

Hobie HOTLINE

NOVEMBER/DECEMBER 1991

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



Fire and Ice

WINTER BLUES SUCCUMB TO FIERY HOT SHOTS



Tom Cat
Hobietown, U.S.A.

Dear Santa,

I've been a good Hobie kid all-llllll year long. I watched out, I didn't cry (oh all right, just on the fourth recall of the third race in the last regatta), and I didn't pout (except when I lost that protest).
Well anyway, Santa, for the most part I really have been nice, so please give me the following great Hobie sailing/accessories. The wonderful participating Hobie dealers are offering a sleighload of savings, from November 1 right up through Christmas Eve. As you can see, they've been making a list and checking it twice to make sure the prices are in the best holiday spirit.

In case my family or friends want to help you select my Hobie gift, I'm going to check the ones I want and leave this list where they'll be sure to find it.
I know you don't see a lot of Hobie Cats up there where you live, but if you get me what I ask for, I promise, Santa, I'll take you (and the elf of your choice) for a sail.

Merry Christmas,

Tom Cat

P.S. I'll leave eggnog and cookies for you on the hull.

Item	Suggested 1991 Retail Price	Special Christmas Price
<input type="checkbox"/> H18 Wing Set.....	\$ 875.00	\$ 750.00
<input type="checkbox"/> H16 Vertical Cut Sails.....	1045.00	925.00
<input type="checkbox"/> H16 Oxen Blocks.....	350.00	315.00
<input type="checkbox"/> H18/21 Oxen Blocks.....	400.00	360.00
<input type="checkbox"/> Nacra Oxen Blocks.....	340.00	279.00
<input type="checkbox"/> Digital Wind Meter.....	145.00	130.00
<input type="checkbox"/> Mast Stepper.....	80.00	72.00
<input type="checkbox"/> Cat Box - Large.....	369.00	330.00
<input type="checkbox"/> Cat Box - Small.....	348.00	300.00
<input type="checkbox"/> Toy Box.....	262.00	235.00
<input type="checkbox"/> H18 Spinnaker Sail.....	805.00	805.00
<input type="checkbox"/> H17 Sport Conversion Kit.....	600.00	540.00
<input type="checkbox"/> Hobie Dry Suit.....	300.00	270.00
<input type="checkbox"/> Wet Suits.....	160.00	144.00
<input type="checkbox"/> Timex Victory Watch.....	75.00	65.00

Visit your dealer for Stocking Stuffer Specials on sailing knives, selected tools, Omega Sailing Slippers, ... and more! See page 7 for the dealer closest to you.

Hobie HOTLINE

NOVEMBER/DECEMBER 1991 • VOLUME 20 NUMBER 6

DEPARTMENTS

4 HOBIETORIAL

6 LETTERS

8 WAVELINES

10 ASK THE EXPERT

Dear John. Fix that pylon and mast track, and let's go camping.

12 IN TUNE

The Celebrated Sixteen. Part one: Setup.

14 CAT TALES

Challenging Women. These women go the distance.

25 HOBIE RACING

28 RACER'S EDGE

Do yourself a favor at the finish.

FEATURES

16 FIRE AND ICE

Not looking forward to a cold and lonely winter without your Hobie? Don't despair ... this feature will bring a warming trend your way.

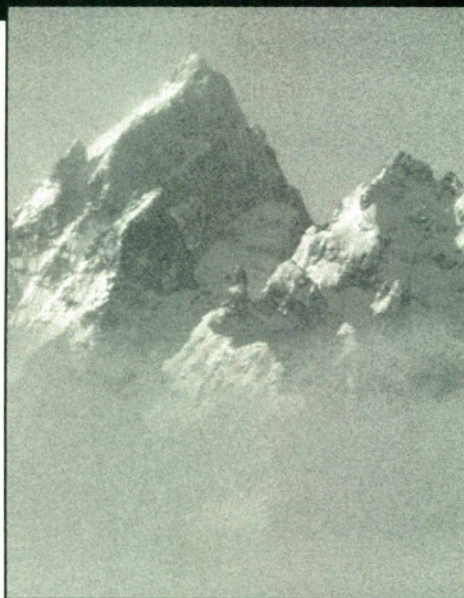
REGATTA REVIEW

26 THOSE AWESOME AUSSIES

Australians win Hobie 18 World ... again!

On the cover

A hot shot to warm the winter by Guy Motil.
The cold background courtesy of Colorado Tourism Board.



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

© COPYRIGHT 1991 INTERNATIONAL HOBIE CLASS ASSOCIATION. ALL RIGHTS RESERVED.
REPRODUCTION WITHOUT PERMISSION IS STRICTLY PROHIBITED.

PUBLISHER
Bonnie Hepburn



EDITOR
Marilyn Campbell

EDITORIAL ASSISTANT
Norma Bean



CIRCULATION MANAGER
Jean Stein

FULFILLMENT
Pat Powell



DESIGN DIRECTOR
Miles Burke, Da Biz Grafix

COMPUTER DESKTOP
Da Biz Grafix



CONTRIBUTORS
MATT BOUNDS • GIGI MOORE
JOHN HACKNEY • BILL BALDWIN
BERNADETTE LOFFREDA • MAGGIE SKIDMORE
NOELLE DUCK • MURRY SILL
BRAD WHITE, CHH HELI-SKIING, BANFF, CANADA
JEFF ANDREW, COLORADO TOURISM BOARD
WYOMING TRAVEL COMMISSION
GUY MOTIL • PAT MCDOWELL
WICK SMITH



**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Jeff Alter, Director Hobie Racing

**NORTH AMERICAN HOBIE CLASS
ASSOCIATION**

Paul Ulibarri, Chairman



PRINTER
American Web, Denver, CO



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

99.9 Percent Fat-Free Delight

Welcome to the leaner, cleaner HOTLINE!

What, you ask, has the HOTLINE gone on a diet?

Well, yes, in a manner of speaking. Anyone who hasn't been out in the ozone over the last several months has seen — and probably felt — the results of a badly lagging national economy. Hobie Cat Company, like the rest of the marine industry, has not gone unaffected by the recession. And so, like companies and individuals across the country, it has had to batten down the hatches and tighten its belt.

Because the HOTLINE is not self-supporting by subscription and advertising revenue but funded by Hobie Cat, it also needed to tighten its belt a notch or two and reduce costs to a manageable level. Even well-entrenched magazines (e.g. Sports Illustrated) have had to take dramatic actions to survive.

But HOTLINE is a survivor, and although the magazine may for a while be lighter in weight, it is not and will never be a lightweight in terms of content. You'll still get your fix of practical and technical advice, racing information, exotic sailing spots, all-around great articles and fantastic color photography. In other words (keeping with the food analogy), the table setting has changed but the menu is the same.

So what's disappeared? What have we cut? For the most part, we've eliminated the fat — in this case, the "fluff" we could no longer afford.

Although I have always adhered to the "If it ain't broke, don't fix it" philosophy, I am truly excited about our new slimmer, trimmer publication. Getting rid of the unnecessary ballast will give us the opportunity to continue to give you what we hope you want: a high-quality publication you can't wait to read and hate to put down.

Getting back to my food fixation, Utah Fleet 67 Hobie Catters have turned the scrambled eggs of the sailing recession into a delightful omelet. Realizing it was up to them to keep their sport alive, they have generated new life blood through aggressive fleet member programs, innovative activities, a whole lot of good old-fashioned enthusiasm and even homebaked goodies. Yes, Marie Phipps (Fleet 67 member) found a little sugar goes a long way, especially with members of the local press who gladly gave free fleet publicity, knowing Marie's chocolate chip cookies soon would follow.

Turning gloom and doom to a bright sunshiny future is really part of the "Hobie Way of Life." We all are in this together, bound by the close Hobie family ties of a sport we intend to enjoy for a lot more years. Your HOTLINE staff will continue to do whatever it takes to please you, the reader ... the reason for HOTLINE. So keep on sailing and keep on enjoying HOTLINE.

Bonnie

CAT TRAX INTRODUCES **Big-Foot**

THE NEW **SUPER** CAT TRAX

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

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



\$389⁰⁰
+ FRT.

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

— THE ORIGINAL — CAT TRAX

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

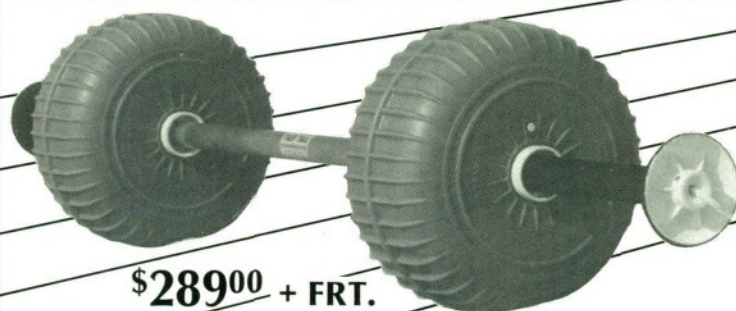


\$379⁰⁰
+ FRT.

HIGH PERFORMANCE AT A LOW PRICE! —

TIGER TRAX

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

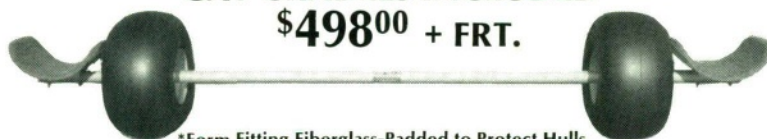


\$289⁰⁰ + FRT.

HOBIE 21 CAT TRAX

Now with **Big-Foot** Slick Tires!
— CAT CRADLES INCLUDED* —

\$498⁰⁰ + FRT.



*Form Fitting Fiberglass-Padded to Protect Hulls

THESE NEW TIRES ARE TERRIFIC!

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

YOU'LL BE AMAZED!!!

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

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

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

SECRET OF SECRETS

Now that Wick Smith has given away all the secrets to racing the fabulous Hobie 17, I will give away my one secret that will help sailors remember all of his.

The secret is the word, DREDMOST.

Misspelled, but effective. I spell it out five minutes before the starting gun, and 100 feet before C-mark.

- D** = Daggerboards down
- R** = Rudders down
- E** = Easy does it
- D** = Downhaul to its mark
- M** = Mast rotation to its mark
- O** = Outhaul to its mark
- S** = Sheets in position
- T** = Tiller extended

What I dread most is forgetting any of those settings.

Milt Dinhofer
Roslyn, NY

MOUNTING PLEASURES

I recently purchased a "Cheatah" motor mount for my Hobie 17. Not only did Peter Carras (owner, inventor, etc.) make time to ship it to me as he was leaving the same day on vacation, he followed up with a call while on vacation to make sure I had no problems with the installation - unbelievable!

Jack Jacobs
Fraser, MI

P.S. The motor bracket works super.

For more on motorizing your Hobie, see "Power Trip" in the September/October 1991 HOTLINE. -Ed.

TOO MUCH REDUNDANCY, OVER AND OVER

In my attempt to decide on renewing, I looked through all of last year's issues.

I could find no fault with any of the articles other than there being too many on one type of boat in the same issue. The boring part comes from having the same advertisements in the same spots again and again.

For instance, the back cover was beautiful once. I read it fairly carefully the second time, too. But with no new wording or information and no changes in the picture, how many subscribers actually read it the third time?

Maybe a viable alternative would be to

alternate the present text with ad copy including boat specifications (mast height, displacement, etc.) and suggested retail sales price.

Anyway, I'll buy the good half of HOTLINE for one more year. Enclosed is a check.

Glenn Luke
Bellingham, WA

Thank you for renewing your subscription, and thank you, also, for giving us an opportunity to reveal a bit of the method behind the madness of advertising. Aside from the fact that production of a full-page, four-color ad costs more than your great-aunt Martha's wedding trousseau, studies have shown that in advertising, once is simply not enough. The impact of a one-run ad is negligible; maximum impact derives from repetition, repetition, repetition. -Ed. -Ed. -Ed.

LIFESAVING APPLAUSE

On behalf of the Personal Flotation Device Manufacturers Association, I want to express my thanks for the great spread you did on PFDs ("Just Wear It!") in your July/August 1991 issue. I also want to thank you for your ongoing efforts to keep the issue in front of your devoted readers.

George Rounds, CAE, Director of
Association Services
Nat'l Manufacturers Marine Assn.
Chicago, IL



ALL ABOARD

After seeing so many of those little yellow signs in the back of car windows stating "Baby On Board," my wife and I thought it necessary to set things straight. The enclosed picture shows a real "Baby On Board," Hobie style. This photo was taken just five days before July 4 when our son Nicholas (future crew) was born. Could it be that flying a hull induces labor?

We appreciate the HOTLINE and want to thank you for the personal touch this publication extends. Keep up the good work!

Ken, Sue and Nicholas Lango
Millerton, NY



THIS HOBIE TEAM HAS (VOLLEY)BALLS!

Some people will do anything to show off a Hobie!

Enclosed is a copy of a picture that appeared in the 1990 fall sports program of Coal City High School, Coal City, Illinois. As you will note, the 1990 varsity volleyball team is posed on a new Hobie 16. Head coach and usual crew Barb Jansen mused, "I don't think we would have much trouble making minimum weight with this mob!"

Hobie and excellence must go hand in hand. The '90 Coalers set a school record, finishing the season with 34 wins and just 3 losses.

Skipper and crew results? Never mind!

Paul Jansen
Dwight, IL

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. ✕

Dealer Menu



HOTLINE

ARIZONA

Windsor Boats
Lake Havasu City (602)855-3101
Sailboat Shop Inc.
Tempe (602)894-5494
Ship's Store
Tucson (602)795-4857

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178
Seabird Sailing
Berkeley (510)548-3730
Pine Knot Landing
Big Bear Lake (714)866-2628
Action Water Sports
Costa Mesa (714)645-2062
Hobie Sports Center
Dana Point (714)496-1251
Sail Away
Eureka (707)443-0125
Sailing Center
Friant (209)822-2666
Action Sailing Center
Marina Del Rey (213)827-2233
The Sail Shop
Redding (916)221-7197
Inland Sailing Co.
Sacramento (916)454-3966
Wind and Sea Sports
San Diego (619)276-1244
O'Neill Yacht Sales
Santa Cruz (408)476-5202
Wind Toys
Santa Rosa (707)542-7245

COLORADO

Rocky Mountain Marine
Denver (303)399-2824

CONNECTICUT

Candlewood East Sailing Ctr
Brookfield (203)775-2253

DELAWARE

Spirit Marine
Milford (302)422-7835

FLORIDA

Performance Sail & Sport
Cape Canaveral (407)868-0096
Playground Sails
Ft. Walton Beach (904)244-2722
P & J Marina
Gainesville (904)468-2080
Caribbean Watersports
Key Largo (305)451-3113
Tropical Sailboats
Key West (305)294-2696

Nautical Ventures South

Miami (305)255-3292
Sailing Store
Orlando (407)291-2345
Key Sailing
Pensacola Beach (904)934-3465
Gulf Breeze (904)932-5520
Tackle Shack
Pinellas Park (813)546-5080
Ultimate Sail
Pompano Beach (305)946-2080
G and R Sailboats
South Naples (813)793-2012
The Cycle Shop
Tallahassee (904)576-6326

GEORGIA

Weathermark Inc
Buford (404)945-0788
Ocean Motion Surf Co.
St. Simons Island (912)638-5225

HAWAII

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

IDAHO

Rostock Boise Marine Center
Boise (208)342-8985

ILLINOIS

Carlyle Sail and Surf
Breeese (618)526-4770
Sailing World Inc
Fox Lake (708)587-2916

INDIANA

King Marine
Indianapolis (317)872-7845
Doyne's Marine Service
Portage (219)762-7622
Wawasee Boat Co.
Syracuse (219)457-4404
Sailboats, Inc.
Westfield (317)896-2686

IOWA

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

KANSAS

Action Marine Inc.
Andover (316)733-0589
C & H Sails
Chanute (316)431-6056

LOUISIANA

The Backpacker
Baton Rouge (504)925-2667

Sailboats South

New Orleans (504)288-7245

MAINE

Sebago Hobie
North Windham (207)892-4009

MARYLAND

Backyard Boats
Annapolis (301)263-2900

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079
Ensign Marine Specialties
Mattapoisett (508)758-3636

MICHIGAN

Wolf's Marine, Inc.
Benton Harbor (616)926-1068
Sail Place
Cedar Springs (616)696-0250
Yachts, Ltd.
Mt. Clemens (313)463-1234
Midwest Aquatics Group
Pinckney (313)426-4155
Torch River Bridge Sailboat Shop
Rapid City (616)322-6180
Gull Harbor Marine
Richland (616)629-4507
Abbotts' Trail & Sail
Shelby (616)861-4992

MINNESOTA

Duluth Marine Ltd.
Duluth (218)525-2176
Hi Tempo Ski and Sail
White Bear Lake (612)429-3333

MISSOURI

St. Louis Sailing Center
Bridgeton (314)298-0411
Sailing the Wind
Springfield (417)865-4230

MONTANA

Quiet World
Kalispell (406)755-7245

NEBRASKA

Performance Power & Sail
Omaha (402)331-0776

NEVADA

W.I.T.W. Boat Works
Boulder City (702)376-4485

NEW HAMPSHIRE

New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Cranford Boat and Canoe
Cranford (908)272-6991
Dosil's Sport Center
N. Middletown (908)787-0508
South Shore Marina
Hewitt (201)728-1681
MEK Company
Lake Hopatcong (201)663-2100
Bayview Marina
Somers Point (609)926-1700

NEW YORK

Obersheimer Sails
Buffalo (716)877-8221
Bellpat Marine
East Patchogue (516)286-8368
Boat Works
North Syracuse (315)458-8523
Sailaway International Inc.
Riverhead/The Hamptons (516)727-4600
Electra Sport
Schenectady (518)393-9363

NORTH CAROLINA

Skyland Sailcraft
Arden (704)684-2296
Ships Store
Wilmington (919)256-4445
NC, SC, VA call 1-800-292-9283

OHIO

Strictly Sail, Inc.
Cincinnati (513)984-1907
Sailing, Inc.
Cleveland (216)361-7245

One Design Yachts

Westerville (614)882-5955

OKLAHOMA

Tulsa Sailcraft
Tulsa (918)663-2881

PENNSYLVANIA

Sports Chalet, Inc.
Allentown (215)395-0606
Wind & Water Boat Works
Butler (412)586-2030
Reimanns Marine Service Inc.
Conneaut Lake (814)382-2485
Clews and Strawbridge
Frazer (215)644-3529

PUERTO RICO

Beach Cats
Santurce (809)727-0883

RHODE ISLAND

Megrews Boats
Charlestown (401)322-1150

SOUTH CAROLINA

Timeout's Sailing Center
Charleston (803)577-5979
The Sailing & Ski Connection
Myrtle Beach (803)626-7245

TENNESSEE

Rooke Sails
Memphis (901)744-8500

TEXAS

Sailboat Shop
Austin (512)454-7171
Houston (713)645-5010
San Antonio (512)657-2222
Mastercraft of Corpus Christi
Corpus Christi (512)992-4459
Mariner Sails
Dallas (214)241-1498
Sanford Part Sales
Odessa (915)363-0014

UTAH

Milo Sport Windsurfing
Salt Lake City (801)487-8600

VERMONT

Chiott Marine
Burlington (802)862-8383

VIRGIN ISLANDS

Sailboat Supply Co.
Christiansted, St. Croix (809)773-3666

VIRGINIA

Backyard Boats
Alexandria (703)548-1375
Trail 'N Sail
Richmond (804)262-7931
Trafton Marine
Virginia Beach (804)460-2238

WASHINGTON

Sports & Sail
Kennewick (509)943-9531
Hobie Cats NW
Kirkland (206)827-8080
Seattle (206)282-8112

Sports Creel

Spokane (509)924-2330

WISCONSIN

S B R of Door County Inc.
Fish Creek (414)868-3745
Spitzer, Inc.
Middleton (608)831-7744
Aquarius Sail of Wisconsin
Pewaukee (414)691-3794

INTERNATIONAL AUSTRALIA

Coast Catamaran Australia
Erina 61.43.89.1085

BARBADOS

Willies Watersports Ltd.
St. James (809)422-1834

CANADA

Chinook Winds Watersports Inc.
Calgary, Alb. (403)244-7666
National Sailboat Hardware
Kelowna, B.C. (604)764-8280
Fogh Marine Ltd.
Toronto, Ont. (416)251-0384
Sextant Marine, Inc.
St. Luc. Que. (514)359-0859
Northern Sail Works
Winnipeg, Man. (204)957-0770

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

ISRAEL

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

JAPAN

Cat Park
Tokyo (81)3-440-6770

MEXICO

Veleros S.A. De C.V.
Mexico D.F. (905)40-3047

NEW ZEALAND

Performance Sailcraft NZ
Takapuna 596.925

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

Complete watersports center.
Parasail, Waverunners and the
full line of new Hobies to sail,
Hobie 14-21. Dive, tour and fish
at nearby Pennekamp State and
Everglades National Parks.

Carlyle Sail and Surf

P.O. Box 144
Breeese, IL 62230
(618)526-4770
(618)594-2161

Hobie 16s, Hobie Ones and
sailboards. Rentals, lessons and
introductory rides.

Cape Water Sports/ Club Watersports

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

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

West Maui Sailing School

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

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



Rental Operators

The Cozumel Experience at San Francisco Beach

P.O. Box 394
Cozumel Q. Roo. Mexico 77600
(800)346-6116
(713)973-9300
(713)973-8585 FAX

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

Key Sailing

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

Hobie, Hobie Ones, Alpha,
Waverunners, Jet Skis.
Instruction available.

HOBIE MIRACLE: HOT CAT TOPS THEM ALL

Racers may not have known what hit them as it flew by, but it wasn't curiosity that killed the other 76 cats at the open-class Cat Fight 7 Regatta on San Diego's Mission Bay last September 8. It was speed, pure and simple; speed that out-Prindled the Prindles and out-Nacrad the Nacras. It was the speed of the fantastic new Hobie Miracle 20, to be exact.

Not one but two Miracles bested the other entries (including a 36-foot racing cat!) in what was described as a snarling, two and one-half hour competition. The Miracle 20 was the fastest boat on the course, in an event incorporating Portsmouth ratings assigned by the race director.

Lyle Lundberg, on a Miracle with spinnaker (rated .630), actually crossed the line first overall, but due to an improper finish, had to repeat the final crossing to earn second place in tough Division 1. Matt Miller, sailing a Miracle without spinnaker (rated .650), was awarded first place in the same Division.

Prindle racers from around the world were using the Cat Fight as a prelude to the Prindle 19 national championship that followed. Many competitors, thoroughly put out by the Miracle's speedy sweep of first and second, were delighted the new Cat was not part of the next event.

"What kind of boat is that?" a vanquished foe asked Chris Jernigan, Matt's crew and owner of the San Diego Hobie dealership, Wind & Sea Sports. "A Hobie, of course," Chris answered, "the rocketship of the future!"

Word out on the race course is that the Miracle is indeed worth a lingering glance, but as the saying goes, "Better look fast, or you'll be seeing it from behind!"

RICK WHITE SETS RECORD ON HOBIE 18

The old speed record of the Sandusky Steeplechase was shattered by over 12 minutes. In the 22-mile dash from Sandusky Bay to Put-in-Bay, Ohio, an annual event that has existed for over 50 years, Rick White finished first on a Hobie 18 in the best-ever time of 1 hour, 2 minutes and 50 seconds.

Jamie Diamond on a Hobie 16 won the coveted Bill Wells Sailing Spirit Trophy for best boat, in accordance with the Portsmouth rating system, followed by Dave Sullivan on a Hobie 18.

Sullivan had passed White, of Sailing Seminars fame, with a short beat to the finish line, but White got a lift at just the right

time and took Sullivan by over a minute.

White said of his conquest, "If anybody was going to beat me, I hoped it would be Dave. After all, he is one of my graduates."

ROUNDUP REMINDER

Don't forget to round up that camera and film and take color photos (35 mm slides, if possible) of your favorite sailing spot. We're hoping to cover the states from coast to coast in our upcoming spread on Hobie Cats across America.

Throughout the years, readers have contacted us to request a photo feature on their much-beloved state; so come on guys, here's your chance!

Please send your photo(s) or slide(s), including your name, address and daytime phone as well as the location and state, to: U.S. Hobie Roundup, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.

The deadline of December 1, 1991 is fast approaching. Hurry up; the very thought of missing your states makes us ... shutter.

NAME GAME CORNER

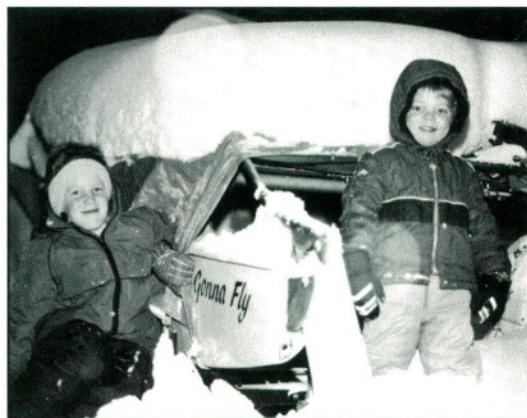
We've been subscribing to HOTLINE for several years now and enjoy it very much. One of my favorite inserts is the pictures you put in some of the magazines. I was thinking of them during California's past "Miracle March" as I walked into my front yard to enjoy the view. There was my Cat covered with a beautiful blanket of snow.

I went in, dressed my two older guys (the baby at two months seemed a little young), and took the enclosed picture. The caption I've decided on is "Gonna Fly ... When It Thaws."

What do you think? Can I expect a surprise for my kids in a future issue? Just in case we get lucky, my big guy is Daniel, age 9, and Seth, age 2.

Thanks for your consideration and for publishing an interesting and informative magazine.

Chester Coccia
Wrightwood, CA



Enclosed you'll find my entry into the Name Game column. "Cat Stroke" ... what the heck does cat stroke mean? Well, it's a term with two different but related definitions.

Definition 1 — In naval aviation terminology, the cat stroke is the action of the steam-driven catapult that hurtles F-14 "Tom Cats" off the carrier decks at 200-plus knots. A similar action is experienced when launching the spinnaker into 25-

plus knots of wind on a screaming reach. Instant acceleration!!

Definition 2 — As anyone who races Hobie SX-18s can attest, the medical definition of catstroke occurs; namely, brain damage resulting from overdosing on high-performance catamarans.

Pictured is an FA-18 getting the signal to launch from the deck officer.

John Stahr
Eugene, OR

"Name Game Corner" is a recurring feature of Wavelines. Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. -Ed.

Sleep with us...

Sleep with us nights at the Sheraton Key Largo Resort in luxurious accommodations. Sail with us days on a Caribbean Watersports Hobie Cat 16, 17, Sport 17 or 18 SX Hobie One Daysailers 12, 14. For reservations

USA (800)325-3535
For information
USA (305)852-4707
FAX (305)451-4095
CARIBBEAN-WATERSPORTS

Sail with us...

\$188*
3 day/2 night
Bed and Boat
Vacation Package
in the Florida Keys

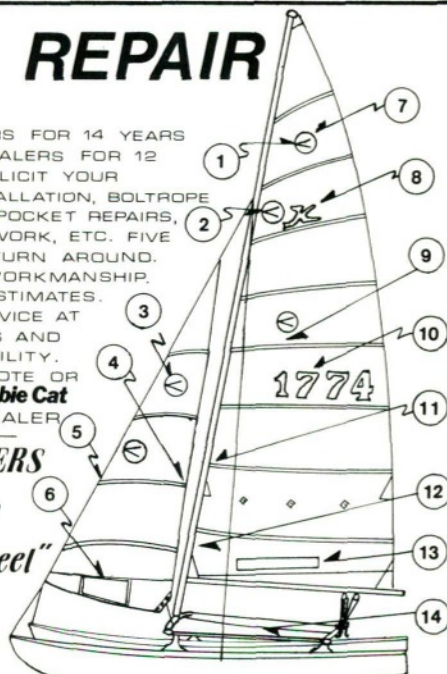
- Private Sandy Beach
- Two pools • Jacuzzi
- Three Restaurants
- Tennis Courts
- Waverunners
- Parasailing
- Windsurfing

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



SAIL REPAIR

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



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

ROOKE SAILS

Chris Rooke (901) 744-8500 1744 Prescott So. Memphis, TN 38111



Serving Catamaran Needs Since 1983

Virtually
EVERYTHING
For Your Boat!

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

The DIFFERENT Company with Simply Better Products & Services

KISME MARINE ENGINEERING
118 MILLRIDGE RD. - UNIVERSAL CITY, TX 78148
(512) 659-4258
8am - 5pm Monday-Friday (CT)




BE A WINNER! SIGN UP NOW!

Rick White's **CATAMARAN WEEK**

with Guest Expert
BOB CURRY, World Champion
November 17-22, 1991
-In The Beautiful Florida Keys-

5 DAYS OF:

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

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

at PLANTATION YACHT HARBOR & RESORT
(Our Seminar Headquarters)
Spacious Grounds, Sandy Beach, Tennis Courts, Pool
\$650/Person Includes Seminar Fee, Room (dbl. occ.) Meals, Tax & Gratuity. \$100 Deposit to Hold Spot
LIMITED TO 30 BOATS

Call Rick White or Mary Wells: 1-800-484-2075
and dial "SAIL" after prompt or 1-305-451-3287.

Bring Your Own Boat - A Few Rentals Available

Dear John

BY JOHN HACKNEY

DIAGRAM BY BILL BALDWIN

BATTLE FATIGUE

The pylons on my 1974 Hobie 14 are extremely worn, in some places completely through to the foam plug. Where can I have the hulls rebuilt? Can the pylons be replaced? Also, the hull bottoms have worn through several layers of fiberglass. Can they be repaired?

An old Hobie may sometimes lose a battle, but with a little tactical ingenuity, generally the boat will not lose the war. The aluminum hull pylons on the Hobie 14 and 16 are a case in point. As the story goes, trampolines on the original Hobie 14 and subsequent Hobie 16 were not attached directly to the hulls. The trampoline instead was placed above the hulls on pylons, to keep your butt out of the water as ocean waves ferociously crashed harmlessly beneath the elevated tramp. A great concept, one which took a lot of work, in creating a light, strong, practical and durable platform.

Over the years, the aluminum pylons penetrating the hulls to which the trampoline frame is attached do wear and eventually may break off; one battle lost, a sad day indeed. However, the war is far from over.

You may want to consider taking your boat to "Pylons R Us," commonly known as your local Hobie dealer, for this repair. The brave few may attempt to repair the pylon themselves by following the conceptual procedure set forth in the paragraphs below. Please remember, do not exercise without your doctor's approval. Those with high blood pressure or a pre-existing cardiac condition should not attempt this repair. By the way, you also need some tools, of which little will be said; they could cost a few dollars. Fortunately, a Sears charge card will help with this problem.

Repair If You Dare

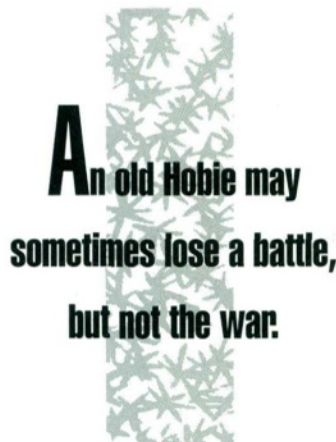
Before you start repairing the pylon, first go on a scavenger hunt to find the necessary parts. The most important item is an aluminum extrusion matching the worn-out pylon. This particular shape generally is not a problem to obtain; your dealer or a fleet member probably will have a length of old H-14 mast section or rear beam extrusion that matches your pylon precisely. You need a piece approximately as long as

the pylon extending out of the boat; double that length for some extra, just in case.

Another important element of the repair is finding a piece of material, commonly called an internal sleeve, which slides inside the aluminum pylon extrusion. This sleeve could be a round piece of aluminum pipe, a solid piece of oak, fiberglass pipe, or any structural material that can be cut to fit inside the pylon extrusion.

It also is possible to make the pylon extrusion fit inside itself by cutting off the rear section into which a bolt rope would slide. The flat part of the extrusion then would be slit lengthwise and compressed, allowing a snug fit into the pylon. Keep in mind the sleeve must be strong enough to take the load of the original pylon; stronger is not a problem, weaker is.

I hope confusion is not dominating your thoughts right now. Once you have obtained these parts, the repair will not take that long. Honest.



Casting Off

To perform this job, the corner castings must be removed from the hull that needs repairing. The pylon usually wears at the bottom edge of the corner casting, which constantly is working and grinding away at the pylon. Examine the pylon to determine the worn areas (cut off the pylon square just below the worn area), making sure you measure how much pylon you are cutting off and that the cut is square. The occasional boat will require cutting off the pylon down to where it exits the hull, but generally just below the corner casting is where the cut occurs.

Remove the foam blocks inside the pylon about a foot down from where it was cut. Clean and sand the inside of the pylon, removing any resin, glue or general gunk as well. An occasional pop rivet head will have to be chiseled off, in addition to removing the gunk.

As you probably have guessed, the sleeve you rounded up must be inserted

into the pylon. This sleeve should fit closely, but the fit does not necessarily have to be tight, although a snug fit allows for easy alignment of the replacement pylon extension. Also, a sloppy fit requires more epoxy adhesive, which is expensive and messy. The repair sleeve should extend above the cut pylon as far as the pylon you cut off. If you forgot to measure the first time around, just measure the other hull; you sure are lucky this boat has two hulls.

Halfway There

The replacement pylon should be cut square and long enough to extend as far out of the boat as the original pylon. If both cuts were square, alignment will be perfect; if not, epoxy will fill the gap.

Sand the sleeve, the inside of the new pylon, and the inside of the pylon stub in the boat. Now dry-fit the parts together. The pylon extension must align perfectly with the stub in the boat. It should be straight and flush on all sides, so take your time and get this right.

The epoxy used to glue the sleeve and pylon extension together may be as common as "Marine Tex," but most epoxy adhesives will do the job. Mix the epoxy as directed and use care not to get any on your person. The epoxy should be applied to both the inside of the pylon and outside of the sleeve. No gaps should exist. Some areas will have globs of epoxy, but that is okay; make sure all areas are full of epoxy.

After the epoxy cures, which may take a while, file or sand the excess off the pylon so the extension will fit into the corner casting. If you used a hollow sleeve for your repair, fill the void with foam to keep out water.

The boat now is ready to reassemble. The only remaining job is to redrill the hole in the new pylon for the casting bolt. Drill about halfway in from both sides to ensure you do not miss the casting hole on the other side. Good luck.

COMPTIP™ TRACK CRACK

I dropped my mast and wrecked the plastic track on the COMPTIP. Can it be fixed?

The COMPTIP has several advantages over conventional aluminum masts. Most importantly, it minimizes the danger of mast contact with powerlines and possible electrocution. Another advantage: if the sail track is damaged, a new one is easy to replace. Once you obtain the necessary track from your local Hobie dealer, you can repair the mast track in about 20 minutes with just a few tools.

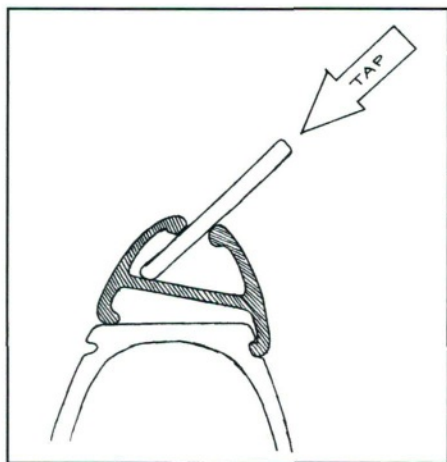
Remove the damaged mast track by slitting the track bottom lengthwise down

the center where the sail slides. The track will practically fall off. As you will see after you have removed the sail track, the track clips over a track of its own.

Before you start to replace it, make sure the track end is filed like the original one, with no burrs, so the sail makes a smooth transition from the aluminum mast to the COMPTIP™ and is the same length. The track now can be slid over one side of the COMPTIP's retaining lip.

Friendly Persuasion

Persuading the other side to slip over the opposite retaining lip can be a problem. The easiest way to do this is with a 3/16" thick aluminum plate approximately 3" x 5".



Insert the plate into the sail track so the plate will aim toward the edge, not over the retaining lip. Gently tap the aluminum plate, forcing the sail track into place; a relatively easy task. Please refer to the diagram for an up-close and personal look at the sail track cross-section and aluminum insertion plate.

HOBIES MAKE HAPPY CAMPERS

My wife and I are really interested in sail camping. How do we set up a tent on our Hobie 18? Are there tents especially made for Hobies or will any tent work? What about compasses? Are there any devices made to mount one to a trampoline or crossbar?

The Hobie 18 has been sailed across the Atlantic Ocean, so a little camping trip seems within reason. Taking a family of five with dog and mother-in-law might be out of the question, but a trip for two could be fun.

Traditional camping gear such as eating utensils and food are not the only things

that must be carried on the Hobie. The prudent sailor also should take all the safety devices required by the Coast Guard and common sense. Anchor, compass, PFDs, flares, paddle, whistle, chart, weather radio and lights are just a few of the safety items you should carry on even short coastal trips.

Water, water everywhere, but not a drop to drink. Sound familiar? Make sure you take plenty of drinking water. Additionally, a good LORAN set, Sat Nav, integrated auto pilot and maybe radar for those foggy days would help ensure locating that special spot.

Seriously, even just a few days' cruise up the coast requires a lot of forethought and planning. Please file a float plan with a friend, outlining the whens and wheres of your trip. It is best to be prepared, so think before you sink!


Creative Camping

After spending many hours looking through a Hobie Parts and Accessories Catalog, and the most recent HOTLINE, I found neither tents nor camping gear. It seems a tent was made for the Hobie at one point, but the manufacturer's name escapes me. I'm sure I will hear from a manufacturer if one exists; if I do, I'll let you know later.

Mary Wells and hubby Rick White did erect a dome tent the size of their tramp on a Hobie 18 (see "Risky Business" in the January/February 1991 HOTLINE). Maybe Rick can add a special lesson to his Sailing Seminars.

Not having a special Hobie tent may seem like a setback, but you can easily transform a cheap tarpaulin into a standard boom tent arrangement. Use the main halyard to hold the boom off the tramp, with the mainsheet holding the boom in the center of the boat. Drape the tarp over the boom and tie it at the front and rear crossbeams, or at another convenient spot, to form a tent. The mosquitoes will love an evening dining on you, but that's camping.

The rest of the gear can be standard-issue; small lightweight camping stuff you already may own. Remember, most things on a Hobie tend to get wet. You need to keep yourself and your gear dry and warm, so be creative. Many racks, bags and storage devices for the Hobie 18 are available, so get out the Hobie Catalog and your charge card, and get ready for a great camping experience. Don't forget, be prepared.

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. 

*Fast Sails
For Fast Sailors*

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

*P.S. We cut your
competition!*

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



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

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

DANGER


DANGER



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



The Celebrated Sixteen

Part One: Setup

BY MATT BOUNDS

DIAGRAM BY BILL BALDWIN

Good things come in three's, as this first in a trio of in-depth articles on the Hobie 16 clearly proves. Look for "Part Two: Tuning" and "Part Three: Sailing" in upcoming issues. Series author Matt Bounds, who is fast becoming a regular HOTLINE contributor, is secretary/treasurer of the North American Hobie Class Association. -Ed.

The Hobie 16 is undeniably the most popular catamaran class in the world. Since its introduction in 1970, over 100,000 sailors have learned to appreciate its simplicity and the challenge of making it go fast. It truly can be called the "Volkswagen of Catamarans."

Because the 16 has few strings to pull out on the water, it puts a greater emphasis on helmsmanship and sailing skill. Unfortunately, many sailors don't realize this and spend entirely too much time on tuning; they don't understand the most adjustable part of the boat is at the end of the tiller. The purpose of Hobie Class racing is to test sailing ability and skill, not measure the thickness of one's wallet.

When you're starting with a clean slate, either a new boat right out of the box, or a "beater" that's been sitting around for a while, you'll have to spend a little time on the boat to make it truly competitive. While all Cats are meant to be equal, some are more equal than others. The secret to making your 16 a standout? Setup.

HULL STRUCTURE - STIFFNESS IS ALL

When you lift one bow of your boat, how far does it move before the other bow starts to rise? When going through waves, does it appear to have independent hull suspension? All that motion soaking up the energy that should be directed toward making the boat go forward results instead in the boat going slower. The skewed structure also prevents effective tuning, because it does not provide a dimensionally stable platform on which to hold the settings.

There are two basic approaches to frame stiffness; gluing and shimming. Shimming is definitely less drastic, but it's also less

effective and must be redone periodically to maintain stiffness.

Shimming

Shimming involves taking the boat apart and inserting 4" x 1" strips of an aluminum soda can about 1/2" down between the foam plug and the pylon, then bending them over the top and outside of the pylon. Alternatively, you can purchase a Pylon Shim Kit from your Hobie dealer.

In either case, you effectively build up the aluminum worn off over the life of your boat. (For more details on shimming, see "Aging Gracefully: How to Remedy Hull Slop" in the November/December 1989 HOTLINE or "Ask the Expert: Keep it Stiff" in the July/August 1986 HOTLINE.)

Gluing

Gluing your boat together is the only way to assure it will hold alignment, but there is an air of finality about it. Once it's together, it doesn't come apart. Replacing a cracked corner casting or broken frame member can be a major operation, involving dangerous chemicals and open flames. You may end up replacing more than the original part that was broken. Also, you might block the hull vent tube in the front pylon, which means you'll have to remember to leave your drain plugs out whenever you're not on the water, or you could blow the hull/deck seam in extreme weather.

Ready to throw all caution to the wind and glue full speed ahead? One caveat before we start. Some things done to racing boats to make them go faster do not necessarily make them last longer. If you're not sure you want to glue, or think it may be beyond your handyman capabilities, DON'T DO IT. The loss in performance is minimal, and you probably won't notice the difference if you race at the fleet level.

If you do decide you want to glue the boat together, start with the boat completely apart. Remove the castings from the front and back crossbars by using a cold chisel to knock the heads off the rivets and driving the tails into the extrusion with a Phillips screwdriver. You can drill out the rivets, but you run the risk of enlarging the hole. On the front crossbar, you'll have to take the nuts off the dolphin striker. Clean the sockets on all four castings with soap, water and a small scrub brush. Let them dry thoroughly. Do the same for the ends of the crossbars and the tops of the hull pylons. Don't worry about the sidebars; they must be allowed to "float" in their sockets to accommodate thermal expansion.

Use masking tape to close off the ends of the crossbars; then lightly coat the ends of the crossbars and their sockets with

petroleum jelly (this will help you take the boat apart later if you have to). Mix up a good, thick batch of epoxy; I've used WEST System Epoxy with microballoons mixed in to make it the consistency of whipped cream. Slather the inside of the socket with epoxy and insert the crossbar. Make sure a lot of glue squeezes out, indicating you've filled all the voids. Clean off the excess with rags and solvent. Put new rivets in before the glue sets, but don't pull them or put the nuts on the dolphin striker until after it sets. That way, you don't have to drill new holes. Let the epoxy cure overnight.

The next day, repeat the same process with the crossbars and hull pylons. Perform the final assembly on a hard level surface such as a garage floor to facilitate alignment. Use slow curing hardener to provide sufficient time for alignment. An extra set of hands really helps.

Again, coat the pylons and casting sockets with petroleum jelly, slather on the epoxy, and assemble the trampoline frame on the hulls. **DON'T FORGET THE SIDEBARS!** Coat the pylon bolts with a little petroleum jelly and put them through their holes. Wait until the glue has cured to tighten them down, but you must align your boat before the glue sets.

HULL AND FRAME ALIGNMENT

If you glue your boat together, you must align it before the glue sets to enhance boat performance. There are three different modes of motion — camber, racking and twisting.

Camber

Camber is adjustable only through dolphin striker tension; no set alignment exists. Until now, the trend has been to keep the dolphin striker tight enough to make a melodic hum when struck lightly with the palm of your hand (see "Ask The Expert: How Tight is Tight Enough?" in the September/October 1985 HOTLINE). Lately, I've heard backing off on the tension to let the hulls splay out helps upwind performance.

I don't recommend this technique, since it strains the front crossbar (a very expensive part to replace) and also reduces the amount of mast rake that can be carried by lowering the whole rig (when the front crossbar flattens out). Chances are good the boat eventually will suffer metal fatigue failure on the front crossbar. Get the message? **DON'T DO IT!**

Racking

To set the racking alignment, measure diagonally from the centerline of the bow, just below the deck lip to the opposite

Continued on page 36

Since 1969

GEAR YOU CAN TRUST



SEMI-DRY Sailing Suit

New from Murray! Semi-Dry is more durable and less costly than a Drysuit. Features Drysuit body with dry taped seams. But, seals are durable neoprene instead of latex. Result is a suit that is comfortable, easy to wear & ventilate. However, if you capsize, it will leak! Wear over pile underwear. Color: Blue. Sizes: S, M, M/L, L, XL. Made in USA.



WIND TOP

By Murray. Wind & spray protection. Hard-core, stylish & comfortable. Colorful Cordura® nylon shell with neoprene collar & wrist seals.



NEOPRENE SAILING GLOVES

By Murray & Gul. Available in half & full finger styles, neoprene gloves offer extra warmth & protection. Reinforced Amara® suede palms are thin but durable. Sizes: S, M, L, XL.



"PRO" DRYSUIT by Dry Fashion

Top of the line, front entry Drysuit features upper body panels that stretch & breathe. Internal suspenders hold suit in most comfortable position. Seat & knees are reinforced. Latex seals are watertight & replaceable. Color: Lt. blue & red top, gray arms & legs. Sizes: XS - XXL. Made in Germany.



New for '92 LONG JOHN & JACKET

From Murray & Gul. Designed for sailing a catamaran! New cut, new fit, new features, new benefits, new colors will help to keep you warm, comfortable and looking good for a long time! Available soon! (Jan '92).

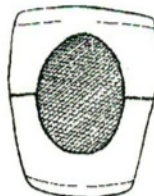


NEOPRENE SAILING CAP*

Wearing a cap is the easiest way to stay warm! Sizes S, M, L, XL.

NEOPRENE KNEE PADS*

Protect your knees and sailing apparel. *Colors coordinate with Gul.



"RELAX" NECK KIT

Latex seal is Velcro® adjustable. Easy to wear. Easy to "vent". Comfortable!



DRYSUIT "DRY SOCKS" KIT

Latex socks replace ankle gaskets. Warm, dry & easy to wear! Sizes: S, M, L.



HIGH-TOP SAILING SHOES by Mares

The soles offer extraordinary support traction & comfort. Lightweight uppers protect soft wet feet. Sizes 5-13. (Italy)

For your information...

BOOKS From Wind Publishing:

Welcome to A-Fleet by Jack Sammons

*Book I: Boatspeed**

*Book II: Tactics**

Performance Manuals by Phil Berman

*H-16 Manual**

*H-18 Manual**

Cat Crewing from Start to Finish

Cat Sailing from Start to Finish

Cat Racing from Start to Finish

Hobie Cat Book by Jake Grubb

* Spiral bound, 1991 reprints



From The People You Trust
Your Hobie® Dealer



Challenging Women

Whitbread Race Opens A World Of Opportunity For American Females

BY GIGI MOORE

CHALLENGE is defined as a call to engage in a contest or fight; the quality of requiring full use of one's abilities, energy or resources. Each of us faces many daily challenges. We often use our "Hobie Way of Life" to reduce the stress of work, family and day-to-day existence, by taking on the challenge of sailing competition!

I recently had the opportunity to join a true sailing challenge, the U.S. Women's Challenge for the 1993 Whitbread Round-the-World Race.

UNITED WE SAIL

Hobie sailing and racing have opened my eyes to the opportunity of women's sailing. As a member of the Women's Hobie Class Racing Association (W.H.C.R.A.), I have enjoyed the special kind of competition women bring to our sport. In 1989, I watched with pride as a group of women under the British flag completed the Whitbread race.

Wandering the docks of Ft. Lauderdale last May, drooling over the boats during their layover, I learned the U.S. Women's Challenge (U.S.W.C.) had announced its intentions of racing in the 1993 event. The only American boat to cross the start line in 1989, the team was unable to complete the first leg due to lack of sufficient sponsorship. I found myself dreaming of the opportunity to sail with world-class racers and to relish the chance of a lifetime to sail around the world.

In sharing my dream with other sailors, I received a varied response. However, I persisted. After several months of searching, I obtained the address of the U.S.W.C. and contacted skipper Nance Frank. I was impressed with her speed in returning my contact, and was invited to join her team on the 50-foot yacht, "Ichiban," for the Annapolis-to-Newport Offshore Race on June 15, 1991. Despite my rational side arguing I was way out of my league, the answer was, of course, YES!

CREW CUTS THE MUSTARD

Arriving at Annapolis, I was, to say the least, nervous. A new boat and a crew of 12 women I had never met! Soon, I was absorbed in the final preparations for the trip. My initial concerns disappeared as excitement and enthusiasm rallied us into instant team support and mutual confidence. Each had our own professional as well as sailing stories to tell; our richly varied backgrounds led naturally to our individual strengths and responsibilities on the boat.

Burgeoning personal and team pride was evident the morning of the race. We headed to the start line crisply outfitted in white uniforms displaying the U.S.W.C. logo, with our battle flag flying high on the forestay. My feelings were indescribable; a mixture of proud anticipation and anxiety!

Sail changes in the dark at 2:00 AM, tight quarters and 13 strong female egos made for some very interesting moments.

We were one of 57 teams entered. All eyes eagerly watched the first five classes start. As we edged close to the start line with white knuckles gripped on various sheets, a competitor attempted to drive down on us. Our bow-woman, an alert 22-year-old college student from Boston, quickly announced, "Head Up" in a rather loud and proper Bostonian accent. We were not going to be intimidated on the start! The competitor was forced to slide over the line a little early, and had to return for a restart.

TRIALS AND TRIUMPHS

The hours progressed; the four on, four off watches fell into place. As a nurse who has worked many off-shifts, I quickly adapted to sleeping during the afternoon and early evening; the first two days were an education for all. Sail changes in the dark at 2:00 AM, tight quarters and 13 strong female egos made for some very interesting moments. Hidden chocolate "empty calorie" snacks, late night stories and jokes made the time go by quickly. Not all was smooth sailing, though. Twisted spinnakers, halyard macrame and sheet confusion added some rather difficult moments too!

Three days and ten hours later, we crossed the finish line in the dark in Newport Harbour, to the cheers of ourselves. We toasted our team with a warm rum/cider combination that had been brewing below in anticipation for several hours. Our support team met us at the dock with champagne, more cheers and, of course, pink roses ... after all, we are ladies too!

We made history; the first U.S. women's team to complete the Annapolis/Newport event and an offshore distance race. We were eighth in our class on corrected time and seven hours behind the winner. Twenty percent of the 57 boats did not complete the race.

TEAM PRIDE PREVAILS

Each time I think about the trip, an overwhelming pride warms my heart and puts an upbeat in my step. Not only did I learn a lot about sailing (grinders are a lot of fun!), I also learned about people, especially women.

As a GYN oncology nurse, I spend a great deal of time around women fighting cancer, watching their individual strengths dictate their daily living and future. During the race, I observed 12 women put aside their professional and personal lives to challenge themselves against the unknown that nature provides, on a vessel with incredible power.


The challenge was successful. Individual efforts were evident at several times during the trip. Team spirit never flagged.

EXTENDING THE CHALLENGE

Several years ago, the Women's Hobie Class Racing Association was founded. National and world events grow in number and participation annually.

I challenge the women of the Hobie family to try something new and exciting. Pick up the hotstick one Saturday morning and head for the start line. The feelings the competition will inspire, especially as you cross the finish line for the first time, will be incredible!

Finally, I challenge every Hobie sailor to set an annual goal, whether on the racing circuit or simply on a special leisure trip/vacation. The feeling of accomplishment will prove a memory easily and gratefully relived during those long tough days off the water. Believe me, it can put that lift back in your step on the worst of days!

The U.S.W.C. continues to gain support from around the country for its endeavors in 1993. If you are interested in additional information, please contact Gigi Moore at 701 SW 62nd Blvd. #235, Gainesville, FL 32607, (904)335-1116. -Ed. 

MOVING?

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

Attach Mailing Label Here.

New Address _____

City _____ State _____ Zip _____

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

11/91

GRAB A HOTSTICK!

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



The **HOBIE HOTSTICK** when total control is a must.

AVAILABLE AT YOUR HOBIE DEALER

Quick Cleating

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

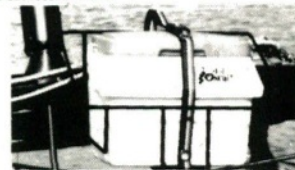


1251 E. Wisconsin Ave., Pewaukee, WI 53072; Telephone: 414-691-3320

The portable **HOBIE** **MAST-CADDIE**

TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST

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



The **AQUA-CADDIE** holds coolers up to 10 1/4 x 14 3/4 and also is great for weather gear, etc. Crossbeam mounting helps keep basket out of water and eliminates deforming dolphin striker as when wave hits striker mounted product. Cooler not included. Model for Hobie 18 (mast mounted), all other cats; Holder 12, etc.

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

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

One Year Warranty

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

Name _____

Address _____

City _____

State _____ Zip _____

Account number _____

Expiration Date _____

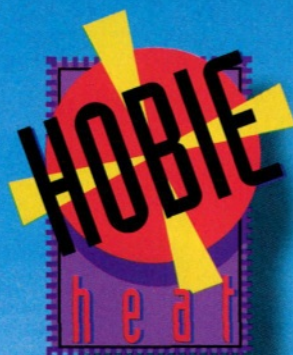
☐ Please send more information **U.S. Patent Pending *Reg. U.S. Pat. Off.**

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

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

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

Indicate Model of Boat:



Fire and Ice

WINTER BLUES SUCCUMB TO FIERY HOT SHOTS



No matter how frosty the weather outside,
your friendship with Hobie Catting
never cools.



MURRY SILL



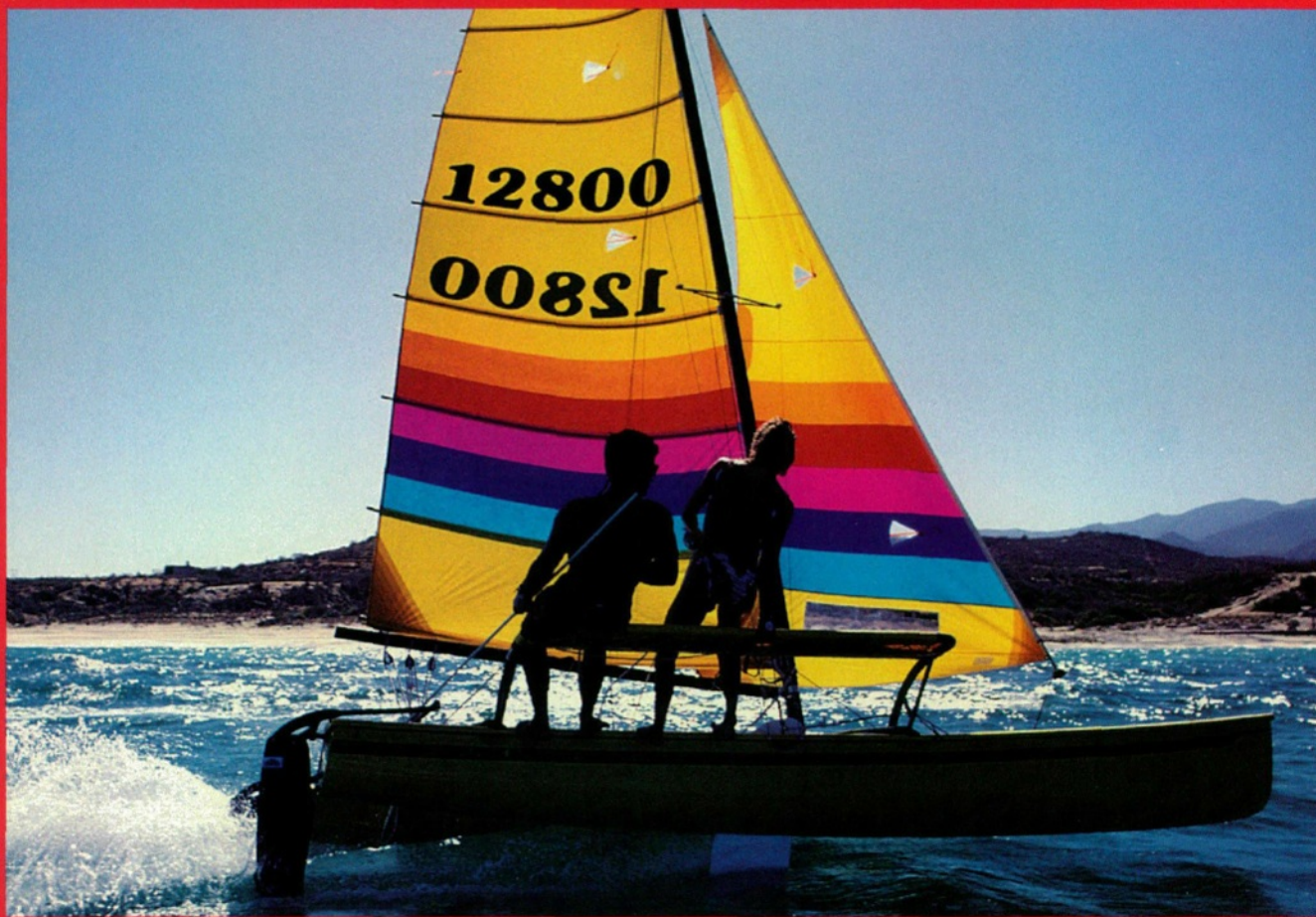
GUY MOTT

Your passion for sailing melts the cold of each agonizingly long winter day ...



PAT MCDOWELL

JEFF ANDREW: COLORADO TOURISM BOARD



GUY MÔTIL

... **U**ntil, amazingly, there arises ...
a bright sunny morning;
a new season of warmth begins.



GUY MOTIL

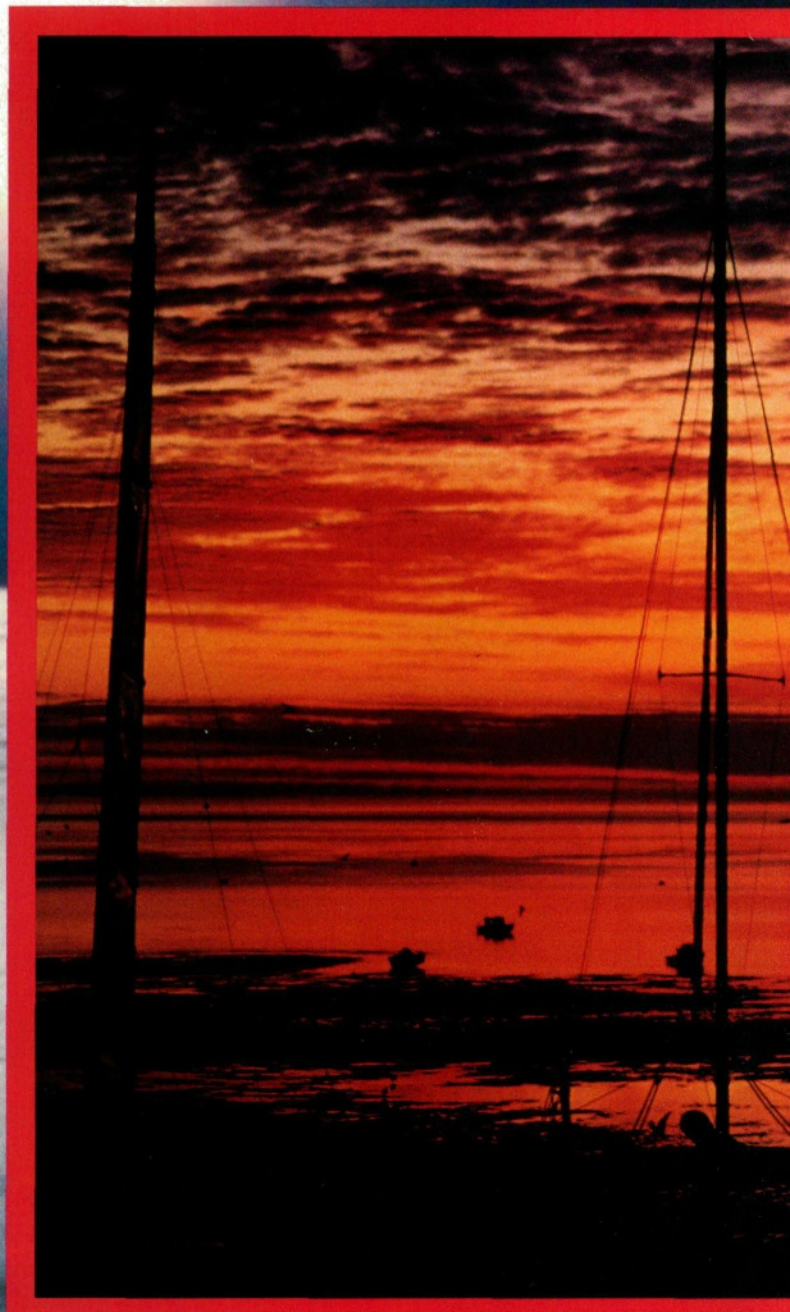
BRAD WHITE: CMH HELI-SKIING, BANFF, CANADA



Like life itself,
hope and Hobie
spring eternal.

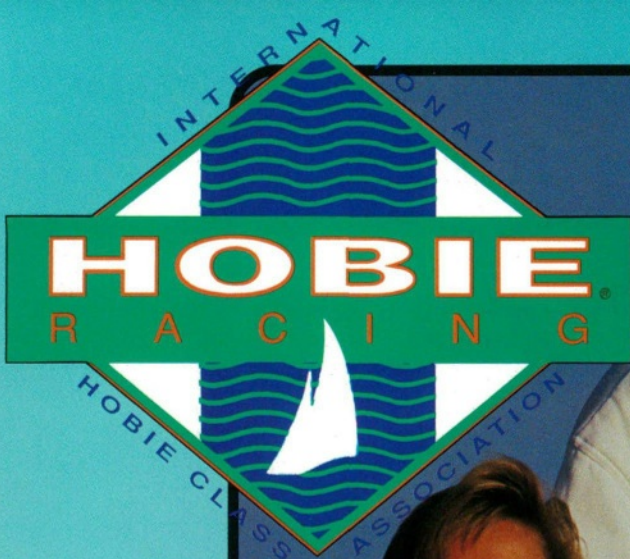


BRAD WHITE: CMH HELI-SKIING, BANFF, CANADA





PAT MCDONNELL



HOBIE 18 A SAILORS BILL AND FIONA WOODYS, SUNGLASSES WOODYS

PHOTOGRAPH ROB BROWN

SUPPORT YOUR CLASS ASSOCIATION

- * ALL PROFITS GO TO THE INTERNATIONAL HOBIE CLASS ASSOCIATION AND 15 % TO YOUR REGION.
- * 100% COTTON HEAVY PULLOVER WITH EMBROIDERED HOBIE LOGO FLEECE LINED, DOUBLE STICHED.
- * 100% COTTON QUALITY T-SHIRT WITH SCREENED HOBIE LOGO FRONT AND BACK.
- * SPECIAL ORDERS: GET YOUR FLEET OR COUNTRY EMBROIDERED ON PULLOVER. CALL US FOR DETAILS.
- * FOREIGN DELIVERY PLEASE CALL FOR INFORMATION.

TO ORDER: SEND CHECK OR MONEY ORDER TO
IHCA GEAR P.O. BOX # 2855 CAPISTRANO BEACH CA.
U.S.A. 92624 TEL. (714) 496-7394 FAX (714) 361-8732

PULLOVER (STATE SIZE AND QUANTITY)

S ___ M ___ L ___ XL ___ @ U.S. \$49.00 EACH = \$ _____
DISCOUNT PRICE ON QTY ORDERS OF
12 OR MORE PULLOVERS U.S. \$ 46.00 EACH = \$ _____

T-SHIRT (STATE SIZE AND QUANTITY)

S ___ M ___ L ___ XL ___ @ U.S. \$12.00 EACH = \$ _____
DISCOUNT PRICE ON QTY ORDERS OF
24 OR MORE T-SHIRTS: U.S. \$ 10.00 EACH = \$ _____

HOBIE SUNGLASSES:

SPORTSMANS, BRN ___ OR BLK ___ @ \$89.00 EACH = \$ _____
ISLANDERS, BRN ___ OR BLK ___ @ \$87.00 EACH = \$ _____
WOODY, BROWN ___ OR BLK ___ @ \$81.50 EACH = \$ _____

WOODY SPORTSMANS ISLANDER

I.H.C.A. STICKERS ___ @ \$2.00 EACH = \$ _____

SUB TOTAL \$ _____

CA. RESIDENTS ADD 8.25% SALES TAX \$ _____

SHIPPING AND HANDLING U.S. ONLY \$ _____

IF ORDER TOTALS \$ 0 TO \$20.00 ADD \$ 2.75

\$ 20.01 TO \$50.00 ADD \$ 3.50

\$ 50.01 TO \$125.00 ADD \$ 4.00

\$125.01 AND ABOVE \$4.50

TOTAL ENCLOSED \$ _____

SHIP TO:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COUNTRY _____ PHONE NO. _____

IF APPLICABLE FLEET ___ DIV. ___ REGION ___ BOAT ___

ALLOW 6 WEEKS FOR DELIVERY

HOBIE RACING



PAT MC DOWELL

IN THIS SECTION:

- Major Regattas
- 18 World
- Fleet Directory
- Fleet News
- North American Region News
- Regatta Schedule
- Racer's Edge
- IHCA Report
- Race Results

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Dec. 7 1991	Gale & Ale, Go For The Gusto - Kailua	Dan Williams	808/531-6373

DIVISION 2

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 14

27	Nov. 23 1991	FYAO Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203
----	--------------	----------------------	---------------------------	------------------------------

NOVEMBER/DECEMBER 1991

MAJOR EVENTS

MAJOR REGATTAS

1992

July 27-Aug. 1	Hobie 18 National Championships Lake Sakakawea, ND	Stephen Hoetzer (701)258-4268
Sept. 8-11	Women's Worlds Bear Lake, UT	Steve Phipps (801)451-5728
Sept. 12-22	Hobie 16 National Championship Bear Lake, UT	Steve Phipps (801)451-5728
Oct. 3-11	Hobie Singlehanded National Championships Virginia Beach, VA	Bert Parolari, Jr. (804)463-6717

© Copyright 1991 International Hobie Class Association. Nothing may be reprinted in whole or part without the written permission of the publisher (includes illustrations, logos, photos, cartoons, etc.). Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

CLIVE AND DONNA KENNEDY PASTA EVERYONE TO WIN HOBIE 18 WORLD CHAMPIONSHIP

WIDE AUSSIE

INFORMATION REPORTED BY
BERNADETTE LOFFREDA

THE PRE-GAME WARMUP

Halfway between Rome and Naples on the Tyrrhenian sea reposes the alluring town of Gaeta, Italy, ancient summer home of the emperor Tibère and recent site of the 1991 Hobie Cat 18 World Championship. The mild climate, clear warm waters and regular winds drew sailors speaking (various forms of) English, German, Danish, Dutch, French, Hebrew and, of course, Italian, to the sixth edition of this always highly competitive, bi-annual event.

Helping the worldly and wise competitors enjoy the June 27 - July 7 event was the host Summit Hotel. And enjoy it they would, thanks to the sailing section of the Nautical School of the Guardia di

Finanza, the Nautical Club of Gaeta, the Italian Hobie Cat Association, Fleet 383, and in particular commodore Antonio Nocca and Leonardo Lacroix. All were appreciated for their competence, their courtesy, and very warm reception to all the people who came.

THE LINEUP

1989 champion Gary Metcalfe was not on hand to defend his title, but ten other Australian teams were. So, too, were several sailors from South Africa, America and many European countries. The eager non-qualified teams were said to be as ambitious for victory as the tried-and-true competitors. In all, 62 teams representing 12 countries qualified for the semi-finals.

A LOOK AT THE CONTESTANTS

Hobie Cat events may be a melting pot of nations, but the gathering in Italy also reflected the wonderful differences

contributing to the spice of Hobie life. Speaking of food, rumor had it some Australians soon had their fill of pasta, pizza and pepperoni and were seen paying "through the nose" for a good, thick steak to wolf down at breakfast, no less.

Halfway through the competition, the Israeli team analyzed its elimination with a mixture of wisdom, resignation and determination. "We thought we were good because in Israel, where all types of cats race together, our team is the best and everyone copies us. But now, after watching the Australians and Americans tune their boats — generally with a maximum of mast rake — we have come to realize we have a lot to learn."

The Israelis' observation confirms a significant point; as the largest one-design class in the world, the Hobie racing circuit, with its strong competition, makes Hobie racers the toughest to beat in any catamaran race.

An interesting note as to the equality of the sexes: the first three winning teams were comprised of male skippers and female crews. In fact, half the top ten teams were mixed.

AND THEY'RE OFF!

Semi Tough

The weather had its own scorecard, with the initial races beginning on a hot day and a calm sea. Soon, as the winds and the competition heated up, the winners of early races grabbed a decisive lead from the start and held on until the finish.

The first three races saw an equal number of victors; namely, American Alan Egusa in the first race, Aussie Clive Kennedy (remember that name!) in the second contest and fellow Aussie Gavin Luxton in the third (and again in the fourth).

Although destined to finish second overall, Jeff Alter had his share of problems in the beginning, having to abandon the third race when his trapeze broke and his Cat capsized. He and crew Kathy Ward came back with gusto to win the sixth.



MAGGIE SKIDMORE

SOME SITES

Finals Start Early

Light weather pushed the finals ahead one day, robbing competitors of their cherished day off but giving them an opportunity to finish the racing despite the calm. It was determined the final score would include points accrued from the semi-finals.

Shifting winds and shifting fortunes were the emblems of the first race of the finals. Jeff Alter took the lead at the start of the seventh race, but his preoccupation with the fast-gaining Kennedy clan precluded his wind watching; before he could say "Veni, Vidi, Vici!" ("I came, I saw, I conquered," to those of us more familiar with pig Latin than the real thing), the Ferrone brothers gave him an Italian dressing down and passed him to windward.

Two new names surfaced in the eighth. Australian Dart Stuart led all the way ... until the end, when he was beaten by the flying Dutchman, Onno Van Derplaat.

More Light Winds And Heavy Competition

The American teams celebrated Independence Day by declaring their subjugation to foreign competition. Again, the breeze was extremely light and constantly shifting. Clive Kennedy remained in firm control of first place, while compatriot Gavin Luxton moved into second.

Later, another race, another triumphant Italian face: Enrico Maltagliati, a sailing instructor familiar with these racing waters, swept within two points of Jeff Alter.

Kennedys Compound Victory

After an involuntary day off due to wind (as in none), the July 6 finale gave Clive Kennedy the opportunity to prove without a doubt his prowess in light as well as heavy weather.

The tension was high and the wind was low for the final race, with the title up



NOELLE DUCK

for grabs until the end. Striving valiantly to grab it was one Jeff Alter, who took the lead at the first mark, giving his wife, Laurie, palpitations as, glued to her binoculars, she cheered him on. Unfortunately for Alter, at the second mark downwind the Kennedys recovered 20 boats to come in fourth in the race and first overall.

In the final standings, Alter and crew Kathy Ward captured second; Aussie George Owen and crew Tracy Wood took third; Italians Enrico Maltagliati and Silenzi Reno were fourth; Aussies Gavin Luxton and Micheal Butler came in fifth. (For complete race results, see page 50 of the September/October 1991 issue of *HOTLINE*.)


"It took me 15 years, but now I'm here!" were Clive's winning words, spoken amidst a victory celebration of wine, rum-coca and beer.

THE STARS OF THE GAME

The Kennedy clan of Clive and Donna are becoming as well known in Australian racing circles as the American Kennedys are for their political (and other) exploits. The reason: they can sail circles around just about everybody else!

Clive, a builder, and his wife and constant crew, Donna, live near Sydney. Two years ago they won the Australian championship on their 18; now, they're victorious worldwide.

LOOKING AHEAD

In 1993, the seventh Hobie 18 World Championship probably will be in a windy location such as Noumea or somewhere in Australia. Is there a sailor among the thousands of 18 sailors around the world who can take the throne away from the mighty Aussies? 

Six Wins, No Losses

For the sixth time in a row, a sailor from down under rose to the top of the Hobie 18.

YEAR	LOCATION	WINNER
1981	USA	Ian Bashford
1983	France	Brett Dryland
1985	Australia	Gary Metcalfe
1987	Canada	Brett Dryland
1989	USA	Gary Metcalfe
1991	Italy	Clive Kennedy

Finishing School

Where To Finish... And Why

BY WICK SMITH
DIAGRAMS BY BILL BALDWIN

We all exhibit strengths and weaknesses out on the race course. Some competitors get off the starting line well. Some can point upwind like a 12 Meter. Others are rockets downwind. How often, however, have you admired someone for his/her ability to cross the finish line well? This sounds like a crazy question, but think back on the number of times you've seen the following scenario unfold:

Ralph has been racing for some time and considers himself a good racer. He gets out to the course early to look at the wind and study its shifting patterns. He tests the starting line the minute they anchor it. He works the line several times to determine the favored end. It is heavily starboard-favored, and he gets a good start at the committee boat.

He sails a solid race and is third rounding C-mark the last time around, with the lead boats 150 yards ahead and two competitors just behind him. He is already polishing that third-place trophy, knowing he will out-sail those clowns behind him. After all, he has held them off the entire race!

The leaders sail out from C on port until they can tack and finish on starboard at the committee boat. They must know something because they are ahead of him, so he follows them and tacks on their line. He will pass just under the committee boat. Maybe the local news will be taking video. Won't his mamma be proud?

As he tacks, he notices the two boats behind him have already tacked! Don't they know you are supposed to finish at the committee boat? They couldn't possibly lay the finish line from there!

You know the story. "Those clowns" beat Ralph to the line for one reason: the leeward pin end was the favored end of the finish line. His boat traveled across the water 100 yards farther than theirs did. How in the world could this be?

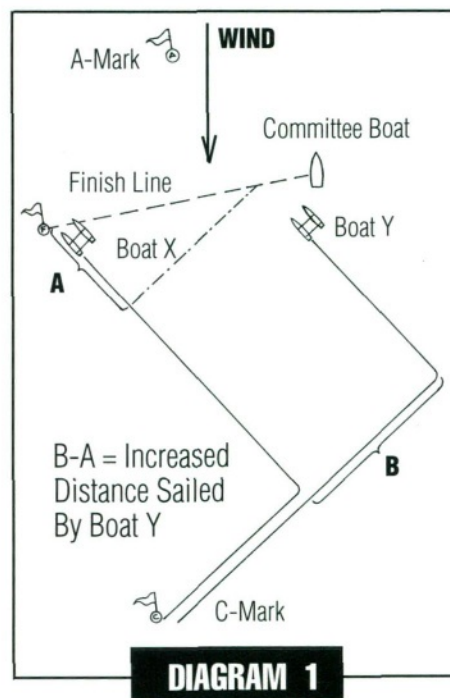
PLAYING FAVORITES

Just like the starting line, the finish line

usually has a favored end. In a race around buoys, 99 times out of 100 you will be finishing upwind from a leeward mark. The finish line is either the same as the starting line or another line set off the opposite side of the committee boat.

In an ideal world, the race committee sets the line perpendicular to the direction of the wind. In reality, this angle is rarely the case, due to shifting winds or a lazy committee.

This situation can provide you with an opportunity! Let's look at a typical finish line. (See Diagram 1.)



The line in this diagram is not square to the wind. If this were a starting line, you would quickly see the committee boat was favored because it was farther upwind (you would travel less distance to get to A-mark from that end). Using the same logic, the leeward pin end of the finish line is favored in the example shown because it is farther downwind (closer to C-mark).

Look at the difference in distance sailed by Boat X versus Boat Y, with each sailing out from C-mark. Boat Y sails much farther by not finishing at the pin. If the two boats go up the left side of the course and finish on port at opposite ends, the same thing happens.

For those interested in the geometry of the problem, the increased distance sailed by Boat Y equals distance B minus distance A. As the line becomes square, these distances are more equal; therefore, there is no advantage to either end of the line. (And you thought you had seen the

last of geometry in Ms. Dinglemeister's class!)

The longer course sailed when going to the wrong end of the line will cost you. It doesn't matter which tack you are on when finishing, only that you finish at the end that is favored — even if you split tacks with the competition.

DECISIONS, DECISIONS

This information is great, but how do you decide which end is favored? When you are racing, you don't have the opportunity to call time out, sail over the finish line to check it out, and then resume the race after two minutes in the huddle (although this is an interesting concept). You literally have to judge the line "on the fly."

There are several ways of doing this. The first method is very risky but will do in a pinch if the start and finish lines are the same. Based on the discussion of Diagram 1, finish at the end of the line not favored at the start. You are making two big assumptions when using this method: one, the wind has not shifted since the start (highly unlikely); two, the race committee did not move the pin during the race.

All other methods of judging the finish line require planning. This rules Ralph out immediately. The best time to plan your finish is when sailing downwind to C-mark the last time. You will be able to see the angle of the line versus the wind and make a judgment on which end is farther to leeward.

This strategy is one argument for coming down the middle of the course on this leg. You can sail directly by one end of the line and get a close-up view of the situation.

One way to simplify the process is to imagine the finish line as a starting line. If you are comfortable looking at other boats and flags to determine the favored end for starting, use all the visual evidence available, decide which end you would start from and finish at the opposite end.

After each race, analyze where you finished on the line and ask yourself if there was room for improvement. Doing so will help you understand the dynamics of the finish line.

Everyone on the course has access to this visual evidence. Only a few use it to their advantage, and those guys are usually out front. Here are some specifics on what to look for and what to do with it.

THE EYES HAVE IT

To judge the line, you can "eyeball" it or use what almost every committee boat in the world uses - flags! If the race committee flag is flying above or in front of the committee boat and in clean air, it will give

you a true reading of the wind at the line. It will point to the end of the finish line that is favored! (See Diagram 2.)

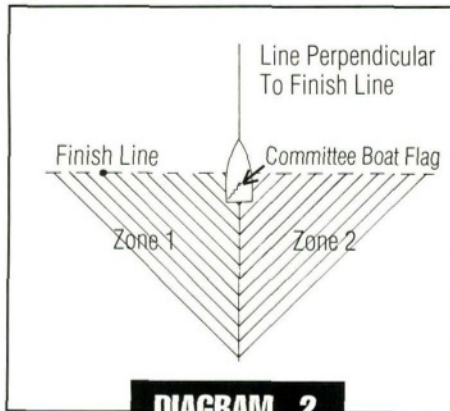


DIAGRAM 2

If it points toward the leeward pin (Zone 1), plan your final tack to the line so you finish at the pin. If it points away from the pin (Zone 2), tack so you finish at the committee boat. If it favors neither end, the line is square in the current wind and there is no advantage to either end.

In the absence of flags or your ability to see them, look at the course other boats are sailing upwind near the line. Their angle to the line will tell you a lot. (See Diagram 3.) Try to imagine them sailing that course across the finish line.

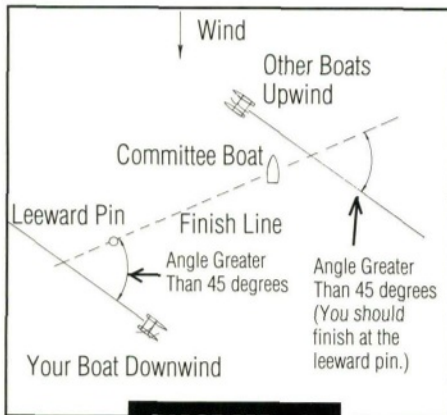


DIAGRAM 3

If they are on starboard and the angle they are sailing to the line is less than 45 degrees, finish at the committee boat. If it is more than 45 degrees, finish at the pin. If they are on port, reverse the appropriate finishing ends.

Another device is to use your own course downwind to determine the favored end. When going downwind on a Hobie, you normally will sail it with the apparent wind striking the boat at a 90-degree angle. This technique means you will be sailing about

45 degrees off the true wind (dead downwind).

If you were to jibe and sail upwind on the opposite tack, you would be sailing approximately 45 degrees off the true wind angle (head-to-wind). This strategy would put you on the same course as downwind, but in the opposite direction!

You can use the above method to determine by your downwind course the angle you will be sailing upwind at the finish. It can get very confusing until you think about it for a while. Try sailing downwind on either tack with your apparent wind at 90 degrees.

Make a mental note of where your sterns are pointing. Jibe, sail upwind on the opposite tack, and your bows will be pointing at the same spot!

FINAL WORDS OF ADVICE

Be careful of wind shifts. If you check the line halfway down the downwind leg, and later the wind swings in either direction, the favored end may have shifted. If the wind is jumping back and forth every three minutes (this condition is spelled L-A-K-E), don't attempt to judge the line until you are within three-to-four minutes of crossing it. Any earlier, and it all will change.

The longer the line, the more important finishing at the correct end will be. The distances gained (or lost) are increased greatly as the finish line is lengthened. If you have done your research and can't determine which end is favored, don't worry about it. You can finish on a square line at any point and know you haven't sailed too far.

Those who spend a little time looking at the line can really pick up finish positions by concentrating until the end. Many sailors have snatched defeat from the jaws of victory by being lulled to sleep on the last leg. They "fall in the groove" of sailing to the committee boat layline and tacking.

You work very hard to get the best starting slot possible. Put the same energy into achieving the best finish you can. After all, you've held those clowns off for the entire race, haven't you?

By the way, the next time you see Ralph, tell him I said hello (and thanks for the trophy)!

Please send us your questions and suggestions on topics about which you would like to learn more to: Racer's Edge, HOTLINE, P.O. Box 1008, Oceanside, CA 92051 -Ed. ✍

BACK ISSUES

1983

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

1984

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

1985

Jan/Feb Formula for Success
More to Sailing than Tuning
Mar/Apr Flying the Magnum Blocks
Jul/Aug Tuning the 14
Parks
Sep/Oct Flying the Super 18
Nov/Dec Evolution of Hobie 17
Tuning the 16 - Beginners

1986

Jan/Feb Tuning the 14
Rules Before the Start
Mar/Apr From Last to First
18 Performance
May/Jun Hobie 17 Primer
Staying Ahead
Sep/Oct Anatomy of a Roll Tack
Jul/Aug Hobie 14 Tips
Regatta Management
Nov/Dec Hobie 21 Introduction
Inside Hobie Hulls

1987

1988

Jul/Aug 21 Spinnaker Tips
Sep/Oct Notes for 16 Performance
Nov/Dec New Sailor Dictionary
Successful Trapezing
Winter Sailing Spots
Jan/Feb Hobie 18 Tuning
Mar/Apr Pleasure Sailing
May/Jun 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
Boat Refurbishing
Physical Conditioning Program

1991

Mar/Apr 1991 Division Book
May/Jun Miracle 20
Hobie 17 Tuning - Part 1
Jul/Aug Hobie 17 Tuning - Part 2
Sep/Oct Setting Your Sights to Win

BACK ISSUES: \$4.25 per issue (Foreign: \$6.25 per issue). Circle desired issues. CA residents add 8 1/4% sales tax.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ 9/91

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

FLEET DIRECTORY

INTERNATIONAL HOBBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

FLEET	COMMODORE	LOCATION	PHONE	DIVISION
ALABAMA				
76	Chance Gastor	Mobile	904/234-0023	15
ARIZONA				
66	Tim Marengo	Phoenix	602/345-1125	2
514	Brian Dolan	Tucson	602/325-3825	2
ARKANSAS				
145	Susan Langston	Ft. Smith	918/775-4522	14
CALIFORNIA				
2	Ramone Stark	Grass Valley	916/273-4150	3
3	John O. Hauser	Long Beach	714/536-4312	2
4	Frank Mardel	San Diego	619/277-5152	2
15	Timothy German	Onward	805/985-9463	2
16	Philip Hamilton	Big Bear Lake	714/585-3467	2
17	Kit Wiegman	Sacramento	916/338-4678	3
20	Robert Eustace	Modesto	415/967-2921	3
21	Steven Kieffer	San Jose	209/239-5416	3
29	Thomas Grimaldi	Merced	209/384-3439	3
30	Jan Nichols	Riverside	714/658-4437	2
62	Chris Miller	Fresno	209/673-7314	3
167	Dave Bethell	Bakersfield	805/322-9178	2
180	Theo Overdevest	San Fernando	818/885-8121	2
194	Jim Sajdak	Benicia	707/429-2959	3
205	Michael Couthches	Clear Lake	415/797-2066	3
222	Bud Robinson	Monterey	408/449-6682	3
240	Bill Boaz	Santa Cruz	408/423-3771	3
252	Bill Timms	Quincy	916/283-0979	3
259	Brett Dingerson	San Luis Obispo	805/541-6249	3
281	Dee Doyle	Santa Rosa	707/887-2508	3
537	Derrick Hunt	Redding	916/244-7857	3
COLORADO				
50	Craig Simpson	Ft. Collins	303/493-4694	5
61	Bill Gerblich	Denver	303/798-3484	5
201	Jeff Franks	Colorado Spgs	719/599-5231	5
CONNECTICUT				
31	Jim Bird	Brookfield	203/790-9525	12
56	Colin Walkiet	Westport	203/454-0241	12
DELAWARE				
106	William Moulmier	Dewey Beach	302/998-4218	11
271	Richard Raphael	Newark	302/475-1708	11
FLORIDA				
5	Christopher Cooper	Clearwater	813/535-8242	8
11	Mark Chaffee	Orlando	407/275-7029	8
36	Henry Rodriguez	Miami	305/558-8585	8
39	Lisa Pryor	Bradenton	813/953-6792	8
42	Tom O'Neal	Tallahassee	813/985-4401	8
43	Joe Sisson	Tallahassee	904/576-8482	15
44	Glenn Gelatt	Pompano Beach	407/482-5740	8
45	Lenny Merritt	Space Coast	407/633-0980	8
71	Richard Carey	Key West	305/294-0326	8
80	Dan Heyse	Daytona Beach	904/673-1944	8
111	Cindi Muhlbauer	Jacksonville	904/396-8403	8
112	Ron Wajda	Sarasota	813/351-8962	8
116	Joe Beal	Lakeland	813/299-3355	8
120	Robert Self	Panama City	904/763-7539	15
127	John Russell	Pt. Pierce	407/465-8608	8
153	Kim Coffee	Gainesville	904/377-8462	8
GEORGIA				
12	Tammy Duran	Atlanta	404/531-0397	9
154	Bruce Miles	Macon	912/923-6721	9
294	Don Thiedt	Savannah	912/897-5312	9
HAWAII				
6	Diane Ackerman	Honolulu	808/941-5857	
IDAHO				
105	John Gabiela	Boise	208/384-1846	4
ILLINOIS				
115	Bob Findlay	Wilmette	708/835-8490	10
199	Scott Burch	Carbondale	618/549-7821	10
419	Timothy Duryea	Peoria	309/243-5506	10
INDIANA				
26	John Cook	Indianapolis	317/589-8566	10
89	Michael Griffiee	South Bend	616/445-2792	10
126	Jim Kartz	Gary	219/844-8496	10
216	Gary Gotsch	Culver	219/749-8100	10
476	Jim Hearn	Leesburg	219/453-3764	10
IOWA				
84	Chris/Jeff Mumma	Des Moines	515/964-7807	7
475	Phil Redenbaugh	Storm Lake	712/732-3986	7
KANSAS				
27	Debbie Hill	Wichita	316/722-3203	14
297	Joe Michaels	Emporia	316/343-5833	7
510	Dennis Patterson	Leon	316/745-3705	14
KENTUCKY				
114	Keith Moore	Morehead	606/784-9823	10
142	William Rupe	Louisville	502/267-4017	10
219	David Nelson	Paducah	502/443-7408	10
LOUISIANA				
9	Glenn Richard	Lake Charles	504/923-0320	6
41	Steve Lewis	New Orleans	504/340-9909	15
55	David Koons	Baton Rouge	504/473-0123	15
528	Taylor Keough	Lake Charles	318/478-5916	15

MAINE				
231	Dwight Hawkins	Greater Portland	207/933-2991	12
MARYLAND				
54	Dan Flanigan	Baltimore	301/433-4042	11
MASSACHUSETTS				
28	Stephen Latham	Bedford	508/993-0867	12
197	Robert Reed	Rockport	617/631-7031	12
MICHIGAN				
18	Richard Hutchins	Pontiac	517/793-9386	10
40	Jack Waliner	Richland	616/671-5212	10
58	Ted Pawela	Jackson	517/787-8600	10
108	Richard Devon	Muskegon	616/453-7529	10
117	Alan Bourdo	Gun Lake	616/673-5696	10
171	Mark Medos	Ypsilanti	313/485-2254	10
276	Linda Merlo	Mt. Clemens	313/689-6791	10
519	Stephen Chapman	Portage	616/327-8519	10
MINNESOTA				
52	Charles Hildebrandt	Roseville	612/429-2653	7
246	Wayne Thorson	Grand Rapids	218/326-3318	7
515	Charles Leekley	Wayzata	612/473-8448	7
MISSISSIPPI				
70	George Zorn	Ocean Springs	601/863-2826	15
235	Stephen Essig	Jackson	601/856-2769	15
533	Michael Benfield	Long Beach	904/932-5520	15
MISSOURI				
59	Carl Votaw	Springfield	417/865-4230	7
123	David Stahl	St. Louis	618/236-2343	7
149	Bill Cummings	Kansas City	913/642-0518	7
273	Dennis Topolewski	St. Louis	314/423-5506	7
NEBRASKA				
192	Dennis Wheeler	Omaha/Lincoln	402/498-2921	7
NEVADA				
51	Robert Campbell	Las Vegas	702/739-6970	2
203	Bill Russell Brown	Reno	702/883-0538	3
NEW HAMPSHIRE				
209	Tom Sullivan	Gilford	603/293-8151	12
496	Lisa Hanselman	Seabrook	603/712-5428	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	Milville	609/327-4346	11
250	Martin Ferry	Atlantic Hghlds	201/773-2075	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 Nels	Albuquerque	505/292-4752	5
NEW YORK				
86	Tom Doud	Elmira/Ithaca	607/737-1140	16
109	Theo Novak	Roslyn	516/757-4750	12
119	Dave Slattery	Angola	716/693-8291	16
124	Bob Piechnik	Bayport	516/563-7025	12
143	Nancy Ratner	Brentwood	516/435-0679	12
204	Thomas Kiefer	Syracuse	315/474-1711	16
238	Michael Hands	Albany	518/864-8030	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
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	503/275-6462	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

RHODE ISLAND

448

Christopher Brosco, Sr.

E. Providence

401/434-2164

12

SOUTH CAROLINA

53

Mike Groshon

Charleston

803/792-6866

9

141

Pat O'Caïn

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

Mark Dickenson

Memphis

901/387-0337

15

249

Gary Lamborn

Nashville

615/859-3167

15

TEXAS

8

John Mayo

Galveston

713/952-4558

6

23

Karen Atnip

Dallas

214/613-6482

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

VIRGINIA

32

Steve Howse

Virginia Beach

804/583-7709

9

196

Chris Bolton

Norfolk

703/550-0398

11

221

Russell Dixon

Richmond

804/264-9417

9

516

Thomas Yorty

N. Virginia

703/476-6853

11

WASHINGTON

14

Paul Ullibari

Seattle

206/364-9938

4

37

Angelo Zopolos

Bellingham

206/773-3291

4

95

Jeff Janders

Seattle

206/433-6969

4

195

Tony McKarns

Tri-City Area

509/943-8391

4

WISCONSIN

472

David Repyak

Cambridge

608/423-3494

7

WYOMING

156

Stuart Hill

Casper

307/235-0692

5

EUROPEAN

315

Helmut Jakobowitz

Vienna, AUSTRIA

335

Friedrich Schiebel

Vienna, AUSTRIA

336

Erich Minarik

Graz, AUSTRIA

376

Miro Zornija

Vienna, AUSTRIA

381

Harry Michel Peter

Knokke Heist, BELGIUM

393

Olivier Verbustel

Auderghem, BELGIUM

394

Francis Maes

Ostende, BELGIUM

397

Benoit Thierry

Coxyle, BELGIUM

801

Jean Werrie

Burxelles, BELGIUM

817

Xavier Wynen

Ostende, BELGIUM

386

Barry Jenkins

Jersey, CHANNEL ISLANDS

333

Erik Olsen

Middelfart, DENMARK

385

Mogens Højgaard

Arhus, DENMARK

396

Nils Dulum

Rungsted Kyst, DENMARK

815

Thomas Poulsen

Charlottenlund, DENMARK

369

Heikki Loukasmaki

Helsinki, FINLAND

303

Bruno Delahaie

Rennes, FRANCE

309

Christian Peres

Toulon, FRANCE

311

J. Francois Bockell

La Baule, FRANCE

312

Gerard Fulgoni

Hyeres, FRANCE

313

Stan Sobczyk

Le Havre, FRANCE

320

Jean Pierre Blaise

Ludres, FRANCE

321

Guy Delmas

St. Medard, FRANCE

324

Etienne Moutte

Marseille, FRANCE

328

Pierre Sarabous

Biarritz, FRANCE

338

Alain Blum

Cap D'Agde, FRANCE

339

Guy Reverbel

Palavas, FRANCE

340

Bruno Sollier

Beaufort En Vallee, FRANCE

344

Jacques Serviere

Mandelieu, FRANCE

347

Bernard Lion

Ajaccio, FRANCE

354

Marcon Louis

Marignas, FRANCE

355

Robert Rives

Toulouse, FRANCE

357

Raymond Descatoire

Bondues, FRANCE

363

Francois Sganardi

Paris, FRANCE

379

Jacques Simon

La Vilette, FRANCE

392

Pierre Lard

La Motte, FRANCE

805

J. Jacques De Keyser

Halluin, FRANCE

809

Laurent Bonnet

La Rochelle, FRANCE

813

Dominique Paris

Locmariaquer, FRANCE

818

Laurent Larroutourou

St. Flour, FRANCE

301

Dangel Manfred

Wolfratshausen, GERMANY

317

Bernd Mohr

Hamburg, GERMANY

318

Bernd Mehlth

Ritterberg, GERMANY

IHCA Report

A BRIGHT HOBIE FUTURE

New Days, New Ways

It has been only two months since the reorganization of the International Hobie Class Association. With the help of racers and manufacturers, we already have crossed many hurdles. The strong commitment to the health and growth of our Class Association is very evident by the vast input we have been receiving. We are very excited about the future of the Class Association and the many opportunities that lie ahead.

The IHCA must be strong and healthy to support the divisions and fleets, ensuring the continued success of our Class. This requires strong financial backing. Both Hobie Cat USA and Hobie Cat Europe have been very generous in their contributions toward the Class, but we must also seek new ways to generate funds.

IHCA AND HOBIE APPAREL TEAM UP

To raise additional monies for the IHCA, Hobie Apparel has been very generous in granting the IHCA permission to use the Registered Hobie Trademarks on apparel products. Likewise, the HOTLINE has been generous in assisting with the promotion of IHCA gear. On page 24 of this issue, you will find an ad for our new t-shirt and pullover lines as well as Hobie sunglasses. All profits of sales from IHCA gear go directly to the IHCA to help promote our Class; 15% of the profits will go to the region from which the orders are received.

We previewed these items at the Hobie 18 Nationals recently held in San Francisco, and we are proud to announce a great success. During the week, we sold 53 garments to the North American Region and 118 t-shirts to the European Region. Based on only a few days of sales, we are extremely pleased with these results.

During the same week, Hobie Sports Dana Point, California, donated

to the IHCA the profits from the sale of a Hobie 18, which amounted to \$500.00. This amount brings the total generated profit for the IHCA to \$912.00!!! A special thank you goes to all these people for their support.

We will be happy to work with fleets interested in using any IHCA gear for an upcoming event. Prices are flexible on quantity orders, and for a minimal charge your fleet name and other information can be screened on the t-shirts and embroidered on the pullovers. We also have access to silk-screening facilities for your event's t-shirts.

WHAT'S AHEAD

For next year, we are looking into international membership programs to ensure our Class continues to provide you with the best organized racing possible and continues to update you on rule and constitutional amendments and changes, local and international events and current news. These programs will help support IHCA's goals in the growth of our Class. We also are working on new and innovative ideas, such as a Class group insurance program and youth programs.

We sent our Hobie Class Constitution and Racing Rules to the IYRU for ratification at its annual meeting in November in London. When ratification has been completed, we will advise you of all changes.

The future of our Class Association is very bright. As you may have heard, our Hobie Class is being considered for the Olympics!!! We will keep you posted on any new developments in upcoming issues of the HOTLINE.

We look forward to hearing from all of you around the world.

Warm winds,



Jeff and Laurie Alter
Executive Director and Assistant
International Hobie Class Association

This column is a regular feature of the HOTLINE. We encourage you to direct questions in writing to: International Hobie Class Association, Post Office Box 2855, Capistrano Beach, CA 92624 USA, Fax (714)361-8732. -Ed. ✍

319	Mathias Stender	Aachen, GERMANY
327	Andreas Szameitat	Eutingen, GERMANY
334	Peter Jannack	Hamburg, GERMANY
342	Gunther Konig	Morun/Syft, GERMANY
349	Klaus Zuchel	Lechenich, GERMANY
348	Wolf Ossner	Muenchen, GERMANY
350	Rainer Kellerman	Velbert, GERMANY
351	K. Kuhlich	Herdecke, GERMANY
352	Michael Schwindt	Huenstetten, GERMANY
356	Peter Bezold	Bamberg, GERMANY
360	Fritz Von Dornick	Kalkar, GERMANY
361	Jandek Hartmunt	Bergkamen, GERMANY
362	Stefan Griesmeyer	Feldafing, GERMANY
366	Dirk Praetorius	Hemmingen, GERMANY
373	Peter Mueller	Mendig, GERMANY
374	Wolf Petrovicki	Gibbusch, GERMANY
377	Thomas Stange	Bremen, GERMANY
388	Folker Zinke	Borkum, GERMANY
395	Dieter Brandt	Dusseldorf, GERMANY
398	Fiete Noack	Berlin, GERMANY
513	Frieder Niederquell	Korbach, GERMANY
803	Fiegfried Tietz	Friedrichshafen, GERMANY
323	Brian George	Cornwall, GREAT BRITAIN
346	David Collett	Houghton Cams, GREAT BRITAIN
364	Gordon Edwards	Surrey, GREAT BRITAIN
370	Barry Tiernan	Poole Dorset, GREAT BRITAIN
372	Phil Taphouse	Somerset, GREAT BRITAIN
804	Thursby Neil	Tynes & Wear, GREAT BRITAIN
806	Graham Sawyer	Stapleford Notts, GREAT BRITAIN
807	Roy Fortitt	Wiltshire, GREAT BRITAIN
816	Simon Morgan	London, GREAT BRITAIN
816	Simon Morgan	Vassiliki Lenkas, GREECE
304	Rob Van Deursen	Le Heemstede, HOLLAND
305	Bram Lussenburg	Hoekvan, HOLLAND
306	Nol Eitens	Katwijk Zee, HOLLAND
307	Jan Van Spellen	Den Haag, HOLLAND
308	Jan Wijker	Edmond A/Zee, HOLLAND
316	Martin Schuitema	Wassenaar, HOLLAND
325	Wim Bongers	Noordwijk, HOLLAND
343	Bram Van Straalen	Gravezande, HOLLAND
353	Hans Kersseboom	Naarden, HOLLAND
378	Nico Otthof	Glutrecht Hemelingen, HOLLAND
380	Kees Snijders	Veislerbroek, HOLLAND
382	Ernest Zwikker	Assen (Drenthe), HOLLAND
390	Robert Heilbron	Wassenaar, HOLLAND
391	Milko Berben	Rotterdam, HOLLAND
302	Paolo Orsini	Ladispoli, ITALY
331	Eduardo Colosetti	Varedo, ITALY
332	Giuseppe Rotunno	Pisa, ITALY
337	Paolo Span	Aurisiana, ITALY
345	Gianpaolo Serra	Quartu S Elena CA, ITALY
358	Maurizio Juris	Venezia Lido, ITALY
359	Maurizio De Rossi	Roma Lido, ITALY
375	Andrea Dorigoni	Toronto, ITALY
383	Antonio Nocca	Gaeta, ITALY
384	Claudio Colbertaldo	Palermo, ITALY
389	Paolo Sciacaluga	Genova, ITALY
800	Michael Wohl	Meran, ITALY
802	Piero Di Nucci	Formia, ITALY
808	Marino Sandro	Pescara, ITALY
810	Roberto Peragallo	Delta Pescara, ITALY
811	Oscar Calzati	Latina, ITALY
314	Jacques Frei	Noumea, NEW CALEDONIA
367	Cato Knem	Oslo, NORWAY
310	Dominique Ardin	Geneva, SWITZERLAND
322	Thomas Muhlethaler	Zurich, SWITZERLAND
329	Walter Steiner	Altenrhein, SWITZERLAND
341	Werner Wittwer	Denges, SWITZERLAND
326	Per Ahlberg	Vellinge, SWEDEN
368	Thomas Niclason	Sollentuna, SWEDEN
371	Ove Hult	Vastra Frolunda, SWEDEN
387	Rolf Haraldsson	Salen, SWEDEN
812	Lars Persson	Skövde, SWEDEN
814	C.S.B.F.G. Lefebvre	Gosier, Guadeloupe, WI

INTERNATIONAL

710	Brian Farley	Mackey, AUSTRALIA	
74	Tyler Cobbett	Whitby, Ont, CANADA	16
82	Dave Borland	Guelph, Ont, CANADA	16
90	Bruce Peto	Winnipeg, Man, CANADA	7
129	Glenn Withenshaw	Thunder Bay, Ont, CANADA	16
172	Nick Elliott	Kingston, Ont, CANADA	16
183	Stuart Crabbe	Toronto, Ont, CANADA	16
185	Marcus Lamb	London, Ont, CANADA	16
214	Steve Jung	Vancouver, BC, CANADA	4
237	Craig Burwell	Sarnia, Ont, CANADA	10
247	David MacHardy	Chatham, Ont, CANADA	10
263	Ron Rubadeau	Kelowna, BC, CANADA	4
298	Dave Milne	Ottawa, Ont, CANADA	16
441	Chris Walker	Burlington, Ont, CANADA	16
446	Edgar Frank	Calgary, AB, CANADA	4
497	George Wand	Trenton, Ont, CANADA	16
517	Nigel King	Turkey Pt. Ont., CANADA	16
189	Tony Stearns	Saipan, GUAM	
179	Nick Elliott	HONG KONG	
469	Poncho Limon	San Felipe, MEXICO	
46	Tony Teutenberg	Auckland, NEW ZEALAND	
69	Doug Hislop	NEW ZEALAND	
471	Peter Chadwick	Christchurch, NEW ZEALAND	
512	David Beazer	Wellington, NEW ZEALAND	
531	Lester Smith	Tauranga, NEW ZEALAND	
402	Colin Klappa	Lagos, NIGERIA	
420	Juan de Orbaneja	Mijas, SPAIN	
421	Ricardo Rovira	Calafell, SPAIN	
422	Adrian Viudes	La Manga, SPAIN	
423	Jose Rodriguez	Castelldefels, SPAIN	
424	Joan Torroella	Roses, SPAIN	
425	Felipe Bellini	Mallorca, SPAIN	
426	Ramon Piño	Puebla de Farnals, SPAIN	
428	Pedro Garcia	Sanlucar de Bmda, SPAIN	
429	Antonio Oriol	Madrid, SPAIN	
430	Antonio Muñoz	Sotogrande, SPAIN	
431	Rodolfo Ortiz	Zaragoza, SPAIN	

SUMMER SIZZLER FLEET 80, DIVISION 8 DAYTONA BEACH, FL AUGUST 17-18, 1991 BY SIMON FUGER

Well, it's Hobie racing in Daytona; it must be time for a hurricane. This year it was "Bob's Bash" that built the seas and winds and made the races and launching exciting. For those who braved the Atlantic, Bob's nocturnal flirtations with the Florida coast created some of the best racing conditions of the year.

Mastering the six-foot shore break with a solid-reaching wind proved to be no problem. It did, however, give new meaning to the word "launch," as the boats shared the air as much as the sea with each successive cresting wave.

Once assembled on the water, the fleets found the racing fierce and exacting. Four races were held the first day on expansive courses. It was physical, rock-and-roll sailing that tested equipment and endurance. Those in good shape made it through the day; those who weren't sort of made it through the day and then retired early that night.

Having inside and outside courses and three-minute sequences meant nobody waited around very long between races. Given the lumpiness of the ocean, the lack of time spent bouncing around between races was appreciated since nobody had any desire to see their breakfast again.

With the last boat having careened down its final Atlantic roller and landed safely on the beach, it was "time to party" once again. Miller distributor S.R. Perrott provided the beer, but this year it came with a guarantee: there would be no shortfall of the amber liquid under any circumstances. The band started up, and barbecue was digested in vast quantities.

The Treasure Island Hotel served as gracious host to this annual gathering of Hobie aficionados, as it has for world and national events in prior years. The partying lasted well into the night as the band played on.

By Sunday, things had calmed down with a quirky west wind swirling around the condos. Good double trap gusts were followed by zephyr breezes that rankled the calmest of psyches. Under these conditions, the race committee elected to go for only one race. With the early cessation of sailing, most were able to stay for the door prizes and trophy presentations before the need to embark on the homeward journey became too pressing.

Sponsorship is one of the most important ingredients for any regatta. We have been blessed with outstanding support from some of our local corporations: Hawaiian Tropic (ten years of support), S.R. Perrott (eight years), Treasure Island Hotel (four years), Ocean Deck (since the Beginning of Time), Tour Ice (five years), Ardmore Farms and Prindle Fleet 58 — all contribute in a major way to being able to provide a quality regatta. For our part, we do all we can to support and promote their products and services.

On behalf of Fleet 80, I would like to thank all of the participants at this year's Sizzler. And remember, if there's a hurricane brewing, it must be time to sail in Daytona!

MYRTLE BEACH POINTS REGATTA FLEET 174, DIVISION 9 MYRTLE BEACH, SC AUGUST 9-10, 1991 BY TOM RUSSO

The "Hobie Way of Life" played host at Fleet 174's Points Regatta in Myrtle Beach. Fleet members pulled off a successful event for the 72 boat participants by fully sponsoring the regatta.

The wind conditions were uncooperative, and challenged not only competitors, but the race committee as well. The second race on Saturday saw the wind shift three times once the white flag went up between the time 18As launched and 16Cs got the starting horn. Racers experienced variable winds throughout the day, finishing with a squall that pushed the fleet around a little quicker than they would have preferred.

Sunday was worse for wind conditions — full sun, but no wind! White flag was scheduled for 10:30 AM, but wasn't raised until minutes after noon due to calm winds.

Racers were treated to a low country sea food gumbo with enough seconds for all who wanted more. The gumbo was sponsored by fleet member Bruce Watts. Bruce graciously accepted the compliments, but gave full credit to Joann Baker for preparing an outstanding meal.

Top competitors were treated to hand-carved hardware by fleet member Ted Watts and Watts Woodwork. The base of the trophy was walnut, sail maple and background mahogany. Needless to say, these were no ordinary trophies.

Fleet member Charlie Belissary (Sailing and Ski Connection) rounded out the sponsorship package by helping offset the cost

of running the regatta and showing off the new Miracle 20 for racers. Spectators who did not race but were present to give help and support couldn't help but depart with a souvenir t-shirt designed by fleet member Robin Vaughn.

Racers did not see much change from Saturday's preliminary results and Sunday's final standings except the Hobie 16B class. Buzz Moore snuck around Byrd for first place.

Hobie 16As were a different story, with 24 boats packed into the fleet. Ayscue and Poteat had a real battle going in the 16A class. All day long the race committee gave course number 7 to 16A and then course 1 to 16B/16C. A 16C racer finished before the 16A guys, obviously. So 16C got first place!

Poteat and Ayscue knew something wasn't right Sunday when the finals were announced and protested the race committee! Once the smoke cleared, with throwouts and first place correctly assigned, scores were tied. Following the rules of who beat whom, when, Ayscue was declared the winner.

Like the 16As, a lot of jockeying was going on between Saturday and Sunday with the top spots among the Hobie 18As. But on Sunday afternoon Chris Stater was the clear winner. Jim Savey hung on in the 18B fleet, scoring just a .25 point over the Foss/Whitlow team who moved up from 3rd place on Saturday. Wick Smith took first in the Hobie 17A class.

Racers were complimentary of the well-managed regatta. Most of that credit goes to Tim Salmon, race committee chairman, whose penchant is to plot a perfect triangle for each race, given the current wind conditions. We think the wind conditions and mother nature got the best of him on Saturday.

Congratulations to Fleet 174 for a well-run regatta.

NORTHEAST AREA CHAMPIONSHIP FLEET 295, DIVISION 16 HAMLIN BEACH STATE PARK, NY AUGUST 3-4, 1991 BY MARK THOMAS

Local poet Ed Magin described the Northeast Area Championships, hosted by Rochester Fleet 295, as "... warm summer nights, 30 kegs of beer, wild women and cool dudes ..." or you could just use the old cliché, "wet and wild."

Saturday was wet. Virtually no rain had fallen in upstate New York for months — until Friday. Campers

woke up with puddles in their tents and that morning coffee really hit the spot.

With clearing skies on the horizon, race committee heads Mike Ogren and Jack Eisenschmid said "let's do it," and 118 Hobies from Canada, New York, Michigan, Pennsylvania, New Jersey, Georgia, Florida and Virginia converged on Lake Ontario to do battle.

Winds 8-12 knots greeted racers on both courses and the races started on schedule. All fleets got in four races and finally hit the beach at 5:00 under still cloudy skies.

Saturday night under the Big Top brought a great steak dinner, brews, renewal of old friendships, the DJ, dancing, and the most prevalent question of the night — "Where are the raffle tickets?"

Sunday was wild. Sunshine shone through broken clouds and the brisk wind continued to build. As the competitors readied their equipment on the beach, a Hobie 17 was the first boat on the water and made it about 300 feet before giving righting lessons to the entire crowd.


The final races were a good equipment test in 4-foot waves and 20-knot winds. Plenty of B and C fleters were able to put their righting lessons to good use.

In 18A, Tim Stater and crew Patrick McCambridge found it worth the long drive from Virginia, as they finished first with six bullets. Only six points separated the next five places.

Even tighter was 16A, where 5.25 points separated the top five finishers with two skippers from Syracuse Fleet 204 dueling for the top two spots.

There were some tense moments at the end of the racing day as a Hobie 18 was reported missing. Everyone was relieved when the boat and crew were found, safe, about 4 miles downwind. Their luck was better than the 34-foot sailboat that sank nearby on the same day.

Congratulations abound for the top finishers in each class as Commodore Randy Hill presented hand-crafted trophies to both skippers and crews.

As boat after boat pulled out of the parking lot, the sandy beach at Hamlin became quiet again. The drive home left each competitor with fond memories of the week-end events, and for those who didn't finish first, that one lingering thought — "wait until next year." 

NORTH AMERICAN REGION NEWS

Open Class Controversy

The Great Divide

BY MATT BOUNDS, WITH
CONTRIBUTIONS FROM MIMI
APPEL AND PAUL ULIBARRI

Should an open (Portsmouth) class be allowed at Hobie points regattas?

The NAHCA's traditional response to this question has been a firm NO. During the NAHCA annual meeting last October in Myrtle Beach, the general position of the divisional representatives was to enforce the policy of not allowing other brands of catamarans to participate in Hobie points regattas. Somehow, the concept of "It's OK if they're on a separate course" was developed.

Here's what's happening in the real world.

Divisional Differences

Division 10 (Great Lakes to Kentucky) has open classes in at least half of its 15-17 points regattas each season. Most events draw 25-50 boats; open classes are usually at the smaller regattas. At one, however, Hobies are just a few of a score or more classes, which range from J-14s to Sunfishes.

Division 12 (New England) actively encourages open class attendance at its points regattas. It shares mailing lists with other catamaran organizations in that part of the country.

Division 8 (Florida) handles other classes of catamarans by holding two regattas in the same place at the same time. Everything is separate.

A Hobie fleet in Division 16 (western New York) stretched the definition of "separate course" to the limit, by tying together two sets of marks. There were "two separate courses." They just happened to be in exactly the same location.

Division 16 also had a problem with the fleet hosting the Northeast Area Championships. It seems the fleet unilaterally decided to have an open

class at the regatta, after it was awarded the event. In this instance, the division and NAHCA convinced the fleet it would be inappropriate to do so.

Other Reasons

Many Hobie fleets are imbedded within a yacht club or other larger organization such as the Catamaran Racing Association of Michigan, which conducts multi-class regattas. Some conduct points regattas in which they invite friends from other catamaran classes to compete.

Several versions of the same basic boat, i.e. the 17 Sport and the 18 Magnum, have created "orphan" classes. A number of regatta organizers provide an open class expressly to accommodate Hobies lacking sufficient attendance to justify a separate class.

An Opinion Poll

The NAHCA asked Mimi Appel, WHCRA northeast representative and Division 16 notable, to look into this issue, particularly in light of the debate created over the Northeast Championships. What she found, after interviewing lots of people, were two basic opinions: no open classes; and open classes within reason. Whatever the opinion expressed, both groups are extremely loyal to their Hobies and the preservation of the Class Association.

**The NAHCA feels strongly
the only valid reason for
having an open class at a
points regatta is economic.**

No Open Classes

This group feels strongly only Hobie Cats should be allowed at nationals, area championships and points regattas. They are very loyal to the original Class Association. Some of their reasons are:

1. They have a great respect for the "Hobie Way of Life" Hobie Alter Sr. created and the family continues to carry on.
2. The whole core of our existence is to "encourage and promote Hobie Cat racing and sailing." Allowing other catamaran classes at points regattas would be a blatant violation of this existence.
3. Open classes at points regattas would take advantage of the Hobie fleets' organization. Manpower and sites

would have to be shared with others who may not attend the fleet meetings or help out when needed.

Open Classes Within Reason

This group agrees there should be no open classes at nationals and area championship events. However, on a points regatta level, they see little threat from the small number of open boats that might attend. Most in this group were in favor of separate courses and committees. Their reasons include:


1. Any open sailors who are serious racers will realize the real competition and numbers are in the Hobie classes and will want to be part of that.
2. This year's open sailor could be next year's new Hobie owner.
3. Holding two regattas simultaneously at the same site should not be a problem.
4. Turning any sailor away conflicts with the concept of the "Hobie Way of Life."

A Matter Of Class

During the past several years, the NAHCA has looked the other way when the issue of open classes arose. Basically, our thoughts were, "Better a mixed regatta than no regatta at all." This attitude implies that for economic reasons, we should consider open regattas.

The key word here is economic. If the regatta is drawing less in entry fees than the cost of conducting the regatta, some action must be taken. Options include: drop the regatta, permit open classes to bring up the attendance, scale down operating costs (no frills), or best of all, start a BIG divisional drive to build up the "C" fleets. In any case, we feel strongly the only valid potential reason for having an open class at a points regatta is economic.

Approximately \$3.5 million has been spent over the last 20 years to raise our Class Association to its current level. Our system is huge, somewhat complicated, and requires tons of effort just to maintain. Now that it is being managed by us, the sailors, on a voluntary basis, without the luxury of a large budget, clerical staff, etc., you can understand our reluctance to offer a free ride to other classes of catamarans.

On a local scale this may not seem like much of a burden, but once we take an official stance of allowing open classes for one division, we must allow it for all. Frankly, we're not sure we should do that without some major considerations. Nevertheless, we are keeping an open mind. To this end, we encourage you to send your opinions on the issue to us: Open Class Opinions, NAHCA, 31700 Middlebelt Road, Suite 100, Farmington Hills, MI 48334. 

HOBIE RACING RACE RESULTS

DIVISION 2

DIVISION 2 CHAMPIONSHIPS FLEET 3, DIVISION 2 LONG BEACH, CA AUGUST 10-11, 1991

HOBIE 16A	POINTS
1. Keith Christensen	4.25
2. Jeff Petron	9.75
3. Tom Materna	15.00
4. Jeff Alter	21.75
5. Curt Christensen	22.00
6. Alan Egusa	29.00
7. John Forgrave	31.00
8. Jeff Newsome	33.00
9. Dan Ketterman	34.00
10. Jeff Casher	37.00
11. Charles Froeb	39.00
12. Bob Seaman	42.00
13. Dan Delave	45.00
14. Richard Blount	51.00
15. Steve Myrter	52.00
16. Udo Winkler	52.00
17. Tom Acuna	57.00
18. Darrell Corell	65.00
19. Herb Hall	67.00
20. Marv Gantweg	70.00
21. Marshall Hammond	73.00
22. Erik Bjerring	75.00
23. David Ward	76.00
24. Ross Tyler	83.00
25. Paul Ashley	90.00

HOBIE 16B	POINTS
1. Bill Parks	14.75
2. Dudy Inglehardt	16.75
3. Dean Zimmerman	16.75
4. Larry Redding	18.75
5. Moe Carter	19.00
6. Chuck Brown	20.00
7. Team McGraw	21.00
8. Tom Kuebler	22.00
9. Al Mohill	24.00
10. Greg Claybaugh	27.00
11. Wayne Gordon	37.00
12. Dave Hackett	39.00
13. Jeff Perlmutter	41.75
14. Joseph Greska	42.00
15. Don Decurtis	52.00
16. Dustin Dupree	59.00

HOBIE 16C	POINTS
1. Doug McMaster	8.25
2. John Bartholomew	10.00
3. Bruce Kocka	11.75
4. Ruth Bryczynski	16.00
5. Al Navarro	16.00
6. Brad Dailey	16.75
7. Ernest Hunter	21.00
8. R. Purcell	21.00

TODOS SANTOS XIX FLEET 4, DIVISION 2 ENSENADA, MEXICO AUGUST 3-4, 1991

HOBIE 18A	POINTS
1. Parizeau/Thomas	5.25
2. Timm/Timm	6.75
3. Kimball/Hoy	8.75
4. Alter/Giddet	17.00
5. Brown/Wong	20.00
6. Lewis/Delatore	21.00
7. Brown/Burnight	21.00
8. Wagniere/McLeod	32.00
9. Goodell/Americh	33.00
10. Miller/Brandt	34.00
11. Team Mary-Al/Mohill	39.00
12. Parks/Parks	48.00

HOBIE 18B	POINTS
1. Claybaugh/Claybaugh	3.00
2. Daily/Sondra	12.00
3. Mitchell/Cindy	12.00
4. McCurdy/J. Smith	15.00
5. Mahbeno/D. Ryan	21.00
6. Delis/Morley	25.00
7. Wadsworth/Ryan	26.00
8. Gillett/Carey	27.00
9. Wuelper/Necoleina	30.00
10. M. Ryan/A. Ryan	31.00
11. H. Ryan/B. Ryan	37.00

HOBIE 18C	POINTS
1. Eschwege/Levi	4.25
2. Chalk/Freeman	7.75
3. Thomas/Fike	9.75
4. Hunner/Greer	14.00
5. Plummer/Leon	16.00
6. Vasquez/Vasquez	21.00

HOBIE 17	POINTS
1. Erik Bjerring	4.25
2. Jeff Conner	7.75
3. Steve Leo	8.75
4. Bruce Fields	15.00
5. Tom DeLong	17.75
6. Bill Myrter	22.00
7. Kirk Wells	27.00

HOBIE 16A	POINTS
1. Myrter/Linda	10.50
2. Petron/Petron	10.75
3. Seaman/Costere	13.75
4. Hauser/Bert	17.75
5. Ketterman/Jan	18.00
6. Materna/Brown	23.00
7. Alan Egusa	24.00
8. K. Christensen/Chris	26.00
9. C. Christensen/Jason	27.00
10. Newsome/Williams	34.00
11. Casher/Seaman	34.00
12. Hall/Keara	45.00
13. Acuna/Speegel	49.00
14. Delave/Dekroob	51.00
15. Winkler/Winkler	53.00
16. Froeb/Froeb	63.00
17. Corell/Johns	63.00

18. Forgrave/Casher	63.00
19. Ward/Goddard	69.00
20. Dixon/Dixon	72.00
21. Orton/Orton	83.00
22. Tyler/Tyler	88.00

HOBIE 16B	POINTS
1. Zolkowski/H. Smith	9.75
2. Hammond/C. Smith	12.75
3. Moe/Chase	14.75
4. Redding/Redding	18.00
5. Clay/Clay	20.75
6. Forgrave/Ruth	22.00
7. Hendrix/Jones	24.75
8. Willis/Amaroso	27.00
9. McFadden/Morasco	31.00
10. Perlmutter/Perlmutter	35.00
11. Delfino/Lalani	38.00
12. Strazzabosco/Lesage	39.00
13. Greska/Greska	44.00
14. Ashley/Ashley	46.00
15. Gordon/Ward	49.00
16. Irwin/Gail	53.00
17. Delaurie/Ryquist	59.00
18. Holmgren/Clark	62.00

HOBIE 16C	POINTS
1. Homyby/Ard	4.25
2. M. M. Jones	8.75
3. Hauser/Lovett	12.75
4. Bielamowicz/D. Smith	15.00
5. Landers/Spees	19.00
6. Malm/Malm	22.00
7. Bruce Kocka	28.00
8. Hunter/Hunter	28.00
9. Martinez/Martinez	29.00
10. Polanco/Ward	29.00
11. Farmer/Amberg	47.00
12. Gesson/Gesson	50.00
13. Schrader/Schrader	52.00

DIVISION 3

DIVISION 3 CHAMPIONSHIP DIVISION 3 CRISSY FIELD, CA AUGUST 31-SEPTEMBER 1, 1991

HOBIE SX-18	POINTS
1. Joder/Jeffries	3.50
2. Probst/Stamos	5.50
3. Thompson/Lowenstein	7.00
4. Wagner/DeVenzi	8.00

HOBIE 18A	POINTS
1. Yahalom/Yahalom	6.50
2. Rayfuse/Rick	6.75
3. Cockcroft/Cockcroft	7.00
4. Goodell/Tim	10.00
5. Hill/Hill	12.75
6. Burling/Farrell	13.00
7. Heberer/Gary	14.00
8. Harris/Lehmann	21.00
9. DeGaa/DeGaa	25.00
10. Weigman/Weigman	25.00

HOBIE 18B	POINTS
1. Collier/Sandy	3.50
2. Trevey/MaryBeth	4.75
3. Martin/Jodie	6.75
4. Pratt/Gina	11.00

HOBIE 17	POINTS
1. Americh	4.50
2. Leonard	6.75
3. Johnson	6.75
4. Bauldry	10.00
5. Baumgartner	10.75
6. Dingerson	14.00
7. Sparks	18.00
8. Kitowski	18.00
9. Kieffer	23.00
10. Frost	24.00

HOBIE 16A	POINTS
1. Porter/Peters	2.25
2. Tobie/Smith	6.00
3. Mooneyham/Harris	7.75
4. Rodal/Duncan	11.00
5. Skvarla/Hess	12.00
6. Hauser/Berg	13.00
7. Reese/Reese	16.00
8. Fecowicz/Lee	20.00
9. Sajdak/Boaman	26.00

HOBIE 16B	POINTS
1. Peters/Kirk	2.25
2. Miller/Petty	4.75
3. Hawthorne/James	8.00
4. Schroyer/Patrick	12.00
5. Klein/Schulenberg	13.00
6. Powers/Loures	14.00
7. Grimaldi/Christine	18.00

HOBIE 16C	POINTS
1. Buescher/Kuhre	2.25
2. Oswald/Burison	4.75
3. Little/Martin	8.00
4. Murphy/Mellunne	14.00

WHITE CAPS REGATTA FLEET 17, DIVISION 3 UNION VALLEY RESERVOIR JULY 20-21, 1991

HOBIE SX-18	POINTS
1. Lawlor/Forbert	4.25
2. Montague/Leonard	4.75
3. Hill/Hill	9.00
4. Joder/Joder	11.00
5. Moles/Gentry	15.00

HOBIE 18A	POINTS
1. Goodell/Americh	4.50
2. Mooneyham/Trevey	6.75
3. Wiegman/Wiegman	7.00
4. Cockcroft/Cockcroft	10.75

5. Heberer/Beveloona	11.00
6. DeGaa/DeGaa	12.00

HOBIE 18B	POINTS
1. Collier/Low	4.75
2. Head/Lane	5.75
3. Dillier/White	8.75
4. Titty/Lehman	9.75
5. Renning/Goldberg	10.00
6. Boris/Boris	13.00
7. Giuliani/Giuliani	19.00

HOBIE 18C	POINTS
1. Thompson/Stranahan	2.25
3. Boris/Boris	4.75
3. O'Malley/O'Malley	10.00

HOBIE 17A	POINTS
1. Arnerich	2.25
2. Leonard	4.75

HOBIE 17B	POINTS
1. Farrell	2.25

HOBIE 16A	POINTS
1. Porter/Claire	2.25
2. Hess/Hess	2.75
3. Rodal/Hutson	8.00
4. Glaze/Schulenberg	9.00
5. Stark/Stark	14.00
6. Forbert/Reilly	18.00
7. Tully/Kuhre	20.00
8. Skvarla/Skvarla	21.00
9. Peter/Peter	21.00
10. Kearney/Kearney	24.00
11. Hinds/Sharnon	25.00
12. Apple/James	29.00
13. Cockcroft/George	34.00

HOBIE 16B	POINTS
1. Grimaldi/Grimaldi	7.75
2. Hawthorne/Hawthorne	7.75
3. Miller/Miller	8.75
4. Glaze/Schulenberg	9.00
5. Peters/Kirk	10.00
6. Duncan/Hodgkins	11.00
7. Panattoni/Lewis	15.75
8. Gray/Strenahan	22.00
9. Klein/Yuon	24.00
10. Schroyer/Matt	29.00
11. Powers/Nieman	31.00

HOBIE 16C	POINTS
1. Buescher/Agre	2.25
2. Little/Martin	7.75
3. Oswald/Burison	8.00
4. Watkins/Harwell	14.00
5. Pratt/Petty	15.00
6. Pratt/Turner	16.00
7. Murphy/Murphy	18.00
8. Bjork/Bjork	19.00
9. Gray/Crossley	24.00
10. Godfrey/Moore	28.00
11. Martin/Hill	30.00

MILE HIGH REGATTA FLEET 62, DIVISION 3 HUNNINGTON LAKE, CA AUGUST 10-11, 1991

HOBIE 18A	POINTS
1. Yahalom	5.25
2. Goodell	10.50
3. Cockcroft	13.00
4. Wiegman	17.00
5. Hill	17.00
6. Burling	20.00
7. Heberer	21.00
8. Rayfuse	22.00
9. Farrar	32.00
10. Crocker	36.00

HOBIE 18B	POINTS
1. Soehnen	10.75
2. Bowen	10.75
3. Simon	13.75
4. Bliven	16.75
5. Robinson	17.00
6. Trevey	21.00
7. Gardner	24.00
8. Head	24.75
9. Wainwright	26.00
10. Olson	27.00
11. Hermann	33.00
12. Townsend	42.00
13. Beck	49.00
14. Duncanson	58.00

HOBIE 17A	POINTS
1. Kitowski	5.25
2. Johnson	5.50
3. Americh	12.00
4. McDonnell	13.00
5. Bauldry	18.00
6. Leonard	17.00
7. Dingerson	27.00

HOBIE 17B	POINTS
1. Joder	3.00
2. Doyle	8.00
3. Farrell	13.00
4. German	15.00
5. Ferguson	18.00

HOBIE 16A	POINTS
1. Hauser	7.50
2. Porter	11.75
3. Hess	11.75
4. Will Tully	15.75
5. Gracia	18.00
6. Rodal	22.00
7. MacDonald	22.75
8. Stitt	28.00
9. Orton	29.00
10. Haskins	35.00
11. Miller	38.00
12. Forbert	46.00
13. Jean Tully	50.00

HOBIE 16B	POINTS
1. Williams	8.75
2. Pfister	9.75
3. Lirette	13.75
4. Miller	14.75
5. Grimaldi	17.75
6. Delfino	25.00
7. Kearney	27.00
8. Hendrix	29.00
9. Houser	29.00
10. Klein	35.00
11. Ensor	39.00
12. Glaze	42.00
13. Cockcroft	44.00
14. Marean	47.00
15. Overdeest	47.00

HOBIE 16C	POINTS
1. Davis	6.50
2. Oswald	12.00
3. Campana	16.75
4. Winter	16.75
5. Martin	20.00
6. Hauser	22.75
7. Little	23.00
8. Bilodeau	23.00
9. Driver	37.00
10. Miller	38.00
11. Peters	39.00
12. Caponetto	40.00
13. Koch	45.00
14. Thompson	48.00
15. Orton	55.00
16. Hicks	57.00
17. Smith	59.00
18. Orr	65.00

HOBIE 16N	POINTS
1. Pedersen	3.00
2. McKeever	9.00
3. Dallabetta	11.00
4. Worthington	16.00
5. Bowers	16.00
6. Stults	25.00
7. Moss	31.00
8. Windhurst	36.00

HOBIE 14	POINTS
1. Martel	4.25
2. Gray	7.75
3. Padilla	8.75
4. Peters	14.00
5. Bryan	16.00

HOBIE 16N	POINTS
1. Pedersen	3.00
2. McKeever	9.00
3. Dallabetta	11.00
4. Worthington	16.00
5. Bowers	16.00
6. Stults	25.00
7. Moss	31.00
8. Windhurst	36.00

DIVISION 4

NORTHWEST CHAMPIONSHIPS FLEET 14, DIVISION 4 LAKE QUINULT, WA AUGUST 4-5, 1991

HOBIE 21	POINTS
1. Daniel/Nickerson	3.00
2. Haley/Kuli	7.75
3. Keyser/Warren	10.00
4. Beery/Beery	16.00

HOBIE SX-18	POINTS
1. Gelah/Bellat	4.25
2. McNeal/Searny	5.50
3. Seward/Monies	11.00
4. Holderread/Holderread	14.00

HOBIE 18M	POINTS
1. Cooper/McLeod	4.25
2. Ross-Duggan/Muffler	5.50
3. O'Neal/Moore	11.00
4. Hoffman/Hoffman	15.00
5. Cleymann/Arnold	20.00

9.	Mike Quigley	26.00
10.	Pete Golibois	32.00
11.	Ed Fenwick	33.00
12.	Rich Lawrence	41.00
13.	Karl Scronce	53.00
14.	Den Lisherness	55.00
15.	Donman	59.00
16.	Morrison	67.00

HOBIE RACING RACE RESULTS

HOBIE 14	POINTS
1. Jason Sanchez	3.00
2. Daniel Fontaine	8.00

THE SUMMER SIZZLER FLEET 80, DIVISION 8 DAYTONA BEACH, FL AUGUST 17-18, 1991

HOBIE 21	POINTS
1. Daniel Webster	2.25
2. Deans/Bobby	7.00
3. Huluy/Beery	8.00
4. Keyson/Warren	12.00

HOBIE 18M	POINTS
1. Bergman/Bergman	4.25
2. Cooper/McLeod	7.75
3. Murphy/Tyler	7.75
4. Reed/Stelling	18.00
5. O'Neal/O'Neal	20.00
6. Dewitt/Rodgers	30.00
7. Ross-Duggan/Muffler	33.00
8. Bowers/Herbert-Bower	36.00
9. Tietje/Tietje	40.00
10. Kisida/Kisida	44.00
11. Cleymann/Arnold	44.00

HOBIE SX-18	POINTS
1. Beal Jr./Beal Sr.	8.00
2. Seward/Monica	9.75

HOBIE 18A	POINTS
1. Boone/Boone	8.75
2. Bird/Moore	11.50
3. Dees/Dees	11.75
4. Cunningham/Cunningham	15.00
5. Kidder/Kidder	16.00
6. Liebel/Liebel	17.00
7. Harper/Norvell	25.00
8. Carison/Kisida	28.00
9. Whidden/Spoto	30.75
10. Johnson/Johnson	33.00
11. Hubel/Huck	37.00
12. Moehl/Irwin	38.00
13. Fuger/Rossi	44.00
14. Johnson/Cabish	55.00
15. Wiley/Osborne	59.00
16. Keyser/Keyser	59.00

HOBIE 18B	POINTS
1. Stevenson/Radatz	4.25
2. Graves/Graves	8.75
3. Hauer/Prosser	14.00
4. Henderson/Morefield	15.00
5. Stapleton/Benson	15.75
6. Ridenour/Ridenour	17.00
7. Staley/Berry	28.00

HOBIE 17A	POINTS
1. B. Lambert	3.00
2. A. Campbell	7.75
3. C. Roche	11.00
4. C. Broomfield	14.00

HOBIE 16A	POINTS
1. Camp/Mason	4.25
2. Merritt/Merritt	6.75
3. Vasilades	8.75
4. Weisberg/Weisberg	17.00
5. McPherson/Caffee	19.00
6. Loewen/Kirkpatrick	26.00
7. McDonald/Brooks	27.00
8. Nielsen/McPherson	28.00
9. Brennan/Dessalvo	32.00
10. Boetcher/Boetcher	40.00

HOBIE 16B	POINTS
1. Zable/Frazier	4.25
2. West/West	5.50
3. Pierce/Killinger	13.00
4. White/Eames	14.00
5. Long/Lybarger	20.00
6. Herendeen/Herendeen	27.00
7. Hagen/Hagen	33.00
8. Berard/Shaver	35.00
9. Fleishman/Smith	38.00
10. Erhardt/Erhardt	40.00

HOBIE 16C	POINTS
1. Meyl/Malone	4.25
2. Hagle/Borges	10.75
3. Miesak/Ingalls	17.00
4. Disuluo/Mogavero	18.75
5. Blooker/Hutchinson	25.00
6. Gilland/Gilland	30.00
7. Vaughan/Hayes	32.00
8. Spaak/Spaak	32.00

DIVISION 9

MYRTLE BEACH POINTS REGATTA FLEET 174, DIVISION 9 MYRTLE BEACH, SC AUGUST 9-10, 1991

HOBIE 21	POINTS
1. Wooten/Wooten	2.25

HOBIE SX-18	POINTS
1. Moore	2.25

HOBIE 18A	POINTS
1. Stater/Brookings	3.50
2. Pitt	4.75
3. Jones	7.75
4. Harper	10.00
5. Stewart	11.00
6. Cordina/Parker	18.00
7. Forbes/Cabiness	23.00
8. Toney/Holmes	23.00
9. Deaton/Weatherford	25.00
10. Duran	27.00
11. Frets/Duerk	27.00
12. Blackburn/Lucas	28.00

13. Midyette	36.00
14. Parker	38.00
15. Weatherford	40.00
16. Longnecker	42.00
17. Whiteside	51.00

HOBIE 18B	POINTS
1. Savey	5.50
2. Foss/Whitlow	5.75
3. Rogers/Beaty	8.00
4. Owens	27.25
5. Shank/Dotson	10.00
6. McGowan/Dolinger	12.75

HOBIE 17	POINTS
1. Smith	2.25
2. Krause	6.75
3. Carney	7.00
4. Zimmer	8.00
5. Reggie P.	14.00
6. Neal	17.00

HOBIE 16A	POINTS
1. Ayscue/Moddy	6.75
2. Poteat	6.75
3. Morton	10.00
4. Koch/Forsham	16.00
5. Jarrett	20.00
6. Murphy	23.00
7. Vaughn/Talmadge	23.00
8. Holt	26.75
9. Parolari/Wright	27.00
10. Allen	27.25
11. Dalba	29.00
12. Matzner/Peterson	29.00
13. Bordelon	30.00
14. Potter	30.00
15. Klavenski	32.00
16. Robinson	33.00
17. Williams/Fork	33.00
18. Wilson	35.00
19. Watts/Vereen	36.00
20. Kelley/Moore	36.00
21. Greene/Crowley	52.00
22. Kinney/Uley	60.00
23. T. Watts	63.00
24. Krause/Thurman	68.00

HOBIE 16B	POINTS
1. Moore	4.50
2. Burris	7.75
3. Byrd/Reinhard	8.00
4. Krimtschnig	8.75
5. Collier/Gaddy	13.00
6. Astrologov	14.00
7. Gustafson/Hearn	17.00
8. Glenn/Geding	18.00
9. Mortimer	25.00
10. Russo/Dawson	27.00

HOBIE 16C	POINTS
1. Inabinet/McBride	2.25
2. Snyder/Ward	6.75
3. Purvis	7.00
4. Eaddy/Oder	8.00

HOBIE 14T	POINTS
1. Merrill	6.25
2. Craig	10.00
3. Price	12.00

DIVISION 10

BAY WEEK REGATTA DIVISION 10 PUT-IN-BAY, OH AUGUST 6, 1991

HOBIE 18A	POINTS
1. Roten/Roten	4.25
2. Ferreck/Schaefer	7.75
3. Bliss/Bliss	8.75
4. Sullivan	13.00
5. Delaney/Delaney	18.00

HOBIE 16A	POINTS
1. Diamond/Diamond	3.00
2. Lashaway/Lashaway	6.75
3. Overbaugh/Kern	12.00
4. Andres/Gasick	14.00

TAWAS REGATTA FLEET 18, DIVISION 10 EAST TAWAS, MI JULY 27, 1991

HOBIE 18A	POINTS
1. Frederick/Schaefer	3.50
2. Ferreck/Claasen	4.75
3. Rose/Rose	5.75
4. Mette/Mette	12.00
5. Teets/Teets	13.00
6. Bourdo/Smith	16.00
7. Mielke	17.00
8. Celusnak/Campbell	22.00
9. Hughes/Hughes	27.00

HOBIE 18B	POINTS
1. Mohny/Mohny	3.50
2. Woodruff/Woodruff	6.75
3. Kuchenbuch/Eck	9.00
4. Lenczycki/Dunlap	11.00
5. Kuk/Kuk	11.75
6. Williams	18.00
7. Enners/Enders	19.00
8. Botsis/Botsis	21.00
9. Trovillion/Trovillion	21.00
10. Chapman/Chapman	22.00
11. Bendixen/Hedse	24.00
12. Maletic/Volkert	26.00
13. Adamowski/Adamowski	40.00
14. Dunlap	40.00

HOBIE 16B	POINTS
1. Howard/Werzer	2.25
2. Haft/Haft	6.00

1991 DIVISIONALS FLEET 218, DIVISION 10 MENTOR HEADLANDS, OH AUGUST 17, 1991

HOBIE 18A	POINTS
1. Roten/Roten	10.75
2. Rose/Rose	10.75
3. Bliss/Bliss	18.75
4. Sullivan	20.00
5. Hopper	20.75
6. Mette/Mette	23.00
7. White/Weils	23.00
8. Ogren	26.00
9. Tannert	32.75
10. Fort	34.00
11. Frederick/Schaefer	35.00
12. Kinney/Kinney	39.00
13. Howes	45.00
14. Delaney	48.00
15. Nixon/Nixon	51.00
16. Bourdo/Smith	58.00
17. Crabbe	60.00
18. Borg	64.00
19. Ross/Ross	69.00
20. Campbell	69.00

HOBIE 18B	POINTS
1. Clark	5.25
2. Ferrell	5.50
3. Wilkens	15.00
4. Weir	16.00
5. Eld	19.00
6. Bodde	22.00
7. Knight	23.00
8. Lindgren	25.00
9. Tober	34.00

HOBIE 17	POINTS
1. Karaim	4.25
2. Snodgrass	8.50
3. Garlick	11.00
4. Garlick	14.00
5. Beal	15.00
6. Waugh	22.00
7. Rosenberg	26.00

HOBIE 16A	POINTS
1. Kuchenbuch/Eck	10.50
2. Woodruff/Woodruff	14.50
3. Jeffers	15.75
4. Mohny/Mohny	17.00
5. Bounds/Bounds	18.00
6. Lashaway	21.00
7. Kiensma/Stiemsma	24.00
8. Diamond/Diamond	24.00
9. Rooks/Rooks	29.00
10. Wadsworth/Turk	29.00
11. Lenczycki	34.00
12. Overbaugh/Kern	35.00
13. Koehnbauber	43.00
14. Blunden	50.00
15. Block	63.00
16. Williams	64.00

HOBIE 16B	POINTS
1. Haft	5.25
2. Cefelli	6.75
3. Joesch	11.00
4. Roae	11.75
5. Isaacs	17.00

HOBIE 16C	POINTS
1. Mike Garrett	2.25
2. James Travis	7.00
3. Mick Roberts	12.00
4. Greg Hamilton	13.00
5. Jim Matthews	13.00
6. Scott Newton	22.00
7. Milt Dinholer	22.00
8. Tom Kustes	26.00
9. Kenneth Robins	28.00
10. Ed Solomon	28.00
11. Martin Levy	33.00

HOBIE 16A	POINTS
1. McCarly/Boatspede	4.75
2. Gladen/Gladen	6.75
3. Yates/Power	9.75
4. McVeigh/Ludwig	10.00
5. Breuer/Schnase	13.00

HOBIE 16B	POINTS
1. Kane/Kane	7.75
2. Smith/S. DuVarney	7.75
3. Pineau/T. DuVarney	7.75
4. Keyes/Keyes	9.00
5. Rose/Rose	13.00
6. Anderheggen/Mulluane	18.00
7. Kruse/Cahill	20.00
8. Weeks/Pasquale	26.00
9. Laux/Bersack	29.00
10. Robinson/Horgan	30.00

HOBIE 16C	POINTS
1. Novak/Conan	3.50
2. Aykroyd/Husing	6.75
3. Reedy/Reedy	11.00
4. Martindale	12.00
5. Morgan/Wussing	17.00
6. Cummings/Edmonson	18.00
7. Wingate/Schenck	19.00
8. Masor/Ciello	25.00
9. Varnes/Slavitz	26.00
10. Packer/Ryan	28.00

HOBIE 16A	POINTS
1. Rose/Rose	6.25
2. Frederick/Schaefer	7.50
3. Lehman/Lehman	10.00
4. Reed/Reed	16.00
5. Ferreck/Claasen	20.00
6. Bourdo/Smith	21.00
7. Thiessen/Hicks	25.00
8. Tyler/Tyler	26.00

HOBIE 18B	POINTS
1. Mahar/Wolf	4.25
2. Hughes/Aspar	7.50
3. Kletke/Kletke	9.00

HOBIE 17	POINTS
1. Garlick	3.00
2. Garlick	7.75
3. LaRocque	9.00

HOBIE 16A	POINTS
1. Kuchenbuch/Eck	5.50
2. Mohny/Mohny	5.50

3. Diamond/Diamond	10.75
4. Bounds/Bounds	15.00
5. Kuk/Kuk	20.00
6. Wadsworth/Turk	20.00
7. Lenczycki/Lenczycki	26.00
8. Botsis/Botsis	30.00
9. Whyment/Jean	31.00
10. Ahlbrand/Eble	37.00
11. Akert/Akert	39.00
12. Chapman/Chapman	40.00
13. Beverlein/Hornell	41.00
14. Enders/Enders	43.00
15. Burwell/McCune	58.00

HOBIE 16B	POINTS
1. Larsen/Larsen	6.75
2. Gassoway/Cochennour	7.50
3. Van Lopik/Van Lopik	9.50
4. Howard/Werzer	13.00
5. Half/King	16.00

HOBIE 16C	POINTS
1. Cavanagh/Cavanagh	3.00
2. Scott/Scott	8.00
3. Riegel/Riegel	10.75
4. Rubo/Franssen	12.00
5. Bender/Bender	20.00

DIVISION 12

DIVISION 12 CHAMPIONSHIPS FLEET 143, DIVISION 12 SAYVILLE YACHT CLUB, NY JULY 13-14, 1991

HOBIE 21	POINTS
1. Manganello/Bufington	3.50
2. Keyser/Curran	4.75

HOBIE SX-18	POINTS
1. Parkinson/Aylward	5.50
2. Thomas/Cockburn	6.00
3. Schinick/Livings	8.75
4. Sahr/Bellemore	10.00

HOBIE 18A	POINTS
1. Adelman/Bliss	6.75
2. Walkiet/Walkiet	6.75
3. Starter/Greenwood	7.75
4. Burgess/Lynch	12.00
5. Cutliff/Shea	14.00
6. Salmer/Bowers	17.00
7. Shea/Arata	23.00
8. Arata/Arata	23.00
9. Guay/Vangel	27.00
10. Cowcer/Cowcer	28.00
11. Guardino/Muro	33.00

HOBIE 18B	POINTS
1. Piechnik/Kennedy	3.50
2. McCarthy/Latham	7.75
3. Bird/Force	11.00
4. Degnan/Barkouskas	11.00
5. Drake/Vilardi	13.00
6. Pantaleo/Michelson	17.00

HOBIE 17

inside corner of the transom, and again just below the deck lip. Do the same for the opposite diagonal. The measurements should be equal.

To pull the boat into alignment, rig the mainsheet along the long diagonal and use it to pull the boat square. If you just glued the boat, leave the mainsheet on overnight while the glue cures.

If you shimmed the boat, sometimes it helps to pull it a little out of square in the opposite direction, because it will spring back when you take off the sheet. Put the trampoline back on the boat and lace it really tight. Check the alignment again, correcting if necessary. If you shim your boat, you will have to realign it periodically.

Twisting

Correcting for twist is easy. Measure the distance from the deck lip on each bow to the ground. Move either bow up or down until the measurements are equal. This measurement will not hold if you've shimmed the pylons, only if you've glued them together.

TIGHTENING THE TRAMP

To help maintain a stiff frame, the trampoline must be kept tight. There are many different ways of achieving this, from bare hands (with blisters) or two pair of Vise-Grips (tough on the line) to special tools made just for the task.

A tramp lacing kit with shock cord is available from your dealer, but I'm not convinced lacing the tramp with shock cord instead of dacron line makes it any tighter. (A good line to use is Yale Cordage Light™ because it doesn't absorb water.) Once you've tightened the tramp, you should notice a perceptible sweep inward on the sidebars.

Solid tramps can be pulled tighter than mesh because they don't stretch as much, but for racing purposes, the choice between the two is purely personal. I prefer mesh, as I don't like sitting in a puddle.

RUDDERS — THE SOFT UNDERBELLY

The 16's rudders are heavily loaded, mainly due to lots of mast rake and lack of centerboards, making proper setup of the steering system critical to performance. Without precise, balanced steering, the 16 can be a real beast to sail — good only for building upper body strength.

Before you can develop good helmsmanship, you must feel the rudder response. Otherwise, it's like driving a '76 Cadillac with power steering — you have only a vague notion of where you're going.

Steering Connections

Tiller Extension Connector — Make sure the connector is tightly bolted onto the tiller crossbar. Not too tight, or it won't turn! Use a couple spare nylon pieces from an old connector kit to provide a flat surface for

the nut and swivel against which to bear.

Tiller/Tiller Crossbar Connection — Buy a KISME TLC Plus from your dealer. For slop removal and reliability, nothing else even comes close. When first installed, the connections are so tight they must be broken in before being used in a race, so go sailing a couple times (preferably in heavy air).

Rudder Pins/Gudgeons/Lower Castings — These pieces are the primary source of slop in the entire system. The aluminum pins that come with the boat lose in the battle with the stainless steel gudgeons. Stainless steel pins don't wear or break. (If you sail in the surf a lot, use plastic pins, but also use a keeper line to make sure the rudder will remain attached to the boat if the pin breaks.) Get the new H17-style gudgeons (they don't break, either).

Fill the rudder pin hole on the gudgeon with epoxy, let it cure, then redrill the hole with a 23/64" bit; it makes for a really tight rudder pin fit. Drill and tap the transom to accept the next larger size bolts (1/4 x 20 x 1-1/2) on the gudgeons. Use permanent LockTite when remounting them, so they won't back out. Use plastic rudder pin bushings in the castings — the ones that require you to drill out the hole in the casting to 1/2" diameter.

The re-inserted rudder pins should be so tight you'll need a hammer to get them all the way down (be careful not to break anything). Use silicone spray to help them slide in. The joint should be stiff enough to prevent the casting from pivoting on its own, able to be moved easily by hand.

Kick-Up Connections

Rudder Head/Castings — The objective here is to get a tight, yet smoothly operating connection with no wobble. File the inside of the castings to remove any burrs or bumps remaining from the casting process. EPO rudders as well as the new Racer Blades fit well in the castings, but others are looser and need shimming. Hobie Cat sells several kits to shim this connection. Pitch the nylon nuts that came with the boat and use stainless steel/nylon insert nuts on the rudder bolts to better control the connection's tightness.

When you install the rudder in the lower casting, tighten the bolt until the rudder just barely drops down under its own weight. The upper casting is installed in a like manner — stiff, but not binding.

Lockdown Mechanism — With your rudders locked down (boat on the trailer), try to move each rudder tip fore and aft. If it moves more than half an inch, tighten the rake adjusters.

With the rudders still locked down, loosen the adjusting screw on top of the casting. Insert a screwdriver through the slot in the casting, angling aft to catch the aft edge of the cam plate. Use the screwdriver as a lever to force the cam plate into the cam. Using your third hand, tighten the adjusting screw back down. You might

have to try this a few times before you get it right. (See "Small Flippers in Back" in the July/August 1987 HOTLINE for input on adjusting the lockdown mechanism.)

SHAPE, PREPARATION AND ALIGNMENT

To understand the whys and wherefores of the rudder blade itself, some airfoil theory is indispensable. Rudders are a design compromise. They must be small enough to minimize drag, yet large enough to generate sufficient lift to turn the boat. Catamarans complicate the problem by allowing a wide range of speeds. The Hobie Cat blade profile is one of the better compromises, but in my opinion, Class rules restrict racers to a thinner blade than I want.

All rudders are symmetrical foils; one side is a mirror image of the other. When pointing directly into the direction of water flow, they generate no lift, only drag. In this condition, drag is composed of two components, skin friction and form drag (dependent on foil thickness). Friction depends on the speed of the flow and surface roughness, which determines when the boundary layer transitions from laminar to turbulent. The boundary layer is the thin layer of water in direct contact with the blade. Laminar boundary layer flow is very low drag, but it's unstable and more likely to become separated from the foil. Turbulent boundary layer flow is much more stable and resistant to separation, but has higher drag.

When the rudder is turned, the flow around the foil is no longer symmetrical, complicating the matter. Lift is generated, along with induced drag resulting from the vortices shed by the foil. Without going into the dirty details about vortex sheets and circulation, the bottom line is that for small angles of attack, the pressure increases on one side of the blade and is reduced on the opposite side. This force acts on the blade at a point approximately 12-15% aft of the leading edge. The blade is balanced when this force is aligned with the pivot point (the rudder pin line). When you adjust your rudder rake, you really are trying to perform this alignment.

As the angle of attack increases, one of two things will happen. At low velocities, the blade will stall, meaning the flow can no longer negotiate the sharp turn at the leading and trailing edges of the foil. The result is a catastrophic loss of lift and corresponding increase in drag. Thickness actually helps you here; a thicker foil will allow a higher angle of attack before stalling.

At higher velocities, the blade will ventilate. The pressure on one side of the blade becomes so low it actually draws air from the surface of the water down that side. It happens all the time on Hobies: a horrible vacuuming sound and loss of steering control because the rudder is trying to work in air. Contrary to popular belief, this is not cavitation. Cavitation results when the pressure gets so low the water vapor-

izes. Hobie rudders will ventilate long before they cavitate.

The Hysteresis Effect also applies to this situation. Simply put, fluid flows are resistant to change, which explains why the air sheet stays stuck to a ventilating rudder for such a long time. This effect can be put to good use, too (more on that later).

What does all of this have to do with the Hobie 16? The objective is to manipulate the rudder shape and surface to reduce drag and increase the possible angle of attack, before the rudder stalls or ventilates. Doing so is especially challenging on the 16, due to the limitations imposed by Class rules and the heavily loaded condition of the rudders.

Rudder Shape

We're pretty much stuck with the rudder shape provided by the type of rudder blade used, but most new rudders hum. The hum, caused by oscillating flow produced by the bulbous trailing edge, is a double whammy — it causes drag and it makes the rudder ventilate sooner.

To kill the hum, thin down the trailing 2" of ABS, Lexan and PCG rudders and produce a 1/16" wide, square-edged trailing edge. This edge actually will have less drag (overall) than a knife edge, and it's a lot easier to maintain.

DON'T do this to EPO or any other rudders with foam cores! You'll ruin them! On foam core rudders, square off the trailing edge leaving a 1/8" wide, sharp-edged edge. Taper down the face of the blade on both sides to make a smooth transition. Be very careful not to go through the epoxy and into the foam core.

EPO rudders probably are still the best racing blades. I have yet to see one break. They're super-light and as thick as Class rules allow, making them tough to stall, but a slight penalty must be paid in additional drag.

Unfortunately, EPO rudders are not being manufactured anymore. The newest blades on the scene are Racer Rudders, which are supposed to be comparable to the EPO blades.

Surface Preparation

The object of surface prep is to minimize surface disruptions, which maximizes the laminar flow over the leading edge of the blade. Once you've fixed the trailing edge, WETSAND, WETSAND, WETSAND! Use progressively finer grits (up to 600). Sand across the blade, in the direction of water flow. Pay special attention to the front third, the area of laminar boundary layer flow. When you're done, water should sheet off the blade, not bead up, revealing a very thin layer of water adhering to the blade surface. Water/water friction is much less than water/blade friction.

Rudder Alignment

Unlike centerboard catamarans, the 16 relies on its hull shape to reduce sideslip

going to weather, an inefficient configuration, causing the boat to operate at a higher yaw angle than centerboard cats.

Yaw is the angle between the direction the boat is pointing and the direction it's actually travelling. It affects the rudders by increasing the effective angle of attack.

If the rudders are set perfectly parallel when the boat sails level, both will stall at the same time when they are turned. If they are toed in slightly, the windward rudder will stall later. Since the boat is almost always heeling, the leeward rudder can sustain more lift because it's deeper in the water. The net effect: both rudders will still stall about the same time, but with a net increase in lift for a given angle of attack.

There are two ways to align your rudders. In either case, set the boat up as if going to weather, with sails up. Then, either measure the alignment with the rudders up or locked down.

Rudders up — measure the distance between the center of the blade at the casting and at the blade tip. The tips should be about 1/2" farther apart. Rudders down — prop up the rear end so you can lock the rudders down. Measure the distance between the leading and trailing edges of the blades at the same height. Alignment should be slightly farther apart (1/8") at the trailing edge.

What's good for going to weather works against you off the wind. The yaw angle is nearly zero now, and toe in actually can precipitate ventilation by creating a higher angle of attack on one rudder. The solution is to raise one rudder; it doesn't matter which one in light air, but it better be the weather one in medium-to-heavy air!

Follow this procedure anyway, to reduce drag off the wind. The best discussion of rudder preparation and alignment is in "Welcome to A Fleet, Book 1: Boatspeed," by Jack Sammons.

THE RIG — NEATNESS COUNTS ALOFT

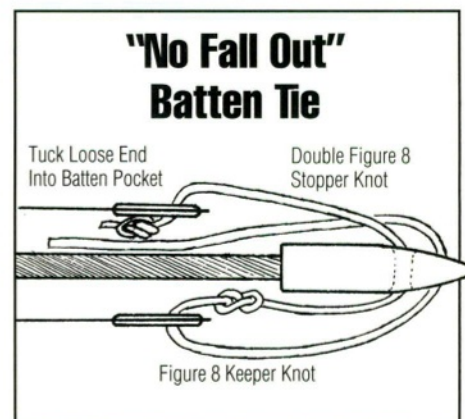
With the exception of sail shape, the 16 rig requires very little advance preparation; just some basic cleaning up.

Jib And Jib Battens

The only thing necessary to do to a stock jib to prepare for racing is change the luff tension adjustment from the head of the sail to the tack. Class rules prevent adjusting the tension while racing, but at least you'll be able to adjust it when the sail is up.

Neophytes have a hard time with the jib battens getting hung on the halyards when tacking. It's a shame, because it's easy to fix. Trim the jib battens so they barely protrude from the leech of the sail — only enough so they can be adjusted slightly. Get the halyards pulled back on the mast. I use a plastic holdback device mounted on the mast just above the top jib batten for the jib halyard, and lead the main halyard around the gooseneck to keep it out of the way.

Jib battens, especially the top one, also like to slip their adjustment lines and go for a swim. If you use the knot shown in the Diagram, you should never lose another one. Use this knot for the main battens, too.



Shaving down the battens to make them more flexible is never advantageous. The jib needs to be flat to help you point upwind. That's why top sailors replace their jib more often — because when the jib gets blown out, you can't point as high.

If you haven't a vision window in the jib, put one in. Don't let the sailmaker cut across any seams when inserting the window.

Main And Main Battens

The main requires much more attention to sail shape, which is determined by the cut of the sail and, to a lesser extent, by the battens. Sanding down the battens increases the draft somewhat and adjusts the position of maximum draft within a narrow range.

Sails tend to blow out over time, so you may want to begin with shaved battens and go to full battens as the sail ages and becomes fuller. Usually, the right sail shape can be obtained without batten shaving.

I advise trimming the excess batten length protruding from the leech of the sail. Usually 2-5" can be trimmed, still leaving plenty of room for adjustment. Trimming not only cleans up the sail aerodynamically, but is one of the few ways to reduce weight aloft.

Telltale Positions

I've seen both ends of the spectrum on telltales — from nearly none to 30. (How do they read all those?) If you've ever raced in the rain, you know what sailing without telltales is like. I've always believed you should never put more telltales on the sail than you can read in a glance, and that each should have a specific purpose.

NEXT TIME

For a detailed review of telltales and sail shape, you'll have to wait for part two of this series. In that article, I'll also go over what you should do once you're on the beach at a regatta — setting the boat up for the

expected wind and wave conditions. In part three, we'll go sailing.

MAKE YOUR HOBBIE DEALER HAPPY

Believe it or not, after you set up your boat, you'll want to visit your Hobbie dealer, shopping list in hand. A stock 16, right out of the box, is not really competitive until you add some goodies. The nice thing about the 16 is that you don't have to spend too much money turning it into a racing machine.

Essentials

Second Trapeze — You can't go fast in wind over 12 knots without some extra beef hanging from the wire. A system similar to the boat's stock equipment can be used, although you might want to add a block at the end of the wire. J&H trapeze handles are the best thing since sliced bread.

Sidebar Nonskid — Indoor/outdoor carpet applied with contact cement works great. Some sailors use neoprene, supposedly lighter than wet carpet. What you use doesn't really matter as long as it keeps you anchored to the side of the boat while on the trapeze.

Jib Traveller System — Being able to adjust the leeward jib traveller from the windward side of the boat is a real plus, especially in heavy air when the leeward side of the boat is no man's land. My boat is specially set up to accommodate my crew's lack of upper body strength. The sheet has very low running friction and is easy to cleat and uncleat. Your dealer can provide all the parts necessary to rig it.

Low Profile Mainsheet System — Maximum mast rake is critical to upwind performance in heavy air. Low-profile blocks are an integral part of this system. They are the single most expensive addition to a new boat, but believe me, they're worth it. (This system is standard equipment on new boats.)

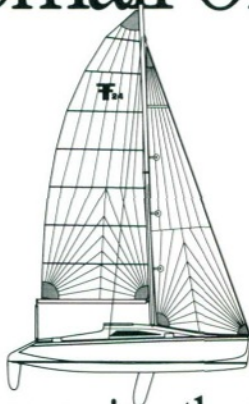
Righting Line — A righting line is something you don't necessarily think of until you need it ... and then it's too late. I suggest you buy a pre-made kit, install it, and forget it until you flip.

A Good Bridle Fly — This piece is absolutely essential for sailing downwind. Don't waste your money on feathers or cheap plastic. Get a good, sensitive bridle fly; it won't be cheap.

Tiller Grip Tape — I prefer the stock tiller extension. It's lighter and easier to deal with than a hotstick, but it does get slippery when wet. Just wrap it with strips of duct tape to provide some traction.

Protest Flag — You may not ever use it, but you must carry one if you race.

Now That The F-27 Is A Big Success, We'd Like To Introduce A Small One.



Announcing the F-24.

Good things now come in a smaller package. Three feet shorter but with all the fun of the F-27, this Ian Farrier design provides unparalleled flexibility for sailors. Built with the same high-quality construction, and light enough to be towed by a Toyota, the F-24 can be rigged and launched in just 15 minutes.

A board-up draft of only 12" makes it a gunkholer's delight ... and speeds approaching 20 kts. will make it a screaming success. To put a little fun in your life, just give us a call.

Corsair Marine, Inc., 150 Center Street, Chula Vista, CA 91911
Tel: (619) 585-3005 Fax: (619) 585-3092.

CORSAIR MARINE

Having your protest thrown out because you didn't have a flag is a bummer.

Nice To Haves

Aussie Jib Halyard System — Reduces mast compression, which lets the mast rotate more easily.

Chainplate Boots — Keeps your feet from being cut to ribbons.

TrenTec Tramp Clamps — Keeps the trampoline from pulling out.

Parts/Halyard Bags — Keeps the trampoline neat. Also lets you take tools and parts out on the water for repairs.

Footstraps — A must for staying attached to the boat in waves.

TrenTec Gooseneck Bearing

Helps you achieve maximum downhaul without breaking your neck.

KISME Traveller Tamers — For those of us who aren't built like Arnold.

Harken Blocks/Cleats — Harken makes the best boat hardware — period. A new 16 comes with Harken blocks as standard equipment.

It's Up To You

Remember that this stuff doesn't win races — it just keeps you from losing them. All the items on this wish list can be purchased from your favorite Hobbie dealer.



Hobie®

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

**Whaler's
Village**

Hobie

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

THE HOBIE MIRACLE 20

MIRACLE 20



*White-Hot
Performance*

*Precision
Handling*

*Proven Hobie
Quality*

SEE YOUR LOCAL HOBIE DEALER TODAY!