

Hobie **HOTLINE**

MARCH/APRIL 1992

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

A photograph of two people kitesurfing over a dark, choppy wave. The person in the foreground is wearing a bright yellow and red wetsuit, while the person behind them is wearing a yellow and red wetsuit. They are both holding onto the control lines of their kites, which are visible as thin lines against the sky. The water is splashing around them, creating a dynamic and energetic scene.

1992 **DIVISION** BOOK

1ST HOBBIE 20 NATIONAL CHAMPIONSHIP

SEPTEMBER 28-30,
1992

SOUTH LAKE TAHOE

SEPTEMBER 24-27,
1992

ALTER CUP CHAMPIONSHIP



U.S.S.A.

HOBIE HOTLINE

MARCH/APRIL 1992 • VOLUME 21 NUMBER 2

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Hobie wire dancing. Photography by Patrick McDowell.



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

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PUBLISHER

Bonnie Hepburn

EDITOR

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko

CIRCULATION MANAGER

Jean Stein

FULFILLMENT

Pat Powell

**DESIGN DIRECTOR**

Miles Burke, Da Biz Grafix

DESKTOP PRODUCTION

Don Richmond, DBG

**CONTRIBUTORS**

HANNAH POTEAT • ROGER BARTHOLOMEW

WICK SMITH • PAM CURTIS

CAROL BURRIS • MIKE STRAHLE

MATT BOUNDS • BILL BALDWIN

D'ARCY O'CONNOR • JOHN HACKNEY

PATRICK MCDOWELL

**INTERNATIONAL HOBBIE CLASS
ASSOCIATION**

Jeff Alter, Director Hobie Racing

**NORTH AMERICAN HOBBIE CLASS
ASSOCIATION**

Paul Ulibarri, Chairman

**PRINTER**

American Web, Denver, CO

The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92051, 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..



Whose Trap Is It Anyway?

I know I should get up out of this chair and get some exercise. Run around the block. Go on a bike ride. Take the dog for a walk. Do something!

Sound familiar? "I should do this, I should do that." But we don't. Instead we sit there, vegetating.

All of us practice the art of being a couch potato, at least now and then. But what if you were forced to contemplate not what you should do, but what you would do if you could but you can't?

Well Mike Strahle and his group of stalwart sailors teach all of us sometime couch potatoes a valuable lesson. To overuse an overworked phrase: Just do it! When you read "Happy Trappers" in this issue and recall Mike's accounts of other Trapseat events in past HOTLINE articles, the one word he writes that stands out is ... challenge. That's because facing challenges; meeting them head-on, conquering heights and surmounting the seemingly insurmountable is a way of life for Mike and his boon companions.

It's the "Hobie Way of Life," as a matter of fact. Hobie Catting has enabled physically disabled people such as Australian Mic O'Connor, Canadian Tom Mauer and Americans Joe Hawkins, Tami Bidwell, Michelle Erickson, Greg Jacobs, Joe Bohl and a host of others to rise to the challenge of being the very best they can be. Thanks to Mike's unremitting efforts in organizing and promoting Trapseat events, these racers don't have to take a back seat to anyone; they're the skippers, not the crews.

Physically disabled? Not in the sense of staying at the height of their physical fitness level and achieving their personal best. On a recent visit to the beach here in Oceanside (in the middle of winter, for you poor cold souls who don't live in California!), I happened upon a basketball game. Both men and women, going at it strong ... chasing here and there, making swift forays into unguarded territory and flipping the ball into the basket. All from wheelchairs. Just watching them left me breathless. Since that episode, when I hear the term "wheelchair athlete," what immediately comes to mind is the second word, not the first. Here I am, able to walk and run, and I wouldn't have a leg to stand on against those teams.

Perhaps I take a more personal view of the physically disabled participating fully in life because of the wonderful memories I have of my grandfather. After a terrible, senseless accident left him paralyzed from the waist down while in his thirties, he continued to provide a decent living for his family for over 40 years in his saw shop. I still remember him on weekends, hoeing the garden from his wheelchair.

I guess we all have our own rows to hoe and our own abilities and disabilities. Some show and some don't. Personally, I've met a few people with extreme disabilities when it comes to generosity of spirit or kindness to living creatures, and so when I read one of Mike's articles detailing the energy, persistence and plain old gumption exhibited by the Trapseat participants, it makes me wonder ... who really is trapped? Them in their wheelchairs? Or us in our lethargy?

LOOK FOR

HOBIE AND GET THE BEST

Cat Racing — The Book Of The Decade

"Catamaran Racing: For the 90's" promises to be the book of choice for the choicest of racers. The founders of Rick White's Sailing Seminars and other world-class sailors (among them, Randy Smyth, Carlton Tucker, Hobie Alter, Jr.) share their hot tips on trick tacks and other cutting-edge techniques to help skipper and crew team up to attain their personal best. You've heard of the seminars — now get the book!

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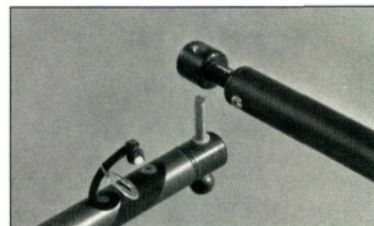
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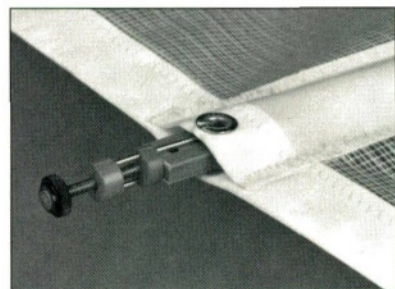
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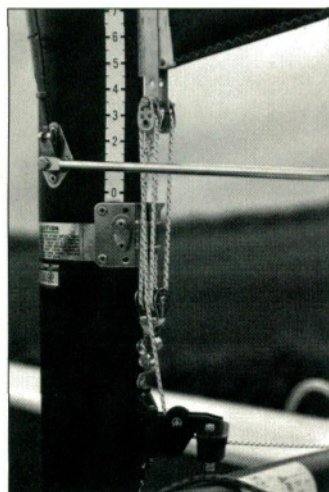
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Two sailors at a recent regatta experienced the life-saving technology available free to all intelligent Hobie Cat sailors, in the form of a COMPTIP™.

Here is what happened.

The boat launch at Holmes Harbor, WA has a very user-unfriendly power line situation. The wires were pointed out to many of the sailors setting up masts for the regatta Saturday morning. While everyone got on with the racing, the power lines stretched quietly across the parking lot, minding their own 7,500-volt business.

Sunday, as we began to haul out and pack up, sailors jockeyed for position to use the single boat ramp leading right up next to the power lines. If you could get a group of energetic sailors together, you could bypass the ramp and heft the boats off the beach directly to the trailer parking area. This shortcut saved some time, but for Ron and Jennifer, it nearly cost them their lives.

As they maneuvered their trailer-bound Cat to a position from which they could drop the mast safely, they were watching the ground and not the sky. The slumbering line came to life and took a huge bite out of the COMPTIP. The shock that came down the mast made both of their hearts skip a beat, as both Ron and Jennifer were knocked to the ground, fortunately away from the trailer. The local volunteer fire department bolted to the scene and cordoned off the area till the power company could come to divert the power.

Had that mast been solid aluminum and not COMPTIP-equipped, we would have suffered a tragedy. Fortunately, we all learned again the importance of keeping an eye on the sky whenever there is any chance of being near power lines, or when handling the mast. And of course, we all witnessed first-hand the critical importance of the COMPTIP. (By the way, I was only 10 feet away from the point where Ron and Jennifer tumbled to the ground.)

John Stahr
Eugene, OR

NATIONAL SUPPORT

After recently defecting from an 18 to a 17, I attended (with prodding from Dexter Ploss) the 1991 Singlehanded Nationals. This was my first Nationals in the 15 years I've been sailing Hobies. Paul Ulibarri, Pete Pattullo and Division 14 put on a well-organized, value-packed and memorable event. (Still can't figure out why P.U. sent us on a 7 twice around with zero wind on the very last race. Sick sense of humor maybe?)

Attending the Nationals made me a better sailor and competitor. The new and

renewed friendships made will last a lifetime. I recommend the experience to anyone who has never attended. Whether you sail in the Gold or Silver fleet, it offers something for all skill levels. I can't wait to get to Virginia Beach in '92.

Keep up the great work on a great magazine.

John M. Bauldry
Lompoc, CA

TOO LITTLE OPEN AND TOO MUCH HOBIE?

This letter is in response to the latest flurry of articles on the OPEN class turmoil. It excepts "C" class cats that do not command a respect for smaller (and more easily crushed) vessels during racing.

From what I gather, the most important reason for Hobie Class racing is to promote "The Hobie Way of Life." This is supposed to increase the support of local fleets and in turn Hobie Cat, which can support racers and fleet events. One big happy family, right? So why bother with OPEN class?

I will tell you why, in my opinion. First, financial. These "stray cats" are supporting OUR cause by buying entry fees and purchasing raffle tickets. At an average contribution of \$30 per boat, and at least 10 per regatta, that's an easy \$300. Granted, that's not 100% profit, but undoubtedly enough to pay our fleet newsletter postage for one year... from one regatta!

The second is social. When my brother and I first came in contact with Hobie Cats we were both totally repulsed (I still am) with "The Hobie Way of Life" constantly jammed down our throats in nearly every article of the HOTLINE.

This "Do it the HOBIE way or do it elsewhere" attitude nauseates me. I personally enjoy being around other types of boats because it sharpens my sailing skills and competitive sense. Not to mention, other multihull sailors are people just like you and me, and just as friendly (if not treated like three-legged space aliens).

If we drop the OPEN class, not only will you lose possible future Hobie sailors, you will set the stage for a much more anti-Hobie attitude within the multihull community to which we ALL belong.

A good example is the introduction of the Hobie 20. At the last three points regattas, the Miracle's performance sparked a lot of interest. If we excluded other multihulls from racing, how would you promote the (superior?) performance of the newest Hobie Cat? You have obviously targeted the Nacras and Prindles with the Miracle, and what better way to show it off than the OPEN class!

I have been motorcycle road racing at the amateur level for five years and one thing is obvious: when a manufacturer introduces a new model, it will either "sink or swim" depending on how it fares against its competition in an OPEN type class. When you start excluding others from participation, I believe you severely limit your growth potential.

I realize Hobie has done much of the footwork for our racing community and some feel the multihullers are riding on our coattails. I do not believe this is so: they support our cause by being there and paying the entry fees like everyone else.

Our road racing club has rule 72. NO SNIVELING!! Maybe we should adopt this rule and get on with racing (and life). Let's gain the other multihullers as our comrades, not adversaries. For me, "The Hobie Way of Life" has far too much of rule 72.

Brian Joder
Sacramento, CA

Your letter raises two different points. First, the open vs. non-open question, as brought to light in the NA Region News of the November/December 1991 HOTLINE, is under the jurisdiction of the NAHCA, not Hobie Cat Company or HOTLINE. As the official publication of the Association, the magazine is the sounding board for this and other important discussions, but we do not make the final decision.

Your second point is well within the HOTLINE domain. We hope we're not putting our collective foot in our mouth when we tell you we do not now nor have we ever tried to jam the "Hobie Way of Life" down your throat. It may be hard for some to swallow, but many of our readers and authors enjoy a steady diet of the lifestyle ... the fun, camaraderie and people from all walks of life who find equal space on board with room for everyone, no matter how thin or thick their pocketbook — as Hobie Alter Sr. reminds us. Ironically, the whole scene doesn't sound far removed from your well-taken argument for welcoming other multihulls into our special community. Excitement and togetherness, and an entertaining ambiance ... what more could anyone want from any way of life?

Think of it this way: When someone says, "Get a life!" a Cat sailor can answer, "I have one and I love it — it's the 'Hobie Way of Life!'"

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

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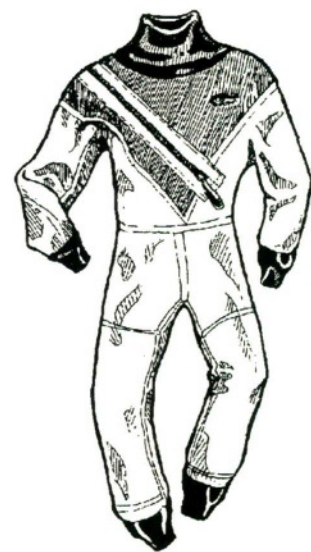
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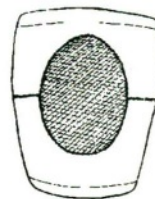


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BOOKS From Wind Publishing:

Welcome to A-Fleet by Jack Sammons

*Book I: Boatspeed**

*Book II: Tactics**

Performance Manuals by Phil Berman

*H-16 Manual**

*H-18 Manual**

Cat Crewing from Start to Finish

Cat Sailing from Start to Finish

Cat Racing from Start to Finish

Hobie Cat Book by Jake Grubb

* Spiral bound, 1991 reprints



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AS THE HULLS FLY

What goes better with Hobies than water? And what goes better with water than soap? If you buy this wacko logic, a Hobie soap opera will seem like a natural to you, too. Here, then, is the first installment of Fleet 54's Nici Mahlandt's account of life among the waves; "an irreverent look at Catting around by a new skipperette."

EPISODE 1: UNDER THE BOARDWALK, DOWN BY THE C

Jonas Salk, where are you when I need you? I just bought a "money pit." Why? Because of Dave Miller. Before moving to Baltimore, Dave spent two years living in Atlanta, contracted a highly communicable disease for which there is no known cure, AND has an 8-5 job.

It took me about 15 minutes to be bitten by the Hobie bug and, unlike him, I have a GREAT job because I'M THE BOSS. Since the only treatment for this disease is temporary — an ample dose of wind, water, sun and sand — it is a simple matter to convince myself to stop whatever I'm doing and IMMEDIATELY go sailing whenever I feel the symptoms coming on. He can't.

Actually, buying the boat was easy. Let's talk about the HARD STUFF. Like having to learn a new language. High school Spanish was a snap compared to this. Now I have to learn things like starboard means right and port means my other right, but only when my face is looking at the front (I mean aft or is that bow) part of the boat. A rope is not a rope, it's bedclothes, or deadclothes, unless it pulls up a sail, then it's something else.

Then there was the little problem of getting my Hobie home. Just run down to the local hitch place sez everyone, about \$100 a hitch. Right. I've got a Honda, which meant only one place had it, and didn't have time, and the place that had time didn't have it, and it didn't even come with a ball. Finally found one, \$175, and the lights were extra.

Ok, got the boat, the trailer, all the basic parts, figured out how to rig it, got great wind, the water, the sun. No crew. No big deal, you "A" folks say. You forget, I've never touched a tiller (I was crew, remember?) and I weigh under 110 pounds. Can't step the mast, and can't right the boat when (you notice I did not say if) it goes over, and how do I trap out to keep the hulls down while running two sails and a rudder when I've only got two hands? (Yes, I CAN tack and jibe, but only the JIB!)

Never say never. When spring comes, I'm going to have this problem licked. Ran an ad so I don't have to stand on the Annapolis dock with a sign around my neck.

"Wanted. Strong, young male for water sports. Must be good with sheets, knots and canvas. Willing to take orders. Flexible schedule and own equipment helpful."


She's looking for a "strong, young male ... good with sheets ... willing to take orders ... flexible ... own equipment." Is Nici nice? Will she find the man of her watery dreams? Are these ads legal? Stay tuned for the next episode of *As The Hulls Fly*!

TIME TO GET READY

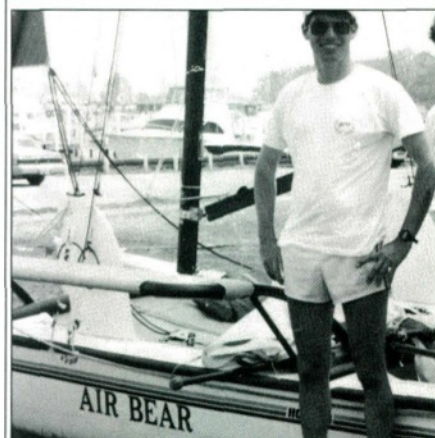
Ready or not, the regatta season is upon us. Jane Sherrod shares her preparation schedule in the following "To Do" list.

1. Shine, file, sand and Bondo your boat till it looks decent; or even better, buy a new one like I did.
2. Overhaul the engine on your Camaro.
3. Convert your Camaro into a van (it might take a weekend or two) with these thoughts in mind. It must be complete with a color TV, porta-potty, and room for a 96-quart ice chest. A full-size playpen must fit in the aisle, and three adults and two kids should be able to sleep comfortably.
4. Assemble a few bits of camping gear. You can work on acquiring any new goodies during the off-season and play with them till sailing season starts again. Since you now have a van, you won't need much. Here's what I take: ice chest, stove, lantern, lawn chairs, croquet set, bocce ball, charcoal cooker (never use but take it anyway), sheets, towels, sunshower, pillows, sunscreen, baby wipes, toilet paper, paper towels, beer, bug spray, food, chips, beer, snacks and beer. Some people take soft drinks and water, but I don't know why. If you plan and pack carefully, all this should fit in a large laundry basket. I do it all the time.
5. Gather a few bits of clothing: I have this down to a science and have never gone naked except when I wanted to. I take 2 sailing outfits, 1 pair nice shorts, 1 pair long pants, nice shirt (for trophy presentation — some day maybe I'll even get a trophy), 2 T-shirts, 2 hats, and foul-weather gear. Assemble your ditty bag — don't forget your deodorant. Also, break in your sailing shoes and buy new flip-flops. Some people also take underwear and socks.
6. Practice yelling — short explosive bursts are best. Louder is better. Expletives can get you banned from racing. You are getting good when you sound like you just hit your thumb with a hammer. If you can yell and get the veins on your neck to bulge out, well you've got it made.

7. Work on the boat some more.
8. Work on the van some more.
9. Sail every chance you get.

Now, when sailing season rolls around, you will have a beautiful fast boat and your well outfitted van, while everyone else is just getting started. We have so much to look forward to. Where else can you scream and/or be screamed at by the ones you love, and perfect strangers too. You will have a beautiful tan (on your face) till May, and later a gorgeous tan that unfortunately stops right above your shorts and life jacket armholes. Purple bruises the size of Delaware will announce to your relatives and co-workers that only really tough athletes (or idiots) sail Hobies. Add to this, the opportunity to hang out with the greatest bunch of people, eat junk food (bean dip my favorite) and generally act like a kid again. Just talking about it gets me excited. Anyway, hopefully this year I'll get to meet more of you — but till then, let's quit talking and go sailing! 

NAME GAME CORNER



The name of my Hobie 18 Magnum is taken from the California term for "extreme skiers," who like to fly off cliffs. The Air Bear has been known to catch some air when the waves get big. This picture was taken at Put-In-Bay, So. Bass Island, Lake Erie.

Tom Kinney
Bratenahl, OH

"Name Game Corner" is a recurring feature of *Wavelines*. Keep those names and photos coming to:

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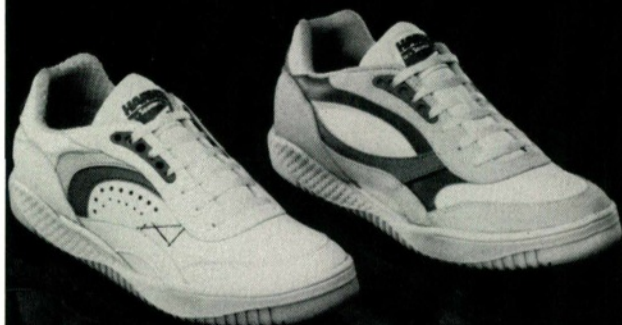
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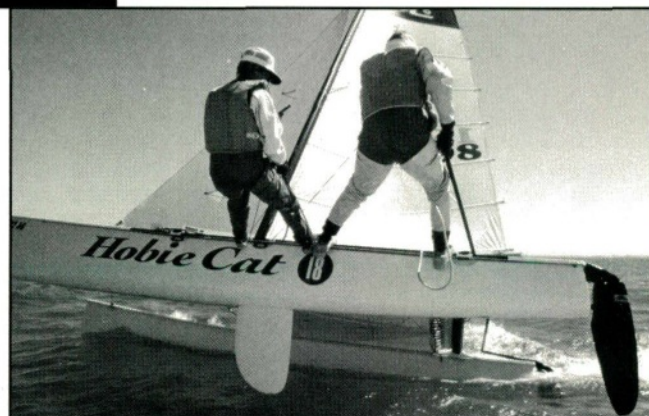
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Dear John

BY JOHN HACKNEY

RUDDER EXCHANGE

I just bought a new set of rudders for my Hobie 16 and would like any tips you have in removing the old set and installing the new one.

The older Hobie 16s were known to wear out a few rudders during their day. The original ABS rudders of 20 years ago (prehistoric times) were notorious for breaking off just below the rudder casting, especially when extreme mast rake was used on the Hobie 16 in a stiff breeze. Realizing the additional stress placed on the rudders by the ever-increasing mast rake of "go fast" racers, Hobie Cat Company introduced a new Lexan rudder blade. Considerably stronger than the original ABS rudder, the Lexan blade virtually eliminated the broken rudder problem.

The racer rudder is the preferred replacement rudder for the performance-minded sailor.

As time passed and after-market rudders remained the norm for racers, the company returned to the drawing board. Recognizing a stiffer, stronger and rounder-entry rudder would be of benefit, Hobie Cat spent lots of time and money developing the acclaimed EPO rudder. As racers quickly found no other rudder to be lighter, stronger or faster, the new EPO began to wipe out the aftermarket rudder. Hobie had in fact done its homework, creating a superior product that became the rudder of choice for Hobie racers.

The EPO rudder blade has continued to evolve, changing somewhat over the years. Now dubbed the "racer rudder," it is the preferred replacement blade for the performance-minded sailor. For top competitors who leave no stone unturned or part

unreplaced, the racer rudder is a must. The new Miracle 20 comes standard with its own version of this heaven-sent rudder, which need not be replaced by even the most serious of racers.

Now, to the original question of replacing your old Hobie 16 rudder blade with a new one, either the racer rudder or a standard blade. First, since you are going to the trouble to replace the rudder blade, my advice would be also to remove, inspect and lubricate the lockdown mechanism on the rudder casting. Rudder gudgeons and pins should be inspected for wear, and replaced if necessary. While you're at it, rebuild the tiller connectors so the system feels like new again.

A small job just got larger. As you disassemble the above components, replace worn parts with the appropriate new Hobie parts. Waterproof grease should be used to lubricate the various parts as you assemble them, allowing smoother operation and extending component life. A few dollars spent now could prevent a broken part from ruining a day of sailing (or even worse, an important race). Remember, a windy day is a terrible thing to waste.

BACK TO THE RUDDERS

The new rudders come without holes; bummer. This construction makes the installation not just the bolt-on variety, but one that requires a sophisticated piece of equipment, the drill. Aligning the holes on the new rudder is accomplished by using the old rudder blade as a template. Clamp the old rudder blade to the top of the new blade, ensuring the holes will be aligned perfectly with the rudder castings. Drilling the 5/16-inch holes is best done on a drill press, which keeps the holes perpendicular to the surface of the rudder blade. Please note, it is possible to drill the holes using a hand drill, but pay particular attention to keeping the holes perfectly perpendicular. Attempting to relocate the holes by guesswork or approximation should not be attempted, as the fit into the rudder casting would be adversely affected.

CAPTURE THE FEELING

Helm feel, or the pull on your tiller, is affected by rudder rake; therefore, it will be impacted by not drilling the holes precisely in the same location. Although the topic has been discussed at length in many HOTLINE articles over the years, it needs to be addressed briefly at this point.

Rudder rake is decreased by moving the bottom of the rudder aft, away from the boat. Decreasing rudder rake increases the pressure on the tiller, a condition known as weather helm. Increasing rudder rake,

which is effected by moving the bottom of the rudder forward, will reduce weather helm, thus requiring more pressure on the tiller and causing the boat to head up into the wind when you let go of the tiller.


Rudder rake was adjusted many years ago by redrilling rudder holes in a different location, but all new Hobies now have rudder castings that allow rudder rake adjustment. If you have the new castings, drill the holes in the same spot and adjust helm feel with the casting adjustment.

As mentioned, non-adjustable older castings require redrilling the aft rudder hole in different locations to adjust helm feel. Relocating the aft hole is accomplished by drilling the forward hole in the rudder, clamping the old blade on top of the new blade as previously described.

Once the forward hole is drilled, place a bolt through both rudders, remove the clamp and realign as follows. To add more weather helm (more pull on the rudder), rotate the new blade so the bottom of the rudder will be a little further aft of the old rudder; approximately 1/4 inch should do for starters. If you want less weather helm, rotate the new blade forward of the old blade, again 1/4 inch should be sufficient, and then drill the aft hole.

The desired helm may be fine-tuned by filling the hole with epoxy and redrilling the hole after you sail once; a trial-and-error process to obtain perfection. The new adjustable castings eliminate the need for all this drilling and allow you to adjust rudder rake at the beach, so ignore these instructions if you have an adjustable rudder casting or if your helm is perfect and you do not want to change the feel.

SHIM SHAM MAN

While you are working on the rudders, you also may want to tighten the fit between the rudder and rudder casting. Rudder shim kits are available from your local Hobie dealer. If you're a do-it-yourself kind of sailor, make your own shims by cutting a 2-inch diameter circle, with a 5/16-inch hole in the center, out of a plastic coffee can lid. Homemade rudder shims will not last as long as the commercial version, but are a whole lot cheaper. Just trying to help; good sailing! 

If you have a Hobie question you would like answered in print, send it to: HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051.



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A Fifth Of Champlain

If At First You Don't Succeed: Try, Try, Try, Try Again

BY D'ARCY O'CONNOR

Cats may have nine lives, but Cat sailors have only one. The journey described below was not planned or undertaken in a manner recommended by HOTLINE. We remind adventuresome spirits that no matter how many times it takes to complete your long-distance cruise, safety must be considered first, last and always.

After five years and four frustrating failures, we finally did it: a Hobie circumnavigation of Lake Champlain.

Shortly after buying my Hobie 16 in 1986, a friend and I spent many a weekend zig-zagging around Lake Champlain's most northerly bay in Alburg, Vermont. Stretched out on the trapeze wires and soaring on one hull, we'd reach across the four-mile bay, occasionally crossing paths with cruising yachts that slipped serenely southward through the outer channel, some bound for the end of the 118-mile-long lake.

"Wouldn't it be great to follow them?" was a wistfully unspoken (and occasionally voiced) proposal my friend, Diana Czertok, and I shared on those brief day-sailing sojourns.

For me, it was a yearning to recapture the peace, tranquility and adventure of my cruising days in the '70s when I had sailed as a deckhand and navigator from the Caribbean to Australia, and later in the Mediterranean. But I had done that in the comfort and safety of ocean-going sloops and ketches. For Diana, an adept but novice sailor, it was a desire to see what long-distance sailing was all about. And for both of us, the idea of a Hobie cruise posed an exciting challenge.

'87

In the summer of 1987, we said, "Let's do it." As far as we knew, the length of the lake had never been traversed in an open boat. If any small sailboat could do it, a Hobie could, given her speed, stability and relative roominess. Our aim was to

make a three-day, 160-mile round trip from Alburg to Chimney Point, Vermont, which marks the end of the so-called broad lake. (Below Chimney Point, the lake narrows to little more than a river which, via the Champlain canal system, eventually feeds into New York's Hudson river.)

In our challenge, we would confront a huge inland body of water, one that has been dubbed North America's sixth Great Lake. This deep, glacial trough, carved eons ago between the Green Mountains of Vermont and Adirondacks of New York, is full of surprises for the unsuspecting or unprepared sailor: howling northerly and southerly gales that frequently whip up 30-knot winds and huge seas, dead calms that can strand a motorless boat for hours on end, and sudden thunderstorms that sweep down from the looming Adirondacks faster than a prudent sailor can race for a lee shore. The lake even has its own legendary sea monster, "Champ," America's equivalent to Scotland's "Nessie."

Lake Champlain has its own legendary sea monster, "Champ," America's equivalent to Scotland's "Nessie."

When Diana and I finally headed south in mid-August that year, being attacked by sea monsters was the least of our concerns. By the end of day one, after nine hours on the wire beating into a fierce headwind, we'd made it only as far as Malletts Bay, a mere 36 miles due south of our starting point. The next day offered us little-to-no wind, and the day after that we were tacking home into the teeth of a moderate northerly.

'88

In the summer of 1988, we tried again. This time we got as far as Burlington (45 miles south of Alburg), where we ran into the strongest winds (Force 7) and largest waves (six feet) we'd ever seen on Lake Champlain. Although the mainsail was reefed and we were double-trapped, it was all we could do to keep the Cat from burying her lee hull into the swells.

I'll always remember that moment when I heard a loud "twang" and suddenly saw

the 27-foot mast drop gracefully into the water. As the multi-colored sail spread itself across the rolling seas, Diana and I looked helplessly at one another and then accusingly at the frayed end of the stainless-steel windward shroud. We were gradually being driven toward the rocky shoreline a mile and a half away. With a lot of luck and some skill, we eventually managed to crab our way into a small sandy cove. Two days later, with the shroud replaced, we sailed home; beaten once more, yet determined to try again the following year.

'89

In August 1989 (with a spare shroud added to our stock of carry-along Hobie parts), we set sail at dawn, this time close reaching off a brisk westerly. But the winds refused to hold, and 12 hours later we were only 50 miles down the lake.

Nightfall found us hopelessly becalmed at the head of Willsboro Bay, New York. A ketch under auxiliary power towed us to a nearby marina, where we camped for the night before once again retreating north under faltering winds.

'90

Undaunted, we set out again in the fall of 1990. We had planned an early Saturday morning start, but a steady northerly the evening before was too good to pass up. So, with jury-rigged running lights, we set off at midnight Friday.

All night and the following day we drove southward, reaching Essex, New York on Saturday evening. We'd covered three-quarters of our trek south, and it seemed we'd finally make it to Chimney Point the following day. But Sunday greeted us with a steady downpour of rain and no wind. Also, the port hull had developed a leak, necessitating a temporary patch job with Marine Tex. The next day, we limped home under a whisper of wind from the south. We'd failed again.

'91: WE'LL TAKE THE FIFTH

Then, late this past September, on our fifth try, everything finally went right. Picture this: a 6:30 AM dawn breaking over the majestic Green Mountains to the east; a steady 12-knot breeze out of the northwest; and two determined sailors pushing their Hobie off the beach in Alburg.

In the midst of a New England autumn, the sun was strong and the temperature eventually rose to 60 degrees. It was a broad reach all the way, with not even a wisp of spray to dampen our spirits or the Hobie's tramp. We sailed nonstop for 11 hours, meeting little other boat traffic that late in the season.

HEAD TRIP

From the experience of past trips, we'd developed a few tricks. Our spare clothing, charts and other equipment were kept snug and dry in plastic garbage bags strapped down on the forward tramp. We could run for hours downwind wing-a-wing, using a bungee stretched from the clew of the jib to the tip of the bow, to prevent the jib from collapsing when the Hobie surged down the waves. (It worked better than a whisker pole.)

Since no one has yet invented a Hobie head, we learned to master the art of peeing off a moving Cat. For me, with male plumbing, it was relatively easy. For Diana, it required some ingenuity and delicate balance as she squatted on the windward pontoon.

Our passage through this landlocked fjord was made all the more breathtaking by the kaleidoscopic colors of the fall foliage.

Although the wind had dropped to a faint breeze by late afternoon, we reached Essex, 60 miles south, in time for drinks and dinner at the marina restaurant. That night, with the Hobie Cat berthed at the dock, Diana and I sought the comfort of a nearby hotel. On past trips we'd sometimes roughed it by sleeping on the tramp; but with the autumn night air plummeting to 35 degrees, we were more than happy to be off the boat.

Although we had only 20 miles to go on our southward trek, we intended an early-morning start. We weren't going to take any chances on the lake's fickle winds.

The next morning the breeze, still from the north, had freshened to 20 knots, and we rolled along through some of the most dramatic scenery Lake Champlain has to offer. Here at its southern end, the lake constricts to a mile or less, with the mountains rising several thousand feet on both sides. Our passage through this landlocked fjord was made all the more breathtaking by the kaleidoscopic colors of the fall foliage.

A BIT OF THE BUBBLY

It was on this leg, while we were broad-reaching under the spectacular palisades just north of Westport, New York, that we came closest to flipping the Cat. I was at

the helm admiring the view, while Diana, lying on the lee tramp, was plotting our position on the chart. A williwaw suddenly swooped down on us from the high cliffs, and the starboard hull leapt high out of the water. Luckily, we'd been Hobie Catting long enough to reflexively uncleat the sheets and slam the bows into the wind seconds before the puff could ruin what so far had been a dry and pleasant sail. The only casualty was my blown-off Hobie cap, a battered talisman I'd sailed with for five years, which now lies somewhere in the depths of Lake Champlain.

HALF A FIFTH

In just over three hours, we struck our landfall at Chimney Point. We'd made it. Or, at least, we'd made half of it. Tomorrow we would have to backtrack some 80 miles for the return voyage. We knew if the winds continued from the north, we would be in for a very long, wet, cold and exhausting trapeze ride home.


The gods appeared to be smiling on us; our marine band radio predicted a 180-degree overnight wind shift. However, forecasts on this lake are notoriously inaccurate, and we went to sleep that night with a strong northerly still blowing outside our lakeside motel.

TURN AROUND IS FAIR PLAY

At daybreak, we couldn't believe our luck. We awoke to a crisp fall morning, with a full moon setting in the northwestern sky and shards of bright sunlight shooting up from behind the Green Mountains to the east. The wind now was huffing directly from the south at 15 knots. At a nearby diner, we stocked up on drinks, sandwiches, a thermos of hot coffee, and then strapped everything down and quickly set out before the gods changed their benevolent smile into a mischievous grin.

We enjoyed an exhilarating sail. Within a few hours, the wind on our tail began gusting to 30 knots, driving us northward over the four-foot waves. With the mainsail puffed out to port and the jib out to starboard, we winged it up the center of the lake, often surging along at well over 10 knots. For hour after hour the Hobie would plunge into a trough, climb effortlessly up a wave, then skitter across its crest to chase the next wave. We were in sailors' heaven.

FIFTH IN TEN

A little less than 10 hours later, at an average speed of 8 knots, we landed on our beach in Alburg. It was sunset, and we were home. It had taken five tries, but we finally had cruised the length of Lake Champlain on a Hobie 16. 

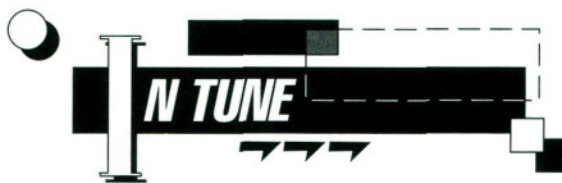


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The Celebrated Sixteen

Part Three: Sailing

BY MATT BOUNDS

DIAGRAMS BY BILL BALDWIN

Here it is, the last of three articles on the Hobie 16. Now it's time to put all those words into action. Have fun!

At the end of part two, we were headed out to the course under some serious pressure to get there by the starting signal. More than enough time has been spent fooling with the boat, building its potential to go fast. Now, it's up to you to make it go as fast as it can.

TEAMWORK - A KEY TO WINNING

Preparing the Hobie 16 for racing can be done by one person. But when it comes to racing and winning, you must create an effective team. The most efficient way is to depend on a steady crew. If you race consistently with one person, soon you won't have to tell him/her what to do and you can pay more attention to driving the boat.

Communication is key. Conversation should be almost constant during a race. My crew and I have worked out hand signals so we don't announce our intentions to surrounding boats in light air. Both you and your crew should understand your respective duties and what you expect from each other. The results of poor teamwork are bruised egos, lost races and divorces.

WEIGHT POSITION - THE RIGHT ATTITUDE

Half the weight of a fully loaded Hobie 16 under sail resides in the people on board. The placement of your and your crew's butt has a lot to do with how fast or slowly you go. Upwind, the Hobie 16 likes to be sailed "on its nose" — leeward hull depressed, windward hull just kissing the surface, sterns out of the water. Depending on the wind and wave conditions, you are dancing a very fine line between driving the boat hard and doing the "park 'n' fly." Off the wind, you want to keep the boat level, but still keep the sterns out of the water, being careful not to get launched.

In light air, begin with the skipper sitting on the weather corner casting, leaning out over the hull; and the crew a mirror image

on the leeward side (maybe a little farther forward on the hull). As the wind strength increases and the boat begins to heel more, the crew will move to windward along the front crossbar. Eventually, the crew will be in the skipper's lap, and the skipper will have to move aft to allow the crew to sit on the sidebar. Once there, the crew should hook up to the trapeze and be ready to go out in the puffs.

Upwind, the Hobie 16 likes to be sailed "on its nose" — leeward hull depressed, windward hull just kissing the surface, sterns out of the water.

As the wind picks up more, first the crew then the skipper will go on the wire. Once the skipper is out, the crew should move his/her weight to keep the boat in balance (and the skipper on the wire).

The skipper's job is to drive the boat; going in or out on the trapeze distracts the skipper, causing the boat to slow down. Crews don't like the skipper on the wire because as the wind dies, they end up eating the spray on the leeward side while the skipper rides high and dry. If you are a skipper who chooses the wire position, you better be nice to your crew afterwards.

Always keep the bows out of the water. If you are punching through waves, move back on the boat. Light, choppy conditions may find the two of you huddled together in the center of the trampoline. Move back to go through boat wakes as well, but return quickly to your original spot. Try to keep your combined weight concentrated in one spot. This technique helps reduce the fore and aft rotational moment of inertia of the boat — critical in light, choppy conditions when the boat hobby-horses unmercifully.

TRAPEZING - THE HIGH WIRE ACT

If you want to race a Hobie 16 competitively, you and your crew must learn to ride the wire. It's really not that hard. Just remember to let the wire carry your weight; don't hang onto the handle with a death grip; keep your feet apart for stability; and lean back to get the maximum benefit from your extended weight.

Height adjustment is important. You should be nearly parallel to the surface of

the water, but not so low you have difficulty getting back on the boat or you keep getting knocked off by waves. A good way to estimate the correct setting is to pull the J&H trapeze handle down to the sidebar. The setting is right when the bottom of the handle is even with the bottom of the sidebar, although you may have to make some last-minute adjustments on the water.

MOVE IT (RIGHT) OR LOSE IT!

How you move around on the boat is almost as important as where you move. Some people like to crawl or walk on their knees, while others roll and drag themselves around. In light air, imagine you're sailing on a sea of eggshells — any sudden movement will break them. Move like a cat — deliberately, purposefully, gently. Don't make any unnecessary movements. As the wind increases, you can move more aggressively, but remember the more you bounce up and down, the slower you go. Don't jump around on the boat!

TACKING - TIMING IS EVERYTHING

If you consider the 16 a tough boat to tack, try the 14 or 17! The keys here are speed, timing and teamwork. Don't try to tack with insufficient boat speed. Train your crew how to backwind the jib and when to bring it across. Don't let go of the tiller and keep the rudders over until you're on the new course. Turn smoothly, and don't forget to ease the mainsheet. Here is a recommended sequence of events.

1. Skipper lets crew know of intention to tack (at least a couple seconds before, preferably 10-15). Contrary to most skippers' belief, sharing this information is really important.
2. Just before skipper starts to turn, crew comes in off the wire and crouches underneath boom, facing forward, and takes up the slack in the weather sheet. Skipper starts the turn as crew hits the tramp.
3. Skipper stays on the wire as long as he dares to help roll-tack the boat. When he comes in, the mainsheet is uncleated, so just by coming in, he lets it off a couple feet.
4. From here on out, things happen pretty fast; A and B below describe the skipper's and crew's simultaneous moves.
 - A. Facing aft, skipper flips the tiller around to the new side, making sure enough mainsheet has been let out to allow the mast to rotate. Skipper gets butt on the siderail, hooks up, then pumps the mainsheet once or twice to accelerate out of the tack. Skipper goes on the wire to snug the main down to its final position.
 - B. Still facing forward under the boom



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| | | | Traveller | Sheet | Traveller | Sheet |
| 0-5 Kts. Ultralight | Upwind | Foot | Up | Be gentle (don't oversheet). | Centered | Be gentle (don't oversheet). |
| | Downwind | Foot | Out | Trim to telltales. | All the way out. | Out until sail touches shroud. |
| 5-10 Kts. Light | Upwind | Foot | Up | Trim to slot. | Centered | Trim to telltales. |
| | Downwind | 90° Apparent | Out | Trim to telltales. | All the way out. | Trim to telltales. |
| 10-15 Kts. Moderate | Upwind | Point | Up | Sheet in tight. | Centered | Trim to telltales. |
| | Downwind | 90° Apparent | Out | Trim to telltales. | All the way out. | Trim to telltales. |
| 15-20 Kts. Heavy Moderate | Upwind | Point | Halfway out. | Sheet in tight. | Out about 6". | Two-blocked (dump in gusts). |
| | Downwind | 90° Apparent | Out | Trim to telltales. | All the way out. | About 2-1/2' between blocks. |
| 20-25 Kts. Heavy | Upwind | Foot | Out | Sheet in tight. | Out about 12". | Two-blocked (dump in gusts). |
| | Downwind | Foot | Out | Trim to telltales. | All the way out. | About 1-1/2' between blocks. |
| 25+ Kts. Nuclear | Upwind | Foot | Out | Sheet in tight. | Out past the hiking strap. | Two-blocked (dump in gusts). |
| | Downwind | Foot | Out | Oversheet | All the way out. | About 1' between blocks. |

with a sheet in each hand, crew allows the jib to backwind until the wind indicator reaches the tacking arm, or until the mast rotates, whichever happens last. Crew lets the sail blow across — doesn't pull it across with the sheet, but socks the jib in hard on the new tack for just a second or two, then eases it a couple inches. Crew heads for the siderail and hooks up, gets out on the wire and checks to make sure no battens are caught, then pulls the jib in according to the conditions (usually very close to two-blocked).

Roll tacking is almost like doing a "wheelie" on a bike.

In light air, remember the eggshells! Return your weight forward as quickly as you can, or the boat will wallow in the tack. Don't use the sheet to pull the jib across. Grab the leech as high as you can and pull it across that way. Learn how to pop the battens over in the main with one yank on the boom. In heavy air, always take care not to get the jib sheet stuck in the cleat. Keep your weight forward, or you will capsize in a very undignified manner.

If you get into trouble (in irons), the crew should hold out the jib on the "wrong" side to help blow the bows around. Meanwhile,

the skipper should reverse the rudders, because the boat will start backing up. It's critical that the mainsheet be let out to prevent weather-vaning. Once the boat is pointed in the right direction, sheet the jib in on the new side, and bring the main in slowly. Violently sculling the rudders to make the boat turn is legal.

Once you develop a routine, you can add the frills, such as roll tacking. The principle behind roll tacking is to pivot the boat on the weather stern by concentrating your weight there during the initial stages of the tack. It's almost like doing a "wheelie" on a bike. Done right, you can shave a few seconds off your tacking time. Done wrong, you end up going over backward.

JIBING

Jibing is not nearly as complicated as tacking. Your main concerns are to avoid pitchpoling and to keep the jib from wrapping around the forestay. Again, turn smoothly and watch your weight position.

As skipper, after you let the crew know your intention to jibe, slide to the back of the boat; facing aft, put the weather rudder down. Immediately start to carve into the turn. Flip the tiller around on the new side and rest it on the corner casting. Grab all purchases of the main; just before the sail blows over on its own, throw it over. While the sail is headed over to the new side, pull up the new weather rudder. Turn toward the front of the boat, slide as far forward as conditions allow and concentrate on building boatspeed on the new course.

In the meantime, the crew should head toward the center of the boat and crouch on the knees, facing forward. How far forward depends on the conditions and bravery level. The crew takes up the slack in the weather sheet and as the boat turns down-

wind, sheets in to prevent the jib from wrapping (keeping his/her head down). When the jib backwinds, the sailor lets it blow over to the other side by releasing the old sheet, taking in on the new sheet until the telltales stream back. At this point, the crew should return to the downwind position on the new tack; in most cases, all the way forward.

In heavy air, you might need both rudders down just to maintain control.

In light air, don't bother switching rudders. As long as the boat stays level, what's the point? The jib will have to be pulled across by hand. When the main is thrown over, hold onto the sheet purchases a bit longer to give them a quick snap back to weather that will pop the battens over.

In heavy air, you might need both rudders down just to maintain control. Keep your weight well aft and watch your speed going into the maneuver. If you try to turn too fast, you'll get launched. If you begin from a standing start (like when you're waiting around before the start), let the boat come up to speed before completing the turn, or the negative results will be the same.

SAIL TRIM - NOT AS HARD AS IT LOOKS

The accompanying chart provides the basic setting for the travellers and sheets in accordance with the two main points of sail, but to trim your sails properly, you must be able to read telltales. Think of it as a game, with the object to get all the telltales streaming aft. To make a misbehaving telltale stream aft, move the sail toward that telltale.

Wait a minute! In part two, I showed where to put the telltales, and they're in three different locations! OK, so it's a little more complicated than that. Each telltale on the main has a specific function. The lowest is used to set the coarse traveller position. The upper ones set the twist in the sail. It's done with mainsheet tension.

Always trim the main traveller first, then the sheet. The 16 likes to carry a lot of twist in the main, especially on a reach. Upwind, the traveller is centered, so pay attention to the top two telltales to ensure you don't oversheet the main. See the telltale diagrams for what to do in specific situations.

The 16 likes to carry a lot of twist in the main, especially on a reach.

The telltales on the jib set the position of the sheet in the clew plate, among other things. When going to weather, head up slowly, watching the weather jib telltales. If the top one "breaks" first, the sheets need to be moved up one hole in the clew plate. If the bottom one breaks first, move the sheets down. In other cases, the jib is always trimmed according to the middle telltale, except for upwind.

Upwind, the jib is trimmed to keep the slot open between it and the main. This location is critical to upwind performance;

oversheeting will choke the slot and stall the lower two-thirds of the main.

Half-inch adjustments in the jib sheet make a big difference in the slot. In light to medium air, sit on the leeward side and sight up the slot. Play with the sheet until the slot is open and even all the way up. Remember that as the wind increases, the jib will stretch and the sheet must come in to compensate. The opposite also is true — ease the jib slightly in the lulls.

Once the jib is trimmed properly, the skipper should steer the boat so the windward center telltale is just barely stalled. After a while, you'll be able to feel the groove where the boat sails at its optimum speed upwind.

HELMSMANSHIP-HARDER THAN IT LOOKS

By now, you've spent much time and effort on the mechanical side of the 16's steering system. Now, let's work on the human side. This is where the going gets tough. It's very hard to convey with words how it feels to steer the boat correctly.

Good helmsmanship is a combination of sail handling and tiller technique. Some advice: don't make drastic tiller movements. The rudders will stall, making for very slow sailing. Don't forget the sails can be enlisted to steer the boat, too. To bear off, ease the main and sheet in the jib. To head up, ease the jib and sheet in the main.

Zen Buddhists believe enlightenment can be achieved through meditation and concentration. The same goes for winning helmsmanship. One of the classic sail training drills is trying to sail the boat on a straight course with your eyes closed. It's a good way to determine whether you've developed a feel for the boat. Concentrate on what the boat is telling you through the tiller, the mainsheet and the seat of your pants. Concentrate on the two things that affect you the most — wind (direction and speed) and waves (pattern and height).

UPWIND - FOOTING AND FEATHERING

Upwind sailing is a delicate balance of power and finesse. When the wind is up and the waves are down, the boat can be feathered toward the wind during gusts. When a gust hits, allow the boat to heel a

little and round up on its own. You'll be surprised how far you can carry this technique. Just when you think the whole boat is going to stall, bear off again to pick up speed. You'll be amazed how far you can "claw" to weather on the gusts.

Upwind sailing is a delicate balance of power and finesse.

When the waves are up, however, you'll get killed trying to feather. Power is the name of the game here. Foot off to avoid getting stopped by the waves. Don't try to point too high. Keep the sails full and driving. Work the main in the gusts.

DOWNWIND - SURF, SLOG AND SCREAM

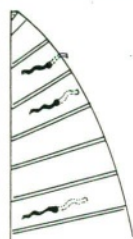
To be fast downwind, you must learn how to tack downwind and concentrate on the wind indicator, almost to the exclusion of all else. Learn also how to work the waves. All of this takes practice.

The wind indicator should be kept perpendicular to the centerline of the boat, except in very light and very heavy air, when you can sail a little lower (wind indicator points more aft). In general, you should bear off on the gusts and headers, head up in the lulls, and jibe on the lifts. Keep your eyes glued to the wind indicator. Let the crew worry about traffic.

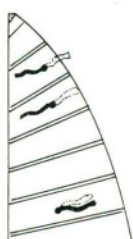
In light air, not much surfing can be done, even when there's waves (slogging). Try to keep the main from slatting around either by standing up in it, facing aft, or holding it over with your feet while lying on your back. Steering from either position is hard, and getting a good view of the wind indicator in the bridle is tough. After a while, both positions become very uncomfortable. If you're on a very long course,

Continued on page 38

Telltale Signs



Travel and sheet in (a lot).



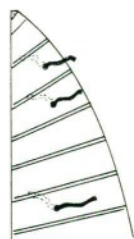
Traveller OK. Start sheeting in.



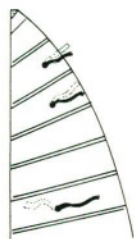
Almost there! Keep sheeting in.



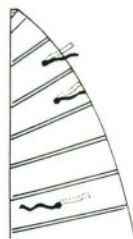
Oversheeted! Ease sheet a little.



Travel out (lots).



Travel out a little. Sheet in if req'd.



Travel in a little. Sheet out if req'd.



PERFECT!

1992 DIVISION BOOK

To Our Readers:

Welcome to the book as important to Hobie Catters as those commercials say the phone book is to everyone else. The 1992 Division Book is the reference book with something for everyone: divisions, fleets, NAHCA and IHCA members, just-plain sailors and (we hope!) soon-to-be sailors. The addresses and phone numbers should be of immense use to people just getting involved with Hobie Catting, and the schedules will help Hobie organizers showcase their upcoming events to thousands of potential participants ... at no charge. Who knows ... a Hobie homebody in Hoboken may read of a reggae regatta in Raleigh; before you know it, New Jersey meets North Carolina for a weekend of watery fun!



We hope HOTLINE readers who are not yet members of fleets take full advantage of the information listed on the following pages. To keep that information current, if anything changes or has been listed incorrectly, please let us know.

This year's Division Book incorporates the new and exciting rebirth of the Class Association. It's a bit like watching the kids move out of the house and go out on their own; you'll miss having total responsibility (and the last word), but you know the time is right and you can rest assured they'll do just fine. Now that the Association is wholly of, by and for the Hobie Cat sailor, the responsibilities are many, but the rewards are great. Enjoy!

Kicking off the Division Book are profiles of the two new officers. For more information about recently elected IHCA Executive Director Jeff Alter and Executive Assistant Laurie Alter, see the IHCA Report in the September/October 1991 HOTLINE. To learn more about the re-elected NAHCA officers, get out your copy of the Division Book from the March/April 1991 HOTLINE.

To all officers, divisions, fleets, organizers, sailors and anyone we left out: Have a happy Hobie '92 sailing season.

EXECUTIVES

**IHCA Executive Director/
Executive Assistant**

Jeff Alter/Laurie Alter
P.O. Box 2855
Capistrano Beach, CA 92624
Phone (714) 496-7394
FAX (714) 361-8732

IHCA President

Roger Bartholomew
1 Derby Road
Kenilworth 7700
South Africa
FAX 011-27-21-240256

North American Chairman

Paul Ulibarri
10559 Evanston Avenue North
Seattle, WA 98133
Phone (206) 364-9938

**North American First Vice
Chairman**

Jane Sherrod
3 Cobb Drive
Joshua, TX 76058
Phone (817) 295-5167

**North American
Second Vice Chairman**

Hannah Poteat
2301 Gaddy Drive
Raleigh, NC 27609
Phone (919) 781-9631

**North American Secretary/
Treasurer**

Matt Bounds
6748 Wildridge Lane
West Bloomfield, MI 48322
Phone (313) 737-0612

**North American WHCRA
Representative**

Marci Forgrave
16649 Magnolia Boulevard
Encino, CA 91436
Phone (818) 990-5683

INTERNATIONAL HOBIE CLASS ASSOCIATION
PRESIDENT

ROGER BARTHOLOMEW



A native South African, IHCA President Roger Bartholomew has been immersed in sailing since the age of 12. (HOTLINE won't disclose his present age, but suffice it to say he is married with two daughters, ages 22 and 24.) He credits his "very satisfying association with John Whitmore, the father of Hobies in South Africa," as having provided "the strongest influence and motivation to really get involved with Hobie affairs."

Well-experienced in dinghies and keelboats as well as Hobie Cats and other multihulls, Roger's sailing administration activities began with his presidency of the Cape Town W. P. Sailing Association in 1983-84. Since then, he has been involved with Hobie Cat racing on an official level in many ways, including serving as principal race officer for several national events. Previous to his current appointment, Roger was class director of the South African Hobie Class Association ('89-'91), honorary commodore of IHCA ('88) and IHCA representative at the IYRU conference in Madrid ('91).

Transportation-wise, his vocation complements his avocation; Roger serves as industrial relations and personnel manager for the Toyota distributor in Cape Town.

NORTH AMERICAN
SECOND VICE CHAIRMAN

HANNAH POTEAT



The day Second Vice Chairman Hannah Poteat and her husband won their first B-fleet regatta, she gave him an ultimatum: "We can either sail together, or we can stay married; but not both." She reports, "He picked marriage. Smart man."

Hannah became involved with organized racing back at the 1981 Hobie 16 National. "I kept bugging Michele and Sandy Banks to give me something to do ... I don't idle well," she explains. "Michele was always able to keep me hopping and I began to put names, faces and personalities together. The old adage of the more you give, the more you receive, describes perfectly the relationship I have with Hobie Cat."

Involvement is a way of (a very active) life for Hannah, an ex-English teacher and licensed contractor. She operates her own business as a construction liaison, but recently, she notes, "now that construction has gone the way of the dinosaurs, I have plenty of time for taking forgotten lunches to school and listening to phone solicitations" as well as helping keep the NAHCA afloat.

Hannah's strong commitment to Hobie Catting is further enhanced by her dedication to children, including but not limited to her own three. She has served for nine years (two as vice president) on the board of directors of the Wake County Education Foundation and currently is president-elect of the high school PTA.

"Most of my talents and energies are focused on children and trying to build brighter futures," she confirms. "I look forward to helping establish a stronger involvement by young people in the 'Hobie Way of Life!' So do we, Hannah."

DIVISION OFFICERS

TITLE NAME

DIVISION 1

| | | |
|-----|---|--------------|
| DC | Chris Chesley, 1275 Keolu Drive, Kailua, HI 96734 | 808/262-2477 |
| DVC | Mike Musgrove, 46-359 Haiku Road #D-11, Kaneohe, HI 96744 | 808/247-6251 |
| DT | Robert Wyths, 414 Paumakua Place, Kailua, HI 96734 | 808/261-5266 |

DIVISION 2

| | | |
|------|--|--------------|
| DC | Frank Mardel, 2824 Greyling Drive, San Diego, CA 92123 | 619/277-5152 |
| DVC | Ron Palmer, 4935 North Calle Esquina, Tucson, AZ 85718 | 602/299-0609 |
| DS/T | Connie Maybeno, 26444 Larkspur Avenue, Hemet, CA 92344 | 714/925-1813 |

DIVISION 3

| | | |
|------|--|--------------|
| DC | Paul Hess, 2448 Shoreline Drive, Napa, CA 94558 | 707/252-8410 |
| DVC | Jean Tully, 1781 Shoreview Avenue, San Mateo, CA 94401 | 415/347-4759 |
| DS/T | Anne Tully, 8652 Bamarica Drive, Elk Grove, CA 95624 | 916/689-6635 |

DIVISION 4

| | | |
|-----|--|--------------|
| DC | Stan Breed, 10967 Southeast Cranberry Loop, Clackamas, OR 97015 | 503/698-6307 |
| DVC | Peter Nelson, 8428 South 113th, Seattle, WA 98178 | 206/772-2951 |
| DT | Tony McKarns, 1607 Judson Avenue, Richland, WA 99352 | 509/943-8391 |
| DS | Dieter Cramer, 458 Kelly Street, New Westminster, BC, Can. V3L 3T9 | 604/526-7176 |

DIVISION 5

| | | |
|------|--|--------------|
| DC | David Simonson, 7430 Rocking R Road, Casper, WY 82604 | 307/472-2800 |
| DVC | Mary Tuckett, 3244 Kenton Drive, Salt Lake City, UT 84109 | 801/486-3116 |
| DS/T | David Greenwalt, 3833-D South Genoa Circle, Aurora, CO 80013 | 303/690-8954 |

DIVISION 6

| | | |
|-----|---|--------------|
| DC | Debbie Hennessey, 2323 West Bay Area Blvd. #1001, Webster, TX 77598 | 713/332-8173 |
| DVC | Allen Davis, 12342 Attlee, Houston, TX 77077 | 713/497-0237 |
| DT | Ray Seta, 4828 Lyceum, San Antonio, TX 78229 | 512/691-0824 |
| DS | Beth Bach, 12704 LaSalle Drive, Austin, TX 78727 | 512/258-4764 |

DIVISION 7

| | | |
|-----|--|--------------|
| DC | Debbie Swanson, 2343 Dorland Court, Maplewood, MN 55119 | 612/738-1976 |
| DVC | Diane Jespersen, 3614 36th Street, Des Moines, IA 50310 | 515/279-9239 |
| DT | Cindy Phipps, 7523 North 54th Plaza, Omaha, NE 68152 | 402/572-8029 |
| DS | Gordon Preller, 5941 Southeast Paulen Road, Berryton, KS 66409 | 913/862-2868 |

DIVISION 8

| | | |
|------|--|--------------|
| DC | Gigi Moore, 701 SW 62nd Boulevard #235, Gainesville, FL 32607 | 904/335-1116 |
| DVC | Don Bergman, 1210 South 12th Street, Fort Pierce, FL 34950 | 407/466-5832 |
| DS/T | Jean McPherson, 5921 46th Avenue North, Kenneth City, FL 33709 | 813/541-2310 |

PHONE

DIVISION 9

| | | |
|-----|--|--------------|
| DC | Dan Morton, 2534 Fernwood Drive, Greensboro, NC 27408 | 919/282-4622 |
| DVC | Dan Jarrett, 1111 West Northwood, Greensboro, NC 27408 | 919/272-3478 |
| DT | Garland Ayscue, 1014 Wintergreen Rd., Rte 8, Henderson, NC 27536 | 919/430-0930 |
| DS | Greg Leftwich, 11900 North Hickory Trace, Alpharetta, GA 30201 | 404/751-0676 |

DIVISION 10

| | | |
|-----|--|--------------|
| DC | Phillip Wadsworth, 139 Spring Valley Road, Westerville, OH 43081 | 614/899-2563 |
| DVC | Doug Wilkins, 7144 Hellwarth Road, Celina, OH 45822 | 419/586-6114 |
| DT | Matt Bounds, 6748 Wildridge Lane, West Bloomfield, MI 48322 | 313/737-0612 |
| DS | Deborah Schaefer, 2131 N. Camp Perry Rd. E., Pt. Clinton, OH 43452 | 419/634-2691 |

DIVISION 11

| | | |
|------|--|--------------|
| DC | Richard McVeigh, P.O. Box 20, Martinsville, NJ 08836 | 908/469-4770 |
| DVC | Mark Santorelli, 53-01 Garden View Terrace, East Windsor, NJ 08520 | 609/448-4063 |
| DS/T | Carl Wharry, 2802 Green Leaf Way, Westminster, MD 21157 | 301/875-3307 |

DIVISION 12

| | | |
|------|---|--------------|
| DC | Drake Barber, 72 Fox Run Road, Hamilton, MA 01982 | 508/468-6536 |
| DVC | John Smith, 379 Hix Bridge Road, Westport, MA 02790 | 508/636-2662 |
| DS/T | V. Gail Force, 546 Ridgebury Road, Ridgefield, CT 06877 | 203/790-9525 |

DIVISION 13

| | | |
|-----|--|--------------|
| DC | Heriberto Martinez, Laurel 2305, Apt. 703, Santurce PR 00913 | 809/726-4325 |
| DVC | Dennys Junco, Cond. Villas del Mar Oeste, Apt. 9-J, Isla Verde, PR 00913 | 809/726-2968 |
| DT | Edmundo Fernandez, Cond. River Park, Apt. B302, Bayamon, PR 00961 | 809/798-6247 |
| DS | Fernando Gonzalez, Las Mercedes Q-11, Villa Espana, Bayamon, PR 00961 | 809/786-4131 |

DIVISION 14

| | | |
|-----|---|--------------|
| DC | Guy Lawyer, 23 Tawana, Shawnee, OK 74801 | 405/275-6462 |
| DVC | Debbie Taylor, 1112 Swan Lake Road, Edmond, OK 73034 | 405/341-7845 |
| DT | Martin Brown, 1369 East 48th, Tulsa, OK 74105 | 918/747-4224 |
| DS | Bob Mirlitch, 3705 Easton Meadows #210, Garland, TX 75043 | 214/240-4504 |

DIVISION 15

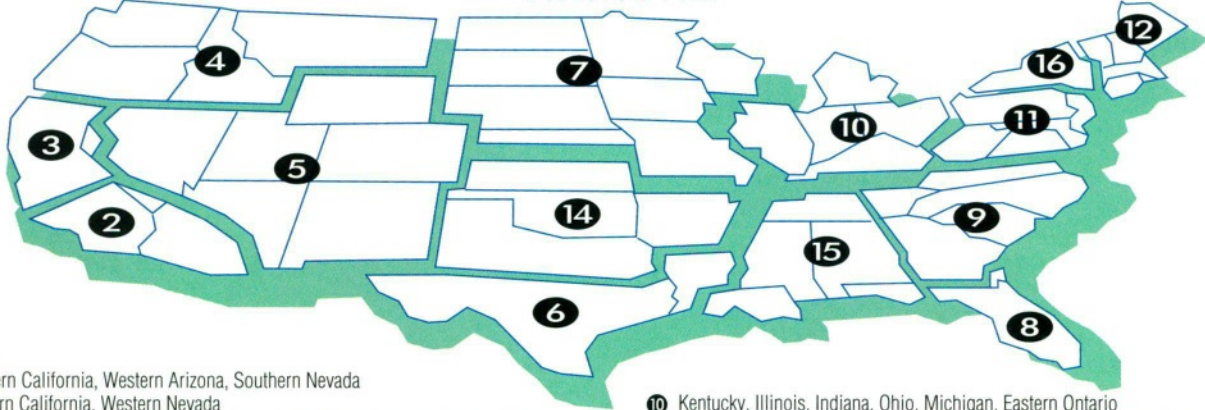
| | | |
|------|--|--------------|
| DC | Andy Humphries, 4250 Belle Meade Cove, Memphis, TN 38117 | 901/683-8053 |
| DS/T | Gerry Wilder, 2186 Coachmans, Germantown, TN 38138 | 901/755-5464 |

DIVISION 16

| | | |
|-----|--|--------------|
| DC | Mark Amico, 65 Maywood Avenue, Rochester, NY 14618 | 716/248-8651 |
| DVC | Tammi Sullivan, 67 Wimbledon Road, Rochester, NY 14617 | 716/342-7425 |
| DS | Chris Pelkaus, 1203 Dryden Road, Ithaca, NY 14850 | 607/272-2982 |

DC - Division Chairperson • DVC - Division Vice Chairperson • DT - Division Treasurer • DS - Division Secretary

DIVISION MAP



- | | |
|--|--|
| <ul style="list-style-type: none"> ① Hawaii ② Southern California, Western Arizona, Southern Nevada ③ Northern California, Western Nevada ④ Oregon, Washington, Idaho, Montana, British Columbia, Alberta, Saskatchewan ⑤ Eastern Nevada, Utah, Eastern Arizona, New Mexico, Colorado ⑥ Southern Texas, Western Louisiana ⑦ Northern Kansas, Missouri, Nebraska, Iowa, South Dakota, North Dakota, Minnesota, Wisconsin ⑧ Eastern Florida ⑨ Southern Virginia, North Carolina, South Carolina, Georgia, Eastern Tennessee | <ul style="list-style-type: none"> ⑩ Kentucky, Illinois, Indiana, Ohio, Michigan, Eastern Ontario ⑪ Eastern Pennsylvania, West Virginia, Northern Virginia, Maryland, Delaware, New Jersey ⑫ Eastern New York, Connecticut, Massachusetts, Vermont, Maine, Rhode Island, New Hampshire ⑬ Puerto Rico ⑭ Northern Texas, Oklahoma, Arkansas, Southern Kansas ⑮ Western Tennessee, Mississippi, Alabama, Northwest Florida, Eastern Louisiana ⑯ Western New York |
|--|--|

HOBIE RACING



PATRICK MCDOWELL

IN THIS SECTION:

- Major Regattas
- Regatta Schedule
- 1991 Trapseat International
- 1991 Singlehanded Nationals
- Racer's Edge
- North American Region News
- Fleet Directory
- IHCA Report

MARCH/APRIL 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 |
| May 23-25 | Mid-Americas Cedar Mills Marina Lake Texoma, TX | Fred Crowley Bob Mimlitch | (214) 867-2626 (903) 447-4111 |
| July 27- Aug. 1 | Hobie 18 National Championships Lake Sakakawea, ND | Stephen Hoetzer | (701) 258-4268 |
| Sept. 9-11 | Women's Worlds Bear Lake, UT | Steve Phipps | (801) 451-5728 |
| Sept. 13-19 | Hobie 16 National Championship Bear Lake, UT | Steve Phipps | (801) 451-5728 |
| Sept. 24-27 | USSA Alter Cup Championship South Lake Tahoe, CA | Doug Skidmore Bonnie Hepburn | (619) 758-9100 |
| Sept. 28-30 | Hobie 20 National Championship South Lake Tahoe, CA | Bonnie Hepburn Doug Skidmore | (619) 758-9100 |
| Oct. 3-11 | Hobie Singlehanded National Championships Virginia Beach, VA | Bert Parolari, Jr. | (804) 463-6717 |

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REGATTA SCHEDULE

DIVISION 1

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|------------------|---|--------------------------|--------------|
| 6 | March 15 1992 | *Waikiki Regatta Waikiki, HI | Chris Chesley | 808/262-2477 |
| 6 | Apr. 5 1992 | *Pearl Harbor Regatta Pearl Harbor, HI | Chris Chesley | 808/262-2477 |
| 6 | Apr. 11-12 1992 | Kaneohe Regatta Kaneohe, HI | Chris Chesley | 808/262-2477 |
| 6 | Apr. 25-26 1992 | Long Distance Regatta Kahana Bay, HI | Chris Chesley | 808/262-2477 |
| 6 | May 17 1992 | Small Craft Advisory Regatta, Kailua, HI | Mark Werkmeister | 808/236-1296 |
| 6 | June 13-14 1992 | Aloha State Games Waikiki, HI | Chris Chesley | 808/262-2477 |
| 6 | June 27-28 1992 | Bellows AFB Regatta Bellows AFB, HI | Chris Chesley | 808/262-2477 |
| 6 | July 18-19 1992 | Froome Boating Co. Regatta, Kualoa, HI | Dean Froome | 808/261-2961 |
| 6 | July 25-26 1992 | Haleiwa Regatta Haleiwa, HI | Chris Chesley | 808/262-2477 |
| 6 | Aug. 1-2 1992 | *Division 1 C/Ship Kaneohe, HI | Chris Chesley | 808/262-2477 |
| 6 | Aug. 15-16 1992 | Kaneohe Regatta Kaneohe, HI | Dave McFaul | 808/946-3361 |
| 6 | Sept. 19-20 1992 | Kualoa Regatta Kualoa, HI | Dan Williams | 808/531-6373 |
| 6 | Oct. 17-18 1992 | *Duke Kahanamoku Regatta, Waikiki, HI | Chris Chesley | 808/262-2477 |

DIVISION 2

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|---------------|------------------|---|--------------------------|--------------|
| 66/ Div. 2 | Mar. 6-8 1992 | Mid Winters West San Felipe, Mex. | Ron Palmer | 602/299-0609 |
| 30 | Apr. 11-12 1992 | Lake Perris Regatta Lake Perris, CA | Dan Veenbass | 714/987-2256 |
| 180 | Apr. 25-26 1992 | Castaic Regatta Lake Castaic, CA | Al Mohill | 818/249-6882 |
| 66 | May 9-10 1992 | Cinco de Mayo Regatta Puerto Peñasco, Mex. | Tim Marengo | 602/345-1125 |
| 15 | May 16-17 1992 | Lake Cachuma Regatta Lake Cachuma, CA | Jim Williams | 805/482-6078 |
| 3 | May 30-31 1992 | Hurricane Gulch Long Beach, CA | Peter Partch | 714/524-6027 |
| 51 | June 6-7 1992 | Las Vegas Gran Prix Las Vegas, NV | A. C. Douglas | 702/376-4485 |
| 4 | June 20-21 1992 | San Diego Classic San Diego, CA | Doug Cook | 619/272-2114 |
| 3 | June 27-28 1992 | Big Bear Regatta Big Bear Lake, CA | Udo Winkler | 714/867-2864 |
| 167 | July 11-12 1992 | Woffard Heights Lake Isabella, CA | David Bethel | 805/322-9178 |
| 259 | July 18-19 1992 | CA State C/Ship Alva Beach, CA | Brett Dingerson | 805/541-6249 |
| 4 | Aug. 1-2 1992 | Todos Santos Regatta Ensenada, Mex. | Ross Tyler | 619/268-0125 |
| 30 | Aug. 15-16 1992 | Women's Perris Regatta Lake Perris, CA | Dan Veenbass | 714/987-2256 |
| 3 | Aug. 22-23 1992 | 16 Divisionals Long Beach, CA | Bruce Fields | 213/540-9629 |
| 3 | Aug. 29-30 1992 | 17 & 18 Divisionals Long Beach, CA | Tom Materna | 818/784-4500 |
| 15 | Sept. 26-27 1992 | Blue Water 12 Ventura, CA | Tim Olsen | 805/659-4489 |
| 514 | Oct. 17-18 1992 | Piñata Regatta Puerto Peñasco, Mex. | Dean Zimmerman | 602/795-3632 |

DIVISION 3

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|-----------------|--|--------------------------|--------------|
| 240 | Apr. 11-15 1992 | Kickoff Regatta Santa Cruz, CA | Douglas Madeley | 408/727-2318 |
| 17 | Apr. 25-26 1992 | Breakaway Regatta Folsom, CA | Kit Wiegman | 916/736-0647 |
| 281 | May 2-3 1992 | Sharkfeed Regatta Bodega Bay, CA | Michael Britt | 707/534-4030 |
| 20 | May 16-17 1992 | Roaring 20's Regatta Woodward, CA | Steve Lawlor | 408/257-5983 |
| 222 | June 6-7 1992 | Otter Regatta Monterey, CA | Allan Houser | 408/394-7661 |
| 62 | June 20-21 1992 | Commodores Regatta Huntington, CA | Erich Pfister | 209/323-8061 |
| 2 | June 27-28 1992 | *Women's Divisionals Union Valley, CA | Ramona Stark | 916/273-4150 |
| 17 | July 11-12 1992 | Whitecaps Regatta Union Valley, CA | Kit Wiegman | 916/736-0647 |

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|-----|------------------|--------------------------------------|-----------------|--------------|
| 259 | July 18-19 1992 | CA State C/Ship Avila Beach, CA | Brett Dingerson | 805/541-6249 |
| 62 | Aug. 8-9 1992 | Mile High Regatta Huntington, CA | Eric Pfister | 209/323-8061 |
| 194 | Aug. 22-23 1992 | Round Treasure Island Alameda, CA | Margaret Harris | 707/864-1352 |
| 20 | Sept. 19-20 1992 | Railroad Regatta Woodward, CA | Steve Lawlor | 408/257-5983 |
| 537 | Oct. 10-11 1992 | Twisted Skippers Whiskeytown, CA | Derek Hunt | 916/244-7857 |
| 222 | Nov. 7-8 1992 | Turkey Regatta Monterey, CA | Allan Houser | 408/394-7661 |

DIVISION 4

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|-----------------|---|------------------------------|------------------------------|
| 195 | May 9-10 1992 | Tumbleweed Tack Tri-Cities, WA | Tony McKarns | 509/943-8391 |
| 94 | May 23-24 1992 | Fern Ridge Regatta Eugene, OR | John Stahr | 503/345-2175 |
| 214 | June 6-7 1992 | Jericho Beach Regatta Vancouver, B.C., CAN | Steve Jung | 604/263-1347 |
| 72 | June 20-21 1992 | Yale Lake Regatta Cougar, WA | Jim Williams | 503/357-8861 |
| 214 | July 4-5 1992 | Harrison Lake Regatta Harrison, B.C., CAN | Steve Jung Dieter Cramer | 604/263-1347 604/526-7176 |
| 37 | July 18-19 1992 | Sudden Valley Regatta Bellingham, WA | Zop | 206/773-3291 |
| Div.4 | Aug. 8-9 1992 | Lake Quinalt Regatta Quinalt, WA | Stan Breed | 503/698-6307 |
| 95 | Aug. 22-23 1992 | Westport Regatta Westport, WA | Annette Stuckey | 206/547-7479 |
| 72 | Sept. 5-6 1992 | Skamokawa Regatta Skamokawa, WA | Jim Williams Peter Nelson | 503/357-8861 206/772-2951 |

DIVISION 5

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|------------------|--|--------------------------|--------------|
| 48 | Apr. 11-12 1992 | *Preseason Sail Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 48 | Apr. 25-26 1992 | *Season Opener Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 48 | May 2-3 1992 | *Tri-State Regatta Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 48 | May 23-25 1992 | Memorial Day Regatta Lake Heron, NM | Thomas Cox | 915/751-0373 |
| 50 | June 6-7 1992 | Jackson Lake Regatta Jackson Lake, CO | Rick Rodgers | 303/663-4465 |
| 48 | June 6-7 1992 | *Hull Flying Contest I Storrie, NM | Thomas Cox | 915/751-0373 |
| 67 | June 20-21 1992 | Bear Lake Regatta Bear Lake, UT | Bill Ware | 801/263-1278 |
| 48 | June 20-21 1992 | *Father's Day Fun Races Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 61 | July 3-5 1992 | *Bun Burner Lake McConoughy, NE | Thom Larsen | 303/979-4348 |
| 48 | July 4-5 1992 | *Independence Day Sail Storie/Heron (TBD), NM | Thomas Cox | 915/751-0373 |
| 156 | July 18-19 1992 | Div. 5 Championships Glendo, WY | Tad Jones | 307/472-4052 |
| 48 | July 18-19 1992 | *Zen Sailing Storrie, NM | Thomas Cox | 915/751-0373 |
| 61 | Aug. 1-2 1992 | Standley Lake Regatta Denver, CO | Bill Gerblick | 303/798-3484 |
| 48 | Aug. 1-2 1992 | *Wine & Cheese Party Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 61 | Aug. 15-16 1992 | Dillon Regatta Lake Dillon, CO | Ray Flores | 303/843-0234 |
| 48 | Aug. 15-16 1992 | *Midnight Sail Storrie, NM | Thomas Cox | 915/751-0373 |
| 48 | Sept. 5-6 1992 | *Labor Day Fun Races Heron, NM | Thomas Cox | 915/751-0373 |
| 67 | Sept. 8-11 1992 | Women's Worlds Bear Lake, UT | Steve Phipps | 801/451-5728 |
| 67 | Sept. 12-22 1992 | Hobie 16 Nationals Bear Lake, UT | Steve Phipps | 801/451-5728 |
| 48 | Sept. 19-20 1992 | *Hull Flying Contest II Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 48 | Oct. 3-4 1992 | *Hunt for Red Octohobie Elephant Butte, NM | Thomas Cox | 915/751-0373 |
| 48 | Oct. 24-25 1992 | *Octohobiefest Elephant Butte, NM | Thomas Cox | 915/751-0373 |

DIVISION 6

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|-----------------|----------------------------------|--------------------------|--------------|
| 407 | Mar. 14-15 1992 | Ides of March Lake Conroe, TX | Ron Wreyford | 713/288-1248 |

REGATTA SCHEDULE

| | | | | |
|------------|--------------------|--|--------------|--------------|
| 9 | Mar. 28-29 1992 | Deep South Regatta Lake Charles, TX | Glen Richard | 504/923-0320 |
| 64 | Apr. 11-12 1992 | Hill Country Regatta Lake Buchanan, TX | Randy Cowan | 512/255-1467 |
| 99 | May 2-3 1992 | Olympic Regatta Corpus Christi Bay, TX | Scott Kee | 512/994-1816 |
| 128 | May 16-17 1992 | Longneck Regatta Canyon Lake, TX | Dave Eller | 512/690-1845 |
| 102 | June 6-7 1992 | Windjammer Divisionals So. Padre Island, TX | Mike Hardy | 512/630-1267 |
| 8 | June 20-21 1992 | Waywards Winds Texas City Dike, TX | Jim Sykes | 713/780-1175 |
| 407/ 64 | July 11-12 1992 | Mid Summer Classic Lake Somerville, TX | Ron Wreyford | 713/288-1248 |
| 99 | July 25-26 1992 | Sand Dunes Regatta Port Aransas, TX | Scott Kee | 512/994-1816 |

DIVISION 7

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|---------------------|--|--------------------------|------------------------------|
| 192 | May 2-3 1992 | *Fleet Regatta Branched Oak Lake, NE | Roger Hensler | 402/332-4104 |
| 192 | May 16-17 1992 | *Fleet Regatta Branched Oak Lake, NE | Roger Hensler | 402/332-4104 |
| 59 | May 16-17 1992 | *Long Distance Race Stockton Lake, MO | Carl Votaw | 417/865-4230 |
| 192 | June 6-7 1992 | Bent Mast Regatta Branched Oak Lake, NE | Roger Hensler | 402/332-4104 |
| 59 | June 13-14 1992 | Ozark Cat Encounter Stockton Lake, MO | Bill Hopper | 417/869-1287 |
| 475 | June 27-28 1992 | SLOBS Regatta Storm Lake, IA | Phil Redenbaugh | 712/732-3986 |
| 52 | July 11-12 1992 | Bald Eagle Regatta White Bear Lake, MN | Debbie Swanson | 612/738-1976 |
| 149 | July 18-19 1992 | Mardi Gras Regatta Lake Perry, KS | Dan Calvert | 816/356-8047 |
| 59 | July 19 1992 | *Fellows Lk Poker Run Fellows Lake, MO | Carl Votaw | 417/865-4230 |
| 532 | July 24-26 1992 | No. American Regatta Lake Sakawea, ND | Stephen Hoetzer | 800/437-2077 |
| 291 | Aug. 1-2 1992 | Old Timer Regatta Yankton, SD | Debbie Swanson | 612/738-1976 |
| 192 | Aug. 8-9 1992 | *Fleet Regatta Branched Oak Lk, NE | Roger Hensler | 402/332-4104 |
| 273 | Aug. 15-16 1992 | St. Louis Blews St. Louis, MO | Tom Burrows | 314/837-5823 |
| 84 | Aug. 22-23 1992 | Division C/Ship Des Moines, IA | Roger Taha Jim Sohn | 515/224-5328 515/255-4307 |
| 59 | Sept. 19 1992 | *Fellows Lake Regatta Fellows Lake, MO | Carl Votaw | 417/865-4230 |
| 149 | Sept. 26-27 1992 | *Pitchpolecat Regatta Lake Perry, KS | Steve Sterner | 913/287-2357 |
| 192 | Sept. 26-27 1992 | *NE State /Ship Branched Oak Lk, NE | Roger Hensler | 402/332-4104 |
| 59 | Oct. 3-4 1992 | *Long Distance Race Stockton Lake, MO | Carl Votaw | 417/865-4230 |
| 273 | Oct. 3-4 1992 | *MO Governor's Cup St. Louis, MO | Tom Burrows | 314/837-5823 |

DIVISION 8

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|---------------------|---|--------------------------|--------------|
| 42 | Mar. 28-29 1992 | Midwinters East Tampa, FL | Chris Jones | 813/251-1764 |
| 153 | Apr. 25-26 1992 | Fly a Hull for a Miracle Gainesville, FL | Kim Coffee | 904/377-8462 |
| 45 | May 23-24 1992 | Memorial Day Regatta Cocoa Beach, FL | Susan Merritt | 407/633-0980 |
| 44 | June 6-7 1992 | Pompano Bch. Regatta Pompano Beach, FL | Fletcher Schiller | 305/946-2080 |
| 111 | June 20-21 1992 | Jacksonville Regatta Jacksonville, FL | Cindi Munibauer | 904/641-6734 |
| 127 | July 25-26 1992 | Devil's Triangle Regatta Fl. Pierce, FL | Tom Sutterfield | 407/461-7912 |
| 80 | Aug. 15-16 1992 | Summer Sizzler Daytona Beach, FL | Sprae Briggs-Gray | 904/767-0243 |
| 5 | Aug. 29-30 1992 | Div. 8 Championships St. Petersburg, FL | Wade McPherson | 813/541-2310 |
| 11 | Sept. 12-13 1992 | Orlando by-the-Sea Daytona Beach, FL | Bob Mackey | 904/898-3179 |
| 36 | Nov. 7-8 1992 | Miami Regatta Miami, FL | Paul Moe | 305/858-1343 |

DIVISION 9

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|--------------------|-----------------------------------|--------------------------|--------------|
| 520 | Mar. 21-22 1992 | Pee Dee Classic Hartsville, SC | Buzz Moore | 803/332-6103 |

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|-----|---------------------|--|----------------|--------------|
| 92 | Apr. 4-5 1992 | Atlantic Coast C/Ship Lake Norman, NC | Dean Forbis | 704/522-0144 |
| 164 | Apr. 11-12 1992 | Bare What You Dare Seneca, SC | Shree Kendrick | 803/855-2070 |
| 12 | Apr. 25-26 1992 | Gone With The Wind Lake Lanier, GA | Tammy Duran | 404/531-0397 |
| 97 | May 2-3 1992 | NC Hobie C/Ship Kerr Lake, NC | Frank Bordeaux | 919/847-5866 |
| 174 | May 16-17 1992 | SC Hobie C/Ship Myrtle Beach, SC | Tina Salmon | 803/448-4690 |
| 32 | June 6-7 1992 | VA Bch Points Regatta Virginia Beach, VA | Tim Carney | 804/583-1849 |
| 53 | June 13-14 1992 | Sandlapper Regatta Charleston, SC | Rob Stewart | 803/552-9570 |
| 101 | July 11-12 1992 | Div. 9 Championships Wrightsville Beach, NC | Alan Held | 919/799-8030 |
| 191 | Aug. 15-16 1992 | Kool Cats Regatta Wrightsville Beach, NC | Dan Jarrett | 919/272-3478 |
| 154 | Sept. 19-20 1992 | *Middle GA Hobie Open Lake Blackshear, GA | Bruce Miles | 912/923-6721 |

DIVISION 10

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|---------------------|--|--------------------------|--------------|
| 199 | Apr. 25-26 1992 | Crab Orchard Lake Crab Orchard, IL | Gordon Isco | 618/457-8702 |
| 47 | May 2-3 1992 | Cowan Lake Wilmington, OH | Steve Glaswitch | 513/242-3727 |
| 519 | May 16-17 1992 | Austin Lake Portage, MI | Chuck Botsis | 616/327-7218 |
| 300 | May 30-31 1992 | Hoover Dam Columbus, OH | Phil Wadsworth | 614/899-2563 |
| 519 | June 20-21 1992 | Clementines St. Joseph, MI | Andy Lenczycki | 616/323-8674 |
| 18 | June 27-28 1992 | Lake Michigan Muskegon, MI | Tim Fortier | 517/686-5220 |
| 501 | July 11-12 1992 | Grand Lake Celina, OH | Doug Wilkins | 419/586-6114 |
| 115 | July 18-19 1992 | Lake Michigan Chicago, IL | John Cifelli | 708/754-1334 |
| None | Aug. 3-5 1992 | *Lake Erie Put-In-Bay, OH | Jim Frederick | 419/634-2691 |
| 218 | Aug. 8-9 1992 | Lake Erie Mentor, OH | Pam Suhan | 216/974-1982 |
| 519 | Aug. 15-16 1992 | Div. 10 Championships Ludington, MI | Dave Stiensma | 616/323-2822 |
| 85 | Sept. 12-13 1992 | Alum Creek Columbus, OH | Mike Flanagan | 614/764-1351 |
| 123 | Sept. 19-20 1992 | Lake Carlyle Carlyle, IL | Terry Allen | 618/398-1087 |
| 199 | Oct. 10-11 1992 | Crab Orchard Lake Carbondale, IL | Gordon Isco | 618/457-8702 |

DIVISION 11

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------------|---------------------|--|--------------------------|--------------|
| 137 | Apr. 25-26 1992 | Icebreaker Regatta Lake Hopatcong, NJ | Ed Matey | 201/627-8844 |
| 106/ 271 | May 9-10 1992 | DE State C/Ship Rehoboth, DE | Jim Glanden | 302/368-9514 |
| 54 | May 16-17 1992 | Gunpowder Pts. Chase, MD | Dan Dietemyer | 301/750-8760 |
| 65 | May 30-31 1992 | Barnegat Bay Pts. Shore Acres YC, NJ | Read Hayward | 908/577-9537 |
| 416 | June 6-7 1992 | Cape May Classic XII Cape May, NJ | Jim Giannini | 215/760-0823 |
| 267 | June 20-21 1992 | Div. 11 Championships Spray Beach YC, NJ | Tom Kimmel | 215/644-8138 |
| 250 | July 4 1992 | *Miss Liberty Cup Race Atlantic Highlands, NJ | John Sullivan | 908/566-1247 |
| 54 | Aug. 15-16 1992 | *Special Olympics Elk Neck State Park, MD | Dan Dietemyer | 301/750-8760 |
| 443 | Aug. 29-30 1992 | Wildwoods Classic Wildwood Crest, NJ | Doug Ackroyd | 609/861-5674 |
| 250 | Sept. 12-13 1992 | Sandy Hook Regatta Atlantic Highlands, NJ | John Sullivan | 908/566-1247 |
| 196 | Sept. 19-20 1992 | Upper Potomac C/Ship Leesylvania State Park, VA | Chris Boltol | 703/550-0398 |
| 54 | Oct. 3-4 1992 | Gunpowder II Regatta Chase, MD | Dan Dietemyer | 301/750-8760 |

DIVISION 12

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|--------------------|--------------------------------|--------------------------|--------------|
| 496 | June 13-14 1992 | Hampton Beach Hampton, NH | Cliff Parkinson | 603/335-4476 |
| 209 | June 27-28 1992 | NH State C/Ship Gilford, NH | Tom Sullivan | 603/293-8151 |

REGATTA SCHEDULE

| | | | | |
|---------|------------------|--|--------------------|--------------|
| 109/143 | July 18-19 1992 | NE Area C/Ship East Islip, NY | Jim Matthews | 516/472-3927 |
| 28 | July 25-26 1992 | The Buzzard Divisionals New Bedford, MA | Steve Latham | 508/993-0867 |
| 231 | Aug. 15-16 1992 | Main State C/Ship Old Orchard, ME | Greg Harwood | 207/622-1105 |
| 56 | Sept. 12-13 1992 | Long Island Snd C/Ship Westport, CT | Amy Maynard | 203/838-1722 |
| 496 | Sept. 19-20 1992 | MA State C/Ship Salisbury, MA | Cliff Parkinson | 603/335-4476 |
| 448 | Sept. 26-27 1992 | RI Fall Classic Narragansett, RI | Christopher Brosco | 401/434-2164 |
| 31 | Oct. 10-11 1992 | CT State C/Ship Brookfield, CT | Cliff McCarty | 203/740-8318 |

DIVISION 13

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|--------------------------|---|--------------------------|--------------|
| 133 | Mar. 7-8 1992 | Beach Cats Invitational Puerto del Rey, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Mar. 20-22 1992 | *Don Q International Fajardo, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Apr. 11-12 1992 | *Hit me to St. Thomas PR to St. Thomas | Enrique Figueroa | 809/727-0883 |
| 133 | May 2-3 1992 | Peggy Sue Regatta Ocean Park, PR | Enrique Figueroa | 809/727-0883 |
| 133 | May 23-24 1992 | Caribe Cup Ponce, PR | Enrique Figueroa | 809/727-0883 |
| 133 | June 6-7 1992 | *Beach Cats Pro-Am San Juan, PR | Enrique Figueroa | 809/727-0883 |
| 133 | June 20-21 1992 | *San Juan Cup Ocean Park, PR | Enrique Figueroa | 809/727-0883 |
| 133 | July 11-12 1992 | Summer Fest Regatta Ocean Park, PR | Enrique Figueroa | 809/727-0883 |
| 133 | July 19 1992 | *Sunday Series Ocean Park, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Aug. 8-9 1992 | North Coast C/Ships Vega Baja, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Aug. 23 1992 | *Sunday Series Isla Verde, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Sept. 5 1992 | *Sunday Series Isla Verde, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Sept. 19-20 1992 | Discover the Caribbean Ponce, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Sept. 26-27 1992 | Discover the Caribbean Ponce, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Oct. 5-6 1992 | Frank Amaru Cup Ponce, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Oct. 31- Nov. 1, 1992 | Halloween Regatta Puerto del Rey, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Nov 14-15 1992 | Back to Puerto Puerto del Rey, PR | Enrique Figueroa | 809/727-0883 |
| 133 | Dec. 5-6 1992 | Christmas Ball Regatta Puerto del Rey, PR | Enrique Figueroa | 809/727-0883 |

DIVISION 14

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|------------------|-----------------------------------|-------------------------------|------------------------------|
| 63 | Apr. 4-5 1992 | *14 Invitational Norman, OK | Bryan Rainbow Guy Lawyer | 405/321-5112 405/275-6462 |
| 468 | Apr. 11-12 1992 | Arrowhead Cup McAlester, OK | Boyd Bass Fred Etnner | 918/426-4745 918/423-8789 |
| 63 | Apr. 25-26 1992 | Thundering Hulls Norman, OK | Bryan Rainbow Guy Lawyer | 405/321-5112 405/275-6462 |
| 25 | May 9-10 1992 | Cat Fight Tulsa, OK | Mark Bengie Kenny McIntosh | 918/451-2190 918/224-6573 |
| 23 | May 23-24 1992 | Mid-Americas Lake Texoma, TX | Fred Crowley Billy Hodge | 214/867-2626 214/276-6412 |
| 27 | May 30-31 1992 | *Wild Cat Regatta Wichita, KS | Jon Tiger Ron Means | 316/648-9191 316/721-3068 |
| 131 | June 6-7 1992 | Cat Classic Oklahoma City, OK | Phil Collins John Curtis | 405/721-0737 405/348-4501 |
| 63 | June 20-21 1992 | *16 Singlehanded Norman, OK | Bryan Rainbow Guy Lawyer | 405/321-5112 405/275-6462 |
| 27 | July 11-12 1992 | Prairie Regatta Wichita, KS | Jon Tiger Ron Means | 316/648-9191 316/721-3068 |
| 25 | Aug. 1-2 1992 | *OK Championships Tulsa, OK | Mark Bengie Kenny McIntosh | 918/451-2190 918/224-6573 |
| 27 | Aug. 15-16 1992 | Cat Chase Regatta Wichita, KS | Jon Tiger Ron Means | 316/648-9191 316/721-3068 |
| 23 | Sept. 19-20 1992 | *1992 Sail Fair The Colony, TX | Fred Crowley Billy Hodge | 214/867-2626 214/276-6412 |
| 91 | Sept. 26-27 1992 | Cowtown Cats Ft. Worth, TX | Vic Franklin Wayne Might | 817/732-5671 817/581-6222 |
| 23 | Oct. 10-11 1992 | Dallas Regatta Lake Texoma, TX | Fred Crowley Billy Hodge | 214/867-2626 214/276-6412 |

DIVISION 15

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|------------------|--|----------------------------------|------------------------------|
| 35 | Mar. 7-8 1992 | Ice Pick Regatta Pensacola, FL | Kirk Newkirk | 904/932-5520 |
| 70 | Mar. 28-29 1992 | April Fools Regatta Ocean Springs, MS | OSYC Jimmy Brenner | 601/875-1917 601/497-5621 |
| 41 | Apr. 11-12 1992 | Crecent City Regatta New Orleans, LA | Barbara Lee | 504/837-4191 504/283-1312 |
| 134 | Apr. 25-26 1992 | No Frills Regatta Enid Lake, MS | Charlie Miller | 901/744-7552 |
| 43 | Apr. 25-26 1992 | Stephen C. Smith Mem. Shell Point Beach, FL | John Derringer | 904/942-9629 904/668-1729 |
| 278 | May 2-3 1992 | Dixie Invitational Jackson, MS | Richard Shelton | 601/856-6823 |
| 178 | May 23-24 1992 | Hogs Breath Ft. Walton Beach, FL | Steve Essig | 904/897-1124 |
| 178 | June 20 1992 | *Great Bay Race Ft. Walton Beach, FL | Nanette Bell | 904/664-0361 904/678-6702 |
| 70 | June 27-28 1992 | *Island Hop Ocean Springs, MS | OSYC | 601/497-5621 |
| 178 | July 18-19 1992 | *Hobie For Heart Ft. Walton Beach, FL | Steve Essig | 904/897-1124 |
| 178 | Sept. 19 1992 | *Round the Island Ft. Walton Beach, FL | Nanette Bell Steve Essig | 904/678-6702 904/897-1124 |
| 134 | Sept. 26-27 1992 | Broken Mast Regatta Lake Arkabutla, MS | Andy Humphries Charlie Miller | 901/523-5576 901/744-7552 |
| 249 | Oct. 10-11 1992 | Panama Reds Rum Run Nashville, TN | Bobby Scott John Sheridan | 615/459-3571 615/321-5639 |
| 120 | T.B.A. 1992 | Panama City Regatta Panama City, FL | Mike Wilson Robert Self | 904/235-2823 904/763-7539 |

DIVISION 16

| FLEET | DATE | EVENT/LOCATION | INFORMATION CONTACT NAME | PHONE NO. |
|-------|------------------|---|--------------------------|--------------|
| 204 | May 16-17 1992 | Madcatter Regatta Syracuse, NY | Rob Jerry | 315/637-8048 |
| 183 | May 30-31 1992 | *CouchiCat '92 Orilla, Ont, CAN | Chris Upton | 416/458-4628 |
| 298 | June 6-7 1992 | Ottawa Regatta Ottawa, Ont, CAN | Charles Smith | |
| 183 | June 13-14 1992 | Div. 16 C/Ships Toronto, Ont, CAN | Stuart Crabbe | 416/272-1198 |
| 466 | June 20-21 1992 | Pittsburgh Regatta Pittsburgh, PA | Tim Nixon | 412/457-6448 |
| 119 | July 11-12 1992 | Wendt Beach Regatta Angola, NY | Bob Kaine | 716/947-4886 |
| KCC | July 18-19 1992 | Kingston Regatta Kingston, Ont, CAN | Nick Elliot | 613/545-7790 |
| 295 | Aug. 1-2 1992 | Hamlin Beach Regatta Rochester, NY | Dave Mortenson | 716/383-8631 |
| 238 | Aug. 15-16 1992 | Sacandaga Regatta Northville, NY | Mike Hands | 518/664-8030 |
| 404 | Aug. 22-23 1992 | *Shore 64 Erie, PA to Dunkirk, NY | David Block | 716/549-3628 |
| 74 | Aug. 29-30 1992 | Last Chance Regatta Whitby, Ont, CAN | Tyler Cobbett | 416/492-1517 |
| 404 | Sept. 12-13 1992 | North Americans Hamburg, NY | David Block | 716/549-3628 |
| 183 | Sept. 19-20 1992 | *Ben-Hur Etobicoke, Ont, CAN | Stuart Crabbe | 416/272-1198 |

INTERNATIONAL

| DATE | NAME/LOCATION | INFORMATION CONTACT NAME | PHONE |
|-----------------|---|------------------------------------|-----------------------------------|
| Mar. 8 1992 | 5a Trofeo Presidente C.N. Castelldefels, Spain | Lluís Fernandez | 34.3725.46.65 |
| Mar. 22 1992 | Fleet Regatta Gosier, Guadeloupe | IHCA Europe | 94.08.11.88 |
| Mar. 22 1992 | 6a Trofeo Presidente C. N. Castelldefels, Spai | Lluís Fernandez | 34.3.725.46.65 |
| Apr. 4-5 1992 | Fleet Regatta Cazaux, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Apr. 4-5 1992 | 14th Ivory Coast C/Ship Abidjan, Ivory Coast | IHCA Europe | 94.08.11.88 |
| Apr. 9 1992 | 3a Trofeo Presidente C.N. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Apr. 11-12 1992 | Fleet Regatta Marignane, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Apr. 11-12 1992 | 14th Ivory Coast C/Ship Abidjan, Ivory Coast | IHCA Europe | 94.08.11.88 |
| Apr. 11-1 1992 | Dummer Dobben Dummer, Germany | Erwin Ocklenburg Thorsten Wycis | 49.23.53.47.41 49.41.81.39.149 |
| Apr. 11-12 1992 | Hallwilsee Meisterschwanden, Switzerland | Pierre Alain Besuchet | 41.21.824.12.57 |
| Apr. 11-12 1992 | La Deferlante La Rochelle, France | Patrice Vivient | 39.94.08.11.88 33.94.38.63.08 |

REGATTA SCHEDULE

| | | | | | | | |
|--------------------|---|--------------------------------------|-------------------------------------|--------------------|---|--------------------------------------|-------------------------------------|
| Apr. 17-19 1992 | 9Vela Di Pasqua Cesenatico, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 | May 28-31 1992 | Raid Sur Le Lac Leman Geneva, Switzerland | Pierre Alain Besuchet | 41.21.824.12.57 |
| Apr. 17-19 1992 | Gran Trofeu/1a C.N. Sitges, Spain | Luis Fernandez | 34.3.725.46.65 | May 30-31 1992 | Adriatic Cup Pescara, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 |
| Apr. 17-20 1992 | Easter Training Poole, Great Britain | Roy Campbell | 44.243.551.613 | May 30-31 1992 | Cat Spektakulum Wageningen, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Apr. 23 1992 | 4a Trofeo Presidente C.N. Castelfidelfs, Spain | Luis Fernandez | 34.3.725.46.65 | May 30-31 1992 | Fleet Regatta Marseille, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Apr. 26 1992 | Fleet Regatta Gosier, Guadeloupe | IHCA Europe | 94.08.11.88 | May 31 1992 | 3a Regatta F16 C.N. Castelfidelfs, Spain | Luis Fernandez | 34.3.725.46.65 |
| Apr. 25-26 1992 | Raid Des Iles D'or Cavaliere, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 | June 4-8 1992 | Austrian National Neusiedlersee, Austria | Thomas Waller Wolfgang Malatschek | 43.222.804.56.55 43.222.22.24.74 |
| Apr. 25-26 1992 | Training Regatta Middelfart, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 | June 6-7 1992 | Droppelmina Beversee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Apr. 25-26 1992 | 815 Tune Up Copenhagen, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 | June 6-7 1992 | Muritz Cup Robel Muritz, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Apr. 25-26 1992 | Openings Point Regatta Oud Naarden, Holland | Martin Schuitema Hans Van Nes | 31.1751.12.834 31.17.19.19.451 | June 6-7 1992 | Hobie Spring Cup Poole, Great Britain | Roy Campbell | 44.243.551.613 |
| Apr. 25-26 1992 | Spiez Regatta Spiez, Switzerland | Pierre Alain Besuchet | 41.21.824.1257 | June 6-8 1992 | Swedish National Blomberg, Sweden | Lars Persson | 46.500.30.300 |
| Apr. 25-26 1992 | Eifelcup Laachersee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 6-8 1992 | Deuteron Cup Sylt/Nordsee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Apr. 26 1992 | La Barca Challenge St. Aubin, Channel Islands | Barry Jenkins | 44.534.59.990 | June 6-8 1992 | Champ. Aquitaine 2 Socoa, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Apr. 27-30 1992 | HC18FA & 21 Training Quiberon, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 | June 6-8 1992 | Swiss National Vidy, Switzerland | Pierre Alain Besuchet | 41.21.824.1257 |
| May 1-3 1992 | Raid Jacqueline Abidjan, Ivory Coast | IHCA Europe | 94.08.11.88 | June 7 1992 | Castle Cars Round Isle Jersey, Channel Islands | Barry Jenkins | 44.534.59.990 |
| May 1-3 1992 | Venezia Julia Cup Lignano, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 | June 13-14 1992 | Fos Cata Fos, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| May 1-3 1992 | Oorkatenschinken Oorkatensee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 13-14 1992 | Königsbacher Cup Bremerhaven, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| May 1-3 1992 | Copa de España C.N. Castelfidelfs, Spain | Luis Fernandez | 34.3.725.46.65 | June 14 1992 | Round Isle of Wight Stokes Bay, Great Britain | Roy Campbell | 44.243.551.613 |
| May 2-3 1992 | Fruhjahrspokal Stambergersee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 14 1992 | 4a Regatta F16 C. N. Sitges, Spai | Luis Fernandez | 34.3.725.46.65 |
| May 2-3 1992 | Super Sail Neusiedlersee, Austria | Thomas Waller Wolfgang Malatschek | 43.222.804.5655 43.222.22.2474 | June 14 1992 | Trofeo Iniciacion C.N. Benicasim, Spain | Luis Fernandez | 34.3.725.46.65 |
| May 2-4 1992 | Cat Open/TT Bala Cat Club, Great Britain | Roy Campbell | 44.243.551.613 | June 20 1992 | Round Texel Texel, Holland | Martin Schuitema Hans Van Nes | 31.17.51.12.834 31.17.19.19.451 |
| May 9 1992 | Liberation Cup St. Ouen, Channel Islands | Barry Jenkins | 44.534.59.990 | June 20-21 1992 | Bernard's Regatta Serre Poncon, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| May 9 1992 | Hangover Race Helsinki, Finland | Martin Hildebrand | 358.0675.084 | June 21-22 1992 | Raid Jersey Carteret Jersey, Channel Island | Barry Jenkins | 44.534.59.990 |
| May 9-10 1992 | Fleet Regatta Marignane, France | Patrice Vivient | 33.9408.11.88 33.94.38.63.08 | June 21-26 1992 | Kieler Woche Kiel, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| May 9-10 1992 | Turn Up Regatta Middelfart, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.3138 45.31.29.86.00 | June 24-28 1992 | Italian National Gravedona, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 |
| May 9-10 1992 | Yvonnand Regatta Yvonnand, Switzerland | Pierre Alain Besuchet | 41.21.824.1257 | June 27-28 1992 | Puntuable/5a Reg F16 C.N. Calafell, Spain | Luis Fernandez | 34.3.725.46.65 |
| May 9-10 1992 | Hinkelstein Ammersee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 27-28 1992 | European Youth C/Ship Oud Naarden, Holland | Martin Schuitema Hans Van Nes | 31.17.1512.834 31.17.19.19.451 |
| May 9-10 1992 | Hobie Demo Event Exmouth, Great Britain | Roy Campbell | 44.243.551.613 | June 27-28 1992 | RCIYC Regatta St. Aubin, Channel Islands | Barry Jenkins | 44.534.59.990 |
| May 16-17 1992 | Champ. Aquitaine 1 Bordeaux, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 | June 27-28 1992 | Fleet Regatta Geneva, Switzerland | Pierre Alain Besuchet | 41.21.824.1257 |
| May 16-17 1992 | Point Regatta Neusiedlersee, Austria | Thomas Waller Wolfgang Malasche | 43.222.804.56.55 43.222.22.24.74 | June 27-28 1992 | Scottish National Carnoustie YC, Great Britain | Roy Campbell | 44.243.551.613 |
| May 16-17 1992 | Goldener Inster Rursee/Eifel, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 28 1992 | Fleet Regatta Gosier, Guadeloupe | IHCA Europe | 94.08.11.88 |
| May 16-17 1992 | Vogesencup Plobsheim, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | June 28 1992 | After Surf C.M. Benicasim, Spain | Luis Fernandez | 34.3.725.46.65 |
| May 16-17 1992 | Cat Pokal Lindaubodensee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.819 | July 2-6 1992 | 1st Vassiliki Classic Levks | IHCA Europe | 94.08.11.88 |
| May 16-17 1992 | 1000 \$ Regatta Bolsena, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 | July 3-5 1992 | Campionat Catalunya C.N. Sitges, Spain | Luis Fernandez | 34.3.725.46.65 |
| May 16-17 1992 | Cat Open/TT Rutland Water, Great Britain | Roy Campbell | 44.243.551.613 | July 4-5 1992 | Fleet Regatta La Cadena, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| May 17 1992 | Guadeloupe C/Ship Gosier, Guadeloupe | IHCA Europe | 94.08.11.88 | July 4-5 1992 | Gromitz Cup Gromitz, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| May 23-24 1992 | Katamarangau Brombachsee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | July 4-5 1992 | Point Regatta Attersee, Austria | Thomas Waller Wolfgang Malatschek | 43.222.804.56.55 43.222.22.24.74 |
| May 23-24 1992 | Bol D'Or Morges, Switzerland | Pierre Alain Besuchet | 41.21.824.1257 | July 4-5 1992 | Cat Open TT Bognor Regis, Great Britain | Roy Campbell | 44.243.551.613 |
| May 23-25 1992 | Point Regatta Bala Cat Club, Great Britain | Roy Campbell | 44.243.551.613 | July 4-8 1992 | European Youth Spa Newport, Belgium | Patrick Demesmaeker | 32.50.62.07.52 |
| May 23-25 1992 | Cap Open/TT Cawsand Bay, Great Britain | Roy Campbell | 44.243.551.613 | July 10-13 1992 | Raid Helsinki-Hanko Helsinki, Finland | Martin Hildebrand | 358.0675.084 |
| May 24 1992 | Guadeloupe C/Ship Gosier, Guadeloupe | IHCA Europe | 94.08.11.88 | July 11-12 1992 | Sail Boat C.N. Benicasim, Spain | Luis Fernandez | 34.3.725.46.65 |
| May 27-3 1992 | 1Folie's Cup Hyeres, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 | July 11-15 1992 | French National Erquy, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| May 27-31 1992 | Corsica Raid Porticcio, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 | July 11-12 1992 | Prulla Cup Palermo, Italy | Carlo Lepsky Beni Bozano | 39.6.379.1210 39.185.62.602 |
| May 28 1992 | Blaues Band Vom Rursee/Eifel, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | July 11-12 1992 | Week End Hobie Cat Geneva, Switzerland | Pierre Alain Besuchet | 41.21.824.12.57 |
| May 28-31 1992 | German Championship Bosau, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 | July 11-12 1992 | Belgium National Oostende, Belgium | Patrick Demesmaeker | 32.50.62.07.52 |

REGATTA SCHEDULE

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|------------------------|---|--------------------------------------|-------------------------------------|
| July 14 1992 | Fleet Regatta Martigues, France | Patrice Vivien | 33.94.08.11.88 33.94.38.63.08 |
| July 17-19 1992 | Nacional Hobie Cat La Manga, Spain | Lluís Fernandez | 34.3.725.46.65 |
| July 17-19 1992 | Fleet Regatta Marstrand | IHCA Europe | 94.08.11.88 |
| July 18-19 1992 | Semana del Mar C.N. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| July 18-19 1992 | 5th Multilaro Gravedona, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 |
| July 18-19 1992 | Fleet Regatta Ste. Marie/Mer, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| July 18-19 1992 | Champions of Champs South Shields, Great Britain | Roy Campbell | 44.243.551.613 |
| July 24-26 1992 | Dutch Nationals Katwyk, Holland | Martin Schuitema Hans Van Nes | 31.17.15.12.834 31.17.19.19.451 |
| July 25-26 1992 | Seefestregatta Vilstaltstausse, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| July 25-26 1992 | Gorey Regatta Gorey, Channel Islands | Barry Jenkins | 44.534.59.990 |
| July 25-26 1992 | East Coast Piers Race Marconi SC, Great Britain | Roy Campbell | 44.243.551.613 |
| July 27-Aug. 8 1992 | European HC 16 Katwyk, Holland | Martin Schuitema Hans Van Nes | 31.17.51.12.834 31.17.19.19.451 |
| Aug. 1-2 1992 | Territorial Levantina C.N. Benicasim, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Aug. 1-2 1992 | Nordsee Cup Wyk Foehr, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Aug. 1-2 1992 | 333 Cup Middelfart, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.3129.86.00 |
| Aug. 2 1992 | Anglesey Offshore Anglesey, Great Britain | Roy Campbell | 44.243.551.613 |
| Aug. 8-9 1992 | Fleet Regatta Ste. Marie/Mer, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Aug. 8 1992 | Round of Oud Naarden Oud Naarden, Holland | Martin Schuitema Hans Van Nes | 31.1751.12.834 31.1719.19.451 |
| Aug. 8 1992 | Rex Oliver Longhaul St. Ouen, Channel Islands | Barry Jenkins | 44.534.59.990 |
| Aug. 8-15 1992 | British Nationals Weymouth, Great Britain | Roy Campbell | 44.243.551.613 |
| Aug. 8-9 1992 | Territorial Andaluza C.N. Sotogrande, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Aug. 10 1992 | Raid Dinard-St. Cast Dinard, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Aug. 14-15 1992 | Villa Castelldefels C.N. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Aug. 15 1992 | Trofeo Carnavalesco C.N. Benicasim, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Aug. 15 1992 | Trav. Pals-Medes-Pals C.N. El Grau (Pals), Spain | Lluís Fernandez | 34.3.725.46.65 |
| Aug. 15-16 1992 | Bodenseeregatta Kreuzlingen, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Aug. 15-16 1992 | Bol D'or Vallee De Joux Rocheray, Switzerland | Pierre Alain Besuchet | 41.21.824.12.57 |
| Aug. 15-16 1992 | Cat Open/TT Helensburgh, Great Britain | Roy Campbell | 44.243.551.613 |
| Aug. 16 1992 | Exomo. Ayuntamiento C.M. Benicasim, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Aug. 16 1992 | Fleet Regatta Etang De Berre, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Aug. 22 1992 | Trofeo Festa Major C.N. Stiges, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Aug. 22-23 1992 | Riva Regatta St. Ouen, Channel Island. | Barry Jenkins | 44.534.59.990 |
| Aug. 22-23 1992 | Danish National Copenhagen, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 |
| Aug. 22-23 1992 | Super Sail Copenhagen, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 |
| Aug. 29-30 1992 | Fleet Regatta Oud Naarden, Holland | Martin Schuitema Hans Van Nes | 31.17.51.12.834 31.17.19.19.451 |
| Aug. 29 1992 | Three Islands Race Anglesey, Great Britain | Roy Campbell | 44.243.551.613 |
| Aug. 29-30 1992 | Super Sail Kellenhusen, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Aug. 29-30 1992 | Finnish Nationals Helsinki, Finland | Martin Hildebrand | 358.0675.084 |
| Sept. 4-6 1992 | Norsk Hobie National Oslo, Norway | IHCA Europe | 94.08.11.88 |
| Sept. 5-6 1992 | Point Regatta Neusiedlersee, Austria | Thomas Waller Wolfgang Malatschek | 43.222.804.56.55 43.222.22.24.74 |
| Sept. 5-6 1992 | Um's Walchenfass Walchensee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Sept. 5-6 1992 | St. Helier Regatta St. Aubin, Channel Islands | Barry Jenkins | 44.534.59.990 |
| Sept. 5-6 1992 | Trofeo de Plata/6a C.N. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Sept. 5-6 1992 | After Surf C.N. Benicasim, Spai | Lluís Fernandez | 34.3.725.46.65 |

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| Sept. 9-12 1992 | H 14/17/18/Fa/21 Euro Noirmoutier, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Sept. 11 1992 | Mari Muntanya C.N. El Grau (Pals), Spain | Luis Fernandez | 34.3.725.46.6 |
| Sept. 11-13 1992 | Setmana Catalana C.N. Masnou, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Sept. 12-13 1992 | Fleet Regatta Vitrolle, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Sept. 12-13 1992 | Kaep'n Hahn Cup Sylt Nordsee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Sept. 18-20 1992 | Campeonato España C.N. Calafell, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Sept. 19-20 1992 | Lander Cup Oud Naarden, Holland | Martin Schuitema Hans Van Nes | 31.17.51.12.834 31.17.19.19.451 |
| Sept. 19-20 1992 | Channel Island C/Ship St. Aubin, Channel Island | Barry Jenkins | 44.534.59.990 |
| Sept. 19-20 1992 | Herbstwettfahrten Harkortsee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Sept. 19-20 1992 | Hobielregatta Ammersee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Sept. 19 1992 | The Fast Cat Challenge Calshot, Great Britain | Roy Campbell | 44.243.551.613 |
| Sept. 26 1992 | 7a Regatta F16 C.N. Calafell, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Sept. 26-27 1992 | Super Sails Lake Garda, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 |
| Sept. 26-27 1992 | Cata Ora Cup Lake Garda, Italy | Carlo Lepsky Beni Bozano | 39.6.379.12.10 39.185.62.602 |
| Sept. 26-27 1992 | Point Regatta Neusiedlersee, Austria | Thomas Waller Wolfgang Malatschek | 43.222.804.56.55 43.222.22.24.74 |
| Sept. 26-27 1992 | Schweriner SE Schwerin, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Sept. 26-27 1992 | Regate Des Settons Lac Des Settons, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Sept. 26-27 1992 | Coupe De Guyenne Guyenne, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Sept. 26-27 1992 | Champ Regional Hobie Cat Carnac, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Sept. 26-27 1992 | Cat Open Race/TT Felixstowe, Great Britain | Roy Campbell | 44.243.551.613 |
| Oct. 3-4 1992 | Fleet Regatta Martigues, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Oct. 3-4 1992 | Tumpel Trophy Zulpicher See, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Oct. 4 1992 | 8a y Final Regatta F16 C.M. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Oct. 4 1992 | Benest Kart I St. Aubin, Channel Islands | Barry Jenkins | 44.534.59.990 |
| Oct. 10 1992 | Hobie On The Rocks Helsinki, Finland | Martin Hildebrand | 358.0675.084 |
| Oct. 10-11 1992 | Regatta Tardor C.N. Stiges, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Oct. 10-11 1992 | Hobie Cat Ausklang Steinhudermeer, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Oct. 10-11 1992 | Turn Down Regatta Middelfart, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 |
| Oct. 10-11 1992 | 815 Cup Copenhagen, Denmark | Nina Martinussen Gunhild Hutter | 45.64.40.31.38 45.31.29.86.00 |
| Oct. 17 1992 | Fotosound Trophy St. Aubin, Channel Islands | Barry Jenkins | 44.534.59.990 |
| Oct. 17-18 1992 | Oortkatenfeuer Oortkatensee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 44.41.81.39.149 |
| Oct. 17-18 1992 | Cat Open/TT Grafham Water, Great Britain | Roy Campbell | 44.243.551.613 |
| Oct. 18-24 1992 | Acampada Pantano r Sitjar, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Oct. 24-25 1992 | Ski Voile Cloture Pierre Crans, Switzerland. | Alain Besuchet | 41.21.824.12.57 |
| Oct. 31 1992 | Fleet 386 Regatta St. Aubin, Channel Island | Barry Jenkins | 44.534.59.990 |
| Oct. 30-Nov. 1 1992 | Fleet Regatta Carnac, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Oct. 31-Nov. 1 1992 | Fleet Regatta La Pelle, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Nov. 1 1992 | Copa Castañada C.N. Sitges, Spain | Lluís Fernandez | 34-3-725.46.65 |
| Nov. 4-8 1992 | Grand Prix Armistice Bordeaux, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |
| Nov. 14-15 1992 | Eispokal Baldeneysee, Germany | Erwin Ocklenburg Thorsten Wycisk | 49.23.53.47.41 49.41.81.39.149 |
| Dec. 5-6 1992 | Trofeo Salon Natico C.N. Castelldefels, Spain | Lluís Fernandez | 34.3.725.46.65 |
| Dec. 25 1992 | Salda Navidad C.N. Sitges, Spain | Luis Fernande | 34.3.725.46.65 |
| Dec. 26-30 1992 | Stage Regate Hyeres, France | Patrice Vivient | 33.94.08.11.88 33.94.38.63.08 |

Australians Join Hobie 16 Trapseat International Championship

BY MIKE STRAHLE

The first official Hobie 16 Trapseat International Championship attracted racers from Australia, Canada and the United States. Organizing a Trapseat event is one major challenge; convincing racers from far-away continents to attend is another.

As usual, teams consisted of a disabled skipper and an able-bodied crew. Competing racers were as follows: Mic O'Connor/Colin Duckworth, Australia; Tom Mauer/Roboat Lackey, Canada; Joe Hawkins/Andy Townley, Illinois; Greg Jacobs/Daryl Strahle, Washington; Joe Bohl/Mike Lattin, Nevada; and Californians Michelle Erickson/Mike Cannon; Tami Bidwell/Lorin Strahle; and myself, Mike Strahle/Carl Strahle.

Wind Makes Qualifying Statement

Sailing in the qualifying round's light and extra-light wind for three days in a row tested everyone's experience and concentration. Racing out into an early lead right from the start was not always wise, especially if you sailed into a hole as the rest of the pack sailed around it yelling thanks for the help.

The competition seems to get stiffer every year as the racers gain more experience on the course. After the qualifying round was over, all but one team had pulled out a first-place finish. With only six spots open for the final round, the teams of Tami Bidwell and Greg Jacobs became spectators. The Australians and Canadians, who were happy just to make it to the finals after such a long trek from their homeland, expressed surprise at how strong the American teams proved to be.

Bright And Breezy

The wind gods blessed us with 12-15 knot winds for the first day of the finals. Set against the inviting background of a lake brimming with whitecaps and the sun shining brightly, we drew for boats and headed out to the start.

Everyone hit the start right on time. I got out to an early lead as we headed to the first mark. Both the wind and I held in there, as I sailed in for a first. Joe Bohl took second and Michelle Erickson pulled up in third.

We traded boats and sailed out for race two. When the blue flag came down, all racers started for position. As most were on a starboard tack, I decided to hold my course on a port, which looked like I was playing chicken with the rest of the boats.

My plan was to jibe in front of the pack and turn up to the windward pin at the start.

But the boats were moving faster than I anticipated; I jibed too late and had to abort the mission. I lost the tiller and was unable to recover. I sailed head-on into Joe Hawkins, requiring a 720 before the first mark.

Michelle Erickson emerged with a big lead by the first mark and never let up. She and crew Mike Cannon smoked across the finish in first, leaving me in second and Joe Hawkins in third.

With the wind cranking up and above 15 knots, RC decided to run a third race. Gordon Buck elected to run a course 8 twice around, putting the first mark at a screaming reach position.

When the blue flag dropped, all boats flew toward the start on a starboard. Joe Hawkins and Michelle Erickson sailed to the line first and were forced over early. I nailed the start and jumped out to a big lead, sailing in for a first, with Joe Bohl in

the mark and at the finish line were the Australians.

The wind and racing remained strong throughout the long, exhausting day. At that point I was in first, with Michelle Erickson in second and Joe Hawkins in third. Joe and Michelle urged RC to run another race, because they still had a chance to win the event. Chicago's Joe, who did not want to see both first and second place going to local sailors, applauded the decision of one last race.

It Ain't Over Till It's Over

Serious does not describe the intensity of the looks on the racers' faces. Stone cold was more on line, as we all traded boats for the last time and sailed toward the start. After winning the event two years in a row, I seemingly had no fans left, until I sailed by a spectator boat and heard my brother Lorin yell out, "Go get 'em, Mike!" But wait, right after that as Michelle Erickson sailed by, he yelled, "Kick his a __, Michelle!" and I thought, my own brother, what a maggot.

With first place up for grabs among Joe, Michelle and myself, we three were right on the line, side by side, when the starting gun went off. As I held my course, Erickson and Hawkins tacked for clean air heading for the first mark. Carl and I picked the fastest line and hit the mark first. The wind held at 15 making it hard for my two competitors to catch the lead boat as they flew downwind toward the leeward mark. With a comfortable lead, I rounded the last mark, sheeted in the sails and took off toward the finish to clinch the 1991 Hobie 16 Trapseat International Championship.

Michelle Erickson held off Joe Hawkins at the finish, sailing in for a strong second, leaving Hawkins in third. Joe Bohl took fourth; Tom Mauer, fifth; coming in a close sixth were Australians Mic O'Connor and Colin Duckworth.

Over And Under

After the trophy ceremony, we returned to home base and prepared for the annual Trapseat prime rib dinner at Moose Lodge #1006. Everyone connected with the event enjoyed drinks and an awesome dinner. We sat around a huge table and had a great time talking about the last five days of competition.

The Australians informed us they would be back to win the 1992 event. If you want to add your local representative to this illustrious international contest, please call Mike Strahle for details at (916) 221-7197. See you next year! 



second and Tom Mauer in third. RC said that was enough racing for the day and called it quits.

The Last Day

The sparkling waters of Whiskeytown Lake were once again cluttered with whitecaps for the final day. It was anyone's race at this point. The starting line was filled with boats when the gun went off; all six got off to a clean start.

It was hard to tell who was in the lead as the racers diced it up toward the first mark. First to round turned out to be the Australian team of Mic O'Connor and Colin Duckworth. Close behind was Michelle Erickson, followed by Joe Hawkins.

Taking a different course, I jibed at the mark looking for a faster line to the leeward mark. As we approached, it looked as if my course would pay off, but the first around

THIRD FOR TEXAS

Weather Takes Center Stage At Hobie 14/17 Single-handed Nationals

BY PAM CURTIS
PHOTOS
BY CAROL BURRIS

Saturday, October 19, 1991 arrived at Lake Texoma, Texas, with the remains of a mild cold front. The mornings were cool, with the warm autumn sun cutting through the early crispness to make the afternoons pleasant and quite comfortable. Since Lake Texoma is almost at the dead-on center of the country, the weather is often unpredictable.

14s BREEZE THROUGH SERIES

The Hobie 14 stock series began that first afternoon on a warm and breezy note. Race Chairman Jon Tiger got the 27 Cats off and rolling in 8-10 knots of breeze. The very young and fast Brazilian, Valdeno Filho, leaped out in front and did not wait around for anyone to catch him, not even his brother, Samuel Brito.

The afternoon began to wane; likewise, the breezes. Race two was short, but manageable. The third race, attempted on Saturday, had to be abandoned due to lack of participation by the Lake Texoma wind gods.

Meanwhile, back at the welcome party hosted by Cedar Mills Marina & Restaurant, Hobie 14 racers gathered at Pelicans Landing Restaurant and Bar to renew long and strong acquaintance-ships. Conversations spun around the lack of wind to the reminiscing of the great days at Cape May and the Texas taco parties of yore. Scrapbooks appeared, and many were shocked to realize they really did have hair and were even skinny once upon a time.

On a cool and cloudy Sunday morning, the wind began its game of hide and seek. Hope Green of Lee's Summit decided to show those guys how to sail a 14. Seeming to see the winds in technicolor, Hope took off from C-mark to finish. The rest of the fleet tacked away, but she won the race anyway! As before, the later the day, the lighter the winds. Sunday's last race was won again by Valdeno.

Racers Take Pot Luck Food And Weather

During a short executive meeting, RC decided to outsmart the wind by calling for a 9:30 AM white flag. That night, preparing to take whatever the weather dished out, several campsites enjoyed potluck dinners. The campgrounds smelled like a gourmet restaurant, and the scent of upcoming competition filled the air.

Hobie 14 racers hoped Monday morning's déjà vu light winds would hold longer, or even build, in accordance with the predicted weather system moving through the area. Hobie Jr. won the initial race, but Valdeno came back strong to win the next race. By the third race of the day, the winds were definitely picking up, much to the pleasure of the sailors. And of course, the winner was again Valdeno Filho, who was impressing sailors and spectators alike.

The last race of the series featured some enjoyable sibling rivalry. Valdeno's big brother, Samuel Brito, took control and showed his little brother, as well as the rest of the fleet, how it was done.

At the trophy banquet Hobie Jr., the top American (he finished in second place), graciously gave the Brazilian youngster the

credit he was due. All in all, it was a very enjoyable series.

14s OUT; 17s IN

As the 14s were finishing their last day of racing, the remainder of the 17s were pulling in and setting up their boats. Bruce Fields came rolling in with two 17s double stacked on a trailer behind his RV, and another 17 on top of the RV. The "Fleet 20" entourage arrived in the middle of the night in a HUGE motorhome with five 17s, each in some state of disassembly, and one lone 14 Turbo hidden amongst all the big hulls, wings and masts. The scene was quite a curious sight for Cedar Mills locals, but not for those of us who have travelled to several BYOB events.



Day one for the 17s, which was a lay day for the 14s rigging into Turbos or returning home, was ideal, with wind out of the south at 12-15 knots. Early arrivals who had watched the 14s move listlessly around in minimal gusts were very excited to feel the wind blowing in their face.

During the course of the first race, the winds increased to 15. Most participants never had been to Lake Texoma and so never had experienced the lake wind chop/rollers that can grow instantly out of the water. Several boats forgot the tall pole goes up and the blades at the back of the boat go down! Chase crews were busy the entire race, helping to right capsized boats and making sure we would have 52 starters alive and well for the next race.

After a welcomed lunch break, a lot of wet suits came out, even though the temperature hovered around 75 degrees. With one race under their belt, sailors had the rhythm of the water, chase crews had the system of coverage in hand and RC had adjusted to keeping track of 50 boats at one time.

By the end of the day, the winds had calmed, three races were completed and sailors were glad to be on dry land. The night found Phil Collins in first place, Valdeno in second and Jeff Alter in third.

17s And Turbos Seesaw On Windy Sea

The 17s started sailing the next morning at 10:30 in 10-12 knots of warm south winds. Race chairman Ray Seta held that group's skippers' meeting in what was to be a seesaw series. Having two classes racing in different parts of the lake with groups lunching and

launching simultaneously tested the rigors of organization to the maximum. Thanks to a wonderful regatta committee and Cedar Mills staff exquisitely rehearsed for the task, all functioned as a well-oiled machine, and everyone was fed, fueled and sent back on the water with very few hassles.

By that Wednesday evening, the top three sailors from day one remained in fierce contention. At this juncture, Jeff was in first, Phil had slipped to second, and Valdeno to third. Racing an hour later than the 17s, the Turbo participants (including three women) came to be known as the "Tough Guys," due to the cold showers they had to endure — thanks to the big guys using up all the hot water. This night of clammy competition found Bob Bridgeman in first and Val DeKreek in second.

Catters Fish Fest

Members of both fleets shared a mass trip up the road into Oklahoma for a superb catfish feast. A few non-locals had never sampled farm-raised catfish and were a little afraid to try a full dinner of the new and strange cuisine. After sampling their neighbors' food, most were sorry they had ordered hamburgers. A few water guns came out of the closets and a small skirmish seemed to set the stage for a future battle, yet to be fought!

Stormy Battles Ahead

Thursday dawned with the promise of stormy weather in the forecast. The wind gods and weather nymphs smiled upon us, and the two classes raced in breezy 15-20 knot conditions, calming down to 12-15 by mid-afternoon. The chase crews became a choreographed group of workers as they covered both courses in admirable fashion.



Later, during a fine dinner of barbecued brisket and sausages that we had smelled being cooked for the past two days, and amid great entertainment by the Sidemen Band from Fort Worth, the protest committee heard the protest of the century for a C-mark rounding that was slowing the cut announcement.

Finally, the cut was announced. Jeff was in a solid first place, with the really exciting race going on between Collins and Samuel Brito for second. Brother Valdeno was forced to keep a DSQC due to material prejudice. A similar situation was developing in the Turbo fleet, with DeKreek nailing down a definite first, and the

race for second a toss-up to be decided Friday. After the cut was announced, sailors made sure the boats were secure on the beach for what promised to be an exciting weather event. Sure enough, at 2:00 AM the wind growled in from the west, bringing with it hard rain, lightning, thunder, and enough weather to wake all among us but the sleeping rocks.

Friday morning arrived with rain still coming down and everyone wondering what would happen. In the early afternoon, almost as suddenly as it began, the skies cleared, breezes came in and boats were off. By that evening, the Turbos had completed their series (and were treated to warm showers for a change), the 17s were sailing in the divided silver and gold, and everyone was ready to enjoy the Texas beach party hosted by Dallas Fleet 23. The Panhandlers steel drum band provided an abundance of music and Mount Gay Rum served up mass quantities of piña coladas, rum punch and about any other concoction you could think of. It was a wonderful party; many danced until the band finally packed up and drove off, with Hobie hangers-on begging them not to go!


The End ... Almost

The rain came down again, relentlessly, on Saturday morning. While we waited for the championship to be decided, an impromptu Class Association information session was put together. Jeff Alter talked with us about how the Class Association was changing and what those changes would mean to us, the sailors. We were very interested, and glad to have the moment to chat with Jeff on a personal level. Then, Wayne Mooneyham was asked to share with us his secret of going downwind like a streak of lightning! Ask Wick Smith for details.

Again, the weather changed its mind, cleared the skies, kicked up some wind, and made it look as if the last day would be a racing reality yet. And then, as fast as it had cleared, the winds died, clouds appeared in the south, and some question about the conditions arose. After a short delay to make sure the rain was not moving back in, the boats set out for the last day of racing.

The winds were not the great breezes from earlier in the week, but that is what makes a national event so interesting; the fact it is sailed over the course of a week in varying conditions.

After the last two races, everyone was glad to see the week come to an end, but sorry at the prospect of the group breaking up and friends going their separate ways for another year. The trophy banquet was another delicious meal from Pelicans Landing, with many thank yous handed out, and generous gifts from sponsors given away.

We were very excited to watch Val DeKreek crowned as the 1991 Turbo National Champion and Jeff Alter heralded as the 17 National Champion. Joining them in the glory of victory amid excellent competition was the previously crowned Hobie 14 National Champion, Valdeno Filho. Both winners and non-winners had sailed hard in their fleets and braved wind and weather. All agreed this middle spot of America was indeed the very center of the "Hobie Way of Life." 



**All
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Overlapping Rules

Close Encounters Of A C-Mark Kind

BY WICK SMITH

In the last Racer's Edge, we discussed tactics when approaching and rounding C-mark. This time around, we will address the basic rules you need to know on this corner of the course. As many of you know, protests are no fun at all!

Many sailors who initially attempt racing are intimidated by the regatta scene. The biggest obstacle for most is the rules. No wonder; the U.S. Sailing Association (formerly USYRU) rule book is 132 pages of confusion with an appeals book that muddies the water further for those trying to wade through it the first time. When approaching C-mark with five other boats, you don't have an opportunity to pull out your book and look for applicable rules; you need to KNOW who has rights and who doesn't.

The best way to master this, or any section of the rules, is to use the following four-step plan:

- 1) Read as much as you can about rules that are not clear to you.
- 2) Talk to knowledgeable sailors about the rules and when they apply.
- 3) Draw scenarios on paper and test yourself and others on applicable rules and rights.
- 4) Carefully apply your current knowledge on the water to use your rights effectively.

RULE 42

The rule book is broken down into orderly sections that deal with different areas of the course. Luckily, a single rule applies to 95 percent of C-mark encounters. It's rule 42 and it deals with "Rounding or Passing Marks and Obstructions." A working knowledge of its several sub-rules is helpful.

When rounding C-mark with another boat in close proximity, three relationships between the two boats are possible: 1) the two boats are overlapped; 2) you are "clear ahead" of the other boat; or 3) you are "clear behind" the other boat. Physically, no other options exist. Let's consider these relationships one at a time.

DEFINE THE TERMS

You first must understand the definition of "overlapped" versus "clear ahead/behind." Part I of the rules contains a section of definitions. In it you will find terms such as "abaft." This word was last used in normal conversation in "Mutiny on the Bounty." I will try to explain it in everyday language.

Clear behind: If you draw a line through the back of your rudders perpendicular to the direction your boat is moving, and the other boat is entirely behind the line, by definition that boat is "clear astern" and you are "clear ahead" (see boats A1 and B1 in Diagram A). If neither boat fits the definition of "clear astern," the boats are said to be "overlapped" (see boats A2 and B2 in Diagram A).

OVERLAPPED

In this situation, the applicable (and most misunderstood) rule for the leeward rounding is the dreaded BUOY ROOM! If I had a dollar for each layman's definition of buoy room, I could buy the aluminum trailer that has eluded me all these years. Even better, if you want to start a fight at the next fleet campfire, mention you aren't required to hail for buoy room!

Here's the real definition: If two boats are rounding C and are overlapped, the outside boat must give the inside boat room to round the mark, using normal boat-handling techniques. This does not mean all the room the inside boat wants, it means only enough to round without hitting the mark or the outside boat in the current conditions. Consideration is given by protest committees to the prevailing conditions at the time of rounding. If it is blowing 25 knots with 8-foot seas, a boat needs more room to round "in a seaman-like manner" than in 3 knots and flat water.

The tough part of this rule is not what to do at the mark, but when is it determined the boats are overlapped? This is where the fun starts. I'll explain the variations involved by following a typical situation, beginning 300 feet from C-mark as shown in Diagram A.

Boat A and boat B are approaching the mark on the port layline. In position 1, boat A is clear astern of B. In position 2, boat A, by definition, has become overlapped with boat B. At this point they are 150 feet from the mark. No buoy room or "inside overlap" applies, so you should ignore C-mark and use rules that apply on an open leg of the course. Boat B may luff as high as it wishes, knowing leeward boats have right-of-way.

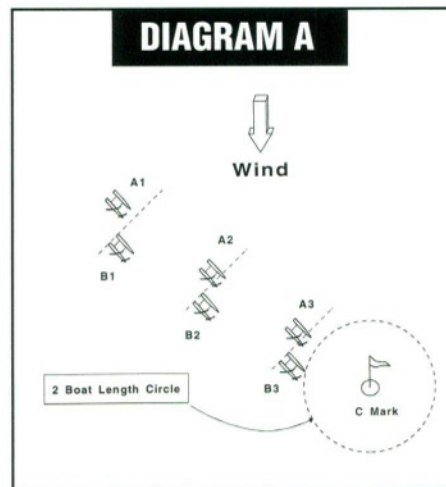
CIRCULAR NOTIONS

No mark rounding rules apply until one of the boats reaches the "two-boat-length

circle." This line of demarcation is easy to see on paper, but difficult to call on the water. "Two boat lengths" is exactly what it sounds like. For Hobie 16s, the circle is 32 feet from the mark. For 18s, it's 36 feet from the mark.

The instant the bow of the first boat crosses into this circle (position 3), all rules change. Assuming the boats are still overlapped, the "leeward" vessel (boat B) loses all luffing rights and must fall off to allow the "windward" vessel (boat A) to come down below the mark and round it properly. It doesn't matter if the overlap did not exist until two seconds prior to the first boat reaching the magic circle. The operative point is: What was the relationship of the two boats when the first boat reached the circle?

I have seen inside boats call for room 300 yards from the mark. They will sail down on you, claiming you cannot sail a



course above the mark. Tell these guys to go blow their nose! Assuming you have luffing rights, you may sail any course you wish as the leeward boat until you reach the two-boat-length circle.

One tactic is to luff this "inside" guy aggressively prior to reaching the circle. When you are just outside the circle, drop down to the mark, and with the shift of your sterns, you no longer will be overlapped.

ROOM TO ROUND

A big point of confusion is what to do when two boats converging at the mark are on opposite tacks. If the intersection of the boats' courses is outside the two-boat-length circle, it is a port/starboard situation, with starboard having rights. If the intersection point is within the circle, rule 42 overrides port/starboard, and the inside boat has rights.

If you are rounding the course counter-clockwise (all marks left to port), the star-

board boat will be the inside boat in the rounding and thus entitled to room. Any outside boats must give it room to round, including room to jibe at the mark. You must jibe at the mark, however, for you are entitled to room only to round the mark, not to sail to Timbuktu! It should be noted that when boats on opposite tacks are sailing toward A-mark upwind, there is no buoy room. Port/starboard rules apply without regard for the two-boat-length circle.

Rule of thumb #1: When you are outside on the rounding, don't cut it too close.

Remember that the outside boat in buoy room situations has the burden of proof it gave the inside boat enough room to round. If the inside boat rounds and protests for not having enough room, the outside boat better have a good witness to testify adequate room was given. Rule of thumb #1: When you are outside on the rounding, don't cut it too close.

NOT OVERLAPPED

This is an easy one to call. If there is no overlap between the boats, then one is clear astern and one is clear ahead. The boat clear ahead has all rights and can round C in any manner it chooses. The boat clear astern must anticipate any maneuvers the boat clear ahead may make and must not interfere with those moves. If questions arise in a protest, the onus is on the boat clear astern to show it kept clear. This is almost impossible to prove, so again, don't push too hard if you are behind.

BOATS IN TRANSITION

If one boat clearly has an overlap for an extended period for the minute leading up to the rounding, buoy room applies. If one boat has been clear ahead for some time, no questions arise over its right to round. The big debates arise when there is question of breaking or gaining an overlap at the last second.

Remember once more, what happens prior to the two-boat-length circle is not important. What happens after the first boat enters the circle also is irrelevant. The relationship of the two boats at the moment in time the first breaks the plane of the circle is what is important. If the overlap is subsequently broken, it does not matter.

Here are the key elements for boats in transition. If two boats are coming into the mark overlapped and, at the last moment prior to the circle the outside boat breaks

the overlap, that boat has the burden of proof to show it broke the overlap in time to round, without giving room to the other boat.

If you are the outside boat attempting to break the overlap of an inside boat, be sure to lock your rudders down. Several skippers sail downwind with one rudder up. By locking it down just before the mark, you move that perpendicular line through the aft-most portion of your boat forward by two feet. Many an overlap has been broken by less than two feet.

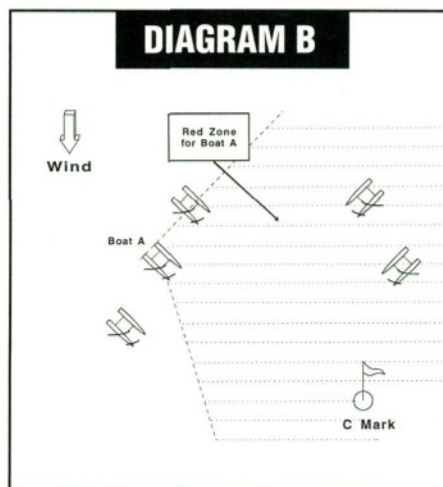
Another trick worth mentioning applies to the inside boat. If you barely have an inside overlap, and the outside boat says, "No overlap, no room," pull the tiller toward you and fall off hard just as the outside boat hits the circle. If your bow strikes your competitor's stern or rudder, an overlap did exist and the other skipper is out. If it misses, you had no overlap.

This technique is supported in the most recent U.S. Sailing Association appeals. You can rely on the word of the outside skipper; if he is wrong, he is out! By the way, don't take his stern off; a gentle tap will do.

In a protest situation, if the same two boats are coming in with one clear ahead and one clear astern, and the boat clear astern established an inside overlap just before the two-boat-length circle, that skipper must prove he arrived prior to either boat reaching the circle.

HAIL NO

Several rumors about hailing for room abound. Believe it or not, hails for buoy room are not required. Do not make the mistake of squeezing someone into the mark just because he does not call for room. However, it is customary to hail when you think you have rights.



The rules reinforce this custom, saying, "A yacht that hails when claiming the establishment or termination of an overlap or insufficiency of room at a mark or obstruction thereby helps to support her claim." This mumbo-jumbo means you help your case in the protest room if you hail for room.

The best technique calls for you to notify in a loud voice any boats to your outside. Hail you will need room if you maintain the current overlap until one of you reaches the circle. Continue the conversation as necessary all the way to the mark. If the other boat never verbally challenges you, you have a solid case in court. If a boat is close but does not have an overlap, let it know this before you reach the circle.

Rule of thumb #2: When coming into C-mark, look in your "red zone" for boats.


ROOMING TOGETHER

Rule of thumb #2: When coming into C-mark, look in your "red zone" for boats (see Diagram B). If any are there on either tack, and can hit you when approaching C, give them room. They qualify for rights under one of three rules. Those on the same tack as your boat have inside overlap and room at the mark, or they are clear ahead and have rights. Those on opposite tacks have port/starboard rights outside the circle, and buoy room rights inside the circle. All others are either clear astern of you, or on your outside and must give you room, or will round ahead and not be a consideration.

Many times you will approach C-mark with several boats. You must take this situation boat by boat, giving room to all that have an inside overlap with you when one of you reaches the two-boat-length circle.

One major item to bear in mind: If you approach C-mark with more than one boat overlapped inside you, you must give room for all inside boats to round in a seamanlike manner. In some cases, the third or fourth boat in may not have rights to room from you, but you must give room because the boat inside you is obligated to do so. If you don't, you will wrongfully compel that boat to break a rule, and you "shall be thrown out," to quote the rule book. With several boats inside your line, you will end up very wide of the mark and will need to accelerate out into clear air if you want to finish before dark! See the previous Racer's Edge (in the January/February 1992 HOTLINE) for tactics on avoiding this situation.

RULES AND RUMORS

Stay tuned. The next Racer's Edge will discuss all the stunts a race committee can pull: shortened courses, general recalls, reverse courses and one-minute rules. Ralph already wants to know how rules can last for only one minute! 

NORTH AMERICAN REGION NEWS

Our Youth: A National Treasure?

The Young And The Restless Make Good Sailors

BY HANNAH POTEAT

I am excited to be serving as your new NAHCA Second Vice Chairman in charge of development of a youth sailing program, among other things. My husband, Bob, and I got involved with Hobies 17 years ago when we moved to San Diego for a two-year vacation, courtesy of the U.S. Navy. From early on, our children were integral parts of our Hobie weekends. We noticed many children around on the beaches, but were especially thrilled to see kids sailing.

We remember Lake Havasu, Arizona, seeing Hobie Jr. and Jeff Alter with Christian Banks floating around on Hobie 12s. There was no wind, but that never seemed to slow down the energy levels of those young teenagers.

Upon moving back to North Carolina, we found kids involved with Hobies here, too. John Palmour sailed his father's 14 whenever he could get his dad to give it up. At age 9, Troy Sunderland raced with his dad, Stan, at many regattas. Meanwhile, Michael Whittington was racing with his parents in Texas at age 4!

In 1977, John Ross-Duggan, in his early 20s, quickly established himself as the best on the east coast and went on to win the 16 National Championship that year. Mike Shearer was only 18 when he won a 16 National. We first saw this year's champ, Keith Christensen, and his crew Chris Veneman, when both were teenagers. Even back then, Keith and Chris gave notice they already were tough competitors, despite being barely able to make minimum weight!

Ground Floor Enthusiasm

From the first day Bob and I owned a Hobie, our children have loved to lie,

crawl, jump and sit all over the trampoline. Frequently the tramp was no more than a diving platform in the middle of the lake or an ant-free picnic spot, but the kids quickly discovered the speed, the trapeze, the jib sheet and the tiller. Bob promised each of them that when they reached age 9, they could begin crewing for him.

Hannah raced a few fleet and lake events before she turned the magic age, but was excited when she finally could crew in ocean races, too. Father and daughter won the Atlantic Coast Championship that year. When Hannah was 13, sister Morgan turned 9, and became Bob's crew. By then, Hannah was in great demand as a crew — 105 pounds, four full years of experience and four national events are pretty good credentials! Four years later, it was our son Hubie's turn to push his older sister off the boat, and now, four more years hence, Hubie is pushing his dad off the tiller.

Lots of other kids out there are sailing now. Dave Edwards from New Jersey, who at 13 crewed in his fourth nationals last fall in San Diego, was joined by Brett McGinnis from Florida, Keith Baker from Washington, Katie Ziolkowski from California and Sam Speegle from California. The NAHCA recognizes their youthful enthusiasm and wants to build on it.

The Future Starts Here And Now

We recognize, too, that the future of any competition is in the hands of beginners. How can we encourage more involvement by children and young adults? How do we promote the camaraderie, competitiveness, intensity and fun intrinsic to the sport of sailing?

Many fleets and divisions have sponsored seminars and learn-to-sail days. On the whole, these events have been successful. But at any regatta a hidden jewel may be playing on shore, diving off the side of the pool or running across the parking lot.

Look at your children. They are born with unbounded energy and enviable agility. They learn quickly and with enthusiasm. Invite them aboard. Encourage them to participate.

Other potential stars are out there. Find out if the college in your area has a sailing team and contact the coach. Maybe there is a way your fleet can get involved — sponsor a race on borrowed Hobies, provide an opportunity for them to experience the speed and power we already love. Share the videos that capture the thrills of Hobie sailing.

Do the summer camps in your area offer sailing instruction? Do they have Hobies? If not, would they be interested in having your fleet take campers sailing on Hobies and give instruction on trapezing? The interest in sailing

generated by The America's Cup competition is something we should use to our advantage.

NAHCA Sailing Survey

The NAHCA wants to know what already is being done to encourage youth sailing, and so has distributed the survey below to the fleets. Help your commodore fill out this survey, or simply write me with your ideas.

1. Do you actively involve skippers and/or crews who are under 18 (or 21) in on-the-water fleet activities or racing? If so, how many events and how are they structured?

2. How many of your fleet members would be willing to involve their own children in small races?

3. How many members would be willing to "adopt" a partner under 18 and teach him or her to sail?

4. Is there interest in hosting races where every skipper is a youth and every crew an adult?

5. If a Youth National were held in conjunction with the 16 National Championship, would anyone from your fleet enter? If so, please include potential name(s) and address(es) for future contact.

6. What age brackets would you consider fair for a youth event?

a. Under 14, 14-18.

b. Under 10, 10-14, 14-18.

c. Under 10, 10-12, 12-14, 14-16, 16-18, 18-21.

d. Other categories.

Among the several decisions to be made are questions such as: On what boat should a Youth National be sailed? Would we have to move the 16 National to the summer if we wanted to sponsor a Youth National in conjunction?

We would like to obtain full sponsorship for a Youth National; do you have any suggestions of sponsors? Contacts in that company? Let me know.

It's your turn. Tell me what you think and my committee will compile your input. We'll try to get direction from those of you who will be involved.

Youth Isn't Wasted On The Young

Show this article to your kids and ask them what they think. You may be surprised. Perhaps they have dreamed of sabotaging your trapeze harness, or leaving you on shore as they sail off on their own adventure. Maybe we can provide the opportunity and prevent the mutiny!

People wishing to respond to Hannah Poteat's challenge, or obtain a copy of the NAHCA survey, should write to: Hannah Poteat, 2301 Gaddy Drive, Raleigh, NC 27609. ✕

Deals on Wheels

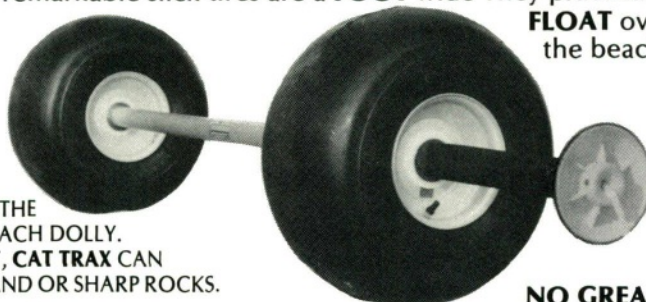
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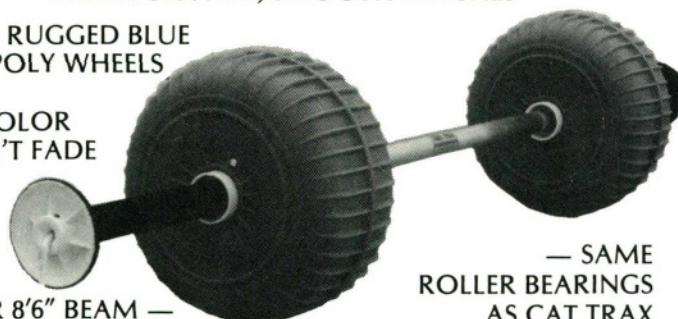
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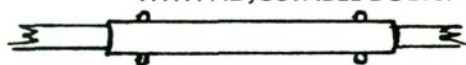
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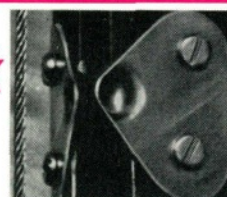


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HOBIE PRESENTS CLASS ACT

BY ROGER BARTHOLOMEW

In an effort to receive approval of our class rules and constitution, explore and promote being selected as an olympic class, strengthen our position and create a greater awareness of our Class Association, IHCA leadership decided to send a strong team to the annual IYRU conference in Madrid last November 1991. The decision turned out to be a wise one in terms of reaching our goals, visibility, impact and benefit to the Class Association. The IHCA trio consisted of myself, as president (funded by Hobie Cat USA, Hobie Europe, South Africa Class Association and IHCA), Paul Ulibarri, racing director (funded by the Spanish Association), and John Dinsdale, Hobie Europe appointee (funded by Hobie Europe).

As the conference was a new experience for us and so much was riding on our performance, we prepared fully, polishing our activity report until it shined. Thanks to these efforts, our presence was noticed favorably, right from the beginning. We entered activities prudently, exploring the lay of the land and establishing beneficial contacts.

Meetings Of Note

Our first meeting was an enlightening discussion forum between the international classes and member national authorities. Only one item on the agenda affected Hobie Catting; namely an agreement that although local variations to class rules may be necessary in accordance with safety considerations, local conditions or national legislation, in general class rules cannot be altered without consulting the Class Association, and upon acceptance by the Class Association, then must be ratified by IYRU.

On the next day, we attended two meetings. At the first, we presented Hobie Cat's activity report to the multihull committee. The essence of our report was:

- The Association is comprised of 15,000 members in 42 countries; 20 of these countries held national championships during 1991.
- Approximately 164,000 Hobies have been built to date.
- Our formally structured Class Association is well-organized with clearly defined Class rules and constitution.
- IHCA has created and implemented a well-planned world championship program.
- Hobie Catting offers a refreshing attitude, reduces the cost of sailing (making it available to more people) and attracts great media attention.

The report was well received, garnering a strong commendation from the committee for the promotion of our class. Ours was the only class to receive this honor. The committee approved our latest rule changes (see IHCA News, Hobie Rules Update, in the January/February 1992 HOTLINE) and also agreed to adopt the French system of handicap ratings for non-class events, although acknowledging

class events should be emphasized.

The international classes committee meeting presented an imposing scene of 55 representatives and many observers. Members discussed and ruled on the new structure of the IYRU, deciding the committee should have a representative on the IYRU Council. The executive classes were requested to send dates for their next year's championships by August first of each year. Also, it was decided only international classes could sail in the Olympics.

Paul, John and I later attended the influential class policy and organizing committee meeting, which focused mainly on the Barcelona Olympics, especially the controversial subject of polluted water. This is a powerful decision-making body, one which will have a large say in selecting new Olympic classes. At this time our Class Association's intention to be selected as a class for the 1996 Olympics was generally understood.

A Worthwhile Endeavor

In summary, it can be said that we fulfilled all our goals and our presence and presentations surprised many people, especially the IYRU itself. Our efforts overshadowed the others, making it obvious the Hobie Class must be taken seriously.

We came away very satisfied with our first foray into the upper echelon of sailing administration, and confident the benefits for the International Hobie Class Association will last over a long period of time.

MEMBERS ONLY

BY JEFF AND LAURIE ALTER

By now, most of you are familiar with the new 1992 IHCA membership drive. All regions around the world are participating in this important campaign created by the IHCA to strengthen and support our Class, the largest one-design Class in the world.

For more than 20 years Hobie Cat Company has invested lots of money and manpower in the development, organization and growth of our sport. Many people also have long volunteered their personal time and money to keep our Class organized and strong. We have been very fortunate to have enjoyed the Hobie lifestyle and Class Association without paying membership dues for so many years. Other associations such as Laser, J-24, Sunfish and Prindle have not been so fortunate.

To continue to grow, the Hobie Class Association must be able to stand on its own financially, without having to rely upon the manufacturer for funding. We feel it is due time for all racers to assist and support the sport from which they have received so much.

Drive Serves All Sailors

The membership drive will help fund many existing programs, create new concepts and open the lines of communication with our fellow sailors around the world as we build our Association and attract new sailors. We have

many ideas to put into action during the 1992 sailing season; to accomplish this, we need funding. The money generated through membership will enable us to create new youth programs, attract and teach new sailors, sponsor learn-to-sail programs and racing seminars (look for one coming to your area), supply fleets with the necessary materials to produce more effective regattas, create racer support programs, promote and market our Class Association to increase attendance, create marketing packets to obtain sponsors for races, and pay for expenses which in the past have been largely financed out-of-pocket by a few individuals.

For the 1992 season, the NAHCA is offering a choice of two membership packages: Gold (\$35) and Silver (\$25). Money from both packages will go to fund the IHCA, NAHCA and the division or fleet. An embossed membership card will be supplied each paid member to signify eligibility to register to race in an event.

HOTLINE has reduced the subscription rate to the IHCA, enabling us to include a subscription in both packages. Communication is of utmost importance to the health of the Class Association and we are very fortunate to have our own sailing publication. As the official publication of the IHCA, HOTLINE is our direct line to you, the racer. We will be using the magazine to keep you abreast of important information, updates and changes that directly affect you and your racing.


The Silver package consists of a HOTLINE subscription and membership card. Included with the Gold package is an IHCA T-shirt, rules book, sticker and many extras ... all for only \$10 more than the Silver package.

The I's Have It

The South Pacific, Southern Africa and European regions, which have had strong membership programs in place for several years, have added a \$5-per-member fee to fund the IHCA. These regions already have implemented very successful youth programs. The Southern Africa Youth National was sailed on Hobie 14s and a reported 65 entrants participated. All three regions are turning out some very top-notch sailors.

It's A Must

Starting with the 1992 sailing season, IHCA membership is mandatory for skippers around the world to race in IHCA-sanctioned points regattas, national and international events. We encourage all fleet members, crews, pleasure sailors and socials to join. We invite you to take part in the benefits of the program and to support the sport we all love.

This program is essential in creating an even stronger sailing organization. With this drive, we look forward to growth in the IHCA and to having the capability of successfully supporting our Class Association and implementing new programs. The 1992 season is going to be exciting for the IHCA and for its members, old and new. 

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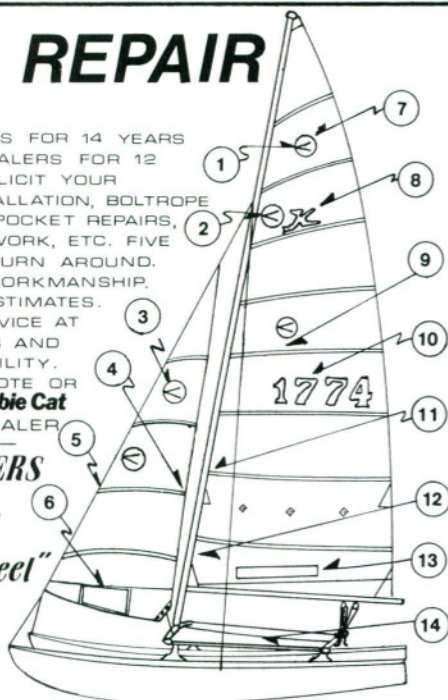
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IN TUNE *Continued from page 17*

hook up a vang as a preventer to the leeward front corner casting.

In medium to heavy air with waves, surfing is the key. Head up as you climb the back of the wave in front of you. Bear off as you reach the crest and dive into the trough. Keep your speed up at all times. Head up in the lulls and bear off in the gusts. Concentrate on the wave pattern and the wind indicator.

Lake sailors know all about screaming — high wind and little or no waves. The object here is to avoid pitchpoling. Keep your weight aft and work the gusts as you do when surfing. Hold on for dear life!

FINAL WORDS OF WISDOM

In closing, let me share with you what I think are the most important elements of sailing and winning on the Hobie 16.

Boat Preparation

People (including myself) spend far too much time on this factor. You should make sure nothing is going to break, everything works properly, and the boat isn't covered with dirt. Boat preparation doesn't win races, it just keeps you from losing them.

Boat Tuning

Again, too much time is spent trying to hit the perfect setup for the day's conditions. Far more important is the ability to shift gears when conditions change. Al-

though proper setup is important because it affects boat speed, you don't have to have the perfect setup to do well in races.

Mental Preparation

Some people require more mental preparation than others. Believe in your abilities. Build self confidence through sailing and racing experience.

Physical Preparation

Physical conditioning makes a difference when the wind picks up, or when you're sailing several days in a row, such as at a major event.

Tactics

You can learn tactics through books and articles, but they are improved only through experience. Read every book on which you can lay your hands. Stewart Walker's "Advanced Racing Tactics" is one of the best, although it's written for monohulls. After you've read the books, go out and practice what you've read in the next regatta.

Helmsmanship

Helmsmanship is the single most important element of success. Nevertheless, most people don't practice it at all. Practice tacks, jibes, mark roundings, starts, "parking" the boat, sailing backwards — the works! Do it a lot, and you will notice significant gains on the race course.



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Teamwork

Keep a steady crew and practice together to maintain regular division of responsibilities. Eventually, as a skipper, you'll find you don't have to worry about your crew's performance, freeing up your attention where it'll do the most good — in making the boat go fast.

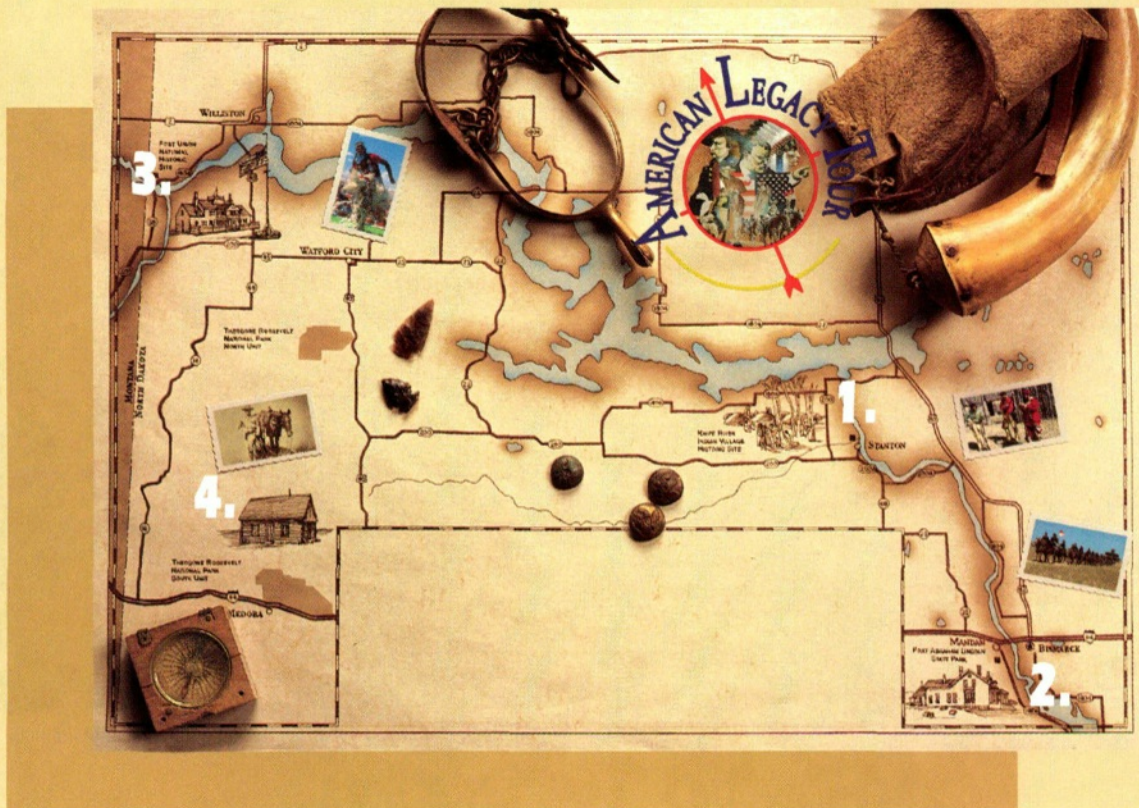
Dumb Luck

Since no one can control fate, why do people rely on luck so much? Forget about dumb luck. If it happens, great — but you can't do consistently well when you hope for lucky breaks to win races.

Not So Dumb Luck

You'll notice a common thread to the most important elements — PRACTICE! To race well and win, you must sail a lot. So grab a friend and GO SAILING! Then go to a regatta and KICK SOME BUTT! 

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