

HOTLINE

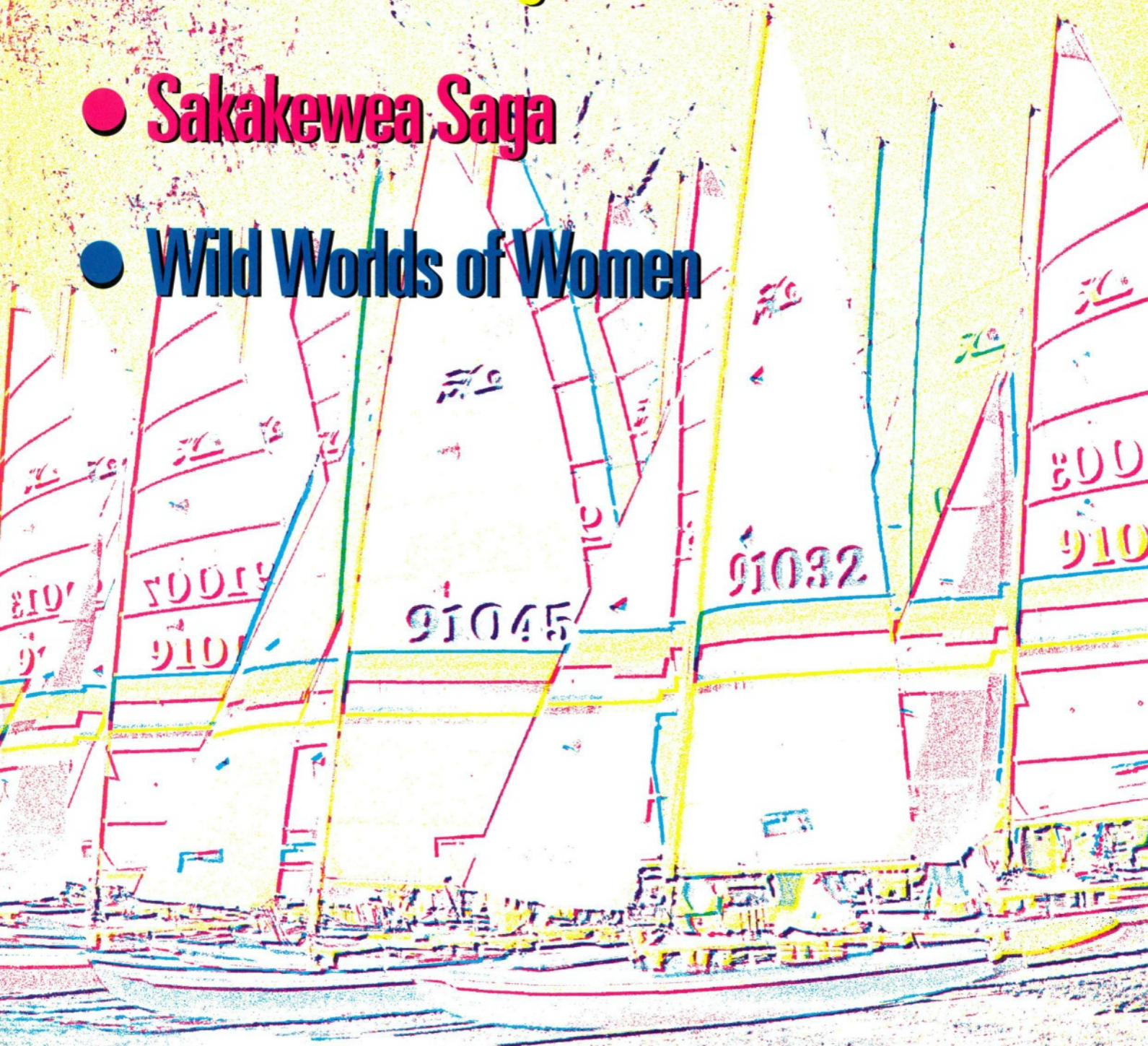
JANUARY/FEBRUARY 1992

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Hobie HOTLINE

JANUARY/FEBRUARY 1992 • VOLUME 21 NUMBER 1

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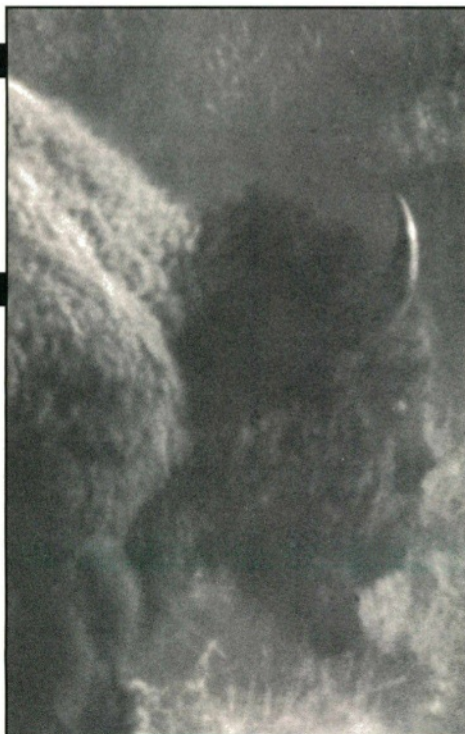
Californians demonstrate state-of-the-art sailing at Hobie 16 National Championship.

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On the cover

Hobie Cats color a white winter.



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

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American Web, Denver, CO

The Hobie HOTLINE is the official publication of HOTLINE PUBLICATIONS, HOBBIE CAT COMPANY. 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, or to subscribe by credit card, call (619) 758-9100 X600. 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. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

Often, the closest I get to Hobie Cat racing is all the running around I do in the mad dash to get this magazine out to you every two months. Usually, I console myself with the thought that, in some ways, publishing HOTLINE is comparable to racing in a regatta: I start off each issue eager to get going and anxious about the outcome; I get winded, but find renewed strength; I overcome frustration and fatigue, and achieve an ultimate feeling of exhilaration and contentment; but when I cross my personal finish line as the magazine goes to print, I can't wait to get started all over again.


But then, I ask myself, who am I kidding? Here I am cooped up in an office (with no windows so I don't even know what the weather's like), tearing my hair out (which explains why you never see a photo of me in this spot; I'm bald! ... just joking). There you are, out on the water, minute after riveting minute.

During last fall's Hobie 16 National Championship here in Coronado (just a hop, skip and a wave away from Hobie Cat Company in Oceanside), I had the opportunity and extreme pleasure to spend some time as a (mostly behind-the-scenes) spectator. And let me tell you, those were some scenes! Ever-bustling and busy, but everyone friendly, enthusiastic, committed. You name it, these people displayed it! They were a bunch of hard-working folks ... who seemed (most of the time) to enjoy it immensely!

From my past experience of involvement with national and world championships, I can appreciate the amount of blood, sweat and yes, tears, poured into an event such as this. The members of host Fleet 4 not only made it happen ... they made it successful.

I'm not praising only Fleet 4 here; attending this series gave me a new-found respect for all groups hosting each and every Hobie event. It's a huge, all-consuming responsibility. It's not just "a minute here; a minute there" kind of effort, but a 24-hours-a-day, seven-days-a-week commitment. It's total dedication to a goal, and requires the dedication and energy of all key planners of an event as well as the love, patience and understanding of those individuals' entire families. Just ask the children of Scott and Mary Jo Dixon. Mary Jo confided that as the event neared, their kids were fed up with the entire dinner conversation each night being devoted exclusively to Women's World and 16 National business.

So, to every one of you out there in Hobieland who volunteer to give up your life for a time to produce an event, we all thank you from the bottom of our Hobie hearts. And to all of you who participate in a regatta, as you're packing up on Sunday and looking around to make sure you haven't forgotten anything, don't forget the most important thing of all: a sailboat full of appreciation for the people who made your enjoyment possible.



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THE FIRST IS STILL THE BEST

In 1970 I bought my first Hobie 14; 21 years and a few Hobie 14s later, I'm still sailing my favorite sailboat, my 14-foot Hobie. But, where did everyone go? I've sailed against Hobie Sr., Hobie Jr., Jeff Alter and Paula Alter. Even beat them a race here and there! I've raced against Phil Berman, Wayne Schafer, Randy Hatfield, John Ross-Duggan, Richard Loufek, Jeff Canepa, Gunter Hagen, Dave Boyle, John Golden, Miles Wood and a lot more great sailors and competitors. It's been fun. Many good sailors have graduated from the Hobie 14 and gone on to do great things.

In 1988 I bought an Apple IIc+, a wonderful little computer; it is everything I need in a computer. But the company now has the Mac, and software for Apple IIs is getting harder to find.

A lot of people at southern California regattas probably know my OLD '63 Chevrolet pickup much better than they know me. I love that old truck, BUT I now drive a '91 Toyota pickup. Sometimes new is great; fuel injection, disc brakes, five-speed stick shift. WOW, it really goes!!

Love my old truck, love my new truck, love my Apple II, but I'll probably get an Apple-Mac LC. It seems that time has passed by my Hobie 14, but it's my sailboat and I love it. We (my Hobie and I) can go to the beach in the middle of winter and be rigged and sailing in 15 minutes. Wonderful feeling; best therapy in the world.

Will I sell my Hobie 14 and buy a 17? Never — sometimes that old saying is true: "You can't improve on perfection." The Hobie 14 stays, whether I can find somebody to race against or not. (Or maybe I'll get a Hobie 16??) Naw, not Burt Sherriff!

Burt Sherriff
Carlsbad, CA

THEY'RE ALL #1

Last fall, I purchased a Hobie 14 Turbo. My husband and I enjoyed sailing it so much, we decided to look for a Hobie 16. After watching newspaper and trade magazine ads for most of the summer, we located a 16. It was in a city 40 miles to our south and the price was right, so we purchased it.

We checked the sails, but didn't notice the numbers. On Labor Day weekend we took the 16 to the lake where we keep the 14. After we got both Hobies rigged and ready to sail, we sat down for a cup of coffee before we shoved off.

My husband and I were admiring the boats and discussing their similarities when



we noticed the strangest thing. The Hobie 14 has sail #27901 and the Hobie 16 sail #27902. Both Hobies have had more than one previous owner and we thought the odds of this happening were great. Are the sail numbers given to the boats in the order they are made?

I have enclosed a picture of our Hobies. Sailing is a great way to spend the weekend, and nothing sails like a Hobie Cat.

Patricia Holland
St. Paris, OH

Sorry, but sail numbers and hull numbers have no relationship to each other. Although it seems as if some sort of Kismet were involved, it is merely a happy coincidence. -Ed.

HINTS AND HURRAHS

I do not object to the article on soaring in a recent issue. In my experience, many sailors also are power and glider pilots, sort of like the connection between sailing and skiing.

In general, I approve of the change in emphasis in the *HOTLINE*.

Finally, I use spent 9 mm parabellum casing inside the trampoline rope sleeves to keep the trampoline ends from pulling out of the slots on my Hobie 16.

Alvin F. Jones
Roswell, NM

I have a tip to share for removing or adjusting the delrin screw on the Hobie 16 rudder locking kit. This screw, which controls the tension on the rudder cam, is difficult to reach and often becomes frozen in the rudder casting.

A 5/8-inch wood borer bit on a variable speed reversible drill will turn the screw unless it is completely frozen to the rudder casting. The point on the bit fits nicely in the screw hole and the edge of the bit is a perfect match for the screw slot. Slowly turning the bit, either forward or backward, will move the screw on the rudder casting threads.

Applying a liberal dose of WD-40 and turning the screw every few weeks during the sailing season will keep it from freezing on the rudder casting.

John L. Stegall
Savannah, GA

Of course I love *HOTLINE* and always have, as I've subscribed for over a decade and a half.

One thing I would like to see brought back is a champion profile. *HOTLINE* has done it from time to time and I think it is really interesting to find out more about whom we are gunning for, what their background is, what major events they've won, and why they think they are successful, as well as personal information about where they live, what they do, their family, etc.

"*Surfer Magazine*" always profiles the top 10 surfers in the world; while we do not have such a rating system, we should profile our national and world champions even if it means more work for you to come up with something new to say about Jeff Alter or Hobie Alter, Jr.

Remember, as the first rule in sailing (told to me by family friend Rear Admiral Quackenbush) advises, "Never spit to windward."

By the way, a feature on a particular size boat and a look at past champions also would be nice.

Roger Jenkins
Huntington Beach, CA

*Even though *HOTLINE* isn't the spit 'n' image of "Surfer Magazine," your suggestions are good and merit consideration. -Ed.*

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

CAT TRAX

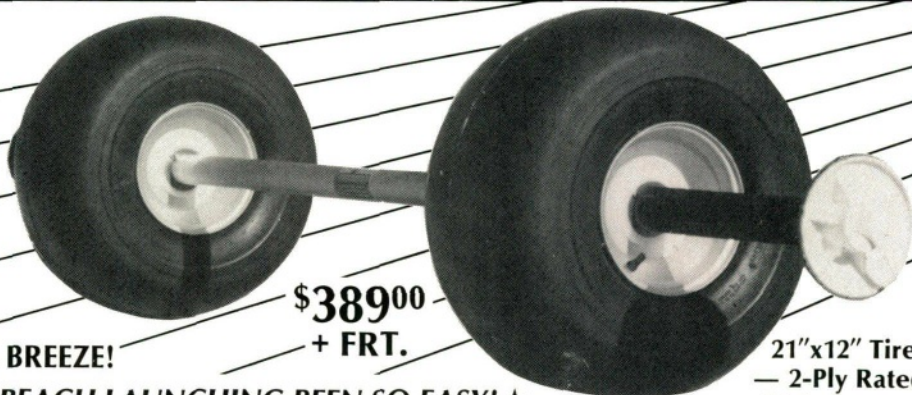
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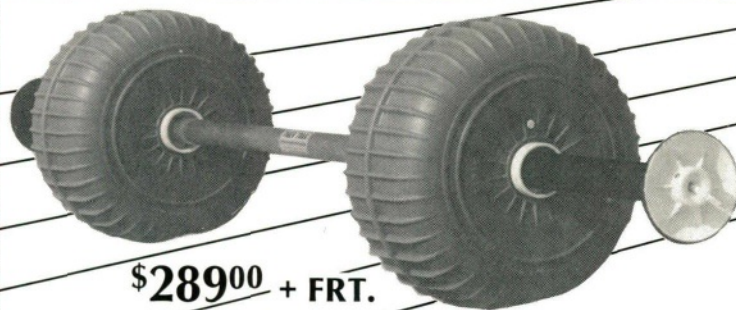
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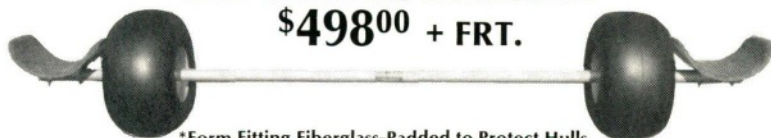
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In addition to being awarded a prize, the winning entry will be published in an upcoming issue of HOTLINE. Deadline for entries: February 14, 1992.

WHICH HOBIE IS THE BUOYANT BEST?

During a lull in Fleet 322's long sailing weekend on Lake Como, Switzerland last summer, the "idle hands" and busy minds got going on the hulls of a dilemma. According to commodore Thomas Muhlethaler, the question was: What is the difference in buoyancy between the Hobie 21 and Hobie 18?

The answer was: Let's find out!

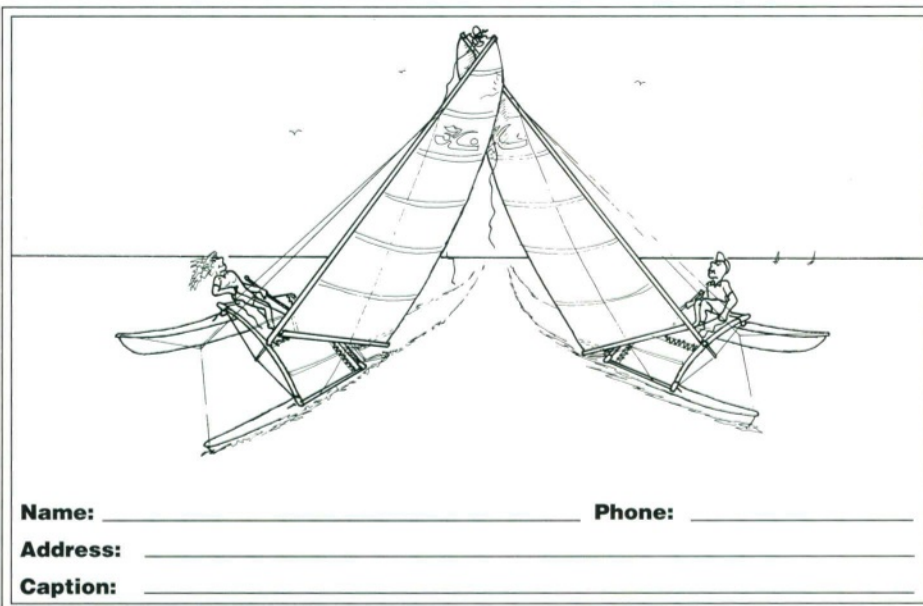
The test was practical, if a bit unorthodox. With both boats on a dead calm lake, the temporarily unemployed sailors were herded onto one hull of each boat, until the gunnels were awash. The total weight of each boat load, plus half the boat weight, was 1900 pounds for the Hobie 21 and 1200 pounds for the Hobie 18. "To us, this was a surprising result," reported Muhlethaler, "as our load ratio was 1.58/1 and the length ratio 1.17/1; notwithstanding the difference in hull beam measurements. We wondered if this test was relevant." What do you think?

When calm days finally succumbed to strong northerlies, the fleet scientists sailed both boats with a four-man crew, to determine the relative buoyancies of the leeward hulls. The result was the 21 appeared unaffected, while the 18 was a lot happier with a three-man crew.

What does all this prove? We're not sure ... perhaps only that too much leisure time is a dangerous thing.

THE UN-FINISHED SUBSCRIPTION

Once upon a time (actually in November 1991) an avid Hobie Catter from Finland applied for a one-year subscription to the HOTLINE. Unfortunately, we've been unable to Finnish processing the subscription as we cannot read some of the information. To our friend across the water: please contact us by mail (P.O. Box 1008, Oceanside, CA 92051) or fax (619-758-1841) so you can begin receiving your magazine and this story can have a happy ending.



Name: _____ Phone: _____
Address: _____
Caption: _____

NAME GAME CORNER

The mystery (set forth in the July/August 1991 HOTLINE, "Name Game Corner: Who Are The April Fools?") unfolds. The boat is called Cat 'n' EOS (not Cat 'n' EDS). The name is a derivation of Captain Eos, the cat flying out of the Canon Eos camera. I own a camera shop so was able to gain sponsorship from Canon for my boat. The company was pleased to see the same "Eos" appear in race reports in the press. Under RYA (Royal Yachting Association) Rules, we are not allowed to use the Canon name.

Enclosed is another photo, of "FullTilt!" The reason for the name is fairly evident. The Cat is owned by Alex Ohlsson and Sonny Coates, and the photograph was taken during the recent Around-the-Islands race. Not being shy when they



saw the camera, the sailors forgot racing for the moment to show off their name, but they did finish a creditable third.

That's all for now. Best wishes.

Barry Jenkins
St. Ouen, Jersey, C.I.



Should you ever see the "Pink Manacle" at either Division 10 or 7 regattas (or anywhere else, as we seem to drive a lot), please feel free to come and ask us for the story. My skipper, David Popp, and I will be glad to give you the inside line on our craziness. (It's not as kinky as you may think.)

Tami Sontag
Elk River, MN

"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

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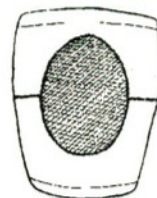


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Dear John

BY JOHN HACKNEY

OLD PAINT

I've purchased an old Hobie 16 that structurally is in good condition, but looks terrible. The hulls are the worst! I know you can compound the hulls, but I'm interested in custom-color paint. Can you paint over fiberglass?

Certain things are best left to professionals, and spray painting your boat is one of them. Unless you have the equipment and experience to paint your own Hobie, go to a pro. If you possess both, you do not need advice, so have at it. For the lay sailor, some suggestions on how to be a better consumer and a little painting information may be of help.

Before you do anything, contact your local fleet; most likely a member already has had his boat painted and can shed some light on which shops are experienced. Your favorite Hobie Cat dealer just may do this kind of work or at least can refer you to an area marine dealer or auto body shop that paints fiberglass boats. It may surprise you, but sometimes the best and cheapest paint jobs come from body shops.

The proof is in the pudding. What does that mean? Inspect recently painted cats for the pick of the litter, find where the work was done and have that shop paint your boat. The time spent selecting the best company to paint your boat at an affordable price will be time well spent.

As you probably have heard a thousand times before, preparation is as least as important (if not more) than the actual painting itself. All cracks, gel coat crazing, dings, dents and structural repairs must be completed before any painting begins. These imperfections will show through the paint ... usually right after the paint warranty has run out. The best way to assure a long-lasting, good-looking paint job is to examine the boat for any imperfections before it is spray painted; an activity the paint shop may not appreciate.

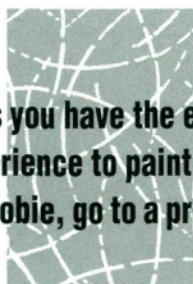
Once the proper shop is picked and preparation is complete, the next consideration is the type of paint to use on the boat. Color is a matter of personal preference, but white is the easiest to match if you have damage a few years down the road and need a small repair.

Gel coat usually is not applied to your Hobie; that was done when the boat was new. A pigmented polyester resin, it requires much buffing once sprayed and is

very seldom used for cosmetic paint jobs.

Emmron or Awlgrip are two common brands of paint. Although not always the easiest to spray, both are high-quality marine finishes that are expensive, but considered best. More common auto enamels also do an excellent job and actually look as good, but Emmron and Awlgrip are tried and proven marine finishes that resist the harsh marine environment well.

Unless you have the equipment and experience to paint your own Hobie, go to a pro.



The last thing to mention (which could have been the first) is the non-skid deck. This area of non-skid is very difficult, if not impossible, to paint and still retain the same appearance and non-skid qualities as when the boat was new. The Hobie factory makes the boat in a female mold, sorry about the gender-specific term; that is a person mold internally finished, which makes those nice crisp non-skid areas. Can you just imagine sanding those little peaks and valleys with little sandpaper squares, and while painting attempt to keep the paint from filling up each little valley? Good luck. (For more on non-skid repair and painting, see "Ask the Expert: Gel Coat, Damage Control" in the July/August 1991 HOTLINE.)

17'S A GOOD SPORT

I own a 17. A friend of mine just bought a 17 Sport and after a couple sailing days with him, I'm really interested in putting a jib on my boat. Is this possible, and if so, how do I do it?

The Hobie 17 is a fast, enjoyable, single-handed Cat, but what happens when you want to take a companion for a sail? Adding extra crew weight to the boat can slow things down, especially when sailing downwind. With no jib to sheet, the crew has nothing to do but relax, yet something is missing.

A Hobie 17 Sport conversion package brings new life to this singlehanded craft for all but the heaviest crews. Adding the Sport jib adds power to those reaching and downwind adventures. It enables the crew to feel like a part of the action, not just a passenger, for the total Hobie experience.

The package incorporates all this increased pleasure without losing the ability to race singlehanded when needed.

In addition to the jib, the Sport adds a boomless main, which increases room for the crew to pass beneath the main when tacking and jibing. If you examine the Hobie 17 closely, you will realize there is not much room forward near the mast to pass under the boom. The boomless rig adds simplicity, and if you do hit your head when maneuvering, at least it is on the sail and not an aluminum boom.

The jib is the most obvious item required to transform the Hobie 17 into a Sport. Although it goes along with related hardware necessary for the conversion, the jib must be purchased separately. As usual, see your favorite Hobie dealer.

A noticeable difference between the Sport and all other Hobie Cats is the front spreader bar. The bar is an integral part of the jib system and must be utilized for jib installation to prevent damage to the hulls of the Hobie 17. This spreader bar takes the increased inward force created by the lower bridle angle necessitated by the addition of the jib. The bows of the Hobie 17 were not originally designed to withstand the loading of a lower bridle; the spreader bar solves the problem without adding much additional weight to the package.

The spreader bar is only part of two basic kits available from Hobie Cat to complete the conversion. Kit #1, for lack of a better name, is the least expensive and simplest to install. It includes all hardware necessary to control the jib: jib sheets, jam cleats, spreader bar, bridle wires, roller furler, furler jam cleat, halyard and forestay pigtail, to name just a few. Thankfully, the kit also comes with instructions to assemble this puppy, for an easy do-it-yourself afternoon.

The second kit provides everything in the first, and adds components for the boomless mainsail; not a new mainsail, mind you. As you can imagine, a kit that requires resewing a mainsail is not meant for amateurs, unless your roommate is a sailmaker. Kit #2 also includes a new rear beam and new Harken traveler; not a bad addition, but again it takes more than just a few minutes to install.

Kit #2's advantages of a boomless rig and better traveler may not outweigh the cost and labor over Kit #1. The boomless rig probably is not any faster, only providing more clearance for the crew to crawl under when maneuvering. A Harken main traveler may be a bit smoother in a jibe, or allow easier traveler adjustment, but the conversion may not be worth the price and hassle.

Taking everything into consideration, Kit #1 seems to be a better value at this stage of the game. The Sport is a natural for sailors who want to race alone, but occasionally invite a friend out pleasure sailing. Be careful, you may get that friend hooked and then you'll have to buy a bigger Hobie; not a bad thought at all.

A Hobie 17 Sport conversion package brings new life to the singlehanded 17.

WINTERIZING YOUR TRAILER

I've read a HOTLINE article or two on winterizing your boat, but never saw very much about the trailer. What should I do to my trailer before I store it, to ensure it will be in tiptop shape for next season?

The Hobie trailer is often ignored, yet expected to perform dutifully every time you take your boat out sailing. Sometimes the trailer is washed with fresh water along with the boat, but more often than not it remains neglected.

Have you ever noticed that trailer lights never seem to work at night? The trailer is hooked up in the morning and the lights work fine, but on the trip home when you really need them, forget it! Two things in life I have observed; tornadoes always hit mobile home parks in Florida, and Hobie trailer clearance lights at the ends of the crossbars get broken first. Must be magnetic or something. The clearance lights should come with little targets painted on them. Routine maintenance should be done on the lights during the season to keep the lights in good working order. An ounce of prevention maintains the twinkle to avoid an accident.

Winterizing a trailer prepares it for storage by protecting vital parts from deterioration or damage during extended periods of non-use, ranging from cold and extreme weather conditions to merely sun in a parking lot in Florida. Different situations require different approaches, so pick the one that best fits your area. Since Kodiak, Alaska or Riyadh, Saudi Arabia have never been in my sailing calendar, the following comments may not include requirements for all areas.

One important point before we begin: winterizing does not equal maintenance. The idea behind winterizing is to preserve the trailer so no damage is done over extended periods of storage. Complete, careful yearly maintenance still needs to be done at the start of every sailing season.

The first winterizing procedure is a thorough washing to remove all salt and sand

accumulated over the summer. You can do this yourself at your local car wash. Once you bring the trailer back home, you must remove the water from all enclosed areas, for two reasons. Water can cause rust during storage, and in colder climates expanding ice has been known to break some rugged parts.

Two prime water-accumulating areas are wheel hubs and trailer lights. Pull the wheel hubs and check the bearings for grease and water. Grease is good — add more if necessary; water is bad — remove all traces. The lens cover of lights may have to be removed to drain water, depending on the type of light. Spray the metal parts with CRC or a similar preservative to inhibit corrosion. Make sure the reassembled light cannot collect water over the winter.

In climates with very bright sun, cover the tires to help prevent dry rotting. If your trailer is equipped with a winch, grease or spray the gears and bushings with CRC.

Once you have winterized your trailer, finish the process by proper storage. If you leave your boat outside on the trailer, remember to tie the trailer to earth anchors. (For more on tying your boat and trailer down, see "Tech Talk, Tying to Win" in the July/August 1991 HOTLINE.) If you don't and you live in a windy area, your trailer just may try to imitate the "Flying Wallendas."

Grease is good — add more if necessary; water is bad — remove all traces.

The best way to store your trailer is on blocks, so the tires do not touch the ground (and get flat spots). If you cannot store the trailer in a garage or shed, at the very least cover it up.

Now, you must endure the winter with your trailered Hobie snug under a foot of snow waiting for the spring thaw and the annual maintenance. Sometimes winter is too long. What gets me through January and February? Lake Tahoe! No, not sailing. But there's this great ski run at Heavenly, rippin' along with a spectacular view of the lake, dreamin' of trapezing at 25 knots. Life is a bitch; maybe that should be bitchin'.

If you have a Hobie question you would like answered in print, send it to: HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051 or fax it to (619) 758-1841. ✕

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Fair Fun

Sail Fair Offers A Colorful Introduction To Hobie Catting

BY JEFFREY BALL

Many Hobie fleets have established firm roots in their community, giving their members some fun ways to reach out and touch non-Hobieites with the Hobie spirit. Actually, people who are active in one organization usually are active in several, and Hobie Catters often are among the most active of the active. The following article describes how one fleet introduced the thrills and camaraderie of Hobie Catting to the off-the-water crowd. -Ed.

He stood on the top of a rise near the lake and shaded his eyes with one hand. The boat with the colorful sail cut beautiful arcs across the water. If only it would come near shore he would dash down and wave his arms. Maybe the occupants would return to shore and answer a few of his questions about sailing.

The stands were filled with cheering people. You could almost reach out and touch the sails of the colorful catamarans. It was amazing to watch them glide through the water and then raise one hull and continue for several yards at a clip. As a mast would start to dip near the water, the audience would hold its collective breath and then cheer at a "save" as the boat righted itself. The master of ceremonies explained the actions of the sailors and fielded questions from the newly converted sailing fans.

All sailors at one time or another have encountered someone shyly walking up to their boat on shore to ask a few questions about sailing. There is, of course, no way of knowing how many opportunities have been missed to share the thrills and quiet joys of the sport with an interested "civilian."

Hobie Fleet 23 in the north Texas area has found a way to host a just-for-fun regatta, draw sailors from the region and expose thousands to the sport. A local festival known as "Sail Fair" is held each September in The Colony, Texas, on the shore of Lake Lewisville.

"The key objective of Sail Fair is to give folks a broader awareness of sailing — to bring it to the people," explains Fred

Crowley, commodore of Hobie Fleet 23, Division 14.

The festival was organized to promote the lakeside city of 21,000 located about 15 minutes north of Dallas. A sailing motif was selected as a counter to the many balloon festivals in the area. A connection with the Hobie fleet proved to be a serendipity for the organizers.

REACHING OUT

"Sail Fair is basically like a country fair — you have a general audience," Crowley reports. "Tying in the event with sailing gives us the larger audience we want to reach. For the most part, the general public thinks of sailors as an elite group. They can't relate to it on the same familiar level as they talk about football or basketball."

In addition to sailing, other activities include displays of old-fashioned handicrafts, from quilts to jams and jellies; an ongoing melodrama presentation; an "Anything That Floats" race and continuous professional and local entertainment.

Crowley notes that within the sailing communities, including Hobies, are some basic groups. One is the "hard-core sailor," whose only interest is racing.

Many opportunities are missed to share the story of the thrills and quiet joys of the sport with an interested "civilian."

"That's fine. But a much larger segment exists — sailors who are not hard-core racers. And, of course, there is the third group, consisting of people who are not boat owners ... yet."

FUN AND GAMES

The events at Sail Fair are geared to attract all three groups. The racers can have some fun in a competitive situation. But, there is no advantage to "knowing the rules," because the rules are very simple. Non-racers have the chance to demonstrate the boat and get a taste of what they've been missing.

Two principal events make up the two days of activities at Sail Fair. One is the Texas Hull Flying Championship and the other is the Sail Fair Hobie Scramble.

Most of the action takes place no more than 100 feet from shore, with bleachers for the spectators. Crowley affirms this approach draws people in more closely and

heightens the enjoyment. "Sailing generally is not a spectator sport that can be fully enjoyed by viewers off the water. Sail Fair allows people to watch from shore."

At the most recent Sail Fair, Rick Hartin of Plano, Texas took first place in the hull-flying event. He shares a simple explanation for his and his crew, Ronnie Holken's,

Sail Fair gives us a chance to introduce the sport in an exciting, non-threatening atmosphere.

success. "Truth was there was no wind and we had the biggest (posteriors) on the lake to put it up," Hartin confides. "We also got the best of show for flipping it into the water the most times."

Pete Pattullo, outgoing fleet commodore, took the microphone at last fall's event to announce the hull flying. "There was a constant stream of people coming to watch. A lot of 'ohs' and 'ahs' for those who dumped and for the last-minute saves — which brought the biggest applause," Pattullo recalls.


"When a boat tipped it was, of course, for practice or to cool off," Crowley adds, tongue-in-cheek.

The Hobie Scramble is a race that provides a touch of democracy and an extra element of challenge by requiring all classes of boats to start simultaneously. "As a result, the first turn often has five-to-seven boats abreast. A few collisions enliven the Scramble, also — all for practice, of course, no lack of skill involved," Crowley jokes.


SEEING IS BELIEVING

The weekend of fun makes Hobie Catting into a spectacular spectator sport. As a result, it generates a much broader scope of interest among viewers as compared with just seeing a boat on the beach or far away out on the water.

"I've been sailing Hobie Cats for about 10 years on both lakes and oceans. I enjoy the sport because a Hobie is a fun boat, easy to transport and put in the water. I like knowing that when I arrive at my location there will be others with Hobie Cats," Crowley explains.

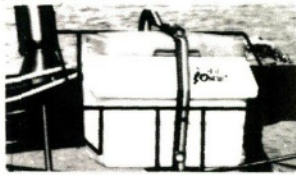
"I've gotten a lot of enjoyment from Hobie Catting, but at first I was a little intimidated. Sail Fair gives us a chance to share our pleasure with the general public and to introduce the sport in an exciting, non-threatening atmosphere." 

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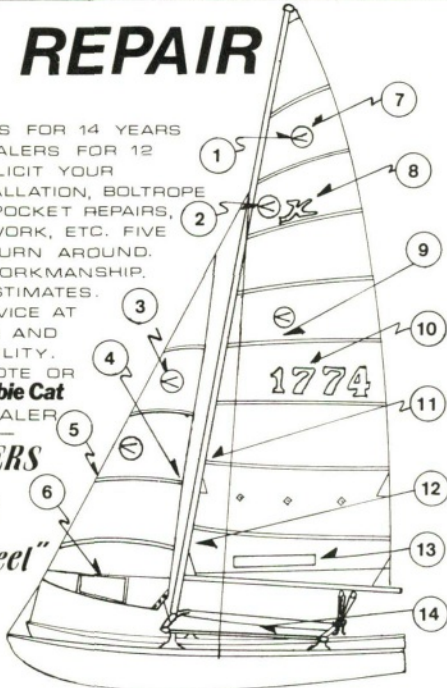
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The Celebrated Sixteen

Part Two: Tuning

BY MATT BOUNDS

DIAGRAMS BY BILL BALDWIN

In the first installment of "The Celebrated Sixteen," we worked on getting the boat stiff, aligned and ready to hit the road to a regatta. Now, we'll cover what happens once you arrive — what you have to know and do on the beach before you head out to the race course.

When you get to the beach, you should have a good idea of what the weather is at the moment and how it might change during the course of the day. Then, all you have to do is set up the boat to suit your weight and the conditions.

Simple, right? Unfortunately, tuning is a give-and-take proposition; you will have to make some compromises along the way, and it will take time before you develop the "boat sense" to know when something isn't set right.

But you have to start somewhere! Begin by setting the mast rake and sail shape to accommodate the conditions you believe are out there on the course. One confession before we get into the dirty details: out of the four basic considerations for mast rake and sail shape, three were stolen from "White's Three W's Formula" by Rick White, published in the March/April 1983 *HOTLINE*.

WIND

How hard is the wind blowing now — what's it really blowing like out there on the race course? Who knows? Usually you can guess from the shore, but not always. (You could be compulsive and sail out there to find out, but that wouldn't be cool, now would it?) What does the weatherman say the wind's going to do the rest of the day?

Heavy air means a flat sail and lots of mast rake. Light air means a full sail and not so much rake. Ultra-light air calls for a flat sail again.

What makes life fun is there could be nice moderate air (full sail) when you go out, but the wind really could be howling late in the afternoon (during the last race of

the day). How do you set your rig to accommodate changes when you don't have time to go in to the beach between races?

WAVES

If you can't tell what the wind is doing, you sure can't determine the wave action. (You could be compulsive and ... naaah!) Waves suck power from your boat, requiring a fuller sail than normal for a given wind velocity. The curse of the 16 is chop in moderate-to-light air, when the sail already is as full as you can make it.

WEIGHT

Many A-fleet sailors go to great pains to sail at minimum weight (285 pounds). A sailor in Division 10 (name left out to protect the innocent!) has been known to venture door-to-door at homes near the regatta site in search of an appropriate-weight crew! The 16 does tend to favor a crew within 10-15 pounds of the minimum, but my wife and I regularly race up to 30 pounds over and do quite well, especially downwind! The trick is, I set up the boat to accommodate the extra weight. The power must be in proportion to the weight.

More rotation; more bend:
flatter sail. Less rotation; less
bend: fuller sail.

TYPE OF RACE

Are you racing around the buoys or competing in a long-distance event? Each situation requires a different setup. Even the size of the course around the buoys will affect the way you should set up the boat. For long distances, you can commit toward settings specific to the points of sail that predominate on the course. You also have more opportunity to change settings on the water. On a triangle course, you want all-around performance, with a bias toward upwind performance; also, you know you won't have time to change settings during the race.

So, you think you've got the conditions down. The boat's still on the trailer and there's only ten minutes to the skippers' meeting. Where do you start? Try stepping the mast.

MAST ROTATION - THE NON-ADJUSTABLE ADJUSTMENT

The 16 does not have an adjustment for mast rotation per se; however, the rotation stops on the mast and the base wear and should be "restored" periodically. Mast rotation affects the way the mast bends, and therefore the draft (power) of the main. More rotation; more bend: flatter sail. Less rotation; less bend: fuller sail.

A good starting point is with the sail track pointing at the shroud when the mast is against the stops. If you can adjust your rotation (by inserting pins or otherwise), rotate forward of the shroud if you're light, or the wind is really honking; aft of the shroud if you're heavy and/or the wind is lighter.

MAST RAKE - AN AUSSIE LESSON

The Australians taught us the basic rule of mast rake. Rake the mast back as far as you can, but still maintain a straight leech on the main and a firm jib luff before the mainsheet becomes two-blocked.

Simple, isn't it? But wait a minute, the sails aren't up yet! OK, so you should have a good idea of which adjuster hole to attach the shrouds to before you get to the beach.

Finding that setting is pure trial and error. Start by putting the shroud in the bottom adjuster hole, raise the jib and put moderate tension on the rig (not too tight), put the main up, and downhaul it to where it should be for the conditions. (I know, I haven't gotten to that part yet, but roll with me for a minute.)

Standing about 15 feet behind and on the centerline of the boat, sheet the main in until the leech of the sail lines up with the mast. An open leech falls off to the leeward side of the mast. A hooked leech "hooks" to weather, obscuring the upper portion of the mast. When the leech is perfect, it lines up with the mast. How much room is left between your mainsheet blocks when the leech is perfect? Set your mast rake according to the wind conditions (see Sail Control Settings chart on pages 16-17). By the way, all the above assumes you have a low-profile mainsheet system.

RIG TENSION

This topic generates more arguments than a political discussion! Some swear by ultra-tight rigs in all weather conditions. Others insist they do equally well with sloppy, loose rigs. Upwind, in everything but the very lightest conditions, the leeward shroud is always slack. The entire load of the rig is passed through to the boat via the windward shroud, the mast base, the jib luff wire and the mainsheet.

Rig tension is irrelevant, except in light

air and very heavy air. For light air, you want the rig tight enough to keep the jib luff straight (for pointing ability), but not so tight the mast won't rotate properly. In really heavy air, it helps to loosen the rig to open up the slot and keep the main from backwinding. If you're afraid the mast is going to hop out of its base in the waves, loop a keeper line from the mast cleats down around the front crossbar.

In general, you shouldn't have the rig so sloppy you can step the mast without pulling any pins; a small amount of slop actually can be beneficial in moderate air, by "ballooning" the jib out off the wind, thus increasing the size of the slot.

JIB TACK PLACEMENT

Now that you've got the mast where you want it, you probably won't be able to sheet the jib in all the way, because the more the mast is raked back, the lower the jib clew gets to the front crossbar. This dilemma leads to another basic rule: The jib tack should be attached as low as possible, without affecting your ability to keep the leech of the jib firm. In other words, you must be able to sheet the sail in sufficiently.

The principle is that you need all the space you can get in the slot, especially at the top. By lowering the jib relative to the main, you gain some space. However, you still must be able to keep the leech of the jib parallel to the main when it's sheeted in all the way.

A good way to tell if this condition is met is by listening to the jib leech flutter (almost all jibs will in moderate-to-heavy air). You're tuned correctly when the flutter stops just as the sheet becomes two-blocked.

Again, the technique necessitates trial and error. You may have to put the jib up a few times to get it right. Having the shortest sheet stack up on the front crossbar helps. On my boat, when the sheet system is two-blocked, the clew plate is only one inch from the front crossbar. A trick to gain a half-inch or so of sheeting distance is attaching the jib tack to the forestay adjuster with a pin instead of shackle.

Also, since this adjustment cannot be changed once you're on the water, you must consider possible future conditions. If you set the jib tack low for light air, and the wind picks up, you might be tempted to increase your mast rake by easing the jib halyard slightly; but then you can't sheet the jib in all the way. You would have been better off setting the jib tack higher, anticipating you might want a little more mast rake later in the day.

OH HELM!

After you've accomplished all the above, you take your boat out and it has the most awful weather helm. What did you do? Don't worry, there is an explanation, and the solution is to adjust your rudder rake.

Now for your naval architecture lesson. The balance of the boat (whether lee helm

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
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CORSAIR
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or weather helm) is determined by the relative positions of the Center of Effort (CE), which is the point at which all forces on the sails act through; and the Center of Lateral Resistance (CLR), which is the point at which the sideways forces act on the hull. If the CLR is forward of the CE, the boat will have weather helm. If the CLR is aft of the CE, the boat will have lee helm.

The position of the CE can be adjusted by changing the mast rake. Due to the unusual shape of the Hobie 16 underwater, and the fact the boat is small and thus extremely responsive to changes in weight position, the CLR is an elusive target. Moving your weight forward moves the CLR forward, and vice versa.

OH HULL!

The forces created on the boat by the sail act in a direction oblique to the direction of travel. The force can be broken down into two components: one that drives the boat ahead, and another that tries to push the boat sideways through the water. The component of the force that acts perpendicular to the direction of travel is called sideforce.

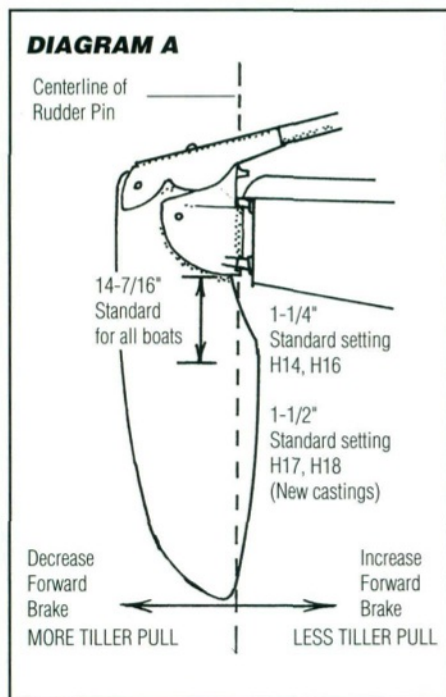
Despite their asymmetric, airfoil shape, the Hobie 16 hulls are very inefficient in counteracting the sideforce of the sails. The trend over the last 15 years has been to introduce as much mast rake as the mainsheet stack-up and cut of the sails allow. Consequently, the rudders, which

make up a significant portion of the underwater area, are heavily loaded with sideforce, making it especially important for them to be properly balanced; i.e., set at the proper rake.

If you don't have the proper rake, the boat can be a real beast to steer — think about how hard it is when the rudders kick part of the way up and there are still 50 yards to the beach! See Diagram A for the proper way to establish and measure your rudder rake. Basically, you want the center of effort of the rudder blade itself to line up underneath the rudder pin axis. On my boat, I've kept the stock location of the rudder bolt holes, backed the lower adjusting screw up until it's flush with the casting, and taken the slop out of the lockdown system with the adjustment on the tiller arm. If you need more rake, you can fill and re-drill the rudder bolt holes (refer to "Small Flippers in Back" in the July/August 1987 HOTLINE).

SAIL SHAPE — TUNING THE ENGINE

If you compare sailboat racing to auto racing, what we've done up until now is build the car and adjust the suspension. By far the most important part of tuning is getting the engine (sails) to produce as much power (driving force) as possible, as efficiently as possible. Sails, however,



mainly due to the highly dynamic environment in which they operate, are very inefficient in converting wind energy into forward motion. Whatever static settings you choose must be a compromise based on the average conditions.

A multitude of past HOTLINE articles discuss sail shape, with the latest being "Batten Shavin" in the July/August 1990 HOTLINE. For that reason, I won't take up much room with it here; besides, YOUR

SAIL CONTROL

			MAST & RIG		
WIND	WAVES	DESIRED SAIL SHAPE	ROTATION	RAKE	TENSION
0-5 knots Ultra-light	Flat	Flat Pocket aft.	At shroud or slightly aft.	12" between main blocks.	Fairly tight
5-10 knots Light	Flat Chop	Full Pocket aft. Full. Pocket frwd.	At shroud or slightly aft.	8" between main blocks.	Moderate
10-15 knots Moderate	Flat Chop	Moderate Pocket forward. Full. Pocket forward.	At shroud. At shroud or slightly aft.	4" between main blocks.	Moderate
15-20 knots Heavy- Moderate	Chop Big waves	Flat Pocket aft. Moderate Pocket forward.	At shroud or slightly forward. At shroud or slightly forward.	2" between main blocks.	Moderate
20-25 knots Heavy	Yes	Flat Pocket aft.	Forward of shroud.	Two-blocked	Tight
25+ knots Honkin'	Lots	Flat Pocket aft.	Forward of shroud.	Two-blocked	Loose
Control effects on sail (as tension or action increases.)			Allows more mast bend. Flattens sail. Pulls draft forward.	Affects sheeting ability.	Limited control of slot and jib luff wire tension.

BOAT IS STILL ON THE TRAILER AND IT'S TEN MINUTES TO WHITE FLAG! QUICK! RIG THE BOAT!

Put the sails up (check the chart for the right mast and rig settings since you've already forgotten them). Downhaul the main until the wrinkles disappear when the main is fully sheeted in. Flip the boat over (everybody else has left the beach by now). Snug the battens in until all wrinkles are out. Really jam in the top three.

Sight down the sail from the masthead and look for "out-of-place" battens—those that don't parallel their brethren. Adjust each offending batten's tension until it complies.

While you have the boat over, put tell-tales in the locations shown in Diagram B. (I'll tell you why you're putting them in these locations in the next installment.) Flip the boat upright and follow the chart for setting the rest of the control lines.

Sail shape is determined by the cut of your sails and their control elements (outhaul, downhaul, sheet, sheeting angle and battens). Since we aren't on the water yet, sheets and sheeting angle aren't covered in the chart.

Without going into a lot of aerodynamic theory, you must be able to develop three distinct sail shapes (see Diagram C), which are optimized for performance in specific

SETTINGS CHART

JIB			MAST & RIG		
TACK	LUFF TENSION	BATTENS	DOWN-HAUL	OUTHAUL	BATTENS
Low	Wrinkles out.	Wrinkles out.	Wrinkles out.	Tight	Wrinkles out.
Mid	Wrinkles out. A little tighter.	Wrinkles out.	Wrinkles out. A little tighter.	Tight Loose	Tighter
Mid	Wrinkles out. A little tighter.	Wrinkles out.	Wrinkles out.	Wrinkles out.	Wrinkles out. Really tight.
High	Wrinkles out. A little tighter.	Wrinkles out.	Wrinkles out. A little tighter.	Wrinkles out.	Wrinkles out.
High	Tight	Wrinkles out.	Tight	Tight	Wrinkles out.
High	Really tight.	Wrinkles out.	Black band.	Get the screwdriver.	Wrinkles out.
Affects sheeting ability.	Pulls draft forward.	Increases draft.	Pulls draft forward. Frees leech.	Flattens. Pulls draft aft.	Increases draft.

wind, wave and weight conditions. The conditions are rarely so clear-cut. Rick White's "Three W's Formula" is an oversimplified but very effective way to estimate the sail shape required under these intermediate conditions. The chart summarizes the control elements and how they affect the base sail (which you have just created on the beach).

Use the chart as a guide to determine your boat's setup. Then, get ready to sail your Celebrated 16 ... stay tuned for part three of this series!

Setup Summary

STANDARD SETTINGS

Your goal in tuning the boat is to establish settings appropriate for your and your crew's weight, and for the type of wind and wave conditions in which you normally sail. Once you determine this "Home Base," you can easily make the minor changes necessary to suit the conditions of the day.

ROUTINE AT THE BEACH

Once you've attended a few regattas, you'll develop a routine for setting up the boat. After a few years, the routine becomes

DIAGRAM B

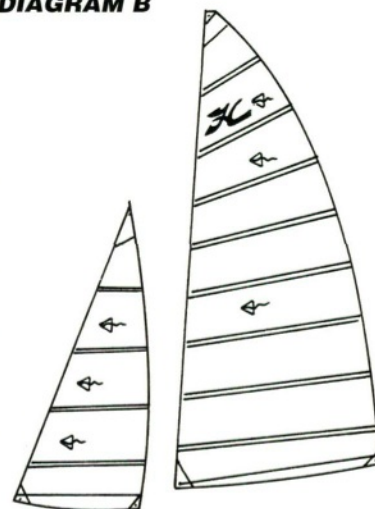
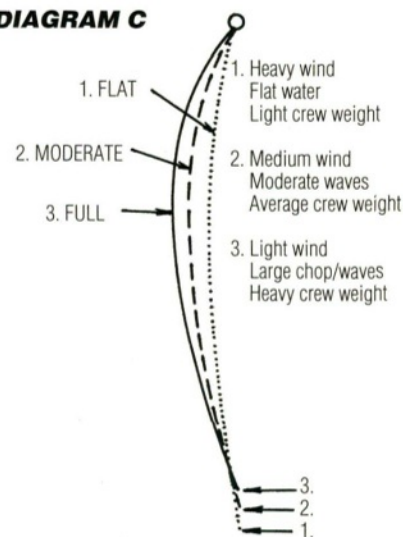


DIAGRAM C




as much a habit as what you do in the morning to get ready for work! Getting into a setup habit is good, making it less likely you will forget anything.

ASSESSING THE SITUATION

Listen to the weather forecast the night before a race to learn what the wind is supposed to do the next day. When you get to the regatta site in the morning, assess the situation. Is the weather as predicted? Often, the weatherman is right, but his timing is off. Are the weather systems moving faster or slower than predicted? Will local effects (such as a sea breeze) predominate? What will wave conditions be like? Onshore wind means waves; offshore usually means flat water.

MAKE YOUR CHOICES

Decide how you want the boat set up initially. Remember, you may have to shift gears during the day, and re-set up the boat once you're on the water. 

UNPRONOUNCED



ABLE FUN

NORTH DAKOTA'S LAKE SAKAKAWEA HAS A WIND YOU CAN LEAN ON

BY DONNA SCHOUWEILER

PHOTOS COURTESY OF NORTH DAKOTA PARKS AND TOURISM

Donna Schouweiler is public information specialist for the North Dakota Parks & Tourism Department, which is sponsoring the 1992 Hobie 18, SX-18 and 21 Nationals July 27-August 1, 1992. For more information about North Dakota in general or the Hobie 18 Nationals in particular, call Donna at (800) 437-2077. -Ed.

Never heard of North Dakota's Lake Sakakawea and, furthermore, couldn't pronounce it if you had? You're not alone. Even outsiders who return year after year don't talk about it, for fear of divulging their nearly private hunting and fishing grounds. Located smack-dab in the middle of one of the nation's least populated states, this giant lake is the site of next summer's 1992 Hobie 18, SX-18 and 21 Nationals.

Lake Sakakawea is a surprise to most first-time visitors to North Dakota. At 180 miles long, six miles wide and with more shoreline than the California coastline, it is the nation's largest man-made reservoir. What's more, to the south lies the country's second largest reservoir, Lake Oahe, which spans the North and South Dakota border.

Lake Sakakawea (pronounced Sak-kah-kah-we-ah and named in honor of the Shoshone girl who guided the Lewis and Clark Expedition to the Pacific Ocean) neatly divides North Dakota into two totally different terrains and mindsets. To the east are the flat agricultural plains. In late summer, the prairie is covered with an almost endless sea of bobbing, yellow sunflowers. To the west is the Little Missouri Breaks country ... a rugged no-man's land the Dakotah Sioux called "Mako shika" or "where the land breaks." Here's where the west begins, with its buffalo herds and wild horses, cattle ranches and oil fields, Native American powwows and cavalry posts.



The lake was created in the mid-1950s by the U.S. Army Corps of Engineers following construction of the Garrison Dam on the Missouri river. An undeveloped section of the river, one of North Dakota's top canoeing and rafting areas, lies south of the dam.

Not For The Timid

North Dakota, with its giant lakes, endless prairie and stark buttes, has never been for the timid. When the lure of the sun, wind and water pales, a short drive will reward the adventurous with a look at the real wild and wooly west.

At 180 miles long, six miles wide and with more shoreline than the California coastline, Lake Sakakawea is the nation's largest man-made reservoir.

A power tour of western North Dakota starts at Knife River Indian Villages National Historic Site near Stanton. This ancient collection of Mandan and Hidatsa Indian villages was where Lewis and Clark first met Sakakawea. National Park Service staff members eagerly guide their visitors along nature trails to archeological sites and through the 8,000-year history of human habitation in the area.

Nearby, along the Missouri at Washburn, is Fort Mandan, a reconstruction of Lewis and Clark's winter home during 1804-05. The triangular wooden fort is one of 30 officially designated Lewis and Clark trail sites in North Dakota.

Your first of many encounters with buffalo (or more properly, bison) will be at Cross Ranch State Park and Nature Preserve, located to the south on the Missouri river, where The Nature Conservancy maintains a small herd as a native prairie management tool. The majestic cottonwood forest along this stretch of free-flowing water holds trails, campgrounds and a fine little visitor center museum.

Bad Lands And Good Times

Also on the Missouri river, near Bismarck-Mandan, is Fort Abraham Lincoln, the last command of George Armstrong Custer. The fort, now preserved as a state park, includes the reconstructed Custer home as it appeared in 1876, the year Custer led the Seventh Cavalry on its ill-fated journey to

CLAYTON WOLT

Little Big Horn. The park includes a reconstruction of the 17th century On-A-Slant Mandan Indian Village.

One place you will not want to miss is the historic western town of Medora, close to Theodore Roosevelt National Park. Bison and wild horses (thought to be descendants of Sitting Bull's war ponies) roam freely among the buttes and valleys of the park. These Bad Lands hold a magic sensed by visitors traveling the scenic loop roads that wind through cliffs and canyons carved and colored by 130 million years of erosion, wind, burning underground coal veins and prairie fires. The magic is felt even more clearly from the back of a horse meandering along the Little Missouri river. Trail rides are available in Medora and at the park's Peaceful Valley Ranch.

On the far western end of Lake Sakakawea, west of Williston, is Fort Union National Historic Site. This \$4 million reconstructed fur trading post was operated by John Jacob Astor's American Fur Company in the early- and mid-1800s. It was one of the finest of a string of posts along the fur-rich northern waterways. The fort's 20-foot high palisades are as impressive to visitors today as they were to the Assiniboin and Blackfeet in 1830.

Cowboys And Indians

Not surprising, is it, that a state billing itself as the gateway to the west should have more than its share of rodeos and Native American powwows? During the summer, almost every small town on North Dakota's Indian reservations echoes with the drums and pageantry that accompany authentic Native American dancing and singing.

North Dakota's Indian reservations echo with the drums and pageantry that accompany authentic Native American powwows.

The rich culture is particularly evident around Lake Sakakawea, surrounded on all sides by the Fort Berthold Indian Reservation. The reservation is home to the Arikara, Hidatsa and Mandan tribes who once populated hundreds of earthlodge villages along the Missouri river from the mid-1400s to early-1800s. Their history comes alive at the Three Affiliated Tribes Museum at New Town, at Knife River Indian Villages National

ISLE PARK IT

It was a typical North Dakota summer day on the lake, with six-foot waves and a wind you could lean on.

I'll never forget one of my first regattas. It was a typical North Dakota summer day on the lake, with six-foot waves and a wind you could lean on. All the rescue boats were in action, pulling Hobies to shore and sorting out a tangle of tipped vessels.

A park ranger and I headed out to Beacon Island, intent on bringing two mastless Cats back to the marina's calmer waters. With giant swells washing over our stern, in no time at all we were forced to beach and sink our supposedly unsinkable park boat and join the growing number of castaways stranded on the island.

Ever been stuck for an entire afternoon on a deserted island with a bunch of fun-loving Canadians and no booze, no food, wet radios and, worst of all, one soggy pack of cigarettes and six people who smoke? I know for a fact that the only one of us who did not return home with great stories about sailing Sakakawea was the park ranger ... he'd just as soon forget about the humiliation of having to be rescued by a game and fish warden.



Historic Site at Stanton, and at On-A-Slant Indian Village south of Bismarck, the capital city, at Fort Abraham Lincoln State Park.

From the time they're colts, North Dakota ranch kids are on top of a horse, with dreams of rodeo stardom as soon as their feet can reach the stirrups. Two of the state's biggest rodeos will be in action during Nationals week: the Champion Ride Rodeo at Sentinel Butte and a three-day pro rodeo at the state fair.

Why Not Minot?

The 1992 Hobie 18 Nationals fall at the same time as the gigantic North Dakota state fair, held in Minot, just an

hour's drive from the race site. In addition to the pro rodeo, there will be country western and rock concerts galore, demolition and endurance derbies, bodybuilding and arm wrestling competitions, plus traditional fair fare ... livestock judging, exciting midway fun, 4-H exhibits and crop judging.

North Dakota's Great Lakes

Walleye, northern pike and salmon chasers throughout the country have known about North Dakota for years, but there's more than big fish in North Dakota's waters. Over 150 lakes dot the state, from the giants — Lake Sakakawea and Oahe — to tiny Lake Dion on the Canadian border. Nearly all

NORTH DAKOTA GOES NATIONAL

In 1986, with the full support of North Dakota governor George Sinner and financial backing from North American Coal Corporation, Lake Sakakawea played host to its first Hobie regatta. Run by the newly formed Fleet 532 with the help of the state's parks and tourism department, this regional qualifying event has grown over the years, bringing in some of the top Canadian and midwestern U.S. sailors.

With six years of experience under its belt, North Dakota Hobie Fleet 532 already fine-tuned its race management skills in preparation for the Hobie 18, SX-18 and 21 Nationals in 1992. The events are set for July 27- August 1, immediately following the North American Regatta, July 24-26.

The host site is Lake Sakakawea State Park, an 822-acre expanse of land on the lake's south shore. Organizers, determined to provide the best 18 Nationals ever, plan a true western-style welcome. The registration fee of only \$200 includes not only stiff competition in the lake's stiff prairie wind, but also all meals and free camping! North Dakota Stroh's distributors will have on hand more beer than you should drink.

For sailors flying in, or those without the luxury of a self-contained RV, the state parks and tourism department can line up, at a reduced rate, a fully equipped motor home or travel trailer. Some guests may choose to rough it at a park "Rent-A-Camp" site, complete with tent, cots, foam pads and cooler. Racers looking for a real bed can find accommodations at motels in nearby Pick City, Riverdale or Hazen.

Rates are in the budget-to-moderate range.

The food will be uniquely North Dakotan. Cholesterol-conscious yuppie-types who received a fondue pot as a wedding present will be awed by a western pitchfork fondue... giant, man-sized steaks speared by pitchforks and sizzled in huge vats of hot oil. Buffalo burgers also are part of the week's menu.

A featured attraction at Thursday night's cut party will be gambling,

Dakota-style — everything from blackjack and roulette to dice games. Water cannon and volleyball tournaments, using top-secret North Dakota rules, are also on the schedule, as is a round of "Buffalo Pasture Golf." Our hazards are mean and snort!

The registration fee of only \$200 includes not only stiff competition but also all meals and free camping!

offer modern camping facilities, boating, waterskiing, fishing and more. Best of all, they tempt Hobie Catters with plenty of wide-open space to sail. Here are just a few of the major water recreation areas, all reflecting the quiet, unhurried, uncrowded pace that is uniquely North Dakotan.

Over 150 lakes dot the state, tempting Hobie Catters with plenty of wide-open space to sail.

Lake Sakakawea. On this enormous Missouri river reservoir, you'll find everything from modern camping to full-service resorts. The lake is best known for its salmon and walleye fishing, but is fast gaining a reputation as a premier sailing lake. The western end, with its rugged Bad Lands scenery, is home to numerous sailboard races as well as sailing and fishing charters. On the eastern end at Lake Sakakawea State Park, the North American Regatta attracts top Canadian and midwestern Hobie sailors.

Lake Oahe. One of six dams on the Missouri River, Lake Oahe stretches 231 miles, connecting the capital cities of Pierre, South Dakota, and Bismarck, North Dakota. With a 2,250 mile shoreline, Lake Oahe has become a bonanza for both the outdoorsman and the history buff. On the North Dakota side, you'll find the grave site of the famous Sioux Chief, Sitting Bull. Near Bismarck is historic Fort Abraham Lincoln, Custer's last command.

Devils Lake. North Dakota's largest natural lake is the perfect spot for a family outing, offering perch and panfish for the kids and northern pike as big as alligators for mom and dad. Next to the lake you'll find Sully's Hill National Game Preserve, with its herds of buffalo; old Fort Totten, one of the best preserved military forts on the northern plains; and the Devils Lake Sioux Indian Reservation, where you can shop for Native American arts and crafts or attend a

great powwow and rodeo the last weekend in July.


Lake Ashtabula. North of Valley City in eastern North Dakota, Ashtabula is one of the state's best developed reservoirs. Try an afternoon of canoeing on the nearby Sheyenne river.

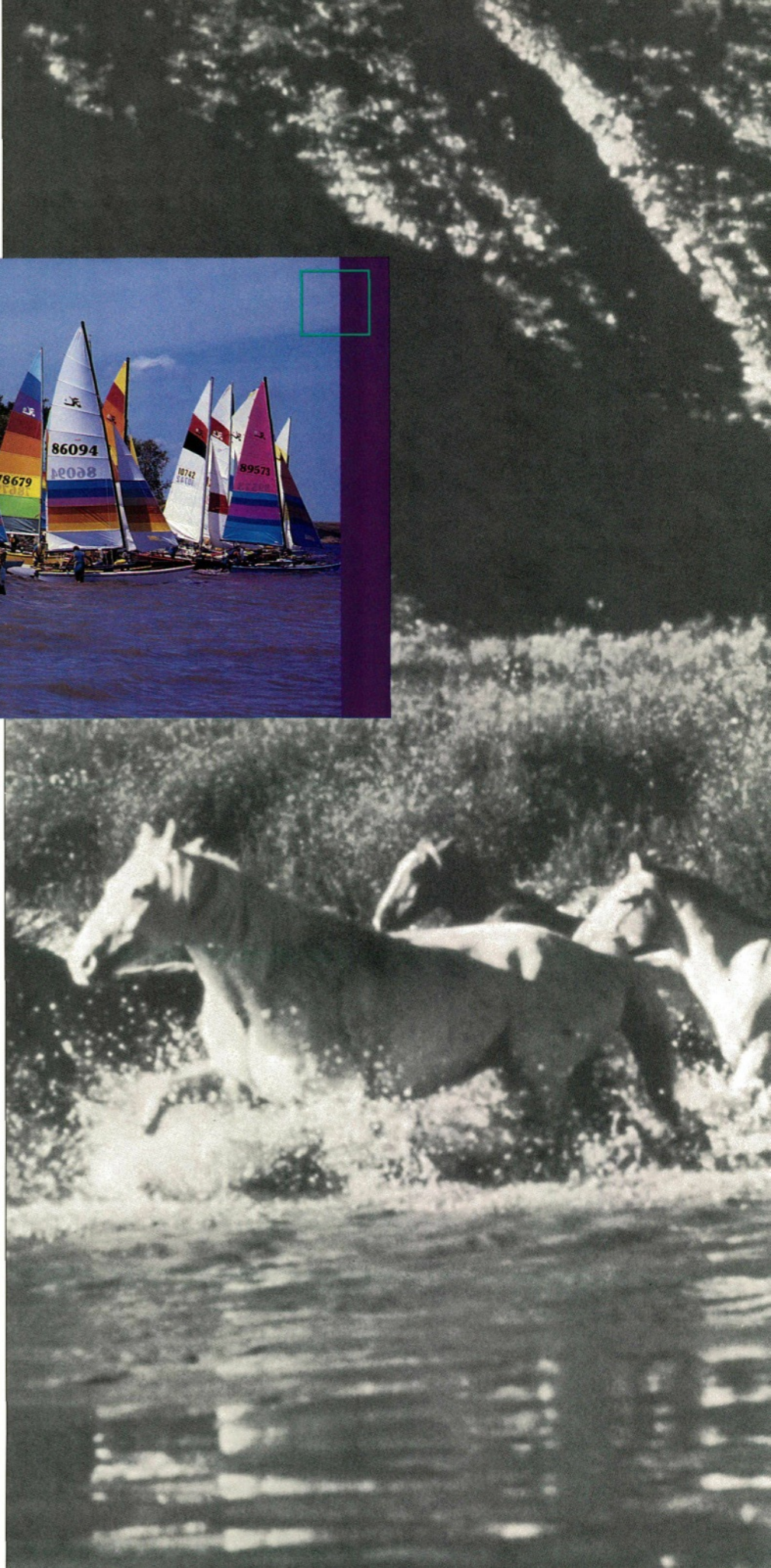


Jamestown and Pipestem Reservoirs. These twin reservoirs are located just north of Jamestown, home of the world's largest buffalo. These full-service, year-round resort areas feature modern campgrounds, swimming beaches, plenty of room for sailing as well as fishing for walleye, northern pike and perch.

Lake Metigoshe and the Turtle Mountains. For water recreation with an international flavor, visit Lake Metigoshe in the Turtle Mountains. Sail your Hobie back and forth across the U.S./Canadian border or play golf at one of several finely manicured courses. Be sure to set aside time for a trip to the International Peach Garden, one of the world's botanical wonders.

Patterson Lake. The Patterson Lake Recreation Area just west of Dickinson features boating, swimming, fishing, water skiing, paddle boats and a full-service campground. Here you're just a short drive from the historic western town of Medora and Theodore Roosevelt National Park.

Lake Tschida. A major recreation lake in south central North Dakota, Lake Tschida is another man-made body of water, operated by the Bureau of Reclamation. It offers great fishing, boating, primitive camping, picnicking and swimming. 



HOBIE RACING



ROB BROWN

IN THIS SECTION:

- Major Regattas
- Women's Worlds
- 16 National
- 18 Nationals
- Racer's Edge
- IHCA Report
- North American Region News
- Fleet News
- Race Results

JANUARY/FEBRUARY 1992

MAJOR EVENTS

MAJOR REGATTAS

1992

Mar. 6-8	Midwinters West San Felipe, Mexico	Shirley Palmer (602) 299-0609
Mar. 28-29	Midwinters East Tampa, FL	Chris Jones (813) 253-8827
April 4-5	Atlantic Coast Championships Lake Norman, NC	Dean Forbis (704) 522-0144
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

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BRAVE NEW WORLDS

HOBIE 18S JOIN 16S IN A WONDERFUL WOMEN'S WORLDS

INFORMATION SUBMITTED BY
RICK WHITE, SHIRLEY PALMER
AND FRANK MARDEL.

Spectators at the Hobie 16 and the (inaugural) Hobie 18 Women's Worlds held in Coronado, California September 25-28, 1991 might find it hard to comprehend that just a few light years back (seemingly eons in Hobie history) women's racing in and of itself officially did not exist. Of course, for years many racing teams have been "mixed"; i.e., consisting of a male skipper and a female crew. Until recently, however, women skippers were few and far between.

Not anymore!

As with athletics in general, women's Hobie Cat racing has found a niche in the sport and women skippers are getting the attention and accolades they deserve.

The Women's Worlds demonstrated that this kind of event, in comparison with other Hobie Cat regattas, is the same dish, but with a different seasoning. As Rick White, spectator and husband of racer Mary Wells-White reported, "I was sitting at the windward mark watching 34 screaming-hot Cats converge on that poor, defenseless, inflated pyramid. Conflicts were developing, hulls were a-flying ... yet there were neither the normal angry blasts of 'Staaaaaaaaaarboard!' nor macho retorts of 'Hooooooooooooold your course!' nor the sarcastic queries of 'Whatinhellaryadoing?' Instead, I heard the pleasant sounds of 'Yahoooooooo!' and 'AIIIIIIIIright!' mixed with happy laughter."

Wind Rules; Women Conquer

The perennial denominator in Hobie Cat racing, whatever the gender, was definitely the dominating factor in this Women's Worlds: the wind. It was variable with a true vengeance; throughout both series of races, wind shifts averaged a 90-degree turn almost every half hour.

Filling every nook and cranny in Coronado as well was another element that happily visits all Hobie events: the sense of fun and camaraderie uniting all

competitors. Of course, enjoying champagne served by "Hobie Hunks" wearing shirt-less Tuxedo shorts at the welcome party certainly added some spirit to the gathering of the 21 Hobie 16 teams and 12 Hobie 18 teams who had journeyed to southern California from around the country, and from Canada and Puerto Rico. Beginning with that welcome party Thursday night and continuing through Saturday evening's awards banquet, San Diego host Fleet 4 kept the racers well fed and entertained, while the wind kept them on their toes.

Racing in both classes began hot and heavy on Thursday, amid fierce competition and demanding conditions. Protest committee member Frank Mardel observed, "The wind was light and shifting 60-80 degrees; not being able to decide if it should come from the north or the west." In the final reckoning, a local skipper emerged victorious in each class.

Women's Racing Is Here To Stay

One measure of the success of women's racing is the number and gender of the spectators. The sport has quickly grown, gathering momentum, participants and enthusiastic viewers, both male and female. Next year's event is slated for September 8, 1992 at Bear Lake, Utah. Women sailors should team and start practicing, and everyone had better get ready to watch some fantastic racing ... the next Women's Worlds promises to be quite a show.

HOBIE 16 WORLD

Starting Gun Followed By A Bunch Of Bullets

Major wind shifts and the original scheduling of the races left the Hobie 16s fighting their way just to compete. A few general recalls didn't help, either. On the first day, the Hobie 16s got in only two races. The preceding class would take off, but by the time the start flag was ready to fly, a 90-degree shift would occur. Then, oops — the Hobie 18s would come buzzing around again.

After those first two races, it looked as if two-time World Champion Dorian

Goldberg of Puerto Rico was going to make it three-in-a-row, but a DSQ in one of the races took away her lead. Although Linda Leon and Jana Seaman sailed consistently throughout the series with the most finishes in the two-to-four range, San Diegan Annie Nelson and crew Lisa Wong finished far ahead of everyone else, with a decisive eight wins and one second.


Annie Nelson got hot and stayed that way, putting in four bullets on the second day of racing. She repeated her performance the following day. By then, everyone knew who the Champion was. Despite her ProSail success and marvelous showing in this event, accepting the award for her hometown victory left Annie speechless.

HOBIE 18 WORLD

Top 3 Cats Hounded By 4th

Transplanted San Diegan Maggie Skidmore and crew Cindy Margetts were the eventual winners of this premiere event, but they had to fight off some stiff competition along the entire way.

Each of the first three races was won by a different team; not uncoincidentally, the three were the top trio at the end of the event. Vying for victory along with Maggie and Cindy (who sailed consistently fast and made few tactical errors) were Deborah Gira and Sharon Vandehey, who eventually captured second place; and sisters Betty Bliss and Mary Wells-White, who finished in third. Hounding the top three at every turn, mark and start was the Canadian team of Gillian LaLonde and Louise Cramer. Ready to pounce at any time, they did on the last day, capturing an easy, walk-away victory in one race to take home to Vancouver.

Fleet 4 participant Shirley Palmer wryly described some of the frustrations experienced by her own team, saying, "For Shirley Palmer and Sue Lindley, everything that could happen did happen in just one day. We had our best finish (fourth), we had to do a 360, the boat came as close to capsizing as it would come, we were protested and we were over early one race. Over Early Shirley strikes again!" 

GOLDEN BOYS

These Californians weren't just dreamin' about winning the 1991 Hobie 16 National Championship, they were doin' it!

BY HANNAH POTEAT
PHOTOS BY ROB BROWN

Prologue

On a hot August day in 1974, a young dentist and his wife packed up all their belongings, strapped suitcases on top of their station wagon, buckled in their two-year-old daughter, waved goodbye to all their family and friends, and left North Carolina. They enjoyed some beautiful country as they traveled through Tennessee, crossed the Mississippi river, passed through St. Louis, raced across Kansas just miles ahead of a line of tornados, and came through Colorado's Eisenhower tunnel into a late summer snowstorm. From the overwhelming majesty of the Rockies onto the mesas of Utah and across Nevada, they headed west into California — final destination, San Diego.

One month later, they bought their first Hobie Cat (sail number 9176) and joined Fleet 4. That October, they went to Mission Bay to watch the sailors at the first Hobie 16 National Championship ... people such as Wayne Schafer, Dick and Bob Beauchamp, Jerry King and Hobie Alter (Senior — Junior was just learning).

Hello, Hobie National

Seventeen years later, in 1991, that same couple (with their 12-year-old-son in tow this time) returned to San Diego, the Hobie 16 National Championship, and Fleet 4. My husband, Bob, and I were that couple, and our return to San Diego was everything we could have wanted.

It was wonderful to find the important things had not changed. Fleet 4 still was filled with fun-loving, warm people determined to help everyone have a good time. From a nice site at Silver Strand State Park near Coronado to high-quality charter boats and wonderful parties, the 1991 Hobie 16 National Championship was a class event.

As always, the best part was the people. Hobie racers quickly form a family. There were hugs and handshakes as sailors greeted old friends and got to know new faces.

We were delighted to welcome a large delegation from Brazil and to see Paul Jesus sailing again. Many of you will remember Paul broke his leg in the 1990 National Championship and Hobie sailors chipped in more than \$3,000 to help pay his medical expenses.

Kids R Crews

It also was great to see more teams out there with kids as crews. Although my husband has sailed with our children for 11 years, we noticed this year there were more adult-child teams than ever. Tom Acuna sailed with 12-year-old Sam Speegle from California; New Jersey's Dave Edwards, 12, sailed with Jim Glanden; Hubie Poteat, 12, and his dad, Bob, from North Carolina sailed together in their third National; Californian Katie Ziolkowski, 13, was sailing with her dad, John; Keith Baker, 15, and his dad, Gary, are from Washington; and Brett McGinnis, 15, from Florida, was sailing with Thad Avant. Watch out — the next generation is moving up!

The Fiesta Begins

Monday night's welcome party was at Carlos Murphy's — definitely a Hobie kind of place! The restaurant was all ours as 200 people wearing goofy balloon hats drank Margaritas and sampled an incredible array of Mexican dishes — are fish tacos really a standard in Mexico? John Hauser's table of crazies looked like they were having a group electrocution, since their hats all tied together stood four feet above the center of the table!

Sailing began in earnest on Tuesday. There were two starts, each with 41 boats. Race chairman Paul Ulibarri did an excellent job all week setting the courses and running the races. He also had to contend with MANY ANXIOUS SAILORS as the final seconds ticked away in EVERY RACE ALL WEEK — general recalls are NOT practice starts, people. Winds were very light most of the week, although there were some single-trap opportunities and even one day with



John Hauser's table of crazies looked like they were having a group electrocution.

a double-trapping reaching leg.

Tuesday's first-place finishes belonged to Bob Seaman, Alan Egusa, Tom Materna and Jeff Alter (who came to shore with three of them). The California guys were not being good hosts — didn't they know they are supposed to let company go first?

Tuesday night a large group gathered at Kiwinado, the New Zealand America's Cup compound, which houses the Stars and Stripes, Dennis Conner's huge catamaran.

Sailing in light winds on Wednesday was a little frustrating, but attitudes changed quickly when racers hit the beach. That's when team Puerto Rico, led by Heriberto Martinez and Juan Silva, opened its bag of tricks, revealing fresh island pineapples, rum and all the fixings for piña colodas. They even brought a blender! We ought to make this an annual event.

On Wednesday night Fleet 4 arranged a tour of Corsair Marine, manufacturers of the F-27 and newly released F-24 trimarans. Dave Hahn, director of marketing, gave the tour and fielded questions from many curious Hobie sailors. The following night, demonstration rides were given from race headquarters.

An Affair Of State

Californians continued to hog first place; races four and five were won by Bob Seaman, Paul Hess, Alan Egusa and Jeff Alter (remember, two starts for each race). The Californians' winning streak actually was broken by Daan Vanderklugt from Brazil, but that race was eventually thrown out because only one start was able to complete the race. It was a great day for water skiing!

Thursday night's beach party consisted of a delicious barbecue followed by a raffle and the announcement of the top 48 boats sailing in the Gold Fleet. The Silver Fleet, under the new format, would continue to sail Friday and Saturday on their own course. The raffle was great fun and there were some memorable prizes, including T-shirts from various America's Cup compounds. The two grand prizes from the factory were a Cat Box and a new set of sails (which will be seen next year in Division 9 on a boat sailed by a 12-year-old).

Three races on Friday shook the

standings, as several of the top sailors recorded high numbers. Friday's race winners were Ross Tyler, Pat Porter and Bob Poteat from North Carolina (the only non-Californian to win a race). Silver Fleeters Matt Bounds (Michigan) and Gary Baker (Washington) won races on their course.

Saturday was a long day. We sat on the beach waiting for the wind to fill and knowing the outcome of this event was very much up in the air. Tom Materna was in first, but Jeff Alter, Bob Seaman, Keith Christensen (the eventual winner — congrats, Keith!) and Dan Ketterman also were in contention. Finally came the call to leave the beach for the last time — PU was determined to get in at least two races.

A Happy Ending

The awards banquet was held at the Club Coronado on the Naval Amphibious Base. Slides taken during the week were shown during dinner and everyone was in a festive mood. We had enjoyed another fine event (okay, the guy in charge of wind didn't show, and the Californians didn't share top honors well, but those are minor details). Our week together had been special and the efforts of all Fleet 4 members were greatly appreciated.

Special thanks go to Scott and Mary Jo Dixon for the hours and hours and hours of work; the sailors who lent their boats for charter; Rod Clay, who was in charge of all race equipment; beach captain Bill Tilger; Frank Mardel, for organizing a huge fleet of chase boats and running the Silver Course racing; Dave Shearer, who was responsible for the scoring; René Clay — thanks for the parties and lunches; Dot Jernigan, for the great-looking T-shirts; Ross Carlson and Bob Eschwege, for some incredible trophies; jury members Kim Kymlicka, Jane Sherrod and Dick Blount; and to the many others whose help was invaluable. *✍*



Good Help Is Not Hard To Find

BY MARY JO & SCOTT DIXON

In the best of times, obtaining corporate sponsorship is a difficult task. When war breaks out just as the search for sponsors begins, problems are compounded. Even once the economic uncertainties of war were resolved, San Diego's corporate sponsorship was largely committed to the upcoming America's Cup.

Sometimes, the help you need is right in your own backyard. Fleet 4's Bruce MacDiarmid, vice president of marketing and human resources for Carlos Murphy's Restaurants, came through in a big way by donating duffle bags for each skipper and crew for both the Women's Worlds and the National Championship, as well as providing a very festive location for the 16 National welcome party. Gracias, Bruce.

Another neighborhood sponsor was Hobie Cat Company, which donated beverages for the cut party and grand prizes for the raffle.

Special mention also goes to our San Diego Hobie Cat dealer, Wind & Sea Sports. Owners Chris and Dot Jernigan were on site for the entire event.

To these and all our sponsors: we appreciate your support!

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COYOTE CATS

SAILORS AT 18 NATIONALS HAVE A HOWLING GOOD TIME

C BY BETTYARLENE WILSON
AND LARRY MONDRAGON
PHOTO BY JANET SILVA

Coyote Point lived up to its reputation as a premier location for a National Championship August 19-24, 1991. The 20-30 mph winds at the Hobie 18, SX-18 and 21 Nationals were fairly typical of the site, with short irregular choppy seas and a long course that brought all racing theory into practice.

Jeff Alter conducted a championship caliber seminar on Monday to kick off the event-filled week. After wolfing down a hot lunch, the racers embarked on practice races. Although the number of teams, 42, presented a smaller turnout than usual for National competitions, those who came were ready to conquer. The participants would have to draw on this confidence frequently throughout the event.

A Wild Welcome

The wind began moderately for Coyote Point, 15-18 mph. By white flag, it had increased to 20-25 mph and just

kept going nuclear from there. (Strangely enough, as the series continued, the teams began to acclimate to the trying conditions of San Francisco Bay. There was even some disappointment voiced as one race began on Friday in 8-10 mph winds. But by afternoon, it again began to howl.)

Newcomers to the area who had not experienced this northern California brand of Hobie sailing certainly were surprised, but a wonderful welcome party at the Coyote Point Yacht Club at least took the wild out of the wind for one night. A little soda, wine and beer mixed with a wide variety of hors d'oeuvres, all seasoned with friends and sailing conversation, were the excellent ingredients for a perfect evening.

Action And Reaction

So much for Monday. Tuesday brought a rigorous return to reality and racing. Several skippers obtained instant

membership in the Royal Order of Mudhens as they rounded A-mark. Coyote Point is rather shallow, so diving around the windward mark and trying to carry off all that speed into the downwind leg resulted in spectacular action and reaction. More than one boat ended up with a mast in the mud, enabling its skipper to achieve instant entry into the Royal Order.

By the end of the week, it became clear Paul Parizeau and Jeff Alter were locked into a struggle for first place, while Alan Egusa and Dave Dunn battled it out for third. The leaders, well out in front, seemed to have mastered the technique of sailing under demanding conditions. Alan confided that conditions were everything he expected and part of his plan was simply to outlast his competitors. His strategy was based on months of pre-race conditioning and fueled by lots of pancakes and pasta.

Ultimately, top honors went to Paul

Parizeau and crew Greg Thomas, narrowly edging out Jeff Alter and crew Kathy Ward.

By the way, an unbelievable rumor you may have heard buzzing about is true: this was a Nationals with very few protests throughout! Special congratulations go to all racers for handling problems with class and taking care of issues on the water. The few protests that did occur were very amiable.

We Did It! You Can, Too!

There were times when we wondered if we could pull off this great event, but we did ... and with great success, according to reports. That accomplishment and appreciation are the reward to all the people who put so much of their heart and soul into this event.

Steve Hoetzer, commodore of Fleet 532 in Bismarck, North Dakota, and his wife Maryellen came out to help with our event and learn more for the 1992 Hobie 18 Nationals which they will be hosting. (See "Unpronounceable Fun" in this issue for a preview of what's to come in North Dakota.) This couple is very serious and dedicated to putting on a successful event. For sailors giving it some thought, start planning to attend now. A Hobie Cat National Championship is a great experience that will enrich your sailing skill as well as bind you to many others across this country who share a love for our crazy sport.



Lindley, who sailed great all week right up until the end, when their port hull was "ventilated" by a competitor during the last C-mark rounding of the final race of the regatta. Ted took it in stride, however, observing philosophically that at least the collision occurred at the end, not the beginning, of the series.

Some group mis-adventures occurred during the week of racing as well. To wit:

- Coyote Point's proximity to the San Francisco airport enabled spectators to marvel at the vortices caused by certain planes landing overhead. The funnels took the fun out of sailing for more than a few participants, however. Right after the start of one heavy air race, boats starting down the leeward side of the line began to foot off sharply before the wind seemed to cease altogether. Double-trapped, skippers and crews started to "teabag" into the water as the wind lulled. Some began to tack off to port. Suddenly, the wind roared back with a vengeance, throwing many boats over and causing countless others to nearly lose control. Welcome to Coyote Point!

- The Hobie Cat Annual Awards capped off the weeklong event, with presentations made for great and not-so-great performances in major and supporting roles. Several sailors were inducted into the Royal Order of Mudhens, in the continuation of a tradition begun at the 1987 Hobie 16 National. Tom Ling was unanimously elected to the prestigious position of Honorable Mother Of All Mudhens. Inquiring minds not at the event want to know: Why, Tom?

Western Exposure

It would take an entire magazine to thank all the wonderful people behind, in front of and running around the scenes who made this event such a spectacular success. And a triumph it was: "Sailing World" was on hand to do an article; "Multihull Magazine" sent a photo-

grapher; even some advertising types came around looking for good-looking young salts to use in a commercial for Old Spice.

You didn't have to look far to find people willing to go out of their way to make this a great event. Mike Montague, in addition to competing, took videos of racers on the course and also produced a wonderful slide presentation that enhanced the awards banquet. Local Hobie dealer, Seabird Sailing, was right there from start to finish with a complete parts trailer. Bill Johnson of Mobile Fiberglass Repair was on site, also, ready to do an impressive repair at a moment's notice. Leading Edge Sails came by each evening to pick up sails for fast overnight service.

Who else contributed? Volunteers such as Bob Gardner, who offered his 40-foot Hunter as committee boat; the lunch committee members (Jean Tully, Marianne Hess, Denise Kuhre supported by Katie Kirk, Anne Tully and Nancy Bowman), who left everyone eating their way through the event with a good taste in their mouth; in fact, all who served up fun for this fantastic series.

In addition, we would like to extend a heartfelt, formal "Thank You!" to our many sponsors. We couldn't have done it without you! *[Signature]*

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Mishaps And Mayhem

An unruly wind made for many a wild ride at the 1991 Hobie 18 Nationals at Coyote Point. Among those who left their hearts and perhaps part of their lunches in San Francisco were:

- Rafi and Dafna Yaholom, whose boat tripped on the mark's long anchor line during a precarious A-mark rounding. The beautiful, slow motion capsize warranted a 10.0 for artistic expression.
- Chuck Brown, who, when the wind tore his clew plate away from his mainsail, sailed back to the beach trying to hold his main by hand.
- Jack Hill and his double trouble. After his Hobie's rear crossbar was torn from the hull, practically sinking the boat, Jack borrowed a boat for the next day. The substitute vessel's rig demasted.
- Bob Cockcroft, who tied Jack for the hardship award when his port hull broke off the boat completely.
- The Arizona team of Ted and Sue

C No Evil

Take No Prisoners At C-Mark

BY WICK SMITH
DIAGRAMS BY BILL BALDWIN

Reach back into the depths of your racing experience and recall your worst horror story about a C-mark rounding. You probably were looking great on the downwind leg. You were going to arrive at the mark with the lead pack of boats. If you could just get a puff and squirt around before they did, you would be home free.

You didn't. After the smoke cleared, you either were caught outside the entire pack in terrible air (the oxygen mask dropped down from your boom), or you were still trying to untangle the boat from the mark while they were handing out trophies.

Once you clear the starting line, C-mark is the toughest part of the race course. Several factors contribute to this difficulty:

1. The boats are converging from several angles, and all racers are attempting to get to the same spot.
2. In light and medium winds, racers are on the slowest point of sail on the course, equating to little or no maneuverability.
3. Some boats are jibing at the mark with rights accorded under the rules, unlike any other place on the course.
4. All racers are in a transition from downwind to upwind, with a premium placed on inside position.

All these elements combined make for some interesting confrontations (and war stories around the campfire). To improve your position on any part of the course, you must focus on two subjects: tactics and rules. C-mark is no different. This article will attempt to address tactics. The next Racer's Edge will deal with rules that apply at this often frustrating mark.

IMPORTANCE OF POSITION

The C-mark rounding becomes more important as you attempt to round with other boats. Rounding alone is no problem. Rounding in a crowd requires quick thinking, good boat handling and a little luck.

Think of your rounding as setting up the outcome of the next leg. The two objectives are to be in front of other boats when rounding and to have clean air (to not be in anyone's wind shadow). If you accomplish the first goal, the second usually takes care of itself, and you will be in a commanding position.

If being in front is not attainable, work, at all costs, at least to get clean air. This will make a world of difference in your position at the next mark. If the wind striking your sail(s) is deflected or blocked by other boats, you will slowly move back in the pack, despite your best efforts. There are ways of clearing your air once in someone's shadow, but they cost you time and distance.

The most desirable place to be when rounding with other boats is on the inside, closest to the mark. When you have the inside position, you not only have the right to "buoy room," you should end up with clear air when leaving the mark. Assuming the next leg is upwind and you are rounding the marks to port (counterclockwise), you will come out of C close-hauled on port.

All others forced to round outside your line run the risk of slipping into your wind shadow (see Diagram A). They also will be more to leeward at the beginning of the leg, which means they will travel farther to get to the next mark!

TACTICS

In the following examples, assume you will round A-mark and have a downwind leg to C with all marks left to port. The same tactics apply if you are on a B-C leg, but in this case your options usually are limited.

If you are sailing in a fleet race with only a few other boats, the competition spreads out quickly and the fleet is separated by the time you get to C-mark for the first time. In this circumstance, don't worry about your rounding until 200 yards from the mark.

BEGIN AT THE BEGINNING

If the regatta is large with evenly matched boats, and you are in a crowd rounding the windward mark, begin planning your approach to C immediately after rounding A. If you look at the conditions and determine there is a "favored" side of the course for the A-C leg, get to that side as quickly as possible. If there is no advantage to one side vs. the other, jibe over to port earlier in the leg than other boats to position yourself more to the left of the pack.

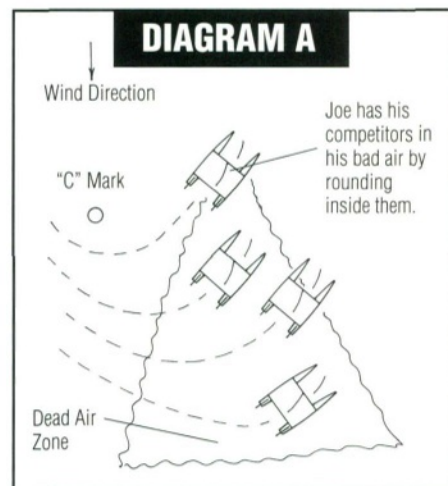
Doing so accomplishes three things: you will be more in the middle of the course and thus able to take advantage of wind shifts from either direction; you won't "sail to the corner" and have a L-O-N-G layline to judge; you will be "inside" the other boats with respect to the counterclockwise rounding of C-mark. This position pays big dividends if you get to the leeward mark in a large pack.

Once you have committed to a side of the course on the downwind leg, try to

determine if you will be rounding C with a crowd. If so, begin thinking about how to approach the mark. If you have gone to the right side of the course (looking from A to C), you and the others will be deciding when you have reached the port layline and will jibe at that point.

Be the first in your pack to jibe over to port. The others will usually panic and go with you, or risk overstanding the mark. If you are close to the layline, you can work your way down to it fairly easily by sailing a slightly lower line in the puffs. If you are not, two quick jibes down at C will get you to the mark without losing distance, putting you inside the other boats as you hit the two-boat-length circle.

A general rule of thumb is never overstand a mark downwind! On boats with a jib, the higher sailing angle to the mark gives you more speed, but it usually is not worth the extra distance sailed. On



14s and 17s, NO extra speed is realized by sailing higher, and you lose in a big way!

THE RIGHT LEFT APPROACH

If you have worked the left side of the course downwind, you want to plan your approach to the mark in one of two ways:

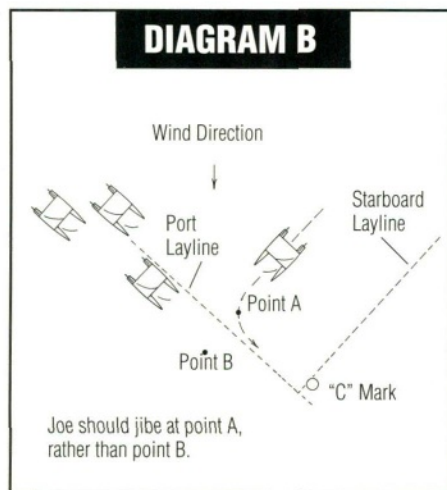
1. Approach the mark on the left layline on starboard and jibe inside the two-boat-length circle at the mark.
2. Approach the mark within 50 yards of that same layline on starboard and jibe BEFORE you get to the port layline and all the boats on that line.

Use method number one if several boats also are on the left side of the course. You want to be inside them at the mark; therefore, you must go as far left as the wind will allow. Be sure not to overstand!

If most of the pack near you is to your right, use method number two. You still will be inside them at the mark and will not risk sailing too far.

The big point of emphasis here is to know when to jibe onto port for your final approach to the mark. You will be sailing on starboard toward a line of boats on port.

Many times I have witnessed the following scenario, illustrated in Diagram B. The skipper says to his crew, "Watch this Sheila, I'm going to make all those port tackers



alter course." He sails through the line of boats screaming "S-T-A-R-B-O-A-R-D," pointing out to one stubborn skipper that his parents were never married. After several boats have altered course to avoid him, he jibes to port and heads for the mark. Every one of the boats he crossed have beaten him to the mark. If he had jibed before he got to their line, he would have rounded inside all those boats and now would be ahead of them. Sheila would think he was a brilliant tactician, instead of a screaming idiot.

The moral to this story is: If you are within 200 yards of C-mark on starboard, NEVER sail through a line of port tackers on the layline. Tell them to hold their course and let them know you intend to jibe inside. Jibe two boat widths inside their line, and you will have inside overlap heading toward the mark.

THE FINAL ROUND

On your final approach to the mark with other boats, you usually will be in one of two situations. Let's look at them one at a time:

1. YOU ARE INSIDE THE OTHER BOATS AND WANT TO COME OUT AHEAD. If you are coming from the left side of the course and will jibe at the mark, be sure to jibe within the two-boat-length circle. This maneuver is considered part of the rounding, and all boats to your outside must give you room to jibe as well as round the mark.

If you are approaching on the port layline and are inside other boats overlapped with you, you have to defend your position and your room at all costs. First, sail as much as 10-15 feet low of the mark, depending on what the "outsiders" will let you get away with. This maneuver will give you room to swing wide of the mark and come up close to it as you reach a close-haul course. If

they make you sail directly at the mark, hail that you need more room and see how much they will give you.

The trick is to not let those outside you or behind you get inside your line coming out of the mark. Many times, they will force you into a tight rounding, then swing wide and with a head of steam, come inside as you both exit the mark. This strategy gives them clear air as well. To prevent this method of attack, swing as wide as they will let you, then shove the rudders over HARD at the mark. If done right, the boat will pivot tight on the mark and slow to a crawl, leaving no place for that boat behind you to go, other than leeward of you.

Be careful, though. If you aren't close enough to the mark, you'll leave a hole between you and the mark and the pack will pass through it. If you accidentally stop the boat and go head to wind, the entire free world will pass both to windward and to leeward. Sheila will be severely depressed if this happens!

As you exit the mark, sail as high as you dare to force those behind you into your bad air. Once they drop down to foot out from under you, drop down and foot with them. This will lock them into your bad air zone.

2. YOU ARE OUTSIDE OR BEHIND OTHER BOATS WHEN ROUNDING. You have a choice to make. You can round behind the inside boats and try coming up higher exiting the mark, or you can round outside the other boat(s) and foot out from under them after clearing C.

If you are rounding outside 1-3 other boats and feel you can out-point them, try swinging wide and turning upwind 15-20 feet to leeward of your normal rounding. This maneuver will allow you to make a gradual turn without loss of speed. You should be on a close-haul course and moving when you are abreast of C (and no more than 2 feet from it). With this speed, you can out-point anyone who has pivoted on the mark in a tight turn and is barely moving because of it (see Diagram C).

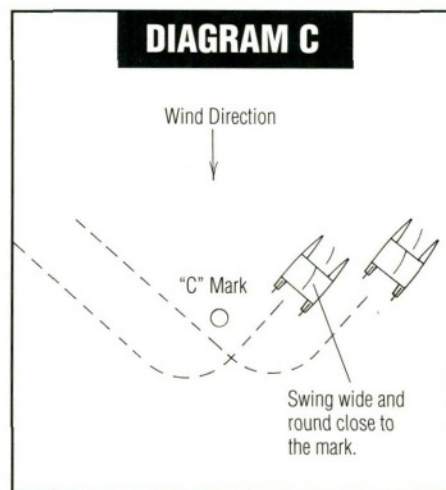
This technique is very effective if the skipper ahead doesn't "close the door" on you as mentioned in the initial situation described above. You have no rights to the room the boat in front may leave, but if it can't point up to tap you or force you into the mark, it will be left in your wake! If it does close the hole, you need to fall off hard to foot out from under it.

If you are committed to the high line with no place to go, you must hit the brakes. Your only good stopping device is pumping the rudders. Push them back and forth through the maximum arc in rapid succession. Doing so will slow you considerably and help keep you off the boat in front.

Remember that it is not legal to stick your leg in the water or jump off the boat and drag. It is effective, but against the rules.

If you are rounding with several boats and get caught outside or behind them, the

best choice in most cases is to round wide with speed, using it to accelerate away to leeward of the group. Many times, the people in front of you are going to round tight, "close the door on the inside lane," and show you exactly how high they can pinch after rounding C. They would rather be castrated with a weed eater than let you



sail over them. Your best move is to make the pack round as tight as you can by leaving them just enough room to round without violating the rules. You will round in the widest arc and will have the most speed coming out. Foot off (to a close reach, if necessary) to get out from under the crowd. Continue to sail on port if the right side is favored on the beat.

If you want to work the left side, foot off more to get room to tack, roll over to starboard, start yelling, and hold onto your hat. You will come through a parade of port tackers who have no idea you are there. They are still having their pinching contest. Let them know early and loudly that you are coming.

SUPER-HOT, GO-FAST TRICK #37

On the Hobies that carry a crew, let the skipper trim the jib during the rounding, and let the crew trim the main. The crew usually has two hands free, whereas the skipper needs six to get around this mark. Practice it a few times to get the feel. The crew definitely needs a feel for how quickly to trim.

C U 'ROUND

C-mark roundings are like any other phase of the sport we enjoy. They take experience and a willingness to continue to improve on this tough corner of the course. At the end of each race, think back to your roundings at C. Look at what you did well and why. Also, consider your errors and determine what you can do about them.

Without this ongoing learning curve, you will continue to make the same mistakes over and over. You'll never win Sheila's affections or a trophy that way!

RULES UPDATE EFFECTIVE JANUARY 1, 1992

Changing times have led to IHCA's decision to update the Hobie Class Association Racing Rules in their entirety. At the annual Council meeting in July 1991, IHCA representatives from all countries amended the rules to create a strong standard for Hobie Cat racers around the world.

Our goal was to take into account all the regions worldwide, which presented some difficulties in regard to creating ONE set of rules. Most of the changes simply clarify verbiage, but some new rules are changing many item numbers to change.

Some of the new amendments may create controversy, but our intent in revision has been to resolve the problems that arose trying to reach our goal of strengthening standardized Hobie Class racing.

The rules have been approved by the rules committee and International Council. Since the IHCA is sanctioned under the International Yacht Racing Union, the amended rules also were reviewed and ratified during that organization's recent annual November meeting. (Look for a report on IYRU's meeting in the March/April '92 issue.) The rules go into effect January 1, 1992.

Look for a set of the new 1992 International Hobie Class Association Rules in your membership package. We are confident all racers will abide by these rules and we look forward to standardized international racing. If you have any questions with reference to clarity, please write to the IHCA.

See you sailing!



Jeff Alter
IHCA - Executive Director
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Capistrano Beach, CA 92624
(714) 496-7394

HOBIE RULES UPDATE

(NOTE: Modifications indicated by italics.)

GENERAL RULES

2.1 DEFINITIONS

- a) *The International Hobie Class Association shall hereafter be referred to as IHCA.*
- b) *Hobie Cat USA and Hobie Cat Europe and any of their licensees that are in good standing with their respective licensors shall hereafter be referred to as HOBIE CAT COMPANY.*
- c) *INTERNATIONAL YACHT RACING UNION shall be referred to as the IYRU.*

3. RIGHT OF PROTEST

A skipper or the race committee has the right to protest. The IHCA has the right to declare ineligible any Hobie Cat which does not conform to the spirit, objective, and intent, as well as the letter of these rules and the official drawings and specifications held by the IYRU. In the event the drawings are not held by the IYRU they shall be held by the respective HOBIE CAT COMPANY.

5. MANUFACTURER OF HOBIE CATS

Only boats manufactured by the HOBIE CAT COMPANY are legal for class racing. The manufacturing origin and trademarks of all boats must be readily identifiable through serial numbers, hull numbers, sails and casted parts. Copies of original invoices or warranty cards may be requested. Proof of origin will be submitted to the IHCA or its authorized representatives for verification upon demand of the race committee and/or protest committee. Skippers or owners of boats who have had the manufacturing origin of their boat officially questioned must be warned in advance of the manufacturing origin request and given a reasonable time (maximum two weeks) to produce acceptable proof of origin.

8.1b) Delete

8.1c) Renumbered to 8.1b).

8.2 a) A minimum 3/8 in. (9.53 mm) diameter righting line consisting of at least one 14 ft. (4.27 m) length of line, or two 7 ft. (2.13 m) lengths of line minimum, shall be securely attached and readily accessible from each side of the boat. The righting lines shall be in addition to all other required equipment, *except if specified differently in individual boat class rules.*

b) *Righting water bags, shroud lengthening devices and righting pole may be carried and shall be used for righting purposes only.*

9.7 a) Delete

9.7 b) Delete

10.8 *Rudder pins may be made of plastic, aluminum, fiberglass, or stainless steel.*

11.2 *Tiller crossbar, rudder arm connectors and end caps may be replaced with other types.*

12.1 *All sails must be built from IHCA approved patterns and supplied by the HOBIE CAT COMPANY.*

12.2 *Only standard battens supplied by the HOBIE CAT COMPANY shall be used. They may be cut and tapered as desired (exception: unless specified in designated boat class rules).*

12.4 *All mainsails shall have a sail number registered with the IHCA (duplicate numbers will be assigned to only one individual).*

12.6 *Only sails built from IHCA approved patterns and manufactured by the HOBIE CAT COMPANY and distributed through the same are*

legal for class racing, unless specified differently in individual boat rules.

12.8 Delete.

12.9 *Reefing is permitted and may be rigged in any manner. With the exception in the North American Region, wire halyard may not extend below the COMPTIP™.*

13.2 *Minimum furling to the mast base casting is permitted for the purpose of improving rotation but is not legal to remove metal for the purpose of achieving mast rake.*

13.4 A COMPTIP shall be mandatory for the North American Region. All sailors will be allowed one exemption to this rule. After the one exemption is used, the onus is on the individual to prove that an attempt has been made to obtain a COMPTIP. In the case of factory backorders on COMPTIPs, temporary exemption will be granted upon proof of such backorder and only until backorder is filled. COMPTIP and aluminum masts shall be legal in the North Pacific and international regions. All aluminum masts are mandatory in the South Pacific, Southern Africa and European regions with the exception of the 17 on which both COMPTIP and ALUMINUM masts are legal.

15.1 Wires as supplied by the HOBIE CAT COMPANY shall not be reduced in diameter. They may be increased in size. All wires may be shortened or lengthened with exception of bridle wires.

15.2 Shrouds and forestays shall connect to the HOBIE CAT COMPANY supplied shroud adjusters.

15.4 The clevis pin and ring on the forestay adjuster, as provided by the HOBIE CAT COMPANY, may be replaced by a quick-release pin, shackle or the like.

16.1 Delete

16.2 (Renumbered from 16.3) Any sheet or lines made in whole or part of wire are prohibited except as supplied by the HOBIE CAT COMPANY. Any sheet or lines may not be spliced to increase or decrease diameter.

16.3 (Renumbered from 16.4) Compasses may be added. *Electronics are not permitted unless specified in designated boat rules.*

16.5 (Renumbered from 16.6) Mesh and canvas trampolines manufactured by the HOBIE CAT COMPANY are class legal.

18.1 c) *Weight and/or water jackets for the purpose of adding personal ballast are not permitted and shall not be considered clothing or equipment and shall not be allowed for meeting minimum crew weight.*

19.1 The minimum boat weights shown in the individual Class Rules are for each class of boat, ready to sail, with all permanently attached and non-movable racing equipment EXCLUDING the following:

- a) Cushions
- b) Life jackets
- c) Trapeze harnesses
- d) Tool bags
- e) Personal gear

NOTE: 1991 rules previously numbered 20 and up are now numbered 21 and up.

20. ADVERTISING

20.1 *Advertising is allowed as permitted by the IYRU rule 26, appendix 14.*

20.2 *In world and continental events a competitor may be required or induced to display advertising in accordance with IYRU rule*

appendix 14.

21.1 d) Protest flags will measure a minimum of 10 in. X 10 in. (250 mm X 250 mm) and shall be square or the shape of code flag B.

21.8 A yacht touching a mark may exonerate herself by sailing well clear of all yachts as soon as possible after the incident, and remaining clear while she makes one complete 360-degree circle in the same direction, including one tack and one jibe. Modifies IYRU Appendix 3 rule 1.1 and IYRU rule 52.2 (a, b) part V.

24.2 Protests must be filed IN WRITING with the protest committee within 0.5 hours after the last boat in the last race of the day, sailing directly from the finishing area to the beach or the race committee, whichever is last, reaches the shore.

24.4 The race committee, or any IHCA officer, reserves the right to inspect any boat at any time during the course of an event and to warn or protest it for equipment violations.

25.1 All appeals shall follow the procedures as outlined in IYRU rules 77 and 78.

25.2 Delete

25.3 Delete

25.4 Delete

26.1 Valid questions regarding these rules may be ruled on an interim basis by the executive director and must be approved by the IYRU. The rulings, as needed, will be accepted, rejected or modified by the IHCA Rules Committee and ratified by the IHCA Council and approved by the IYRU before achieving permanent status in the Class Rules.

27.2 e) A reprint of the rule book.

HOBIE 14 CLASSIC

1.3 Delete

2.3 The HOBIE CAT COMPANY supplied integrated traveler systems are class legal.

3.2 The top of the black band is located 20 ft. 7-1/2 in. (6.29 m) from the top of the mast not including the mast cap.

5.9 Delete

6.1 No minimum.

HOBIE 14 TURBO

10. MINIMUM CREW WEIGHT

10.1 The minimum crew weight of a Hobie 14 Turbo shall be 150 lbs. (68.1 kg).

HOBIE 16

1.3 Delete

2.4 The HOBIE CAT COMPANY supplied integrated traveler systems are class legal.

3.3 Dacron sails built from IHCA approved patterns and manufactured by Hobie Cat Company are class legal.

3.4 Mylar sails built from IHCA approved patterns and manufactured by the HOBIE CAT COMPANY are class legal in the North American Region only. Mylar sails shall not be class legal for any international events.

4.1 d) Jib halyard tension may be adjusted while sailing. Jib halyard can be cleated to both cleats on mast to pull halyard to center of mast. Cleats on mast may be changed to a similar cleat. No "Cam" cleats or blocks are allowed. If purchase is at the base of mast, it shall not exceed 5:1.

4.4 a) The black band is located 24 ft. 8 in. (7.52 m) from the top of the mast not including the mast cap.

8.1 The minimum weight of a Hobie 16,

completely assembled, shall be 320 lbs. (145.5 kg). (See rule 19 of the General Rules.)

HOBIE 17

1.3 Delete

2.1 Sail downhaul purchase shall not exceed 6:1. Downhaul must cleat on mast, boom, or foot of sail may be rigged in any manner. "Cam" Cleats are legal.

3.1 a) The black band is located 26 ft. 10 in. (8.18 m) from the top of the mast not including the mast cap.

5.2 Supplied trapeze wires may be shortened, lengthened, and/or have adjustable systems installed. Only one trapeze wire per side.

9. TRAVELERS AND TRAVELER CARS

9.1 Any type of traveler cars that operate in the HOBIE CAT COMPANY supplied traveler tracks are acceptable. The tracks shall not be altered, changed or added to in any way.

9.2 The HOBIE CAT COMPANY supplied integrated traveler systems are class legal.

HOBIE 18

1.4 Delete

2.3 Pig tails for the purpose of attaching blocks may be added to the clew of the jib.

3.1 Each mast shall have a black band around it, as supplied by the HOBIE CAT COMPANY. The black band shall be located 27 ft. (8.23 m) from the top of the mast not including the mast cap for the 18 and 18 magnum.

5.1 Sail downhaul purchase shall not exceed 6:1 purchase. Downhaul must cleat on mast or foot of sail and may be rigged in any manner. "Cam" cleats are legal.

HOBIE 21

1. SAFETY EQUIPMENT


1.2 b) Righting water bags, righting pole type devices and/or shroud lengthening devices may be carried on board. Maximum extension of shroud lengthening devices are 27 in. (68.6 cm). The shroud lengthening device must be returned to its normal storage position after use before continuing to race.

3.1 HOBIE CAT COMPANY supplied rudder assemblies, rudder blades and centerboards shall not be modified except for minimum filing to improve fit and function.

4.1 Tiller crossbar and rudder arm connectors and end caps may be replaced with other types.

4.2 Straight or bent tiller crossbars and tiller arms are legal and shall be a specified length.

5.6 Reefing of any sail is permitted. Reefing design shall be left to the owner's and designer's choice provided it does not structurally weaken the boat or interfere with basic functions of the HOBIE CAT COMPANY supplied components.

6.5 Additional mast rotation devices and related control equipment may be installed to the owner's and/or skipper's specification provided it does not structurally weaken the boat or interfere with HOBIE CAT COMPANY supplied components. 

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Rudder Maintenance

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Reefing the 18 - Heavy Air

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More to Sailing than
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NORTH AMERICAN REGION NEWS

Hobie in Transition

Hobie Catters Have Changed, Not Disappeared

BY CHRIS BROSCO, SR.

We are pleased this column has inspired the spirited dialogue reflected in the following friendly rebuttal. The commentaries by active NAHCA members Matt Bounds and Chris Brosco show not only two sides of the coin but the same love of our sport. Most importantly, the articles point up the very significant fact that this column truly is of, by and for the Hobie Cat sailor. We intended the column to be not just for the officers but for all NAHCA members, and we're happy to see it has turned out to be a forum for an exciting exchange of ideas. -Paul Ulibarri, NAHCA Chairman.

I would like to respond to Matt Bound's "Where Have All the Hobies Gone?" that appeared in the North American Region News section of the September/October 1991 HOTLINE. Although I realize the article was not written specifically to solicit responses, questions were raised I would like to address.

I am the commodore of Fleet 448, Rhode Island; 1991 marked our tenth year as a Hobie Cat fleet. Like everyone, we've experienced both the highs and lows of trying to promote the "Hobie Way of Life" for our members. Our fleet has ridden the membership roller coaster, but we've always been determined to make 448 succeed.

With a record low membership of 26, the newly elected officers sat down at the beginning of 1990 and began to analyze what was going wrong. We developed and mailed a questionnaire to our membership. Based on some surprising responses, we embarked on the difficult task of getting Hobie sailors active and involved again.

We learned the membership was tired of racing all the time. They were getting

older; some had married and were raising families. They still wanted to enjoy Hobies, but now wished to do it as a unit.

Fleet members wanted Hobie sailing to be different from the hustle-bustle of their everyday lives. As one respondent put it, "If I wanted additional stress in my life, I'd work all weekend. Sailing is my relaxation." That sentiment was shared by a large number of people.

New Improved Fleet Activities

Awareness of these attitudes forced us as fleet officers to use our imagination. We began to supplement the regular racing schedule with fun days incorporating relay races, balloon tosses and water olympics, all performed on a Hobie. Next came Learn-to-Sail events and our Sail Picnics, which took members and their Hobies off to nearby islands to enjoy some sun, sailing and outdoor barbecues.

In a joint venture with the University of Rhode Island, we taught two Hobie beginner courses to completely sold-out classes, in hopes of turning on more people to Hobie sailing. Soon, membership was on the increase.

Next, officers hit the pavement. We combed beaches and neighborhoods looking for Hobies; stuffing the ones we found with informational packets about our fleet. We visited the local Hobie Cat dealer, got his catalog mailing list and combined it with the mailing list we had compiled over the last ten years. Through a mass mailing we reintroduced the fleet and explained what we were up to these days.

We also helped sell boats for our dealer at the Rhode Island boat show. It helped the dealer and gave added visibility to the fleet. In appreciation, the dealer now offers all members a 10% discount on all Hobie parts.

By April 1990, we published our first newsletter; we continue to put out five or six issues a year. We did all this, kept our fees super, super-low, carried full insurance, and never scheduled anything that conflicted with the divisional racing schedule.

In short, we created a 60/40 format: 60% fun stuff, 40% racing. Our members love it. The bottom line: in less than two years, membership has risen from 26 to a record high of 81. Guess what else? Hardly a week goes by when someone doesn't call to ask for a registration packet so they can join.

To Most, Money IS An Object

As a host fleet for a divisional points regatta, let me tell you, Matt, regattas aren't cheap for the fleet or the participant. First there's water access, which can be at a premium in some areas, thwarting all efforts to get a group of Hobies together at all. Then, for safety

reasons and justifiably, one committee and three chase boats are required. Next comes the excessive amount of insurance many municipalities require to use their sites; close to 50 trophies to go three deep, skipper and crew, in all classes; porta-johns; permit fees ... I think you get the point.

These are the fixed regatta fees whether you have 20 boats or 200 boats. In actuality, it takes close to 50 boats to break even. With expenses such as these, Matt, it's hard to return to the "simpler days" of which you spoke.


For the average participant, registration fees combined with lodging, meal and transportation expenses can be prohibitive. Matt, I'm certainly not making fun of you, because I respect the work you are doing for Hobie Catting, but are you really going to put 15,000 miles on your vehicle regatta-hopping? As an average "Joe," I hope I don't put 15,000 miles on my car at all this year. Do you have laundry and a lawn at your house? Not all of us can jump in the car and go at the drop of a hat.

Someone reading that 15,000-mile, March-to-October statement in your article will assume that unless they have the time and money to be THAT committed, they probably shouldn't think about participating. Matt, remember the "average person."

Where, Hobie? There, Hobie!

Where have all the Hobies gone? Matt, my friend, they're still out there with owners just waiting for a tap on the shoulder and someone to say, "Hey, the fleet's changed and we'd really like you to give us another try." Certainly, I'm not about to trivialize the fact that playtime is harder to find in our demanding lives or that volunteerism in organizations such as ours is at a minimum, burning out many energetic fleet officers.

So what do we do? Well, let's work as a team, like the association we are, to keep regatta costs down so everyone can enjoy their Hobie. Let's be sensitive to who the Hobie sailors of the '90s are, and give them what they want rather than shove down their throat a schedule that has no justification for its existence other than the rationalization "We did it last year" or "That's what we've always done."

The "Hobie Way of Life" is undergoing a transition, not that far removed from the one Hobie Cat, the company, has had to endure. There's a lot of hard work ahead for all the fleets and the divisions, but with enthusiasm and a true caring for our sport of choice, the "Hobie Way of Life" can and will survive. Moving forward with that attitude, it won't be long before we'll all be saying, "Hey, where did all these Hobies come from?" 

HOBIE: A CHINESE FLEET NEWS

FULL MOON OVER HARRISON FLEET 214, DIVISION 4 HARRISON, B.C., CANADA AUG. 31-SEPT. 2, 1991 BY STEVE JUNG

Full Moon Over Harrison is a Division 4 points regatta which is hosted by Hobie Fleet 214 and held at the ever popular Harrison Lake. This is just 3 hours north of Seattle and only 2 hours east of Vancouver, B.C. It is a particularly popular regatta because of its picturesque scenery and reliable thermal winds which generate up through Fraser Valley.

Despite a heavy downpour of rain on Friday, most sailors rolled into Harrison that night. Those who had pre-registered motel rooms were thankful because rooms are very scarce during peak tourist season.

Little did everyone know that I watched the weather forecast that night and the weatherman insisted that we could expect a clearing trend starting Sunday and by Monday we would have clear skies and warm weather. When I told everyone that story, I got nothing but jeers and boos. Of course, it didn't help that we held the skippers' meeting inside the community hall out of the pouring rain which greeted us on Saturday morning. Plus, there wasn't any wind on the lake. No problem. Tom Ling, Ken Marshack and Stan Breed, just back from the 18 Nationals, told us how things went.

By 2:00 PM, the wind was up, so we held 2 races in the rain. Although the sailors were reluctant at first to even suit up, they had a great time on the race course. Surprisingly, the 18 fleet was the largest with 15 boats and we started them with the 21 and the SXs. After 2 races, we had 2 surprise front runners from Kelowna — Ron Rubadeau and Ed Fenwick. For the 16As, reliable John Corrie had 2 bullets. Likewise the same for Donna Hewitt in the 16Bs and Paul Carter in the 17s.

On Saturday evening, everyone had a chance to shower up and change into some dry clothes before a great chicken dinner with all the fixings was served up by Lori's Diner.

Sunday served just what the weatherman ordered. Sunny and windy. Starting early, we ran 4 long races and had the sailors back on the beach by 4:30 PM. Everyone admitted they had an exhausting day. The 18 fleet turned out to be a washbucket of placings. New challengers emerged including Dieter Cramer and Ken Marshack, but Ed Fenwick maintained a slim lead without even winning a single race — Mr. Consistency. In the 16As, John Corrie continued to dominate and likewise Donna Hewitt in the 16Bs. Paul Carter maintained a slim 17 lead despite Dave Wilder winning 3 of the 4 races.

Roseann Martinez emerged from 16C pack also with a slim lead.

We started Monday with hot and sunny weather. Unfortunately, the wind was coming from the north (the thermal comes from the opposite direction). We took a chance and started racing anyway. We were lucky to get off 2 light wind races.

Thanks, everyone, for making Full Moon Over Harrison a success!

CONNECTICUT STATE CHAMPIONSHIP FLEET 31, DIVISION 12 BROOKFIELD, CT OCTOBER 12-13, 1991 BY V. GAIL FORCE

Two sunny and beautiful days promised a good regatta for Fleet 31 this past October. What was obvious from the onset was the careful planning of each of the regatta committees. A great round of thanks goes to those who made this year's regatta one of the smoothest run on record.

Special thanks to 31's sponsors: Candlewood East, CenterBank of Brookfield, 7-11, Widow Browns, Dunkin' Donuts and Quality Inn.

Make registration, free raffle and dinner at Candlewood Inn a success were Pam, Chris, Cliff and Jennifer pushing dinner tickets and sweat shirt sales. Raffle and registration giveaway sponsors included Timex, Chums, Hobie Cat Company, Hobie Apparel, Harken, Murrays Marine, Kisme, USYRU, Coleman and the McNett Corporation. Rick White Sailing Seminars donated \$100 certificates to the two 16B and 16C winners. Thanks to all.

31's newest members, Al Burkhauser, Roseann DeMatteo and Phil and Judy Oftedahl, worked wonders with the morning coffee and boat moving. Thanks to all those who helped with directing traffic, parking and boat moving. I think I saw Scott and Mike in on this too. Mike really outdid himself this year with the trophies! They were beautiful, particularly those for first place.

Behind the scenes, Peter Farmer braved a steady downpour on Friday bringing in Bob and Lois Talbot's committee boat and the Candlewood Yacht Club marks. And Lois, Pete's wife, checked in each of the 68 racing crews both days. Pam, Gail and Wyatt started the regatta weekend early towing boats to the Brookfield beach in the rain. Cliff Sr., Gerry Blom and Jim Talbot made up the race committee along with Jim and Gail.

Perhaps the least recognized are the crash boat crews. Many thanks to Al B. again, Larry and MaryKay Bowdish; best wishes to MaryKay who's recuperating from an auto accident injury.

There's more: Chris Hendrickson, Jim Talbot, Bruce Hoffman, Jeff Duncan and Steve

Barry (driving Bill Shea's boat), and all the unnamed crews who helped keep the regatta a safe event. With only one protest for the weekend, (that incredible last race on Sunday), thanks go to Barry, Bill Shea, Barry Coutermarsh, Colin Walklet, Drake Barber, Don Ouimette and Bob Howard for standing by and helping out as the protest committee. And, thanks to Florence McCarty and Sheila Burgess for serving up Sunday's hot lunch. Barry Burgess, Janet Anderheggen and Yvette Newton brought the sodas. And, special thanks to retiring Commodore and Secretary, Jim Bird and V. Gail Force for pulling all the loose ends together this year.

RHODE ISLAND FALL CLASSIC FLEET 448, DIVISION 12 SCARBOROUGH BEACH NARRAGANSETT, RI SEPTEMBER 28-29, 1991 BY CHRIS BROSCO, SR.

Well, we weren't as rusty as the Tin Man in the Wizard of Oz, but it had been at least three years since our fleet had hosted its last points regatta. Sponsors to round up, buffet and dance to organize, permits, insurance ... Not that I'm telling you anything you don't already know. So with a team of nearly 30 volunteers we began, that cold day in November of '90, to organize a race that wouldn't take place for another 11 months.

All in all, everything went smoothly until we got BOB'd in August — Hurricane Bob that is! Rhode Island's most beautiful beach, Scarborough, had given up virtually all its snow-white, fine-grain sand to Bob. After removing the excrement from our drawers (that's magazine lingo for you know what), we met with state officials who did the best job they could to get the beach back in shape for us. Much to our delight, the weekend we had chosen turned out to be sunny, windy, and attended by 57 teams from all over New England.


Brian Franco, our race committee expert, gave the spinnaker class something to smile about; a long course exclusively for them. On Saturday they had a long B-mark and, to accommodate the shift in wind direction, a long C-mark on Sunday. Hobie 21 and SX skippers were in "spinnaker heaven." Seas remained relatively flat, considering the 15-20 knot winds that greeted us on both days. Gusts on Saturday, though, led to several capsize, especially in the afternoon. Cold and tired, everyone appeared more than happy to call it a day after race three.

Our Saturday night buffet/dance party at the Dutch Inn in Galilee proved that Hobie sailors do get to a point where they can't eat an-

other bite. Over 100 people were tempted by more great food than the HOTLINE has space to list. Several people had to have their thighs greased just to get out the door that night. (Insert laugh here!) Music from the "In The Mix" DJs from KIX-106 FM and a super raffle supported with top-notch gifts from Hobie Cat Company, Hobie Apparel, HOTLINE, Harken, Soundings, Murrays Marine, Sailing World, Stringer Engineering Company, KISME, West Systems, Shaw's Supermarkets, Multihulls Magazine, Stohlquist and a few T-shirts and boat stickers from fellow fleet member Joe "Wild Thing" Manganello helped make the evening a great success and time.

Our local dealer, Megreys Boats, who has sold Hobies since day one, was on hand over the weekend to sell parts and, if you can believe it, view their first points regatta ever. For owners Elaine and Mike Megrew, the action, atmosphere and camaraderie of a Hobie regatta proved to be so overwhelming that they stayed for the duration. Mike also donated his services to those needing repairs. With tools, rivets, parts and a lot of Hobie fixing experience, Mike got everyone up and running without missing a beat.

The awarding of 61 trophies on Sunday afternoon not only ended the festivities but also brought to a close what many participants said was the best run regatta of the entire summer schedule. Now, that's a real compliment when you hear things like that from people who had organized their own fleet's regattas earlier in the season. Maybe we weren't as rusty as we thought. The bottom line is that a fleet is only as good as its members, its dealer and its sponsors. We are fortunate to have some of the best New England has to offer.

Our final thanks goes to our three major sponsors for their help in putting this event over the top. To the Coca-Cola Bottling Company of southeastern New England, thanks for standing by us at every points regatta we've ever held. Thanks for the great T-shirts too! We are grateful to Bacardi Imports for their contribution of Bacardi Anejo Rum (not easily found in the U.S.A.) to all first place teams, both skipper and crew. Everyone was thrilled to get a bottle. And finally to Newport Creamery, the 40 unit restaurant and ice cream chain, who provided breakfast, juice and coffee for nearly 150 people each morning. Words can't begin to say enough about these fine sponsors or our raffle contributors. A big Fleet 448 thanks to all the participants, too. We'll do it again in '92 if you promise to return and bring another Hobie or two with you! Until then, we'll be looking for 8 or 10 tons of sand for the beach. 

HOBIE RACING

RACE RESULTS

DIVISION 2

18 AND 17 DIVISIONALS
FLEET 3, DIVISION 2
LONG BEACH, CA
SEPTEMBER 7-8, 1991

HOBIE 18A

	POINTS
1. Steve Timm	3.00
2. Greg Thomas	6.75
3. Roger Brown	11.00
4. Bruce Miller	21.00
5. Ted Lindley	23.00
6. Jock McGraw	23.00
7. Ron Wagniere	31.00
8. Mike Harper	31.00
9. Larry Mondragon	32.00
10. Team Marv-Al	34.00
11. Brian Heffernan	37.00
12. Dan Veenbass	38.00
13. J. Pettit	45.00
14. Larry Ashton	46.00
15. Team Gira	48.00
16. John Charleston	58.00
17. David Crocker	65.00
18. Greg Claybaugh	71.00

HOBIE 18B

	POINTS
1. Jim Savage	8.50
2. Rick Hankins	10.00
3. Mike Halberstadt	10.75
4. Roy Delis	12.75
5. Team from Hell	15.75
6. Rick Gillett	19.00
7. Bill Ryan	27.00
8. Glenn Wadsworth	27.00
9. Curtis Smith	32.00
10. Tim Olson	37.00
11. Shirley Palmer	44.00

HOBIE 18C

	POINTS
1. Jeri Bowen	3.00
2. Bob Garcia	9.00
3. Gene Vasquez	11.00

HOBIE 17A

	POINTS
1. Fred Fogarty	6.25
2. Bruce Fields	12.75
3. Steve Leo	13.75
4. Roger Jenkins	14.75
5. Wayne Schafer	25.00
6. Bill Myrter	26.00
7. Erik Bjerring	27.00
8. Dick Blount	29.00
9. Dan DeLave	30.00
10. Michael Kramer	31.00
11. Jeff Connor	37.00
12. Jack Linn	40.00
13. Tom DeLong	42.00
14. Kirk Wells	49.00
15. Steve Kerckhoff	49.00
16. John Baudry	51.00

HOBIE 17B

	POINTS
1. Gordon Gracia	5.50
2. Randy Toole	6.50
3. Doug Hosford	11.75
4. Bob Colvin	14.00
5. Tim German	17.00

PINATA REGATTA
FLEET 514, DIVISION 2
PUERTO PENASCO, SONORA,
MEXICO
OCTOBER 19-20, 1991

HOBIE 21

	POINTS
1. Douglas/Hamelmann	3.75

HOBIE 20

	POINTS
1. Skidmore/Skidmore	3.00
2. Cummings/Palmer	8.00

HOBIE SX-18

	POINTS
1. Rhodes/McIntosh	3.00

HOBIE 18A

	POINTS
1. Panzeau/Thomas	3.00
2. Heffernan/Norinsky	9.75
3. Lindley/Lindley	12.00
4. Wagniere/McLeod	16.00
5. Mondragon/Searan	16.00
6. Charleston	25.00
7. Veenbaas/Vandehay	27.00
8. Eger/Eger	27.00
9. Hankins/Hankins	31.00
10. Parth/Parth	32.00

HOBIE 18B

	POINTS
1. Fisher/Fisher	9.50
2. Knipp/George	11.75
3. Mitchell/Cindy	16.75
4. Brown/Brown	19.00
5. Segerstrom/Desrosiers	20.00
6. Prosser/Prosser	22.75
7. Maybeno/Toff	25.00
8. Marengo/Marengo	26.00
9. Ray/Ray	27.00
10. Mulay/Mulay	28.00
11. Palmer/Palmer	40.00
12. Wuelper/Marin	43.00
13. Gillett/Herbst	45.00

HOBIE 18C

	POINTS
1. Roseberry/Roseberry	3.00
2. McClanahan/McClanahan	11.75
3. Meder/Meder	12.00
4. Saunders/Juergens	17.00
5. Jacobson/Jacobson	18.00

6. Givens/Sones	20.00
7. George/George	21.00
8. Daggett/Delay	30.00
9. Renick/Renick	32.00
10. Beeck/Engle	35.00
11. Walsh	37.00

HOBIE 18N

	POINTS
1. Upham/Fisk	5.25
2. Harmon/Harmon	5.50
3. Johnson/Smith	11.00
4. Jansen/Hallenbeck	16.00
5. Masano/Wendal	22.00
6. Turner/James	22.00
7. Mack/Milici	25.00
8. Robins/Wikerson	27.00
9. Lynds/Lynds	28.00

HOBIE 17B

	POINTS
1. Dave Bodett	3.00
2. Laurie MacGillivray	6.75

HOBIE 16A

	POINTS
1. Winkler/Mindy	3.00
2. Hausler/Berg	7.75
3. Harper/Carol	10.00
4. Ashley/Ferguson	16.00
5. Dolan/Dolan	17.00
6. Wells/Burns	19.00
7. Froeb/Isayik	23.00

HOBIE 16B

	POINTS
1. Lowe/McMaster	6.75
2. Krauss/Krauss	7.50
3. Redding/Redding	12.75
4. Zimmerman/Zimmerman	18.00
5. Perlmutter/Perlmutter	20.00
6. Haneman/Haneman	21.75
7. Banks/Banks	22.00
8. Cox/Cox	25.00
9. Smith/Grady	29.00
10. Youngwerth/Youngwerth	34.00
11. Attard/Wieden	36.00
12. Kirschner/Kirschner	39.00

HOBIE 16C

	POINTS
1. Grandbois/Polquino	4.25
2. Hausler/McDonald	11.75
3. McMaster/Click	14.00
4. Phelan/Phelan	20.00
5. Kocka/Carlos	21.00
6. Schrader/Schrader	25.00
7. Peto/Sebrer	31.00
8. Purciel/Marianne	34.00
9. Neis/Senecal	36.00
10. Baade/White	38.00
11. Novak/Novak	38.00
12. Bruchhauser/Bruchhauser	40.00
13. Baltschmidt/Nelson	42.00
14. Delacey/Atwell	42.00
15. Brykczynski/Sandness	49.00
16. Brewer/Brewer	57.00
17. McCabe	58.75
18. Schutt/Schutt	61.00
19. Cheekon/Trego	75.00
20. Smith/Talmadge	77.00
21. White/White	77.00

HOBIE 16N

	POINTS
1. Senecal/Claunch	5.50
2. Botsford	8.75
3. Brown/Brown	14.00
4. Netherby/Netherby	15.00
5. Garcia/Burce	18.00
6. Barton/Neims	18.50
7. Worthington/Triane	24.00
8. Biersbach/Grant	27.00
9. Marsland/Marsland	34.00

HOBIE 14T

	POINTS
1. Bob Heyer	3.50

DIVISION 4

FULL MOON OVER HARRISON
FLEET 214, DIVISION 4
VANCOUVER, B.C., CANADA
AUGUST 31-SEPTEMBER 2, 1991

HOBIE 21

	POINTS
1. Hodgson/Hodgson	5.25

HOBIE SX-18

	POINTS
1. Courter/Courter	5.25
2. Mitchell/Mitchell	14.00
3. Pagan/Pagan	28.00

HOBIE 18A

	POINTS
1. Cramer/Cramer	28.25
2. Fenwick/Stoltz	30.00
3. Marshack/Marshack	35.75
4. Wright/Wright	40.00
5. Rubadeau/MacDonnell	41.75
6. Ling/Ling	41.75
7. Breed/Zukerman	45.00
8. Quigley/Quigley	46.75
9. McKarns/Berton	48.00
10. Swaisland/Withers	49.00
11. Mitchell/Mitchell	49.75
12. Lawrence/Lawrence	53.00
13. Lalonde/North	70.00
14. McLellen/Gorke	86.00
15. Eichstadt/Workontin	106.00

HOBIE 17A

	POINTS
1. Dave Wilder	8.75
2. Paul Carter	10.25
3. Bob Whisler	19.50
4. John Vunik	22.00

HOBIE 16A

	POINTS
1. Corrie/Stamborsky	14.00
2. Nelson/Farris	17.50
3. Baker/Baker	19.75
4. Robinson/Mitchel	35.00
5. Eaton/Butchart	37.75
6. White/Gilderhuys	39.00
7. Petranek/Janders	40.00
8. McGlashan/Andrea	43.00
9. Lawry/Marshall	48.00
10. Norris/Smith	63.00
11. Jones/Heather	84.00

HOBIE 16B

	POINTS
1. Hewitt/Davenport	8.50
2. Hilton/Hilton	14.75
3. Adams/Burslem	21.00
4. Beddows/Grigg	24.00
5. Himes/Sital	26.75

HOBIE 16C

	POINTS
1. Martinez/Ameson	10.25
2. Quesnelle/Quesnelle	18.50
3. Breuner/Breuner	18.75
4. Stevens/Rhodes	24.00
5. Gruber/Rod	30.00
6. Sharp	49.00

DIVISION 6

WILD BILL REGATTA '91
FLEET 8, DIVISION 6
TEXAS CITY, TX
OCTOBER 19-20, 1991

HOBIE 20

	POINTS
1. Reynolds	4.25
2. Brast	5.50

HOBIE 18A

	POINTS
1. Richnow	4.25
2. Davis	7.75
3. Crouch	8.75
4. Johnson	14.00
5. Puffer	17.00
6. Mimitich	24.00
7. Strohm	24.00

HOBIE 18B

	POINTS
1. Mimitich	3.00
2. Biggs	6.75
3. Gremillion	14.00
4. Smith	14.00
5. Kingan	18.00

HOBIE 18M

	POINTS
1. Bohannon	3.00
2. Roscher	8.75
3. Hyatt	12.00
4. Putman	15.00
5. Monosmith	16.00
6. Rigg	20.00

HOBIE 17A

	POINTS
1. Eller	3.00

HOBIE 17B

	POINTS
1. Donica	3.00
2. Mermonstein	8.00
3. Vera	11.00

HOBIE 16A

	POINTS
1. Kuc	6.50
2. Seta	9.75
3. Whittington	11.75
4. Bach	12.75
5. Wilson	19.00
6. Shaw	19.00
7. Rourke	20.00
8. Bacon	26.00
9. Sykes	32.00

HOBIE 16B

	POINTS
1. Warren	4.25
2. Peters	6.25
3. Veale	9.75
4. Pierpoline	15.00
5. Siebold	21.00
6. Urband	21.00
7. Maher	21.00
8. Walsh	28.00

HOBIE 16C

	POINTS
1. Whittington	4.25
2. Loubiere	8.50
3. Vrabel	10.00
4. Stobbs	14.00
5. Thomas	17.00
6. Angs	21.00
7. Turnham	27.00
8. Barnes	30.00

HOBIE 14T

	POINTS
1. Foreman	3.50

DIVISION 11

SHBCC REGATTA
FLEET 250, DIVISION 11
ATLANTIC HIGHLANDS, NJ
SEPTEMBER 14-15, 1991

HOBIE 21

	POINTS
1. Palivoda/Maddock	4.25

2. Pedersen/Pascale	7.50
3. Hermann/Cote	11.00
4. Schmidt/Schmidt	13.00

HOBIE 18

	POINTS
1. Patterson/Patterson	4.25
2. Cloud/Cloud	5.50

HOBIE 18M

	POINTS
1. Bassista/Fraser	4.25
2. Sawitz/Ferry	6.75

HOBIE 17

	POINTS
1. Schmidbauer	7.50
2. Ackroyd	8.75
3. Burley	14.75
4. Travis	16.00
5. Krause	16.75
6. Wagner	20.00
7. White	21.00
8. Villa	24.00
9. Roberts	28.00
10. Matthews	37.00
11. Kimmel	39.00
12. Sherm	41.00
13. Fritts	52.00

HOBIE 16A

	POINTS
1. Myers/Santorelli	7.25
2. Glenden/Edwards	8.75
3. MacConnell/MacConnell	11.75
4. Kornweibel/Lopez	17.00
5. McLeigh/Burly	17.00
6. Sullivan/Dewan	22.00
7. Sterling/Burly	24.00
8. DeFuria/Myers	24.00

HOBIE 16B

	POINTS
1. Raybon/Ianone	3.00
2. Schneider/Schneider	8.75
3. Witt/Krick	11.00
4. Johnson/Bustard	11.00

HOBIE 16C

	POINTS
1. Needham/Needham	6.50
2. Church/Church	6.75
3. Baker/Barba	7.50
4. Magliaro/McCabe	15.00
5. Jackson/Jones	15.00
6. Fortuna/Fortuna	23.00
7. Waltsak/Szydlowski	25.00

DIVISION 12

CONNECTICUT STATE
CHAMPION

HOBIE RACING

RACE RESULTS

3. Bob Pickett	18.00
4. Martin Levy	19.75

HOBIE 16A	POINTS
1. Baker/Johnson	10.25
2. Baker/Baker	12.50
3. Stanley/Stanley	17.75
4. Piccozzi/Bonner	20.00
5. Garand/Garand	26.75
6. Keyes/Keyes	28.00

HOBIE 16B	POINTS
1. Coutermarsh/Clarke	11.00
2. Pastore/Larkin	18.75
3. Readon/Nancy	21.00
4. Gardner/Seymour	21.00
5. Wheeler/Morin	26.75
6. Pierpont/Bonnie	28.00
7. Coes/Coes	31.75
8. Smith/Crossman	34.00

HOBIE 16C	POINTS
1. Hawley/Hawley	5.75
2. Weeks/Dudek	10.75
3. Nadeau/Stevens	18.00
4. Johnson/Siekman	18.75
5. Gilmore/Shackford	29.00

DIVISION 14

SHORT MOUNTAIN SHOOTOUT FLEET 145, DIVISION 14 KERR LAKE, OK SEPTEMBER 14-15, 1991

HOBIE 16A	POINTS
1. Troutman/Troutman	3.00
2. Holmes/Bowden	8.00
3. Rainbow	12.00

HOBIE 16B	POINTS
1. Mimitch, Jr./Mimitch	5.50
2. Mimitch/Mimitch, Sr.	6.50
3. Daugherty/Daugherty	8.75

HOBIE 16C	POINTS
1. Todd/Rucker	3.00
2. Arbaugh/Erkenbrack	8.00
3. Caldwell/McVay	12.00

HOBIE 17A	POINTS
1. Phil Collins	6.75
2. Dexter Ploss	10.50
3. Pete Pattullo	14.00
4. Dennis McCredie	19.75
5. Stephen Aquart	20.00
6. Russ Mower	21.00
7. Steve Chaples	21.00
8. Kirby Crowe	22.00
9. Jim Humphrey	24.75
10. Phil Trotter	28.00
11. Jane Sherrod	32.00
12. Johnny LaPorte	41.00

HOBIE 17C	POINTS
1. Bill Forbis	3.00

HOBIE 16A	POINTS
1. Boyd/Winteritz	5.25
2. Brown/Brown	8.75
3. Fuller/Summers	11.00
4. Saneman/Stochmos	16.75
5. McIntosh/McIntosh	20.00
6. Lawyer/Lawyer	21.00
7. Dickinson/Jones	24.00
8. Denny/Denny	25.00
9. Keller/Burris	26.00
10. Richards/Richards	34.00
11. Bridgman/Groeneweg	37.00

HOBIE 16B	POINTS
1. Williams/Williams	3.00
2. Johnson/Allen	9.00
3. Carter/Carter	9.75
4. Dewey/Douthitt	12.00
5. Stevens/Hess	20.00

HOBIE 14T	POINTS
1. Paul Beddow	4.25
2. Dick Fruland	6.50
3. Don Capes	10.00

NATIONALS

HOBIE 16 U.S. NATIONAL CHAMPIONSHIP COYOTE POINT, SAN FRANCISCO, CA, AUGUST 19-24, 1991

HOBIE 16	POINTS
1. Parizeau/Thomas	23.75
2. J. Alter/Ward	30.50
3. Egusa/Kiel-Deans	51.75
4. Dunn/Scott	52.75
5. Mooneyham/Trevey	79.00
6. Porter/Hess	81.00
7. Bjerring/Froeb	87.25
8. Rayfuse/Harris	127.00
9. Godell/Vaughan	147.00
10. Brown/Wong	156.00
11. Wagniere/McLeod	156.00
12. Ashton/Cowley	157.00

13. Marshack/Marshack	159.75
14. Lindley/Lindley	185.45
15. Yahalom/Yahalom	193.00
16. Rodol/Cockroft	197.00
17. Hill/Hill	203.25
18. Brown/Burnight	215.00
19. Burling/Farrell	229.00
20. Ferree/Claassen	231.00
21. Lewis/Lehman	236.00
22. Leonard/Leonard	246.00
23. Mondragon/Searan	250.00
24. Phillips/Phillips	257.00
25. Ling/Norma	268.00
26. Heberer/Bevelogna	274.00
27. Slater/Gowdey	275.00
28. Crocker/Tressie	283.00
29. Wiegman/Wiegman	300.00
30. Boone/Boone	315.00
31. Gantsweg/Mohill	320.00
32. Trevey/Furdon	334.00
33. Isco/Greenwald	359.00
34. Parks/Parks	364.00
35. Patterson/Patterson	381.00
36. Skidmore/Margetts	393.00
37. Breed/Zukerman	405.00
38. Eckhardt/Yer	436.00

HOBIE SX-18	POINTS
1. Probst/Stamos	13.25
2. Montague/Tully	16.75
3. Courter/Courter	41.00
4. Smith/Woods	43.00
5. Hart/McCoy	44.00
6. Gertz/Gertz	58.00

HOBIE 21	POINTS
1. Lundberg/Smith	10.50
2. Guthrie/Watkins	22.00
3. Neiman/Thomsen	31.75
4. Douglas/Hameimann	48.00

HOBIE WOMEN'S WORLDS CORONADO, CA SEPTEMBER 25-28, 1991

HOBIE 18	POINTS
1. Skidmore/Margetts	14.00
2. Gira/Vandehy	18.25
3. Bliss/Wells-White	21.50
4. Lalonde/Cramer	34.75
5. Bowen/McLeod	53.00
6. Ferguson/Selden	61.00
7. Palmer/Lindley	61.00
8. Schaefer/Schaefer	66.00
9. Eyer/George	75.00
10. Szabol/Clark	80.00
11. Maybeno/Smith	83.00
12. Guenther-Smith/Kirk	88.00

HOBIE 16	POINTS
1. Nelson/Wong	8.00
2. Goldberg/Farris	21.75
3. Leon/Seaman	27.00
4. Fuller/Summers	40.00
5. Tully/Kuhre	51.00
6. Stucky/Anstady	55.00
7. Invenach/Stachmus	62.00
8. Ketterman/Dohner	69.00
9. Materna/Brown	72.00
10. Forgrave/Cashier	76.00
11. Hill/Harris	94.00
12. Duncan/Hodgkins	103.00
13. Tully/Wiegman	105.00
14. Winkler/Saunders	126.00
15. Kamitschnig/Dulka	138.00
16. Hetzer/Brown	143.00
17. Spencer/Bethell	148.00
18. Chik/DeCurtis	156.00
19. Hennessey/Lunt	158.00
20. Cockroft/Davis	162.00
21. Brykczynski	175.00

HOBIE 16 NATIONAL CHAMPIONSHIP CORONADO CA SEPTEMBER 29-OCTOBER 5, 1991 GOLD FLEET SERIES

HOBIE 16	POINTS
1. Christensen/Veneman	39.75
2. Seaman/Winteritz	49.50
3. Materna/Brown	55.75
4. Ketterman/Ketterman	59.00
5. Aler/Ward	63.00
6. H. Alter Jr./Davis	72.00
7. Petron/Petron	81.00
8. Hauser/Berg	92.00
9. Hess/Hess	103.75
10. Myler/Debaevry	107.00
11. Egusa/Nunes	107.50
12. Froeb/Nackel	109.00
13. Jandera/Janders	111.00
14. Poteat/Poteat	111.75
15. Tobie/McDonald	121.00
16. Tyler/Tyler	121.75
17. Porter/James	128.50
18. Corrie/Stamborsky	134.00
19. VanDerKlugt/Vandehy	138.00
20. Ayres/Jarrett	142.00
21. Youngerman	143.00
22. Forgrave/Wong	144.00
23. Winkler/Winkler	164.00

24. Silva/Fernandez	166.00
25. Harper/Garrison	166.00
26. De Jesus/Massa	167.00
27. Rodol/Duncan	168.00
28. Nelson/Farris	172.00
29. Montague/Kuhre	174.00
30. De Jesus/De Jesus	183.00
31. Bass/Margetts	184.00
32. Glander/Edwards	197.00
33. Sterling/Kavanaugh	200.00
34. McGlashan/Selden	206.00
35. Rourke/Riedel	212.00
36. Thomas/Harris	215.00
37. Skene/Skene	217.00
38. Whittington/Williams	223.00
39. McVeigh/Ludwig	223.00
40. Casher/Casher	223.00
41. Shaw/Welch	230.00
42. Simpson/Wineand	236.00
43. Saneman/Stachmus	240.00
44. Acuna/Speegle	241.00
45. DeLave/Seaman	243.00
46. Morton/Morton	250.00
47. Newsome/Williams	256.00
48. Gantsweg/McPherson	264.00

SILVER FLEET SERIES

SKIPPER/CREW	ST	POINTS
1. Diamond/Diamond	OH	101.50
2. Baker/Baker	WA	109.25
3. Bounds/Bounds	MI	114.75
4. Bach/Brown	TX	133.00
5. Jung/Summers	CAN	133.00
6. Hardy/Smith	TX	142.00
7. Weller/Luckett	TX	142.00
8. Sajdak/Thomas	CA	146.00
9. Stucky/Fields	WA	160.00
10. Ackerman/Ackerman	MD	165.00
11. Martinez/Gonzalez	PR	174.00
12. Jerry/Roth	NY	179.00
13. Peter/Dias	BRA	193.00
14. Burling/Lehman	CA	206.00
15. Corelli/Hudman	CA	208.00
16. Englehardt/Risher	CA	210.00
17. Ziolkowski/Ziolkowski	CA	215.00
18. Mohill/Mohill	CA	229.00
19. Duane/Glaze	CA	250.00

20. Zimmerman	AZ	257.00
21. Winter/Winter	CA	267.00
22. Klein/Brykczynski	CA	271.00
23. Wells/Burns	CA	277.00
24. Brems/Devey	UT	280.00
25. Fuller/Dickinson	TX	281.00
26. Brown/George	CA	283.00
27. Bjerring/Dakroob	CA	292.00
28. Stitt/Christensen	CA	297.00
29. Dolan/Dolan	CA	306.00
30. Glazier/Schulenberg	CA	310.00
31. Shearer/Shearer	UT	322.00
32. Auvant/McGinnes	FL	345.00
33. Peters/Kirk	CA	349.00
34. Ferrell/Ferrell	TX	357.00

HOBIE SINGLEHANDED NATIONAL CHAMPIONSHIPS TEXOMA, TX OCTOBER 20-26, 1991

HOBIE 17 GOLD FLEET SERIES

SKIPPER/CREW	ST	POINTS
1. Jeff Alter	CA	26.00
2. Phil Collins	OK	42.00
3. Samuel Brito	BRA	46.00
4. Wayne Mooneyham	CA	51.75
5. Dan Kulkoski	NJ	66.75
6. Mark Ralph	TX	92.00
7. Wick Smith	NC	105.00
8. Hobbie Alter Jr.	CA	124.75
9. Steve Leo	CA	137.00
10. Brian Lambert	FL	143.00
11. Doug Johnson	CA	158.00
12. Chuck Brown	CA	164.00
13. Dexter Ploss	TX	173.00
14. Dennis McCredie	TX	173.00
15. Peter Pattullo	TX	179.00
16. Matt Bounds	MI	180.00
17. Paul Garlick	CAN	183.00
18. Boyd Bass	OK	191.00
19. Kevin Smith	FL	193.00
20. Roger Jenkins	CA	209.75
21. Carl Nunes	CA	211.00
22. Byron Kurt	CA	214.00
23. John Bauldry	CA	225.00
24. Chuck Dotson	CA	228.00
25. Drew Riddle	TX	239.00
26. Michael Garret	VT	241.00
27. Kirby Crowe	OK	244.00
28. Bruce Fields	CA	260.00
29. Jim Humphrey	TX	266.00
30. David Koons	TX	287.00

HOBIE 17 SILVER FLEET SERIES

SKIPPER	ST	POINTS
1. Valdeno Filho	BRA	6.50
2. Jane Sherrod	TX	10.00
3. Steve Knatzka	TX	11.75
4. Richard Blount	CA	12.75
5. Mike Americh	CA	17.00
6. Robert Keeler	TX	19.00
7. Bryan Frahm	KS	20.00
8. Tom Loeffelholz	OK	20.00
9. Phil Trotter	OK	22.00
10. John Curtis	OK	23.00
11. Stephen Acquart	TX	25.00
12. Jon Tiger	KS	26.00
13. Thomas Tyler	MO	30.00
14. Bruce Briggs	IL	33.00

15. Kathryn Garlick	CAN	34.00
16. Royce LaVerne	TX	36.00
17. Mac Gleeson	TX	40.00
18. Al Leonard	CA	49.00
19. Kaye	CA	54.00
20. Tim German	CA	55.00
21. Stefan Vann	TX	66.00
22. David Baumgartner	CA	66.00

HOBIE 14

SKIPPER	ST	POINTS
1. Valdeno Filho	BRA	7.75
2. Hobbie Alter Jr.	CA	22.75
3. Samuel Brito	BRA	42.75
4. Phil Trotter	OK	44.00
5. Richard Blount	CA	45.00
6. Boyd Bass	OK	47.00
7. Bruce Fields	CA	57.00
8. Mark Saneman	OK	64.00
9. Nancy Bateman	TX	66.00
10. Sheila Holmes	TX	68.00
11. Martin Brown	OK	78.00
12. Lyman White	CO	78.00
13. Judy Fuller	TX	80.00
14. Chuck Watson	MN	91.00
15. Roger Jenkins	CA	92.00
16. Thomas Tyler	MO	96.00
17. Michelle Stacy	TX	108.00
18. Val DeKreek	FL	110.00
19. Robert Bridgman	KS	114.00
20. Pete Pattullo	TX	115.00
21. Barry Williamson	OK	127.00
22. Ota Riha	OK	135.00
23. Hope Green	MO	136.75
24. Paul Beddow	KS	139.00
25. Rob Wyatt	OK	155.00
26. M. Carole Arrick	FL	172.00
27. Steve Chaples	TX	186.00

HOBIE 14T

SKIPPER	ST	POINTS
1. Val DeKreek	FL	9.50
2. Robert Bridgman	KS	20.75

3. Michelle Leonard	CA	33.75
4. Paul Beddow	KS	36.00
5. Kenny McIntosh	OK	38.00
6. Hope Green	MO	41.75
7. Kevin Germonprez	KS	42.00
8. Mike Lawrence	TX	55.00
9. Wally Schuetta	WI	62.00
10. Chuck Watson	MN	77.00
11. M. Carole Arrick	FL	86.00

INTERNATIONAL

HOBIE 16 TRAPSEAT INTERNATIONAL CHAMPIONSHIP WHISKEYTOWN LAKE, CA SEPTEMBER 3-7, 1991

FINAL RESULTS

SKIPPER/CREW	CNTRY	PTS
1. Strahle/Strahle	USA	6.25
2. Erickson/Cannan	USA	7.50
3. Hawkins/Townley	USA	9.00
4. Bohl/Lattin	USA	10.00
5. Mauer/Lackey	CAN	11.00
6. O'Conner/Duckworth	AUS	11.75

Wind You Can Lean On.



HOBIE 18 NATIONALS
LAKE SAKAKAWEA STATE PARK, N.D.
JULY 27 - AUGUST 1, 1992

North Dakota is proud to host the 1992 Hobie 18, SX-18 and 21 Nationals on Lake Sakakawea - the nation's largest man-made reservoir.

The host site - Lake Sakakawea State Park - is home to the North American Regatta, set for July 24-26, 1992. Come early and test the winds in this regional qualifying event.

Attractions:

Free camping and all meals. • Great fishing. • Gateway to the Wild West.

Accommodations: Race headquarters is at Lake Sakakawea State Park, near Pick City, ND.

Free primitive camping (no hookups) at race site for participants. Electrical and water hookups are available for \$9/night.

Rent-A-Camp: A limited number of campsites equipped with a tent, cots, foam pads and coolers can be rented for \$15/night (\$25 damage deposit). Reservations required.

RV Rental: Travel trailers or motor homes may be rented if reserved in advance.

Motel accommodations available at Pick City, Riverdale or Hazen.

Races: All racing will be BYOB (bring your own boat). A limited number of rental boats will be available by reservation only.

Monday: Qualifying and welcome party. Those not qualifying on Monday will continue to race Tuesday through Thursday in the Bronze Fleet.

Tuesday through Thursday: Championship Series

Thursday: Cut Party. Championship Fleet will be divided into Silver and Gold fleets, both racing on Friday and Saturday.

Friday-Saturday: Championship Finals

Saturday: Awards Dinner

Registration and Fees: All sailors, whether pre-qualified or not, must pre-register and pay their entry fee by June 27, 1992, to avoid a late fee. No personal checks will be accepted at the race site. Cost: \$200. After June 27-\$250. U.S. funds only, payable to North American Regatta Commission. Registration fee includes park entrance, meals for skipper and crew, and primitive camping at race site.

Sponsors: North American Coal Corporation, Stroh's Beer, Hobie Fleet 532, North Dakota Parks and Tourism Department.

Information: Call 1-800-437-2077 for a registration packet.

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Model 220 22.2 cubic feet of storage.
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