

Hobie HOTLINE

MAY/JUNE 1992

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

ABOVE IT ALL
Twenties Hit Tahoe

WAY DOWN UNDER
Cat Tales From
New Zealand



1ST HOBIE 20 NATIONAL CHAMPIONSHIP

SEPTEMBER 28-30, 1992 • SOUTH LAKE TAHOE



You'll Always
Remember The
First Time ...
Lake Tahoe
Makes It Hard
To Forget.

Lake Tahoe is a wonderful place for memories to begin. One of the best vacation wonderlands in the west, it also is a multihull sailors' mecca, drawing racers and funseekers from points far and near. The combination of water, wind and spectacular scenery is an attraction hard to resist. And the potpourri of activities and entertainment just a hop, skip and sail away makes the locale a great draw for the non-sailing crowd as well.

September Tahoe temperatures are near-perfect, typically ranging in the high 60s to low 70s, with westerly winds 10-20 mph. The location of host site Richardson's Resort is ideal as well. Nestled on the South Shore, this beautiful historic resort offers rustic charm and a list of things to do almost as high as the mountains that surround it. You're right around the corner from sailing, fishing, horseback riding, tennis, volleyball, wagon rides, mountain biking and roller blading. And if spending money is your sport of choice, you'll find lots of fun ways to do that, too — there's great shopping, entertainment and of course gambling minutes away.

Sailing aficionados should consider coming early, to watch the top ten multihull racers in the U.S. go for the prestigious Alter Cup, September 24-26. It might just be another first in a series of fabulous firsts.

Forever after, when you think of a place and time that were head and shoulders above the ordinary, you'll remember Tahoe 1992 ... and smile.

ACCOMMODATIONS

Richardson's offers a wealth of accommodations at down-to-earth prices. For reservations or more information, call (800) 544-1801.

Lakefront Cabins

Includes fireplace, kitchen, living room, bedroom. Each cabin sleeps 6-8 people.

\$75 per night

Lodge or Motel Rooms

Doubles/queen/king available.

\$40 per night

Full-Hookup RV Campsites

\$18 per night

Tent Camping

Two tents maximum per site.

\$12 per night

RACES

The Hobie 20 National Championship is a BYOB (Bring Your Own Boat) event, with a limited number of charterboats available. Paul Ulibarri will be race chairman. Prequalification - not required; no cuts; NAHCA membership required; USSA, IYRU and NAHCA rules apply.

Sunday, Sept. 27

9 a.m.-Noon

Check-in and Registration

Afternoon Practice Race

Monday, Sept. 28

Racing Starts

Welcome Party

Tuesday, Sept. 29

Racing Continues

Wednesday, Sept. 30

Final Day of Racing

Awards and Dinner

HOBIE 20 CHARTERBOATS

Fee: \$350

Refundable boat

damage deposit: \$250

Nonrefundable USSA

boat damage insurance: \$50

If you would like to get on the rental list for a brand-new Hobie 20 charterboat, send your name, address, daytime/evening phone numbers and a \$100 deposit (check, money order, or credit card with information specified in registration form) made payable to Hobie 20 National Championship, to: Hobie 20 Charterboats, P.O. Box 1008, Oceanside, CA 92051. Deadline: July 1, 1992. Racers on the list will be contacted by July 15th to confirm charterboat availability.

FEES

Registration fees include two high quality sweatshirts, lunches, welcome party, awards dinner and a chance for skipper and crew to earn a free ski package. **Sorry, no personal checks or credit cards will be accepted on site for any fees.**

Registration

Pre-registered before

August 21, 1992: \$135

After August 21, 1992: \$185

Party Packets

Additional party packets include the welcome party and awards dinner for \$45.

Additional Sweatshirts

Additional sweatshirts may be purchased for \$25 each. Please specify quantity and size(s) of shirt(s) ordered on your registration form. Payment for additional shirts must be included with your entry fee.

Entry must be postmarked by August 21, 1992 to avoid late fee

SKIPPER:

ADDRESS:

CITY/STATE/ZIP:

DAY PHONE:

EVENING PHONE:

CREW:

WEIGHT:

SAIL NO.:

SWEATSHIRT SIZES: ☐ Med ☐ Large ☐ X-Large

____ Additional Sweatshirts @ \$25 ea • ____ Additional Party Packets @ \$45 ea

I have enclosed a check made payable to Hobie 20 Championship for \$_____ in U.S. funds.

Charge \$_____ to my ☐ Mastercard ☐ Visa

Card No.

Exp. Date

Cardholder's Signature

Mail to: Hobie 20 National Championship • P.O. Box 1008, Oceanside, CA 92051

Sorry, no personal checks or credit cards will be accepted on site for any fees.

INFORMATION CONTACTS: Bonnie Hepburn (619)758-9100 x604 • Doug Skidmore (619)758-9100 x205 • Fax (619)758-1841

RACE REGISTRATION FORM

Hobie HOTLINE

MAY/JUNE 1992 • VOLUME 21 NUMBER 3



DEPARTMENTS

4 HOBIETORIAL

6 LETTERS

8 WAVELINES

10 ASK THE EXPERT

Dear John. Quick fixes for busted wing tubes.

12 CAT TALES

KISS And Tell. Down-under daredevils give long-distance voyage their best shot.

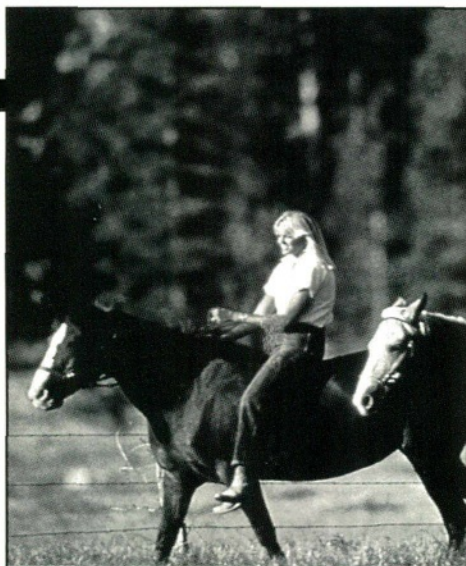
16 IN TUNE

Speed Reading. Everything (and more) racers have been asking about the hot new 20.

27 HOBIE RACING

28 RACER'S EDGE

Singin' The Blues. It's no song and dance, it's the RC rules.



FEATURES

20 WATER WONDERLAND

Lake Tahoe offers a million and one ways to get wet or stay dry and have fun doing it.

On the cover

Photo by Guy Motil. Special effects applied in Adobe Photoshop with Aldus Gallery Effects.

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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Out Of The Closet At Last

Before any readers jump to conclusions about my sexual preferences, let me assure you the title of this Hobietorial refers to a special kind of lust; namely, wanderlust. Although not a vice, this lust can be a burden ... as I hinted in this space a few issues back when I complained of my windowless office.

I realize that living in what those in colder climes may think of as paradise means I shouldn't complain; and working for a company connected with your favorite pastime hardly seems like a job. I agree on both counts, but I must acknowledge an abiding urge to be out there where the fun is — on the water with all of you. I also admit I'm one of those people who pass up the Personals for the Travel section of the newspaper (oh, OK, I confess, sometimes I read the Personals, too, but strictly in the interest of proofreading).

Recently I had the chance to satisfy my wanderlust ... twice! First I headed south of the border, to San Felipe. I wasn't alone. There were hundreds of you Hobie Catters down there — 220 boats strong — from as far away as Washington and Oklahoma.

Some came to conquer, at this 21st annual Midwinters West, the opening west coast event of the year. Some came to party. (I saw you guys bring in your boats, set 'em up on the beach and never put 'em in the water. Those hulls make a hell of a good end table for your shrimp tacos and margaritas, don't they?) All came to enjoy, and no one went away unsatisfied.

I loved the Mexican-style R 'n' R, soaking up the sun and fun (not to mention a Corona or two at the Miramar, the local party-hearty establishment). And I was thrilled to take a more active role, too, on a chase boat at A-mark when the 20s and the 16A fleet rounded at the same time. It was like Daytona, only better!

Those of you who know me know I am not the most inhibited person around, and when I get excited everyone knows it. Let me tell you, it was hard to contain myself — especially since I knew many of the skippers and crews. Realizing cheering, yelling, screaming and otherwise expressing oneself loudly are frowned upon on the race course (that's putting it mildly — I think it may be grounds for execution or at least permanent exile), I did try mightily to contain myself and save my shouting for the photo shoots. I also saved some cheers for all the special behind-the-scenes volunteers who make this and every Hobie happening great.

Keeping my enthusiasm at an acceptable level (below high-pitched) in the sight of 200 Hobies and scores of happy Hobie Catters was not an easy task. If you've never attended Midwinters West, plan right now to get there next year. Just remember to bring a little tabasco and a lot of film (and possibly earplugs, in case you're in the Hepburn neighborhood).

So now, you're thinking, is she finally satisfied ... has she gotten the travel bug out of her system? Well, I hardly had time to unpack my suntan lotion and shades when it was time to pack up my snowshoes and head north to Lake Tahoe, site of this year's Alter Cup and the first ever Hobie 20 National Championship. There's an article in this issue ("Water Wonderland") about the area, but words simply cannot do it justice. Get there or forever wish you had!

Everyone — from the folks at Richardson's and Windjammers Yacht Club to the Lake Tahoe Visitors Authority — was great and very excited about our upcoming events. It was nice to hear so many people make so many heartwarming comments about Hobie Cats and the people who sail them. It's nice to feel so wanted.

Personally fulfilling to me was the opportunity to show off the HOTLINE (just a little bit). Mention was made of another class association's newsletter, so I showed them ours. They were more than impressed.

Now, these adventures behind me, here I sit, back in my windowless office, all my suitcases put away and memories of my two great trips never far from my thoughts. I realize my office does have a window after all. It's a window on the whole Hobie world around me — and that's a great big wonderful world!

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LOOK FOR **HOBIE** AND GET THE BEST

Wires, Wires, Wires

Don't wait until the wind is blowing like stink and your mast is lying in the water with the sail attached. Examine your wires now, and replace as necessary. Be confident you can sail all season without a disastrous and embarrassing dismasting. Order per catalog part numbers.

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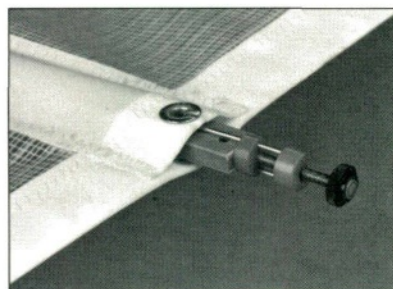
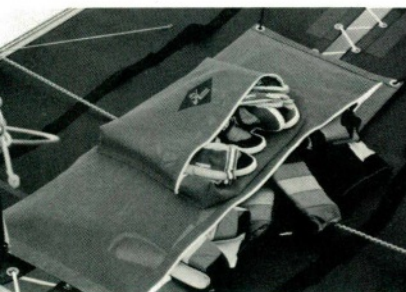
This is the best, most precise batten tension adjuster available. Tune your sail with precision and absolute repeatability.

Order #1528
\$6.70 each

June Special:
10% Off*

**DON'T GET BESTED,
GET THE BEST:
GENUINE HOBIE**

***See your Hobie Dealer**



JUST THE FACTS

On September 13, 1991, Hobie Cat printed a news release, "Hobie Miracle 20 Stops Competition Cold," and an article in the HOTLINE, "Hobie Miracle: Hot Cat Tops Them All." I was very surprised at the altered facts and the tone of these articles. There was misleading interpretation of the Miracles' overall finishes. The facts were a lower-division stock Prindle 19 and Nacra 5.8 finished ahead of the stock Miracle in boat-for-boat finish.

Such comments as "... competitors vexed by the Hobie sailboats' speed," were, in our opinion inappropriate. Even though most of the participants realized that a Prindle 19 and Nacra 5.8 beat the Miracle at Cat Fight 7, the sailors were more interested in having post-racing fun on the beach.

Bill Landry, Cat Fight race chairman, was very disturbed by the Hobie news release. He objected to misleading Cat Fight results (Miracles finished 14th and 15th respectively on corrected overall time). Bill was annoyed at the fact that Hobie Cat tried to capitalize on Cat Fight which is known as a "FUN" race. The image they promote is one where catamaran sailors share in their fun regardless of the type of boat they sail, not a "vexed" or a "vanquished foe."

The International Nacra Class Association (INCA) has and will continue to work hard at building its class and multihull sailing in general. The emphasis will continue to be on participation, not winning and losing. I feel the image the press release and the HOTLINE article conveys is the Miracle blew away the other classes of multihulls. I feel this is not in the best interest of OUR sport. Rather, I would like to see the Miracle promoted based on her own merits, not by degrading other classes.

I hope that we will all work together to help promote this great sport by accentuating what our own classes have to offer while not belittling other classes. Our combined teamwork and support will work toward the betterment for everyone sailing multihulls. Thank you for your consideration.

Timothy E. Fortier
INCA Class Director

The Cat Fight 7 was virtually the first official race for the Miracle 20. As such, it was the first real opportunity to compare Hobie Cat's hot new boat with similar boats, and with its direct competition, raced mostly by national championship sailors. Admittedly we were over-elated at how well the boat performed, and concede we may

have gotten carried away with the use of colorful words.

As to the official Cat Fight 7 race results themselves, in overall time a stock Hobie 20 beat 25 out of 26 Prindle 19s and all but one Nacra 5.8. (A Hobie 20 with a spinnaker was actually the first boat to finish overall, and the fastest boat on the race course, but due to an improper finish had to repeat the finish.) In their division, Division 1, Hobie 20s came in first and second. Although a Miracle did not win the race in corrected time, neither did a Prindle nor a Nacra. A Hobie 16 took first-place honors, with the 20s finishing 14th and 15th out of the 67 boats that finished.

We agree the best thing to do is let the boat's performance speak for itself where it counts, on the water; and it is! (Look for official race results in upcoming issues.)

We will continue working hard to build and support multihull sailing. Hobie Cat (through the sailors, class association and the company) has made an immeasurable contribution to and has a huge investment in the sport. In the spirit of the "Hobie Way of Life," we also believe in having fun — even amidst the most grueling competition.

OPEN OR CLOSED

The following is a bit of "retrospect/follow up" to my last letter (printed in the March/April 1992 issue) concerning the allowance of other multihulls in our open class. In our last fleet meeting an interesting point was made about open class boats not having COMPTIPs™.

First of all I am all for COMPTIPs. I have not always felt this way. The reality of increased safety and getting affordable insurance for our racing events has swayed me to accept them. I have also found the COMPTIP to be a great tuning device under many different wind conditions.

What would happen if a Prindle or Nacra were to have an incident with power lines at a Hobie regatta? Would we be held liable, and in turn would that affect the future of our racing?

Although I still feel the open class should be open to all multihulls (under 22 feet), the answer seems too easy to me. Simply do not allow ANY boats at our regattas without COMPTIPs. If another multihull wants to go to the extreme amount of trouble to install one, I say let them race! I think you will find that most (if any) would not go to this trouble. Not only would you address the insurance issue, but more than likely solve the open class issue as well. At least this way we wouldn't be totally throwing the other multihulls out on their ear.

Also in my last letter, I was critical of how

the "The Hobie Way of Life" seems to be so "overwhelming." Well, I'm not down on what you are trying to accomplish, only the way in which it is presented. Believe me, I support Hobie Cat 100% and would like to see it continue to grow. You must understand that I am a newcomer to Hobie Cat racing, and so these opinions are from the outside looking in; maybe what I am expressing turns other Cat sailors off, too.

I do not need the manufacturer stomping this phrase ("Hobie Way of Life") into my head; it's too much like a high-pressure sales (sails) job. We have chosen to sail and race HOBIES and most will continue to do so. You needn't remind us all the time of who to support. We know!

Bonnie, you do a great job with the HOTLINE. I hope this comes across as constructive criticism, not just a gripe. I want to see you continue to succeed!

"In Tune" and "Racer's Edge" are of particular interest to me; all that go fast theory I eat up in a heartbeat. Keep it up! Also, any stories of adventures or a tight race keep my blood pressure up!

I was reading in the latest HOTLINE how some of the "old-timers" want a greater mix of social events. Well, so do the newcomers. Race, race, race can get exhausting, and in our fleet we are trying to support this consensus, supplementing racing with more fun sail parties, etc. We also have had suggestions for bicycle rides, ski trips and the like. I'll let you know how these improve the fleet.

Brian Joder
Sacramento, CA

NO RESPECT

I was surprised when I read the Hobie 18 Nationals article in the January/February '92 issue of HOTLINE. There was no mention of any of the SX-18 or 21 classes.

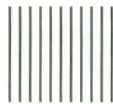
Maybe there wasn't a large number of boats, but certainly enough to have a good race. I'm a local San Francisco Bay sailor, but some of these people traveled a long distance to compete in the Nationals.

Hobie has started some new classes of boats. I believe this is a good thing. Technology must move forward and I believe we should all cope with that, even if it means buying a new boat. Otherwise, Hobies will be inferior to other boats. But, how does Hobie expect to sell these new boats if their National Championship gets no coverage in the HOTLINE?

By the way, great magazine (I'm not being sarcastic).

Louis Stamos
San Ramon, CA

Dealer Menu



HOTLINE

ARIZONA

Sailboat Shop Inc.
Tempe (602)894-5494
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CALIFORNIA

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Pine Knot Landing
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Corpus Christi
San Antonio (512)657-2222

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Sanford Part Sales
Odessa (915)363-0014

UTAH

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VERMONT

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VIRGINIA

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Trail 'N Sail
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Trafton Marine
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or
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Aquarius Sail of Wisconsin
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AS THE HULLS FLY

This second installment of our Hobie soap opera finds Nici Mahlandt picking up her Hobie for her first real sail. Does her old skipper have other ideas?

EPISODE 2: LET ME TAKE YOU ON A C CRUISE

Owning a Hobie Cat is a four-step process. You have to buy the boat, get it to water, rig it properly, and learn to operate all the parts without falling over (or overboard). Then you get a crew (you tell them when, where and how ... and it's always THEIR FAULT) and go sailing.

I'd already handled step one and was waiting with bated breath for some fine young man to respond to my bait of an ad for a crew. Step two slapped me in the face when I met Dave at the marina on the cold misty morning of my debut sail as a skipper. Not only did he already have a new crew (mutiny!) along for his boat, but he expected me to drive my teeny-tiny Honda 50 miles to the race site while towing a 200-foot trailer carrying a boat larger than my house. (In our previous lives, he drove the car while I navigated, appropriately pointing out when to turn around and go back to the road we just missed.)

I'll show him! We took off cross-country, over hill and dale, river and bridge. It was the bridge that did me in. You see, I play a game at tollbooths where I try to beat the light by getting as close to the basket as possible, flipping the coin, and gunning the motor. Now it is a well-known fact that most women have difficulty estimating such measurements as length (a shortcoming for which most men are exceedingly grateful), and distance. As I flipped, I glanced back and found the boat was at least 10 feet wider than the booth opening, and there were large concrete bumpers an inch away from ripping two thousand dollars worth of gelcoat off my port hull. That's when I learned step two actually is made up of several little steps - like backing up and going forward. Dave generously offered to get my boat through the booth (he may have had some incentive from the police trying to clear the traffic jam behind me).

With only a few additional incidents (no, I did not hug the shoulder for the next 40 miles), we arrived at the race site. Getting the boat from trailer to water was easy. I simply tugged helplessly on the closest two-ton hull and six husky sailors took it upon themselves to demonstrate their chivalry. (I figure this pose should work until I whomp them in a race, or figure out just how many \$100 parts it takes to turn a Honda into a truck!) Time to sail ... almost.

Just what kind of seedy saga is this? A C cruise? A no-see crews? How can anyone see anything through the mist, or is this the kind of story best viewed through a fog? Stay tuned for the next filmy edition of As The Hulls Fly.

FINALLY: THE ULTIMATE RACING BOOK

In 1972, catamaran pioneer Rick White wrote one of the first books on multihull sailing. Two decades and a multitude of major championships later, White now has authored the definitive racing book for this decade. *Catamaran Racing: For the 90's*, written in conjunction with White's wife, Mary Wells, reveals cutting-edge technology and techniques designed to help sailors at all levels achieve their personal best.

"This book is a result of pooling the experience and experiments of hundreds of top sailors," maintains the author, founder of Rick White's Sailing Seminars. In addition to over 60 diagrams, it includes chapters by world-class sailors such as Randy Smyth, Carlton Tucker and Hobie Alter, Jr. For your very own copy, see your favorite Hobie Dealer.

BOAT OWNERS TO FEEL LESS USED

In the continuing saga of the boat "user fee" (read: tax) that went into effect last year despite heavy protest from BOAT/U.S., the House Merchant Marine and Fisheries Committee unanimously voted on February 27, 1992 to add a phased-out repeal of the tax to a shipbuilding reform measure currently on the legislative front burner. Under the amendment authored by Representative Bob Davis (R-MI), all recreational boats less than 19 feet in length would be exempt from the user fee as of 10/1/92; less than 25 feet, 10/1/93; and less than 65 feet, 10/1/94.

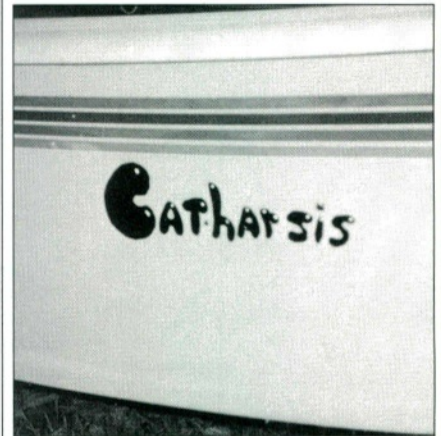
Applauding Davis for this compromise measure, BOAT/U.S. president Richard Schwartz vowed to seek a full repeal in the Senate, saying, "I am confident we will prevail."

HARKEN DECK SHOES WILL KNOCK YOUR SOCKS OFF

Well-known marine hardware company Harken and Saucony running shoe manufacturer Hyde Athletic Industries have combined to produce two state-of-the-art deck shoes. The HS-1 and HS-2 are designed to help male and female sailors deck the hulls in style. Both quick-drying shoes feature deck-gripping soles, rugged support structures, and total comfort.

The HS-1 is an economical deck shoe retailing for \$72. The HS-2, which retails for \$95, is billed as the ultimate performance deck shoe engineered specifically for the active sailor. Each is being distributed by Harken to the sailing and marine market as well as by Saucony to athletic retail stores.

NAME GAME CORNER



I spied this Hobie 16 recently, parked in a lot in Austin, Texas. Thought you might find his moniker interesting.

Sam K. Nessin
Austin, TX



I have been sailing Hobie 16s since 1974 from as far north as Clearlake, California to San Felipe, Mexico in the south. Here is my 16 "Summer Breeze," whose name was taken from the theme song of "Midnight Cowboy."

Michael Coutches
Fremont, CA

Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. ✉



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Dear John

BY JOHN HACKNEY

ICE ADVICE

When I left my 21 outside all winter, water got into one of the wing tubes. The water froze and split the socket. How do I fix it?

Water is quite common in our world, but it is not always located exactly where we need or expect it. Interesting thing about water, below 32 degrees Fahrenheit, 0 degrees Celsius, 273 degrees Kelvin, strange things happen, the water becomes hard.

If you remember from science class, most things in nature expand when heated and contract when cooled. Water, on the other hand, has its own set of rules. It follows the basic principles until it gets close to transforming into ice.

When water gets near freezing temperature, it starts to expand, transforming into ice, and continues to expand as it cools. This is just the opposite of how other materials react to cold. Water must have missed a lesson from the school of mother nature. Isn't nature wonderful?

COLD CATS CAUSE CRACKS

What in the world does all this have to do with Hobie Cats? Listen up. Just think of all the places on your Hobie Cat where water gathers in rigid, confined spaces that don't necessarily have to be closed. Should freezing conditions occur, the water will expand, possibly breaking that which is restrictive. Corner castings, mast, hulls and crossbars are all possible places where water could get trapped, causing winter wonderland problems.

Do not underestimate the relentless pressure exerted by ice. Examples are as ordinary as split rocks, cavernous potholes in the roadways or cracked driveways. If restricted, ice exerting pressure has the same temperament as storm waves on the ocean, a good competitive sailor or a car's cruise control; relentless.

The moral of this story is simple: If you live where freezing conditions occur, make sure water cannot accumulate in restricted places (including those not totally closed) on your Hobie Cat. Even Floridians should be forewarned about ice, as just a few hours of below-freezing temperatures can cause damage.

WING DAMAGE

Hobie 17s and 21s share a common location, the wing attachment hole, where

water can easily accumulate, potentially causing damage when old man winter comes to visit. For northern folks aware of freezing water-related problems, this area should be obvious. Sailors who forget about this trouble spot may find their boat has a bit more water in the hulls when they sail that first beautiful spring day after a very long cold winter.

Water passes by the aluminum wing frame tube and drains into the hull through the crack in the fiberglass hole and sleeve in the hull. Unfortunately, in this instance fiberglass has a relatively high modulus of elasticity compared to say bubble gum, which means the yield and ultimate yield point of fiberglass are close together. In other words, fiberglass does not stretch very much, and when the water freezes the fiberglass sleeve in the hull may split.

TAKE A LEAK OUT

Repairing the tube usually is not as much of a structural problem for the hull or wing attachment, as the crack just allows water to drain into the hull, commonly called a leak. This in itself is a problem, but not the "guess I better throw the hull out" kind of problem. For those of you with boat insurance that doesn't contain a winterizing clause (just a joke, I hope), call your local Hobie dealer or fiberglass repair shop and let the insurance company fix the problem, minus deductible of course. Otherwise a few different home remedies may be in order.

Assuming there is no structural damage, the repair's only concern is to stop water from entering the hull. This leak prevention could be as simple as installing the wings and applying a good bead of silicone seal where the wing exits the hull. Although this solution does not lend itself to a permanent fix, the silicone could be used as a quick fix if you're caught unknowingly with a crack the first day of sailing or maybe at the start of a week's vacation.

The second repair solution, and one which can be classified as permanent, is repairing the inside of the hole with a sealer. This can be accomplished most easily if the crack is located near the top of the hole. If the crack extends down into the hole farther, the repair takes some creativity, but it can be done. Sandpaper or a file on a stick, sounds like an ice cream treat, can be used to remove some fiberglass from the crack area, making the area a little lower than the rest of the surface.

Once you have sanded the crack, apply an epoxy such as Marine Tex with a stick to fill the crack. Keep as little epoxy as possible from inside the tube; it must be sanded smooth so the wing tube will fit once the repair is complete. While the

epoxy is pliable, waxed paper may be put over the top of the epoxied crack to smooth the epoxy until cured, so less sanding will be needed.


A DIFFERENT BALLGAME

The solution requiring the most time and effort dictates cutting an access porthole in the deck of your Hobie. Some sailors feel porthole correction is mandatory to repair the wing hole structure, but as mentioned, if the split is not structural it shouldn't cause problems except for the leak. If you load up your wing with a lot of passengers, a long crack could be considered structural damage and the procedure that follows should be used to fix it.

Start by cutting a small access porthole inboard of the wing hole and on the center line of the deck. Generally a minimum 4-inch hole usually will do, but the hole must be large enough to put your arm through and work without your knuckles or arm bleeding; no small task.

Once inside the hull, sand the tube completely around where the crack exists, removing any loose fiberglass humps or bumps. This area now needs to be fiberglassed, using about a 10-ounce fiberglass cloth with standard polyester laminating resin, available at most hardware and marine stores. Cut the fiberglass cloth so it will wrap around the fiberglass wing tube approximately 1-1/4 times; just enough to overlap itself and long enough to cover a little above and below where the tube is cracked.

Lay the fiberglass cloth on a piece of waxed paper. Wet the cloth with the catalyzed resin and squeegee out the excess resin; 50% resin by weight is sufficient. The waxed paper now can be used to pick up the wet fiberglass cloth and wrap the fiberglass around the cracked tube. You should be able to accomplish this task through the 4-inch access porthole in the deck, without getting a drop of resin on your boat or your new rubber gloves purchased just for this job.

Once the repair is done, you may pop rivet or screw the new porthole into your boat and seal it with silicone or epoxy. Sounds like a lot of work for a repair that usually can be done from the inside of the hull wing hole. Remember, the crack is not structural and only the leak needs to be stopped. 

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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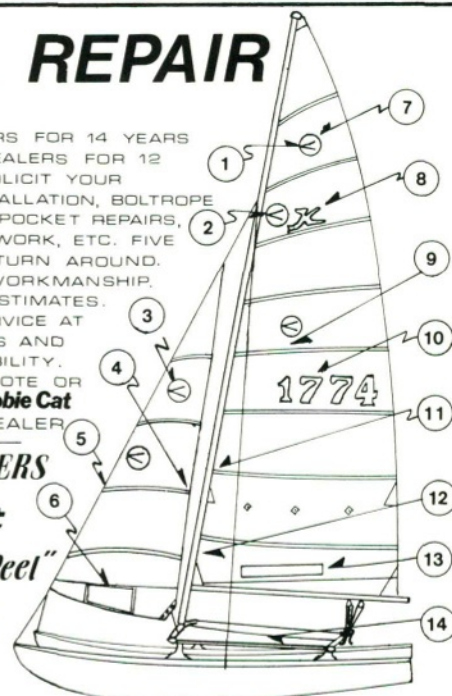
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BY VINCE SCULLY

Q: What are you going to do in a storm?

A: Run the boat up a nearby beach, drag it above the high tide mark, put up the tent and read a funny book.

Q: How are you going to get around Point Puysegur?

A: By waiting.

Before two of us attempted to sail the 1,200 miles around New Zealand's South Island on a Hobie 16 in the summer of 1991, we faced a barrage of questions. As you can see, often our voyage was prejudged as unwise, and as often I found a crack in the argument.

My crew and I were not dismayed or apprehensive, feeling well-prepared for any and all contingencies. On board we carried camping equipment, a compass, charts, flares, a barometer, radio and an emergency beacon. In the unlikely event of the craft breaking up at sea, we had flip-flops to swim ashore.

FROM YACHT TO CAT

Having a yacht voyage to Antarctica and another to the Arctic to look back on, I had wanted to try coastal cruising by small boat. Although I sometimes dwelt on repeating those polar journeys in a boat of my own, and on cruising offshore in general, engineering them seemed a long-term chore that promised to be hard on relatives and my pocket.

I'd rather go sailing, I decided, particularly after containing myself for a long time while writing a manuscript ("Poles Apart with Northanger") on my voyages. I compromised by buying a surf cat and refitting it for coastal cruising.

I believed a multihull would be best for beach-to-beach sailing. It could be pushed up onto a beach, and it had superior stability in the surf. I decided on a Hobie 16. A catamaran any smaller I thought of as a toy; any bigger would be unmanageable.

In reality, I would sail more miles on the Hobie 16 than I would have accumulated on any other craft. Instead of centreboards, a Hobie 16 has asymmetrical hulls, which when tacking, curve to windward. I'd weighed the pros and cons and asked

people with relevant experience how to circumnavigate South Island. As we wanted lots of off-the-wind sailing, I ultimately decided, against strong advice, to sail counterclockwise.

One craft I looked at belonged to a schoolteacher. The good condition of his boat went along with his story. He'd had it garaged, and now and then he'd grab another teacher and get away from it all to discuss school politics.

I confided my plans for his boat. With New Zealand a village, and messages passing from friend to friend and so forth, I later understood this chap believed I was mad.

I paid him \$3,500 in cruising boat terms, very little for an exhilarating — and low draft — boat, which in the right conditions would go well beyond the accepted limits of cruising grounds. I named it KISS, for Keep It Simple, Stupid.

PREP TIME

What is there to say about refitting a boat? You strip it, then replace or reinforce every fitting you suspect might break on you. The task requires twice as many hours as it will next time.

Taking my own project over new ground was exciting. I listened to all the advice I could get, applying grains of salt as required. I reinforced the stainless fittings, replaced the rigging and even exchanged a perfectly serviceable main traveller roller for a custom teflon version. (The old one had bearings and could jam in sand.) I installed a roller furling on the jib and two slab reefs on the main. I fitted KISS with emergency steering, and, for running up beaches, I put strips of fibreglass on the underside of the hulls.

NO CREW TO RUE

The only remaining deterrent to beginning my voyage (apart from dropping a first aid box on my toe) was finding, or rather keeping, a crew. Three dropped out, with religion, romance and finances being their up-front reasons. So, with three weeks to go, I advertised in the personal and boat columns of the local paper, and posted notices at youth hostels and on the boards in the outdoor shops in Christchurch, the sorts of places where you might also find an eccentric flatmate or a ride to Picton.

I received about 50 enquiries. Some were not suitable. Some I laughed at and not with. The exercise was a can of worms, but it was successful — aside from finding a crew. People who had something to offer approached me.

I took on Jon Craib. His good manners and tolerance were apparent when I first met him, and his dedication to my objec-

tive was striking. When Jon mentioned he had once resigned from his job to travel, I felt sure he had commitment to this sort of adventure. And his sailing stories ... he'd lived on iron rations while racing offshore with a Captain Bligh ... he'd reassured his girlfriend about the lien on their trailer-sailer while he himself was concerned about the conditions.

During sailing trials, Jon would trim and take in; late at night, he'd ring with an answer to a problem that had eluded us throughout the day. Even before the journey began, Jon proved his excellence as a crew. He knew the location of everything we could borrow, or pay for.

Jon was 22. I was 32. Early on, I wondered if he might be too young, but when friends asked what my crew was like, I said he made me think I'd endured a mis-spent youth.

NO-HOLDS-BARRED BEGINNING

She was laden, yet crossed the Sumner Bar casually, as to the manner born. It was 8 February. We turned north, eased the sheets and our speed increased ... past the Placemaker's sign at New Brighton ... through the fingers of brackish water off the Waimakariri River.

Whatever was all the fuss over our voyage about? We were, after all, only sailing from beach to beach.

The wind was dying, so we beached her. Through the surf haze were a couple riding horses and a woman walking a dog. This should be and was Waikuku Beach. I'd not been here before. Arriving from seaward was the best way, I concluded. Then it struck me: whatever was all the fuss over our voyage about? We were, after all, only sailing from beach to beach.

At Waikuku Beach we collected driftwood to use for rollers to push the boat up the beach. We were learning as we went — and learning to improvise. I'd forgotten to pack a spoon, and so collected sticks of driftwood for chopsticks.

The glass remained high, the wind light, and our next day's run to Motunau, as the birds flew, was only 22 miles. We tacked most of the way.

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We camped on the dunes at Motunau and fed ourselves. A dozen beachcombers passed us. Most glanced our way for a wave, or anything that could be their cue from us to walk closer. The intention, always, was to find out what we were doing. This phenomenon happened throughout the trip. We were visual, they were curious, and we were on their patch. At times we were stared at, interrogated and (not always happily) judged.

In the morning we set off into an insignificant swell and a light northerly breeze. The sun didn't boil off the mist; the wind swept it away and imperceptibly increased to almost gale force. We couldn't drive a multihull into these building seas, so we beached the boat under the sea cliffs, only about four miles north of Motunau.

The wind dropped to force three by late afternoon, but we did not move on. The trouble with sailing from beach to beach is the time it takes to pack a kit into two plastic bags. We had everything in two large aluminum shoe boxes which fitted on each side between the hull and trampoline and were secured to 20 lashing points. As you can imagine, the procedure was time-consuming. Later we scrapped the shoe boxes and stowed our gear inside plastic bags and then dive bags, or grips, which we lashed to the trampoline.

We crawled up the east coast in light headwinds. The highlights were seeing stretches of coastline we'd never otherwise view. After a private mutter about putting on my damp, sandy wet suit, I thrilled to watch a dozen dusky dolphins do their extroverted act around and between the hulls.

SEA CHANGES

We had a southerly to make Kaikoura, and sailed away from the coast toward the peninsula. The wind settled in at 20 knots. The day was cloudy; the coastline a grey silhouette.

Jon and I were caught up in an awesome, wild ride. KISS spat out water. It hummed. It outran two-metre seas. We passed close to a fishing boat, pitching and splashing into the swells. On the after deck, a typically unkempt deckhand saw us. He shook his head and smiled. I reckoned he was saying, "You're crazy!"

Kaikoura certainly had changed. One out of every two people on the street was a floral-clothed backpacker. A pub on the foreshore had been taken over; painted in loud tones, it accommodated this invasion. In what had been a church, you could get your photos developed in an hour on the sabbath.

Jon and I settled into the other pub on the foreshore. There the carpet, the drinking habits and the food had not changed in 50 years.

At Clarence we made a rule to stay on the boat until waves had stopped shunting us up the beach. I had jumped off to help run the boat up, only to be caught in the

surge. Terrifically out of my depth, I grabbed the boat. It turned around. Had it gone up the beach like that, the rudders would have snapped. Fortunately it didn't.

Clarence River felt like a divide between Kaikoura and Marlborough; from kelp in clear water and mountains above to crops, brown hills and salt pans. We beached at Kekerengu Tearooms, read the paper and rang our mums. A cyclist there said it was blowing a gale in Seddon, which meant north-westerlies were screaming off Cape Campbell. We'd both dreaded that. I felt bad thinking about it.

Jon and I got going in light airs. For a while the wind was like an Irish hurricane, coming from three different directions at once. I felt worse. When the north-westerlies turned the water white, we beached KISS. It was not a problem. As Hitchcock said, "There's no terror in a bang, only in anticipation of it."

In Cook Strait we put two reefs in. We were on a tight reach, crossing valleys with north-westerlies funnelling down them. We had slight seas. We were in overdrive. Elated.

We were off Tory Channel when the wind fizzed. The day was closing. The nearest landings were 10 miles astern. A southerly was forecast. It was time to put on a brave face.



We paddled closer to Tory Channel, hoping the tide was going in. Luckily for us, it was. We went in at a great rate, backwards, and without white ferries in the gap, honking at us.

The southerly change was humbling. It worked the roller-furled jib loose and blew the boat over on the beach. The mast was bent. I kicked myself, and felt bad again, but came around to thinking that tomorrow was always another day. And an expensive day. We nursed KISS to Picton, straightened the mast and put a sleeve in it.

A LINGERING LULL

For the next two weeks, we kept the suntan lotion handy and rarely sailed more than half a mile from land in the Marlborough Sounds, Tasman and Golden Bay. We beached KISS to buy ice creams and newspapers, and sailed an Irish half-mile off a nudist beach. We utilized the Cat's shallow draft to sail on an idiosyncratic

voyage inshore of all off-lying islands, and over skates (that were sleeping) in the shallows on the south side of Farewell Spit.

We needed five attempts to get around Farewell Spit. Twice the wind failed us, and twice on foul-wind days we left KISS tied over a potato patch and stayed comfortable. I read Roald Dahl's filthiest collection of short stories. They were great, although far from reality; reading them then was greater than the reality of being seasick and thinking never-again thoughts on a craft out at sea.

Jon and I shook hands when Farewell Spit was on our beam. In a way, our trip was just beginning. I'd wondered how we'd cope with the west coast surf.

THE SURF WINS

Initially, taking on the waves like people in a Coca-Cola advert was fun. The next time we came through the surf, we were both thrown off the boat. Jon and I surfaced, and found the boat between us, and upright. We both grabbed it to get a lift into the beach. I stood up in knee-deep surf and felt the rip pulling at my legs.

The waves reflected back off the beach. Sometimes they collided with an incoming wave, causing an amplitude effect. In our case the 2.5-metre wave we were zooming in on suddenly shot up to a 5-metre wave.

The surf was savage, chaotic. We'd be on the beach with the boat, thinking we were safely above the water's edge. But a sweeping wave would get us, and we'd try in vain to hang onto the boat, and also keep out of its way to avoid being hurt by it.

THE FATAL KISS

Then it happened. The trip was over at the next landing. It had to be 13 March. The boat broke up on Karamea beach. We were trying to get out through the surf when a 2-metre breaking wave capsized us. The wave was no more significant than many others we'd faced while going out. We'd hang on and slide back 5 or 10 metres with them, then carry on.

This was humiliating. Within three waves, the boat tumbled up the beach in bits. Now we had two boats.

A lot had happened in five weeks. We had a memorable time, we made friends, and we sailed 400 miles. The trip wasn't a failure. Being unceremoniously dumped on the beach didn't matter. That was homework for another venture.

And we had fun. 

Author Vince Scully put it succinctly right up front: "Often our voyage was pre-judged as unwise." HOTLINE reminds readers that the first three considerations of any voyage should be SAFETY, SAFETY and SAFETY. When it comes to sailing, the acronym KISS could stand for Keep It Safe, Stupid.

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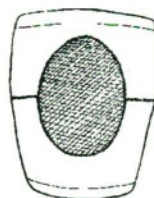


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*Book I: Boatspeed**

*Book II: Tactics**

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*H-16 Manual**

*H-18 Manual**

Cat Crewing from Start to Finish

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Cat Racing from Start to Finish

Hobie Cat Book by Jake Grubb

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Speed Reading

Hobie 20 Plays A New Tune

BY DOUG SKIDMORE
DIAGRAMS BY BILL BALDWIN

The newest and fastest Hobie Cat has been on the market and out on the water for just over a year. The response to the boat's performance has been extremely positive, but along with the applause have come many questions.

Racers understandably want to get the most out of the boat; this article is an attempt to share all the information known at this time. We hope this compilation of first-hand data from long-time Hobie Catters satisfies even the most technically oriented racer. As new ideas and discoveries surface, we'll pass them along.

NEW BOAT, NEW RULES

Many of the most frequently asked questions concern the rules governing the Hobie 20.

The International Hobie Class Association has accepted the Hobie 20 as a one-design class and has established rules to govern it while racing. The minimum boat weight is 420 pounds, and the minimum crew weight is 295 pounds. A spinnaker is not allowed for class racing but is allowed (with no limitations) for open class racing.

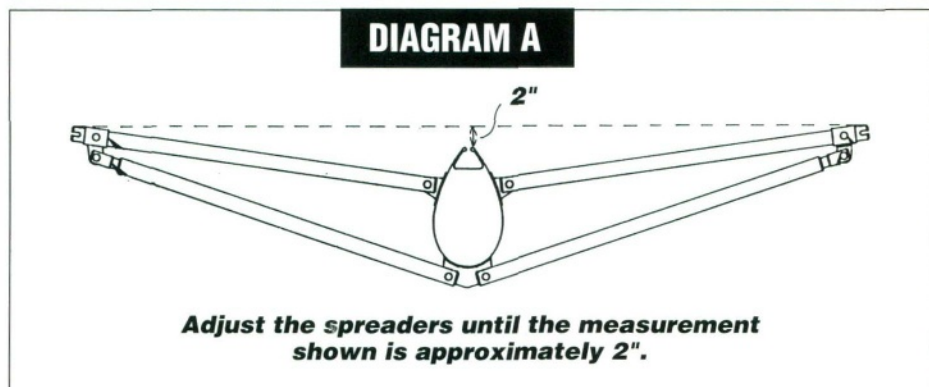
MAST

One of the first things that need to be tuned out of the box is the mast, specifically the spreaders and diamond wires. The Hobie 20 mast is designed to be "prebent" by the diamond wires to attain maximum mainsail performance.

First the spreaders should be adjusted so they are swept back. You will notice the spreaders have a unique design, with a screw-type adjuster at the tips that enables precise tuning. In ballpark measurement terms, a straight line drawn between the tips of the spreaders will be 2 inches from the luff groove of the mast (see Diagram A).

Once the spreaders are adjusted, the diamond wires can be tightened. Unlike other Hobie Cats, the 20's diamond wires must be tight. Their connection at the base with a single turnbuckle eliminates worrying whether one side of the diamond wires is tighter than the other.

One inch of prebend is desired; it is measured from the base of the mast to the joint of the aluminum extrusion and



COMPTIP™ (see Diagram B). With the mast supported by saw horses and a light string or thread attached as shown in the diagram, start tightening the diamond wires. As you tighten, the tension on the diamond wires will induce bend in the aluminum extrusion part of the mast. Periodically tighten the string and check the measurement at 6 inches above the spreaders, until the measurement reaches 1 inch. Approximately 500-650 pounds of wire tension are required to induce 1 inch of prebend. However, since the wire tension to induce 1 inch of prebend may vary from mast to mast, rely on the visual method to ensure proper prebend.

WIRES

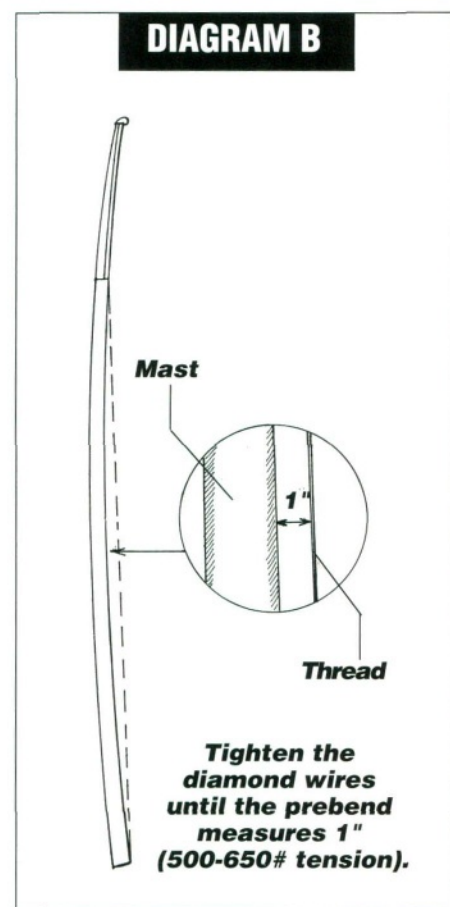
One of the first things you will notice when putting up the mast initially is the new articulating jib tack attachment I have nicknamed a "flapper." A pretty slick device, the flapper allows the tack of the jib to move from side to side. It virtually eliminates any distortion in the jib tack and maintains the sail's proper angle of attack on either port or starboard tack.

Although the flapper is standard, you can replace the system with a roller furler and still be class legal. You may purchase the kit from your local Hobie dealer or turn in your existing forestay for credit toward the purchase of the kit. Choosing a system is strictly a matter of sailor preference; there are tradeoffs. The flapper gives you the ultimate sail shape at the tack and has a 3:1 purchase jib halyard adjustment at the mast. Jib halyard tension is adjustable on the water.

A furler gives you the convenience of furling the jib on the water or on the beach. Like the Hobie 18 however, the halyard adjustment is attached at the jib tack, so adjusting the halyard on the water is no longer feasible.

Rig Rake And Wire Tension

The Hobie 20 theory on rig rake goes against what most Hobie sailors have



learned. The Hobie 16 usually is sailed with the mast raked aft as far as possible. This position moves the center of effort aft, loading up the rudders and making them act more like daggerboards to help upwind performance. The Hobie 20, however, features deep, high-aspect-ratio daggerboards, making extreme mast rake unnecessary.

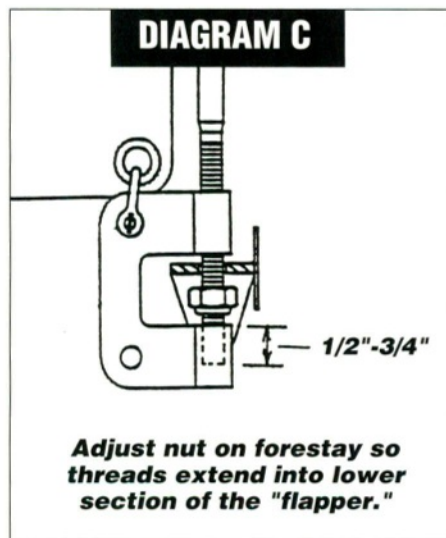
I have been told by some who sail Tornados and other similar boats that the mast should not be raked aft much at all. However, having been through the Hobie school of extreme mast rake, this theory is difficult to accept. Time of course will tell,

since history has shown new boats often take several years of experimentation before their potential is reached, but for now the fast ticket for moderate air on the 20 seems to be shrouds in the third or fourth hole down and the adjuster on the forestay with 1/2-3/4 inch (flapper style) below the adjuster nut (see Diagram C). The Miracle's upwind performance is phenomenal; it is hard to imagine it can be improved upon. We'll have to wait and see.

SAILS

Mainsail

The versatility of the mainsail has much to do with the Hobie 20's power and speed. Harnessing the power in the mainsail adjustments can radically change the shape of the sail. With a little knowledge and practice, this control can be turned into speed. As you will notice, when the sail is hoisted and the adjustments are left somewhat loose, the cut of the sail is full. Don't be alarmed; this is intentional. The adjustments provide a full range of sail shape



from which to choose. Downwind, the full cut will make the boat go fast. Upwind, the sail can be flattened to a more desirable upwind shape.

Downhaul

The downhaul is an extremely powerful adjustment, not only because it has an 8:1 purchase and can be used from the trapeze but also because of the effect it has on the shape of the sail when used.

The prebend of the mast comes into play when the downhaul is used. Imagine you are sailing along and a slight puff of wind hits you. The boat reacts and the windward hull comes out of the water. Normally, if racing, the skipper either would sheet out slightly or try to work the boat slightly upwind and get the hull back down. It is possible to use the Hobie 20 downhaul for this purpose. The crew controls the downhaul; pulling it causes the sail to flatten because of the prebend in the mast, depowering the rig.

In addition, the COMPTIP™ allows the top part of the main to flatten first, easing the heeling moment. As it depowers the top of the sail, the hull comes back down, leaving the power in the lower part of the main and permitting the boat to accelerate.

Outhaul

The outhaul should be used in the transition from upwind to downwind, and vice versa. Downwind, the easing of the outhaul will make the sail fuller and give the boat more power. Upwind, it should be pulled almost all the way in for heavy air and somewhere in-between for medium air.

Mast Rotation Controls

Two adjustments control mast rotation. The first is the "mast rotation preventer," which is a continuous line adjustable from either side of the boat. It even can be adjusted by the crew while on the trapeze. But once set, the preventer does not have to be changed each time you tack or jibe.

In contrast with other Hobie Cats, the amount the mast is rotated does not dramatically affect its bending characteristics. Because it is prebent by the diamond wires, the preventer will not change its bend much as it rotates from side to side. A small angle of attack seems to help the boat point upwind, especially in heavy air. Rotating the mast further will not make the mast bend more.

The second mast rotation control is the "positive mast rotator." Off the wind, how many times have you tired of holding the mast in rotation to keep the sail shape and correct angle of attack? The Miracle features a slick system that can be tightened while going downwind to keep the mast in rotation on one tack or the other. Setting the mast at 90-110 degrees seems to help downwind speed. There is a down side however: the added time, effort and muscle needed to set the mast rotation each time you jibe. REMEMBER, it is important to release the positive mast rotator each time before you jibe and when you go upwind. If you don't and the mast doesn't rotate when you jibe, the force may bend the mast when you sheet in the main on the new tack.

Leech Line

Unless the leech of the main is fluttering, don't mess with it.

Battens

The tapered foam core battens supplied with the boat need very little tension to give the main adequate shape. They are lightweight, so just pulling out the wrinkles in the batten pockets will give the sail plenty of shape. Start by lightly setting the tension of the battens and you will find plenty of shape to play with.

Sheeting Tension

There is a great deal of power in the Harken 7:1 blocks. When used in combi-

nation with the downhaul and outhaul, the sail can be depowered for heavy air. Tightly sheeting the mainsail also induces mast bend, which in turn flattens the sail, depowering the rig.

Harken Traveler

The traveler for the mainsheet blocks enables a different type of mainsail control. It can be used to depower the mainsail quickly by letting it out several inches. It does take some practice and a little upper-body strength, but the technique is very effective and fast. Unless you are into capsizing, while practicing it may be wise to have an experienced crew work the mainsheet just in case you aren't able to release the traveler car quickly enough.

Jib

The jib has more than enough adjustments to keep an active crew occupied. Once most are set for a particular wind condition, they will not have to be changed during the race. Here are the adjustments, their purpose and use.

Halyard Tension

The halyard tension adjustment is located on the front of the mast within reach of the crew. It can be adjusted during a race in response to a change in wind conditions or point of sail. Some crews like to release the tension of the halyard while sailing downwind, to allow a fuller sail and move the pocket forward. It is best to adjust it while sailing upwind by pulling out the wrinkles in the luff of the sail.

A general rule of thumb is that the halyard tension should follow the pressure exerted on the sail by the wind. Basically, the more wind, the tighter it is set; the lighter the wind, the more it is eased. In heavy wind, the halyard can be set so you start to see a few vertical wrinkles along the luff of the sail. These wrinkles will even out when you are sheeted tightly going upwind.

Harken 4-Way Jib Sheet Adjustment

The Hobie 20 comes standard with a system that allows the placement of each jib lead to be adjusted both fore and aft, and side to side. The first setting to attack is the fore-and-aft placement, a procedure that requires moving both jib track cars to a position where the telltales on the jib "break" simultaneously.

The technique will change somewhat with different wind conditions. To begin with, put both jib cars approximately 28 inches aft of the front of the jib track (measured from the front of the jib track to the forward edge of the jib car).

To test the setting, simply go sailing. While going upwind, start to turn slowly into the wind. All telltales on the inside of the jib should start fluttering at the same time. If the top telltale breaks first, move the cars forward; if the bottom telltale breaks first, move the cars aft. If all are reacting the

same, the whole sail is working in unison and you're getting maximum performance.

Here are some ways to control the jib shape once you find that sweet spot. For light wind, choppy conditions or a fuller sail, move the jib cars forward and don't sheet the jib tightly, to gain more power and better performance. In heavy air, moving the cars aft will force you to sheet the jib tighter to obtain the proper shape. This method flattens the bottom part of the jib and frees the leech of the sail to depower it and allow more air through the slot.

The side-to-side adjustment also will be used by skipper or crew. Its main purpose is to open and close the slot as wind conditions change. Rule of thumb is in light air (5-10 mph), the jib lead can be inboard approximately 8-12 inches, or about to the footstraps. As the wind freshens, move the lead outboard to open the slot of the sail. In anything over 15 mph, the lead is placed anywhere from 4 inches inboard to completely outboard, depending on wind conditions and crew weight.

Barber Haulers

Barber haulers are used while sailing off the wind to pull the clew of the jib outboard so the crew will not have to hold the sail physically in place. The adjustment, which opens the slot of the sails to allow more wind through, can be made from the windward side, so on a screaming reach (what the skipper does when the boat goes fast) the crew does not have to go leeward. The barber hauler is led through the front crossbar and is continuous, keeping unnecessary line from cluttering the deck.

RUDDER ADJUSTMENT

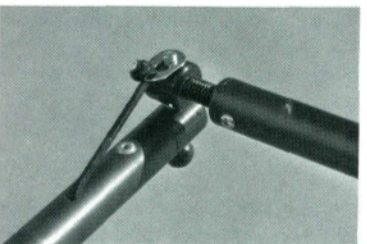
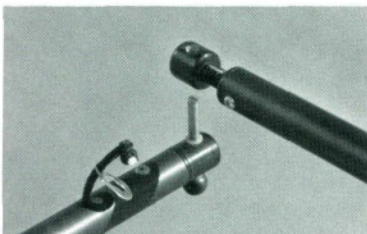
The Hobie 20 rudder system is unique in many ways. At first glance (see Photos 1 and 2), you will notice the quick-release system for the tiller crossbar for trailing.

Universal swivels on the ends of the tiller arms permit smooth movement from side to side through the full range of rudder motion. Without them, the rudders would want to lock on one side or the other. Try moving the tiller from one side to the other, and you will notice the swivel movement.

The adjustment for toe in and out is accomplished by a threaded adjustment on the port side of the tiller arm. Screwing it in or out will change the angle of the rudders. The most common method is to align the rudders parallel to each other.

Rudder castings on the 20 are the same used on the Hobie 17, 18 and 21. The rudder rake, set at approximately 1 inch, is adjusted at the factory. The factory-set measurement is made by drawing a straight line through the rudder pins and extending it 12 inches below the base of the lower casting (see Diagram D). The distance is measured from the leading edge of the rudder to the intersection of the extended line of the rudder pins. The measurement also can be performed by using the stern of the boat as the reference plane, but you

PHOTOS 1&2



then must take into account the center line of the rudder pin, which is 5/8 inch from the transom. A batten makes a great straight-edge to use against the transom.

Cam tension also is factory-set at 18 pounds, the amount of pull needed to disengage the spring-loaded cam mechanism holding the rudder in the down position. This can be adjusted by tightening or loosening the plastic screw on the underside of the lower rudder casting. The measurement is taken by pulling on the bottom of the rudder with a scale.

The unique Hobie 20 rudders have more surface area near the tip of the rudder, as viewed from the side. Out of the box, the rudders and daggerboards may hum at high speeds. A little filing on the trailing edges will alleviate this. Start with a medium-grade file to file the trailing edge on a 45-degree angle. This procedure is similar to the old EPO rudder filing. Keep taking off a little bit at a time until the humming stops. Remember, humming is slow; it indicates there is not laminar flow of water over the rudder inducing drag.

CREW WEIGHT AND PLACEMENT

The minimum racing crew weight for this boat is 295 pounds. The 20 does not seem to be as weight-sensitive as other Hobie Cats. It appears heavier crews are not at a major disadvantage.

Placement of crew weight is important. In moderate, single-trapeze weather upwind, the crew often will be found using the non-skid placed in front of the front crossbar. In heavy air (20+ mph), it may be advantageous for the crew to be at or behind the crossbar. With so much buoyancy in the bows, the boat can handle plenty of weight forward without fear of pitchpoling. Also, it is beneficial in flat water to get the sterns slightly out of the water to allow for a clean exit of the water off the stern. The less turbulence, the faster you go. We have had reports of roostertails

being seen off the stern during extreme high speeds. Roostertails are class legal.

HANDLING CHARACTERISTICS

The information provided above will get you out on the water with your Hobie 20 tuned so all adjustments operate properly and the boat responds as it is intended to. However, most sailors have their own preferences and will most likely continue to adjust the craft until it meets their personal requirements. I hope this information will at least put you in the ballpark to start.

As for handling, one of the first things you will notice in a decent breeze is the acceleration and speed of the boat. There is plenty of power in the rig, and it is quickly equated into boat speed.

Upwind

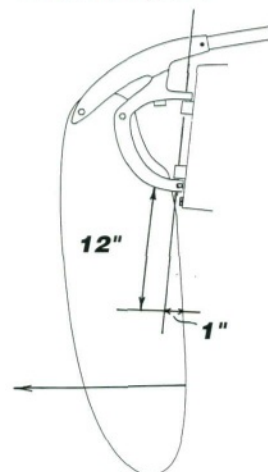
With the daggerboards all the way down in a moderate breeze and the jib and main sheeted in, the Hobie 20 will drive to weather like a compass pointing north. The hulls will slice effortlessly through the waves and chop. Don't be afraid to send the crew forward and get the sterns up.

Because the Miracle develops so much apparent wind speed, it is a good idea initially, after tacking, to drive the boat off the wind somewhat to gather speed. If you know about using gears after tacks or jibes, do it on this boat. For example, after a tack, do not bring the mainsheet or jib sheets all the way back in immediately. After the transition, leave the mainsheet and jib sheet out somewhat (like it's starting in first gear), forcing you to head slightly down to fill the sails. As speed is regained, start pulling the sails in.

Second gear means the sheets are pulled almost all the way back in, but not

DIAGRAM D

Extension of centerline of rudder pins.



18 pounds needed to disengage rudder locking mechanism.

quite. (This is when I go out on the trapeze.) Once out on the trapeze or when you feel you have attained full speed, the sheets should be pulled all the way in to their final trim. As mentioned earlier, it may be a good idea to try using the main traveler to dump air in a puff rather than using the mainsheet. The Harken system will allow you to perform this maneuver in a much faster way.

Don't pinch the boat upwind; keep it driving. It is tempting to point higher than you should, because the boat points so well. Although the boat will point as high as you want, it's not fast. Lift generated by the daggerboards isn't in your favor unless you are making good speed through the water. Also, as the wind picks up you may want to pull up the windward daggerboard slightly. In general, the more wind, the more the windward dagger is pulled up.

Reaching

This boat loves to reach and you will love to reach it. Pull the boards up halfway, ease the outhaul, let down the traveler a little, and hang on. Screaming reaches could become an addiction.

Make sure you pull the daggerboards up at least halfway before hard reaching. Since the boards are so high-aspect and deep into the water, fast reaching can put tremendous pressure on them when altering course at high speeds. Though unlikely,

you might damage the boards if left all the way down while doing radical maneuvers.

Downwind

Ever heard of "snake wake"? The Miracle cries for it. When sailing downwind, the transition goes something like this. As you round the weather mark, ease the sheets and assume the desired heading, the skipper lets off the traveler to the hiking straps. The crew first eases the jib and sets the barber hauler, powers up the main by releasing the outhaul, hitting the foot of the sail with his/her hand to get more bag in the main, then eases the downhaul.

Once the sails are set and stabilized, the daggerboards can be pulled up so they are 6 inches from being flush with the bottom of the boat. (It's a good idea to put some marks on the boards to tell when they are all the way up.) If necessary, the positive mast rotator can be set to keep the mast from counter-rotating. The mast can be adjusted past 90 degrees from centerline; it is fast downwind, but remember, it needs to be released before each jibe.

All this time the skipper is concentrating on the boat speed by doing the snake wake, a very subtle, but effective method for downwind speed. Essentially, the snake wake is accomplished by slowly coming up into the wind until the windvane is pointing slightly less than 90 degrees to


the direction of the boat; remember, slowly. As the boat gains speed, this course is held for a short period of time, until the speed is bled off by slowly heading back down.

Apparent boat speed is built up by heading slightly up into the wind; often, the new speed can be sustained for long periods of time even when heading back down to the original course. The technique is far more subtle than it sounds and takes practice to make it work. Trust me when I say using this method will pay big dividends. The downwind speed of the Hobie Miracle 20 may be one of its best assets.

AN END AND A BEGINNING

The Hobie 20 is a rare pleasure to sail. Writing this article makes me think of last weekend and the 15 mph breeze that we played in. Today's conditions look about the same, so I may just have to do some more testing. Where is that wet suit?

The Hobie 20 rules are printed in the Hobie Class Rules Book. IHCA Gold card members receive a free rules book with membership. Others wishing to obtain the book may send \$5.50 to: IHCA, P.O. Box 2855, Capistrano Beach, CA 92624.

A special thanks to Hobie 20 sailors Greg Feree, Morton Fogh, John Hackney, Lyle Lundberg and George Pedrick for their contributions to this article. 




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- Smooth interior for better protection of contents.
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PETER WHITNEY



WATER WONDERLAND

INFORMATION PROVIDED BY THE
LAKE TAHOE VISITORS AUTHORITY

Hobie Cat sailors have long known Lake Tahoe as ideal. The multitude of water recreational activities, combined with an even greater number of shore-related activities, make this mountain-rimmed California/Nevada resort area an impressive vacation destination for any taste.

As you can imagine, water-oriented pastimes are many — sailing, waterskiing, deep-water fishing or cruising on a variety of boats. Not tired? How about horseback riding, mountain biking, golfing, hiking or snow skiing? Still not tired? Sample some great shopping and terrific night life. Tired? Take a breather by a scenic spot and drink in the gorgeous view.

Mouth-Watering Activities

Want to try something new and different? Bid a short sayonara to your Hobie Cat and say hello to one of two trimarans — the *Woodwind* and the *Sierra Star* — ready to whisk away passengers for a relaxing adventure.

Enjoy a leisurely pure-pleasure cruise on the *Tahoe Queen* or *MS Dixie*. Both sternwheeler boats offer daytime and evening cruises, with complete food and beverage service on board. Sunset dinner cruises have the added attraction of live music for dancing the night away.

Those wishing to be captains of their own ships can rent boats in a variety of sizes at the Anchorage, Lakeside, Ski Run, Tahoe Keys, Timber Cove and Zephyr Cove Marinas, or from charter companies such as Club Nautico and the Leisure Time Boat Club.

Activities that make getting wet delightful include sailing, canoeing, white water river rafting, waterskiing, jet skiing, board sailing, kayaking and paddleboating. Although Tahoe's shallower waters are warm in summer and fall, wet suits are recommended if you plan to venture out to deeper regions of the lake. Everything you'll need, including instruction, can be purchased or rented at beaches and

marinas. Scuba diving and parasailing offer two more exciting ways to experience the lake.

Two quick getaways are easy to get to and close at hand. Jump on your Hobie and zip on over to Chamber's Landing and enjoy a refreshing drink at the oldest bar on the lake. Travel by boat or car to the Boat Works Mall in Tahoe City, a marina offering lots of good places to eat and drink as well as several unique shops.

Want to get hooked on some of the best fishing in the west? You'll find what you're looking for, with the help of numerous boats and guides at the South Shore. Anglers have been known to pull in Kokanee salmon, mackinaw, brook trout or brown trout. Local streams also offer rainbow trout.

Land-Locked Adventure

Hiking in the Sierra Nevada mountains surrounding Lake Tahoe is a treat for the senses. The Desolation Wilderness to the west is a 15,000-acre refuge containing hundreds of hidden mountain lakes and streams inhabited by wildlife, tall trees, flowers and a variety of birds. Permits are available at the U.S. Forest Service office on Emerald Bay Road.

Those interested in eco-tourism may wish to devote a few hours to helping build the Tahoe Rim Trail. When completed, the trail will be a 100-mile hiking and equestrian path encircling the Tahoe Basin.

Bicycling at Lake Tahoe can mean a gentle roll along a wooded bicycle trail, weaving between Emerald Bay Road and some of the best beaches of the South Shore. It also can involve a hair-raising mountain bike adventure along melted ski slopes or rugged hiking trails. Bikes of every size and style are available for rent, along with guides.

Another popular mode of recreational transportation is horseback riding. Several stables at the South Shore provide trail rides with spectacular high-country views as a finale.

Golf fanatics love Tahoe. Five courses are at the South Shore, including Edgewood Tahoe, one of the top courses in the nation and home of the Celebrity Golf Association Championship in July.

Lake
Tahoe

Offers Wet

Fun And Dry

Delights



PETER WHITNEY

For a bird's eye view of the entire lake, take Heavenly Ski Resort's aerial tram to the Top of the Tram Restaurant. Jump on; five minutes and 2,000 feet above the surface later, disembark and enjoy a meal or cocktail. Heavenly, one of the more than a dozen Tahoe Basin ski resorts, also is one of America's largest, sprawling in snow-swept glory across both California and Nevada. The resort soon will be a mountain-bike mecca as well, when it opens a challenging new course designed to be a bike-racing venue.

Bet On A Great Time

The casinos at the California/Nevada state line offer a complete list of activities — gaming excitement, superstar entertainment, cabaret shows, fine dining, health clubs and spas, shopping, tennis, arcades and swimming pools.

Each casino has a unique personality. Caesars' recreates the grandeur of ancient Rome, with toga-clad staff and a giant statue of the ruler near the entrance. Grammy winners perform in the Circus Maximus showroom.

Harvey's, the first casino, remains the largest. Since 1944, Harvey's has offered sincere High-Sierra hospitality. Comedy specials are occasionally taped for cable television in the Emerald Cabaret.

Harrah's is the highest-rated hotel casino in the United States. The tone is one of understated elegance, with three high-level view restaurants and Broadway-style musicals in the South Shore room.

The Lake Tahoe Horizon recently underwent a multi-million dollar remodeling, giving the large casino area a brighter, open look. Dance music, revues, comedy, great food and of course gambling beckon 24 hours a day.

The Lakeside Inn is a favorite of locals. Smaller than neighboring casinos, it features a wide variety of games, entertainment and food in an environment welcoming to residents and visitors alike.



WATER WONDERLAND

Bill's is perhaps the most casual casino in Nevada. This is the site of the first McDonald's restaurant to be built in a casino. There's also a Bennigan's eatery.

Fall Into Fun

Perhaps one of the best-kept secrets about Lake Tahoe is its fall season. From September through November (or the first snowfall), there's a special snap in the air, generally fewer visitors in town and still plenty of things to do at and around the South Shore. Here's a sampler of autumnal activities:

Watch 'em spawn. Observe the spawning of the Kokanee salmon at the Forest Service visitors center, off Highway 89 (Emerald Bay Road). Every October, this land-locked species of salmon turns bright orange and makes its annual journey from Lake Tahoe up Taylor Creek. Visitors can watch the natural drama unfold from front row seats at the stream profile chamber, open Saturdays and Sundays from 10 AM-4 PM.

The Kokanee Salmon Festival, October 3-4, is a celebration of the Kokanee spawning season, with educational presentations, a Kokanee Kookoff and Fun Run.

See the colors in Alpine County. Turn south off Highway 50 onto Highway 89 at Meyers. In less than half an hour you'll be surrounded by shimmering aspens in idyllic Hope Valley. Turn left at Highway 89 and stop at Sorensen's for lunch.

Continue to Markleeville and the Grover Hot Springs State Park, or turn right onto Highway 88 and visit Kirkwood, the winter ski resort that becomes an equally pristine valley in warmer months. Horseback riding is available until the snow falls, when sleigh rides and cross-country skiing are popular alternatives to skiing.

Hike and spoon. Take Highway 50 north and turn left at the Highway 28 junction. The hike around the rim of Spooner Lake leads through several aspen groves. You also may see the bowls created in the rocks where the Washoe Indians once ground their food.

If you prefer, continue on Highway 50 to Spooner Summit. In addition to seeing lots of fall color in the area, you'll also enjoy some nice views of both the Carson Valley and the Tahoe Basin. On the eastern side of the Sierra Nevada range, just a few miles from Lake Tahoe, are Virginia City, a revitalized silver boomtown, and Carson City, one of the nation's least-populated state capitols and home to several fascinating museums.

Scout out your favorite foliage. You'll generally find aspens around any meadow or stream bed. An afternoon following your nose can bring remarkable results. The changing of the leaves combined with the seasonal cloud formations in Tahoe's usually cloudless skies offer an excellent opportunity for creative

Hobie Cat

sailors

have long known

Lake Tahoe as

ideal.



PETER WHITNEY

photography. Professionals maintain the crispness in the air filters the light differently, resulting in unique effects.

Drive yourself sane. Many call the 72-mile drive around Lake Tahoe the most beautiful in America. With stops, it takes only two hours, but the many points of interest and scenic stops along the way can make it an all-day pleasure. "Drive Around Lake Tahoe," a self-guided driving tour with cassette narration, can be ordered by calling (916) 542-0604.

Motorcoach and van tours are also available.

Go fish. Fishing at Lake Tahoe is legendary, with trophy-size trout, Kokanee salmon and other species awaiting the angler. Sportfishing guides and local outfitters such as The Outdoorsman know exactly where the big ones are biting. They also provide directions to many local streams and rivers for rewarding fishing. Expert anglers allege fall is the best time to pull in the big ones, but if you can't catch one in the lake, try the Tahoe Trout Farm at 1023 Blue Lake Avenue, (916) 541-1491.

Stroll through history. Meander among the mansions at the Tallac Historic Site, off Highway 89. These elegant lakefront cabins built by wealthy San Francisco families at the turn of the century now are being restored to their original stature. Visit the Washoe Indian Cultural Foundation Museum in the McGonagle Estate at the site; it is open from 10 AM-4 PM on Saturdays and Sundays.

Explore the shore. Wander the beautiful grounds and lovely beach at Ehrman Mansion

at Sugar Pine Point State Park, off Highway 89 on the West Shore.

Shop till you drop. Start your Christmas shopping early at Tahoe's new Factory Outlet stores, located at the intersection of Highways 50 and 89. If you're looking for shoes, they have them (Bass, Capezio's); for clothes, they have that, too (London Fog, Gitano); and lots more, all at great prices.

Bordering On Delight

Upon first encountering it in 1861, Mark Twain described Lake Tahoe as "a noble sheet of blue water ... the fairest picture the whole earth affords." Even when you're off the water in this wonderland, on a bike trail or a scenic hike, the aura of Lake Tahoe is all-pervasive. You're never far from the grandeur and glory that set this two-state area apart from other vacation locales.

When it comes to finding the perfect hotel, motel, condo or cabin for your excursion, the Lake Tahoe Visitors Authority has all the information at its fingertips for you. Details on all forms of recreation and special events throughout the year are provided in the Lake Tahoe Travel Planner, a free all-season, full-color guide. To request a copy, call (800) AT-TAHOE or write to the Lake Tahoe Visitors Authority at P.O. Box 16299, South Lake Tahoe, CA 96151.

For an interesting in-depth account of Lake Tahoe then and now, see the March 1992 issue of NATIONAL GEOGRAPHIC.

Fishing at Lake Tahoe is legendary.



KEN MIRELL • LTVA

Many
call the 72-mile
drive around
Lake Tahoe the
most beautiful in
America.

A Stately Site

The waters of Lake Tahoe are a commanding sight. Twenty-two miles wide and twelve miles long, Tahoe is the largest alpine lake in North America, covering 191.6 square miles or 122,628 surface acres.

The circumference is 72 miles, two-thirds in California and one-third in Nevada. Whichever side you're on, you're always sunny-side up; the sun shines 75 percent of the year. No stranger to sun and fun, Lake Tahoe also is located close to two large metropolitan areas; it's 60 miles from Reno and 98 from Sacramento.

Tahoe is the continent's third largest lake. Its deepest point is 1,645 feet, with an average depth of "only" 989 feet. Lake Tahoe contains some 39.75 trillion gallons of pure (as in 99.9 percent pure!) stream-fed water, enough to cover the state of California to a depth of 14 inches.

On The Racy Side

Water, wind, great racing and spectacular scenery to drink in at your leisure; it's all there for you this fall on the border of California and Nevada. South Lake Tahoe is the site of the 1992 Alter Cup Championship, September 24-26, followed by the first Hobie 20 National Championship, September 28-30. As you pack to travel there, to see and be seen sailing, don't forget your camera!

Perfect conditions prevail this time of the year on both sides of the state line. According to local historians, over the past 30 years daytime temperatures typically have ranged in the high 60s to low 70s, with westerly winds 10-20 mph. The thermometer drops as you sail into the sunset, so along with that camera save room for a jacket.

Two New Games In Town

The nights may be cool, but the competition definitely will be hot. The top ten multihull sailors from around the country will be vying for the prestigious title of the 1992 Alter Cup Champion, on brand-new Hobie 20s.

The first Hobie 20 National Championship competition will heat up after the Alter Cup. Although some top Hobie Cat teams will be competing for honors in this premier event, sailors of all levels will have the opportunity to learn secrets from some of the best and then get on the water to try them out in what will be the very first of many exciting Hobie 20 National events.

The Fun Never Ends

Located on the South Shore where it's nestled among massively tall trees, surrounded by majestic mountains, graced by a large sandy beach and with beautiful Lake Tahoe as its front door lies the host site, Richardson's Resort. This historical resort exudes a rustic charm sure to calm even the most harried visitor (or sailor). Rumor has it some visitors quietly undergo a metamorphosis into a local.

Of course if you don't want calm and quiet, Lake Tahoe can fix that too. Richardson's is located only minutes from the downtown casinos where lights, action, music and dancing go on 24 hours a day. (It may seem



LTVA

like even longer, depending upon if you're winning or losing.)

Accommodations at Camp Richardson include quaint lakefront cabins that you can enjoy at special event prices. Each includes a fireplace, living room, kitchen and two bedrooms; the cabins sleep 6-8 people. You may opt for alternative surroundings, choosing lodge and motel rooms, tent camping or full-hookup RV camping. For reservations, call 800-544-1801. (See the event ad in this issue for complete information.)

Create Your Own Trip

In your "free" time, Richardson's also offers lots and lots of other fun things to do: horseback riding, tennis, volleyball, roller blade rentals, bike rentals, hiking and bike trails, playgrounds, wagon rides and tons of great shopping close by.



JOHN KELLY • LTVA

Lake Tahoe


nights may be cool,
but the competition definitely
will be hot.



PETER WHITNEY

Home of Windjammers Yacht Club, the full-service Anchorage Marina at Richardson's offers jet ski and powerboat rentals, fishing trips, waterskiing lessons and Emerald Bay tours by kayak or motor yacht.

One of Lake Tahoe's best waterfront eateries is The Beacon, Richardson's own restaurant and a favorite among locals. The food is top-notch; the mouth-watering menu features great steaks, wonderful pasta dishes and the freshest of seafood deliciously prepared. The reasonable prices are easy to swallow, too.

What more could anyone want — a vacation wonderland location, great racing, great food, great parties, great people — all the ingredients that make Hobie events G-R-E-A-T! 

1992 HOBIE 16 NATIONALS AND WOMEN'S WORLDS



Presented by UTAH FLEET 67 at BEAR LAKE, UTAH
September 9th through 19th

ACCOMMODATIONS: The host site is Sweetwater Resort at Ideal Beach on the south shore near Garden City. We have several different sizes of condos available with kitchens, balconies, lofts, and a fabulous view of the lake from every room. Some condos can sleep as many as sixteen people so bringing a friend or two! Call 800-272-UTAH for a Hobie discount on Sweetwater condos.

CAMPING: Adjacent to Sweetwater is Blue Water Beach. Blue Water offers camping sites, motorhome hook-ups, showers and swimming available for you at a special Nationals price. They also have small cabins for those of you who want to "rough-it" but aren't into camping. Call (208) 945-2222 to reserve a campsite or cabin.

AIR TRAVEL: For those of you who will be jetting to the event we have established our own special airfare discounts through A&J Travel. Reservations made through A&J Travel will help support this event. Call 800-933-4512. (Delta 5% lowest fair discount).

FORMATE: All racing will be B.Y.O.B. (bring your own boat). However, a limited supply of local boats will be made available for rent at the site on a first-come-first-served basis. Though not new, these boats will be refurbished as needed by our able Fleet 67 Beach Captain Ted Biehn. All rental boats will also be equipped with a set of new sails courtesy of Hobie Cat. Contact Ted at (801) 295-4040 to reserve a rental boat.



SKIPPER _____	SAIL NO. _____
ADDRESS _____	SAIL NO. _____
CITY/STATE/ZIP _____	PHONE _____
CREW _____	TOTAL WT. _____

16 NATIONALS: _____ DATE: SEPTEMBER 13TH THROUGH 19TH
WOMEN'S WORLD 16 _____ 18 _____ DATE: SEPTEMBER 9TH THROUGH 11TH

FEES: 16 NATIONALS: \$250.00 "B" FLEET: \$150 "C" FLEET: \$150 WOMEN'S WORLD: \$125.00
REGISTRATION DEADLINE AUGUST 8TH; LATE FEE: \$50.00 TOTAL AMOUNT ENCLOSED: _____

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HOBIE RACING



GUY MOTIL

IN THIS SECTION:

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

MAY/JUNE 1992

MAJOR EVENTS

MAJOR REGATTAS

1992

May 23-25	Mid-Americas Cedar Mills Marina Lake Texoma, TX	Fred Crowley Bob Mirlitch	(214) 867-2626 (903) 447-4111
July 27- Aug. 1	Hobie 18 National Championships Lake Sakakawea, ND	Stephen Hoetzer	(701) 258-4268
Sept. 9-13	Hobie 16 Trapseat World Championship Whiskeytown, CA	Mike Strahle	(916) 221-7197
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. 24-26	USSA Alter Cup Championship South Lake Tahoe, CA	Doug Skidmore	(619) 758-9100 X205
Sept. 28-30	Hobie 20 National Championship South Lake Tahoe, CA	Bonnie Hepburn	(619) 758-9100 X604
Oct. 3-11	Hobie Singlehanded National Championships Virginia Beach, VA	Bert Parolari, Jr.	(804) 463-6717

1993

Jan 8-17	Hobie 16 World Championship Gosler, Guadeloupe	Bernadette Loffreda	(33) 94.08.11.88
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Singin' The Blues

Key Notes On Race Committee Rules

BY WICK SMITH

Several skippers have asked Racer's Edge the same burning question: What limits does the race committee (RC) have in attempting to confuse the racers? This is a valid question, and a favorite quotation comes to mind: "You can fool all of the people some of the time ... and some of the people all of the time." Each of us wonders occasionally what race committees put in those soft drink cans they keep sipping.

Running a race committee is the most thankless job in the world. RCs are blamed for all the foul-ups and get no credit when things go well. They are at the mercy of the wind gods, just like the sailors. They have to put up with dead radio batteries, sinking marks, wet bullhorns, no score sheets, chase boats that don't have any gas, and a committee boat full of women and not a bathroom in sight. Throw in a few insults from the racers, and you have the makings of a "race riot."

Most of the complaints lodged against the RC are due to lack of understanding. In some cases, racers don't understand the rules and sailing instructions; in others, the RC hasn't followed what it said it would. Let's look at some items that have room for confusion if all parties aren't familiar with the rules.

THE IMPORTANCE OF SAILING INSTRUCTIONS

The most important document at a regatta is a set of the sailing instructions (SI's). These instructions set all rules of the event. Rule 3 of the United States Sailing Association (previously USYRU) yacht racing rules states, "These (USSA) rules shall be supplemented by written sailing instructions that shall rank as rules and may, subject to rule 3.1 (b), alter a rule by specific reference to it." The word "shall" means SI's are mandatory in any event sailed under USSA rules.

USSA rules also clearly state that the RC can change the rules sailed under by listing the change and the rule number it changes in the SI's. There are limits to the changes, but a lot of power nevertheless is granted to the RC under these guidelines.

SI's must be available to all competitors. In the past, Hobie regattas have been somewhat lax in the enforcement of this mandate. If you are hosting a fleet race and do not have the resources to give everyone a copy, at least have one set clearly posted for inspection by all.

As a racer, look very closely at everything enclosed in the instructions. Be sure to read the entire document so you understand how the RC will handle each circumstance. National-caliber racers have been disqualified because they didn't read the SI's for a particular event. Don't assume anything!

The instructions cover many situations. How will the course be shortened if necessary? Will the one-minute rule be in effect after a general recall? What happens in the event of a drifting mark? Will John get that sex change operation and move to Venezuela? All this and more (except perhaps the part about John) will be discussed in a good set of SI's.

The most important document at a regatta is a set of the sailing instructions.

The NAHCA has a copy of the latest HCA Standard SI's. This version should be used at all points regattas. The instructions have been thoughtfully prepared and will keep an RC out of trouble.

SKIPPER'S MEETINGS

The most abused element of a regatta is the skippers' meeting. Most sailors don't listen carefully until the starting time of the party is announced, and some race committees think announcements at the meeting are enough notification to make any changes they wish in the SI's.

The skippers' meeting is for clarification only. Its purpose is to make administrative announcements and to highlight (as a courtesy) items that might be out of the ordinary. It is not to re-read (or re-write) the SI's.

One rule of which most sailors are not aware is that attendance at skippers' meetings cannot be made mandatory. Any changes to schedules or rules in the SI's must be posted on the "official" bulletin board available for all to see. An announcement at the skippers' meeting is not sufficient.

ON THE WATER

Signal Timing Screw-ups

Incorrect timing of one of the shapes (white, blue or red) that signal the starting sequence is a major point of confusion for sailors. A sharp RC will catch the error and postpone the sequence to correct the situation. If it doesn't, remember two key points. The raising of the white, blue or red shape is considered a definitive signal that must be on time. The lowering of these shapes (one minute prior to the hoisting of the next shape) is not defined as a signal. Thus, this action can be early or late and not be a violation of the rules. Keep your watch running and look for the raising of the next shape exactly five minutes after the previous shape was raised.

Check your watch to ensure you are synchronized with the RC at the raising of every shape prior to your start. If you are the fourth start and get your clock going with the white flag, there is no guarantee you still will be accurate at your start. RC members may reset their watches if they missed a flag by a few seconds. If the RC makes an error for the first or second start, but your starting signal is exactly five minutes after the previous signal, you have no grounds for redress.

STANDARD SI'S

The next group of topics explains the HCA Standard SI's. If the instructions are changed, these explanations could become invalid. Be sure to read the SI's completely for each event. A sticker showing all the flags discussed below is available through the United States Sailing Association, Box 209, Newport, RI 02840.

Postponement

A triangular flag with vertical red and white stripes signals postponement. When this flag is displayed, there is a delay in the start. If the RC already has begun the starting sequence and has hoisted a white, blue or red shape, the postponement flag would signal a temporary delay in the sequence.

To designate the end of the postponement, the flag is lowered. One minute later, the shape that was up prior to the postponement goes back up. For example, if the blue flag was up, and the RC chose to postpone, the sequence would begin again with the blue flag, not the white. The first start would be exactly five minutes after re-raising the blue flag.

Abandon Race

Re-sail is denoted by a blue and white checkerboard flag flown over a white flag with a blue cross. This signifies the race in progress has been abandoned and will be re-sailed. Return to the committee boat

area and wait for further signals. The re-sail signal is used when equipment problems on the course such as drifting marks need repair.

Go To Shore is symbolized by the blue and white checkerboard flag only. The flag means abandon the race in progress and go directly to the beach. This signal normally is used when unsafe conditions such as storms or high wind are developing. When it is flown, all races for all classes will be canceled. Do not hang around to find out what happens.

Individual Recall

A white flag with a blue cross indicates one or more boats are over the starting line early. To rank as a starter, each premature starter must return to the pre-start side of the line without fouling any boats.

Bear in mind that it is the responsibility of each skipper to start correctly. If you didn't hear your number called by the RC, it doesn't mean you weren't over early. If your bow was over the line prior to the gun, you still can be thrown out.

It is the responsibility of each skipper to start correctly.

On the flip side of the situation, if the sailing instructions state the RC will fly the flag and sound a horn to signal a premature starter, it is bound by the rules to do so. If you think you might have been over, and there is no flag or gun, you can rightfully assume you weren't over. If the RC calls your sail number and flies the flag late, do the right thing and go back.

General Recall

This flag is a blue triangle with a smaller yellow triangle overlaid. It is used to signal several premature starters. The RC uses this flag when it is not able to obtain the sail numbers of all those over early. The clock keeps running and that start is delayed by five minutes. That fleet will get another shot at a clean start. There can be several general recalls for the same fleet, delaying the other starts by as long as it takes.

Some SI's stipulate that after two consecutive general recalls by one fleet, that fleet moves to the back of the sequence and starts last. If you use a countdown watch to time your start, add one hour to the time you would use to begin the countdown. That way, if your start has a general recall and is delayed by five minutes, your watch will keep going when it gets to zero, rather than stop.

Most SI's state that the "one-minute rule" is in effect after every general recall. This is a little-understood rule you should study. Here are the basics (see *Diagram A*). After a general recall, if any boat is on the course side of the line within one minute of the new start, the skipper must loop around one end of the line to return to the pre-start side and start correctly.

The one-minute rule is designed to prevent two things — dip starts and a rash of general recalls. Some boats have a tough time getting back to the pre-start side of the line in time for the new start. To prevent those guys from dipping back under the starting line at the middle and creating chaos, this rule forces them around the ends.

It also makes people shy away from the line at the start. If any part of their boat is over the line any time during the 60 seconds prior to their start (even if they get back before the gun), they are over early and must go to the end of the line and around the pin or committee boat. This is a stiff penalty!

Shortened Course

There are usually two methods of shortening courses. Read your SI's carefully to learn which of the two are in effect for the particular regatta. Either method can be employed by the RC. The most common use is to shorten a race due to lack of wind.

At The Mark. The at the mark signal is a white flag with a small blue square in the center flown over a blue shape. This signal is used when the RC can get personnel to one of the marks to set up a finish line at the mark and record finishers. The proper method of setting a finish line at a mark is to set the line parallel to the rhumb line from the previous mark. The committee-boat end of the line should be outside the triangle formed by the three marks of the course. The mark forms the other end of the new finish line (see *Diagram B*), to help ensure boats will round the mark in the same order they would have had the course not been shortened.

Go to Finish — Finish Direction?

Some RCs will signal only the shortened course flag (white with a blue square) at a mark. In this case, the RC is standing by at the original finish line and you are to sail directly to the finish line from that mark.

Some confusion usually exists when the shortened course flag is flown at the windward (A-) mark. Half the fleet circles the finish line and finishes upwind. The other half comes through the line downwind. At that point, each sailor flies his protest flag and protests the half of the fleet that didn't finish exactly as he did. There is a big fight that night in the protest room and everyone goes away mad. Judge Wapner is called and Geraldo wants to do a story on the tattered remains of the families. The real truth (you heard it here first) is: Always cross the finish line in the most direct path from the last mark (see *Diagram C*).

DIAGRAM A

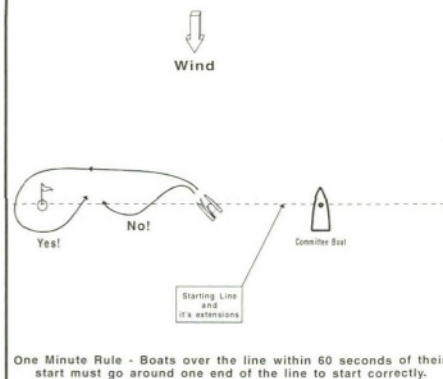


DIAGRAM B

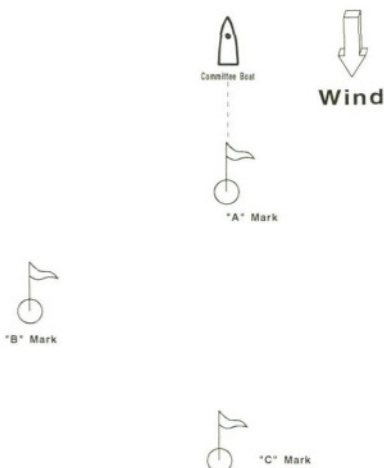
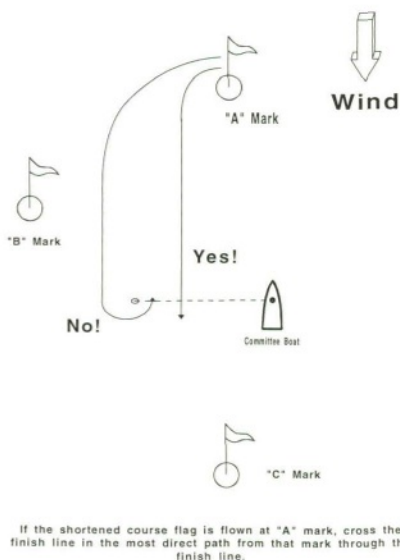


DIAGRAM C



Mark Missing

This blue flag with a white X is flown on a boat in the vicinity of a mark that is missing. It signifies the mark is no longer valid. The boat containing the flag becomes the mark and must be rounded as such.

Change Of Course

A few race committees make provisions for a change-of-course flag. It is typically a blue, white and red horizontally striped flag flown at a mark with a chalkboard displaying the new compass heading to the next mark. This flag signifies that the next mark has been moved by the RC due to a wind shift. It is rarely used in multi-fleet regattas, but be aware if it happens.

Life Jacket Flag

This yellow and orange diagonally striped flag should be standard on all RC boats. When the flag is flown from the RC boat, all skippers and crews must wear life jackets. It usually is flown in 10 knots or more of wind. All sailors should wear life jackets at all times.

Shifting Of Marks/Line

Remember the RC can move the starting line or any mark up until five minutes prior to the first start. This rule allows the committee to adjust the line for windshifts prior to raising the blue flag. If the committee postpones the sequence after some fleets have started, it can shift the line again prior to restarting the sequence. Many skippers have been caught with their pants down by not watching the RC move things around.

PROTESTS

If you thought no one saw you hit that mark, think again! The RC can protest any sailor for any violation it sees on the water. This includes incidents seen by personnel in chase boats. It even can protest an incident in which one boat fouls another and the second boat doesn't protest.

The RC also can protest any boat for "Unsportsmanlike Conduct." This includes telling the committee members that their mamas smoke big, fat cigars. Be careful of the suggestions you offer the RC.

The RC can protest any sailor for any violation it sees on the water.

The RC has to be very careful about lending verbal assistance to any boat. Any information distributed must be available to all. For this reason, a good committee will not answer any questions on the water. Although committee members may appear

to be a bunch of snobs, please remember they are only following the rules.

For all the frustration you feel, you may not protest the race committee. You do have the right to file a "Request for Redress" under special circumstances clearly spelled out in the USSA rules. In making a valid request, you must establish two facts: the RC must have made an error such as incorrect or mis-timed signals; and your finish position must have been compromised by that error.

If you can satisfy these two requirements, you may ask for redress from the protest committee. At that point, the protest committee is bound by the rules to decide what is most equitable for all boats concerned. The decision could include award-

Spend some time on a committee boat and find out what really goes on behind the scenes.

ing you a higher place for that race, giving you an average of your other finishes, or as a last resort, throwing out that race for all boats.

COURSES: GOOD, BAD & UGLY

On the current IHCA course sticker, a letter "R" designates a reverse course. Race committees should never use this! Its original intent was to run a standard course in reverse order. This is not a meaningful race and should never be run; however, if you see it, round the marks in the reverse order. For a course 2, you would start, round C mark, then B, then A and proceed to the finish.

The vast majority of the time, you will round all marks to port (each mark will pass the port or left side of your boat). Occasionally, the RC will set up a course to round to starboard (clockwise around the triangle). This course also is unfair and should be avoided. If the RC calls a starboard rounding, it should display the letter "S" along with the course number. I have never seen this sticker used correctly, so beware!

END ON A THANK YOU NOTE

The race committee has the toughest job on the water. Before you get too down on the job it is doing, spend some time on a committee boat and find out what really goes on behind the scenes. You will develop a strong appreciation for what it takes.

At the next regatta, take the time to thank the committee and chase boat crews personally for the hard work they put in. They will really appreciate it. They may even forget the comment about their mamas and cigars! *SK*

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with **CARLTON TUCKER**

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with **CARLTON TUCKER**

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HOBBIE OLYMPICS

Let The Bids Begin

BY PAUL ULIBARRI,
IHCA RACE DIRECTOR

Over the years many of us discussed the possibility of establishing a Hobie Cat event in the Olympics. Previous International Olympic Committee (IOC) requirements did not allow boats with a single manufacturer to be considered. The '90s have brought a broadening of IOC attitudes and policies. It now appears Hobie Cat could be considered the "Catamaran of Record" for the 1996 and future Olympics. With this in mind, IHCA began formulating an approach.

The IOC is concerned about the number of Olympic participants and related cost. To that end, the committee requested the International Yacht Racing Union (IYRU) to reduce the number of boat types for future events to ten.

It is interesting to note that classes of boats were not mentioned. The types recommended are as follows:

Board	Male/Female
Singlehanded dingy	Male/Female
Inexpensive two-person dinghy	Male/Female
Two-person catamaran ...	Open
Keelboat match racing ...	Open
Keelboat fleet racing	Open
Two-person dinghy	Open

Since the November 1991 IYRU meeting in Madrid, other information has surfaced. For example: out of the \$300 million the TV industry pays for broadcast rights, 1/25 is devoted to sailing. Accordingly, the industry strongly suggests making the sailing portion more exciting.

IYRU is concentrating on the problem of participant reduction. One option being considered is the creation of six worldwide regions, approximating continent locations. The plan would be to hold regional eliminations, with each region sending its top three finishers to the Olympics, for a total of 18 boats per class.

The catamaran category request is for a two-person, double-trapeze, inexpen-

sive catamaran readily available worldwide. Currently, the Tornado is the designated Olympic cat, to be sailed in Barcelona. The Tornado is an expensive, single-trapeze, 20-foot catamaran represented by a very small class organization. However, it is an excellent boat, quite popular among those who sail it, and supported by a politically very strong international class association.

Olympic Class

The IHCA has conducted an informal poll to determine the interest in promoting Hobie Cat to the Olympic level. We are encouraged by the interest and excitement generated by the prospect. Hobie Cat manufacturers worldwide also have been most enthusiastic, pledging their full support.

Motivated by this response, IHCA has begun the process to bid for the distinction. Due to new direction from the IOC, IYRU has yet to formalize its bid procedure; however, we have a good indication of the probable steps and schedule to be followed. Regarding the schedule, we have been told the selections will be announced at the November 1992 annual meeting of IYRU. It is highly probable that formal bids will be accepted this May at that organization's semi-annual meeting.

IHCA will target its proposal to committees of IYRU, IOC and 42 member national federations. National federations submit recommendations to IYRU for Olympic Games. By way of definition, US Sailing (formerly USYRU) is a national federation.

Cat Of Choice: Hobie 16

The international Hobie 16 will be proposed as the IHCA choice to represent the catamaran category for the 1996 Olympics. Key reasons are that it offers the largest international one-design fleet in the world, is relatively inexpensive and readily available around the globe. The class participates in 25 national and continental championships annually, plus a world championship every other year, in far-ranging locales including Texas, Hawaii, St. Croix, Tahiti, Florida, Fiji, Holland and South Africa. It belongs to the International Hobie Class Association, the largest one-design sailboat class in the world, a well-structured organization, with seven regional associations representing 42 countries, 300 fleets and 15,000-plus members.

Obviously, the Hobie 16 looms as a giant over its bid competitor, the Tornado.

Why not the Hobie 21, 20, 18, Formula 18 or SX-18? The 21 is more expensive, a small class and not an international one-design class. The Hobie 20 is not yet ratified by the IYRU as a one-design class and is not readily available throughout the world. The Formula and SX-18 comprise a split fleet internationally, also are not one-design and choosing between them would be very difficult. The 18 is a very distinct possibility. It meets most of the above requirements.

As it stands now, the Olympic bid will feature manufacturer-supplied stock Hobie 16s with Olympic graphics. Each of the 18 finalists will be assigned a boat for the duration of the games. After the event, these boats will be sold.

The Process Begins


The IHCA bid will include a qualification system using existing various national championships to determine qualifiers to the six regional mini-olympics. For example, assuming all of Europe to be an Olympic region, each individual European national champion would be eligible to compete in the European regional mini-olympics. It is highly possible that manufacturers will supply up to ten boats for each of these regional championships.

IYRU has introduced an IYRU World Championship Series that will be held midway between Olympics. The first is scheduled for 1994 in Europe. Hand-in-hand with the Olympic proposal, the IHCA is bidding to be a class in that event. If the bid is accepted, boats will be supplied.

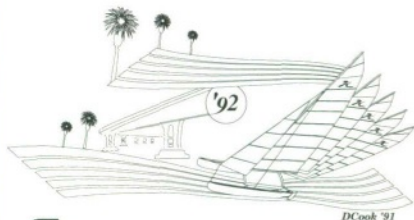
A Golden Opportunity

Hobie Cats in the Olympics; a long-time dream. The major advantage to our Class Association will be promotional. The fame and exposure, combined with an aggressive promotional campaign, will stimulate membership growth and result in a stronger, more unified IHCA.

Being part of the Olympics is a great opportunity to introduce the excitement of Hobie Cat sailing to thousands of potential new members.

We will keep you informed of our progress. Meanwhile, your comments and suggestions will be appreciated and welcomed. 

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NORTH AMERICAN REGION NEWS

NAHCA Needs Us All!

Support Is A Two-Way Street BY RON AND SHIRLEY PALMER

This issue's column is authored by, in their words, "two middle-aged, B-fleet Arizona sailors who want to relate the kind of support they feel the Hobie Way gives them, via individuals, the fleet, the division and the NAHCA." Both skipper their Hobie 18 and on occasion crew for the other, confiding, "Our most important piece of racing equipment is the duct tape that needs to be applied to the crew's mouth to keep our relationship on an even keel." Despite, or perhaps because, of their independent natures, both are active at the organizational as well as participatory level. Ron currently serves as vice chairman of Division 2, while Shirley is an involved WHCRA member. They attend as many regattas as possible and help publish their fleet's monthly newsletter.

For us it all started when someone offered us our first ride on a Hobie. We bought a Hobie 18 on the beach on the spot. We are still excited about the fun that original boat provided. Our first few months of Hobie ownership were spent sailing and playing with our beloved Cat pretty much by ourselves.

We were introduced to the Hobie Life when a friend convinced us to attend a regatta. Thus began our obsession with the Hobie Way. We found the sailors to be friendly, encouraging and helpful. They seemed like people we had known through the years involved in other outdoor sports such as skiing and backpacking, only more family-oriented. Our competitors were really enthused about sailing and eager to help us.

We discovered a fleet in our home town. We went to a meeting and discovered the same kind of people we met at that first regatta, only with different names and faces.

Outward Bound

Next, we traveled a few hours to attend a regatta in a neighboring state. We encountered another group of sailors just like the ones we met at home. They all set their boats

up much the same, got wet and cold, dragged their Hobies up and down the beach, told lies around the campfire, scrapped like dogs and cats for the favored position at the start line, cheered for each other at trophy time, and packed their boats to trailer home, tired but happy and making plans to attend the next event.

Since we were having so much fun with this Hobie Life, we decided to get involved with the fleet and see if we could help introduce this wonderful pastime to others who might get as much enjoyment out of it as we did. We found the elected officers welcomed our input. As we became more involved with our fleet, we learned how the regatta schedule is made possible through the organization of our division.

Team Palmer has continued along the Hobie Way; attending a few more regattas, traveling a few more miles and meeting more of the same kind of Hobie enthusiasts we met on that first day. We find that, while Hobie Catters hail from all over the country (and world), we spend more and more of our time actively participating in and promoting the sport we love. We are gaining a better understanding of the meaning of "enhancing the spirit of the class and promoting racing." These are flowery words, but they have real meaning to a lot of us out here in Hobieland.

Help From Within

We help each other on the water, on the beach, on the road, and hopefully in life, with a fun-loving, positive attitude. We've never gone hungry or thirsty at a Hobie event. We've never had a part missing, a boat over in the water, or a vehicle broken down, without help being offered before we even can ask for it.


The "Hobie Way of Life" begins on a one-to-one basis. Each of us started with the spirit of individual competition, which has grown into a spirit of group cooperation and support. Let's start as individuals, then fleets, then divisions, to enthusiastically support NAHCA.

As members of a monohull sailing club, we occasionally experience handicapped racing. Given the choice, however, we agree absolutely nothing compares with the thrill of one-design Hobie racing. The organization and assistance is evident at every regatta. We find ourselves asking, "Does it get any better than this?" at the vast majority of Hobie events we attend. We feel that premier sailing is enhanced through the help we receive from our own Class Association.

Mutual Momentum

We were introduced to Hobie Life about eight years ago by an enthusiastic couple named Ted and Sue. Through the years they have encouraged us, tutored us, and provided unfailing support and friendship. They have not only enhanced our enjoyment of the sport, but given us many pointers to improve our skills on the water.

Our Fleet 514 held its first division points regatta in 1986 with approximately 30 boats participating. In 1991 the Piñata Regatta drew 100 boats. Membership in the fleet has grown at a similar rate. This is what our association is about. This is what NAHCA will help us to pursue. We want to continue the Hobie Life.

The regatta program needs a supportive organization. Let's make the NAHCA the organization that will help sustain our Hobie Way and encourage our growth. 

Wind You Can Lean On



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

North Dakota is proud to host the 1992 Hobie 18, SX-18 and 21 Nationals on Lake Sakakawea—the nation's largest man-made reservoir at 180 miles long, six miles wide and with more shoreline than the coast of California!

The host site - Lake Sakakawea State Park - is home to the North American Regatta, set for July 24-26, 1992. Come early and test the winds in this regional qualifying event. Call 1-800-437-2077 for a registration packet.

Attractions:

- Free camping and all meals.
- Great walleye and salmon fishing.
- Gateway to the Wild West - Ft. Abraham Lincoln (last command of George Armstrong Custer), Theodore Roosevelt National Park, trail rides, Native American powwows, gambling and more!
- Minutes from Garrison Dam and National Fish Hatchery, Audubon National Wildlife Refuge, Missouri River, Knife River Indian Villages National Historic Site.
- North Dakota State Fair just an hour away in Minot.

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

Accommodations: Race headquarters is at Lake Sakakawea State Park, 1 mile north of Pick City, North Dakota, on Highway 200.

- **Free primitive camping** for tents and self-contained RVs (no hookups) at race site for participants. Electrical and water hookups are available for \$9/night.
- **Rent-A-Camp:** A limited number of campsites equipped with a tent, cots, foam pads and cooler can be rented for \$15/night (\$25 damage deposit). Reservations required, call 1-800-437-2077.
- **RV Rental:** Travel trailers or motor homes may be rented if reserved by May 1, 1992. Please call 1-800-437-2077 if you desire this type of accommodations.
- **Motel accommodations** available at:
Sakakawea Motel, Pick City (1 mile from site) Ph. (701) 487-3356.
Cambridge House Apartments, Riverdale (7 miles)
Ph. (701) 654-7543.
Roughrider Motor Inn, Hazen (23 miles) Ph. (701) 748-2209.

Races: All racing will be BYOB (bring your own boat). A limited number of rental boats will be available by calling 1-800-437-2077 before May 1.

- **Monday, July 27:** Qualifying and welcome party. Those not qualifying on Monday will continue to race Tuesday through Thursday in the Bronze Fleet.
- **Tuesday through Thursday, July 28-30:** Championship Series
- **Thursday, July 30:** Cut Party. Championship Fleet will be divided into Silver and Gold fleets, both racing on Friday and Saturday.
- **Friday-Saturday, July 30-August 1:** Championship Finals
- **Saturday, August 1:** Awards Dinner

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

Hobie 18, SX-18 & 21 National Championships Registration Form

Make checks payable to:

North American Regatta Commission
c/o North Dakota Parks & Tourism
604 East Boulevard Avenue
Bismarck, ND 58505
Ph. 1-800-437-2077

Skipper _____

Address _____

City _____ State _____ Zip _____

Crew's Name _____

Please Enter Me In (circle one): 18 SX-18 21

T-Shirt Sizes Needed (Skipper & Crew): ___ M ___ L ___ XL

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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 McFaull	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	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.
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 Lawler	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
259	July 18-19 1992	CA State C/Ship Avila Beach, CA	Brett Dingerson	805/541-6249
62	Aug. 8-9 1992	Mid 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	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 Storrie/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 Gerblich	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 Ochoobie Elephant Butte, NM	Thomas Cox	915/751-0373
48	Oct. 24-25 1992	*Ochoobiefest Elephant Butte, NM	Thomas Cox	915/751-0373

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

REGATTA SCHEDULE

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 Sakakwea, 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.
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 Ft. 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.
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
97	June 27-28 1992	NC Hobie C/Ship Kerr Lake, NC	Frank Bordeaux	919/847-5866
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.
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 Stiemsma	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.
106/ 271	May 9-10 1992	DE State C/Ship Rehobeth, 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	Barneget 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
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	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

REGATTA SCHEDULE

133 Dec.5-6 Christmas Ball Regatta Enrique Figueroa 809/727-0883
1992 Puerto del Rey, PR

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
25	May 9-10 1992	Cat Fight Tulsa, OK	Mark Berge 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	Byran 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 Berge 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.
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 Orillia, 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
May 1-3 1992	Raid Jacqueville Abidjan, Ivory Coast	IHCA Europe	94.08.11.88
May 1-3 1992	Venezia Julia Cup Lignano, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
May 1-3 1992	Oortkatenschinken Oortkatensee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149

May 1-3 1992	Copa de España C.N. Castelldefels, Spain	Lluís Fernandez	34.3.725.46.65
May 2-3 1992	Fruhjahrspokal Stambergersee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 2-3 1992	Super Sail Neusiedlersee, Austria	Thomas Waller Wolfgang Malatschek	43.222.804.5655 43.222.22.2474
May 2-4 1992	Cat Open/TT Bala Cat Club, Great Britain	Roy Campbell	44.243.551.613
May 9 1992	Liberation Cup St. Ouen, Channel Islands	Barry Jenkins	44.534.59.990
May 9 1992	Hangover Race Helsinki, Finland	Martin Hildebrand	358.0675.084
May 9-10 1992	Fleet Regatta Marignane, France	Patrice Vivient	33.9408.11.88 33.94.38.63.08
May 9-10 1992	Turn Up Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	45.64.40.3138 45.31.29.86.00
May 9-10 1992	Yvonnand Regatta Yvonnand, Switzerland	Pierre Alain Besuchet	41.21.824.1257
May 9-10 1992	Hinkelstein Ammersee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 9-10 1992	Hobie Demo Event Exmouth, Great Britain	Roy Campbell	44.243.551.613
May 16-17 1992	Champ. Aquitaine 1 Bordeaux, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
May 16-17 1992	Point Regatta Neusiedlersee, Austria	Thomas Waller Wolfgang Malatschek	43.222.804.56.55 43.222.22.24.74
May 16-17 1992	Goldenergrünster Rursee/Elfer, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 16-17 1992	Vogesen Cup Plobsheim, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 16-17 1992	Cat Pokal Lindaubodensee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 16-17 1992	1000 \$ Regatta Bolsena, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
May 16-17 1992	Cat Open/TT Rutland Water, Great Britain	Roy Campbell	44.243.551.613
May 17 1992	Guadeloupe C/Ship Gosier, Guadeloupe	IHCA Europe	94.08.11.88
May 23-24 1992	Katamarangau Brombachsee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 23-24 1992	Bol D'Or Morges, Switzerland	Pierre Alain Besuchet	41.21.824.1257
May 23-25 1992	Point Regatta Bala Cat Club, Great Britain	Roy Campbell	44.243.551.613
May 23-25 1992	Cap Open/TT Cawsand Bay, Great Britain	Roy Campbell	44.243.551.613
May 24 1992	Guadeloupe C/Ship Gosier, Guadeloupe	IHCA Europe	94.08.11.88
May 27-3 1992	1Folie's Cup Hyeres, 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
May 28 1992	Blaues Band Vom Rursee/Elfer, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 28-31 1992	German Championship Bosau, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 28-31 1992	Raid Sur Le Lac Lemane Geneva, Switzerland	Pierre Alain Besuchet	41.21.824.12.57
May 30-31 1992	Adriatic Cup Pescara, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
May 30-31 1992	Cat Spektakulum Wagersee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
May 30-31 1992	Fleet Regatta Marseille, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
May 31 1992	3a Regatta F16 C.N. Castelldefels, Spain	Lluís Fernandez	34.3.725.46.65
June 4-8 1992	Austrian National Neusiedlersee, Austria	Thomas Waller Wolfgang Malatschek	43.222.804.56.55 43.222.22.24.74
June 6-7 1992	Droppelmina Beversee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
June 6-7 1992	Muritz Cup Robel Muritz, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
June 6-7 1992	Hobie Spring Cup Poole, Great Britain	Roy Campbell	44.243.551.613
June 6-8 1992	Swedish National Blomberg, Sweden	Lars Persson	46.500.30.300
June 6-8 1992	Deuteron Cup Sylt/Nordsee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
June 6-8 1992	Champ. Aquitaine 2 Socca, 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
June 7 1992	Castle Cars Round Isle Jersey, Channel Islands	Barry Jenkins	44.534.59.990
June 13-14 1992	Fos Cata Fos, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
June 13-14 1992	Königsbacher Cup Bremerhaven, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149

*Non-points regatta

REGATTA SCHEDULE

June 14 1992	Round Isle of Wight Stokes Bay, Great Britain	Roy Campbell	44.243.551.613
June 14 1992	4a Regatta F16 C. N. Sitges, Spai	Lluís Fernandez	34.3.725.46.65
June 14 1992	Trofeo Iniciación C.N. Benicasim, Spain	Lluís Fernandez	34.3.725.46.65
June 20 1992	Round Texel Texel, Holland	Martin Schuitema Hans Van Nes	31.17.51.12.834 31.17.19.19.451
June 20-21 1992	Bernard's Regatta Serre Poncon, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
June 21-22 1992	Raid Jersey Carteret Jersey, Channel Island	Barry Jenkins	44.534.59.990
June 21-26 1992	Kieler Woche Kiel, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
June 24-28 1992	Italian National Gravedona, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
June 27-28 1992	Puntuable/5a Reg F16 C.N. Calafell, Spain	Lluís Fernandez	34.3.725.46.65
June 27-28 1992	European Youth C/Ship Oud Naarden, Holland	Martin Schuitema Hans Van Ne	31.17.1512.834 31.17.19.19.451
June 27-28 1992	RCIYC Regatta St. Aubin, Channel Islands	Barry Jenkins	44.534.59.990
June 27-28 1992	Fleet Regatta Geneva, Switzerland	Pierre Alain Besuchet	41.21.824.1257
June 27-28 1992	Scottish National Carnoustie YC, Great Britain	Roy Campbell	44.243.551.613
June 28 1992	Fleet Regatta Gosier, Guadeloupe	IHCA Europe	94.08.11.88
June 28 1992	After Surf C.M. Benicasim, Spain	Lluís Fernandez	34.3.725.46.65
July 2-6 1992	1st Vassiliki Classic Levks	IHCA Europe	94.08.11.88
July 3-5 1992	Campionat Catalunya C.N. Sitges, Spain	Lluís Fernandez	34.3.725.46.65
July 4-5 1992	Fleet Regatta La Cadena, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
July 4-5 1992	Gromitz Cup Gromitz, 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
July 4-5 1992	Cat Open TT Bognor Regis, Great Britain	Roy Campbell	44.243.551.613
July 4-8 1992	European Youth Spa Newport, Belgium	Patrick Demesmaeke	32.50.62.07.52
July 10-13 1992	Raid Helsinki-Hanko Helsinki, Finland	Martin Hildebrand	358.0675.084
July 11-12 1992	Sail Boat C.N. Benicasim, Spain	Lluís Fernandez	34.3.725.46.65
July 11-15 1992	French National Erquy, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
July 11-12 1992	Priulla Cup Palermo, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
July 11-12 1992	Week End Hobie Cat Geneva, Switzerland	Pierre Alain Besuchet	41.21.824.12.57
July 11-12 1992	Belgium National Oostende, Belgium	Patrick Demesmaeker	32.50.62.07.52
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 Marstand	IHCA Europe	94.08.11.88
July 18-19 1992	Semana del Mar C.N. Castelfdefels, Spain	Lluís Fernandez	34.3.725.46.65
July 18-19 1992	5th Multilario 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 Vistalstause, 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	Nordseecup 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 Andaluz 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 Castelfdefels C.N. Castelfdefels, 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 Martinusse 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	Urn'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. Castelfdefels, 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
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	Mar i Muntanya C.N. El Grau (Pals), Spain	Luis Fernandez	34.3.725.46.6
Sept. 11-13 1992	Sermata Catalana C.N. Masnou, Spain	Lluís Fernandez	34.3.725.46.65
Sept. 12-13 1992	Fleet Regatta Vitrole, 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 Wycis	49.23.53.47.41 49.41.81.39.149
Sept. 19-20 1992	Hobelfregatta 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	43.222.804.5655 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

HOBIE RACING

RACE STORIES

MIDWINTERS WEST DIVISION 2 SAN FELIPE, MEXICO MARCH 6-8, 1992 BY SHIRLEY PALMER

What happens when all the fleets of Division 2 pool their resources? MidWinters West!

Thursday dawned warm and sunny. John Beck of Fleet 180 arrived with snappy T-shirts designed by Debby Gira of the same fleet. Equipment arrived from all the fleets in Division 2. Fleet 514 of Tucson handled race packets and registration.

By 1:00 PM a nice breeze was blowing and the bay filled with colorful Hobies. Meanwhile more racers were arriving, launching Hobies, greeting old friends and meeting new ones.

Marci Forgrave ran the fun races on Friday. There were all

women crews, F-Fleet, and juniors. Friday night there was a beach chili feast for Shirley Palmer's surprise birthday party.

Saturday produced moderate breezes. There were three races run on the yellow course lasting until nearly dark. The orange course had only two races; the 16As were over-anxious, causing three general recalls.

Saturday evening Fleet 30 of Riverside provided the Pirate Margarita Party followed by the raffle. Casie DeCurtis of Fleet 30 got donations of over \$5000 worth of goodies to raffle off.

By race time on Sunday there were white caps and dark clouds building in the west. One more race was held before the abandon flag was flown.

Chase boats for this event were manned by Frank Mardel with a couple local pongas and a

group of jet skiers from Yuma.

Somebody up there likes race chairman, Ron Palmer; the rain stopped for racers to pick up those hard-earned trophies.

PRHCA MIDWINTER FLEET 133, DIVISION 13 PUERTO DEL REY, PR JANUARY 25-26, 1992 BY ENRIQUE FIGUEROA

In many places, winter equals cold, unsailable conditions; in Puerto Rico winter means wet.

Saturday dawned with a 99.9% chance of rain. That didn't stop the hard core racers from making it to this year's first race.

All boats started at the same time, putting some pressure on the little guys. But being little has its advantages since they all showed the fleet how to start.

The N.A.M.S.A. rating system was used to score the fleet for the overall as well as individual scoring for each of the classes. Sailing conditions were not the best, but they improved.

Sunday it stopped raining! The wind came up to about 18 mph, the seas were flat and the Hobies were ready. One race was scheduled for the morning and a long distance for the afternoon. The start was moved closer to the beach so the spectators could enjoy the action.

It was a wet but fun weekend. Many thanks go to everyone at Puerto del Rey Marina, Bud-weiser for the brew, Aileen for the beautiful trophies, Osvaldo Alcaide for the excellent job as race committee, Vivian for scoring and to all those who helped in making this another successful event.

RACE RESULTS

DIVISION 2

MIDWINTERS WEST DIVISION 2 SAN FELIPE, BC MEXICO MARCH 6-8, 1992

HOBIE 21	POINTS
1. Apple/Hawthorne	2.25

HOBIE MIRACLE 20	POINTS
1. Alter/Ward	5.75
2. Lundberg/Smith	9.00
3. Mooneyham/Trevy	16.50
4. Parizeau/Thomas	17.50
5. Schafer/Legge	20.00
6. Campbell/McIntosh	20.00
7. Skidmore/Skidmore	21.00
8. Pedrick/Harris	27.00
9. Probst/Stucky	27.00
10. Jenkins/Woods	27.00
11. Egusa/Nunes	29.00
12. Team Gira	30.00
13. Greenwald/Tesse	37.00
14. Bishop/MacGillivray	40.00
15. Cummings/Daggett	41.00
16. Carlson/Stanger	42.00

HOBIE 18A	POINTS
1. Timm/Timm	7.00
2. Parks/Parks	10.00
3. Lewis/Zuzula	12.00
4. Brown/Wong	19.75
5. Kimball/Maybeno	21.50
6. Mondragon/Searan	22.00
7. Brown/Burnight	23.00
8. Burling/Witt	23.00
9. Miller/Mathies	26.00
10. Lindley/Lindley	30.00
11. Pettit/Pettit	33.00
12. Veenbaas/Baker	35.00
13. Claybaugh/Donna	38.00
14. Yahalom/Byrd	43.00
15. Wittrop/Wittrup	44.00
16. Savage/Savage	50.00
17. Herberer/Bevelacqua	52.00
18. Kwasniewski/Kwasniewski	52.00
19. Charleston/John	53.00
20. Patch/Patch	57.00
21. Schackenberg/Guest	58.00
22. Hankins/Hankins	61.00
23. Tschakowski/Hunter	64.00
24. Farrar	72.00

HOBIE 18B	POINTS
1. Head/Gowdey	4.50
2. Ray/Ray	14.00
3. Murray/Murray	15.00
4. Ganz/Ganz	18.00
5. Brown/Myers	19.00
6. Hockett/Hockett	21.00
7. Simon	22.00
8. Mark/Mark	26.00
9. Prosser/Banks	29.75
10. Phipps/Bicha	33.00
11. Bowen/Bowen	35.00
12. Mitchell/Cindy	36.00
13. Roseberry/Roseberry	38.00
14. Segerstrom/Segerstrom	38.00
15. Daily/Daily	40.00
16. McCurdy/Cirino	48.00
17. Ryk/Ryk	51.00
18. Hamilton/Skaar	51.00
19. Ryan/Ryan	54.00
20. Smith/Smith	57.00
21. Gillett/Heybot	57.00
22. Wadsworth/Cargill	65.00
23. Palmer/Delay	71.00

HOBIE 18C	POINTS
1. McClanahan/McClanahan	5.75
2. Peterson/Shutt	8.75
3. Pilato/Pilato	16.00
4. Dupree/Dupree	16.00

5. Turner/James	18.00
6. Escwege/Levi	20.75
7. Harness/McGillivray	23.00
8. Jones/Wuelpern	24.00
9. Alvarez/Sarfaty	25.00
10. Smith/Johnston	26.00
11. Vasquez	31.00
12. Maddox/Maddox	31.00
13. Rogers/Rogers	33.00
14. Wintheiser/Wintheiser	35.00

HOBIE 18N	POINTS
1. Hunner/Greer	3.50
2. Glasner/Moe	4.75
3. Wilder/Gendrew	9.00

HOBIE 18-SX	POINTS
1. Joder/Wigman	3.50
2. Montague/Burton	4.75
3. Britt/Parker	12.00
4. Thompson/Rusas	12.00
5. Spindle/Ortega	12.00

HOBIE 18M	POINTS
1. Smith/Smith	4.75
2. Rooney/Kiki	5.50
3. Picha/Picha	8.00
4. Wagner/Berniker	12.00

HOBIE 17A	POINTS
1. Bill Myrter	4.50
2. Michael Kramer	7.00
3. Steven Leo	9.75
4. David Baumgartner	12.00
5. Al Leonard	14.00
6. Tom DeLong	16.00
7. Kirk Wells	20.00
8. Gary Dalden	23.00

HOBIE 17B	POINTS
1. Kaysie	4.50
2. Ted Cross	4.75
3. Nina Farrell	8.00
4. James Moore	12.00

HOBIE 16A	POINTS
1. Seaman/Margetts	9.75
2. Materna/Brown	12.00
3. Petron/Petron	12.75
4. Ketterman/Debievre	19.00
5. Christensen/Youngeman	19.75
6. Froeb/Nackel	22.00
7. Forgrave/Materna	26.00
8. Delavall/Leon	32.00
9. Hauser/Douglas	34.00
10. Bass/Wintermit	36.00
11. Newsome/Decrew	38.00
12. Winkler/Patti	39.00
13. White/Lehman	41.00
14. Walsh/Walsh	41.00
15. Christensen/Seaman	42.00
16. Simpson/Wineland	48.00
17. Corelli/Johns	48.00
18. Skvarla/Skvarla	49.00
19. Brenns/Brenns	53.00
20. Schroyer/Hodgkins	55.00
21. Gantsweg/McPherson	57.00
22. Stark/Stark	63.00
23. D. Shearer/Mary	66.00
24. A. Shearer/Shearer	67.00
25. Ashley/Ashley	70.00
26. Dolan/George	76.00
27. Dixon/Dixon	78.00
28. Kearney/Kearney	82.00
29. Lindholm/Stoner	84.00
30. Ward/Goddard	85.00
31. Ware/Ware	87.00
32. Norris/Ceulver	96.00

HOBIE 16B	POINTS
1. Clay/Clay	9.75
2. Zimmerman/Zimmerman	10.00
3. Englehardt/Mathews	10.75
4. Miller/Rick	11.75
5. Houser/Jan	21.00
6. Billings/Billings	25.00

7. Strazzabosco	27.00
8. Mohill/Mohill	27.00
9. Moe/Castelli	30.00
10. Attard/Brennan	30.00
11. Monson/Haemelmann	35.00
12. Towle/Metcalf	35.00
13. Gordon/Gordon	37.00
14. DeCurtis/DeCurtis	38.00
15. Kuebler/Kuebler	44.00
16. Carver/Carver	47.00
17. Youngwerth/Youngwerth	48.00
18. Deffino/Colley	51.00
19. Irwin/Irwin	54.00
20. Hornby/Ard	57.00
21. Hasegawa/Wicker	61.00
22. High	61.00
23. Fowler/Fowler	64.00

HOBIE 16C	POINTS
1. Reid/Reid	5.50
2. Phelan/Phelan	14.00
3. Purciel/Purciel	17.00
4. Nicolle/Nicollie	19.00
5. Winter/Winter	22.00
6. Kirschner/Kirschner	23.00
7. Neis/Neis	23.00
8. Lamont/Barron	24.75
9. Blodeau/Wechsler	25.00
10. Campana/Durkee	29.00
11. Burns/Burns	32.00
12. Landers/Abbott	33.00
13. Caponetto	40.00
14. Hunter/Hunter	42.00
15. Alavazos/Hoehne	44.00
16. Schrader/Schrader	45.00
17. Rumill/Slepica	46.00
18. Davis/Davis	47.00
19. Hinton	53.00
20. Brykczynski/Sandness	53.00
21. White/Hawkins	58.00
22. Diehl/Maler	63.00
23. Jacobs/Jacobs	69.00

HOBIE 16N	POINTS
1. Koneval/Tiemen	4.50
2. Fiescher/Fiescher	7.75
3. Reay/Reay	9.00
4. Worthington/Bakken	12.00
5. Carlson/Grisey	12.00
6. Bierschbach/Bierschbach	19.00
7. Martin/Martin	24.00
8. White/Porter	24.00

HOBIE 14T	POINTS
1. Roger Neathery	2.25
2. Cliff Hilliard	6.00
3. Howard Chase	12.00
4. Bob Heyer	12.00
5. Philip Rock	15.00
6. Woody Campbell	15.00

DIVISION 13

PRHCA MIDWINTER REGATTA FLEET 133, DIVISION 13 PUERTO DEL REY, FAJARDO, PR JANUARY 25-26, 1992

HOBIE 18	POINTS
1. Colon/Torres	3.00
2. Barbosa/Espina	6.75
3. Portela/Newland	13.00
4. Cruz/Armstrong	15.00
5. Rivera	20.00
6. Rodriguez	22.00

HOBIE 16	POINTS
1. Goldberg/Silva	6.00
2. Martinez/Gonzalez	8.75

HOBIE 14	POINTS
1. Denny's Junco	3.00
2. Jorge Lopez	11.00
3. Eduardo Figueroa	14.00

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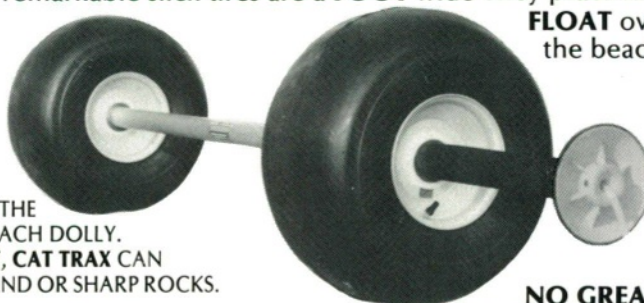
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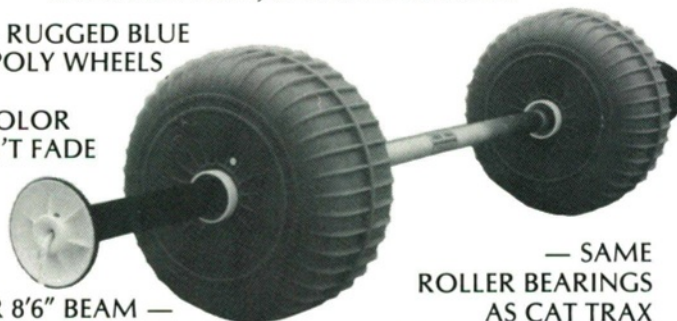
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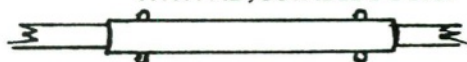
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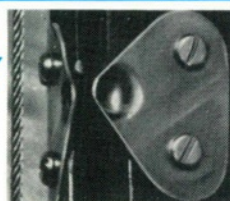
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