm no Tom Cruise, and though I lust after a Kim Basinger look-alike, I would have settled for less ... but, I ask you, how much less should a man have to settle for? (There I go, ending a sentence with a preposition again. Obviously, self-pity knows no grammatical bounds.) (Perhaps you've guessed my occupation by now. During the summer my friends know me as the Mad Catter; between September and June, my students know me as the 8th grade English teacher they love to hate.)

On paper or during that initial phone call, the ladies were everything I asked for, and more. In person, however, most of them seemed better equipped for a tractor seat than the tramp of my new boat.

I decided to take my ad in hand and visit the paper, in search of advice. Was my ad

like my life — in need of serious revision?

As I entered the front door of the office, I heard a cacophony of sounds out on the street ... a totally tuneless instrumental consisting of barks and growls. The barks emanated from a half dozen dogs of different shapes and sizes packed into an old red (I surmised that was the original color) VW van, rocking and rolling from their ever-shifting weight. The growling was the sound of the (barely) motorized vehicle grinding to a startled halt, which by the way, only increased the canine consternation into a howl matching that of the miraculously still-functioning brakes.

If all this wasn't enough to scare me off, the sticker peeling off the bumper should have put me on my everlasting guard; it read, "Honk If You Love Animals."

SHE: I had run my ad in the Personals section of the local paper for two months. To say I was disappointed in the results so far would be like saying Joan of Arc wasn't happy with the verdict.

I was short and a bit plump (zaftig, my grandfather used to say when I was a teenager, a word that conjured up a blooming Liz Taylor in "National Velvet"; at the time I felt more like the ugly duckling in Hans Christian Andersen). I wanted romance, but I didn't expect miracles (Well, yes, Tom Cruise would be nice!) — I know I am no Kim Basinger. What I was looking for was someone to accept me and my six dogs as we were — a little frayed around the edges, but friendly, affectionate and quite lovable once you got to know us.

But oh, how will anyone ever get to know me if they don't answer my Personals ad, I wondered. That's why I was here at the paper, hoping to find someone to help me change my ad into an attention-getter that would get me some attention!

I saw him at the counter, frowning in my direction. Was it my clothes, I worried, brushing the dog hairs off my jeans. He looked intense, but interesting. Surely he couldn't be putting an ad in the paper, too?

HE: So we met. Although it wasn't love at first sight, being at the Personals counter together made our first meeting less awkward, and perusing each other's ads gave us the added comfort of knowing we weren't even suited for one another. We decided to revise our ads together over lunch. One thing led to another, and we became not friends, exactly, certainly not starry-eyed lovers; more like partners in our search for love and happiness, each on our own separate terms.

Slowly, imperceptibly, her easy-going ways and bubbly outlook began to grow on me. So did the dog hairs, which seemed to

jump from her to me like fleas, which probably were jumping on me, too.

But romance? Out of the question! Her idea of hot wet fun was giving her beagle, Old English sheepdog, and four other assorted canines (Even Heinz couldn't concoct these varieties!) a bath; mine began with a cozy sunset cruise with a sexy crew to a middle-of-nowhere spot ideal for a skinny-dipping episode leading to ... well, you can probably take it from there.

SHE: What I enjoyed most about our relationship was that it wasn't — a relationship, I mean, at least not in the usual lovey-dovey sense of the word. We were on two different "wave" lengths, so to speak. When he told me he loved dog day afternoons, I assumed he meant romping with my guys through the woods in back of my house.

Imagine my surprise when I found out he meant going for a sail in August.

HE: Well, somehow it happened. We ended up at the beach on my Hobie Cat. I had convinced her (it wasn't easy) to give the dogs (and me!) a break and let them stay home. Remembering her penchant for seasickness (Truth be told, I had seen her ad in the Personals many times before, never giving it, or her, a second thought; after all, we had nothing in common!), I picked the calmest day and lake for her reluctant initiation.


She hesitatingly got on board and off we went. "What do you think? Do you like it? Do you love it?" I asked eagerly. She didn't answer. I tried humor: "What's wrong? Cat got your tongue?" Still no answer, but she looked thoughtfully from hull to hull as she loosened her piercing grip on my arm.

"Actually, I don't feel seasick at all," she mused aloud, not amused at my quip. "The rocking and rolling feels rather familiar — it's just like driving my van!"

WE: They say the course of true love never runs smooth, but our love, having survived those first few choppy moments back at the beginning, has been a long cruise to an eternity of happiness.

After that first sail, we decided to go away together. Together? Just the two of us? No, together. You, me, six dogs and a Cat. Away? Away!

How's that for a preposition too good to refuse?

Is there a story from the land of Hobie stowed away in your brain? We're looking for a few good works of fiction to share with our readers. Send your writes of passage to: HOTLINE Hobiefiction, P.O. Box 1008, Oceanside, CA 92051. -Ed. 

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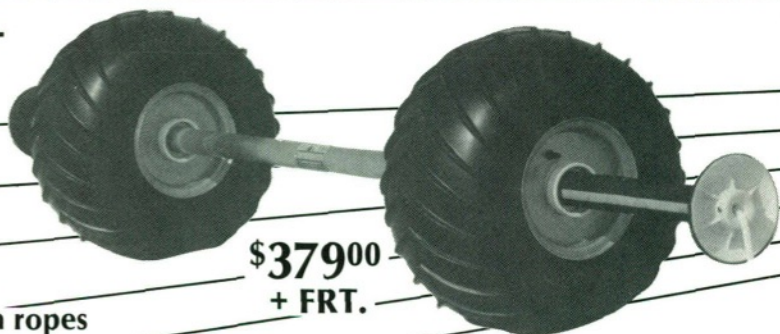


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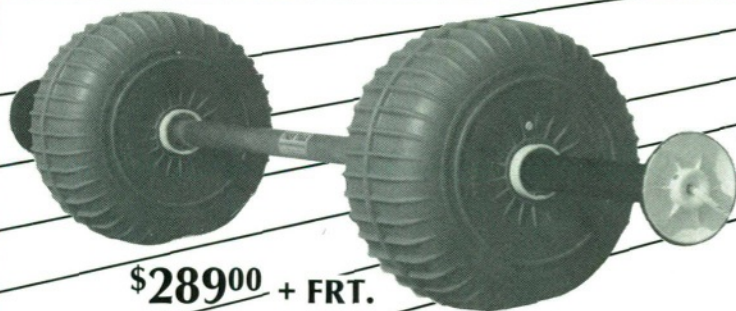


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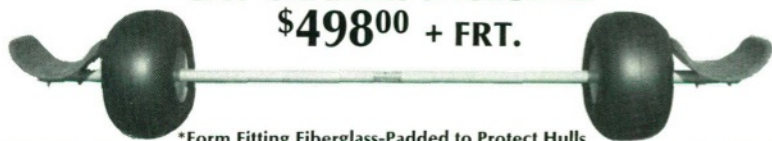
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PFDs Are No Nonsense

The issue of wearing personal flotation devices (PFDs) rates right up there at the top of the hot topic list, along with COMPTIPs™ and drinking and sailing. As stated not once, but twice, in every issue of HOTLINE, "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." Sailors willing to risk their own life or the lives of their sailing companions by not wearing a PFD and not providing a PFD for every person on board their boat are flirting with danger.

agree with the Coast Guard and go one step farther when it comes to racing — the analogy of seat belts to race car driving comes to mind. Speed and good sense just go together, on the road and on the water.

Safety In Style

If your image of a life jacket is comprised of an uncomfortable, bulky, large, orange thing, take a look at the PFDs featured here. In this day and age, one can be well protected and still remain stylish AND comfortable (not to mention safe) when tacking or jibing. Lighter weight construction, flexibility, contemporary colors and designs, and unique new concepts have expanded the PFD

Facts Of Life ... And Death

Consider these cold, hard facts:

- 1) Accidents are the fourth leading cause of death in the United States, and accident victims tend to be much younger than victims of the three leading causes.
- 2) Ranked by years of potential life lost before age 65, accidents rate as the leading cause.
- 3) Drowning rates as the fourth leading cause of accidental death.
- 4) Recreational boating fatalities are the third largest category of transportation-related deaths in the nation.

Too many young lives are tragically lost to drowning. According to the 1990 edition of "Accident Facts" published by the National Safety Council, 4,600 lives were lost to drowning in 1989 alone. This figure includes all drownings resulting from swimming, falling or playing in the water and boat accidents. Many of these lives might have been saved had the victims worn PFDs.

Sailors who neglect to toss on board one PFD per person actually not only are omitting a rule of safety, they are committing a 'crime' of sorts. By law, a boater cannot leave the beach without it. Every boat must carry on board a Coast Guard-approved PFD for each person on board. Sailors wearing non-approved inflatables and life jackets still must have on board a Coast Guard-approved PFD.

Sailors who believe PFDs aren't macho are advised to attend a Hobie regatta — anything from a casual weekend rendezvous to a killer international competition — where svelte single-handed skippers, curvaceous crews and well-muscled winners all can be seen wearing colorful, comfortable life vests. Race committees (and most good racers)

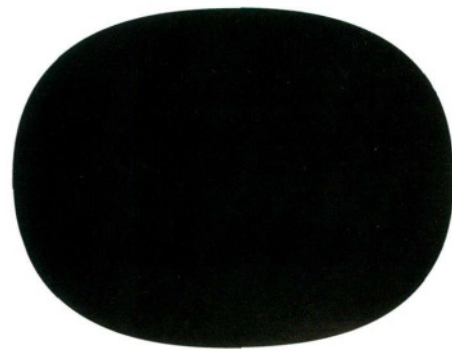
market to offer sailors a wide range of choices.

Factors to consider while perusing the many models on the market include the following.

1. The grab factor: How quick and easy is it to put on and take off?
2. The fitness factor: When not in use, will it lay flat on the tramp or fit nicely into a trampoline storage bag?
3. The flatter factor: There's no harm in looking great as well as being safe, so with all the colors and designs available, is it something you'll find wearable and bearable?

Now that you know what you're looking for, here's a look at several of the many PFDs available today. After you find one that suits you, we remind you not only to carry it on board with you, but to JUST WEAR IT!

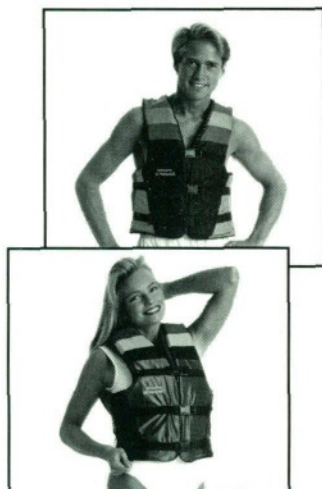
JUST
WEAR
IT



PFDs in Review

OMEGA

With over 15 years experience and a name that has become a household word among water sports enthusiasts, OMEGA is well-known for manufacturing not only top-of-the-line personal flotation vests but also a complete line of shoes, clothes and accessory items. OMEGA produces a variety of unisex life vests, several of which are ideal for the catamaran sailor. The "Gran Prix" has been the company's best selling PFD for more than 10 years. This popular short-waisted vest is multi-channeled with flotation panels designed to help orient the body in a lifesaving position. Ladderloc® side adjusters, a long YKK® zipper and elastic waist assure the snug tailored fit sailors love. This PFD is cool, comfortable, lightweight and easy to wear. Sizes range from youth to XXL. Suggested retail price is \$55. Two other choices for the Cat sailor are OMEGA's newer short vest models, "Delta Short" and "Delta Short Maxi." Both are offered in blue and red. The "Delta Short" unisex sizes are XS-XXL with a suggested retail price of \$55. The "Delta Short Maxi" unisex sizes are S-XL with a suggested retail price of \$70. All vests are handmade in Boston, U.L. listed and Coast Guard-approved. For more information, contact Omega at P.O. Box 424, 130 Condor St., East Boston, MA 02128 or call (617)569-3400.



STEARNS


Maximum flotation with a minimum of bulk, tough, durable, roomy, easily adjusted, lightweight, simple to take on and off, short waist, flexible, stores easily, fashionable, Coast Guard-approved and reasonably priced. Is it too good to be true — the perfect catamaran vest? STEARNS' "Tournament Ski" life vest sports features that seem to have been designed specifically for the Cat sailor; maybe the name was a mistake. Whatever the name, the features include a 3-belt design, adjustable front side release buckles, and large armholes roomy enough to accommodate the bulkiest gear while still allowing freedom of movement. Its short-waisted body doesn't get in the way of the trap hook and permits you to stand or sit without the vest bumping against your seat, catching on any gear, or ending up under your nose. STEARNS life vests are constructed of Ensolite® flotation foam to ensure lightweight and breathable comfort. When not in use, the vest lies flat on the trampoline or folds into a small size (12"x4") that is easy to store. Available in fashionable colors with bright accents and sizes that run from XS-XL. Suggested retail price: \$39.95. See your favorite Hobie dealer for more information.

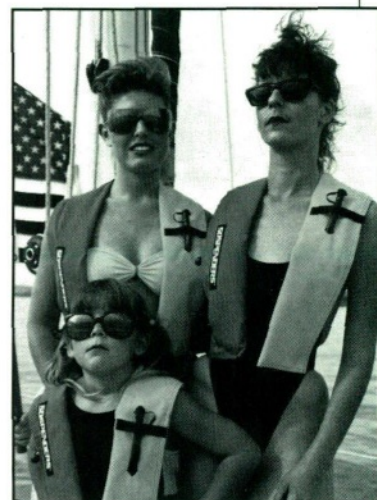


AQUA BUOY™

Taking the PFD concept a step in another direction, the AQUA BUOY flotation device, which straps to the wrist and is activated in seconds, is a convenient and compact personal flotation device which could help save a sailor's life with a quick flick. Designed as an alternative for water sports enthusiasts who choose not to wear a PFD, the device is a small (about 3 1/2" x 1 1/2"), high-impact plastic canister which is strapped to the wrist by a Velcro® fastener. A flick of the lever inflates a tough, tri-laminate cushion strong enough to support 100 kg (approximately 220 pounds) of body weight for days, if necessary. An anchor cord prevents the cushion from floating out of reach, while a neck strap slips over the head, enabling the victim to grasp the cushion and hold on until help arrives. After it has been inflated, the unit may be returned for replacement at a nominal fee. For more information, contact The Aqua Buoy Corporation, 6505 East Progress Circle, Englewood, Colorado 80111, (303)220-1415, (800)444-8516 or FAX (303)721-8759.

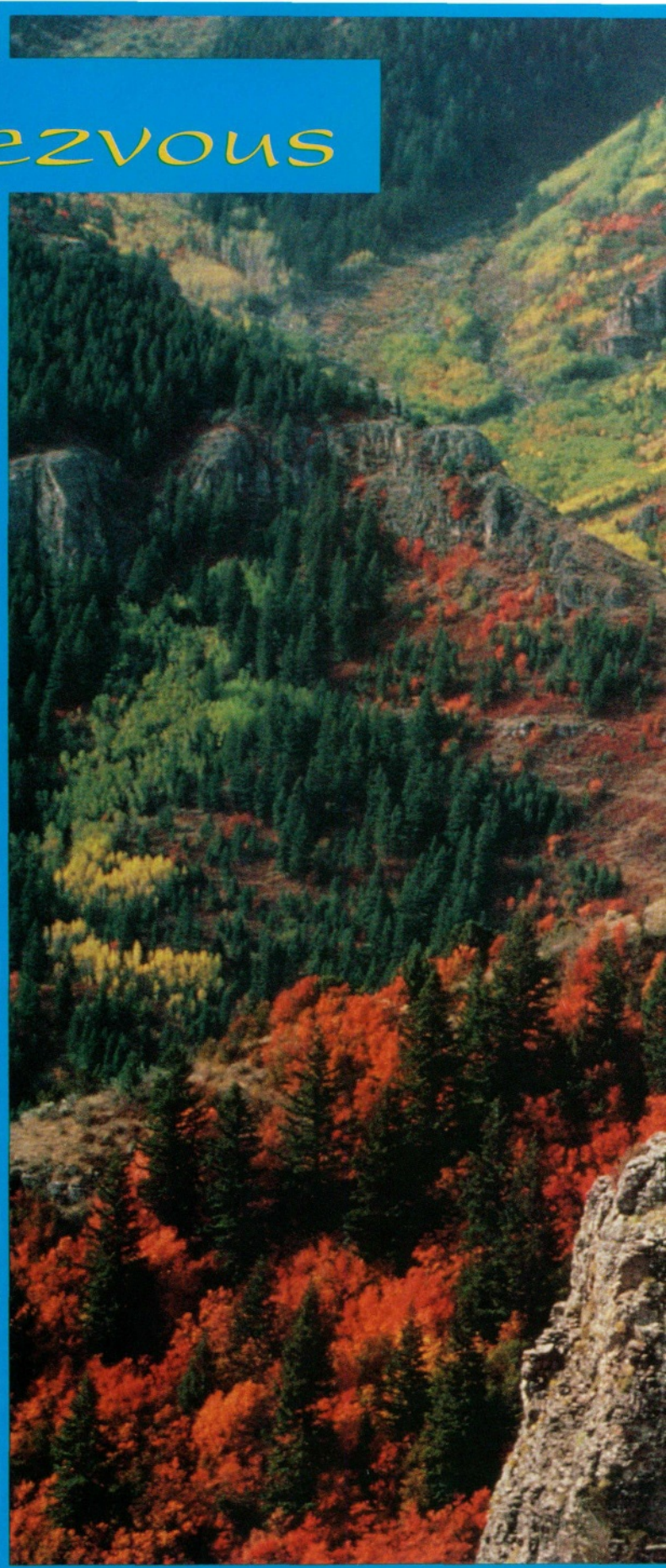
SOSPENDERS™

American-made, comfortable and simple to use, SOSPENDERS is a new line of fully inflatable flotation devices designed specifically for offshore and rough water use. Named for its suspender-like design, SOSPENDERS is a "comfort you can live with" alternative for the sailor who disdains all life vests as bulky and uncomfortable. Although SOSPENDERS offers an automatic model that inflates within five seconds of immersion, this model may only be appropriate for the Hobie sailor who never gets wet! A simple pull of the "Jerk-to-Inflate" handle on the manual model instantly activates a CO₂ inflator mechanism which, when fully inflated, provides a minimum of 35 pounds of buoyancy. Each model features a heavy-duty ballistic nylon cover, backup oral inflation valve, Coast Guard-approved whistle and high-strength webbing and straps. Hot looking neon colors of green and pink ensure high visibility. SOSPENDERS are universally sized for adults weighing over 90 pounds. Suggested retail price: \$140. All models are reusable and additional CO₂ cartridges may be purchased separately for \$15. For more information, contact your favorite Hobie dealer. 



Rendezvous

KECK
COOL



UTAH, COLORADO AND WYOMING COMBINE IN A NATURALLY HIGH STATE OF MIND

BY MARIE PHIPPS

To all you states' rights people who wonder why we didn't cover the states' rites in Montana, Idaho, New Mexico and other places along the Rockies, yes, we do know our geography and no, we didn't intend to slight your home, Rocky homes. We just couldn't cover, in one issue, all the states the Rocky Mountains cover. Please be patient; the United States are too large to be dealt with on a united basis. We'll have to divide and conquer them as we go through future issues. -Ed.

The Rocky Mountains are the home of the best sailing lakes in all the world. Nature rules this high-rise wonderland. Limitless mountains rise up amidst trees planted on the same ground where Indians, trappers and traders made their various rendezvous. At the startling snap of a running deer or the flapping wings of abundant waterfowl, you can feel ancient spirits merging with your own.

On starry nights and sunlit days, losing a sense of yourself as an individual, you become one with the land. You are magically compelled to take time to taste the freshness of unspoiled landscape, canyons of brilliant autumn colors and fields full of summer wildflowers. You breathe the perfume of clean mountain air, with the summer breezes caressing you.

The Rockies are the recreation refuge from our far-too-civilized world. Among the best-kept secrets of this three-state area are the turquoise-colored Rocky Mountain lakes decorating Utah, Wyoming and Colorado. All offer a variety of sandy beaches coupled with the best windswept waters.

This land is a four-season vacation paradise that has remained unhurried, unspoiled and unpretentious. When spring blossoms, the famous Rocky Mountain snow melts into the bubbling streams, signaling a new cycle of life.



PAT McDOWELL

The streams collect to form crystal-clear blue lakes on which sailing becomes an intensely exhilarating experience. Your heart beats faster as you slide across pristine water with the wind trapped in your sail. The nine-to-five world you leave behind seems like a lifetime far away.

Summer in the Rockies is warm relaxation punctuated by children's musical laughter. Stress and tension disappear as you sheet in and max out with the wind over your shoulder as the sun sinks into the most spectacular sunsets to the west. A natural high awaits you in these uplifting lands.

CANYON CAN CAN

As the name suggests, the canyonlands area in the southeast corner of Utah is full of unusual mountains and canyons. The Canyonlands National Park is the largest in Utah, formed from the Colorado and Green Rivers. Overlooking the sandstone cliffs 2,000 feet above the river gorge, is the picture-perfect scene of Dead Horse Point.

Also in the canyonlands is Lake Powell — a boating, waterskiing and sailing paradise. Waterskiing is prime just before the sun rises when the water looks and rides like glass. Afternoon usually brings the winds and it's off to some great hours of sailing in the gorgeous red canyons.

A combination of mountain-like rocks and midnight blue water makes sightseeing unique on this lake. You can climb to an old Indian abode high in the rocks or just climb other rocks to dive off, both accessible only by boat. The vibrant view at sunset on a summer's evening exudes a serenity that fills the twilight hours with quiet delight. Houseboats can be rented at Lake Powell, so your whole family can enjoy just being together in such a fabulous place.

MAGIC AND MAJESTY

Visitors say there is a magic in this majestic mountain wonderland. Take in a true blue western bar complete with live music and line dances. Ride into the sunset at a genuine rodeo that will keep you on the edge of your seat. Every little town along the three-state mountain chain boasts Saturday evening rodeos. If you're not in the mood for group events, you may opt to ride in solitude on horseback or linger in the pines while a bubbling stream lulls you to sleep.

This is the land where the fish fight



UTAH TRAVEL COUNCIL

back. In the rivers and creeks, you'll find brook, brown, cutthroat, lake, golden and rainbow trout. Watching their shadows as they dart to and fro, you can feel their strikes just below the surface. Don't neglect to hold on tight while a 40-pound bass bows your rod hard in the fight.

If fighting fish is not your game, try your hand at riding rapids. It's easy to get your pulse to 140 and keep it there for hours. This is white-water excitement! The pounding in your ears is your own heartbeat pumping life into you like you have never experienced before. Be prepared to get soaked.

If you have had your fill of "exotic spots" that turn out to be full of empty promises, turn to the peaks of American glory. The Rocky Mountains guarantee fun in the sun and memories for all your years to come.

TRI-STATE TOUR

Here is a (by no means complete) taste of three Rocky Mountain states, designed to whet your appetite to sample them in person some day.



WYOMING DIVISION OF TOURISM

UTAH - LAND OF WEATHER DIVERSITY

King Arthur may have devised the perfect weather plan for Camelot, but in his search for sun-filled symmetry he ignored the advantage Utah offers — prolific variety. The Rocky Mountains supply locals with an extended meaning of the four seasons. On a typical winter day, sports enthusiasts can enjoy both a powder snow storm on the ski slopes and a mild golfing day in desert valleys. Several times, Salt Lake City's Fleet 67 has held a ski-sail weekend with skiing competitions on Saturday and sailing on Sunday. Meteorologists love Utah, because the weather is never boring.

During the spectacular winter season, it often snows in the late evening, so skiers wake up to fresh powder under a blue sky. Winter days are mighty sunny; skiers heading for the slopes are advised to take along sunscreen; the combination of high altitudes and warm sun can lead to a fast burn.

**Due to this huge melt,
Utah ranks sixth in the
nation in surface acres
of boating waters.**

The high mountains average over 350 inches of snow per year. When this snow melts, it heralds the magnificent Rocky Mountain springtime. Due to this huge melt, Utah ranks sixth in the nation in surface acres of boating waters.

During springtime, wildflowers and green, green mountains stand guard over cool rocky lakes. The breezes are usually from the northwest at 10-15 knots per hour, making this a wonderful time of the year to sail.

Summers are very warm during the day, but watch out — the nights can be cool. These hot summer months are a great time to head up to the mountain lakes to enjoy a 15-degree drop in temperature. Remember that extra clothes are always recommended in the mountains — winter or summer.

Utah sailors have noticed that mornings at our lakes can be calm, with little or no wind, but around noon, the wind begins to blow at 10-15 knots. I asked a very well-known and extremely nice guy (who also just happens to be a terrific meteorologist) why this is so. Barry Nielsen is a consultant who tells television stations and others what the weather will be. He is vice president of



PAT MCDOWELL

SHEARER DELIGHT

As varied as the Rockies themselves are the people who live amidst these mighty mountains. Yet, if a "typical" dweller cannot be found, let us offer up a shining example of one of the best the Rockies and Salt Lake City's Fleet 67 have to offer: Mike Shearer.

Longtime Hobie Catters from the Rocky Mountain area and beyond have heard of the traveling Shearers — for years, parents Andy and Marilyn have been throwing the kids and the whole kit (Cat?) and caboodle on various vans, wagons, sedans, jeeps and trucks and making marathon trips to races in California, New Mexico, Colorado, Wyoming, Arizona, Nebraska and even Mexico. After hundreds of trips and hundreds of thousands of miles, noted Mike Shearer in "Hit The Road" (July/August 1986 HOTLINE), "We have discovered that Utah is a long way from everywhere."

Not too long a way to deter the pleasure-seeking Shearers, obviously. This brief profile tells how Mike got into sailing and shows why he has risen to the top. —Ed.

A gentleman, a scholar ... and a darn good sailor — is an apt description of Mike Shearer. Mike is the oldest son of Andy and Marilyn Shearer, who started sailing just about the time

Mike was entering his teenage years.

Even at 12, Mike took a scholarly approach to everything. So, when he discovered Hobie Catting on Bear Lake, he began reading everything about sailing he could get his hands on while at the same time getting hands-on experience with the Shearers' new Hobie 16, their first and still favorite boat.

His intellectual ability was matched by his athletic prowess; the two elements, combined with a passion to succeed, have led Mike to the Hobie top.

Even the boat that turtled beat the Shearers.

Not without a few rocky moments along the way.

The first father-and-son outing, on Rockport Dam, was, in Mike's words, "a horror story." How bad was it? Even the boat that turtled beat the Shearers, who ended up 'capturing' last place.

Undaunted, Mike continued to sail and race, improving quickly. At age 18, he was the youngest Hobie 16 National Champion. He has

raced in almost every Hobie 16 competition since, and thrown his sailing cap into many a Hobie 14 and 18 race as well.

Mike has continued the Cat clan tradition in his own life. Believing "The family that races together stays together," he and his wife Lisa enjoy racing as a couple and plan to raise their family in the "Hobie Way of Life." Mike and Lisa often travel to Hobie events with Mike's parents and his brother, Dave.

Although Mike has competed in several different sports, he claims Hobie people are by far the nicest. He says Hobie racers are enthusiastic about sharing knowledge and are downright sociable to boot: "I've found racing Hobies is one of the easiest ways to make friends."

Hobie Fleet 67 is very lucky to have Mike among its members. He is the teacher of the "Learn To Sail" seminar held every May. Mike attracts a large following, which in turn increases fleet membership every year. We of Hobie Fleet 67 wish him the very best. We know he will remain an example for all of us to follow.

Mike's best Hobie advice: "Use your gut feel." He always listens to his intuition and follows through on it. Fleet 67's advice: Follow Mike!



WYOMING DIVISION OF TOURISM

the meteorology consulting firm, Weatherbank. Barry said the wind changes are known as "lake winds," an occurrence that happens nearly every day.

During the nights the air temperature drops around 30 degrees, but the water stays about the same temperature, causing air to drift from the mountains and collect over the lakes. The daily heating of the land allows the air to rise, resulting in a nice breeze for sailboats.

Barry explained that because Utah lakes are at very high elevations and quite far north, they are more prone to wind. (This is the case for Bear Lake, which is the location of the 1992 Hobie 16 National Championship and Women's Worlds.) He also told me a secret that most good sailors know: the wind blows the most at the shoreline.

Barry advised looking out for clouds in the morning during the summer, for morning clouds often mean atmospheric conditions are favorable for the development of afternoon thunderstorms. He said, too, that halos around the moon or the sun, or sun dogs near the sun, usually predict a storm in two or three days. He also confided that a better way of determining the weather is by listening to the weather report.

What did Barry say about sailing and Utah? He said King Arthur could not have done a better job. "This is the place" stands for great sailing and super summer fun at one great location. (Which is why he said he moved from California. Smart guy.)



PAT MCDOWELL

WINDING YOUR WAY THROUGH WINDY WYOMING

When you "Find yourself in Wyoming," the tourist theme of the Wyoming Travel Commission, you might not guess you would find yourself sailing. However, if you have ever been to Wyoming or know someone who has, you probably have heard about Wyoming's infamous winds. The word "Wyoming" specifies the end of the plains and the beginning of the mountains that create sufficient turbulence to challenge even the best sailors, due to the uncertainty of exactly what conditions will be encountered. Even though Wyoming is not known for its abundance of water, many dams along the main rivers create large reservoirs, which, when combined with those infamous winds, have become a mecca

for both Hobie sailors and sailboard fanatics.

The most popular sailing lakes are reservoirs on the North Platte River around the central part of the state. Alcova Lake reposes in a beautiful red rocks valley 30 miles west of Casper; its lovely boat club attracts the majority of sailboats in Wyoming. The Alcova Sailing Association sponsors races every other weekend throughout the summer. The races offer Hobie sailors a great way to sharpen their skills for the points regattas, because they are always scheduled on alternating weekends with the Division 5 regattas.

Other lakes on the North Platte that provide good sailing are Pathfinder Reservoir and Glendo Reservoir. Located just above Alcova, the Pathfinder Dam was constructed in 1903 and provides both an historic setting and an extremely large reservoir. Pathfinder has become popular with sailors who love strong wind and large waves, and as a result, has brought Hobie Catters and board sailors close together to form one big happy sailing family.

Glendo Reservoir, 75 miles southeast of Casper, is one of the most popular sailing lakes in the state and attracts many sailors from surrounding states. Glendo has been maintained as a primitive area that allows people to camp anywhere they want; in the shade of the trees, on the beach or even in grassy fields.

For sailors who appreciate spectacular beauty, few experiences can match

sailing Jackson Lake at the foot of the Tetons or Yellowstone Lake in Yellowstone National Park. Imagine sailing a nice breeze towards a rouged mountain that rises 7,500 feet out of Jackson Lake. Yellowstone Lake also presents a dramatic sailing experience along with providing many interesting and unusual sights close to the lake. Local sailors refer to the wind that blows down the Shoshone valley out of the mountains in Yellowstone and across the lake as "Nuclear Wind." Remember, Wyoming is part of the wild windy west, so don't be surprised when you see a Wyoming sailor sailing with a cowboy hat and a perpetual smile.

Wyoming sailors historically have been handicapped by the short sailing

**Don't be surprised when
you see a Wyoming sailor
sailing with a cowboy hat
and a perpetual smile.**

season that typically starts in May and ends in September. They are constantly working on ways to extend their season so they can enjoy the experience longer and remain competitive with the warmer-climate sailors. Dry suits have lengthened the season by more than a month, and of course Midwinters in San Felipe sees a good contingent of sailors from Wyoming.

Recently, however, the trend has been toward ice sailing. Many sailors build their own iceboat and spend winter weekends alternating between skiing and sailing. This fire-and-ice flexibility has provided a year-round sailing experience in an unlikely location, to prove sailing isn't just a sport found only near large bodies of water.

COLORADO - HOME OF MANY GREAT SPORTS

Colorado truly is a 12-month delight. Summer sailing is the best ever. Then, when the leaves begin to turn and a chill in the mountain air discourages many sailors from venturing onto the water, it becomes time to watch rugby players abuse their bodies in Aspen. For 10, or is it 11 years (no one knows for sure), a few Hobie sailors and their friends have attended the annual mid-September Aspen Rugerfest.

S & M Tours, organized by a couple wild and crazy Hobie sailors from Denver, produces a tour some say is true

BARRELING THROUGH BEAR LAKE

Fall Into Two Great Hobie Events

Utah Hobie Catters are very proud to be chosen as the host for the 1992 Hobie 16 National Championship and the Women's Worlds. The Women's Worlds will begin on September 8th and continue through September 11th. The Hobie 16 National Championship will begin on September 12th and will end on the 22nd in true western style with the awards banquet. We are very grateful to the NAHCA and WHCRA for the support and enthusiasm given to Salt Lake City's Fleet 67 and Division 5.

Bear Lake's beauty coupled with the best wind possible will make the 1992 Hobie 16 National Championship and Women's Worlds an event no one will want to miss. First, "the girls" will show us what they've got. Then, during the 16 National, parties and barbecues with live music will make the Hobie occasion one of the most exciting ever. A Hawaiian luau is planned with dinner cooked all day in the sand. You will boo, hiss and then cheer when the melodrama finishes with a happy ending.

Utah will be bringing back the Hobie Olympics, to provide full family fun. Let's see who really is the best all-around athlete. Participants can compete at tennis, golf, tug of war and volleyball, climaxing with the fastest paddle boat races in the entire world.

Bear Lake is famous for raspberry shakes. The ice cream is piled way high above the top of the cup. This is a wonderful messy treat that will fill you up for the next three starts. The doctor will "for sure" prescribe a raspberry shake a day to keep the energy lulls away.

A Monster Of A Race - The only "little thing" wrong with Bear Lake is the "little thing" called the Bear Lake monster. This is a prehistoric reptile as large as a Brontosaurus. He lives at the bottom of the lake, coming up to play and eat when the winds are the best — around 1:00 PM. Usually, he will only eat anything hanging over the edge of a boat. Now, the Bear Lake monster is really not that bad of a guy. The locals make daily sacrifices — usually a virgin crew who has just blown a tack. The monster really likes blondes best, and if the blonde is a publisher of a sailing magazine he gets really hungry. (Hope to see you on board at the event, Bonnie!)

To persuade the monster to play the part of a gentleman while the Championships are at Bear Lake in 1992, we are naming the event after him. Hence, the Bear Lake Monster Championships. We also are planning a Monster Mash party where we will invite our "favorite" monster to join in with the live '60s music and dance on the beach. This sand hop will be a good time for anyone to make sacrifices of possibly a difficult sailing partner. (We all have sailed once or twice with "Captain Bly.")

Getting Into The Spirits - Liquor can be purchased several different ways in Utah. Many state liquor stores offer a variety of spirits for everyone. Most fine restaurants have a private liquor license and serve all types of mixed drinks. Fleet 67 will hold its own liquor license during the sailing events, and we have the best looking bartenders in all the world — so you can tell all your hard luck stories to an understanding ear.

How Sweet It Is - The entire event will be centralized at a fabulous resort called Sweetwater. The condos are very large, some sleeping as many as 14 per unit. You can stack half your fleet in one of them! Since September is the off-season, the rates are very reasonable. We expect to have the whole resort to ourselves and will be launching our boats right off the sandy shore in front of Sweetwater Resort.

Sweetwater offers tennis, golf, paddle boats, swimming pools, hot tubs, roller skating, mountain biking and miniature golf — all on site! It boasts a large grassy area for volleyball, paddleball and sunbathing. This is a world-class resort that promises fun for everyone all day and all night.

The resort management consists of the best and the nicest folks around (not bad looking, either). The people in the surrounding area are welcoming and friendly. They are having an arts festival to show you what they can do. We plan on inviting all the locals to our parties — even the media.

We expect coverage on the race to occur every day on the television news and in the local papers, so get that haircut you have been putting off, shine up your boat, and prepare to smile real big for the cameras.

Rolling Through The Rockies

Just as the Rockies are too big and grand to cover in full at a single **HOTLINE** gulp, so, too, are the many Hobbie racing and non-racing events making the "Hobbie Way of Life" fun for all, up and down the mountain range. Here's a look at a few of the many Rocky roads that can be traveled. The most important theme of all Rocky Mountain events is family fun. -Ed.

Burn Those Buns!

One of the largest non-points regattas in the nation is the "Bun Burner" at Lake McConaughy, Nebraska. This regatta is hosted by Fleet 61 of Denver and has grown to be the most talked-about event in the Rocky Mountains. The large oval lake offers white, sandy beaches for four-wheeling at those obnoxious hours of the night. The parties are always wild and seldom remembered. In all seriousness, though, the regatta offers a superb time for all.

Rustic Revivals

Located high up in the mountains in northern New Mexico, on an Apache Indian reservation, Lake Herron is the site of a fun points regatta hosted by Fleet 48. The lake is just a short drive from the rustic old town of Chama. Included in a great weekend of racing and entertainment is a Mexican fiesta dinner on Saturday.

Rummy And Gummy

One of the most enthusiastic groups of sailors belongs to Casper, Wyoming's Fleet 156. Over 100 boats show up each June at Glendo Lake for what may be the most entertaining points regatta in the free world. Incoming sailors are greeted by the road with rum-filled watermelons. The regatta is a popular family-oriented event; the children especially enjoy the sand castle building contest and the free kids-only raffle. Saturday evening starts with a slide show covering the "Continuing Saga of the Gummy Bears" and usually concludes with ritual fire jumping. What else would you expect from a lake whose beaches come from the Virgin Islands?

All Grown Up

The oldest continuing points regatta (19 years!) is at Lake Dillon, Colorado. Nestled high up in the Rocky Mountains just below timberline, this lake provides the most spectacular scenery while racing. At one time the event was the largest in the nation, drawing almost 400 boats.

A Berry Good Show

Strawberry, Utah, site of one of the newest points regattas on the schedule, has become a favorite of racers, due to the thermal winds you can set your watch by. Every day around noon the wind picks up to steady double trap. The facilities are superb, offering a general store, restaurant and the nation's largest national campground. During the races, you may see moose feeding near the shore or bald eagles soaring overhead.

Great Butte!

Elephant Butte Lake, the setting for several Fleet 48 sailing events, is the largest and warmest sailing area in New Mexico. Early in the season and after Labor Day are the best times to be at the Butte, because the wind normally does not blow there in the middle of the summer. It also gets too darn hot ... upper 90s and climbing! A new favorite is the Tri-State Border Clash, with attendance from Arizona, New Mexico, Texas and even California. After a catered dinner on Saturday, Sunday's activities include a long-distance race around Elephant Butte.

A Wonderful Sailing Storrie

Close to Albuquerque is a small lake called Storrie. This is a wonderful place to sail, as the lake is located in the middle of a mountain meadow, and the winds blow very steadily. It is a no-wake lake, so you can maintain a steady sail without the fear of being run over by a powerboat.

Fleet 48 tries to incorporate some sort of fun activity into its sailing weekends, so even if you don't have a boat you can still have a good time. It offers everything from a wine and cheese party (using a local winery in Elephant Butte) to an old-

fashioned homemade ice cream social right on the beach. Other activities are more family-oriented, such as the weenie roast and costumed Oct-Hobiefest in October.

Have Wheels, Will Travel Anyway

Travelling the Rockies in late June? Are you a good samaritan at heart but just don't get the opportunity to demonstrate it? Craig Fun Day is the time you should show up in Denver. Dating back to the late '70s, when a member of Fleet 61 was a staff member at Craig Rehabilitation Hospital, the fleet has hosted a weekend of sailing and socializing with the patients and outpatients of the hospital. Craig treats individuals who are paraplegic or quadriplegic.

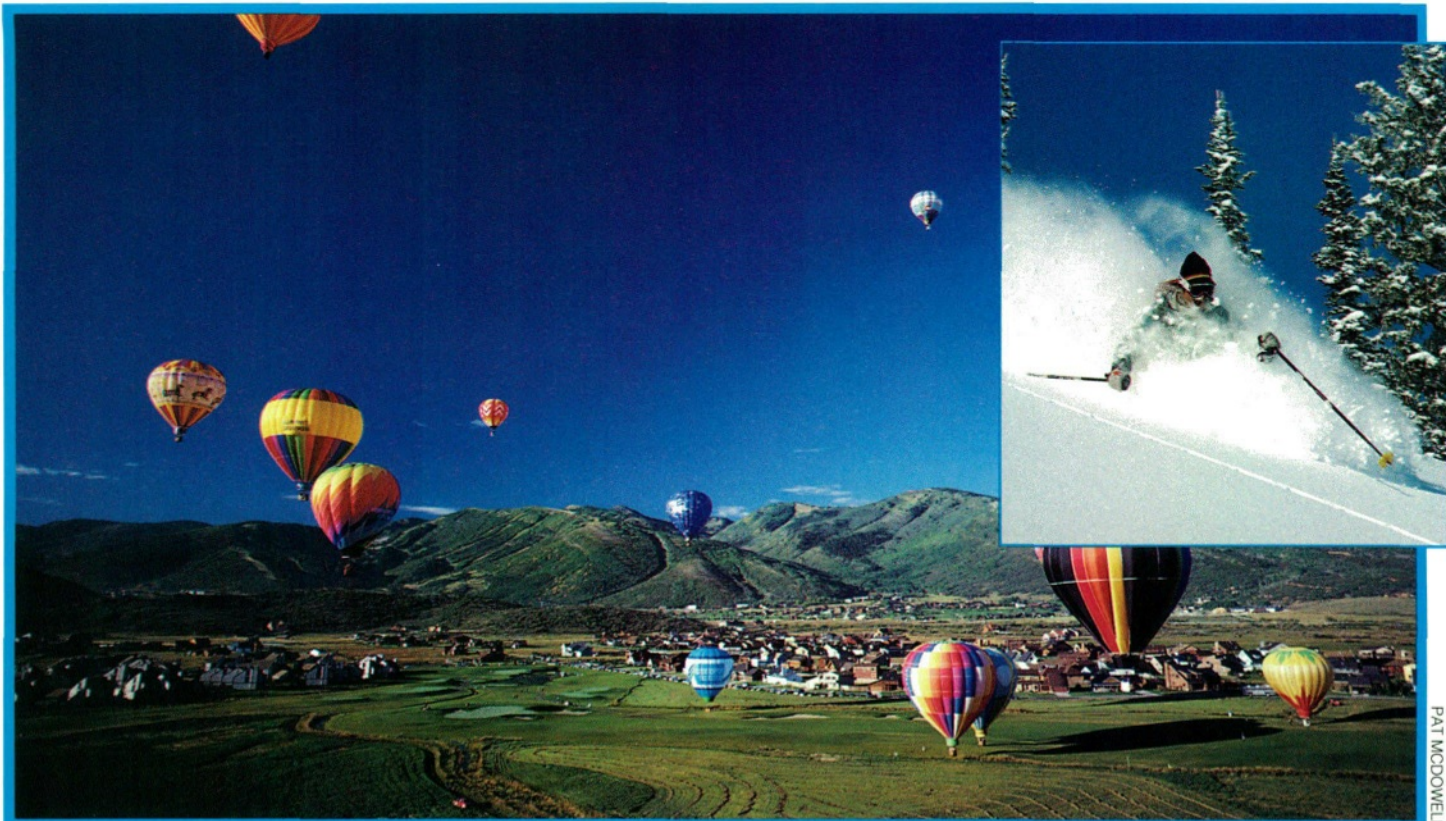
How popular is this event? Well, let's just say former patients call the hospital to find out when it is so they can schedule their annual checkup around that weekend!

On Friday, there's a social mixer on the patio deck at Craig Hospital. A Hobbie 16 has been there for a couple of days to "pump" the patients. The highlight of the evening is adjourning to the gym for the wheelchair relay races. Patients are teamed with sailors for an obstacle course race. A few fingers later, we sailors realize how lucky we really are to be an able-bodied person.

Saturday brings lots of sunshine at Cherry Creek Reservoir. Hobbie Beach is lined with about 45 boats and 55-60 patients ready to go sailing. Six boats are dedicated to taking the patients sailing; the balance take patients' family and hospital staff members sailing. Each of the six boats is fitted with pads to protect the patient, and a hospital spotter holds the patient as the skipper acts as the chauffeur. Many patients insist on taking their turn at the helm; several have a very good touch.

A full-blown picnic continues throughout the afternoon. By day's end, the Hobbie Catters, patients and the hospital staff are one big happy family of 350 members.

The biggest reward of the weekend? Seeing the patients grinning from ear to ear as they take off from the beach with their chair left behind. This truly is the "Hobbie Way of Life!"



to the company's name and always promises to be fun even for the hard to please.

The group assembles at the foothills west of Denver to form a caravan for the annual trek to Aspen, stopping at all points of interest along the way. One of the favorite stops is the site of the annual group photograph at Independence Pass, over 12,000 feet above sea level. The stop illustrates the courage of the

group, as the picture is usually taken during a blizzard.


Each year's trek is remembered not by which team won the rugby tournament or by the great plays made on the field, but rather by what bizarre event occurred during the weekend. The annual Tour Book published to commemorate each occasion proves a sailing event is not required for Hobie sailors to have a great time.

And, There's More!

OTHER HOBIEMANIA EVENTS AROUND THE ROCKIES

- Fleet 61's Oct-Hobiefest, where polka is the music de jour.
- A Ski/Sail Competition in Colorado symbolizing the end of the ski season and the start of the full sailing season. (By desire, if not necessity, most sailors in the Rockies also are avid skiers — and vice versa, of course!) Proper attire? Hawaiian shirts and shorts.
- A week-long July 4 event bound to leave everyone weak, this Division 2 event includes a kids' pirates race/sand burying contest.
- A Learn-To-Sail Day at Cherry Creek Reservoir in Denver, which for the lowly admission price of ten bucks brings naturally high rewards to novice sailors, including a lunch of bratwurst and turkey drumsticks.

**Hobie sailors
don't know when
to stop sailing in
Colorado.**

Tourists often are pleasantly surprised to encounter Colorado's year-round delights. It's January, you've packed your skis and are set for that vacation at Vail or another renowned Colorado resort. As you circle Denver (for the 100th time), you look out the airplane window and see boats sailing on ice! Just as in Wyoming, Hobie sailors don't know when to stop sailing in Colorado. They quit regular sailing the first weekend in December, relax for a couple weeks, and start right in iceboating. Show up at Windsurfer Point at Cherry Creek Reservoir for some sun and thrills. If you thought your Hobie was fast, wait until you sit in an iceboat and see your life flash by. Colorado natives are fond of the following riddle: How do you tell an experienced iceboater from a novice? The novice brings ice for the beer. 

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Nationals and Worlds
Special Events
Regatta Schedule*

*Fleet News
Race Results
Fleet Directory
North American Region News*



HOBIE RACING

JULY/AUGUST 1991

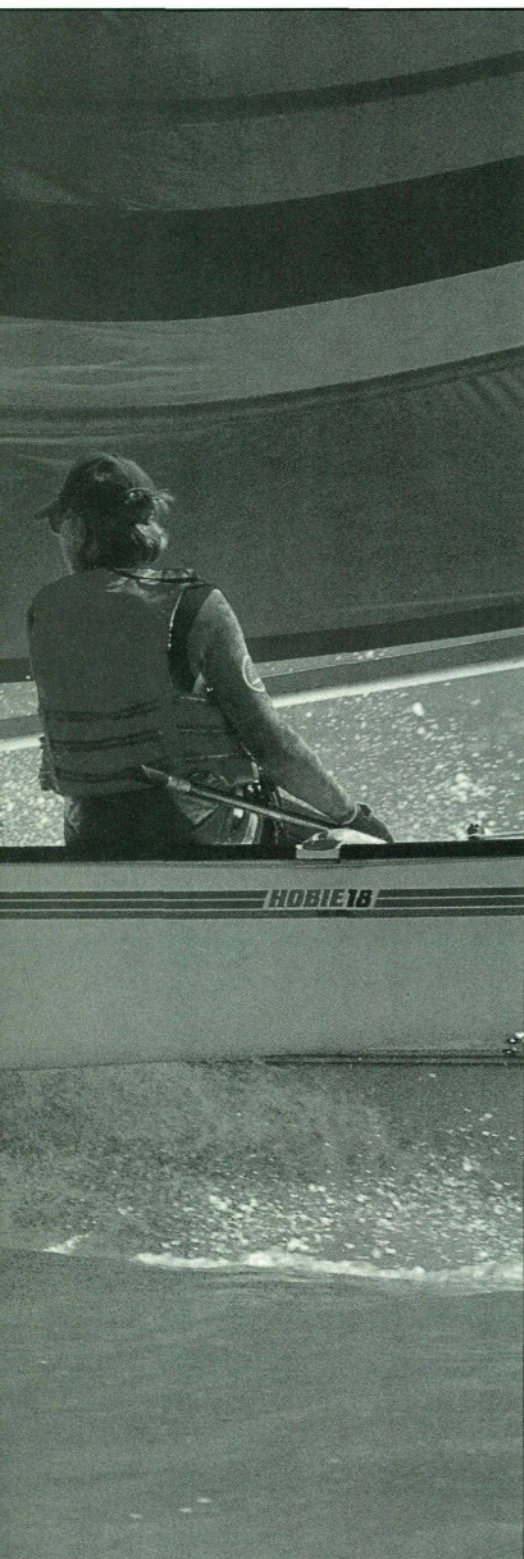
MAJOR EVENTS

MAJOR REGATTAS

1991

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, California	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 214-301-2061

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PATRICK MCDOWELL

South Africans Win Hobie 16 World On Home Waters

BY MARIAN PIKE

RSA



MOUTON VAN ZYL



CHRIS MURRELL

TOPS



MOUTON VAN ZYL

USA

The Hobie 16 World Championship in South Africa held April 7 through April 14, 1991 certainly proved there are no winners in Hobie sailing until the last race has been won. In the end, not counting their trophies until they latched onto them, were South Africans David Kruyt and Michelle van der Merwe, the 1991 Hobie 16 World Champions.

Held in Langebaan, South Africa, the weather and sea conditions for the regatta could not have been more perfect. Light winds rarely reaching 20 knots dominated the racing, while the sea remained flat except for the occasional chop to accompany slightly higher wind speeds. Television coverage of the event gave graphic description to the expression "Hobie smoke."

Last Race Determines First Place

The winners of the Club Mykonos/Top Sport Hobie 16 World Championship were decided in the last of the 15-race regatta. Tension ran high as favorites Blaine Dodds/Steve Arnold entered the final race with only half a point separating them from David Kruyt and Michelle van der Merwe.

Blaine Dodds, formerly the uncontested maestro of South African Hobie 16

sailing, blundered badly at the start and never recovered sufficiently to battle back within fighting distance of David Kruyt. Kruyt led the race, sailing on a course 7 (triangle, sausage, triangle) from the start — only to lose the gun to fellow South African Brian Downham on the last beat to the finish line.

"It's a weird feeling being World Champion," acknowledged Kruyt following his victory. Reviewing his results — two firsts, two seconds, two thirds, two fourths, a sixth and a discard of 15th — leaves no doubt that once again consistency proved to be the deciding factor.

Prior to the final day of racing, Kruyt was in fourth position, some seven odd points behind Blaine Dodds/Steve Arnold, who at that point were ranked as probable event winners. In second and third at this stage were South Africans Shaun Ferry/Lynda Paarman and William Edwards/Tony Gradwell.

The numbers and names show the South African teams made good use of their "home court advantage."

Blaine Dodds/Steve Arnold finished second. Their results, although not to be belittled — four firsts, a second, a fifth, a sixth, a seventh, a 14th and an 18th (discard) in the last race — did lack the steady hands of the Kruyt/van der Merwe team.

The Final Few

Mixed fortunes heightened the tension in the five races comprising the final. In the words of USA sailor Carlton Tucker, "I would be enjoying this regatta a lot more if I were doing a lot better."

Tucker (teamed with crew Lucinda Edwards), who was the leading American sailor, capturing ninth overall, was

not alone in his dismay. His quote probably sums up the feelings of many of the sailors who were unable to find their place in the fleet and yo-yoed for position until the last race.

The numbers and names show the South African teams made good use of their "home court advantage"; 17 of the top 20 places were filled by RSA sailors (see Regatta Results for final standings and points).

MOUTON VAN ZYL




Winners David Kruyt and Michelle van der Merwe.



CHRIS MURRELL

Great Starts And Happy Endings

A tribute must be given to race officer John Spilhaus and his team for an excellent event. John and his crew on the bridge boat decided the courses and starts of each race. Throughout the competition, apart from using the individual recall flag, the race committee had cause to recall the entire fleet only once and never flew the black flag at all. 

Seasoned International Sailors Spice Up World Event

True to its name, the 1991 Hobie 16 World Championship in Langebaan, South Africa attracted sailors from around the globe. Speaking Italian, French, German, Spanish, English (of several varieties) and other tongues, all were well versed in the language of winning. The event was organized into a 72-boat format. Prior to the regatta, about 70 Hobie 16 teams entered the pre-qualifying rounds in an attempt to secure one of the open berths.

The fleet of qualifying boats included 21 international skippers of note: Carlton Tucker, Kevin Smith, Bob Wythes, Eric Bjerring and Dan Kulkoski, America; Adrian Viudes, Spain; Matthias Stender and Joachim Dangel, Germany; Lee Dockstader, Hong Kong; Yves Tastet and Pierrick Artault, France; Marc Dalais and Didier Giraud, Mauritius; John Black and David Brooks, Australia; Philip Gadeyne, Belgium; Domenico de Toro, Italy; Didier Constant and Federic Jacquet, Ivory Coast; Martain Chilver-Stainer, United Kingdom; and Klaas de Rooy, Holland.

Surprisingly, out of this melting pot only nine international teams survived the split to the finals. Among the South Africans making the cut was the only female Hobie 16 team in the event - South Africans Belinda Klaasse and Nicky Gove (who by the way, men, finished 26th overall).

Event organizers - the SA Hobie Association under the directorship of Roger Bartholomew - were thrilled to host the international sailors who competed. Appropriately, whether by design or accident, the host hotel for this peppery gathering of old salts from around the world, striving to conquer the World, was Club Mykonos - a Greek-styled resort. What better facility to make a sailor's odyssey come true!

BY GIGI MOORE

A race is a race is a race ... unless, as in the following article, it is much more than a race. In support of the largest one-design sailing class in the world, HOTLINE certainly does not promote or encourage open class racing. However, as you will discover upon reading, this is not just a racing story or a fleet story — it is about how fleet families combined fun and fund raising in a very special event. With children's lives on the line, the start and finish lines of the regatta itself took a definite back seat to the real-life drama unfolding off the water. To Jay LeGrand: We wish you a swift and sure recovery, and a long and healthy participation in the "Hobie Way of Life." -Ed.

RAINBOW REGATTA

**Flying
Hulls
Signify
Shared
Hope,
Help And
Humanity
At A
Special
Event**

The words sailing, children and miracles may not appear to have any remarkable meaning in and of themselves. When they are combined at a regatta, however, they take on very special significance. On April 13-14, 1991, the "Fly a Hull for a Miracle Regatta" became a reality in north central Florida, and will be a poignant memory for many Florida sailors because of some delightful and extraordinary children.

During Thanksgiving 1990, the LeGrand family, members of Fleet 45 in Brevard County, Florida, received news that their son Jay had an unusual childhood cancer. They were encouraged to take Jay to Shands Hospital at the University of Florida in Gainesville for evaluation and subsequent treatment. Thus began the first of dozens of three-hour drives back and forth, while Jay spent the first two and one-half months in the hospital undergoing extensive chemotherapy and radiation therapy.

The fear and uncertainty that occurs

during such a diagnosis is beyond measure and can be compounded by unfamiliar surroundings. Gainesville Fleet 153, along with Brevard County Fleet 45, joined together to assist the LeGrand family during this difficult time.

In addition to serving as commodore of Division 8 and a member of Fleet 153, I am an oncology nurse clinician at Shands who became involved in the day-to-day care of Jay and his family. I looked on in amazement and gratification as the Hobie family offered support and encouragement via cards, letters and phone calls throughout the good and bad days that were to come. Individual fleets hosted special events to provide additional financial assistance for the LeGrands' ever-increasing travel and daily living expenses. In the meantime, an idea was germinating that would unite efforts under a rainbow banner of love.

Cat Fest Of Love

During this time, Fleet 153 began to plan its annual charity regatta, selecting the children at Shands Hospital through the Children's Miracle Network as the designated recipient. To make this regatta a memorable success, Prindle Fleet 27 was asked to join in what was to become the "Fly a Hull for a Miracle Regatta." Members of both fleets worked hard to raise sponsorship for the overall event and all the T-shirts, numerous drawing prizes and trophies.

To involve the children at Shands in the event, I brought photographs of previous regattas to the hospital for a drawing contest held on 94 Pediatric Oncology. During a regatta meeting, a drawing was selected to be the official design for the regatta; as a result, all the T-shirts and trophies would sport the winning logo, created by 11-year-old Renee Richardson.

Bright Beginnings

As the regatta neared, Jay was quickly improving and had been discharged home, needing only outpatient treatment once a week for a number of months. He therefore was selected as regatta ambassador, to represent the children during the event.

April 13th dawned as a breezy day with plenty of sunshine and sail color to make it a picture-perfect start. In all, 85 boats, including 50 Hobie Cats and 35 Prindles, arrived ready to tackle the renowned wind shifts of Lake Santa Fe. During the skippers' meeting, Jay and Renee were introduced and T-shirts were presented, amid a much-deserved loud round of applause.

To meet International Hobie Class Association requirements, separate race courses, race committees, registration committees and protest committees were provided for the Hobie and Prindle

sailors. Three races were held on Saturday, all during 15-20 knot winds, with large shifts and infamous lake holes! Upon returning to the beach in the late afternoon, the traditional keg was served around the hotel pool, with dinner soon to follow. Skeeters Restaurant, famous in Gainesville for the "Big Biscuit," served an all-you-can-eat, four-entree buffet; surprisingly, a few clean plates were available, although leftover food was nowhere to be found.

With results tallied, the keg once again became alive and a number of conversations ensued regarding how various sailing tactics would be changed for the next day. Jay, meanwhile, had found a challenger to Trivial Pursuit, and was not to be seen again until early the next morning, when armed with sunscreen on his bare head, he volunteered to assist in the chase boat.


Le Grand Finale

A short skippers' meeting was held on Sunday, during which Ed LeGrand, Jay's father, read a story of thanks to the sailors. As he finished, there was not a dry eye on the shore, and the profound combination of sailing, racing and family came together, making it all that more important to get back out on the water to compete.

The wind had become lighter on Sunday, challenging the ocean sailors to the frustrations of light-air lake sailing, with two races completed by 2:00. As boats packed up for the long trip home, Jay spent time visiting with many of the Hobie families and getting into mischief wherever possible! Drawing prizes were distributed followed by trophies, while everyone relaxed under a large oak tree surrounded by the unique atmosphere of a north central Florida lake.

Final tallies were made of the finances. The regatta proved to be a huge success, with \$1100 going to the Children's Miracle Network.

Of all the charity regattas I have attended or been involved in, this was the first one in which the true purpose of the charity was constantly evident during the event. Hobie Fleet 153 would like to thank the members of Prindle Fleet 27 for their hard work, members of the Children's Miracle Network team for their support and encouragement, as well as the numerous companies whose sponsorship helped make the event a huge success. Finally, we would like to thank the sailors who attended the event, their determination to sail well, have fun and support our charity was undeniable ... most evident by NO PROTESTS all weekend!!

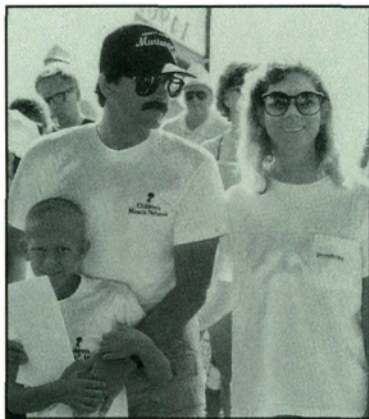
Most of all, we applaud Jay, Renee and all the children at Shands, who teach us every day how to fly our personal hulls, rise above adversity and live life to the fullest. 

RAINBOWS

BY ED, STEF AND JAY LEGRAND

Everyone knows about rainbows.

Their forms occur when a little rain dances with sunshine to create a miracle. The Sunshine State is blessed with these events a thousand times a year, but our story deals with a Special Rainbow created by extraordinary friends and family.



GIGI MOORE

The story began on Thanksgiving Day when we were told our son had cancer, a medical discussion you're not soon to forget. Jay was eight then, five long months ago, when the discovery of a prostate tumor and lung metastasis began the downpour of rain and tears; a diversion from his childhood innocence and our family calm.

Shands Medical Center in Gainesville, Florida soon became our second home, a place where the faintest glimmers of light began to waltz with our rain. Rainbows are known to touch the earth in two locales, and our home in Brevard County became the other focus of that mesmerizing arc.

What might such a story of despair have to do with Hobie Cats? The answer is simple — the family. Many articles have been published in the HOTLINE which refer to local fleets as "families," and nothing could be truer than the association we have in Florida. As soon as the grapevine wrapped the message around the state, cards, letters, phone calls and prayers came from all of Division 8. Fleet 45/Brevard and Fleet 153/Gainesville immediately took on the obligation of adding sunshine to our out-of-control lives and to the rainbow formula. Our Division Commodore, Gigi Moore, thankfully became our interpreter and mental healer within the medical world. As our miracle would have it, she maintains an office as an RN/Clinic Counselor at Shands, a clinic for cancer treatment patients. We had sailed with

Gigi on many an occasion but never knew our friendship would become more firmly rooted by such an illness.

Jay soon began a protocol of chemotherapy and radiation which would immediately control all life events in our family for the next several months. Sadly, ours is not an unusual dilemma. Leukemia, brain tumors, lymphatic cancer and bone marrow transplants are the daily routine to the visiting children on the 9th floor at Shands, and to the wizards and nurses who practice their miracle trade in this "Emerald City." The sight of a youngster burdened by renal and rectal catheters with bags attached, an IV tube for food/hydration, and a central line hook-up providing access for blood and chemo work, is a disturbing view of a child's world. The realization that all is not lost comes when this same child walks down the hallway, IV pole in tow, all tubes swinging, and a smile on his face as he rallies with others to visit a small friend on her birthday.

Fifteen years of Hobie racing has taken our family to many benefit regattas too numerous to name. Most who attend these sailing functions have little knowledge of what it's like to be on the receiving end of such worthy causes, or know that giving is so much easier on the ego than getting. Our rainbow has been colored brightly with care from family, video equipment and donations from employers, hospitalities provided by Gainesville fleet members, garage sale proceeds and donations provided by our home Fleet 45 under wing of Susan Merritt and Robin Broomfield, the remarkable care provided by Shands Medical Center, and prayers from the best friends in the world.

Our future looks bright, thanks to you all. Jay has finished the hardest courses of chemotherapy and all radiation is complete. The physicians and the entire LeGrand family are delighted by the results to date, and are looking toward complete remission by the end of 1991.

Whenever we see a rainbow, our Hobie Family will be foremost on our mind. We sincerely hope the times spent with your sailing buddies within the Hobie Cat community will provide you a Special Rainbow to remember as well.

Thank You.

Jay, Ed & Stef LeGrand

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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/ 514	July 6-7 1991	Rocky Point Run Puerto Peñasco, Mex.	Tim Marengo Brian Dolan	602/345-1125 602/325-3825
259	July 6-7 1991	CA North/South Challenge Port San Luis, CA	Dan O'Donnell	805/481-2005
30	July 13-14 1991	Lake Perris Women's Regatta, Lk. Perris, CA	Jan Nichols Bill Daily	714/658-4437 714/627-5820
167	July 21-22 1991	Wofford Heights Lake Isabella, CA	David Bethell Holly Baker	805/322-8333 805/871-9184
66/ 514	July 27-28 1991	Family Fun Weekend L. Roosevelt, AZ	Tim Marengo Frank Mardel	602/345-1125 619/277-5152
4	Aug. 3-4 1991	Todos Santos Regatta Ensenada, Mexico	Ross Tyler Frank Mardel	619/268-3956 619/277-5152
3	Aug. 17-18 1991	16 Divisionals Long Beach, CA	Bruce Fields John O. Hauser	213/540-9629 714/536-4312
4	Aug. 24-25 1991	San Diego Women's San Diego, CA	Kaysie Nemes Frank Mardel	619/422-6990 619/277-5152
514	Aug. 31- Sep. 1, 1991	Labor Day Cruise Puerto Peñasco, Mex.	Brian Dolan	602/325-3825
30	Aug. 31- Sep. 2, 1991	Annual Pirates Regatta Lake Perris, CA	Jan Nichols Ken Johnson	714/658-4437 714/676-2158
3	Sep. 7-8 1991	17 & 18 Divisionals Long Beach, CA	John O Hauser Tom Materna	714/536-4312 818/784-4500
66	Sep. 14-15 1991	Fall Series I & II L. Roosevelt, AZ	Tim Marengo	602/345-1125
180	Sep. 21-22 1991	Women's Castaic Lake Castaic, CA	Theo Overdevest Jeri Bowen	818/885-8121 818/363-0418
66	Sep. 28-29 1991	Fall Series III & IV L. Roosevelt, AZ	Tim Marengo	602/345-1125
514	Oct. 19-20 1991	Piñata Regatta Puerto Peñasco, Mex.	Brian Dolan Ron Palmer	602/325-3825 602/299-0609
4	Nov. 2-3 1991	Dual Regatta Mission Bay, CA	Chris Jernigan Frank Mardel	619/276-1244 619/277-5152
514	Nov. 2-3 1991	AZ State Championships Puerto Peñasco, Mex.	Brian Dolan	602/325-3825

DIVISION 3

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

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

REGATTA SCHEDULE

48 Oct. 5-6 Fall Sailing Series II Paul Neis 505/292-4752
1991 Elephant Butte, NM

201 Oct. 12-13 Front Range Sailing Series Jeff Franks 719/599-5231
1991 Lake Pueblo, Pueblo, CO

48 Oct. 26-27 Ochoobie Fest Paul Neis 505/292-4752
1991 Elephant Butte, NM

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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526	Aug. 3-4 1991	Belly Up Lake Spence, TX	Don Sanford	915/362-5378
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99	Aug. 31-Sep. 1, 1991	Ruff Rider Port Isabel, TX	Brad Foster	512/949-7350
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8	Oct. 19-20 1991	Wild Bill Regatta Texas City Dike, TX	John Mayo	713/952-4558
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DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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192	July 13-14 1991	Bent Mast Regatta Lincoln, NE	Mike Brindisi	402/734-5410
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515	July 20-21 1991	Aquatennial Regatta Wayzata Public Beach, MN	Charles Leekley	612/473-8448
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198	July 20-21 1991	Glendo Res. Regatta Glendo Res., WY	Randy/Janet Bohne	605/341-5568
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532	July 26-28 1991	North American Regatta Lake Sakakawea, ND	Stephen Hoetzer	701/258-5926
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227	Aug. 3 1991	Governor's Cup Pierre, SD	Noel Chicoine	605/224-9294
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192	Aug. 10-11 1991	Local Series Branched Oak Lake, NE	Matt McDonald	402/339-9623
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515	Aug. 31-Sep. 1, 1991	Burton Cup Wayzata Yacht Club, MN	Charles Leekley	612/473-8448
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198	Aug. 31-Sep. 1, 1991	Labor Day in the Hills Angustora Res., Hot Spgs, SD	Randy/Janet Bohne	605/341-5568
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515	Sep. 7-8 1991	10,000 Lakes Regatta White Bear Lake, MN	Charles Leekley	612/473-8448
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192	Sep. 9-11 1991	NE State Championship Branched Oak Lake, NE	Scott Nepper	402/493-4306
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198	Oct. 26 1991	Pizza Party Rapid City, SD	Randy/Janet Bohne	605/341-5568
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DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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5	Aug. 3-4 1991	Clearwater Pts. Regatta Clearwater, FL	Wade McPherson	813/541-2310
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80	Aug. 17-18 1991	Daytona Pts. Regatta Daytona, FL	Dan Heyse	904/673-1944
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36	Aug. 31-Sep. 1, 1991	Miami Pts. Regatta Miami, FL	Mary Searan	305/591-8636
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112/39 Sep. 14-15 Division Championships Allan Santor 813/756-4597
1991 Sarasota, FL

DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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191	Aug. 24-25 1991	Greensboro Fleet's Regatta Wrightsville Beach, NC	Dan Jarrett	919/272-3478
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154	Sep. 21-22 1991	Middle GA Hobie Open Lake Blackshear, GA	Bruce Miles	912/923-6721
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DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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18	July 22-23 1991	Muskegon Regatta Charlevoix, MI	C. Schnabel	313/634-8835
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18	Aug. 3-4 1991	Tawas Bay Regatta East Tawas, MI	Roger Cochran C. Schnabel	313/887-8120 313/634-8835
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ILYA	Aug. 5-7 1991	Bay Week Regatta Put-In-Bay, OH	Jim Frederick	419/635-2691
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237	Aug. 10-11 1991	Ipperwash Regatta Provincial Pk, Ont, Can.	Craig Burwell	519/869-6492
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218	Aug. 17-18 1991	Division X Championship Mentor Headlands, OH	Pam Suhan	216/974-1982
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18	Aug. 17-18 1991	Traverse City Regatta Traverse City, MI	C. Schnabel	313/634-8835
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85	Sep. 7-8 1991	Alum Creek Regatta Columbus, OH	Mike Flanagan	614/764-1351
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18	Sep. 7-8 1991	Higgins Lake Regatta Higgins Lake, MI	C. Schnabel	313/634-8835
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123	Sep. 21-22 1991	Muddy Waters Carlyle, IL	Terry Allen	618/398-1087
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18	Sep. 21-22 1991	Last Chance Regatta Big Rapids, MI	C. Schnabel	313/634-8835
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199	Oct. 5-6 1991	Cheap Thrills Carbondale, IL	Gordon Isco	618/457-8702
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DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
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24	Aug. 8-10 1991	Ocean City Regatta Ocean City, NJ	Wally Myers	609/390-8182
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54	Aug. 17-18 1991	Special Olympics Elkton, MD	Allison Bab	302/322-6058
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443	Aug. 24-25 1991	Wildwood Classic Cup Wildwood, NJ	Doug Ackroyd	609/861-5674
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54	Sep. 7-8 1991	Thunder On The Bay Gunpowder St. Pk., MD	Danny Flanigan Blake Slavin	301/433-4042 301/681-8444
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250	Sep. 14-15 1991	Fleet 250 Regatta Sandy Hook, NJ	Marty Ferry	201/775-2075
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106	Sep. 21-22 1991	Rehoboth Bay Regatta Dewey Beach, DE	Ric Raphael	302/478-1232
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REGATTA SCHEDULE

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
27	July 13-14 1991	Prairie Regatta Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
468	Aug. 3-4 1991	Arrowhead Cup Lake Eufalla, OK	Boyd Bass Fred Ettner	918/426-4745 918/423-8789
27	Aug. 10-11 1991	Catchase Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
63	Aug. 24-25 1991	Night Sail & 16 Single-hand Norman, OK	Phil Trotter Guy Lawyer	405/329-8337 405/275-6462
25	Aug. 31-Sep. 1, 1991	OK State Championship Lake Keystone, OK	Donna McIntosh Mark Bengé	918/224-6573 918/451-2190
145	Sep. 14-15 1991	Short Mountain Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sep. 21-22 1991	Texas Hull Flying St. Champ. Lake Lewisville, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482
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.
533	Sep. 7-8 1991	Walet Regatta Long Beach, MS	Mike Benfield	601/868-3927
249	Sep. 15-16 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.
119	July 13-14 1991	Wendt Beach Angola, NY	Bob Kaine	716/947-4886
172	July 20-21 1991	Kingston Regatta Kingston, ONT, Can.	Nick Elliot	613/545-7790
238	Aug. 10-11 1991	Great Sacandaga Regatta Northville, NY	Michael Hands	518/664-8030
404	Sep. 7-8 1991	No. American Div. Hamburg, NY	David Block	716/549-3628

EUROPEAN REGATTA PROGRAM

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE
July 6-7 1991	Belgium Hobie Nationals Ostende, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
July 6-7 1991	Point Regatta Marignane, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 6-7 1991	Sport Nautico Alicante, Spain	Ruan Nuviola	(03) 323.22.21
July 7 1991	Raid Ocean Adour Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 7 1991	3 Piers E. Coast, Great Britain	Roy Campbell	Fax(243) 53.36.02
July 13-14 1991	Fete De La Mer Andaye, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
July 14 1991	Sail Boats Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
July 13-14 1991	Point Regatta Grömitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
July 13-19 1991	Hobie Cat 16 Europeans Grömitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221)43.86.04
July 20-21 1991	Longbeach Longhaul Gorey, CI	Roy Campbell	Fax(243)53.36.02
July 20-21 1991	Challenge Hobie Cat 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

REGATTA SCHEDULE

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 Middeltart, 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 Middeltart, 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	Ausklang Regatta Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 26-27 1991	Ski Voile Crans, Switzerland	Pierre Besuchet	(21) 824.12.57
Nov. 1-3 1991	Ville Week Bahia De Cadiz, Spain	Ruan Nuviola	(03) 323.22.21
Nov. 14 1991	Flensburger HC Regatta Flensburg, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Nov. 16-17 1991	Eispokal Essen Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04

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HOBIE RACING

FLEET NEWS

LAKE PERRIS REGATTA FLEET 30, DIVISION 2 LAKE PERRIS, CA

APRIL 6-7, 1991

BY SHIRLEY PALMER

Fleet 514 was represented at Lake Perris by Chuck Brown, Lui Fields and the Palmer family. After leaving Tucson a little after 3:00 PM, we arrived at Lake Perris at 1:00 AM MST. Fortunately, this was only 12:00 PST, or there wouldn't have been anyone awake to unlock the park gate to let us in. Thank you, Commodore Jan Nichols!

Saturday morning Ron fixed breakfast for nearly anyone who wandered by (pancakes, of course). The pace was leisurely, even with setting up boats, since skippers' meeting wasn't until 11:00. After that we sat under the trees on the beach enjoying the shade, waiting for the wind to come up. We started our race in close to single trap winds which fell off to light breezes. It took so long for the As and Bs to run a course 4 that the race committee decided not to run any more races on Saturday. We hit the beach at 3:30. The wind came up at 4:00!

The Tucson campsite had prepared chili for Saturday's dinner which was shared with the Las Vegas contingent and various others who happened by, like Wayne Schafer, who contributed hamburger to the chili and tales of early Hobie days to the campfire. Regatta tip! Be sure to include Stoney Douglas in any potluck plans. He provided corn bread, cherry cheesecake and carrot cake — all of which were prepared over an open fire at the site. Mark Hamelmann, helped by sister Dianna and Kristen Palmer, fixed a salad that would feed an army, and we had DINNER. Fleet 30 provided a Michelob truck, nachos and a live band for dancing under the trees. The party swung until 10:00.

Sunday morning dawned foggy and cool. We had giveaways and a raffle before the skippers' meeting. Nearly

everyone won something since the giveaways were decided by drawing registration cards.

The race committee called everyone off the beach shortly after noon, but some of us watched while others bobbed in the waves of powerboats. After watching this for a while and noting that the time was now 2:00, the Palmers decided to retire. As we paddled back to shore we met Lui and Kristen, who also decided to retire. Naturally some wind came up just as we were lowering our sails, but it was already past 2:30. We had our boats packed and off the beach before the diehards finished their races on Sunday. Congratulations to Stephen Brown of Fleet 66 who upheld the honor of the Zonies with a first place in 18C.

Fleet 30 puts on an excellent regatta. We would like to encourage more Fleet 514 boats to make the trip. While it is true that the wind did not cooperate, that certainly didn't keep Fleet 30 from dishing out the fun and hospitality. If the day ever comes when wind can be predicted far enough ahead to plan regattas, race committees will collect far fewer gray hairs and sailors will be assured great racing. Meantime, we have to bow to Mother Nature's whims and make the best of our lot. Thanks to Fleet 30 for making the best of a weekend of contrary wind.

CINCO DE MAYO REGATTA FLEET 66, DIVISION 2 PUERTO PEÑASCO, MEXICO

MAY 4-5, 1991

BY LEE PROSSER

Regatta headquarters began to take shape late Thursday night and exploded with color as the myriad of sponsors' banners were unfurled. Topping the list was our major sponsor, Jose Cuervo Tequila, accompanied by BULA, The Sailboat Shop, Competition Audio Research, BMOC, Rockford

Fosgate and Playa Bonita R.V. Park.

By Friday afternoon, the majority of sailors had arrived, and the "wandering slammers" (aka Tim and Jan Marengo, Linda Hankins and Rick Killebrew, and Jim and Karen Bomberg) appeared. These "mustachioed minstrels of mayhem" proceeded to ply the local populace with Jose Cuervo and 7-Up, leaving them with a headache and a souvenir glass with the regatta logo on it!

Saturday dawned sunny but ominously still ... until just after the skippers' meeting, when the wind kicked in and didn't let up all weekend! It stayed right around 16-18 knots each day, providing the conditions for some of the best racing we have seen in a long time. Television cameras and press photographers from Phoenix were there to catch the action on the water from one of three chase boats, each of which was kept very busy righting capsized boats all over the course. After about two hours of wave riding, the cameras were noticeably absent, having hit the beach in favor of telephoto lenses!

Saturday night was a re-emergence of the "wandering slammers" and free margaritas, courtesy of Playa Bonita R.V. Park. An exceptional steak fajita dinner was organized and cooked by Rick Killebrew, Gary and Wanda Lucht, and helped out by a host of willing Fleet 66 hands. Following the dinner, we enjoyed a massive raffle drawing, featuring the products and services of all of our sponsors, and dancing to Ernest's travelling D.J. show of Rocky Point!

Sunday's winds were a repeat of Saturday's, with temperatures in the mid-90s both days and warm water. What a weekend! Five races were run in all, and it was difficult to determine the best aspect of the regatta ... the wind?, the racing?, the weather?, the party?, the location? Well, being as we're not really sure, let's try it again next year and find out!

1991 TRI-STATE BORDER CLASH FLEETS 48 AND 514 DIVISIONS 5 AND 2 ELEPHANT BUTTE, NM

APRIL 27-28, 1991

BY SHIRLEY PALMER

The windy, cold weather of Elephant Butte over the weekend of April 27-28 was more than offset by the warm hospitality of Fleet 48. Eleven Hobies represented Arizona in the Challenge Match. The Palmers and Bruce Miller arrived near midnight on Thursday. Friday dawned cool and breezy. The wind turned gusty in the afternoon, but steadied later and Shirley had a good sail with Nancy Neis of Albuquerque.

Sometime during all of this, Bruce Miller found time to buy a suit of sails in a discontinued color for a hot price. That's why no one knew who he was at Cinco. Then we had a potluck birthday party for Ted Lindley — his third in a week. Piña coladas were provided by John Ferrell of El Paso. As soon as we could get our rowdy crowd settled, Carlton Tucker began his sailing seminar. He talked about starting tactics until he ran out of light, but he was ready and willing to answer questions around a roaring campfire. Later, a tribal wind dance was performed by Fleet 48er Paul Jaramillo. We should invite him to every regatta, as the winds Saturday were more than adequate.

Saturday morning began with the Zimmermans pulling in around 6:30 AM after a night on the road, just in time for the Fleet 514 Traveling Breakfast Show where Dave Senecal impressed his former comrades from Fleet 48 by actually cooking pancakes. Then Carlton continued his seminar, talking about tactics around the race course, mark roundings, etc. After the chalk talk, Carlton went down to the beach and tuned both a 16 and an 18. Having told us how to start and sail a race, Carlton ran the committee boat and shouted at us all

HOBIE: RACING FLEET NEWS

through the bullhorn. I don't know what he told others; I know that I was by turn under-sheeted, not pointed high enough, my downhaul not tight enough (Did I mention wind?), and we forgot to tighten the outhaul. For those of you who went to Rick White's Sailing Seminar, this was a miniature of the same experience without the bloody knees.

Our first race started in light to dying winds. It looked like it might be a real floater with the oscillating winds for which lakes are famous. Then at about the first rounding of C-mark on a course 3, the wind stiffened. After the rounding, it just flat out howled. Shirley found herself stepping on the boom while she uncled the main. Somehow the boat did not capsize. And that is all of her story, because Fred and Miki Ray, the only other 18 on the lake, did capsize. Rumor was that Fred was so nervous about racing against Shirley that he just pushed the boat too hard. But the next word was that Shirley started that rumor. Anyway, Fred's mast filled with water and that finished him for the day.

Everyone went to the beach at the end of the race because it was windy and cold. (Did I mention that?) We had lunch, waited until the chase boats could rescue all of the capsized sailors, and warmed up.

A second race was run in wind howling like a banshee. Somehow the boat stayed upright and we got around the marks. The race committee was willing to hold another race, but the sailors mutinied, electing to stay on the beach for the rest of the day.

New Mexico Beverage Company donated two kegs for this event, and they were enjoyed by all. Dinner Saturday evening was sponsored by the Cinders Steakhouse of El Paso. Hungry sailors were fed BBQ brisket, hot links, potato salad, coleslaw, beans and rolls. There was another roaring campfire on the beach, but the wind blew

everyone to bed early — or at least to the shelter of a motor home.

Sunday was a long-distance race around the Butte. The start was in moderate, oscillating wind. On the first leg to A-mark, the Palmer boat developed a malfunctioning jib block. As the cold, tired sailors hit the beach later, we decided that it was merely a Benevolent Providence protecting us from ourselves.

John Hauser from Long Beach with his crew from Utah seemed in good shape, the Lindleys looked only a little bedraggled, but these were the first finishers. Sandy Krauss was in the beginning stages of hypothermia and had to be sent to a hot shower. Some racers got so cold on the course they elected to head for the nearest shore and wait for a tow back, thanks to Bill and Carla Crutchley and a party barge from Fleet 48.

Then it was the typical Sunday afternoon of pack the boat, get the gear in the truck and get ready to leave. A raffle was held and many awards were given out. Along with racers, chase boats, committee boat, etc., Sandy received the Eskimo award, Loretta Peto and Nancy Strickling received the survivor award and Fleet 48 won the first challenge trophy of the series by a score of 40-64 (based on a parity scoring system). All racers received second-place trophies except, of course, those who came in first. It was a weekend filled with war stories that sailors will be hearing about in the years to come. Thanks to Brian and Dorothy Dolan for being instrumental in getting this event going. Long may the wind blow at El-ephant Butte!

**IDES OF MARCH
FLEET 407, DIVISION 6
LAKE CONROE, TX
MARCH 9-10, 1991
BY DAVID HALL**

Could you ask for a more beautiful weekend? Perhaps, but you wouldn't get it at

Lake Conroe in March! Fleet 407 made the most of it by throwing the best regatta of the season so far! This is going to be hard to beat when it comes to Rate-a-gatta results.

Lake Conroe was blessed with warm winds that were blowin' sons of a gun. Sometime Alamo Cat, Ron Wreyford, ran the race committee. Good job, Ron, from all accounts. Wish you could have helped on the food, too.

There were lots of boats blown over in the two days — hope you weren't on one of them. Stephen Acquart learned that his new Hobie 17, USS Enterpoop, can flip when the trapeze line breaks. He also found out his mesh trampoline does not catch the wind. Instead of helping to flip the boat back upright, the wind seems to blow right through the mesh, leaving him helplessly alone on the boat. (You might check your COMPTIP™ for leakage, Steve.)

Fleet 407 and commodore Debbie Hennessey can be proud of the regatta, party and giveaways, too. Fleet 407 had lime green course charts made — a very nice touch. And not many South Texas regattas give away two windsurfers. Capitol Cat, Ben Eberle, took home a Catbox from the raffle. We all know that sponsors can make or break a regatta, and Fleet 407 got some good ones this year.

Fleet 128 had several participants at the Ides of March regatta this year. Newcomers Chris and Tom Manning raced 16C for the first time and turned in a respectable 10th place out of 20 boats. I know it doesn't always seem like it, but you did actually beat some boats around the course, Chris. Now that you've been in a race, you've seen a lot of boats and techniques and you know what questions to ask.

Stephen Acquart and Dave Eller took 2nd and 5th respectively in 17A (6 boats). With Dexter Ploss taking 1st in every race, the real race

was for 2nd, 3rd and 4th. Steve, Pete Pattulo and Steve Chaples finished within three points of each other in those positions. Congratulations to Mac Gleeson on Macster for finishing 1st in all five races to take 1st in 17B. He will be giving the A-fleeters a go before the end of the season.

Rude Dog, Kenny Rourke, took 3rd in 16A, proving the claim that his crew was holding him back for the past several years. Ray Seta, with new crew Tricia Treviño, took 4th on Stars and Stripes.

In an extremely close race for 16B, Rude Dog, Martin Brown, took 1st, proving the claim that his skipper was holding him back for the past several years — or maybe he had that extra special push from his new crewmate, Jean Brown. Amiee Larchar finished with the same points as Martin, but she had to throw out a lower finish! Close race!! Dan Mallum showed up with Kinsale in 16B this race and finished 4th. It's performances similar to that that got Dan into A-fleet last year — but don't get intimidated you B-fleeters. Terry Lindemann did well with an 8th place. If Terry could have placed in 6th instead of 12th in any one of the first three races, he would have finished in 6th. A 6th in any two races would have given Terry overall 5th behind Dan. Betty Reeh took 14th in her first outing with crew Michelle Seta. Betty, you need to stop hitting those A-fleeters at the Ides of March! Of all the boats to hit, Ray Seta's!? Betty!

Congratulations, Debbie, on a great regatta. 

HOBIE RACING

RACE RESULTS

DIVISION 2

**HURRICANE GULCH REGATTA
FLEET 3, DIVISION 2
LONG BEACH, CA
APRIL 20-21, 1991**

HOBIE 21	POINTS
1. Scott Miller	2.25
2. Mark	6.00

HOBIE 18A	POINTS
1. Paul Parizead	2.25
2. Steve Timm	4.75
3. Bill Parks	8.00
4. Chuck Brown	12.00
5. Jack McGraw	12.00
6. Ted Lindley	17.00
7. Roger Brown	18.00
8. David Crocker	20.00
9. Corcy Aucruman	23.00
10. Chris Lewis	24.00
11. John Bauldry	25.00
12. John Charleston	29.00
13. Dan Veenbaas	32.00
14. Marv-Al Team	34.00
15. Doug Hoford	36.00
16. Robert Hansen	40.00
17. Alex Tschakowsky	45.00
18. Dan Farrar	53.00

HOBIE 18B	POINTS
1. Greg Claybaugh	4.75
2. George McCurdy	4.75
3. Mike Harper	6.75
4. Jim Savage	8.75
5. Mike Ryan	15.00

HOBIE 18C	POINTS
1. Bill Daily	3.50
2. Tim Olson	4.50
3. Heather Ryan	8.00
4. Rick Gillett	9.00
5. Jeri Bowen	15.00
6. Bill Johnson	19.00
7. Gene Vasques	19.00

HOBIE 17A	POINTS
1. William Myrter	4.75
2. Erik Bjerring	5.50
3. Jeff Conner	7.00
4. Roger Jenkins	10.00
5. Bruce Fields	12.75
6. Peter Parich	15.00
7. Tom Delong	20.00
8. Wayne Schaler	23.00
9. Steve Kerckhoff	25.00
10. Kirk Wells	26.00

HOBIE 17B	POINTS
1. Michael Kramer	2.75
2. Gordon Gracia	6.00
3. Bob Colvin	8.00
4. Ron Souza	11.00

HOBIE 16A	POINTS
1. Jeff Alter	2.25
2. Keith Christensen	6.00
3. Jeff Petron	11.00
4. Curtus Christensen	12.00
5. Tom Materna	13.00
6. Alan Egusa	18.00
7. Steve Myrter	19.00
8. Dan Katterman	22.00
9. Daniel Delave	25.00
10. Udo Winkler	27.00
11. Tom Acuna	27.00
12. Jeff Newhouse	29.00
13. Charles Froab	29.00
14. Jeff Casher	35.00
15. Bob Seaman	35.00
16. Sandy Takacs	37.00
17. Geoff Walsh	41.00
18. Scott Dixon	43.00
19. David Ward	46.00
20. Marshall Hammond	52.00
21. Herb Hall	60.00
22. Steve Leo	62.00
23. Darrell Corell	69.00

HOBIE 16B	POINTS
1. Pete Lockwood	4.75
2. Rex Miller	7.75
3. Ian McGraw	9.75
4. Don Strazzabosco	12.00
5. Jeff Perlmutter	13.75
6. Dwey Englehardt	15.00
7. Steve Hendrix	15.00
8. Don Decurtis	17.00
9. Wayne Gordon	21.00
10. Mark Sapper	21.00
11. Bette High-Gordon B.	22.00
12. John Jeffries	33.00

HOBIE 16C	POINTS
1. Brenden Hammond	2.25
2. Ben Holmgren	6.75
3. Chris Cole	9.00
4. Al Navarro	12.00
5. Steve Attard	13.00
6. Peter Kuebler	13.00
7. Andrew Frasier	18.00
8. Mike Sheehan	20.00
9. Roy Van Raden	25.00
10. Ruth Brykczynski	25.00
11. Kevin Buchanan	28.00

HOBIE 14	POINTS
1. Burt Sherriff	2.25
2. Jim Lantz	7.00
3. Bob Heyer	9.00

**1991 TRI-STATE BORDER CLASH
FLEETS 48 AND 514
DIVISIONS 5 AND 2
ELEPHANT BUTTE, NM
APRIL 27-28, 1991**

HOBIE 18A	POINTS
1. Lindley/Lindley	2.25
2. Eckhardt/Hyer	7.00
3. Miller/Perkins	8.00

HOBIE 18B	POINTS
1. Palmer/Palmer	2.50
2. Ray/Ray	7.00

HOBIE 18C	POINTS
1. O.T. Maxwell	3.00

HOBIE 17A	POINTS
1. Kirk Wells	2.75

HOBIE 17B	POINTS
Mike Ferguson	14.00

HOBIE 16A	POINTS
1. Hauser/Berg	2.25
2. Dolan/Dolan	6.00
3. Thomas Nelson	9.00

HOBIE 16B	POINTS
1. Don Smith	3.50
2. Krauss/Krauss	4.75
3. Zimmerman/Zimmerman	10.00
4. Ballschmidt/Scott	13.00

HOBIE 16C	POINTS
1. Neis/Neis	2.50
2. Thomas Walsh	5.00
3. Dave Senecal	16.00
4. Tony Barton	22.00
5. Mike Humble	23.00
6. 59685	24.00
7. 92772	25.00
8. Peto/Strickling	25.00
9. Tom Ortiz	28.00

HOBIE 14	POINTS
1. Mike Bierschbach	4.00

**CINCO DE MAYO REGATTA
FLEET 66, DIVISION 2
PUERTO PEÑASCO, MEXICO
MAY 4-5, 1991**

HOBIE 21	POINTS
1. Campbell/McIntosh	5.50
2. Douglas/Hammelmann	5.50

HOBIE SX-18	POINTS
1. Carlson/Carlson	3.50

HOBIE 18A	POINTS
1. Parks/Parks	8.75
2. Parizeau/Palmer	10.75
3. Miller/Killebrew	10.75
4. Brown/George	11.50
5. Heffernan/Delay	13.00
6. Lindley/Lindley	20.00
7. Parich/Parich	24.00
8. John Charleston	29.00

HOBIE 18B	POINTS
1. Hanks/Hanks	8.50
2. Eger/Eger	9.00
3. Knipp/Mulay	9.75
4. Marengo/Marengo	12.50
5. Ray/Ray	29.00
6. Wuelorn/Jones	18.00
7. Bomberg/Cieplik	32.00
8. Brown/Brown	32.00
9. Mulay/Mulay	32.00
10. Smith/Cambell	36.00
11. Fischer/Fischer	36.00
12. Blum/Blum	44.00
13. Schultz/Andrea	49.00
14. Mire/Mire	51.00
15. Ryan/Ryan	54.00

HOBIE 18C	POINTS
1. Palmer/Palmer	5.50
2. McClanahan/McClanahan	9.00
3. George/George	12.50
4. Meder/Peters	17.00
5. Beeck/Engle	19.75
6. Roseberry/Soule	20.00
7. Staten/Sandy	20.00
8. Garcia/Garcia	29.00
9. Saunders/Juergens	33.00
10. Miller/Ramsieu	34.00
11. Jacobson/Jacobson	38.00
12. Gwinn/Gwinn	49.00
13. Collinson/Collinson	52.00

HOBIE 18N	POINTS
1. Turner/James	3.00
2. Gunn/Funkhouser	8.00

HOBIE 17A	POINTS
1. Tom Runyon	3.00
2. Kirk Wells	8.00
3. Wayne Schafer	12.00

HOBIE 17B	POINTS
1. Dave Bodett	3.00
2. Bill George	6.75
3. Michael Ferguson	11.00
4. Laurie MacGillivray	16.00

HOBIE 16A	POINTS
1. Hauser/Berg	4.25
2. Winkler/Seaman	5.50
3. Froeb/Froeb	12.00
4. Dolan/Dolan	14.00
5. Ashley/Ferguson	18.00

HOBIE 16B	POINTS
1. Lowe/Lowe	3.00
2. High-Gordon/Gordon	7.75
3. Krauss/Krauss	12.00
4. Youngwerth/Turley	16.00
5. Haneman/Haneman	18.00
6. Ferrell/Monica	20.00
7. Zimmerman/Zimmerman	22.00
8. Hughes/Newman	28.00

HOBIE 16C	POINTS
1. Kirschner/Kirschner	3.00
2. Freeman/Ashley	7.75
3. McMaster/Click	9.00
4. Baade/Wilson	20.00
5. Grandbois/Simms	22.00
6. Gorton/Gorton	22.00
7. Phelan/Phelan	31.00
8. Novak/Dickerson	32.00
9. Brykczynski/Hansen	45.00
10. Noa/Presudo	48.00
11. Brewer/Brewer	49.00
12. Levetin/Levetin	50.00
13. Bruce Fields	51.00
14. Hornby/Ard	63.00
15. Colleen McCabe	68.00
16. Kiemele/Riley	68.00
17. Schutt/Schutt	68.00

HOBIE 16N	POINTS
1. Martinez/Martinez	4.25
2. Menzel/Schmidt	7.75
3. Bruchhauser/Bruchhauser	12.00
4. Delacy/Atwell	16.00
5. Koogle/Osterlind	22.00
6. White/Clark	23.00

DIVISION 6

**OLYMPIC REGATTA
FLEET 99, DIVISION 6
CORPUS CHRISTI BAY, TX
MAY 4-5, 1991**

HOBIE 18A	POINTS
1. Ruchnow/Christine	4.25
2. Yurinak/Cooke	6.50
3. Snider/Davis	10.00
4. Eller/Burris	12.00
5. Puffer/Rooney	17.00
6. Crouch/Comer	21.00

HOBIE 18B	POINTS
1. Monosmith/Hyatt	4.25
2. Bohannon/Bohannon	6.75

HOBIE 17A	POINTS
1. Drew Riddle	3.00
2. Stephen Acquart	8.75
3. Jane Sherrod	11.00
4. Mac Gleeson	14.00

HOBIE 17B	POINTS
1. Royce Laverne	4.25
2. Stefan Vann	5.50
3. Mark Marquez	12.00

HOBIE 16A	POINTS
1. Kuc/Wyatt	7.50
2. Davis/Larchar	12.75
3. Rourke/Ridez	12.75
4. Bass/Summers	16.00
5. Miller/Altemus	21.00
6. McCredie/Hanley	22.00
7. Shaw/Welch	22.75
8. Whittington/Williams	26.00
9. Hardy/Smith	33.00
10. Rice/Ambrasan	37.00
11. Wilson/Wilson	40.00
12. Lewis/Anderson	41.00
13. Eberle/Stones	42.00
14. Bacon/Brown	46.00
15. Saneman/Stachimos	50.00
16. Rourke/Thurman	59.00

HOBIE 16B	POINTS
1. Mallum/Hrubitz	5.25
2. Beran/Berger	7.75
3. Walsh/Anderson	12.00
4. Lindeman/Sager	13.00
5. Syllan/Laverne	13.00
6. Vesale/Nuss	20.00
7. Corona/Patterson	21.00
8. Pierpoling/Pierpoling	30.00

HOBIE 16C	POINTS
1. Hennessey/Pennington	6.50
2. Lewis/Frye	7.50
3. Endres/Robert	7.50
4. Maher/Roth	13.75
5. Harris/Doe	15.00
6. Shiner/Alonso	20.00
7. Ramsour/Marshall	24.00
8. Habinak/Rossler	26.00
9. Rot/Cincar	34.00

HOBIE 14T	POINTS
1. Peter Colby	5.25
2. Whittington/Guinn	6.75
3. Dick Barham	7.75

DIVISION 8

**DISNEY WORLD REGATTA
FLEET 11, DIVISION 8
DISNEY WORLD, FL
MARCH 9-10, 1991**

HOBIE 18A	POINTS
1. Liebel/Liebel	5.25
2. Boone/Judi	10.00
3. Carlson/Moore	12.00
4. Cunningham/Cheryl	12.75
5. Dunn/Scott	19.00
6. Mondragon/Seaman	20.75

HOBIE 18B	POINTS
1. Lopez/Lopez	4.25
2. Schaaf/Smith	9.75
3. Moehli/Donnellan	12.75
4. Mullany/Mullany	16.00
5. Staley	16.00
6. Henderson/Bruce	18.00
7. Hauer/Gabby	19.00

HOBIE 18M	POINTS
1. Bergman/Bergman	5.25
2. Cooper/McLeod	5.50
3. Murphy/Tyler	10.00
4. Dewitt/Rodgers	13.00
5. Ross-Dugan/Muffler	18.00
6. Cleyman/Muhlbauer	22.00
7. Tietz/Tietz	27.00

HOBIE SX-18	POINTS
1. McNeal/Steele	3.00
2. Keyser/Warren	8.00

HOBIE 17A	POINTS
1. McMillen	3.00
2. Liebel	9.00
3. Scott	10.00
4. Beal	16.00

HOBIE 16A	POINTS
1. McPherson/Wade	7.50
2. Avant/McGinnis	9.75
3. Loewell/Kirkpatrick	11.00
4. Koch	11.50
5. Boetcher/Joan	14.00
6. Sassaman/Dellert	17.00
7. Nielsen/Nielsen	28.00

HOBIE 16B	POINTS
1. Broomberg/Flynn	4.25
2. O'Neal/Kathy	6.75
3. Pierce/Brashears	8.75
4. Morell/Luna	15.00

HOBIE 16C	POINTS
1. Zable/Frazze	4.25
2. Berard/Berard	5.50
3. Keyser/Keyser	10.00
4. Dudley/Park	13.00
5. Flynn/Green	22.00
6. Metts/Cathy	25.00

HOBIE 14A	POINTS
1. Fontaine	3.00

HOBIE 14T	POINTS
1. Dekreek	3.00
2. Hooper	6.75
3. Wallace	11.00

**FLY A HULL FOR A MIRACLE
FLEETS 45 AND 153, DIVISION 8
LAKE SANTA FE, FL
APRIL 13-14, 1991**

HOBIE 21	POINTS
1. Robbie Daniel	4.25
2. Don Bergman	6.75
3. Clark Keyser	9.75
4. Bryan Wilcox	15.50

HOBIE 18M	POINTS
1. Dean Bell	6.50
2. Chris Cooper	7.75
3. Jeremy Tyler	10.75
4. John Russell	13.75
5. John Duggan	13.75
6. Diane Rodgers	24.00

HOBIE 18A	POINTS
1. George Boone	6.50
2. Steve Liebel	6.75
3. Marr Whidden	10.75
4. Dave Carlson	15.75
5. Simon Fuger	18.00
6. L. Mondragon	20.00
7. Don Harper	24.00
8. Cyril Kidder	28.00
9. Jill Nickerson	31.00

RACE RESULTS

15. Talmadge/Jenson	39.00
16. Watts/Watts	39.00
17. Klavinski/Klavinski	39.00

HOBIE 16B	POINTS
1. Malone/Malone	3.50
2. Gaddy/Collier	4.75
3. Murphy/Murphy	7.75
4. Long/Hickman	10.00
5. Mortimer/Newman	15.00
6. Sroupe/Mort	15.00
7. Fletcher/Hertz	16.00

HOBIE 16C	POINTS
1. Vest/Ozzy	3.50
2. Odom/Beckham	3.50
3. Cummings/Gordon	8.00

HOBIE 14T	POINTS
1. Jeff Price	3.50

HOBIE 14	POINTS
1. David Godshalk	3.50

DIVISION 10

**SUNBAKE '91 REGATTA
FLEET 199, DIVISION 10
CARBONDALE, IL
APRIL 27-28, 1991**

HOBIE 18A	POINTS
1. Ferree/Claassen	4.25
2. Isco/Pfeifer	5.50
3. Hinz/Hinz	16.00
4. Teets/Teets	18.00
5. Hart/Wagner	18.00
6. Murphy/Hall	21.00
7. Popp/Sontag	21.00
8. Finkes/Finkes	22.00
9. Fischer/Sullivan	33.00

HOBIE 17	POINTS
1. Bounds	3.00
2. Kartz	8.75
3. Briggs	11.00
4. Allen	12.00
5. Tyler	16.00
6. Waugh	20.00

HOBIE 16A	POINTS
1. Diamond/Diamond	5.50
2. Crider	11.50
3. Humphries/Chockley	13.00
4. Gramont/Gramont	15.00
5. Amrhein/Galbraith	17.00
6. Wier/Wier	18.75
7. Kuchenbuch/Eck	23.00
8. Beverlein/Failor	27.00
9. Cifelli/Voldness	29.00

DIVISION 11

**UPPER POTOMAC CHAMPIONSHIP
FLEET 196, DIVISION 11
WOODBRIE, VA
APRIL 13-14, 1991**

HOBIE 18A	POINTS
1. Stater/MacCambridge	2.25
2. Arata/Arata	6.00

HOBIE 18B	POINTS
1. Owens/Owens	3.50
2. Cieber/Yanchello	4.75

HOBIE 17	POINTS
1. John Krause	3.50
2. Mark Schieckser	4.50
3. Tom Viers	11.00
4. Roger White	13.00
5. Ed Bush	14.00
6. Gray Holland	15.00

HOBIE 16A	POINTS
1. Myers/Santorelli	2.25
2. Matzner/Moore	6.75
3. Ackerman/Ackerman	10.00
4. Dowell	12.00
5. Kvech/Whary	13.00
6. Glanden/Glanden	15.00
7. Theis/Theis	15.00
8. Sterling/Cavanaugh	19.00
9. Krause, Jr./Thurman	25.00
10. McVeigh/Ludwig	27.00

HOBIE 16B	POINTS
1. Antonovich/Antonovich	3.50
2. Simmons/Simmons	4.75
3. Meison/Powell	10.75
4. D. Turner/Turner	11.00
5. Caverly/Seed	13.00
6. Bush/Kinnei	14.00
7. Bolton/Bolton	16.00
8. J. Turner/Espino	23.00
9. Back/Calvin	26.00

HOBIE 16C	POINTS
1. Sgrol/Resine	2.25

**SHIFTS HAPPEN
FLEET 416, DIVISION 11
LAKE NOCKAMIXON, PA
APRIL 27-28, 1991**

HOBIE 18	POINTS
1. Nick Eliot	3.75
2. Steve Myer	8.75

HOBIE 17	POINTS
1. Roger White	11.50
2. George Schmidbauer	13.75
3. Mike Burley	15.50
4. John Krause	15.75
5. James Travis	16.00
6. Mick Roberts	26.00
7. Tom Kimmel	28.00
8. Tom Viers	34.00
9. Jim Giannini	42.00

HOBIE 16A	POINTS
1. Dan Kulkoski	6.00
2. Wally Myers	9.75
3. Jim Glanden	15.00
4. Rob Sterling	16.75
5. Gregg Szakmeister	19.00

HOBIE 16B	POINTS
1. Adrienne DeFuria	12.50
2. Kent Smith	15.00
3. Bob Monk	15.75
4. Chris Kita	16.00
5. Mike Balzer	23.00
6. Greg Raybon	28.75
7. Calvin Back	30.75
8. Lori Sickenberger	31.00
9. Chris Begrow	31.75
10. Guy Washingier	38.00
11. Josh Turner	45.00

HOBIE 16C	POINTS
1. Jeff Arnold	3.75
2. Mike Zarecky	12.00
3. Dave Magliako	13.00

DIVISION 14

**1991 TULSA CATFIGHT
FLEET 25, DIVISION 14
TULSA, OK
APRIL 27-28, 1991**

HOBIE 18A	POINTS
1. Young/Mattingly	3.50
2. Baker/Baker	4.75
3. Troutman/Oats	6.75
4. Holmes/Ramsey	12.00
5. Bright/Bradley	15.00

HOBIE 18B	POINTS
1. Rainbow/Starr	2.25
2. Mimitch/Mimitch	4.75
3. Bengel/Arbough	10.00
4. Dougherty/Dougherty	10.00
5. Todd/Duggins	15.00

HOBIE 17A	POINTS
1. Bass	5.50
2. Pattullo	5.50
3. Chaples	8.00
4. Sherrod	8.00
5. Curtis	13.00
6. Tiger	17.00
7. McDowell	17.00
8. Taylor	17.00
9. Slettebo	23.00

HOBIE 16A	POINTS
1. Loeffelholz/Grissom	7.50
2. Swanson/Swanson	7.75
3. Brown/Brown	8.00
4. Register/Register	14.00
5. Collins/Collins	14.00
6. Sparks/Jordan	18.00
7. Fuller/Burns	18.75
8. McIntosh/McIntosh	19.00
9. Goodman/Fuller	22.00
10. Allen/Janian	22.00
11. Means/Means	23.00
12. Bridgman/Smith	25.00
13. Wolfe/Wolfe	29.00
14. Lawyer/Lawyer	32.00
15. Saneman/Stochmus	35.00
16. Richards/Richards	44.00

HOBIE 16B	POINTS
1. Duggan/Meads	4.50
2. Denny/Denny	6.75
3. Johnson/Allen	10.00
4. Garza/Garza	10.75
5. Carter/Carter	11.00
6. Dewey/McPherson	13.00
7. Stroh/Wojak	14.00

HOBIE 16C	POINTS
1. Hepler/Hepler	3.50
2. Hays/Stachmus	5.75
3. Roscher/Jacobs	6.75
4. Williamson/Williamson	9.00
5. McPherson/Peppard	10.00
6. Wilcox/Wilcox	16.00
7. Kneppthorne/Leider	17.00
8. Fuss/Darrough	18.00

HOBIE 14A	POINTS
1. Schwartz	2.25
2. Riha	4.75

HOBIE 14T	POINTS
1. Fruland	2.25

AREA CHAMPIONSHIPS

**MIDWINTERS EAST
FLEET 42, DIVISION 8
TAMPA, FL
MARCH 23-24, 1991**

HOBIE 21	POINTS
1. Daniel/Webster	4.50
2. Keyser/Keyser	4.50
3. Bergman/Bergman	6.00
4. Deans/Bobby	11.00
5. Schadow/Verroto	15.00

HOBIE SX-18	POINTS
1. Gelatt/Gelatt	2.25
2. McNeal/Olmstead	6.00
3. Nickerson/Warren	9.00

HOBIE 18A	POINTS
1. Dunn/Scott	4.50
2. Cope/Cope	10.00
3. Duke/Gorman	12.00
4. Boone/Boone	12.00
5. Thompson/Humphries	13.75
6. Jones/Suellen	18.00
7. Dees/Neison	23.00
8. Widen/Frazier	24.00
9. Johnson/Johnson	25.00
10. Hopper/Robbins	30.00
11. Bird/Hackney	36.00
12. Stevens/Vargo	38.00
13. Mondragon/Soaran	38.00
14. Cunningham/Cheryl	38.00
15. Harper/Harper	39.00
16. Carlson/Garcia	40.00
17. White/Rodriguez	42.00
18. Olson/Olson	47.75
19. Phillips/Phillips	50.00
20. Russell/Perkins	52.00
21. Ferree/Claassen	53.00
22. Harper/Nichols	58.00
23. Hubel/Huck	59.00
24. Frederick/Jammy	60.00
25. Shea/Grielecki	64.00
26. Pope/Pope	65.00
27. Johnson/Cabish	66.00
28. McKee/Weber	66.00
29. Stapleton/Forest	68.00
30. Sullivan/Carnovole	75.00
31. Colley/Toney	81.00
32. Lopez/Lopez	90.00

HOBIE 18B	POINTS
1. Borg/MacGregor	5.50
2. Hauer/Hauer	6.00
3. Schaaf/Smith	6.75
4. Caffee/Moore	7.75
5. Dodds/Arnold	14.00
6. Ridenour/Edwards	14.00
7. Staley/McGaha	16.00
8. Henderson/Henderson	19.00

HOBIE 18M	POINTS
1. Cooper/McCleod	3.50
2. Ross/Duggon/Muffler	6.50
3. Dewitt/Rodgers	8.00
4. Jones/Keyser	12.00
5. Graves/Heather	12.00
6. Coffee/Coffee	12.00
7. Reed/West	14.00
8. Jamies/Hamlet	21.00
9. Hoopes/Newton	26.00
10. Nichols/Nichols	30.00
11. Lehr/Epier	31.00

HOBIE 17	POINTS
1. Brian Lambert	4.50
2. Stephen Acquart	7.00
3. Scott McMillen	8.00
4. Mike Merritt	12.00
5. Cliff Roche	13.75
6. Dick Post	13.75
7. Jim Brown	16.00
8. Jim Carney	20.00
9. Chester Scott	23.00
10. John Kidder	25.00
11. Dave Coffee	26.00
12. Michael Burley	31.00
13. Chris Broomfield	31.00
14. Terry Lusk	40.00
15. Steve Sutterfield	44.00
16. Buck Huff	45.00
17. Joe Beal Sr.	47.00

HOBIE 16A	POINTS
1. Sanchez/Sanchez	4.75
2. Camp/David	8.75
3. Woodruff/Woodruff	9.75
4. Jarrett/Jarrett	16.00
5. Bounds/Bounds	17.00
6. Miller/Frazier	19.00
7. Walter/Walter	22.00
8. Kulkoski/Villo	25.00
9. Morton/Morton	26.00
10. McDonald/Siskin	27.00
11. Wilson/Karnitschni	31.00
12. Merritt/Merritt	34.00
13. Sammons/Sammons	36.00
14. Vasilades/Kiel-Dea	39.00
15. Diamond/Diamond	41.00
16. Corson/Carson	42.00
17. Dell/Christina	43.75
18. Meyers/Stiff	46.00
19. Weisberg/Weisberg	49.00
20. McVeigh/Ludwig	49.00
21. Inventasch/Kramer	52.00
22. Holt/Hull	53.00
23. Holt/Holt	56.00
24. Walker/Taylor	59.00
25. Avant/McGinnis	59.00
26. Sassaman/Lybarge	61.00
27. McPherson/McPherson	68.00
28. Brennan/DeSalvo	69.00
29. Detrick/Lovie	78.00
30. Riddle/Riddle	80.00
31. Boelcher/Joan	80.00
32. Nielsen/Nielsen	92.00

HOBIE 16B	POINTS
1. O'Neal/Mendez	4.75
2. Zable/Fraze	7.75
3. Broomberg/Burgess	8.75
4. Hale/Hale	10.75
5. Kirkpatrick/Behymer	12.00
6. Levine/Reid	16.00
7. Hoveto/Ellingse	18.00
8. Sullivan/Sullivan	21.00
9. Schwied/Perry/Jean	22.00
10. Monnell/Rockwell	26.00
11. White/Earnes	26.00
12. Herendeen/McCulla	29.00
13. Frank/Butler	32.00

HOBIE 16C	POINTS
1. Back Jr./Bryan	4.75
2. Miles/Racz	5.75
3. Berard/Berard	6.50
4. Erhardt/Sherry	9.00
5. Dudley/Park	16.00
6. George/George	18.00
7. Givens/Risley	20.00
8. Green/Mark	23.00
9. Parra/Litke	24.00
10. Borregard/Lyles	25.00
11. Stegall/Sullivan	28.00
12. Zarecky/Macha	30.00
13. Wedin/France	32.00
14. Wysor/Fry	34.00
15. Meyl/Newman	37.00
16. Sasson/Goldenber	43.00
17. Cunningham/Payne	46.00
18. Symes/Tigle	54.00

HOBIE 14T	POINTS
1. Bill Wetty	2.25
2. Vel DeKreek	5.75
3. Allan Santor	7.00
4. John Wallace	9.00
5. Larry Dodson	15.00

HOBIE 14	POINTS
1. Daniel Fontaine	2.25
2. Jarrett Sanchez	6.00
3. Jose Gaspar	12.00
4. Carter Krone	12.00

WORLD CHAMPIONSHIPS

**HOBIE 16 WORLD CHAMPIONSHIP
LANGEBAAN, SOUTH AFRICA
APRIL 7-14, 1991**

SKIPPER/CREW	COUNTRY	POINTS
1. Kruyt/Van der Merwe	SA	25.50
2. Dodds/Arnold	SA	37.00
3. Edwards/Gradiwell	SA	49.75
4. Hancox/Warren	SA	54.00
5. Ferry/Paarman	SA	55.50
6. Downham/Aveling	SA	55.75
7. Tucker/Stevens	SA	67.75
8. Ross/De Jamar	SA	71.00
9. Tucker/Edwards	USA	79.75
10. Meek/Van Cuyck	SA	86.50
11. Loudon/Edouard-Bets	SA	92.00
12. Lawrence/Shaw	SA	100.00
13. Stender/Stender	GER	116.00
14. Collier/Linderman	SA	117.00
15. Archibald/Bosworth	SA	118.00
16. Boswell/Edwards	SA	119.00
17. McGillivray/Modderman	SA	127.00
18. Williams/Brache	SA	130.00
19. Boswell/Lourens	SA	135.00
20. Taster/Castex	FRA	136.00
21. Viudes/Lance	SPA	139.00
22. Fuchs/Meek	SA	142.00
23. Smith/Anley	USA	148.00
24. Johnson/LeSueur	SA	153.00
25. Whitehead/Wedell	SA	155.00
26. Klaasse/Gove	SA	156.00
27. Massey/Knoetze	SA	156.00
28. Hughes/Hughes	SA	163.00
29. Dockstader/Scantlebury	HK	166.00
30. Dangel/Petr	GER	177.00
31. McKenzie/Moon	SA	179.00
32. Dalais/Desmarais	MAU	180.00</

FLEET DIRECTORY

INTERNATIONAL HOBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

FLEET	COMMODORE	LOCATION	PHONE	DIVISION					
ALABAMA					ILLINOIS				
76	Chance Gastor	Mobile	904/234-0023	15	115	Bob Findlay	Wilmette	708/835-8490	10
ARIZONA					199	Scott Burch	Carbondale	618/549-7821	10
66	Tim Marengo	Phoenix	602/345-1125	2	419	Timothy Duryea	Peoria	309/243-5506	10
514	Brian Dolan	Tucson	602/325-3825	2	INDIANA				
ARKANSAS					26	John Cook	Indianapolis	317/589-8566	10
145	Susan Langston	Ft. Smith	918/775-4522	14	89	Michael Griffiee	South Bend	616/445-2792	10
CALIFORNIA					126	Jim Kartz	Gary	219/844-8496	10
2	Ramone Stark	Grass Valley	916/273-4150	3	216	Gary Gotsch	Culver	219/749-8100	10
3	John O. Hauser	Long Beach	714/536-4312	2	476	Jim Hearn	Leesburg	219/453-3764	10
4	Frank Mardel	San Diego	619/277-5152	2	IOWA				
15	Timothy German	Oxnard	805/985-9463	2	84	Chris/Jeff Mumma	Des Moines	515/964-7807	7
16	Philip Hamilton	Big Bear Lake	714/585-3467	2	475	Phil Redenbaugh	Storm Lake	712/732-3986	7
17	Kit Wiegman	Sacramento	916/338-4678	3	KANSAS				
20	Robert Eustace	San Jose	415/967-2921	3	27	Debbie Hill	Wichita	316/722-3203	14
21	Steven Kieffer	Modesto	209/239-5416	3	297	Joe Michaels	Emporia	316/343-5833	7
29	Thomas Grimaldi	Merced	209/384-3439	3	510	Dennis Patterson	Leon	316/745-3705	14
30	Jan Nichols	Riverside	714/658-4437	2	KENTUCKY				
62	Chris Miller	Fresno	209/673-7314	3	114	Keith Moore	Morehead	606/784-9823	10
167	Dave Bethell	Bakersfield	805/322-9178	2	142	William Rupe	Louisville	502/267-4017	10
180	Theo Overdevest	San Fernando	818/885-8121	2	219	David Nelson	Paducah	502/443-7408	10
194	Jim Sajdak	Benicia	707/429-2959	3	LOUISIANA				
205	Michael Coutches	Clear Lake	415/797-2066	3	9	Glenn Richard	Lake Charles	504/923-0320	6
222	Bud Robinson	Monterey	408/449-6682	3	41	Steve Lewis	New Orleans	504/340-9909	15
240	Bill Boaz	Santa Cruz	408/423-3771	3	55	David Koons	Baton Rouge	504/473-0123	15
252	Bill Timms	Quincy	916/283-0979	3	528	Taylor Keough	Lake Charles	318/478-5916	6
259	Brett Dingerson	San Luis Obispo	805/541-6249	3	MAINE				
281	Dee Doyle	Santa Rosa	707/887-2508	3	231	Dwight Hawkins	Greater Portland	207/933-2991	12
537	Derrick Hunt	Redding	916/244-7857	3	MARYLAND				
COLORADO					54	Dan Flanigan	Baltimore	301/433-4042	11
50	Craig Simpson	Ft. Collins	303/493-4694	5	MASSACHUSETTS				
61	Bill Gerblick	Denver	303/798-3484	5	28	Stephen Latham	Bedford	508/993-0867	12
201	Jeff Franks	Colorado Spgs	719/599-5231	5	197	Robert Reed	Rockport	617/631-7031	12
CONNECTICUT					MICHIGAN				
31	Jim Bird	Brookfield	203/790-9525	12	18	Richard Hutchins	Pontiac	517/793-9386	10
56	Colin Walklet	Westport	203/454-0241	12	40	Jack Wallner	Richland	616/671-5212	10
DELAWARE					58	Ted Pawela	Jackson	517/787-8600	10
106	William Moulmier	Dewey Beach	302/998-4218	11	108	Richard Devon	Muskegon	616/453-7529	10
271	Richard Raphael	Newark	302/475-1708	11	117	Alan Bourdo	Gun Lake	616/673-5696	10
FLORIDA					171	Mark Medos	Ypsilanti	313/485-2254	10
5	Christopher Cooper	Clearwater	813/535-8242	8	276	James Rusnack	Mt. Clemens	313/792-7503	10
11	Mark Chaffee	Orlando	407/275-7029	8	519	Stephen Chapman	Portage	616/327-8519	10
36	Henry Rodriguez	Miami	305/558-8585	8	MINNESOTA				
39	Lisa Pryor	Bradenton	813/953-6792	8	52	Charles Hildebrandt	Roseville	612/429-2653	7
42	Tom O'Neal	Tampa	813/985-4401	8	246	Wayne Thorson	Grand Rapids	218/326-3318	7
43	Joe Sisson	Tallahassee	904/576-8482	15	515	Charles Leekley	Wayzata	612/473-8448	7
44	Glenn Gelatt	Pompano Beach	407/482-5740	8	MISSISSIPPI				
45	Richard Merritt	Space Coast	407/633-0980	8	70	George Zorn	Ocean Springs	601/863-2826	15
71	Lenny Carey	Key West	305/294-0326	8	235	Stephen Essig	Jackson	601/856-2769	15
80	Dan Heyse	Daytona Beach	904/673-1944	8	533	Michael Benfield	Long Beach	904/932-5520	15
111	Cindi Muhlbauer	Jacksonville	904/396-8403	8	MISSOURI				
112	Ron Wajda	Sarasota	813/351-8962	8	59	Carl Votaw	Springfield	417/865-4230	7
116	Joe Beai	Lakeland	813/299-3355	8	123	David Stahl	St. Louis	618/236-2343	7
120	Robert Self	Panama City	904/763-7539	15	149	Bill Cummings	Kansas City	913/842-0518	7
127	John Russell	Ft. Pierce	907/465-8608	8	273	Carl Fischer	St. Louis	314/521-2974	7
153	Kim Coffee	Gainesville	904/377-8462	8	NEBRASKA				
GEORGIA					192	Dennis Wheeler	Omaha/Lincoln	402/498-2921	7
12	Tammy Duran	Atlanta	404/531-0397	9	NEVADA				
154	Bruce Miles	Macon	912/923-6721	9	51	Robert Campbell	Las Vegas	702/739-6970	2
294	Don Thiedt	Savannah	912/897-5312	9	203	Russell Brown	Reno	702/883-0538	3
HAWAII									
6	Diane Ackerman	Honolulu	808/941-5857	1					
IDAHO									
105	John Gabiola	Boise	208/384-1846	4					

HOBIE RACING

FLEET DIRECTORY

NEW HAMPSHIRE

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

NEW JERSEY

24	Wally Myers	Ocean City	609/390-8182	11
65	Read Hayward	N. Barnegot Bay	201/577-9537	11
73	Bill Hiller	Pleasantville	609/641-9083	11
137	Edward Matey	Lake Hopatcong	201/540-1005	11
234	Julius Kahn	Millville	609/327-4346	11
250	Martin Ferry	Atlantic Hghlds	201/775-2075	11
267	Thomas Kimmel	Long Bch Island	215/644-8138	11
443	Douglas Ackroyd	Town Bank	609/861-5674	11
452	Dave West	Waretown	609/971-3603	11

NEW MEXICO

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

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

NORTH CAROLINA

92	John Gergel	Charlotte	704/847-7408	9
97	Rusty Williams	Raleigh	919/977-1852	9
101	Jack Welles	Wrightsville Bch	919/256-4930	9
191	Dan Morton	Greensboro	919/282-4622	9

NORTH DAKOTA

532	Stephen Hoetzer	Bismarck	701/258-5926	7
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OHIO

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

OKLAHOMA

25	Donna McIntosh	Tulsa	918/224-6573	14
63	Guy Lawyer	Norman	405/275-6462	14
131	John Curtis	Oklahoma City	405/348-4501	14
145	Susan Langston	Sallisaw	918/775-4522	14
432	Shirley Parma	Ponca City	405/762-3535	14
468	Boyd Bass	McAlester	918/426-4745	14

OREGON

19	John Lefler	Ashland	503/482-1717	4
72	Jim Williams	Portland	503/357-8861	4
94	Jerry Putnam	Bend	503/388-2186	4
193	John Stahr	Eugene	503/344-5585	4

PENNSYLVANIA

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

PUERTO RICO

133	Julie Reguero	San Juan		13
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RHODE ISLAND

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

53	Mike Groshon	Charleston	803/792-6866	9
141	Pat O'Cain	Columbia	803/957-6306	9

164	Lee Moses	Clemson	803/877-8782	9
174	Leigh Talmadge	Myrtle Beach	803/237-3430	9
520	Buzz Moore	Hartsville	803/332-6103	9
536	Marvin George	N. Augusta	803/279-5750	9

SOUTH DAKOTA

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

TENNESSEE

134	Charlie Miller	Memphis	901/744-7552	15
249	Gary Lamborn	Nashville	615/859-3167	15

TEXAS

8	John Mayo	Galveston	713/952-4558	6
23	Tom Slettebo	Dallas	214/394-1339	14
64	Mike O'Neal	Austin	512/331-1611	6
91	Jean Might	Ft. Worth	817/581-6222	14
99	Brad Foster	Corpus Christi	512/949-7350	6
102	Mike Hardy	So. Padre Island	512/630-1267	6
128	Stephen Acquart	San Antonio	512/342-6329	6
146	Skip Barmore	Wichita Falls	817/767-7847	14
162	Ray Murray	Waco	817/754-8831	14
407	Debbie Hennessey	N. Houston	713/443-4564	6
435	Steven Fangio	Amarillo	806/355-3984	14
457	Scott Beach	Brownwood	915/784-7004	6
486	Jon Julien	Abilene	915/691-1115	14
526	Walter Campbell	Odessa	915/367-5075	6

UTAH

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

32	Buck Huff	Virginia Beach	804/473-1558	9
196	Chris Bolton	Alexandria	703/550-0398	11
221	Russell Dixon	Richmond	804/264-9417	9
516	Thomas Yorty	N. Virginia	703/476-6853	11

WASHINGTON

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

WISCONSIN

472	David Repyak	Cambridge	608/423-3494	7
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WYOMING

156	Stuart Hill	Casper	307/235-0692	5
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EUROPEAN

315	Helmut Jakobowitz	Vienna, AUSTRIA	Eur
335	Friedrich Schiebel	Vienna, AUSTRIA	Eur
336	Erich Minarik	Graz, AUSTRIA	Eur
376	Miro Zornija	Vienna, AUSTRIA	Eur
381	Harry Michel Peter	Knokke Heist, BELGIUM	Eur
393	Olivier Verbustel	Auderghem, BELGIUM	Eur
394	Francis Maes	Ostende, BELGIUM	Eur
397	Benoit Thieffry	Coxsyde, BELGIUM	Eur
801	Jean Werrie	Burxelles, BELGIUM	Eur
817	Xavier Wynen	Ostende, BELGIUM	Eur
386	Barry Jenkins	Jersey, CHANNEL ISLANDS	Eur
333	Erik Olsen	Middelfart, DENMARK	Eur
385	Mogens Hojgaard	Arhus, DENMARK	Eur
396	Nils Dulum	Rungsted Kyst, DENMARK	Eur
815	Thomas Poulsen	Charlottenlund, DENMARK	Eur
369	Heikki Loukasmaki	Helsinki, FINLAND	Eur
303	Bruno Delahaie	Rennes, FRANCE	Eur
309	Christian Peres	Toulon, FRANCE	Eur
311	J. Francois Bockell	La Baule, FRANCE	Eur
312	Gerard Fulgoni	Hyerres, FRANCE	Eur
313	Stan Sobczyk	Le Havre, FRANCE	Eur
320	Jean Pierre Blaise	Ludres, FRANCE	Eur
321	Guy Delmas	St. Medard, FRANCE	Eur
324	Etienne Moutte	Marseille, FRANCE	Eur
328	Pierre Sarabous	Biarritz, FRANCE	Eur

FLEET DIRECTORY

338	Alain Blum	Cap D'Agde, FRANCE	Eur	314	Jacques Frei	Noumea, NEW CALEDONIA	Eur
339	Guy Reverbel	Palavas, FRANCE	Eur	367	Cato Knem	Oslo, NORWAY	Eur
340	Bruno Sollier	Beaufort En Vallee, FRANCE	Eur	310	Dominique Ardin	Geneva, SWITZERLAND	Eur
344	Jacques Serviere	Mandelieu, FRANCE	Eur	322	Thomas Muhlethaler	Zurich, SWITZERLAND	Eur
347	Bernard Lion	Ajaccio, FRANCE	Eur	329	Walter Steiner	Altenrhein, SWITZERLAND	Eur
354	Marcon Louis	Martigues, FRANCE	Eur	341	Werner Wittwer	Denges, SWITZERLAND	Eur
355	Robert Rives	Toulouse, FRANCE	Eur	326	Per Ahlberg	Vellinge, SWEDEN	Eur
357	Raymond Descatoires	Bondues, FRANCE	Eur	368	Thomas Niclason	Sollentuna, SWEDEN	Eur
363	Francois Sangiardi	Paris, FRANCE	Eur	371	Ove Hult	Vastra Frolunda, SWEDEN	Eur
379	Jacques Simon	La Valette, FRANCE	Eur	387	Rolf Haradlsson	Salen, SWEDEN	Eur
392	Pierre Liard	La Motte, FRANCE	Eur	812	Lars Persson	Skövde, SWEDEN	Eur
805	J. Jacques De Keyser	Halluin, FRANCE	Eur	814	C.S.B.F.G. Lefebvre	Gosier, Guadeloupe, WI	Eur
809	Laurent Bonnet	La Rochelle, FRANCE	Eur	INTERNATIONAL			
813	Domique Paris	Locmariaquer, FRANCE	Eur	79	Bill Hyman	Pago Pago, AM. SAMOA	Int'l
818	Laurent Laroutourou	St Maring, FRANCE	Eur	506	Craig Findley	Caringbah, AUSTRALIA	Int'l
301	Dangel Manfred	Wolfrathshausen, GERMANY	Eur	702	Robert Jensen	Sydney, AUSTRALIA	Int'l
317	Detlef Mohr	Hamburg, GERMANY	Eur	704	John Vaughn	AUSTRALIA	Int'l
318	Bernd Beilhub	Ritterhude, GERMANY	Eur	707	George Groves	AUSTRALIA	Int'l
319	Mathias Stender	Aachen, GERMANY	Eur	710	Dick Sherwell	AUSTRALIA	Int'l
327	Andreas Szameitat	Eutingen, GERMANY	Eur	438	Age de Vries	Monoma, BAHRAIN	Int'l
334	Peter Jannack	Hamburg, GERMANY	Eur	487	J. De Groot	Seria, BORNEO	Int'l
342	Gunther Konig	Morun/Sylt, GERMANY	Eur	122	Walter O. Cabral	Fortalexa, BRAZIL	Int'l
349	Klaus Zuchel	Lechenich, GERMANY	Eur	38	Paul Harvey	Nova Scotia, CANADA	12
348	Wolf Ossner	Muenchen, GERMANY	Eur	74	Paul Yarwood	Whitby, Ont, CANADA	16
350	Rainer Kellerman	Velbert, GERMANY	Eur	90	Bruce Peto	Winnepeg, Man, CANADA	7
351	K. Kuhlrich	Herdecke, GERMANY	Eur	98	Lamont George	Clear Lake, Man, CANADA	7
352	Michael Schwindt	Huenstetten, GERMANY	Eur	129	Glenn Withenshaw	Thunder Bay, Ont, CANADA	16
356	Peter Bezold	Bamberg, GERMANY	Eur	172	Nick Elliot	Kingston, Ont, CANADA	16
360	Fritz Von Dornick	Kalkar, GERMANY	Eur	183	Stuart Crabbe	Toronto, Ont, CANADA	16
361	Jandek Hartmunt	Bergkamen, GERMANY	Eur	185	Marcus Lamb	London, Ont, CANADA	16
362	Stefan Griesmeyer	Feldafing, GERMANY	Eur	214	Steve Jung	Vancouver, BC, CANADA	4
366	Dirk Praetorius	Hemmingen, GERMANY	Eur	237	Craig Burwell	Sarnia, Ont, CANADA	10
373	Peter Mueller	Mendig, GERMANY	Eur	247	David MacHardy	Chatham, Ont, CANADA	10
374	Wolf Petrovicki	Glöbusch, GERMANY	Eur	263	Ron Rubadeau	Kelowna, BC, CANADA	4
377	Thomas Stange	Bremen, GERMANY	Eur	293	Dave Chick	Bahurst, NB, CANADA	12
388	Folker Zinke	Borkum, GERMANY	Eur	298	Dave Milne	Ottawa, Ont, CANADA	16
395	Dieter Brandt	Dusseldorf, GERMANY	Eur	299	Bill Cabel	Pickerington, NB, CANADA	10
398	Fiete Noack	Berlin, GERMANY	Eur	417	Grant McDonald	Nova Scotia, CANADA	11
513	Frieder Niederquell	Korbach, GERMANY	Eur	441	Chris Walker	Burlington, Ont, CANADA	16
803	Fiegfried Tietz	Friedrichshafen, GERMANY	Eur	446	Edgar Frank	Calgary, AB, CANADA	4
323	Brian George	Cornwall, GREAT BRITAIN	Eur	497	George Wand	Trenton, Ont, CANADA	16
346	David Collett	Houghton Cambs, GREAT BRITAIN	Eur	517	Brian Hughes	Turkey Pt. Ont., CANADA	16
364	Gordon Edwards	Surrey, GREAT BRITAIN	Eur	527	Robert Laurendeau	St. Romuald, Que, CANADA	12
370	Barry Tiernan	Poole Dorset, GREAT BRITAIN	Eur	289	Octavio Jorge	Santo Dom., DOMINICAN REP.	Int'l
372	Phil Taphouse	Somerset, GREAT BRITAIN	Eur	252	Noel Kliner	Tami, FIJI	Int'l
804	Thursby Neil	Tynes & Wear, GREAT BRITAIN	Eur	189	Tony Stearns	Saipan, GUAM	Int'l
806	Graham Sawyer	Stapleford Notts, GREAT BRITAIN	Eur	138	Juan Maegli	Guatemala Cty, GUATEMALA	Int'l
807	Roy Forfitt	Wiltshire, GREAT BRITAIN	Eur	493	F. Peter Harwood	Muscal, GULF OMAN	Int'l
816	Simon Morgan	London, GREAT BRITAIN	Eur	179	Gordon Leilson	HONG KONG	Int'l
816	Simon Morgan	Vassiliki Lenkas, GREECE	Eur	518	Max Westwater	Cheung Chau, HONG KONG	Int'l
304	Rob Van Deursen	Le Heemstede, HOLLAND	Eur	132	Neil Carter	Tiemure, INDONESIA	Int'l
305	Bram Lussenburg	Hoekvan, HOLLAND	Eur	365	Didier Constant	Abidjan, IVORY COAST	Int'l
306	Nol Eitens	Katwijk Zee, HOLLAND	Eur	498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'l
307	Jan Van Spellen	Den Haag, HOLLAND	Eur	499	Mariyasu Murase	Saitama-ken, JAPAN	Int'l
308	Jan Wijker	Egmond A/Zee, HOLLAND	Eur	501	Ajiro Hirayama	Tokyo, JAPAN	Int'l
316	Martin Schuitema	Wassenaar, HOLLAND	Eur	507	Masami Kozuge	Kanagawa, JAPAN	Int'l
325	Wim Bongers	Noordwijk, HOLLAND	Eur	233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
343	Bram Van Straalen	Gravezande, HOLLAND	Eur	469	Poncho Limon	San Felipe, MEXICO	Int'l
353	Hans Kersseboom	Naarden, HOLLAND	Eur	405	Shaun Burgess	Boroko Papua, NEW GUINEA	Int'l
378	Nico Olthof	Gtutrech Hemelingen, HOLLAND	Eur	46	Murray Davidson	Auckland, NEW ZEALAND	Int'l
380	Kees Snijders	Velserbroek, HOLLAND	Eur	471	Nicky Guy	Christchurch, NEW ZEALAND	Int'l
382	Ernest Zwikker	Assen (Drenthe), HOLLAND	Eur	512	Gavin Harford	Wellington, NEW ZEALAND	Int'l
390	Robert Heilbron	Wassenaar, HOLLAND	Eur	531	Brendon Whitley	Tavranga, NEW ZEALAND	Int'l
391	Milko Berben	Rotterdam, HOLLAND	Eur	402	Charlie Cronhel	Lagos, NIGERIA	Int'l
302	Paolo Orsini	Ladispoli, ITALY	Eur	274	Peter Capotosto	Manila, PHILIPPINES	Int'l
331	Eduardo Colosetti	Varedo, ITALY	Eur	420	Juan de Orbaneja	Mijas, SPAIN	Int'l
332	Giuseppe Rotunno	Pisa, ITALY	Eur	421	Ricardo Rovira	Calafell, SPAIN	Int'l
337	Paolo Span	Aurisiana, ITALY	Eur	422	Adrian Viudes	La Manga, SPAIN	Int'l
345	Gianpaolo Serra	Quartu S.Elena CA, ITALY	Eur	423	Jose Rodriguez	Castelldefels, SPAIN	Int'l
358	Maurizio Juris	Venezia Lido, ITALY	Eur	424	Joan Torroella	Roses, SPAIN	Int'l
359	Maurizio De Rossi	Roma Lido, ITALY	Eur	425	Felipe Bellini	Mallorca, SPAIN	Int'l
375	Andrea Dorigoni	Toronto, ITALY	Eur	426	Ramon Piño	Puebla de Farnals, SPAIN	Int'l
383	Antonio Nocca	Gaeta, ITALY	Eur	428	Pedro Garcia	Sanlucar de Bmda, SPAIN	Int'l
384	Claudio Colbertaldo	Palermo, ITALY	Eur	429	Antonio Oriol	Madrid, SPAIN	Int'l
389	Paolo Sciacaluga	Genova, ITALY	Eur	430	Antonio Muñoz	Sotogrande, SPAIN	Int'l
800	Michael Wohl	Meran, ITALY	Eur	431	Rodolfo Ortiz	Zaragoza, SPAIN	Int'l
802	Piero Di Nucci	Formia, ITALY	Eur	411	Dick Wilsinson	Dubai, UNITED ARAB EMIRATES	Int'l
808	Marino Sandro	Pescara, ITALY	Eur	511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
810	Roberto Peragallo	Della Pescara, ITALY	Eur	490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l
811	Oscar Calzati	Latina, ITALY	Eur				

NORTH AMERICAN REGION NEWS

AN APPEALING IDEA

Hobie Cat protest committees are comprised of extremely dedicated and knowledgeable sailors. Of course, the protest committee members, like you, are just people; and people occasionally make mistakes. When this happens, sailors in the NAHCA now have the option of taking the decision to a higher level.

Protest committee members should be fair and unbiased, able to sort through vast amounts of testimony to get to the essential facts upon which they base their decision. From now on, that decision, in addition to being explained to often confused contestants, also must be able to withstand a possible appeal.

As first vice president of the NAHCA, I've been working to activate a higher appeals committee. Well, we've finally done it, and we are ready to go. Hobie sailors now have the option to submit the decision of a protest committee to the North American Hobie Class Association Appeals Committee. The appeals procedure will be administered according to U.S.Y.R.U./I.Y.R.U. Rules 77 and 78, with a little extra allowance for time to file.

Appeals may be submitted only on the interpretations of rules, not on the validity of the rules themselves. These would include protests based on the I.Y.R.U. or U.S.Y.R.U. racing rules, the sailing instructions and the Hobie Class Association rules. The Appeals Board will consist of six members from the U.S. and Canada, including myself.

Sailors wishing to submit an appeal must complete an "Intent to Appeal" form, which includes the following information and materials:

1. Grounds for appeal: why the applicant believes the outcome of the protest is incorrect — citing rule numbers, appeal numbers, etc.
2. A complete copy of each protest form, which if it does not have the following, should be included separately.
 - a. Diagram of the incident — showing positions and tracks of all boats involved.
 - b. Direction and strength of the wind.
 - c. Current — if any.
 - d. Depth of water — if applicable.
 - e. Course to the next mark and the required side, or the mark itself.
 - f. Description of the incident.
3. Regatta flyer — if special instructions.

4. Sailing instructions — if different from standard.
5. Any other statements or diagrams submitted to the protest committee.
6. Names, addresses and phone numbers of all parties involved, including the protest committee chairman.
7. Any written comments any party would like to make.

PREPARE FOR YOUR APPEAL

I suggest that whenever you fill out a protest form, you do so with the idea this protest will decide the outcome of the America's Cup! Be very neat and accurate, spend time on your diagram and present a professional attitude. If you lose the initial protest and wish to appeal, state your intent immediately and ask the protest committee chairman to complete and sign (including address and phone number) the protest form.

Then write to request an "Intent to Appeal" form from: NAHCA Appeals Board, Jane Sherrod, 3 Cobb, Joshua, TX 76058. Assemble your materials and forms and mail everything to the Appeals Board at the address above.

Requests for "Intent to Appeal" forms must be made within 10 days of the protest committee's decision. The appeal materials and form must be received by the NAHCA Appeals Committee within 21 days of the protest committee's decision.

Appeals first will be screened to determine their validity. If the appeal has merit, it will advance to a committee of three Appeals Board members. The Appeals Board may uphold, alter or reverse the decision of the protest committee.

ACCEPT THE VERDICT

Losing a protest is not the end of the world — even though it seems that way at the time. Protests often are the only way to comprehend the finer points of the rules. You'll never forget the rules you didn't know until the protest decision enlightened your knowledge.

I believe everyone (from experts to novice fleeteters) should ask to observe or even serve on a protest committee. Committee members usually miss dinner and all the parties. They can never please everyone, and of course, one side of a protest always will be unhappy with the outcome. Nevertheless, participation on a protest committee is the best way to learn the rules and is also a great means of strengthening the sport.

Pretty dry, huh? Now, let's quit talking and go sailing!



Jane Sherrod
First Vice President, NAHCA

SHOW OFF AND SHOW UP

All right, listen up all you video camera fanatics. Let's have some fun by showing off our Hobie colors to the television viewing world. Have you noticed all the television programs lately made up of home video clips shot by amateur photographers such as you and me? One program in particular (America's Favorite Home Videos) has been at the top of the ratings chart ever since its first episode was broadcast back in 1989. Not only is this program a big success in the USA, but similar shows are being created all over the world.

America's Favorite Home Videos, which airs each week on the Fox Network, offers viewers the opportunity to submit funny short home videos. Entrants whose submissions appear on TV vie for the weekly prize of \$10,000 awarded to the favorite home video for that week.

So put on your movie-making hat, a straw one should do, and capture some of those wild and crazy things that always seem to happen while sheeting in and maxing out your Hobie Cat. How about putting your dog in your lap while out on the trapeze? (Please make sure you have a signed paw-print consent form first.) I'm sure there must be hundreds of creative tricks you can do with your Hobie. Check your local TV listings for this type of program airing in your hometown and show off some of our Hobie colors!

EVENT SPONSORSHIP

Your North American Hobie Class Association is hard at work trying to obtain sponsorship for upcoming Nationals. Sponsorship proposal packets have been assembled and are being sent to many marketing directors of numerous small and large corporations. So far, the response has been encouraging. Companies such as Nike have expressed interest in sponsoring upcoming events.

If you have any leads you think we should pursue, please write to NAHCA Sponsorship Committee, 31700 Middlebelt Road, Suite 100, Farmington Hills, MI 48334. Feel free to join the committee if you can spare some free time. Remember, the NAHCA has been created "for the Hobie people, by the Hobie people."

Have a Hobie day!



Marci Moore
NAHCA WHCRA Representative

the beach dolly to scoot past or under the shrouds and will have to dig the hole deeper or screw it in further. Herein lies the advantage of a "screwdown" type of tiedown. It facilitates those incremental adjustments much easier than a unit that does not screw down.

As a final test, roll the boat, on the beach dolly or trailer, over the tiedown. Does it have clearance? It is best to have the weight of the boat on the beach dolly or trailer, otherwise you will not have compensated for the boat weight that will compress the tires and reduce the clearance height between tiedown and axle. Our sailor friend with the 2x4 and cable got around the clearance problem by having a flexible

Tying down your
**Hobie Cat is like
buckling up your
seatbelt in your
vehicle.**

cable that could be rolled over by the beach dolly.

TIE IT, YOU'LL LIKE IT!

Once you have confirmed the clearance between axle and tiedown, fill in the hole. Pack the earth, or sand, into the hole. That should do it! Now, it is up to you to train yourself to anchor your boat when the sailing day is over. I believe you will find it's like buckling up the seatbelt in your vehicle. At first, it takes some self-discipline. Soon, it becomes second nature. The safety, value and protection of your Hobie investment outweighs the small outlay of time it takes to tie it down each evening. *SK*

Up With Tiedowns

Hurricane Hugo ripped through the Myrtle Beach coast in September 1989 with sustained winds of 110 mph. As you can imagine, tiedowns were not effective in anchoring Hobie Cats. Several boats, along with their tiedowns, were yanked from their spots and deposited half a mile away. A well-manicured par 3 golf course, located across from Fleet 174, was strewn with busted hulls, bent masts, tangled lines and seaweed.

The lesson is: When a hurricane threatens, move your boat.

Recently we learned tiedowns do work in less devastating conditions. Last February, the winds in Myrtle Beach were 35 mph, gusting to 60. Several unanchored boats went airborne, causing damage to them and other boats.

Thoughtful members who remembered Hurricane Hugo (Ted Watts and Robin Vaught) cared enough about fellow members to rush down and take care of the boats not tied down.

They found a mess when they arrived. The wind made a pancake out of one fleet member's Hobie 16, literally flipping it upside down and bending the mast at a 45-degree angle. The gusts captured another, hurling it 200 feet downwind. It landed upright. Several boats went sideways, punching holes in the hulls of anchored Hobies.

We tiedown fanatics find it difficult to understand why other members fail to tie down. Is it an aversion to coughing up five bucks for the tiedown, nice insurance on their old boat (to replace it), lack of respect for the property of others or simply procrastination?

We had witnessed the effects of strong winds on Hobies, but how soon some of us were to forget.

A LESSON LEARNED

Late last March, we enjoyed one of those beautiful Myrtle Beach days, with winds 5-10 mph and the temperature at 80 degrees — a great day for sailing single-handedly! Four of us met at the club to make the most of the day. Among our group was Glenn Roberts, an A-10 pilot who had just returned from his mission in the Gulf, flying the "Beauty of the Desert ... the Warthog." Well, Glenn had mastered turning his A-10 in 360s, diving and climbing and doing all those pilot maneuvers. But, he



had forgotten the subtle touch and concentration required to keep his Hobie flat on the water and the windward hull down. He allowed the wind to get the best of his watercraft and ... you can imagine the rest.

I plucked Will Jensen from his Hobie to add his weight to Glenn's (A-10 pilots don't weigh much) to upright his Hobie. Will's boat drifted downwind, on its own, until we got Glenn's boat upright. Jeff Montgomery kept an eye on Will's boat to make sure nothing else went astray while I circled the returning hero.

This story is a fine example of the concern and watchful eye we have for one another when on the water. Somehow, we must encourage all sailors to translate this concern on the water for responsibility on land. Tiedowns are important. All Hobie Catters should securely anchor their sailboat, to assure the safety of all boats in their vicinity.

At our April fleet meeting the topic came up once again. One suggestion was to install a few community tiedowns and lock the boats of delinquent members to the tiedowns, with a \$25.00 fine assessed. New members would be required to install a tiedown before their boat could be left unattended at the club. Commodore Leigh Talmadge concluded the discussion by reminding those present it is unfair to leave unanchored boats next to those anchored.

As the meeting adjourned and members began to mumble, one member announced, "Well, I learned my lesson. Tie it down!"

1991 Canadian Nationals

LOCATION:

Whitby Yacht Club, Whitby, Ontario is located on the North Shore of Lake Ontario about 50 km. east of Toronto. You will be greeted by a clean sand beach that can accommodate 300+ Hobie Cats.

Weather at this time of year is generally excellent with hot summer days and cool comfortable evenings.

The Ontario and Canadian Cat Associations along with Hobie Fleet 74 will be your hosts. If you have attended the Hobie Worlds in Canada you know this will be an excellent event.

ACCOMMODATION:

There will be limited on-site camping and motor home parking available. A spot can be reserved with your registration, but remember spots are limited.

There are a number of good hotels and motels in the area. A list will be provided to all registrants.

ELIGIBILITY:

All sailors are eligible to enter and compete in this event. No qualification is required and there will be A, B, and C fleets. Only Canadians are eligible to be the national champions.

In other words it is just like a points regatta, but one where a Canadian National Champion will be selected.

DAY CARE:

On-site day care may be provided if there is sufficient demand. Please indicate your interest on the registration form.



ENTRY FEES:

Pre-registered (before 1 Aug. 1991)	On-Site Registration
One person boats\$100	One person boats ...\$125
Two person boats\$125	Two person boats ..\$150

SCHEDULE:

Wednesday August 28 ..Registration and Beach Party
Thursday August 29Registration, Racing, Welcome Party
Friday August 30Racing and Social Shenanigans
Saturday August 31Racing and Social Shenanigans
Sunday September 1Racing and Awards Banquet

1991 CANADIAN NATIONALS REGISTRATION FORM

Skipper: _____
Address: _____
City/Province _____,
Postal Code _____
Phone (H) _____ (B) _____
Crew Name _____
Class ☐ 21 ☐ 18 ☐ 17 ☐ 16 ☐ 14
Fleet ☐ A ☐ B ☐ C

I have enclosed a cheque made out to the
1991 Canadian Nationals in the amount of \$ _____

Please indicate your interest in:

On-Site Camping ☐ Yes ☐ No
On-Site Day Care ☐ Yes ☐ No

Mail to:

1991 Canadian Nationals

c/o David Hopper
446 Main Street
Toronto, Ontario
M4C 4Y2

HOME (416) 691-4027 WORK (416) 443-8361

1991 CANADIAN HOBIE NATIONALS

August 28 to September 1 1991
Whitby Yacht Club

main sheeted properly and the traveler set. Settle down, evaluate your tactical position and make any moves necessary to clear your air or take advantage of another boat. Then - and only then - adjust your outhaul, downhaul, boards, rudders, etc. These items make a very small difference in boat speed. If you wait to adjust them until you are 50 or 100 yards down the course, you have lost nothing, and probably gained a bunch on the frantic skippers still monkeying with their mast rotation keeper.

HEAVY AIR SAILING

PUT THE UPS AND DOWNS IN YOUR FAVOR

The 17 really comes into its own when the wind gets above 18 knots. There is nothing quite like driving a 17 upwind from the wire in a "blow." The 1990 17 National Championship held at The Gorge in Hood River, Oregon recorded gusts up to 42 knots, with reports of it being higher at times. The boats did extremely well in these conditions, suggesting it is all a matter of experience and frame of mind. Here are some tips.

UPWIND

With all the controls to flatten the sail, you should have no problem making your main look like a bed sheet at boot camp (REALLY FLAT). Point the mast rotator arm between the shroud and the forward wing stanchion, pull the downhaul tight, then the outhaul. Put just enough batten tension in to get out the major wrinkles, and loosen the leech line.

The trick after that is to travel out as far as necessary. Start before the race with the traveler out 4-6 inches, to determine if this will help keep the boat flat. If not, continue easing the traveler out in 3-inch increments. At some point, the boat will settle down and be in control. If the wind is very puffy with long periods below 18 knots, don't travel out too far. You will need the power in the lulls.

Driving to windward in a blow is a skill not to be underestimated. If you vary your

course too much, you will go slowly and be out of control the entire time. The objective is finding the point at which you are overpowered, and sailing a fraction of a degree above that line. As everybody knows, you should head up in the puffs. The big secret is coming back down AS SOON AS the puff has passed. The instant you feel the boat settling down, fall off to get another "bite" of air. If you wait too long, you will lose speed. Here is a good rule of thumb: If you are comfortable with your line and the boat is in control, you aren't sailing low enough or hard enough.

There is nothing quite like driving a 17 upwind from the wire in a "blow."

A big help in sheeting the 17 in a blow is to string your main blocks with a 7:1 ratio. It is class legal. Put a turning block on the bracket on top of the cleat where you currently anchor the end of the sheet, making sure it is large enough for your sheet to pass through smoothly. Mount another boom bale 4-5 inches forward of your current one to provide a new place to anchor the end of the sheet. Pass the mainsheet through the turning block and route it up to the new bale. Tie it off with a bowline, and presto, you have a 7:1 ratio (there is a good picture of this setup on page 29 of the 1991 Hobie parts catalog). If the wind falls out, simply untie the bowline and tie a figure-8 knot in the line. It will not pass through the turning block and you will be back to 6:1.

A note of caution: This setup will cause

the bottom block to sit higher in the front when sheeted. It will raise your jaws slightly and make it harder to cleat the main. Be sure to check the setup on the beach and lower the jaws accordingly.

DOWNWIND

In 25 knots or more, keep the distance between the main blocks under 2 feet and travel IN about 6 inches. Sail the boat almost dead downwind and you will be more in control. This technique causes the wind to hit the sail at an angle; thus, a glancing blow. If you let the sail way out, the wind strikes the sail at 90 degrees (especially in the top half of the sail) and impacts with much more force, dramatically increasing the chance of pitchpoling. Yes, a 17 can be pitchpoled in these conditions. The Gorge will attest to that!


REACHING

Discretion is the better part of valor. Use a lot of twist, pump the sheet, and if the conditions are too hairy, sit on the wing rather than getting out on the wire. Usually, reaches are not that long, and you will lose a lot fewer positions this way than with your bows pointed toward the bottom!

SUMMARY

As with any high-performance sailboat, there is a lot to absorb and remember about the 17. Continue practicing and applying these principles and you will get better! Persuade the top skippers in your area to answer any questions you might have. They should be more than willing to help.

All the items mentioned are what works for the majority of the 17 sailors racing today. The best settings and techniques for this boat are in a constant state of change. As new ones prove faster, they will be incorporated into the game plan.

I am sure some 17 skippers will disagree with certain points, but this article should give you a good starting place (and a better finishing place). Good luck and good racing! 

MAINTENANCE AND CONVENIENCE TIPS

17 Top Tips

Here are some maintenance and convenience tips that make the 17 more pleasurable to sail and easier to keep in top condition.

MAINTENANCE

1. Keep rudder cams lubed with a waterproof grease or generous amounts of

silicone spray. The cams will work much better and last a lot longer. Check the bolt holding the cam plate to the upper casting. If the bolt extends below the plate, it will gouge the rudder cam and eat it up. Grind the end of the bolt off flush with the plate to prevent this from occurring.

2. The inside "rail" of each wing is a piece of hollow aluminum. Over time, it will

bend, causing the rail to pop out of the wing, possibly in the middle of a race. If your rail is bent, take the wing out of the boat. Put one of the wing supports in a secure spot and push the other support to spread them apart. With some effort, the rail pops out of the castings riveted to the wing tubes. Once the rail is free, get some sand from your kid's (or the neighbor's



The F-27 is an Ian Farrier design

Improve Your Net Worth.

F-27 owners enjoy their net worth. Whether kicking in for the finish line or kicking back at the end of the day, these nets help provide the same deck space as most fifty-footers. This is very good, because F-27s also sail as fast as most fifty-footers.

To have more fun with your net worth, give us a call.

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585-3005; Fax: (619) 585-3092.

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Don't miss out.**

kid's) sandbox. Fill the tube with sand. Put it between two trees with a piece of 2x4 on either side and bend it back straight. The sand and 2x4s will keep the tube from crimping. Pop it back into the wing the same way it came out, and you are ready to go.

3. The gooseneck casting that fits in the front of the boom is held on by two rivets. It holds better and has less chance of ripping out if you put four rivets in. Drill out the existing rivets and look at the casting. You will see the one and only spot in which the other two rivets can be placed. Carefully drill the two additional holes, and pop all four rivets in.

4. The plastic jam cleats used for the outhaul, downhaul and mast rotator are fragile and can slip. Replace these with aluminum ones to eliminate this problem.

5. Replace your centerboard lines regularly (at least once per year). They are prone to chafing where the line exits the centerboard and just below the stop knot in the line. Some 3/16-inch, pre-stretch line works great here.

6. Keep an eye on the tension of the dolphin striker. If it is loose, the best remedy is to take the front crossbar off the boat and use a long extension (8 inches or more) on your ratchet wrench to tighten up both ends equally. Do not over-tighten. If you just discovered the tension is loose and the white flag is in 30 minutes, take a shortcut. Find the two nuts on the vertical rod on which the mast sits (just below the mast ball). Loosen the nut above the crossbar several turns. Tighten the lower nut against the crossbar a couple turns, to tighten the dolphin striker some. Get it as tight as necessary, then snug up the top nut. This procedure is a shortcut only. When you have time, take the crossbar off and tighten the piece properly.

7. When your boat is on the trailer and parked, lower the centerboards all the way down, taking the tension off the spring and the hook on the board. Leave them in this position until you are ready to move the boat. Don't forget to raise them for trailering!

8. When turning the rudders all the way over to one side, the rudder castings will strike the deck lip on the hull. To prevent damage, glue a 1-inch square of hard rubber or carpet to the spot on the lip where contact occurs to cushion the blow. Use contact cement or epoxy. If you don't pad it, eventually the lip can be crushed.

9. The wings on some boats are hard to get in and out. With continued use, the holes in the hulls will wear and possibly crack (and leak) if you don't take good care of them. Clean the sand off the wing tubing and spray with silicone spray before putting the wing in the hull (a little silicone spray really helps the wing to slide in and out easier). Pull evenly on the wings when removing them from the hulls. If you pull one tube all the way out without pulling up the other side, you may break out or crack the fiberglass tube in the hull. Try to get all

the water out of the hole before putting in the wing. If water is in the hole, the wing will not seat all the way to the bottom. Use a 4-foot section of 1/8-inch clear tubing (aquarium stores sell it by the foot) to siphon out the water. Use clear tubing so you can see the water coming out as you suck on the tube. Nothing is worse than sucking up old rain water!

In the winter, be sure to take your wings out and cap the holes so water doesn't fill them up. The water can freeze and expand in the hole, cracking the hull tube.

Many of the older wings do leak. After a race, you pull the wings out of the boat and you feel water sloshing around in there, but how do you get it out? You certainly don't want that weight in your boat next time you

The second solution is not for the faint of heart!

sail. Drill two small holes (one on each corner) in the wing tubing where the tubing is exposed by the wing tramp. Do this on the underside of the wing. These will be your drain and vent holes to remove the water. Put self-tapping stainless screws back in the holes to plug them up after draining.

10. Next time you have your boat apart, check the casting mounted onto the hull on which the crossbars fit. These can break out, causing a loose boat, leaking hulls and severe structural damage if not fixed. They are epoxied in place and can easily be glued back. Make very sure you glue them back in the right spot or the boat will not fit back together. Unless the casting is loose, do not attempt to remove it!

11. Your boat will develop stress cracks in the gel coat on the deck around the centerboard wells. Do not worry about this unless the cracks begin to open up or your deck flexes more than normal. Cracking is caused by sitting on the deck, resulting in its flexing. The fiberglass flexes without cracking, but the gel coat is much harder and doesn't like to bend; therefore, it cracks. Standing on the decks more than you have to really aggravates the situation.

12. The mast rotator arm is mounted to the mast with a stainless bolt. This bolt has a lot of force applied to it. Replace it every two years. If you don't, it will shear off at the worst possible moment!

13. The centerboards need some attention from time to time. The foam-filled

fiberglass composition makes a light and strong board, but results in one problem: a number of small bubbles in the fiberglass just under the layer of gel coat. As the boat is sailed or dragged up the beach, the gel coat breaks loose where these bubbles occur, leaving small divots in the leading edge of the board. This is a key area to keep as smooth as possible.

Two solutions exist. One is to continue to fill the holes as they occur, which can be tough to do, yielding a patchwork leading edge.

The second solution is not for the faint of heart! Cut a "V" groove down the leading edge of the board (I used a carbide-tipped "V" groove bit in a router table) about 3/8-inch deep. You then can build the leading edge back up with a hard epoxy. The best seems to be West Systems Epoxy, which has a filler that can bring the epoxy to the consistency of peanut butter. This epoxy will sand easily, but is hard as a rock when fully cured. It also will resist scratches better than gel coat.

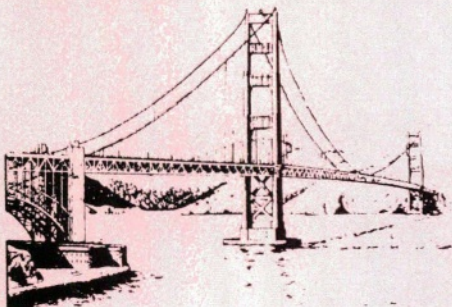
You might want to save this project for December. It takes time and patience. Consult your local dealer for suggestions or to obtain a quote on the job if you don't want to tackle it.

The other centerboard item to examine is the fiberglass "hook" at the front of the board. This hook has no reinforcing and is susceptible to cracking. You can't see these cracks unless you take the board out of the boat. The problem can be fixed, but requires some delicacy. Use a round file to file out any cracked glass or gel coat, building it back up with West Systems Epoxy and as many layers of fiberglass cloth as possible. You then can file it back down to its original shape after it has cured. The hook will be good as new and the solution is better than buying a new \$174 board.

CONVENIENCE/ MISCELLANEOUS ITEMS

14. The 17 is not noted for its available storage for tools, drinks, jackets, etc. To alleviate this problem, portholes with bags really help. The 5-inch diameter hatch covers for rounded decks fit nicely. The matching "Fat Bags" that drop into the ports give you contained storage. The center of the hole you cut for the hatch should be 12 inches behind the back edge of the front crossbar, putting the hatch halfway between the front crossbar and the shroud. To prevent the hatch from leaking, put vaseline on the threads of the screw-in hatch cover.

15. Many people have problems hooking the halyard ring onto the lock at the top of the mast. Before you raise your mast, make sure the pivoting latch on the halyard hook moves freely. Over time, the hook will bend and not allow the latch to move, creating



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 renown 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

The Best Seat *in the house*



The Ultimate Harness

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

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

Available in Full-Back or Half-Harness Styles

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

The Ultimate in Comfort and Performance

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

See your local Hobie Cat dealer!

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



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:

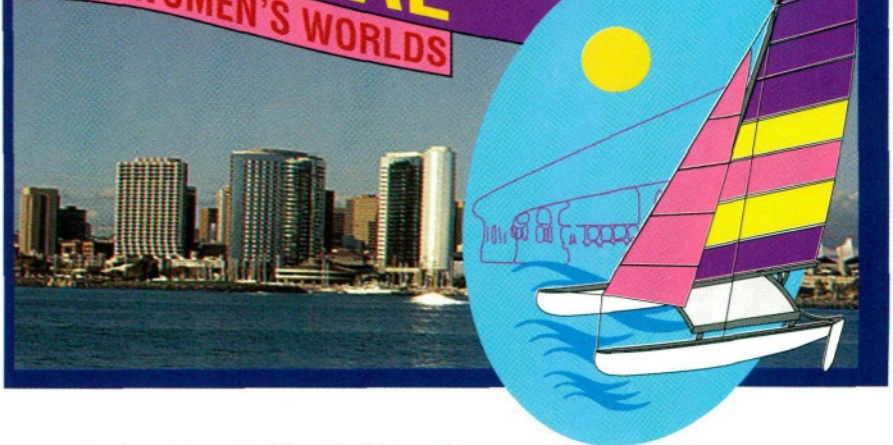
- Camping on the ocean right at the race site
- The magnificent Coronado Bay Bridge linking San Diego and Coronado
- A short ferry ride to all the action of downtown San Diego
- A few minutes from the world famous San Diego Zoo, Sea World, and Tijuana, Mexico
- San Diego is the host city for the 1992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

WAVELINES *Continued from page 10*

muscle quivers and fails to pump blood. Death will occur if the victim is not treated immediately with advanced care measures.

Another treatment stated was to "give the victim lukewarm liquids to drink." This applies only if the victim can himself hold the cup and drink without assistance. If the person needs assistance, he may be in shock; giving food or drink to anyone in shock is absolutely contraindicated. Also, the benefits of warm fluids are minimal.

The best prevention for hypothermia is good protection from the environment.

We agree!! -Ed.

HERE COMES THE JUDGE

She may not be a short, fat, bald man, but Jane Sherrod shares Paul Ulibarri's love of Hobie Catting and willingness to serve the sport. He is NAHCA chairman; she is first vice president. Now, they share something more — Jane was recently appointed a U.S.Y.R.U. judge.

TAKE THAT, FLEET 27!


In response to Fleet 27's challenge, published in the March/April 1991 HOTLINE, I would like to report that the Tucson, Arizona Hobie Fleet 514 logged a total of 97,934 miles during the 1990 sailing season. How many times around the world is that?

This total mileage was amassed by 31 of our 68 members while attending regattas in New Mexico, California, Nevada, Arizona and Mexico. Being a desert fleet, our closest "in town" regatta is across the border and four hours away; the average regatta is a six-hour haul, one way. As you can see, traveling is the Zonie way of life.

Fleet 514 also promotes a 5000 mile club to recognize those members who don't mind wearing out their vehicles to attend and support regattas during the year. In 1990 seven members each logged a total of 48,678 miles.

Although Fleet 514 is quite proud of our traveling notoriety, all of us feel our biggest accomplishment is the fact that 100% of our members have complied with the COMPTIP™ program. How many other fleets out there have achieved that milestone?

Brian Dolan
Commodore, Fleet 514
Tucson, AZ

We're happy to publish results of this unofficial mileage contest among the fleets, but we're ecstatic to present crowning COMPTIP achievements. After all, it's not just the miles, it's the smiles... of your loved ones happy to see you arrive home safe and sound. -Ed. 


IN TUNE *Continued from page 58*

real problems in getting the halyard to catch. When raising the sail, ask another person to feed the sail into the track while you pull the sail up from behind the boat. Once you have it up and are attempting to hook it, pull on the halyard from about 20 feet behind the boat. From this angle, you can see the hook and ring much better. Do not pull the ring too far up. Get it up just far enough to get it over the hook and not past the latch. Standing back and slamming the ring to the top will not hook it. Expletives don't hook it either, but they do ease tension. Spray silicone lube in the sail track prior to raising the sail. It will go up much easier.

Another tip: Take off the sail feeder mounted at the bottom of the track and throw it away! It only gets in the way. Put the two screws back in the mast with a dab of silicone sealer on them to keep the mast from leaking. Use a file to smooth the bottom corners of the sail track, to keep from snagging the sail. Then, sand the corners with 240 grit sandpaper to ensure no rough spots.

Standing back and
slamming the ring to
the top will not hook
it. Expletives don't
hook it either, but
they do ease
tension.

16. Keep the bolts that hold the crossbars to the hulls tight! They will loosen up over time, especially on a new boat. Use a 1/4-inch "T" handle allen wrench, which can be found at any auto parts store. It is long enough to get down to the bolt head and gives you the leverage to tighten the bolt without using pliers.

17. The trapeze bungee that runs across the boat gets in the way a lot as you sit on the wing and move fore and aft. A quick fix is to route the bungee to a small turning block mounted on the bottom of the shroud chain plate and then back to the stern. Drill a 1/4-inch hole in the deck lip on the stern, pass the bungee through it, and tie a figure-8 knot. Do the same on the other side, and you'll be set. 

*Fast Sails
For Fast Sailors*

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

*P.S. We cut your
competition!*

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



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DANGER



DANGER



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

ALL PURPOSE CATAMARAN COVERS

FROM

HOBIE CAT

Three-Piece Trailerable:

- ✓ On or off trailer
- ✓ Mast up or down
- ✓ Highway speeds
- ✓ Road hazards protection

One-Piece Storage:

- ✓ Beach or trailer
- ✓ Mast up or down
- ✓ Easy installation
- ✓ No lifting



Pick the cover that best fits your needs, three-piece trailerable, or one-piece storage. Both work with mast up or down, on or off the trailer.

All covers are offered in good old-fashioned cotton canvas or acrylic canvas, which comes with a guarantee to last five years. The covers provide excellent UV resistance, reducing gelcoat and trampoline fading and other damage by UV radiation and pollutants.

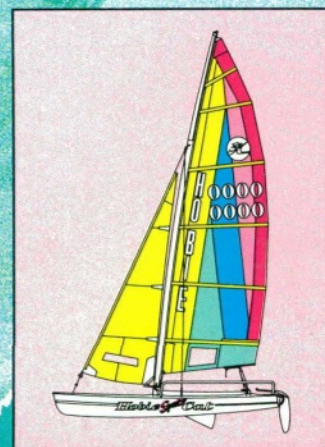
Protect your boat from gelcoat fade, cracking and road damage with your choice of **"All Purpose Catamaran Covers."**

**See your local
Hobie Dealer**

**For the dealer
nearest you call
619/758-9100**



About the
only thing it
can't do is
leap tall
buildings in
a single
bound !



Hobie Sport Cat



P.O. Box 1008
Oceanside, CA 92051
Phone: 619/758-9100
Fax: 619/758-1841

It's faster than the Hobie 16. Priced less than the Hobie 18. It's a two-person, 17-foot catamaran with wings comparable to the 21 and a Formula 40-style boomless rig.

It's not a bird or a plane ... or an ordinary cat: It's the super-sporty recreational boat you've been waiting for — the new Hobie Sport!

SEE YOUR HOBIE DEALER TODAY!!