

Yachting **HOTLINE**

SEPTEMBER/OCTOBER 1992

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

Sheer Agony, Sheer Ecstasy

*A cliff hanger
of a tale.*

Heavy Air Sailing

*Scary or awesome
— you choose.*

Control your Cat

*That loose nut
on the tiller
is you.*



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.

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Two tents maximum per site.
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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

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18 WIZARD OF ODDS

Come along on a French magical mystery tour from Guadeloupe to Cape Horn.

On the cover

One sharp image from the doubling of Cape Horn.
Photo by Bernard Henry.

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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The Hobie Stream Of Consciousness

The change of seasons (yes, midwesterners, California does have a change of seasons ... from wonderful to even more wonderful and then back to just plain wonderful again!) always gets me thinking of life. Out here we have not only the climatic upheavals of earthquakes (those rocky times we wonder if we'll make it through and later marvel that we have indeed made it through!) but also the slow yet sure movement through the calendar of our lives.

Here I am, for instance, at an age at which I really never pictured myself. Gee, I think, looking in the mirror for a wrinkle in time, when my mother was this age, I thought she was OLD!

If your lives are anything like mine, you turn around and poof! — five more years are gone. Sometimes it seems as though we not only don't have time to stop and smell the roses, we don't have time to plant or water them in the first place.

What I'm leading up to, in this ramble through the ages, is that Hobie Catting (or whatever form of recreation we pursue) enables us to re-discover the joy of life ... the joy of living. It's a way to share a mini-vacation with a loved one, a way to take a small departure from the often hectic "real world" of work and worry; of dishwashers that break down when company comes to dinner; of all the troubles small and large that haunt us in our continual quest for serenity and happiness.

Serenity and happiness are just a hull (actually two) away. Being on a Hobie Cat is like enforced leisure. When you're out there on the water, you CAN'T mow the lawn, work on the car, clean your house or perform a million necessary but tedious chores. Hey, don't worry — they'll still be there when you get home.

Every minute spent on deck is a small moment in your own personal history of delight. Don't lose a second of it!

I'm sure you've all noticed people who can't seem to take it easy. You see them typing away on an airplane, dictating while they're driving, counting assets and debits in their sleep. (Oops — people who really know me will tell me to take a good look in the mirror while I read that last sentence!) A friend of mine even saw some guy at a ball game ignoring what was going on down on the field and going over his notes for an upcoming staff meeting. (So much for peanuts, crackerjack and fun!)

What I'm trying to say, is you can't take it with you — "it" being the fun you get out of life; so don't take it (your work and worries) with you when you go to get that fun out of life.

I guess we're back to that old cliché ... the Hobie Way of Life. And that brings me back to where I began ages and paragraphs ago ... to the changing seasons in our lifetime.

Remember that song, "It was a very good year"? With Hobie Cats, good health and the right attitude, each year can and should be a very good year.

Here's to many more great Hobie years!

Dealer Menu



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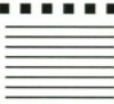
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MORE ON BOAT BUOYANCY

The Swiss sailors did a great job of measuring the relative buoyancy of the Hobie 21 and Hobie 18 (as detailed in the January/February 1992 "Wavelines"). They report a load ratio of 1.58/1 and a length ratio of 1.17/1. However, commodore Thomas Muhlethaler does not need to be concerned that the load ratio is so different from the length ratio. Here is an easy answer to this dilemma.

Assume the Hobie 21 hull is almost like a scaled-up Hobie 18 hull. Since load capacity is proportional to hull volume, and volume is proportional to length cubed, we would expect the load ratio to be 1.17 cubed, which is 1.60. The Swiss sailors surely will agree that this is "close enough for government work."

Edwin X. Berry, Ph.D.
Sacramento, CA

THROUGH THICK AND THIN

It is a beautifully sunny, windy, lonely Saturday morning as I am missing our fleet's second race series. As a result of a "hit and run" (the batter got hit and the runner from second scored THROUGH me), I sit here with a broken foot. But it does give me time to correspond to you.

The last time I wrote, it was because of a missed issue of HOTLINE. I was impressed with the quickness with which the matter was resolved along with your personal follow-up phone call.

I have been racing Hobies now for only six years. Previous sailing experience was non-existent. I am a hard-working, blue-collar employee. The Hobie catamaran appealed to me because it was affordable and well-built.

My first exposure to a fleet was disappointing since most members seem tied up within their own clique. Many of my initial thoughts on the members changed as I began to know the people better. Soon I became a fleet officer, and for four of my six years have retained a position.

I now understand previous officers' complaints about lack of support from all but a few. I guess most groups experience the same problem. As economic times toughen, fleet membership has dropped.

Reading the HOTLINE religiously as I do, the subject of more social events arises with all of us. We have tried this approach with our fleet, without terribly exciting results. Those of us who do get together always seem to be the same old guard. The "point chasers" amongst us certainly do not have the time, and the non-racing mem-

bers remain in hibernation. I am committed to continuing to try, for I love the competition and camaraderie.

As mentioned above, I read the HOTLINE from cover to cover. The material seems a bit thin at times, but I still look forward to it.

During the racing season I particularly like to read about the other fleet/division races. It bothers me to see so much emphasis on partying. Not meaning to be a prude, I used to party harder than anyone. I have changed and though I certainly don't expect everyone else to, I must admit it isn't any fun being around a bunch of drunks when you are looking at the world sober. I would much rather read about the races themselves, the conditions and the locations than about "Frankie and Julie's margaritas, Bob's hangover, etc." I have been disappointed with the regattas I have been to where there are unlimited quantities of beer, but no non-alcoholic beverages offered.

We all have our likes and dislikes, I just wanted to voice mine. Again, I enjoy the HOTLINE and wish you a very "cool" summer.

Douglas K. Miller
Raleigh, NC

OLYMPIC CAMPAIGN TRAIL

It is really great news to read about the possibility of a Hobie in the Olympics. While I greatly admire the Hobie 16 (it was my first boat) and the KISS philosophy it represents, I do not feel it is the best choice, as the design is extremely dated, particularly the sail plan. I would like to point out the Tornado is an early '60s design, yet still is considered the fastest multihull internationally raced. Why??? Because the design has been updated; improvements incorporated in rigging and sails as technology advanced.

The Hobie 16 has a 20-year-old attached boom/mainsail design, no "adjustable" mast rotation, limited downhaul, no truly functional outhaul adjust and the jib travelers go in the wrong direction. Then when the wind starts to howl (+15 mph) and the chop gets short and STEEP (+2 feet), the Hobie 16 becomes a Hobby-Horse!!!

Now the Hobie 18 is a wonderful all-around boat. As I do both distance and trash-bag races (around the marks), I have sailed my 18 in all types of conditions. I've been 22 miles out at sea in 27-knot winds with 10-12 foot seas (what an awesome ride). Hobie 16 sailors just hang on the wire,

mouths open when I drive through, not over, a 10-foot roller taking off the top 5 feet and then not pitchpoling ... sheet in and go!!!

The biggest drawback to using the Hobie 18 in the Olympics is that the design has not been fully updated; same problem as with the 16! The boat needs a positive mast rotation adjustment, the jib sheet system needs upgrading, and a Harken main traveler system with windward sheeting. (I would like to be able to make traveler adjustments with the main sheeted in.) These combined improvements may cost \$500. By implementing them over several years, the money required can be easily budgeted.

Therefore, I feel that the improvements can be made with less disruption to the 18 class than the 16 class. The Hobie 18 is a better, all-condition design, and new it costs only 40 percent of a new Tornado.

The racing results listed seem to indicate the 18 class is still growing while the 16 class is slowly shrinking nationally and internationally, as the design becomes more dated. And consider the political resistance from racers who have upgraded to bigger, faster, MORE TUNEABLE boats. These sailors do not want to go backward to a basic boat.

So let's make the improvements required and put the best boat design forward, THE HOBIE 18!!

Harry P. Murphey, III
Newtown Square, PA

AGE OF WISDOM

This is just a brief note to thank you for the gift of the COMPTIP™.

This winter, Obersheimer Sails in Buffalo retrofitted my Hobie 14 and 16 masts for me. Of course, I appreciate the safety factor of the COMPTIP. I also found that I can raise and lower my mains a lot easier.

This is my seventh season sailing Hobies, and I love every cruise I make. Although I am now 75 years of age, I may try a regatta. Just hope I don't get in the way. Anyway, someone could always protest.

Thanks again for the COMPTIP.

R. F. Whitey Busell
Williamsville, NY

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

Deals on Wheels

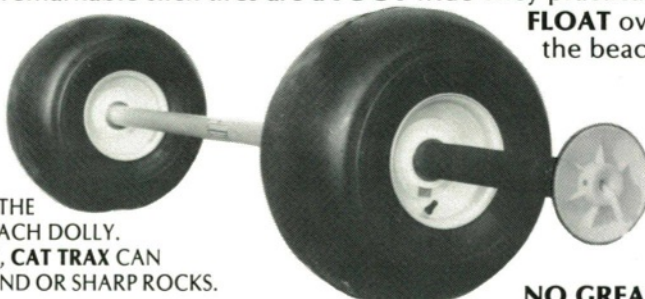
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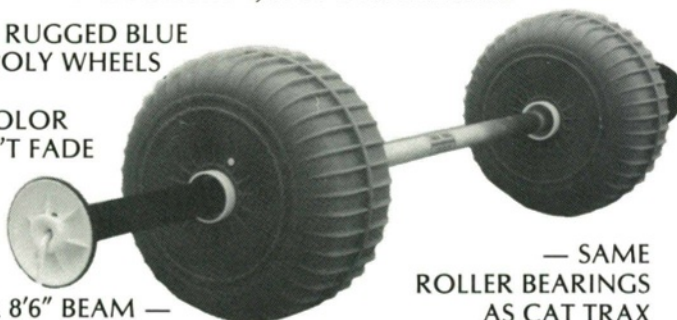
These remarkable slick tires are a **FOOT** wide They practically
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the beach!



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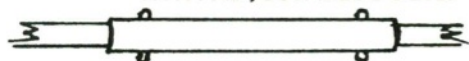
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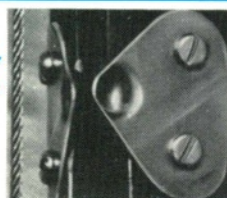
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BOATING SAFETY GRANTS

Over the past four years, the BOAT/U.S. Foundation has given out more than \$130,000 in grants. Each year the proposals show an increase in creativity. Foundation director Jim Ellis relates, "Last year, we supported a variety of innovative grassroots ways to promote boating safety, from a children's lifejacket lending program to a solar-powered emergency radio communications system."

The grant application deadline is November 2, 1992, with awards to be announced January 1993. To obtain a grant packet, write: BOAT/U.S. Foundation, 880 South Pickett Street, Alexandria, VA 22304.

For more information about the grant program, call Judith Lawson at (703) 823-9550. And, if any of our readers are connected with an organization awarded a grant next January, please let us know.

EVERY BOAT NEEDS A HEAD

The following theory of sailing excellence was sent to us by Roy Shaw of Galveston's Fleet 8, Division 6. Where do you think the winning really begins and ends? If you'd like to share your comments with your fellow HOTLINE readers, send them to: Winners' Circle, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.

DIALING IN THE ATTITUDE

It is a common misconception that sailboat races are won by boat speed and tactics. Sailboat races are really won or lost in the heads of the skipper and crew both before and during a race. While I can't describe the exact pattern of thoughts that will produce a bullet every time, I can tell you what does and doesn't work for me.

First, let's start with the concepts of winning and losing. Sailboat racing is relative — even if you come in next-to-last you still have won, just as you still have lost if you come in second. So given that it is impossible ever to win or lose, I suggest trying to forget about winning and losing.

Having gotten the idea of winning out of our heads, we have cleared the mental landscape of all really ugly thoughts, such as, "I'm supposed to be winning so what am I doing back here?"; "It doesn't seem to matter what we try, we just don't ever get our share of luck" or "It just isn't our conditions, so we really don't have a chance at winning."

Second, we should program our feeble minds to believe that no matter what happens, we are going to have a good time. We get to spend a weekend on the water doing what we love to do most: getting sunburned, thirsty and poorer chasing windshifts around marks made by some

obscure French conglomerate. We tell ourselves that we are going to be doing this with our friends and fellow sailors, and that we will sail with others as we would have them sail with us. Nothing messes up the go-fast mentality as does constantly searching for someone to camp on, cover, or 'use' the rules on.

Third, we determine in our heads that as skipper and crew we have very specific jobs to do. We make sure we do our jobs well by realizing we can never do them well enough. As soon as skippers start thinking they have learned all they can about wiggling the stick, you better start looking for a new ride. If you're the skipper and your crew decides to start telling you how to do your job, kick that crew overboard.

We also decide that no single thing is going to make us win. Success in sailboat racing is achieved by the correct balance among thousands of variables.

Last, we determine never to give up. Every tack, every jibe, every mark rounding counts from the start to the finish of each regatta.

When you finally 'dial in' the correct mental attitude, you'll probably find yourself so far on the horizon you'll get lost and come crashing back down to earth. That's sailboat racing.

AS THE HULLS FLY

Soap heroine Nici Mahlant is willing, able and almost ready to compete. With the first regatta only a month away, the phones begin to ring. And ring. And ring.

EPISODE 4: AS EASY AS A - B - C

Finally I found him. Male: experienced, flexible, willing to take orders!!! He can have two heads and the personality of a roach — his signature is going on an iron-clad, no-cut, no-option, two-year crewing contract.

As you know, weather hangs up the phone when you request cooperation, so we built an ark and sent away for the boat parts my new crew, Ed, insisted I add. (Just what is the purpose of a second trap wire — we have shrouds, don't we?)

Knowing a sucker when it sees one (and perhaps needing a good laugh), the weather cleared long enough for us to discover that gybe means duck (I woke up with a knot the size of a small country); and when a hull goes up or under, turn loose of everything and HANGONFORDEARLIFE. Ed learned too ... how to be a proper teabag, how to grab the mainsheet from my hands really fast, and how to trap a shroud. (He got extremely good at this!)

The race site looked like a blue-light special at K-Mart, with over 80 boats, most of them bigger than the Santa Maria. All

were handled by very large, serious men who used to be race car drivers. After attending a C-fleet seminar which emphasized such rules as "leeward transoms at inside overlaps clear astern shall tack or gybe at luffing," I did what any normal person would do; namely, I moved to Idaho. No, I spent the day in a chase boat discussing relevant issues like porno movies and bodily functions. Honest, I am not making this up.

I am absolutely positive SOMEBODY put SOMETHING in those Saturday night refreshments, because the next thing I remember is being on the boat, one minute to red flag, looking for an excuse to hand Ed the tiller. The start was not my best effort. I mistook C-mark for the start pin, which put us a little behind, and nobody checked the course. At one point we were trapped between a Prindle 18 bearing down and a Hobie 21 coming up behind, but with a vocal crew (screams of terror do seem to break the tension), decent wind and a long course, we captured fourth place. This achievement still leaves me eligible for help from chivalrous sailors, but I have the feeling I'd better invest in a set of wheels — and soon!

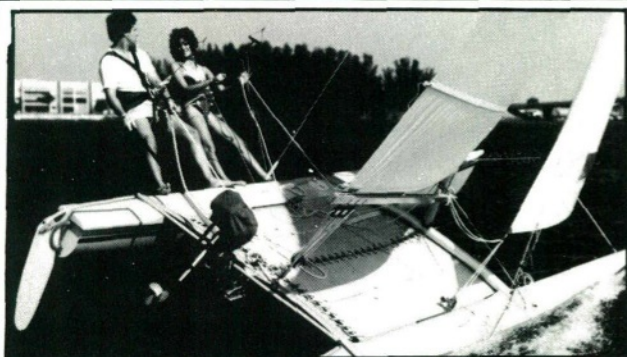
NAME GAME CORNER



When we attend a regatta, my wife and I have had to answer one question more often than any other (besides "What course is it?"). The question is, "What does that mean?" The inquirers are referring to our 16's name, the SHOVEL. Well, if you would review our regatta finishes, you'd see we're always sitting in a hole.

Guy and Jackie Lawyer
Shawnee, OK

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

WIND INDICATORS: LOCATION, LOCATION, LOCATION

I've seen wind indicators mounted underneath the jib and on top of the mast. Which is best — high, low, or both?

For those of you who are overworked, underpaid, and ultra-stressed, please advance immediately to the last paragraph of this answer. Thanks.

Garfield and some old salts would say windvanes are for weenies. A real sailor feels the breeze on his face. A true professional has no need for superfluous paraphernalia.

Bunk! That is not to say some intuition is often called for and luck occasionally plays a part, but a good windvane is a must. That statement holds true for the hard-core racer as well as the recreational sailor.

Knowing the exact wind direction may not be a critical boat-speed factor for the recreational sailor, but wind direction is still a must-have piece of information. A two-second warning before the wind causes the boom to jib, even though you may not be ready, can save an occasional bump on the head. ESPN would agree "In Your Face" could take on a whole new meaning for the sailor who experiences a few unanticipated jibs.

Speaking of wind, telltales on the sails also can be extremely helpful in unlocking the speed potential of a Hobie. The new black telltales seem to be a great idea, allowing visibility of the leeward-side telltales without adding little windows to the sail. Telltales are most commonly located just aft of the leading edge, at the maximum draft of the sail, and at the trailing edge. Location of telltales varies slightly on different boats, so observe where a successful racer places them for best results.

As usual, I'm a little off-track. Forward onto the specific question concerning the location of windvanes.

THE BRIDLE CHAMBER

Windvanes can be placed only in a few common spots on your Hobie Cat. The most typical location is where the bridle wires meet the forestay. I have a feeling you already knew that. For all you Star Trek fans, counselor Troy would be proud.

Several manufacturers make windvanes with attachment hardware for various Hobie bridles. The advantage of this location is easy visibility for the skipper. In most sailing conditions and points of sail, your eyes are never far from this spot.

Attaching the windvane under the bridle is common, but it also can be located slightly forward of the bridle. The easiest method by far is to attach the windvane below the bridle, using a standard kit.

A few minor disadvantages of situating the windvane on the bridle come to mind. Boats with a jib can create eddy wind currents as you sail downwind, affecting the windvane and actually causing it to rotate 360 degrees. These erroneous readings are annoying more than anything, and usually last for only a few seconds at a time.

The second problem with the bridle location applies to Hobies equipped with spinnaker poles. Spinnakers present new problems for windvanes; lots of long lines and sheets to catch on things such as vanes. Occasionally, a windvane can be seen attached to the bottom of the spinnaker pole instead of the bridle; a good solution, usually, out of harm's way.

The mast-top location need be used only by skippers who are information freaks.

TOP OF THE MAST

Another possible installation, one often desired by dedicated sailors, is at the top of the mast. The wind actually can change direction slightly from bridle level to the top of the mast. If you sail on a larger boat with a taller mast, this change becomes apparent. However, if telltales are placed at various levels on your mainsail, the upper ones keep you informed of any wind direction changes aloft.

The down side of this site is the vane can be hard to see while you are looking where you are going. Hence, the mast-top location need be used only by skippers who are information freaks; a term used only in the most flattering way. A masthead

windvane really comes in handy on lakes or the ocean, where trees or waves, respectively, may interfere with air flow at the surface of the water.

As you probably have deduced by now, I feel a masthead windvane is not of great importance for most Hobie sailors. You can substantiate my theory by spending some time looking up in the air at the next Hobie regatta.

The easiest method by far is to attach the windvane below the bridle, using a standard kit.

HOUNDING THE VANE

Another windvane attachment location is the mast hound, that piece of stainless steel to which the shrouds attach.

Just a thought, why is stainless steel called stainless? Every time I see stainless steel on any boat, there always is a stain below; isn't life funny. If you would like your stainless steel to be really stainless, custom-make all your parts out of 316L passivated stainless steel. Yeah, right!

Back to the mast hound, this is a possible location for the windvane. However, the spot rarely is used, for the same reasons the masthead windvane is not a common sight.

My recommendation: Place your windvane below the bridle using one of the many windvane kits available from your local Hobie dealer. Cruise down the beach first to see the various vanes on the market and choose the one that best fits your personal style. Sail on!

OLD HOBIES CAN DIE

I just purchased a 1974 Hobie 16. It had been stored outside in Chicago for the last ten years, with the tramp removed four years ago. I have had the sails re-stretched and patched by a sailmaker. The white hulls and blue tops are faded and chalky looking. What do I use to restore the colors? What can I use to

clean the aluminum mast and frame? I probably should have bought a new Hobie. By the time I buy the new parts and pieces I need, I will be close to a new-boat price. Any suggestions?

Just like horses, cars and people, Hobie Cats grow old. All those four-foot jumps, miles on the road, college football games and exploits through the surf take their toll on vintage bones, muscles, steel and fiberglass.

The only chronologically old Cats are the Hobie 14, 16 and maybe an early 18. The remaining models are relative newcomers.

As Hobie Cats do not have odometers, it can be difficult to determine how much a boat has been sailed, or more importantly, how many more voyages are left in those old hulls. Boats may look tattered and torn just from being exposed to the weather, as they leisurely lie unused on a beach behind someone's house — especially if the sails are left up for long hours at a time. In other words, a boat may look bad, but actually be in great structural shape. On the other hand, a boat may have been used and abused by a tight-tramped racer, kept cosmetically perfect with new sails every couple years, but structurally be on the brink of destruction.

A boat may have been used and abused by a tight-tramped racer, kept cosmetically perfect with new sails every couple years, but structurally be on the brink of destruction.

A LITTLE HELP FROM YOUR FRIENDS

The best way to purchase an older used Hobie is to have someone with years of experience assist you in an inspection. This someone could be your friendly Hobie dealer, who will jump at the opportunity to point out those parts which need replacing.

Another source of experts is the local Hobie fleet. Just ask for help. Someone always will be eager to help a potential Hobie sailor. The stories you hear about Hobie camaraderie, the corinthian fellowship and all that really are true.

Or, maybe ask Cat Woman. She must sail a catamaran. If she's out catting around, referencing the Hobie HOTLINE article, "This Ol' Boat" in the January/February 1991 issue may be a good idea.

Without going into great detail on how to inspect a used Hobie Cat, generally you should put the most effort into scrutinizing the most expensive components on the boats. Devote less time to the least expensive parts. For example, the hulls are the single most expensive part of the boat and thus warrant a thorough inspection. The forestay and shrouds, in contrast, are best replaced once a year. If damaged they are irrelevant, except to proclaim the owner's sailing and maintenance habits.

Often, with the exception of a well-kept "cherry," older boats are best used solely for parts. That may seem a little harsh, but really old hulls do get soft and may be more trouble than they are worth.

Unless you have a good supply of used parts, a new boat may be a cheaper and better option in the long run. Take into consideration time joyously spent sailing your Hobie Cat in a balmy breeze just before sunset versus sweating and swearing while endlessly repairing your boat. What would you rather be doing?


IN THE BUFF

Now to the specific questions about that 1974 Hobie 16. Faded or chalking hulls may be rubbed using a good rubbing compound. This process is very difficult to perform on the nonskid docks, but it can be accomplished. Chemical fiberglass cleaners also can be used in these difficult areas, but good old elbow grease works the best; well, maybe an electric buffer helps.

Eighteen-year-old gel coat finish may not have much left to buff, so a coat of paint might be an alternative. The aluminum should be cleaned with a little soap and water, with a little clorox added if mildew is present. Sno Bowl bathroom cleaner does wonders for removing stainless steel rust stains and aluminum oxidation, but remember to follow the safety instructions on the container and make sure to wash areas well after a few minutes. Sno Bowl could melt your metal components, like Dorothy melted the Wicked Witch of the East.

New parts must be purchased for equipment such as rudder cams, but used rudder castings can be as good as new. In this case, I advise trying to find decent used parts, if possible. Your Hobie dealer may have a good collection of vintage parts.

The fable of this story: "If you buy a really old Hobie Cat, you now own a really old Hobie Cat!"

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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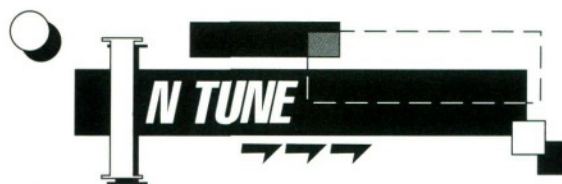
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9/92



Handle With Care

How To Get Your Hobie Honking, Part One

BY RICK WHITE

The author is the founder of Rick White's Sailing Seminars and author of "Catamaran Racing: For The 90's." A veteran sailor and one of the developers of tacking downwind in cats, Rick White has won over 50 major titles. He now races a Hobie 18.

Everyone likes to worry and wonder about that secret speed device, the hot tuning trick, the special winning gadget. Bad news! Nothing like that exists. The only real speed device is that loose nut on the tiller — **YOU!**

That statement goes for any Hobie, or any sailboat for that matter. You can part with a wad of cash buying go-fasts from your local marine store, and walk away with a little brown bag full of hot toys. None of them will make the boat go significantly faster. Rather than spending a fortune on parts and trinkets, spend a lot of time learning to sail your boat the right way.

A good example: You have spent days refinishing the bottom of your boat, hours shaving battens for that perfect sail shape, you have the rudders perfectly aligned, the mast raked to the angle of the latest theory, added tricked-out blocks and sheets made of spectra. Egads! you will be unbeatable.

Perhaps, with everything just right, you may pull out a half-boat length over a couple miles.

Yet, you start at the wrong end of the line, you sail past the laylines, you make terrible mark roundings, you oversheet downwind, you undersheet going to weather, and your tacks can be timed with a calendar. What good is that half-boat length you gained in boat speed?

HANDLE NOW, TUNE LATER

The first two articles of this three-part series focus on boat handling. Through our seminars I've observed that by concentrating heavily on boat handling, most graduates make immediate improvements. Tuning is, of course, important. The real gains, however, are in boat handling. That's why we'll explore handling first, and tackle tuning in the third article of the series.

CONTROL THE BOAT

A boat out of control on the starting line (or anywhere on the water) is as bad as an out-of-control skier on a crowded slope. If you cannot put your boat through its paces with instinctive reaction, you will be doing a lot of 720s; or worse, causing damage to your boat and others, possibly even injuring someone.

The starting line is the place where you will find yourself in the closest proximity to the most boats, because all boats in the regatta congregate there before the race. You will have to maneuver in close quarters and heavy traffic. Some maneuvers discussed in this article also will be useful at mark roundings where many boats converge at the same time. In addition, these techniques will make you look like a real pro as you pull into or take off from a dock, beach or crowded anchorage.

A boat out of control anywhere on the water is as bad as an out-of-control skier on a crowded slope.

Before we start putting the boat through its paces, we need to discuss how to steer this sometimes obstinate critter, and how to make it go where we want it to go.

STEERING

Many first-time sailors do not realize a rudder is only one of three steering elements on the boat. Granted, the rudders are the most obvious steering device. However, they also are the smallest and least effective of the three.

The most important steering device is the sail. Obviously, sails are much larger and more powerful than rudders. When the rudders and sails work against each other, the boat is trapped in the middle; an innocent victim that is just along for the ride and doesn't know which way to turn.

There is yet a third steering factor that can help or hinder both the sails and the rudders — the weight of the crew.

Understanding how these three mechanisms work together or against each other is extremely important, because they not only can help you go forward, but also stop or even back up. As we delve into the

mechanics of boat maneuvers, it will become clear how the three can work together to make your boat obey your every whim, or work in disharmony to make sailing a battle on the water. Let's analyze each of the steering mechanisms.

Rudders

The function of the rudders is clear. Assume you are sitting on the windward side of the boat and the boat is moving forward through the water. If you pull on the tiller, the nose of the boat goes away from you and away from the wind (or you will be steering down). When you push the tiller away from you, the bows come your way and more toward the wind (steering up). That concept is simple enough; however, the sails can easily overpower simple rudder control.

Also, remember rudders do not work at all if the boat is static, sitting still. There must be forward or backward movement through the water for the rudders to have any effect.

The sails are the engine. From a dead stop, you actually must begin both movement and steerage with the sails alone, until there is enough forward motion for the rudder to be effective. Again, there must be a flow of water across the rudders for it to work at all.

Sails

The sails act to balance the boat's power and steering. Given neutral helm (pretend the rudders are not on the boat), if the jib is in and sheeted and the mainsail is out and unsheeted, there will be more force on the jib than on the mainsail, tending to drive the bows AWAY from the wind.

On the other hand, if the mainsail is in and sheeted and the jib is out and unsheeted, the predominant power is on the main, pushing the sterns away from the wind, thereby causing the bows to turn TOWARD the wind — much like a windvane.

A good example of this concept is demonstrated by the sailboard, which has no rudder system at all (see Diagram on page 14). If the mast is leaned forward, the force is toward the bow (like a jib) and will steer the board away from the wind.

As the mast is leaned aft, the force is toward the stern, causing the bows to turn closer to and even straight into the wind — again much like a windvane — because there no longer is any sail forward to push the bow away from the wind.

The power of the sail can easily overpower any rudder steerage you may apply. If the sails are not trimmed properly for the steerage applied, the rudders will be overpowered and have little or no effect on the direction of the boat.



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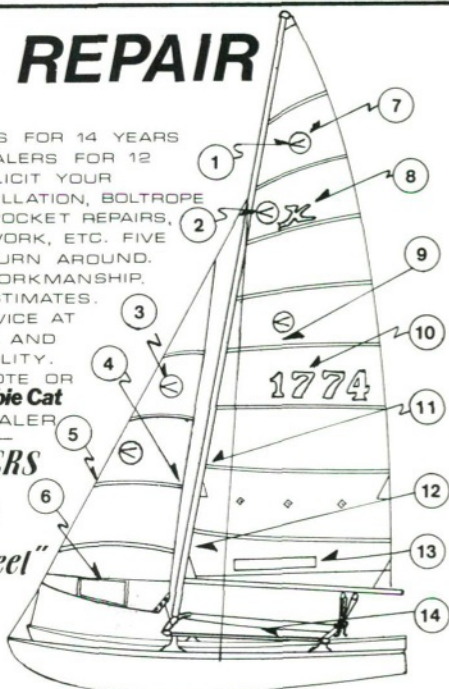
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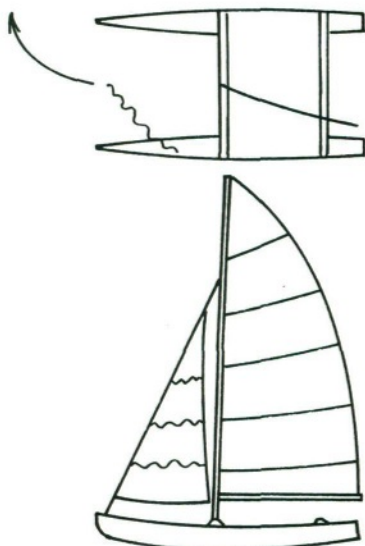
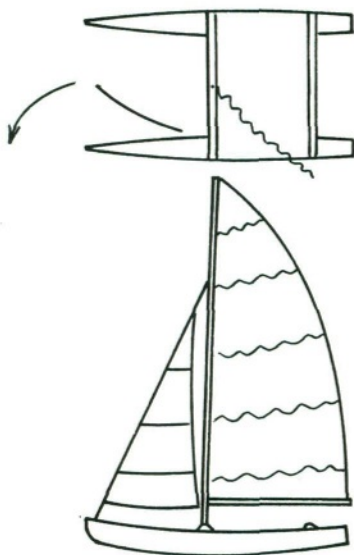
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Diagram



By the same token, the sails can be a tremendous asset to the steerage. We have already pointed out that by manipulating the main and jib, the sails can steer a boat by themselves, without any aid from the rudders.

To feel the steering power of the sails, try sailing with the rudders up. You even can tack the boat without using the rudders. Try it sometime. This is a good way to appreciate both the balance of a boat's sail plan and the steering power of the sails.

The jib makes a wonderful forward wind rudder. If you are head to wind (in irons) and wish to get out of that position, simply pull the jib out to one side or the other. The wind hits the curvature of the sail, creating negative pressure on the leeward side. The movement of the bow will be toward the negative pressure side and will swing back onto a close-hauled course again. If you want to end up on starboard tack, pull the jib across to the starboard side of the boat. If you want to be on port tack, pull it out to the port side.

Going a step further, this same procedure can help you complete a tack in adverse conditions in which it is difficult to make the bows come all the way around. This bit of extra side thrust by the jib ensures you are not going to have a bad tack. NOTE: This is not proper tacking procedure — just an emergency "save" technique.

The jib also helps get a boat moving from a dead stop. Picture yourself sitting dead in the water, with the wind quartering over your bow. You are not in irons, but actually in a position to beat to weather, except your sails are out and flapping. Now you want to go forward.

If the main is brought in alone, there is a good chance the boat will be overpowered by it and just round up head-to-wind. However, bringing in the jib first keeps the bow off the wind; then the main can be brought in to begin accelerating.

Crew Weight

Imagine a catamaran head-to-wind, sails flapping, with no crew aboard. If we set a crew at the aft port corner, the boat will turn to the left. If we place that crew weight on the aft starboard corner, the boat will turn to the right.

As you can see, crew weight distribution is one of the big secrets of a fast roll tack. Before we get into this maneuver, here are some things you need to know about weight distribution and its effects:

- 1) *If you are going to weather and you get a puff and the boat flies a hull, it wants to head up until you get the boat relatively flat again. In other words, heeling generally causes the boat to head to windward.*
- 2) *Because a heeled boat wants to go to windward, if you are trying to bear off to go downwind, you MUST have the boat flat when you begin your turn, or the*

boat will not want to bear off.

- 3) *When you complete a tack, going immediately forward on the new windward hull will flatten the boat out so you can bear off more easily to pick up speed on the new tack.*
- 4) *The less wind there is and/or the slower you are moving when attempting to change directions, the more valuable weight movement is in assisting steering.*

THE ROLL TACK

The catamaran roll tack, a modified version of the monohull roll tack, is the most important refinement in catamaran handling over the past decade. Decreasing your tacking times from 25-35 seconds to 4-7 seconds opens up a whole new ball game for the weather leg. Now, you don't have to just bang the corners, probably overstanding the layline by hundreds of yards.

The catamaran roll tack is the most important refinement in catamaran handling over the past decade.

Weight distribution is of paramount importance. The lesson learned from how to use your weight to turn a boat in a roll tack also can be used to control the boat when stopping, parking, getting out of irons or helping save a tack when you inadvertently tack into a wave or a header.

Step By Step

Communication is critical. The skipper must notify the crew of a tack. Try "Ready about!" When the crew says he or she is ready, then declare, "Helm's alee."

At this point, the helmsperson pushes the helm with steadily increasing pressure, while simultaneously moving to the aft windward corner, along with the crew. The helmsperson stays at the corner until the boat is all the way through the eye of the wind and on a close reach of the new tack.

Let's analyze what this weight distribution pattern is doing. By moving to the aft windward corner as the boat is turning, you are lifting both bows clear of the water, thereby reducing drag and making it easier for the boat to turn. As the boat goes through the eye of the wind and the burden of the sails is released, the old leeward hulls will become almost clear of the water.

The waterline of the old windward hull will be reduced to nearly half. So, you are reducing your wetted surface to about the size of a Laser (a small monohull dinghy



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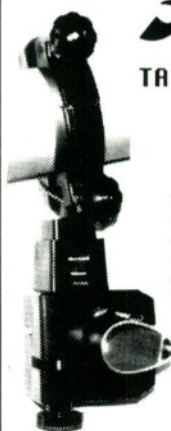
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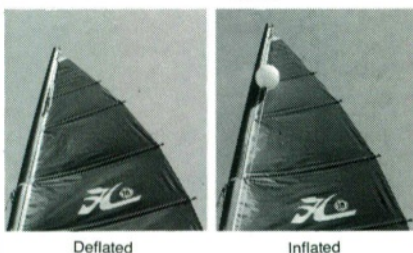
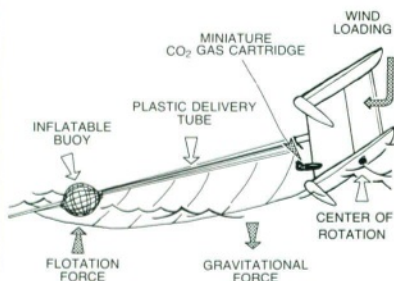
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that tacks in a heartbeat), and turning on the stern of the old windward hull.

Once the boat is at a close-reach direction and beginning to fly the hull on the new tack, you should cross the boat and go forward. Doing so helps flatten the boat out on the reach, allowing it to accelerate before heading back up to the normal upwind direction.

Let's not forget our steering devices. Remember how powerful the sails are in steering? Well, here is where we really need them.

A tack never should be initiated without the mainsail sheeted tightly. The main will help you turn up into the wind. If loosely sheeted, it will be of little help initiating the turn. You **MUST** have the main sheeted tightly.

As the boat goes through the eye of the wind, ease the mainsheet approximately 2 feet — more, if there is a great deal of chop and/or wind.

GREAT CREWS MAKE GREAT TACKS

The crew is totally in control of making this a great tack. While moving back next to the helmsperson, the crew must uncl

The crew
is totally in control
of making this a
great tack.

the burdened jib sheet. At the same time, the crew must take up the slack in the lazy sheet (the side of the boat on which the jib is doing nothing), by grabbing it right at the block.

As the boat goes through the eye of the wind, the crew starts to ease out the sheet on the old windward side. The crew can begin moving across the boat toward the new windward main beam at this time — still easing the old burdened sheet. Meanwhile, since the crew has grabbed the lazy sheet right at the block, almost 8 feet of the sheet have been pulled in automatically on the way to the new position of the new tack.

POSITIONED FOR SUCCESS

Notice the jib is never back-winded through the turn. The jib must be sailed through: that is, it must have flowed across the back side of the jib through the entire turn.

Now the jib is in and drawing while the boat has turned to the close-reach heading, while the mainsheet is eased a couple

feet. The jib is sheeted harder than the main, so the boat wants to turn off the wind.

This position is perfect. The objective is to reach off a short distance to increase speed and get the water flowing across the daggerboards and rudders. Then, the helmsperson sheets in the main and heads back to a normal weather course.

SOME CAUTIONS

Do not move to the back corner until the turn is actually in progress.

Sitting on the back of the boat while you are still going straight will slow the boat down, inhibiting your speed going into the tack.

Never let go of the tiller. To achieve a fast tack, it is absolutely imperative you never let go of the tiller or allow the rudders to straighten out even for a flicker at any point during the tack.

How To Handle It Right

KEYS FOR THE HELMSPERSON

- 1) Make sure you are hard on the wind with the mainsheet in tight before initiating the tack.
- 2) Begin to turn gently, but simultaneously apply steadily increasing pressure on the helm through the turn and move aft.
- 3) As the boat goes through the eye of the wind, release approximately 2 feet of mainsheet.
- 4) Once the hulls are pointed on the new tack, move directly across and forward to the main beam after transferring your tiller, heading down onto a close reach and sheeting in at the same time (if the jib is already in).
- 5) Build speed for a moment on the close reach and head up to close-hauled.

KEYS FOR THE CREW

- 1) Move aft with the skipper when he/she says "tacking" and begins the turn.
- 2) Take up slack from the lazy sheet.
- 3) Unclat the burdened sheet with one hand and grab the lazy sheet with your other hand right at the block.
- 4) When the wind catches the back side of the jib, begin easing the burdened sheet while pulling on the lazy sheet, to keep the jib drawing and telltales flowing all the way through the turn.
- 5) AFTER the main goes over, cross the deck and go diagonally forward to normal position, continuing to pull the new sheet with you as you go. By pulling directly from the block and crossing the boat with that sheet, you already have pulled in 6-8 feet of sheet.
- 6) Sheet in until the jib is set.

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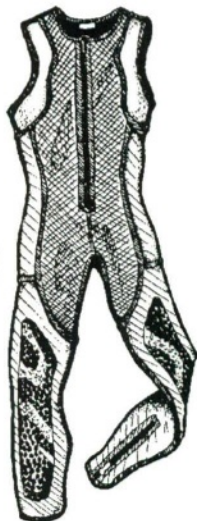
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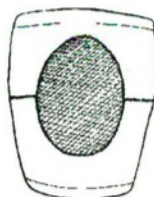


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We've tried to preserve intact the French flavor and exotic South American spices of this fascinating account of the 27-month Hobie 18 cruise, which, as you can well imagine, set a world-distance record with a sailing dinghy. Gaining entrance into the record books, however, was



neither Bernard Henry's overwhelming objective nor greatest accomplishment. Fully experiencing the Emerald Route from Guadeloupe to Cape Horn, and all the jewels in-between, was both his promise and his reward.

Sit back, relax, and prepare to linger as you savor Henry's discoveries along the way. Surely you'll agree, as did a visitor to an emerald world of old, that "I don't think we're in Kansas anymore."



THE EMERALD ROUTE ALLOWED US TO EXPLORE ONE GOOD HALF OF THE SOUTH AMERICAN CONTINENT, A NAVIGATION NO OTHER BOAT HAD MADE BEFORE.

Dateline Beagle Canal, 11th of April 1991: Bet won! Aboard our two Hobie 18 catamarans (named CGM and Credit Lyonnais after our supporters), we have rallied Pointe à Pitre to Cape Horn. Beyond our achievement, the Emerald Route allowed us to explore one good half of the South American continent, a navigation no other boat had made before.

It began on the 8th of January, 1989. My team embarked from Guadeloupe to try to double Cape Horn. It ended on Isla Hornos, on the 28th of March, 1991, 5:30 PM, a grey November day. I, in my trip-worn beret, announce: "We have doubled Cape Horn east to west on a Hobie 18!" Between the two dates, a 27-month trek on a few-square-meters trampoline with 40 revolving team members.

It's hard to sort out our memories in our heads, bobbed about by the waves and the sea. Biguine, lambada, samba or tango? Trade wind, pampero or williwaw to whisper the tempo? The story of a little boy who was afraid of big boats

recall also a 24-hour nightmare caused by a 30-knot wind, crossing the 80 miles between islands. All this, and much, much more, I will never forget.

AN AVALANCHE OF COLOR

As we begin the ascent of the Orinoco strait, the emeralds vanish, gobbled by the green labyrinth. We view the unveiled Guyana coast, unlimited white coffee, not a living soul, my first of 2,000 solo miles. Then, during three days and two nights we make our way through no-man's land between Georgetown and Panamaribo, stopping for only a few hours on a mud bank. A sudden flash of lightning rips off the sky; the rocket Ariane has just blasted off, leaving us all the more alone. Staggering clouds of every possible shape fill the sky.

At Cayenne, we thrill to amazing colours and torrential rain. We dash to the Amazon, watching the Pororoca through a shamble of broken trees. Nobody could delineate the shore for us. Although there was no beach, there were streams of every possible direction ruled by millions of mosquitos.

Rents on the hulls again, our navigation continues day and night, as sea and river dolphins swim by our side. In a slow ascent of the giant river, we watch the mood of the stream, amidst floating banks of vegetation. We celebrate a 14th of July among the Jivaros, between two paddling sessions. The Indians smile to us.

We journey on to Belem, facing a load of administrative problems at Brazilian customs. The expedition must set up its own assistance at the cost of exhausting technical, administrative and logistic acrobatics. Our equipment must be followed by road or rail.

We arrive at Belem-Sao Luis, confused by capes, bays and more capes. The area is interspersed with ever-interweaving waterways, as if nature had intended to mislead us. Avoiding the sand bars and rollers, we venture to sail on these canals, getting stuck in the mud before the mocking eye of the ibis. Exhaustion.

Red sails begin to appear. In ever greater number, we spot fishing boats, jangadas and even multihulls. The fishermen of the Brazilian nordeste can deal with anything.

But then we see a bar, pieces of wood, a few men clutching to a rigging. Taking in water, too, our Hobies dash to the rescue. A quick dive, and I introduce myself. The Brazilians don't look surprised at all. We help the soaking boat land on a sand bank. The fishermen are safe!



The Cats easily surf the huge rollers.

and deep oceans, but who dreamt of becoming an exotic bird.

I flashback to surfing crazy between four-meter waves; the two Hobie Cats tumbling down the Caribbean channels at an average of 11 knots, leaving big ships standing astounded. I remember a stop at Grenada to take emigrant Clint in search of his fainted wife in Trinidad. I

TWO ALONE

At Sao Luis-Fortaleza we begin a six-week solo for crew Catherine Blondy and myself; 300 kilos for each boat, pulled up to the top of the beach every evening. We capsize eight times. (Cats do have many lives, correct?) On one occasion, Catherine is dragged mercilessly under water by a suddenly righted dinghy. A strange, magical encounter comes from nowhere when we see a lunatic blond guy staring at us with incredibly washed-out eyes, thirsty and staggering in the middle of a white dune desert. We quench his thirst.

En route, I am consumed by fever. We capsize completely and dismast. Reddish sails dash toward us. Rescuing fishermen, with perfect crawl strokes, rush to our boat trying to put it right, and after many gags and slides, finally tow me back to the shore at full speed.

Fortaleza, Salvador and Victoria unstring like a dream with red ochre cliffs in the background. We slalom between bays and reefs, a daily progression up to 80 miles, as French, English and Brazilian team members take their turns.

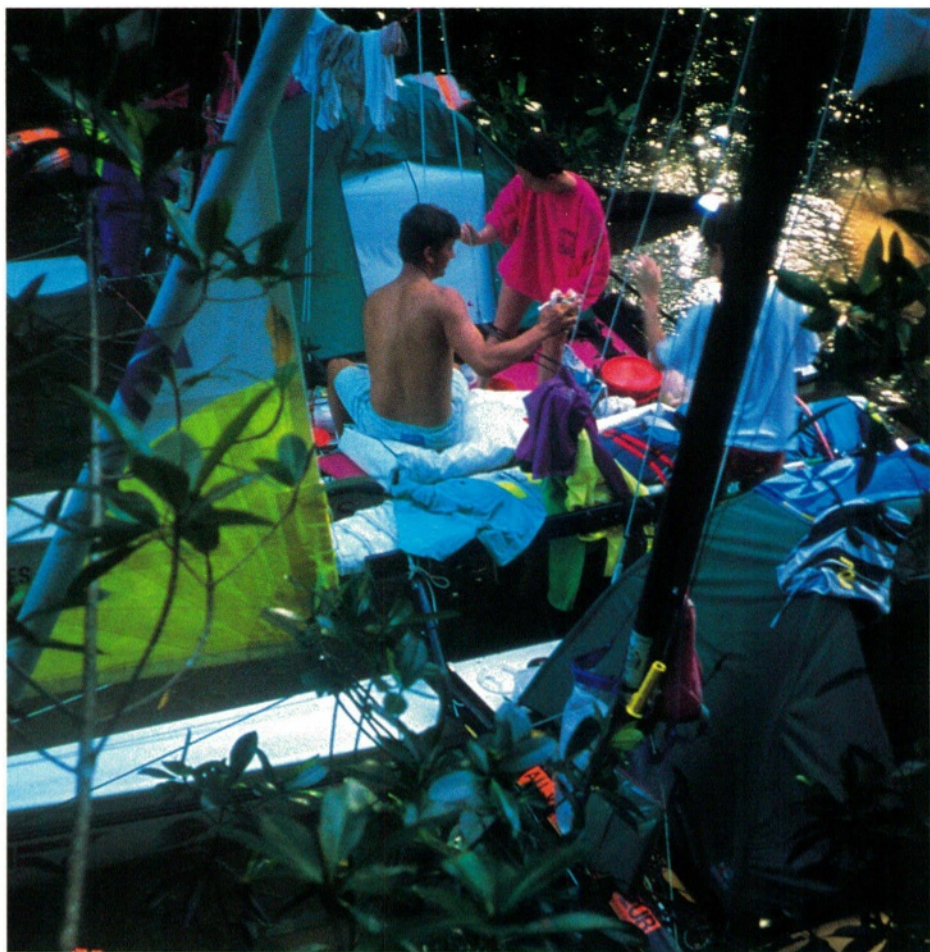
After arriving in Buzios-Rio, we solo once again. At Angra Dos Reis, hundreds of dolphins warn us to go back. Under a stormy sky and amid huge rolls, CGM breaks on Marambaya Beach. Luckily, Coast Catamaran of Brazil succeeds in repairing it.

Santa Catarina. The wind is back and getting stronger every minute. The breakers are impressive now. By night, we get into the Rio Aranagua, surfing madly on a huge roller, on the brink of capsizing. Immobile, a few fishermen watch us through the darkness of the laguna. Everything is quiet. We are told no boat ever passes that surf. Here, people fish from the shore, with a sweep-net and a little help from the dolphins.

We reach the south of Brazil. A coastline without any shelter, beaten by the rollers. The Emerald Route embeds itself on the land again. After 2500 miles gulped down from the bay, we luxuriate in a 400-mile serene solo through the Brazilian lagoons, cold and untouched. We experience incursions, via the canals, toward beautiful estancias, amidst cattle, gauchos and our first whale. Hundreds of seals follow the fishing boats like scrounging dogs. We feel like fish out of the water, really spaced out.

THE WILD WEST OF ARGENTINA

Time for our ascent under the moonshine, up to Montevideo and



Buenos Aires. As if on cue, the crowd is there. Camera, action!

The Argentinians welcome us with open arms, helping us enjoy three months of reassembling the Hobie Cats and taking our bearings. Short of money again, we are lucky to meet Francis Garnier from the Argentinian Credit Lyonnais. Like Jacques Mallet, from the CGM in Cayenne, he will give us a helping hand. Thanks to our benefactors, the Emerald Route sailors can continue south.

We reshape the team; Argentinians, Uruguayans and French take turns. Having received a clear warning about the Argentinian coast — rocks, cliffs, freezing weather and mad winds — we decide to use a minibus. The vehicle will follow us from the land with spare parts and equipment.

A moment's hesitation: shall we put an end here to our long crazy run? No. Our sail south has become a mission; a way of life. Neither Catherine nor I even think of giving up. Friendship takes off.

Team member Renaud de Saint-Mars, eager to determine if the tango is indeed something other than the lambada, reappears with his young cousin, Loic, in search of whale. Forgetting he is shaking with fever, Renaud sails by my side through the 80 miles of San Mathias Gulf

All the comforts of home (almost).

in a 30-knot gale and a rough, freezing, choppy sea. The reward: plenty of seals and penguins.

Killer whales swimming for fish pause to say hello at Punta Norte. The wind breaks, stirred by the microclimate of the Valdes peninsula. Its waters are clear; its cliffs, high; its light, pure.

Nervous exhaustion shows its anxious countenance. Which sail, which navigation to adopt? Should we remain ashore amid this elusive threat? Then, a miracle! The statistics were wrong. Receiving plenty of fair wind and wind on the beam, we make headway at full speed.

A Patagonian Christmas is celebrated some time after having crossed the roaring forties at the Bahia de San Blas and its tangle of islands. Landing in a hamlet of seaweed collectors, with huge clumps inundating the shore, we sail with the boards up. We slalom between beaches and capes through rocky islands haunted by thousands of seabirds and animals. The coastline, marvelously carved, stands in contrast with the inland, dull and flat. We come upon Rio Gallegos and our first wrecked clipper.



Bernard shares his coconut with a friend.

WE GET INTO
THE RIO
ARANRAGUA,
SURFING MADLY
ON A HUGE
ROLLER, ON THE
BRINK OF
CAPSIZING; WE
ARE TOLD NO
BOAT EVER PASSES
THAT SURF.

SOUTHERN DISCOMFORT

It's kind of crazy; we are on schedule and surprisingly fit. We survive a few difficult spots at the feet of vertiginous cliffs, as well as a 13-meter tide and a change of wind. Now there are cobblestones instead of sand.

Southward again, in a bivouac amidst the remains of forgotten three-masted ships. We bathe into these waters with poetic enthusiasm. We suffer very little from the cold; only the freezing southwest wind chills us to the bones sometimes. Being accustomed to such weather conditions after many months of navigation, I determine to sail barefoot down to Ushuaia.

By Punta Arenas, we have accepted the idea of sailing against the wind down to the Pacific Ocean. My heart is beating quicker now. Perhaps I am crazy to have gone so far already. Nonetheless, the remaining two laps, Ushuaia and Cape Horn, will prove to be the most impressive.

The Chilean canals are a terrible wilderness where many boats have lost their way. Cape Horn has crushed many far tougher nuts than our Hobie 18s. This apparent weakness in fact becomes an advantage; we are prompt to hide in the first available shelter.

Puerto del Hombre is the end of the trail. We say goodbye to our friends from the land support.

Our first williwaw sweeps down upon us, thundering like a locomotive. Thirty knots, coming from the west, stirred by the mountains, have brought that little monster to life.

Estimating its strength is difficult — 50, 60 knots? The Hobies, fully loaded, their stemposts allowing very little grip to the wind, their sails reefed twice, are vigorously shaken for a moment. Very

effective indeed, these trampoline nets and fishing nets on the wings!

Leaving aside the Magdalena Canal, darker than the gates of Hell, we double Cape Forward under a drizzle, gently pushed by a northward breeze. A little paddling, and we cross the five miles of the strait in grey November weather.

Waw! It's rising quickly. Aeolus is back. Two days of torrential rain pour down upon us. The rage of the strait confines us to a natural shelter on shore. To pull up the boats into the vegetation, we try everything: rolling them on logs, pulling them over a carpet of seaweed, and even carrying them, when impossible to do otherwise.

Two sunny days allow us to rejoin the Pacific Ocean, taking a shortcut through the fishermen's canal of Ceno Pedro. Sun, whales, a labyrinth of small islands. Superb! But watch the map — we must not lose our way in this maze.

Javier Freit and Loic Chimier have taken their turn after Marc and Elizabeth Peran. The Pacific welcomes us with a wry face. We endure two days of cold spanking at the mouth of the Cockburn Canal, five miles before the ocean. In 70-knot blasts, we watch roofs blow off at Punta Arenas. A small sailing dinghy vanishes, lost with all hands, in the Beagle.

Confined once more to shore, we curl ourselves up inside the wet tents, bent on lighting a fire against some anfractuosity of the rock. Inside the tiny cove sheltered from the southwest winds, we have pulled our Hobies over a pile of cobblestones. Outside, it's like Hell. We ramble around, exploring the mountain, completely bent under the huge blasts.

A Dante-esque landscape: intermingling fjords, islands, rocks and snow-covered peaks. We are completely cut off from the rest of the world. Survival is paramount in our thoughts and efforts. Luckily, there is plenty of water, and mussels make a delicious supper.

A PEACEFUL INTERLUDE

At last, the gods calm down. Our two birds take off again. This heavy swell is the Pacific Ocean! We seek a shortcut through a labyrinth, accessible exclusively to our hulls: Meteoro and Aguirre islands. That's it, we are inside the Brecknock, with the wind blowing on our backs.

Welcomed by a few squalls, I feel I can make it now, even if adverse conditions keep us bobbing about. In deference to the mood of the weather, I often have to recall my own team to the reality of these conditions. We are not



A welcomed smooth water sail through Jonction Canal.

allowed one single mistake, and always must anticipate. As a matter of fact, we do not capsize anymore after Buenos Aires.

We make progress between two gales, fighting against exhaustion, trying to minimize our efforts, remaining as long as possible in a reclining position. Javier remains inside the tent for 36 hours, but spirits are high.

A new lull. We dash to Bahia Desolada where the boat Kotick, carrying our friends Alain and Claudine Caradec, coming from Ushuaia, is supposed to meet us. You never know what might happen.

Georgiana Island, northside. A mad hailstorm. "Alight!" I run to the top of a hill, holding the VHF in my hand. Contact established!

We cross our first sailing boat, a world tourer. The crew is completely flabbergasted to see us down there, and to know we are coming from Guadeloupe. It's moving, this frank look in the skipper's eyes.

Two hours later, a super 28-meter yacht, the Maricha II, comes to say hello, giving us a bag with some food. We head toward Brecknock Island with two masts. Kotick is there, its progression slowed down by the rough weather.

How can I describe the moments of our meeting? Alain and Claudine, who charter in Cape Horn and the Antarctic Ocean, welcome us aboard their warm and comfortable yacht, inviting us to a generous "cachaca" party. A leg of mutton, a briton "far," and that delicious Brazilian spirit, the cachaca.

There we spend our last warm and dry nights, cajoled by our friends. After four days of very strong and fair winds, under bare poles sometimes, like in the ballenero, we proceed at 20 knots by a 40-knot gale. Surfing on the waves and over the seaweed, we sail with the jib alone, so it will be easier to roll in case of a sudden gale.

We slalom a few cables behind Kotick. Alain, who knows the area like the back of his hand, leads us into marvelous anchoring spots, such as a pool literally covered with mussels and spidercrabs. We pass the Beagle Glaciers, a paradisiac landscape. Blue ice on a verdigris background, we slalom amidst the growlers. The presence of Kotick is comforting, although we sail quite far from it on shallows hardly accessible to a boat other than a Hobie.

Arriving in Ushuaia for a week's stop, we meet Popof and his warm vessel, Kekilistrion, which charts quite often with Claudine and Alain, and with whom we will go back to the glaciers to take some pictures after Cape Horn.

It's a marvelous holiday. We invite on board Anne Francoise Gentric, a sailboard pro, and Loic Lequellec, a ski



A giant sea turtle digs for a safe place to lay her eggs.

instructor and a surf enthusiast.

Problem: I have promised Loic Chimier he could double Cape Horn with us, but we are redundant of team members for this final lap. He will board on a small dinghy we are supposed to meet somewhere, at the mercy of the weather conditions or anchoring spots. His mission consists of filming us whenever possible. In fact, we will catch sight of him only two or three times.

HARROWING OMENS OF THE FINALE

Ushuaia-Punta Doble. Four days of navigation. Time flies and so do we. During the first day, heading for Puerto Williams, we sail in a north wind, with wind on the beam. We brave a choppy sea, a stronger blast. The stempost sticks itself into the water, acting as a huge brake.

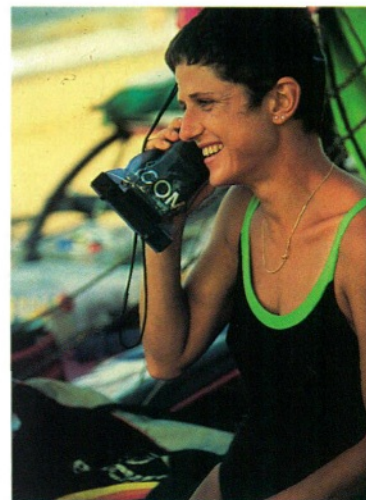
My colleague goes overboard, and is dragged by her harness under the Cat and freezing water. She suffers shivering and contusions.

The second day, sunny and quiet, ends up with a frantic paddling session to rally Puerto Torro by night. This hamlet is the last inhabited spot before Cape Horn.

On third day, a light northeast breeze pushes us as far as Punta Guanaco, which guards the terrible Nassau Bay — 18 miles to cross by fair weather exclusively. We catch sight of wild cows.

MY COLLEAGUE GOES OVERBOARD, AND IS DRAGGED BY HER HARNESS UNDER THE CAT AND FREEZING WATER.

For Catherine Blondy, the next best thing to a phone is a waterproof VHF.





The inhabitants of Penguin Island watch the Cat's passing with curiosity.

MIRACULOUSLY,
OUR CAT BRAVELY
CONTINUES TO
SURF THE
ROLLERS
WITHOUT
CAPSIZING, LIKE A
LOOSE WILD
HORSE ON ITS
LAST STRUGGLE,
REFUSING TO
SURRENDER.

The scenery has changed to grasslands and low mountains. Finding an abundance of firewood, we enjoy a campfire.

We spend the fourth day gulping down Nassau Bay and the Wollastons, thanks to a bright 20-knot northeast wind.

We reach an Eden, feeling much the same bliss as that first Adam and Eve must have felt. We spend a moment of eternity in these quiet waters of the Bravo Canal. Then, at the last beachage at Punta Duble, seven miles before Cape Horn, we gather our strength beside a deserted hut. It's 4:30 PM, and we're blessed with a fair wind. We could double the Horn now, but decide to wait for Loic to give him a chance.

The following day dawns in a dead calm. Perched on top of a hill, we watch desperately for the lightest squall between Horn Island and us. I am reluctant to enter the strait paddling, as these waters are full of treacherous spots and undercurrents.

All of a sudden, a puff! Quick, to the boats! We make our way out laboriously, sailing on the wind and against the current. It's a lengthy progression.

We soon catch sight of the little dinghy returning from Cape Horn with the motor. Having left very early, he doubled it without waiting for us. A brief salutation, and Loic, a bit sad, soon disappears in the distance.

Minutes go by, one by one, interminably. The wind is getting stronger and stronger now. Suddenly, a lump in my throat. Why? Something has warned me: "It's for today, very soon now." The island and its little radio station loom closer and closer. We double at last the first tongue of land.

There it is, draped in a stormy sky, three-quarters hidden by clouds. Farther down, shreds of mist blur the landscape. The swell is not too heavy, but its amplitude is amazing. The current makes a choppy sea. The prospect is marvelous and disturbing at the same time. We shall double Cape Horn from east to west.

As if to call us to order, the sea compels us to sail on the wind and against the current. By God, there is no end to it! The night has fallen prematurely. Unbearable! Nature immobile, as if waiting for ... what?

I exhort the Hobie; 27 months fall down on me now. I steer, petrified, bent like a waterspout toward the small white lighthouse coming upon us. We double it at last. Strangely enough, we follow up more than necessary toward the ocean. Something is driving us southward.

5:30 PM. The time is set. The family jurancon, matured inside the hull for more than two years, quenches our thirst — delicious! Two hands grip the same stick; Catherine and I are steering together. She had wanted to know how far she could go. Now she knows.

Anne Francoise and Loic are filming. They come to join us. Board on board, we collect our thoughts for a moment, before embracing all.

A feeling of unreality looms over us all. I had expected Cape Horn to be wild and loose, or luminous on a sunny day, but never so full of melancholy. It is our Cape Horn, more impressive than anything else, calling humility upon us. I can't realize it yet. Only the sails and stemposts of the Hobies assure me I'm not dreaming.

We take a quick sail back to the little cove, sheltered from the southwest wind. The crazy wooden staircase that had wandered in my mind for so long is to become a reality. We shall be the first sailing dinghies to beach in Cape Horn.

END WITHOUT END

The three guardians of the station welcome us. Baptism of the Horn: good laughs, warm friendship. We share their

duties and daily life for three days. Until the end, the Emerald Route shall remain faithful to its principles.

But then, the last lesson, the last punishment remains. The southwest wakes up the second day. Soon, three-meter-high breakers sweep the Caleta Leon where we have left our Cats. At the mouth of the cove, the splashing is up to seven meters high.

After taking the sails, board, backpiece and part of our equipment out of the boats, we pull the Hobies to the top of the cobblestones, mooring them solidly astride the rock.

A waste of time! Two hours later, CGM, banging against the cobblestones, suffers two holes in its hulls. Helped by the guardians, we contrive a pully block to pull up the wounded boat vertically against the rock. But being distracted for a moment by a can of petrol being carried away by the sea, ourselves under the threat of being swept several times, we lose grip of the pully block.

As in a nightmare, we see our boat snatched by the breakers, and violently thrown down against the cobblestones. Miraculously, it bravely continues to surf the rollers without capsizing, like a loose wild horse on its last struggle, refusing to surrender. Our other boat, Credit Lyonnais, half perched on the wooden staircase, is practically out of reach of the greedy rage of the elements.

Smashed suddenly against the rock, CGM's portside hull breaks with a heart-rending shatter. Dreadful! Clutching like mad to the pully block, we succeed in securing it a bit higher.

Night has fallen, the tide will ebb soon. We walk back to the station. Damien, one of the guardians, soaked to the skin, is in a state of shock, laughing and shivering at the same time. We put him to bed. It doesn't seem to help.

I play a cassette, "Song of Traveller." The music echoes in the room, quiet and soothing. I tell him the Hobie is a species of magic bird, and if you cut one of his wings, it springs up again; that the one he lost will remain here, at Cape Horn, forever, as a remembrance of some ethereal dream come from the innermost recesses of childhood. Soon Damien will calm down and fall asleep like a child, too.

Prophetic day. The VHF is out of order, and so we are almost cut off from the rest of the world on this first day of April. The wind howls endlessly. Shall we remain here forever? Carlos, the radio-telegraphist, works unceasingly at sending a message. The following day, he manages to contact Puerto Williams. The Chilean Navy, willing to help and efficient, dispatches the Castor, a store ship for the local stations, to change the radios and take us on board.

At 9:00 PM, we tumble down the

staircase and catch sight of lights dancing on the waters. A true commando operation. We transfer the crew and equipment in the big zodiac of the Marina Chilena. A second trip is needed to tow Credit Lyonnais, loaded with the mast and the starboard-damaged hull of CGM, dismantled during the day.

In the middle of the night, the mast of the Castor turns toward us. Warned of the danger of thus conveying our Cat out at sea, we remain on board, tense and attentive, ready to act or stop the drill.

Our good fortune, however, continues. The Chilean sailors are quite skilled. Within a few minutes, Credit Lyonnais is laying over two pair of tires, and safely moored. Amid coffee and smiles, we find ourselves en route to Puerto Williams!

HORN OF PLENTY


In the middle of its most enigmatic dream, the Emerald Route receives more signs of friendship, as a mother welcoming long-lost children to her bosom. Conversations fade away, but the warm atmosphere finds us together in intimacy and boon companionship.

I give a last look to the Cape. Up there, at the station, standing like a monument at the side of the Chilean flag — forever, the guardians promised us — the cut-off stempost of CGM seems to raise a tapering finger toward the sky and Cape Horn.

EPILOGUE

An outline of precious stone embedding a few trees; the true emerald of this expedition has been nature. She has enjoyed a whale of a time showing us her true and awesome colors. Bedecked in magic and majesty, she has proven that, at the dawn of the 21st century, exploration is still possible for those willing to risk passage on a somewhat unconventional vehicle.

A 5.50-meter catamaran without cabin or motor can scour every bit of the South American east coast. A Hobie 18 can penetrate the Emerald Route's most secret recesses, coming ashore whenever possible, and coming away with an appreciation for this world beyond time.

Three years of preparation, two Hobie 18 catamarans, a French skipper and crew, an Englishman, and a rotating series of native sailors from Brazil, Uruguay and Argentina made this 27-month voyage of discovery a jewel of a journey. A world-distance record ... the first autonomous sail of Cape Horn in a sailing dinghy; it has all the makings of a book and film, which not coincidentally loom large in author Bernard's professional horizon. 



Smashed against the rocks during a storm, the port hull has shattered.



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HOBIE RACING



PATRICK MC DOWELL

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- Regatta Schedule
- Fleet News
- Race Results

SEPTEMBER/OCTOBER 1992

MAJOR EVENTS

MAJOR REGATTAS

1992

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. 24-27	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 Championship Virginia Beach, VA	Bert Parolari, Jr.	(804) 463-6717

1993

Jan. 3-9	Hobie 16 World Championship Gosler, Guadeloupe	Bernadette Loffreda	(33) 94.08.11.88
Feb. 4-7	Sail Expo '93 Atlantic City, NJ	Jane Tracy	(401) 841-0900
Aug. 19-21	Women's Worlds Wildwood, NJ	Rick McVeigh	(908) 469-4770
Aug. 22-28	Hobie 16 National Championship Wildwood, NJ	Rick McVeigh	(908) 469-4770

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Blowin' In The Wind

How To Survive And Thrive In 20 Knots

BY WICK SMITH

You've seen it before. It's 30 minutes until the skippers' meeting Saturday morning and the whitecaps already are out in full force. The weather service is calling for it to build throughout the day. The kids are hiding in the car, and the crews (read: wives/girlfriends for the politically incorrect crowd) went to the bathroom an hour ago and haven't been seen since. It's called heavy air, big wind, big air, blowin' stink, blowin' the dogs off their chains, honkin', nukin' (for the board sailors), survival, testosterone check and many other descriptive phrases.

On a morning like this, skippers subconsciously divide themselves into three groups. Group one wants to join the women in the bathroom, but their pride won't let them. Group two desperately wants to look brave (and puts up a good front) until just after skippers' meeting. They double-check their righting lines and look for any spare "beef" on the beach. They find a group two skipper who will sail with them if the bathroom brigade never returns.

Group three is made up of old salts and boys under 23 who have never pitchpoled "really" hard. The old salts know they will dominate today. They also know the under-23 set will be in group one by 2:00 PM. Faces set in a sly smile, the salts are humming the theme from "Top Gun" under their breath. They have one all-important thing going for them: E-X-P-E-R-I-E-N-C-E!

It is amazing to watch the spread between boats at the end of a one-hour race when the wind is over 18 knots. The wind rarely shifts under these conditions, and there is very little "bad air," so the difference has to be boat speed. Eighteen knots of wind (about 20 mph) provides more power than any catamaran needs. The trick is to use just enough of the wind for maximum speed without crossing the threshold and dealing with more than you can.

DUMPING POWER

This technique can be accomplished in two distinct ways. One is to reduce the camber, or curve, in the sail. The more camber in a sail, the more power it has. You must get most of this camber out when

sailing in heavy air. You'll have more than enough power without it. Dumping power generally is done with all the strings attached to the sail and mast (sheet, downhaul, outhaul, mast rotator, batten tensioners and others).

The second power reduction method is to change the angle of the sail(s) to the direction of the wind. This is done with the sheet, the traveler and the tiller. The sheet and traveler allow you to adjust the sail(s) on a given point of sail. The tiller permits you to change the angle of the boat to the wind, with a given setting of the sheet and traveler. Let's look at each of these two methods in more detail.

ALTERING SAIL SHAPE

The main can be flattened in several ways, depending on the Hobie you sail. The first place to start is the battens. Tension your battens only until they begin to remove the wrinkles in the sail. Don't try to get all the wrinkles out. This position will supply just enough tension to prevent the batten from poking out the front of the sail as it flogs around while luffing.

You can use the COMPTIP flex to your advantage by increasing your downhaul tension.

The downhaul is another powerful flattening device. One benefit of the COMPTIP™ (in addition to the obvious) is its ability to flex. You can use the flex to your advantage by increasing your downhaul tension. This bends the mast more, which flattens the sail, especially in the top third—the area you want to flatten most. Power in the top of the sail is the last thing you want; it provides very little forward drive and a lot of heeling moment in big winds.

Two other adjustments that alter the bend in the mast are the mast rotator and the diamond wires. The 14s and 16s are out of luck here, because they have no such adjustments. The more you rotate the mast, the more it bends. You don't want to rotate more than 75 to 80 degrees while sailing upwind, or you risk breaking the mast by having too much bend. For the 18, 20 and 21, loosen the diamond wires to allow more bend as well.

When the wind really gets up to survival conditions (25 to 30 knots), go back to your

pre-heavy air rotation setting. As this much wind will bend the mast no matter where the rotator is set, the reduced rotation will expose less of the mast to the wind. The procedure seems to help your speed by providing a cleaner entry into the wind.

The last mast bend control is the mainsheet. Pulling harder on the sheet puts more load on the mast; therefore, it bends more. The mainsheet is a great device and should be used to its maximum potential when sailing upwind. We will discuss ways to hold the boat down when sheeted this hard in a later section.

The outhaul works on the bottom third of the sail. The more tension put on the outhaul, the flatter this part of the sail becomes, reducing power low in the sail. Not a lot of heeling moment is generated by this part of the main, but in survival conditions, every little bit helps. For Hobies with a jib, extra tension also opens up the slot between the main and the jib, allowing the sail plan to work more efficiently.

If your Hobie has a leech line, you should remove all tension in this line unless your sail is blown out and you need it to keep the leech from fluttering. On fully battened sails, the leech line is used to put camber in the top of the sail. As discussed before, camber in the top does not make for a user-friendly boat in heavy air.

Jibs are tough to flatten, due to a lack of controls. Generally, there is not much you can do about the situation on most Hobies. On the 16, however, you can loosen the battens as you did on the main. Most sailors de-power the jib through sail trim, not through shaping.

ATTITUDE IS EVERYTHING

After flattening and tuning all you can, you need to start thinking about getting out in the big wind and sailing the boat. You can read a hundred books on heavy air sailing, but there is no substitute for experience. The biggest hurdle is getting over the fear of flipping. It's just like snow skiers afraid of falling the first time. Once they accept the possibility, they can concentrate on skiing, not on avoiding the fall.

You must respect the wind and know your limitations, but you also should continually work on "pushing the envelope" to get the most out of yourself and your boat. No one is fast the first time out in 20 knots. Those who keep trying and learning are the ones who eventually will be humming "Top Gun" on Saturday morning.

TRAVELER SETTINGS

Upwind work requires the most finesse of any point of sail in a blow. You constantly are walking the tightrope between over-powered (about to blow over sideways) and under-powered (stalling or sailing too high).

The first lesson to learn is where to set your main traveler. Once the wind begins to come up and you are over-powered, you should begin to move the main traveler (and the jib traveler on the 16) out. This changes the angle of force the sail is exerting on the boat from a sideways heeling force to a more forward "pushing" force.

Try moving out three inches on the main traveler and sailing upwind with the main sheeted tight. If the Cat is still unstable, move out three more inches. Continue to move the setting out until the boat settles down. You eventually may be out 18 inches or more on the Hobie 20 and 21. You are trying to find the setting where the boat is controllable with the main sheeted tightly.

The major drawback to this method is the difficulty tacking with the main that far out. The maneuver does take some practice. You also must be careful not to shut off the slot between the main and the jib on the two sail rigs. To alleviate this problem, travel out the jib on the 16, and sheet the jib lighter on the 14T, 18, 20 and 21.

TILLER TECHNIQUE

Once you have set the traveler, you must concentrate on your tiller technique. It is best if you can anticipate the puffs by watching other boats or dark spots on the water. When you see a puff coming, or feel it begin to hit, sail the boat a little higher into the wind. Doing so will spill some of the excess wind and allow you to keep the boat flat.

Most skippers perform this maneuver fairly well. The factor separating the men from the boys (back to those politically incorrect statements) is knowing when to bring the boat back down to the line you were sailing prior to the puff. The second you feel the puff subside and the boat beginning to settle down, fall off to power back up.

Dramatic increases in boat speed are available by coming back down at the earliest moment. The longer you wait, the more distance you will lose to your competitors. The object is not to see how high you can point, but how fast you can go. In these conditions, this technique separates boats more than any other. The best rule of thumb is: "If you are comfortable with your line and the boat is very stable, you aren't sailing low enough." Continue to push it and stay on that fine line between being in control and being out of control. It's called "footin' and drivin'."

You should beware that this traveler setting and footing technique will hurt your pointing ability upwind somewhat. Watch your competitors closely. If they are pointing higher than you and going as fast, you probably are traveled out too far. The more likely scenario is that you are sailing lower BUT FASTER! In this case, foot 'n' drive (and smile for the cameras at trophy time)!

MAINSHEET TRIM

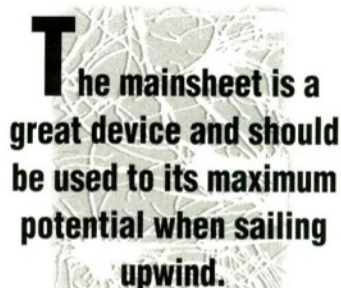
The last of three major control items used upwind in a blow is the first used by most people — the mainsheet. The problem with easing the main in a puff is the

unloading and straightening of the mast. This procedure puts more power in the sail and necessitates easing further to keep the boat in control. Sheetting back in to proper trim quickly enough also is a bear.

If you can keep the boat flat through tiller work without losing speed, do so. If you are in puffy conditions where you are getting blasted, you have no choice. You must ease the main in the big gusts.

Keeping an eye on boats to windward and on the water helps. Usually, these killer puffs are easy to see coming and you can be ready for them. The trick is to ease the sheet just as the puff becomes too much for you to steer through. As with the tiller, as soon as you feel the boat begin to settle down, get the main back in tight, fall off just a pinch, and let the boat come back up to its original speed.

Skippers lucky enough to have strong and dependable crews should encourage them to practice trimming the main in puffy conditions. They have two hands to trim with and can do a much better job. A crew must be exactly in tune with a skipper, to know when and when not to ease it.



The mainsheet is a great device and should be used to its maximum potential when sailing upwind.

TRAPEZE WORK

If you or your crew has not learned to be on the trapeze in big air conditions, you need to work on it. If you don't have all your weight on the wire when sailing upwind in a blow, you will not be competitive. However, don't wait for it to blow 20 knots to try the wire for the first time. Experiment in 10-15 knots, so you can be comfortable getting in and out. It's a lot of fun once you master it.

DOWNWIND

All the rules change when you turn the corner to go downwind. Getting the most out of this leg requires enormous concentration. As you do in light air, move the traveler all the way out. Sheet the main in fairly tight, leaving only 18 inches between your main blocks. Sail the boat a little deeper than you would in light air.

You can come up in the lulls to get more speed, but be VERY careful. In contrast to upwind sailing, you will drive off (sail a lower line) in the puffs. If you get caught by a big puff while sailing high, you may not get down in time, and you'll be doing the "park 'n' fly." As you feel the puff hit, fall off immediately to lessen the blow on the sail.

Do not, under any circumstances, ease the mainsheet in the puffs downwind — it

only makes the problem worse. As you ease the sheet, the top of the main twists off and exposes itself to the wind at a 90-degree angle. This is a very bad thing to happen.

If you keep the mainsheet trimmed tight, the wind strikes the top of the sail at an angle greater than 90 degrees. The strike will be more of a glancing blow and will hit less hard.

Sail as low as you must to maintain control of the boat. If you are sheeted down tight, sailing dead downwind and still are out of control, travel in three to six inches. This position puts the entire main at more of an angle to the wind and lessens the force on the sail. The maneuver takes guts the first time you try it, but it really works! A note of caution — traveling in brings the boom closer to the centerline of the boat, so your Hobie will jibe by accident much more easily. Be mindful of this scenario, and don't sail too deep.

REACHING

This is the leg most God-fearing sailors dread. The fastest speeds are available if you can hang on. The most violent crashes also can be experienced. There is usually only one reaching leg per race, and it isn't very long. For this reason, the quote from an old philosopher comes to mind: "Discretion is the better part of valor."


Boats can be passed on this leg, but if you are too far out of control, don't push it. You will minimize your losses by being cautious. Single-trapping is in order, but on any craft 18 feet and under, double-trapping can be very hairy. That leeward bow has to catch only one wave and you are toast!

The correct technique is to travel out on the jib as much as possible, and sheet it very lightly, if at all. You don't want anything pulling those bows down farther. Sheet the main lightly to allow some twist. This method will give you drive in the bottom half and you'll be spilling most of the wind out of the top. Keep your weight back as far as possible and hang on. Foot loops help immensely in these conditions.

BOY, WAS IT BLOWIN'

Getting out in heavy air can be very intimidating. Take every opportunity you can to sail in winds a little stronger than those to which you are accustomed. Just be sure not to put yourself in a dangerous situation and overdo it. Always have other boats out with you to measure your progress as well as to ensure safe sailing.

The rewards of learning to control your boat in a blow are great. The cerebral aspect of sailboat racing is still present, and a tremendous physical element is added.

Heavy-air episodes are like fish stories; the winds get stronger every time the tale is told. "Remember the race we had at the Gorge when it was blowing 60 knots? Boy were we flyin' when ..." 

YEAR TWO BEGINS WITH A FLURRY OF ACTIVITY

BY JEFF AND LAURIE ALTER

It already has been a busy sailing season as we enter our second year of IHCA leadership. We are pleased to have achieved our goal of standardized racing, with every region sailing under one set of rules laid out in the 1992 Hobie Class Association Rules Book.

The establishment of the executive positions outside the manufacturer has resulted in excellent working relationships with sailors worldwide. We have listened to your concerns and been able to implement many of the helpful ideas you have communicated to us. As you know, our major goal is to keep you informed and involved in making the decisions that will benefit you, the sailors.

Now, with all the initial groundwork completed, we are able to move in new directions. Some key projects in the works should work out very well for our Association.

Olympic Update

The Olympic proposal designating the Hobie 16 as "Catamaran of Choice" for the 1996 Olympics is being considered by the many sailing federations around the world. We are excited about the general enthusiasm to date.

As mentioned in the previous column, many federations support the Hobie 16, while U.S. Sailing recommends the Hobie 18 with a man/woman team. To dispel any confusion, we have made it very clear the IHCA will support either boat.

The IYRU — the governing body reviewing all recommendations — has been very supportive of our Association. The final decision of whether the Hobie Cat will replace the Tornado in future Olympics will not be decided until IYRU's annual meeting in November.

U.S. Sailing's proposal that qualifying races occur at a world championship, with the top 25 countries going to the

Olympics, would fit very nicely with our existing racing programs. The Hobie Cat manufacturers' generous agreement to supply boats for the events helps our cause immensely as well.

World Of The Century

We want to invite you to what some are calling the "World of the Century." The Hobie 16 World Championship coming January 1993 promises to be an exciting event not to be missed. Under the patronage of the IHCA, Hobie Cat Europe and the French Sailing Federation, and supported by various local clubs and sailing associations, the regatta will provide Hobie 16 sailors with the opportunity to meet in great numbers on the race course of Gosier for the first-ever event of its kind in Guadeloupe.

Given the people of Guadeloupe's strong passion for catamaran sailing and the high quality of their watersports facilities, it is no wonder this area has been chosen to host the international challenge. This event offers the ultimate for racers and spectators alike, as the possibilities for activities beyond racing are unlimited.

Guadeloupe consists of a ring of eight islands. The largest, Basse Terre, is a domain of forest, parks, rivers, waterfalls and nature trails. Grande Terre, the second largest, is a land of sea-grapes, coconut trees and heavenly visions along white sandy beaches. Just a few miles away, the outer islands of Marie Galante, Les Saintes, Desirade, St. Martin, St. Barthelemy and Petit Terre offer watersports enthusiasts great delights.

The confirmed dates for this event are January 3 - January 9, 1993. Qualifying races take place on the 3rd and 4th; the championship series starts on the 5th. Sixteen guaranteed positions will be available for qualifying. Most likely, this number will rise, so consider an attempt at qualification.

The week kicks off with a promotional fun event on December 30-31, 1992; primarily for the benefit of the media to promote the pleasures and lifestyle aspects of Hobie sailing. Hobie 16s will be outfitted with spinnakers and mylar sails for island-to-island sailing. We invite you to join us in the beautiful Guadeloupe Islands, and to start off the new year enjoying the Hobie Way of Life at this deluxe event.

For your convenience, the NAHCA has set up a complete travel program with Jodi Page of Canam Tours in California (714-645-7171 in CA; 800-367-9917 outside CA) for all bookings in the

North American region. Sailors in other regions should contact their representative for the travel agent in that area, to garner all information about the host hotel, spectacular charterboats available and many other possibilities to include in the trip. If you need additional information, please contact the IHCA (714-496-7394).

We recommend you allow for extra time before or after the event to take advantage of the sights of a lifetime. Hope to see you there!!

Youth World On Hobie 13s

Hobie Cat Europe has offered to supply 20 Hobie 13s (two-person youth catamarans built by Hobie Cat France) for another exciting first — a Youth World scheduled to coincide with the 16 World in Guadeloupe. Tentatively slated for January 2, 1993, the races would be run in a round-robin format, with Wayne Shaefer at the helm as race chairman.


This event is in the early planning stages, and so we ask all who are interested to contact us at IHCA immediately. Kids ages 10-15 are encouraged to participate in this fun series, which will be highly supervised and located in a suitable area for this group.

We Value Your Contributions

As you know, we are here to serve you. We request your continued input on services and materials we can provide to the various regions, divisions and fleets. Our objective is to promote Hobie sailing worldwide. Therefore, in addition to race-related suggestions, we also are interested in your ideas regarding non-regatta aspects of Hobie sailing, such as pleasure cruises and youth sailing. In the latter category, the International Women's Association has taken on the challenge to develop a successful youth racing program internationally.

We are scanning the globe for ideas on these subjects and look forward to any comments you, the sailors, can give us. Many fleets and people have brilliant ideas on how the organization should be run, and we invite you to share your innovative and creative thoughts with the rest of the world.

One of the problems in our organization is that we continue to reinvent the wheel, instead of putting our heads together to bring great ideas to life.

Thanks in advance for sharing your valuable insights with us. Warm winds and safe sailing to all. 

Virginia Beach, Virginia

SINGLEHANDED NATIONAL CHAMPIONSHIPS

October 3 - 11, 1992

Hobie Fleet 32, Inc.

Location: For water enthusiasts, Virginia Beach has it all: the Atlantic Ocean, the Chesapeake Bay, expansive estuaries and over 38 miles of sandy, sunny beaches. The host site for the race is the Clarion Resort and Conference Center located at 5th Street and Atlantic on the Oceanfront. Among other things, this fabulous location features all oceanfront rooms and suites, a rooftop pool and tennis courts and a full health club. Make your reservations early by calling the Clarion at 1 (800) 345-3186.

Camping: Camping is available approximately 2.5 miles away at KOA Campground (804) 428-1444 and Holiday Trav-L-Park (804) 425-0249.

Air Travel: Norfolk International Airport is located 20 minutes from the race site. Those of you planning to fly are encouraged to make reservations through Phil Garcia, CI Travel at 1 (800) 222-3577.

Charter Boats: While the race format is BYOB (bring your own boat), a limited number of boats will be available for charter on a first-come, first-serve basis. Sailors interested in chartering boats should contact Wally Parolari at (804) 463-6717 no later than July 15, 1992.

Race Schedule: Hobie 17

Saturday	- Registration
Sunday/Monday	- Qualifying races H17
Tuesday-Thursday	- H17 round robin
Friday/Saturday	- H17 championships
Saturday Night	- Awards Presentation

Race Schedule: Hobie 14/14T

Tuesday	- Registration
Wednesday-Saturday	- H14/H14T races
Saturday Night	- Awards Presentation

Registration: All competitors must preregister whether prequalified or not. Registration must be received prior to August 30, 1992 to avoid a late fee. Registration is \$175 (\$225 after August 30) and includes t-shirts, parties, lunches and awards banquet.

Information: Contact Wally Parolari (804) 463-6717 or Bernie Kania (804) 431-2621.



1992 Singlehanded National Championships Registration Form

Make checks payable to:
Hobie Singlehanded Nationals

c/o Rebecca Chappell, Treasurer
Hobie Fleet 32, Inc.
1502 Royal Terrace
Norfolk, Virginia 23509

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____

Work Phone _____

Class (circle one) 14 14T 17

T-Shirt size (circle one) S M L XL

Sponsored by Ocean Occasions

NORTH AMERICAN REGION NEWS

No Place Like Hobie

BY JANE SHERROD

In the last year, I've been fortunate to be involved with several one-design events for some of the best boats in that category, including the Hobie 14, 14T, 16 and 17 as well as the J-22, J-24, Catalina and Tornado. I learned a lot from these classes, their events and participants. I'd like to share some of my observations.

Hobie People Are Special

The aspect of Hobie Catting of which I'm most proud is the kind of people who sail the boats. My introduction to the sport came about when I walked up to a perfect stranger and asked for a ride on his pretty boat. I had been told this was perfectly acceptable; it was, and it still is!

Can you imagine saying the same thing to a monohull sailor? "Hi, my name is Jane. Could you take me for a ride on your J-24?"

On any weekend, you can find Hobie enthusiasts at the lake and on the beach. We meet not only to sail, but to socialize, play games and have memorable times with our extended family. Hobie Catters get together for fleet races or caravan to Hobie regattas.

Other one-design classes may have races and their yacht club (gag, gag) probably has social activities, but nothing compares to what I've seen among the many Hobie fleets and fleet members whom I have been fortunate to get to know.

Our Class Measures Up

Be grateful for your Class Association's requirement regarding only Hobie-manufactured boats and sails. "Every-one" thinks that open-manufacturer sails would be cheaper and better. Not so! For one thing, to stay competitive these sails would have to be replaced more often, to keep up with the latest "hot" sail.

Cheaper? A new suit of sails for a Tornado costs \$1500 or more.

Then you have problems with measuring. Does your fleet and division want to hire/acquire a certified measurer for your regatta? Over one-third of the Catalina 22 class rules deals with measuring of sails.

I don't think any of us wants to spend the first few hours of our favorite regatta standing in line to have our sails checked and measured, followed by more waiting to have our boat and equipment checked by some dork with a calculator and plastic pocket protector.

Other classes have to put up with this all the time. At a recent Tornado event, two days were allowed for measuring boats and sails before a four-day event. I also have seen brand-new expensive sails not measure in.

Meanwhile, at the Hobie regatta people drive up, register, dump off their boat and go visit with friends until ten minutes before white flag. Then they grab a drink, run to the boat, hoist the sails and go! I think our agenda is just as competitive and much more fun. Let's keep it that way.

More Costly Doesn't Mean Better

Gadgets and doodads — as an ex-gear freak, I've often wished for the ability to put a little more stuff on my boat. Class rules for the Hobie 17 (my boat) allow practically zero doodads, and the other Hobies aren't much better. Now, however, after attending an important Tornado regatta, I've seen the error of my ways and will gladly kiss the feet of Hobie Alter Sr. for knowing what's best for me.

On those Tornados, the only things that appeared the same from boat to boat were the hulls — and somebody checks them with little hull templates to make sure they measure up to class

**I've seen the error of
my ways and will gladly
kiss the feet of Hobie
Alter Sr. for knowing
what's best for me.**

rules. Everything else looked different; the deck layouts, hardware, and on and on. Expensive, too! Some Tornado mast rotation devices cost over \$300, and you can spend \$2000 on a really fast rudder system. On a J-24, you could spend a fortune on go-fast widgets, turning blocks, food and cocktails. So, although I can't put adjustable centerboard controls on my 17, or a barberhauer on my 14 Turbo, it's nice to know everyone's boat is practically the same — regardless of how much money they have.

This is the goal other classes now are working toward, while we already have it.

The accomplishment is something we should be proud of, not griping about. After all, thanks to these "bare essentials" requirements, a Hobie is being considered for the Olympics, in replacement of the Tornado class.

The Ruling Class

Remember where the author of the book, "Welcome To A-Fleet Tactics," says that any 12-year-old kid in a pram knows more about the rules than a Hobie sailor? Well, it is just not true. Monohull sailors (monomorans as Sheila calls them) are just as un-knowledgeable about the rules as multihull sailors. Plus, when they are wrong, it costs a whole lot more to fix.

Add to that the idea of some who absolutely believe in the first unwritten golden rule of sailing: "He who sails the biggest, most expensive boat is always right." I have been amazed at the lack of rules savvy by some very good monohull sailors with very nice boats.

Hobie sailors usually are more laid-back about the rules, but that doesn't mean we don't know them. We also can be proud that our typically mellow approach to rules is a good teaching environment for less-experienced or less-aggressive competitors than the cut-throat tactics of some of our cousins.


In addition, Hobie sailors have the advantage of being able to work up through the ranks of C and B fleets. Other classes should note how Hobie sailors can compete on their own level, learning the finer points of the rules as they work their way up the fleet system.

Generally, the more boats you face on the starting line, the more likely you are to know the rules. If this were an absolute truth, then Hobie sailors would be the greatest rule experts in the world! No one ever learns all the rules, or can apply them correctly in every situation, but we are equal to (or better than) any other class, in every way.

In my warped opinion, judging and working on/with race committees is a lot of fun (and effort). It is something everyone should endeavor to do — at least once. From my experiences, I have learned at least one good lesson:

THERE'S NO PLACE LIKE HOBIE!

Our One-Design Is Number One

I have been honored to represent the NAHCA for the last three years. Our class has grown in size and strength, especially over the last year. The more people get involved, the better we will be. Your suggestions and criticisms have helped point out our weaknesses, as well as showing us new goals we need to achieve. With everyone's help, we can continue to be one of, if not the best, one-design class in the world. 

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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.
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.
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	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 Octobies Elephant Butte, NM	Thomas Cox	915/751-0373
48	Oct. 24-25 1992	*Octobiefest Elephant Butte, NM	Thomas Cox	915/751-0373

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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.
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.
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.
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 Dieternyer	301/750-8760

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
56	Oct. 3-4 1992	Long Island Snd C/Ship Westport, CT	Amy Maynard	203/838-1722
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	Sept. 5 1992	*Sunday Series Isla Verde, PR	Enrique Figueroa	809/727-0883
133	Sept. 19-20 1992	Discover the Caribbean Ponce, PR	Enrique Figueroa	809/727-0883
133	Sept. 26-27 1992	Discover the Caribbean Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 5-6 1992	Frank Amaru Cup Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 31- Nov. 1, 1992	Halloween Regatta Puerto del Rey, PR	Enrique Figueroa	809/727-0883
133	Nov. 14-15 1992	Back to Puerto Puerto del Rey, PR	Enrique Figueroa	809/727-0883
133	Dec. 5-6 1992	Christmas Ball Regatta Puerto del Rey, PR	Enrique Figueroa	809/727-0883

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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.
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	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE
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't'n Hahn Cup Sylt Nordsee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Sept. 18-20 1992	Campeonato España C.N. Calafell, Spain	Lluís Fernandez	34-3-725.46.65
Sept. 19-20 1992	Lander Cup Oud Naarden, Holland	Martin Schuitema Hans Van Nes	31.17.51.12.834 31.17.19.19.451
Sept. 19-20 1992	Channel Island C/Ship St. Aubin, Channel Island	Barry Jenkins	44.534.59.990
Sept. 19-20 1992	Herbstwettfahrten Harkortsee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Sept. 19-20 1992	Hobielregatta Ammersee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Sept. 19 1992	The Fast Cat Challenge Calshot, Great Britain	Roy Campbell	44.243.551.613
Sept. 26 1992	7a Regatta F16 C.N. Calafell, Spain	Lluís Fernandez	34-3-725.46.65
Sept. 26-27 1992	Super Sails Lake Garda, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602
Sept. 26-27 1992	Cata Ora Cup Lake Garda, Italy	Carlo Lepsky Beni Bozano	39.6.379.12.10 39.185.62.602

HOBIE RACING

REGATTA SCHEDULE

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE
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
Sept. 26-27 1992	Regate Des Settons Lac Des Settons, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Sept. 26-27 1992	Coupe De Guyenne Guyenne, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Sept. 26-27 1992	Champ Regional Hobie Cat Carnac, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Sept. 26-27 1992	Cat Open Race/TT Felixstowe, Great Britain	Roy Campbell	44.243.551.613
Oct. 3-4 1992	Fleet Regatta Martigues, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Oct. 3-4 1992	Tumpel Trophy Zulpicher See, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Oct. 4 1992	8a y Final Regatta F16 C.M. Castelldefels, Spain	Lluís Fernandez	34.3.725.46.65
Oct. 4 1992	Benest Kart I St. Aubin, Channel Islands	Barry Jenkins	44.534.59.990
Oct. 10 1992	Hobie On The Rocks Helsinki, Finland	Martin Hildebrand	358.0675.084
Oct. 10-11 1992	Regatta Tardor C.N. Stiges, Spain	Lluís Fernandez	34-3-725.46.65
Oct. 10-11 1992	Hobie Cat Ausklang Steinhudermeer, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Oct. 10-11 1992	Turn Down Regatta Middelfart, Denmark	Nina Martinusse Gunhild Hutter	45.64.40.31.38 45.31.29.86.00

Oct. 10-11 1992	815 Cup Copenhagen, Denmark	Nina Martinusse Gunhild Hutter	45.64.40.31.38 45.31.29.86.00
Oct. 17 1992	Fotosound Trophy St. Aubin, Channel Islands	Barry Jenkins	44.534.59.990
Oct. 17-18 1992	Oortkatenfeuer Oortkatensee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 44.41.81.39.149
Oct. 17-18 1992	Cat Open/TT Grafham Water, Great Britain	Roy Campbell	44.243.551.613
Oct. 18-24 1992	Acampada Pantano r Sitjar, Spain	Lluís Fernandez	34-3-725.46.65
Oct. 24-25 1992	Ski Voile Cloture Pierre Crans, Switzerland	Alain Besuchet	41.21.824.12.57
Oct. 31 1992	Fleet 386 Regatta St. Aubin, Channel Island	Barry Jenkins	44.534.59.990
Oct. 30-Nov. 1 1992	Fleet Regatta Carnac, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Oct. 31-Nov. 1 1992	Fleet Regatta La Pelle, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Nov. 1 1992	Copa Castañada C.N. Stiges, Spain	Lluís Fernandez	34-3-725.46.65
Nov. 4-8 1992	Grand Prix Armistice Bordeaux, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Nov. 14-15 1992	Eisepokal Baldeneysee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Dec. 5-6 1992	Trofeo Salon Natico C.N. Castelldefels, Spain	Lluís Fernandez	34.3.725.46.65
Dec. 25 1992	Salda Navidad C.N. Stiges, Spain	Lluís Fernandez	34.3.725.46.65
Dec. 26-30 1992	Stage Regate Hyeres, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08

FLEET NEWS

JOSE CUERVO CINCO DE MAYO REGATTA FLEET 66, DIVISION 2 PUERTO PEÑASCO, MX MAY 9-10, 1992 BY TIM MARENGO

Eighty-eight Hobie Cats converged on Playa Bonita RV Park in Rocky Point, Mexico for Fleet 66's Jose Cuervo Cinco de Mayo Regatta. Those who arrived early Friday were treated to a great day of pleasure sailing on the Sea of Cortez, with an impromptu trip to J.J.'s Cantina located a few miles up the beach in Cholla Bay.

Saturday morning's weather was clear and breezy with four-foot waves, but the forecast was for wind and heavy seas. With marks set, race committee ready, and two chase boats on station, racers on the beach were looking at 18-20 knots of wind and 6-8 foot seas beyond a killer surf (gulp!).

Race committee made the decision to allow A-fleet skippers and crews to race as wind and seas continued to build. Hobie 16 and 18 A-fleeters blasted through huge waves, catching lots of air, for two wild races while RC did their best to hold down their breakfasts.

John Hauser of Fleet 3 lost his jib when it parted in the wind, but his 16 was sailing fast on the mainsail alone and he refused to retire. Chuck Brown of Fleet 66 took on water after a hull splitting collision with his 18 turtling on the race course. Chase boat crews worked hard to cut away Chuck's

rig and prepare the boat for a belly up ride through the surf. The boat was towed to the surf line and carried to the beach by volunteers on shore. All other boats and crews made it to shore with little or no damage.

Saturday's racing was over and the party was on! Cuervo Gold margaritas and tequilla shooters got the crowd in the mood for dinner and dancing. Fleet 66 served its famous Fiesta Fajita Dinner while racers relaxed and talked about the day's races. The raffle after dinner included sailing gear from Hobie Cat, Murrays Marine, West Marine, Thunderwear, Grifgrabers, DKL Sail Marine, the Sailboat Shop and Ships Store, plus power tools from Black & Decker and the grand prize — VIP concert passes to the upcoming Willie Nelson concert from Jose Cuervo!

Disc Jockey Steve Gross from Phoenix radio station Y95 kept everyone dancing for the remainder of the evening. The party ended with a chorus line of sailors high-stepping to "New York, New York."

Sunday's weather again showed no mercy and no sign of breaking, but, thanks to a determined race committee, three races were run for A and B fleets, and two races for C fleet. The waves were as big as Saturday, but the wind was a bit lighter, and all racers did a great job of staying right-side-up.

Old and new friends said "adios" until the next regatta, hitched up and headed for the border. Cinco de Mayo was over,

and we hope everyone took home some good memories of the regatta, Mexico and the Hobie Life.

CHAMPIONSHIP POINTS REGATTA FLEET 48, DIVISION 5 HERON LAKE, NM MAY 23-24, 1992 BY JAY BLACKWOOD

The Division 5 Championship Points Regatta was hosted by New Mexico Fleet 48 at Heron Lake in northern New Mexico over Memorial Day Weekend with about 50 Cats entered. Friday night, Fleet 48 put on a margarita party in the big tent as everyone rolled into their campsites.

Saturday started out damp with a rain shower timed to the 12:30 ten minute flag. The rain soon stopped with the remaining clouds providing a moderate breeze for the rest of the afternoon. Three races were run before the famous Suzie Carnell Mexican dinner was served with plenty of beverages supplied by New Mexico Beverage Company and Miller Beer.

Sunday morning arrived with some sun and not much wind. By noon the breeze and clouds were back and two good races ensued.

A raffle and trophy presentation closed out the racing part of the weekend with lots of people cruising on Monday.

Many thanks to the race committee headed by Jay Blackwood and Ray "Big Kahuna" Talpas, who were very ably assisted by Deborah Cox,

Lori Petree, Mike Grady and "Iguana" Don Smith. A special thanks to Mike and Judy Grady for generously providing the committee boat plus lots of time and effort and to the Whites for an excellent chase boat and crew. A big thanks to all the other Fleet 48 members and sponsors who helped make this a great weekend.

WORRELL BROTHERS CLASSIC FLEET 32, DIVISION 9 VIRGINIA BEACH, VA JUNE 6-7, 1992 BY LAURI HINTON

On June 6th and 7th, Hobie Fleet 32 of Virginia Beach hosted the 2nd Annual Worrell Brothers Classic, a Division 9 points regatta. What surfers were calling a prime weekend was somewhat less than ideal in the eyes of most Cat sailors. On Saturday, the winds were blowing a mere 5 mph while the surf was high and rough, which made getting out to the race course seemingly impossible.

Approximately 40 boats were registered to race, but few of the sailors wanted to consider abusing themselves and their boats by attempting to make it past the waves with minimal help from the wind. Of those who did try, only Steve and Karen Howse of the local fleet were successful in getting out to the course. Their feat evoked cheers from the beached Cat sailors and even some of the nearby surfers.

It wasn't until a couple of hours later, when it seemed as

though the postponement flag was to become a permanent fixture on the committee boat, that Kurt Macha and Lauri Hinton, also from Fleet 32, ventured out to keep Steve and Karen company. Soon after, the rest of the boats followed suit. Two races were held Saturday, fortunately with short courses because of light air.

On Sunday, with the surf a little calmer and the air slightly heavier, everyone made it out to the course without much ado. In order to make up for time lost the previous day, it was announced that the white flag would go up a half hour earlier than originally scheduled. Three races were run Sunday in winds blowing 5-10. The air was patchy, though, and a sailor cruising along on a very respectable jibe to C-mark would suddenly find himself/herself drifting when trying to round the mark. Some trapeze action was finally seen in the last race as an overhead storm cloud provided a welcome lift.

The pleasant weather, some very close competition, and Fleet 32's numerous giveaways all helped contribute to an enjoyable regatta despite the lack of air. We've already put in our request for heavier air for the 3rd Annual Worrell Brothers Classic ... hope to see you there!

SC HOBBIE CHAMPIONSHIP FLEET 174, DIVISION 9 MYRTLE BEACH, SC MAY 16-17, 1992 BY TOM RUSSO

It was billed as the South Carolina Hobbie Championship and the weather conditions were superb! Ocean water temperature was 75 degrees with moderate chop and daytime temperatures reaching the mid-80s. The pressure on Saturday was moderate with steady 5-8 mph winds all afternoon. Sunday was more of the same for the 1st race. By the 2nd race, winds were blowing at 10 mph making for some tight finishes.

The race committee managed the regatta extremely well, getting in five races, with courses appropriately chosen for the conditions. How many times have we seen a race committee post a 7 with light and variable predicted? As the winds began to die late Saturday afternoon, this race committee played it smart. For the finale, they posted a course 1, a drag race! Nice job, guys.

The new Hobie 20 fleet keeps growing as five boats raced for the honor of the state's

best. Nigel and Tammy Pitts (Georgia) walked away with 1st on a borrowed 20 from the local dealer.

Fleet 16A offered the most competition as three of the five bullets were won by different racers. When the smoke cleared, Johnny and Ricky Robinson (South Carolina's Fleet 174) had earned the 1st place trophy.

Sixteen Bs appear to have a new dominant force. H. Poteat (North Carolina) won 1st by winning 5 bullets. Those of you who know the Poteats will appreciate that the H is for Hubie. B. Poteat crewed.

Stater (Georgia) led the pack of 18As all weekend and took home 1st place. Forbis stayed close and finished 2nd.

Wick Smith (North Carolina) took 1st among the growing fleet of 17s. Keysor (Florida) took 1st with two entered for the 21 class.

MID-AMERICAS '92 FLEET 23, DIVISION 14 CEDAR MILLS, TX

MAY 23-25, 1992
BY FRED CROWLEY

Close to 150 boats registered for the 19th running of the Mid-Americas regatta, and the 5th year at Cedar Mills Marina. Not a bad turn out for marginal weather conditions. Cedar Mills is a great spot for large regattas — lots of camping space for both tents and RVs, lots of beach space, a great restaurant, free shuttle for folks to move from camping areas to regatta headquarters to the restaurant, and owners who are very tolerant of over 500 Hobie Catters descending upon them.

An encouraging sign was the large number of 16Cs that showed up, many of whom had never raced before. This was due in part to the Hobie University run earlier in the year by Hobie Fleet 23, as well as the provision of an "Introduction to Racing Seminar" prior to the skippers' meeting Saturday morning to help alleviate the intimidation factor.

Racing began on two separate courses, under light winds, with a 12:15 white flag. A-fleeters, 18B, SX, M and 20s were challenged by Race Captain Jon Tiger on the gold course, while Race Captain Ray Seta put the rest of the fleet through their paces on the silver course. During lunch, the thunder boomers moved in, and the rains came with a pretty good sound and light show. That finished up racing for the day.

Despite the discouraging weather, Hobie spirits were


raised by a great chicken dinner at the huge main regatta tent. Free beer donated by E.F. Davis Company, coupled with a phenomenal band, "The Sidemen" from Dallas sponsored by Kroger Food Company, soon had the place jumping. A raffle for a set of sails, Victory Timex watches and a wet suit raised over \$1000.

Sunday morning dawned gray, cool, but with pretty good winds running 10-15. The 10:00 AM white flag started things off. Again the race captains put all fleets through their paces. It should be noted that the 16Cs (which had a lot of first time racers) demonstrated one of the best starts ever seen, with virtually every one of the 40 boats hitting the line bang on — virtually no mid-line sag — awsum! At the end of three races (about 5 hours on the water) all boats came in. Skippers and crews staggered back to tents to rest and change prior to another hot dog lunch at

the main tent. Scoring was completed, and awards started about 5:00 PM.

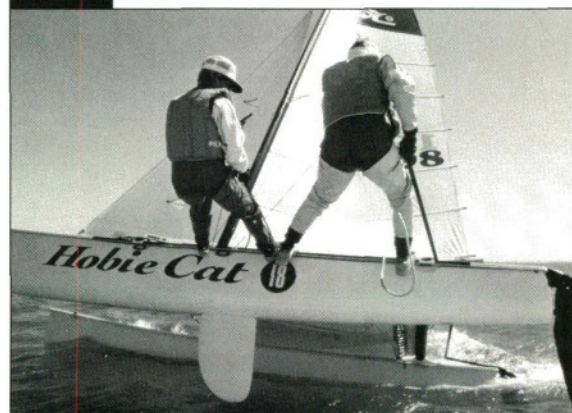
Despite the weather it was a great regatta, made possible by the great folks of Dallas Hobie Fleet 23 and their sponsors. Jan and Rich Worstell of Cedar Mills and dedicated supporters of Hobie Cats, were very gracious hosts. Despite tough economic times, a number of sponsors came through, thus helping to ensure the success of Mid-Americas. Two key organizations, Kroger Food Companies and E. F. David/Michelob, provided major support and everyone was most grateful for their participation.

Following in the tradition of past years, the proceeds of the regatta were donated to the Red River Chapter of the March of Dimes.

As always, everyone had a fantastic time. Come on out to next year's Mid-Americas. It's the 20th anniversary and it will be out of sight! 

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HOBIERACING

RACE RESULTS

DIVISION 2

**LAS VEGAS GRAN PRIX
FLEET 51, DIVISION 2
LAS VEGAS, NV
JUNE 6-7, 1992**

HOBI 20	POINTS
1. Egusa/Fields	4.25
2. Campbell/McIntosh	6.75
3. Schafer/Delave	11.00

HOBI SX18	POINTS
1. Smith/Smith	4.25
2. Rhodes/DeAgeles	5.50

HOBI 18M	POINTS
1. Smith/Smith	3.00

HOBI 18A	POINTS
1. Timm/Timm	4.25
2. Harper/Dailey	9.75
3. Crocker/Beck	10.75
4. Miller/James	16.00
5. Wagniere/McLead	19.00
6. Veenbaas/McCurdy	21.00
7. Mondragon/Searan	25.00
8. Phipps/Biehn	27.00
9. Gantsweg/Barb	27.00
10. Halberstadt/McDonald	32.00
11. Eger/Eger	34.00

HOBI 18B	POINTS
1. Miller/Miller	3.00
2. Bowen/Bowen	12.00
3. Palmer/Palmer	13.00
4. Knipp/Fellows	16.00
5. Hamilton/Skaar	19.00
6. Wadsworth/Winter	20.00
7. Mulay/Mulay	24.00
8. Power/Brennan	31.00
9. Petersey/Berg	36.00

HOBI 18C	POINTS
1. Beeck/Seger	3.00
2. Overdeest/Beck	9.00
3. Carlson/Carlson	18.00
4. Renik/Michelle	19.00
5. Brewer/Brewer	20.00
6. McKenna/Stimatze	22.00
7. Maddox/Servidio	24.00
8. Hare/Laya	25.00
9. Garcia/Garcia	30.00
10. Jansen/Wilson	31.00
11. Vasquez/Yolanda	43.00

HOBI 16A	POINTS
1. Winkler/Seaman	6.50
2. Materna/Brown	7.75
3. Patron/Patron	9.50
4. Seaman/Margetts	13.00
5. Hauser/Hauser	15.00
6. Leo/Nunes	21.00
7. Wells/Tracy	25.00

HOBI 16B	POINTS
1. Hendrix/Kalstad	3.00
2. DeCurtis/DeCurtis	9.75
3. Gordon/Gordon	11.00
4. Overdeest/Bowen	14.00
5. Mohill/Mohill	15.00

HOBI 16C	POINTS
1. Milefsky/Cohen	3.00
2. Smith/Hareuf	8.00
3. Henslee/Logan	10.75
4. Batchelor/Laura	15.00
5. Kocka/Machado	16.00
6. DeLacey/Finkbine	24.00

HOBI 16N	POINTS
1. Coburn/Bucky	5.50
2. Smith/Maupin	8.00

HOBI 14T	POINTS
1. Heyer	3.00

**JOSE CUERVO CINCO DE MAYO
REGATTA
FLEET 66, DIVISION 2
PUERTO PEÑASCO, MEXICO
MAY 9-10, 1992**

HOBI 20	POINTS
1. Carlson/Stanger	4.00

HOBI 18M	POINTS
1. Smith/Colvin	6.75
2. Ryan/Ryan	8.00

HOBI 18A	POINTS
1. Lindley/Lindley	5.50
2. Miller/Killebrew	7.75
3. McMillan/Crew	15.00
4. Brown/Bomborg	15.75
5. Mondragon/Searan	16.00
6. Hankins/Hankins	18.00
7. Veenbaas/Crew	23.75
8. Charleston/Charleston	40.00
9. Eger/Eger	40.00
10. Patch/Patch	40.00

HOBI 18B	POINTS
1. Brown/Wood	17.75
2. Ray/Ray	19.75
3. Prosser/Bodett	19.75
4. Little/Crew	24.00
5. McClanahan/Schrader	28.00
6. Ryan/Ryan	52.00
7. Mulay/Mulay	52.00
8. Knipp/George	52.00
9. Palmer/Palmer	52.00
10. Roseberry/Roseberry	52.00

6. Staten/Banks	52.00
6. Fischer/Fischer	52.00
6. Delis/Mordky	52.00

HOBI 18C	POINTS
1. Vasquez/Crew	40.00
1. Miller/Ramsier	40.00
1. Turner/Brenda	40.00
1. Smith/Smith	40.00
1. Lpham/Fisk	40.00
1. Gouin/Giron	40.00
1. Harness/Crew	40.00
1. Renik/Renik	40.00
1. Beek/Crew	40.00
1. Givens/Sepos	40.00

HOBI 18N	POINTS
1. Marshall/Hallad	35.00
1. Green/Moffett	35.00
1. Janser/Bonilla	35.00
1. White/White	35.00
1. Brewer/Brewer	35.00
1. Bomborg/Bomborg	35.00
1. Bruchhauser/Bruchhauser	35.00

HOBI 17B	POINTS
1. Dave Bodet	4.00

HOBI 16A	POINTS
1. Hauser/Douglas	4.25
2. Winkler/Seaman	5.50
3. Ashley/Ericksen	11.00
4. Wells/Denny	16.00
5. Dolan/Dolan	19.00

HOBI 16B	POINTS
1. Youngwerth/Youngwerth	14.75
2. Mike/Mohill	16.75
3. Grandbois/Chase	18.00
4. Diaz/Walz	21.00
5. McMaster/McMaster	22.75
6. Hornby/Crew	36.00
6. Kirschner/Kirschner	36.00
6. Hansen/Crew	36.00
6. Zimmerman/Zimmerman	36.00

HOBI 16C	POINTS
1. Phelan/Phelan	10.50
2. Maas/Krauss	13.00
3. Brown/Brown	15.00
4. Koakos/Machado	18.00
5. Click/Click	19.00
6. Foxwell/Congh	23.00
7. McCabe/Rhodes	27.00
7. Barre/Barre	27.00
7. Peto/Seabee	27.00
7. Schutt/Schutt	27.00
7. Novak/Novak	27.00
7. Purciel/Purciel	27.00
7. Breykzywski/Crew	27.00
7. Schrader/Crew	27.00
7. Noa/Shump	27.00

HOBI 16N	POINTS
1. Townner/Townner	32.00
1. Brown/Brown	32.00
1. Netherby/Netherby	32.00
1. Street/Street	32.00
1. White/Harper	32.00
1. Williams/Williams	32.00
1. Langer/Shoemaker	32.00
1. Johnson/Ogier	32.00

DIVISION 3

**ROARING 20S
FLEET 20, DIVISION 3
WOODWARD, CA
MAY 16-17, 1992**

HOBI 20	POINTS
1. Mooneyham/Trevey	4.50
2. Probst	13.00
3. Pedrick/Harris	18.75
4. Harris/Axford	19.00

HOBI SX-18	POINTS
1. Montague/Tully	7.00
2. Joder/Tompson	8.25
3. Van Dijk/Van Dijk	18.00

HOBI 18A	POINTS
1. Rayfuse/Stranahan	6.25
2. Burling/Seiner	12.75
3. Yahalom/Rudnick	13.00
4. Wiegman/Wiegman	17.75
5. Leonard/Fernandes	20.75
6. Collier/Stranahan	24.00
7. Head/Head	33.00

HOBI 18B	POINTS
1. Blevin/Kirk	7.50
2. Brocius/Patterson	8.25
3. Soehnen/Soehnan	11.75
4. Borris/Borris	19.00
5. Hermann/Sabroski	22.00
6. Apple/Apple	26.00
7. Wainwright/Huckaby	37.00
8. Steve Smith	39.00
9. Picha/Picha	41.00

HOBI 17A	POINTS
1. Doug Johnson	3.75
2. Jim Sajdak	10.00

HOBI 17B	POINTS
1. Steve Osborne	7.50
2. Nina Farrell	8.50
3. Michelle Leonard	13.75
4. Kelly Lantz	15.75
5. Alex Millary	23.00

HOBI 16A	POINTS
1. MacDonald/Vona	8.50
2. Hess/Hess	10.25
3. Porter/Blessing	13.75
4. Tobie/Lindes	14.00

5. Stark/Stark	34.00
5. Skvarla/Skvarla	34.00
7. Katz/Katz	38.00
8. Reese/Skvarla	41.00
9. Tully/Tully	43.00
10. Miller/Miller	46.00
11. Apple/Apple	52.00
12. Plaster/Posey	55.00
13. Forbert/Reilly	56.00
14. Rodal/Gleida	64.00
15. Fedowicz/Lansdowne	65.00
16. Duane/Glaze	70.00
17. Parseghian/Godell	70.00
18. Americh/Americh	70.00
19. Peters/Agre	71.00

HOBI 16B	POINTS
1. Buescher/Zoia	10.25
2. Schroyer/Schroyer	10.75
3. Houser/Jan	14.75
4. Russell/Martini	17.00
5. Gray/Cosgrove	24.75
6. Watkins/Harwell	25.00
7. Klein/Lee	30.00
8. Layer/Hall	38.00
9. Oswald/Westlund	39.00
10. Eustace/Joanie	45.00

HOBI 16C	POINTS
1. Marriott/Peters	9.50
2. Martin/Little	11.75
3. Kennedy/Strahle	21.00
4. Thomas/Taylor	25.00
5. Murphey/Murphy	25.75
6. Petty/Petty	26.50
7. Patrick/Patrick	27.00
8. Lewis/Grimaldi	29.00
9. Madeley/Reiman	36.00
10. Gilman/Johnson	54.00
11. Martin/Dupzyk	55.00
12. Winslow/Locke	57.00
13. Janssen/Janssen	60.00
14. Sinclair/Hannah	61.00

**OTTER REGATTA
FLEET 222, DIVISION 3
MONTEREY, CA
JUNE 6-7, 1992**

HOBI SX-18	POINTS
1. Montague/Tully	7.25
2. Lawlor/Brown	7.50
3. Joder/Klemenchek	12.75
4. Van Dijk/Rosas	16.00
5. Thompson/Stranahan	25.00

HOBI 18A	POINTS
1. Mooneyham/Trevey	5.00
2. Timms/Littlefield	14.75
3. Wiegman/Wiegman	16.00
4. Burling/Seiner	17.00
5. Hill/Hill	18.75
6. Head/Gowdey	26.00
7. Yahalom/Dave	30.00
8. Rayfuse/Stranahan	45.00
9. Collier	45.00

HOBI 18B	POINTS
1. Robinson/Parton	6.25
2. Simon/Simon	6.25
3. Nixon/Nixon	13.00

HOBI 17A	POINTS
1. John Bauldry	5.00
2. Al Leonard	8.50
3. Roger Neathery	12.00

HOBI 17B	POINTS
1. Nina Farrell	7.25
2. Keith Ledbetter	10.75
3. Michele Leonard	11.75
4. William Tripp	13.75

HOBI 16A	POINTS
1. Porter/Blessing	5.00
2. McDonald/Vona	7.50
3. Tobie/Lindes	18.00
4. Rodal/Scott	19.00
5. Stark/Stark	31.00
6. Skvarla/Skvarla	32.00
7. Katz/Katz	33.00
8. Sajdak/Brooks	38.00
9. Reese/Ramage	47.00
10. Peters/Agre	48.00
11. Schroyer/Ryan	48.00
12. Apple/Ward	48.00
13. Tully/Tully	51.00
14. Grimaldi/Grimaldi	54.00
15. Hawthorne/James	58.00
16. Rentow/Shahinfar	70.00
17. Forbert/Gary	82.00

HOBI 16B	POINTS
1. Buescher/Zoia	3.00
2. Oswald/Burleson	12.00
3. Klein/Maureen	13.00
4. Douglas/Huygen	15.00
5. Schroyer/Duane	17.00
6. Watkins/Harwell	19.00
7. Mathews/Coleman	22.00
8. Layer/Hall	25.00
9. Clark/Schmugler	27.00
10. McMillin/McMillin	40.00

HOBI 16C	POINTS
1. Kennedy/Strahle	7.75
2. Marriott/Hites	10.50
3. Martin/Little	12.75
4. Sinclair/Armstrong	13.75
5. Hetzer/Galch	15.00
6. Alavezcos/Hoehne	19.00
7. Murphy/Alkin	23.00
8. Patrick/Patrick	26.00
9. Hagg/McKnight	30.00
10. Regsdale/Laura	52.00
10. David Thomas	52.00
10. Scott Winslow	52.00

HOBI 16N	POINTS
1. Jansenn/Salvator	7.50

2. Jason/Freeman	7.50
3. Allen/Rush	8.75
4. Bechtold/Sakamoto	16.00

**SHARKFEED REGATTA
FLEET 281, DIVISION 3
BODEGA BAY, CA
MAY 23-24, 1992**

HOBI 20	POINTS
1. Probst/Lehman	4.50
2. Mooneyham/Johnson	6.00
3. Harris/Axford	6.75

HOBI SX-18	POINTS
1. Joder/Klemenic	3.50
2. Lawlor/Brown	4.75
3. Wagner/Devincenzi	9.00
4. Van Dijk/Stark	14.00
5. Thompson	18.00

HOBI 18A	POINTS
1. Burling/Seiner	6.00
2. Wiegman/Wiegman	9.75
3. Yahalom/Yahalom	10.75
4. Collier/Stananhan	12.75
5. Fisher-Smith/Williams	14.00
6. Head/Lane	15.00
7. Leonard/Sadjak	17.00

HOBI 18B	POINTS
1. Biven/Kirk	3.50
2. Ledbetter/Ledbetter	5.75
3. Pratt/McLue	11.00
4. Perry/Alues	14.00

HOBI 17B	POINTS
1. Nina Farrell	3.50
2. Steve Osborne	5.75

HOBI 16A	POINTS
1. Hess/Hess	4.75
2. Porter/Blessing	7.75
3. Tobie/Ward	7.75
4. Timms/Littlefield	13.00
5. Skvarla/Skvarla	13.00
6. Rodal/Rodal	22.00
7. Forbert/Forbert	23.00
8. Peters/Gre	25.00
9. Pearce/Ramblas	26.00
10. Schroyer/Allen	27.00
11. Parseghian/Malley	27.00
12. Miller/Petty	31.00

HOBI 16B	POINTS
1. Buescher/Zoia	4.50
2. Layer/Hall	5.75
3. Schroyer/Schroyer	10.00
4. Byrd/Peterson	12.00
5. Klein/Hilaire	12.00

HOBBIE 16C	POINTS
1. Alavezcos/Hoehne	6.50
2. Madeley/Reiman	8.00
3. Rettinghouse/Rettinghouse	11.75
4. Thomas/Rudnick	13.00
5. Marriott/Hites	14.00
6. Kennedy/Strahle	17.00
7. Godfrey/Moore	17.00
8. Murphy/Atkin	20.00
9. Hempel/Gabe	20.00

HOBIE RACING

RACE RESULTS

6. Edward Bush	17.75
7. Ken Vinson	19.00
8. Tom Veirs	21.75
9. John Midyette	33.00

HOBIE 16A	
POINTS	
1. Garland Ayscue	7.50
2. John Krause, Jr.	12.50
3. Mike Eason	16.00
4. Bennet Ackerman	19.00
5. Scott Orr	20.00
6. Mark Williams	23.00
7. Yates Dowell	24.00
8. Loyd Graves	26.00
9. John Klavenski	28.00
10. Bob Hall	30.00
11. Dan Koch	32.00
12. Fred Holt	34.00
13. Hubie Poteat	36.75

HOBIE 16B	
POINTS	
1. Kenneth Meison	12.75
2. Mark Morgan	12.75
3. Kurt Macha	16.75
4. William Fletcher	17.00
5. Craig Simmons	18.75
6. Todd Denkins	27.00
7. Ken Schuster	27.00
8. Duval Byrd	29.00
9. Steve Howse	32.75
10. Mike Zarecky	34.00
11. Edward Bush	35.00
12. Chris Menelli	36.00
13. James Smart	37.00
14. Mike Malone	39.00
15. Dan Hammack	42.00
16. Donnie Patterson	46.00

HOBIE 16C	
POINTS	
1. Glenn Gawronski	5.50
2. Timothy Logan	6.50
3. Daniel Eves	9.75
4. Dave Rademacher	13.00
5. Bob Guthrie	18.00

HOBIE 14	
POINTS	
1. Ann Kamitschnig	3.00

SC HOBIE CHAMPIONSHIP FLEET 174, DIVISION 9 MYRTLE BEACH, SC MAY 16-17, 1992

HOBIE 21	
POINTS	
1. Keyser	3.00
2. McBride	8.00

HOBIE 20	
POINTS	
1. Pitt	3.00
2. Jones	7.75
3. Stewart	11.00
4. Frets	14.00
5. Harper	19.00

HOBIE 18	
POINTS	
1. Stater	3.00
2. Forbis	17.75
3. Toney	14.00
4. Duran	15.00
5. Gergel	17.00
6. Damonte	20.00
7. Spivey	21.00
8. Deaton	22.00

HOBIE 18B	
POINTS	
1. Roe	3.00

HOBIE 17	
POINTS	
1. Smith	4.25
2. Weatherford	10.00
3. Hough	10.50
4. Khatzka	13.00
5. Zimmer	15.00
6. Poplin	23.00

HOBIE 16A	
POINTS	
1. Robinson/Robinson	5.25
2. Jarrett/Jarrett	6.95
3. Ayscue	17.00
4. B. Watts	18.75
5. Klavenski	22.00
6. Vaught	22.00
7. Hall	22.00
8. Wilson	26.00
9. Koch	33.00
10. Graves	33.00
11. Koch	34.00
12. Williams	35.00
13. T. Watts	46.00
14. Bordelon	49.00
15. Inabot	51.00
16. B. Moore	55.00

HOBIE 16B	
POINTS	
1. Hubie Poteat	3.00
2. Fletcher	12.00
3. C. Moore	13.00
4. Macha	15.00
5. Zarecky	17.00
6. Springer	21.00
7. Collier	26.00
8. Johnson	27.00
9. Kinney	27.00
10. Petersen	34.00
11. Purvis	41.00

HOBIE 16C	
POINTS	
1. Morgan	3.00
2. Patterson	9.00
3. Jensen	11.00
4. Roberts	13.00

DIVISION 11

DELAWARE STATE CHAMPIONSHIP FLEET 106/271, DIVISION 11 REHOBOTH, DE MAY 9-10, 1992

HOBIE SX-18	
POINTS	
1. Sahr/Parkinson	4.50

HOBIE 18M	
POINTS	
1. Knott/Helton	4.50

HOBIE 18A	
POINTS	
1. Morvel/Long	4.50

HOBIE 17	
POINTS	
1. Schmidbauer	5.00
2. Ackroyd	12.50
3. White	13.00
4. Burley	27.00
5. Viere	29.00
6. Kimmel	30.00
7. Travis	30.00
8. Roberts	33.00
9. Krause	42.00
10. Sherm	42.00
11. Wagner	47.00
12. Holland	54.00
13. Giannini	57.00
14. Wiegars	66.00

HOBIE 16A	
POINTS	
1. Myers/Santorelli	3.75
2. Mieski/Villa	11.00
3. McVeigh/Ludwig	21.00
4. McConnell/McConnell	21.00
5. Sterling/Kavanaugh	23.00
6. Lynch/Shoemaker	27.00
7. Monk/Hamilton	29.00
8. Turner/Wherry	36.00
9. Yates/Cramer	40.00
10. Ainsworth/Thompson	41.00
11. Ackerman/Ackerman	44.00
12. DeFura/Weber	48.00

HOBIE 16B	
POINTS	
1. Woodward/Yorty	15.75
2. Simmons/Simmons	16.75
3. Deitemyer/Armbruster	16.75
4. Andrews/Ireland	22.50
5. Smart/Canavan	23.00
6. Flanagan/Andrea	26.00
7. Turner/Sagart	27.00
8. Smith/Doyleston	29.00
9. Shaw/Shaw	30.00
10. Crompton/Fraim	38.75
11. Mactavish/Mactavish	52.00

HOBIE 16C	
POINTS	
1. Tolbert/Barnes	5.00
2. Talotta/Schuman	7.50
3. Wheeler/Wheeler	17.00
4. Williamson/Webb	17.00
5. Richard/Carr	25.00

DIVISION 14

MID-AMERICAS FLEET 23, DIVISION 14 LAKE TEXOMA, TX MAY 23-25, 1992

HOBIE 20	
POINTS	
1. Jones/Jones	2.25
2. Davenport/Davenport	4.75
3. Beign/Benge	9.00
4. Reynolds/Ward	9.00
5. Kizer/Kizer	15.00

HOBIE SX-18	
POINTS	
1. Wright/Wright	2.25
2. Stowe/Stowe	5.75
3. Ross/Ross	6.00

HOBIE 18A	
POINTS	
1. Costa/Costa	6.75
2. Young/Mattlingly	8.75
3. Baker/Baker	9.00
4. Richnow/Nelson	9.75
5. Koliman/Koliman	14.00
6. Mimitch/Mimitch	14.00
7. Hausman/Freshnock	16.75
8. Mimitch, Jr./Mimitch	17.00
9. Eller	22.00
10. Leggett/Sandow	23.00
11. Troman/Hauptman	25.00
12. Rainbow/Sturtz	28.00
13. Homes/Bowden	39.00

HOBIE 18B	
POINTS	
1. Cronan/Hanley	3.50
2. Might/Lewis	6.50
3. Mower/Mower	8.00
4. Godbold/Arnheim	9.00
5. Dougherty/Dougherty	13.00
6. Tisdale/Tisdale	16.00
7. Biggs/Carisle	19.00
8. Todd/Williams	20.00
9. Gremillion/Tibbits	21.00

HOBIE 18C	
POINTS	
1. Pitzer/Pitzer	4.50
2. Barr/Harris	6.00
3. Prince/Delp	6.75
4. Calo/Moore	9.75
5. Meyer/Meyer	13.00
6. Kemmerer/Kemmerer	14.00
7. Dobbins/Hawous	20.00
8. Harrison/Harrison	24.00

HOBIE 18M	
POINTS	
1. Hyatt/Beam	3.50
2. Monosmith/Kendall	4.75
3. Rocher/Morse	5.75

HOBIE 17A	
POINTS	
1. Steve Chaples	5.75
2. Ron McDowell	6.75
3. Stephen Acquart	7.75
4. Drew Riddle	8.75
5. Jane Sherrod	13.00
6. David Koons	14.00
7. Jim Humphrey	17.00
8. Royce Laverne	18.00
9. Peter Patullo	19.00

HOBIE 17B	
POINTS	
1. David Donica	3.50
2. Stefan Vann	5.50
3. Paul Erb	7.00
4. Gary Rucker	10.00
5. Guillermo Corona	13.00
6. Arvid Moore	14.00
7. Mark Marquez	20.00
8. Don Hawkins	20.00
9. Larry Memonstein	27.00

HOBIE 16A	
POINTS	
1. Rourke/Reusant	6.50
2. Bass/Winteritz	8.00
3. Ralph/Holmes	12.00
4. Simpson/Wineand	16.00
5. Loefelholz/Grissom	20.00
6. Shaw/Welch	20.00
7. Sparks/Jordan	20.75
8. Balthaser/Summers	20.75
9. Trotter/Trotter	24.00
10. Gooding/Hockenbury	24.00
11. Bach/Brown	25.00
12. Fuller/Dickinson	28.00
13. McIntosh/McIntosh	33.00
14. Means/Means	35.00
15. Hepler/Hepler	42.00
16. Sykes	42.00
17. McCredie/Hejny	45.00
18. Davis/Larchar	46.00
19. Keeler	49.00
20. Mathia/King	49.00
21. Young/Young	51.00
22. Williamson/Williamson	51.00
23. Cummings/Creel	51.00
24. Deckard/Clark	53.00
25. Regester/Regester	56.00
26. Duggan/Belymer	60.00
27. Bridgman/Groeneweg	61.00
28. Allen/Meizen	70.00

HOBIE 16B	
POINTS	
1. Evans/Harris	11.00
2. Vrabel/Fehrenbach	11.75
3. Richards/Richards	12.00
4. Reeh/Rourke	16.00
5. Lindsey/Osbum	19.00
6. Bradford/Bradford	19.75
7. Smith/Files	20.00
8. Dewey/Douthitt	20.00
9. Riley/Sport	21.00
10. Anis/Anip	23.75
11. Saggi/Blueza	26.00
12. Means/Loesch	26.75
13. Dunn/Parrish	28.00
14. Smith/Chandler	29.00
15. Sulphern/Halbert	30.00
16. Stroh/Wojcik	31.00
17. Lawyer/Lawyer	35.00
18. Krumm/Allen	39.00
19. Cody/Cody	40.00
20. Puninton/Puninton	53.00

HOBIE 16C	
POINTS	
1. Wilcox/Wilcox	4.75
2. Johansson/Maras	7.75
3. Springer/Guerin	9.00
4. Fuss/Fabian	10.75
5. Lee/Lee	11.00
6. Vaughan/Vaughan	14.00
7. Sietlebo/Patullo	21.00
8. Holden/Dyer	25.75
9. Peppard/Thompson	32.00
10. Bonnell/Bonnel	32.00
11. Ward/Meadows	36.00
12. Marcus/Newton	37.00
13. Allen/Corona	37.00
14. Grimes/Grimes	40.00
15. Meador/Miller	40.00
16. Ponsell/Ponsell	40.00
17. McPherson/Roths	43.00
18. Barnes/Curtiss	46.00
19. Leonard/Kammer	49.00
20. Horton/French	50.00
21. Dougerty/Mimlitch	52.00
22. Hansen/Hauptman	55.00
23. Przybysz/Przybysz	56.00
24. Sudderman/Simon	59.00
25. O'Neil/Wong	59.00
26. Garza/Martin	62.00
27. Dill/Avery	62.00
28. Foster/Foster	62.00
29. Metelko/Hicbothom	71.00
30. Stachmus/Reidt	81.00
31. Wilson/Kline	85.00
32. Woodward/Erhard	93.00
33. Goodman/Donahue	94.00
34. Sanders/Stocton	96.00
35. Whalen/Kelley	105.00
36. Price	105.00
37. Miller/Miller	107.00
38. Bobo/Ballew	108.00
39. King/Stark	120.00
40. Thomas/Thomas	120.00

HOBIE 16C	
POINTS	
1. Wilcox/Wilcox	4.75
2. Johansson/Maras	7.75
3. Springer/Guerin	9.00
4. Fuss/Fabian	10.75
5. Lee/Lee	11.00
6. Vaughan/Vaughan	14.00
7. Sietlebo/Patullo	21.00
8. Holden/Dyer	25.75
9. Peppard/Thompson	32.00
10. Bonnell/Bonnel	32.00
11. Ward/Meadows	36.00
12. Marcus/Newton	37.00
13. Allen/Corona	37.00
14. Grimes/Grimes	40.00
15. Meador/Miller	40.00
16. Ponsell/Ponsell	40.00
17. McPherson/Roths	43.00
18. Barnes/Curtiss	46.00
19. Leonard/Kammer	49.00
20. Horton/French	50.00
21. Dougerty/Mimlitch	52.00
22. Hansen/Hauptman	55.00
23. Przybysz/Przybysz	56.00
24. Sudderman/Simon	59.00
25. O'Neil/Wong	59.00
26. Garza/Martin	62.00
27. Dill/Avery	62.00
28. Foster/Foster	62.00
29. Metelko/Hicbothom	71.00
30. Stachmus/Reidt	81.00
31. Wilson/Kline	85.00
32. Woodward/Erhard	93.00
33. Goodman/Donahue	94.00
34. Sanders/Stocton	96.00
35. Whalen/Kelley	105.00
36. Price	105.00
37. Miller/Miller	107.00
38. Bobo/Ballew	108.00
39. King/Stark	120.00
40. Thomas/Thomas	120.00

HOBIE 14	
POINTS	
1. Bob Schwartz	2.25
2. Rob Hyatt	4.75
3. Steve Long	8.00
4. Kevin Germonprez	11.00

DIVISION 16

DIVISION 16 CHAMPIONSHIPS FLEET 183, DIVISION 16 TORONTO, ONT., CANADA JUNE 13-14, 1992

HOBIE 20	
POINTS	
1. Fogh	3.00

HOBIE 18A		POINTS
1.	Thompson/Hodgson	9.50
2.	Crabbe/Scott	10.75
3.	Eliotte/Marcia	12.75
4.	Murray/Barb	16.00
5.	Whitten/Jody	16.00
6.	Deans	28.00
7.	Hopper/Stark	30.75
8.	Reid/McHardy	32.00
9.	Sumner/Gerda	32.00
10.	Cobbett/Bonnie	33.00
11.	Galway/Melonie	38.00
12.	Borg/Laura	39.00
13.	Regan/Burns	42.00
14.	Axlerad	48.00
15.	Eric	51.00

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- Zippers** We use two extra-large zipper pulls on an extra-large, number 10, YKK, molded zipper.
- Components** State-of-the-art Nexus D-Rings and detachable, locking, spring-snap hooks keep the strap on your bag no matter what.
- Webbing** For added comfort, our shoulder straps are 2" wide instead of the competition's 1-1/2".
- Stitching Security** All STUFFITS Bags™ are double and triple-sewn. STUFFITS Bags™ come equipped with black, metal, locks and key. For added confidence, set your own 3-digit, combination lock at a cost of \$4.00.
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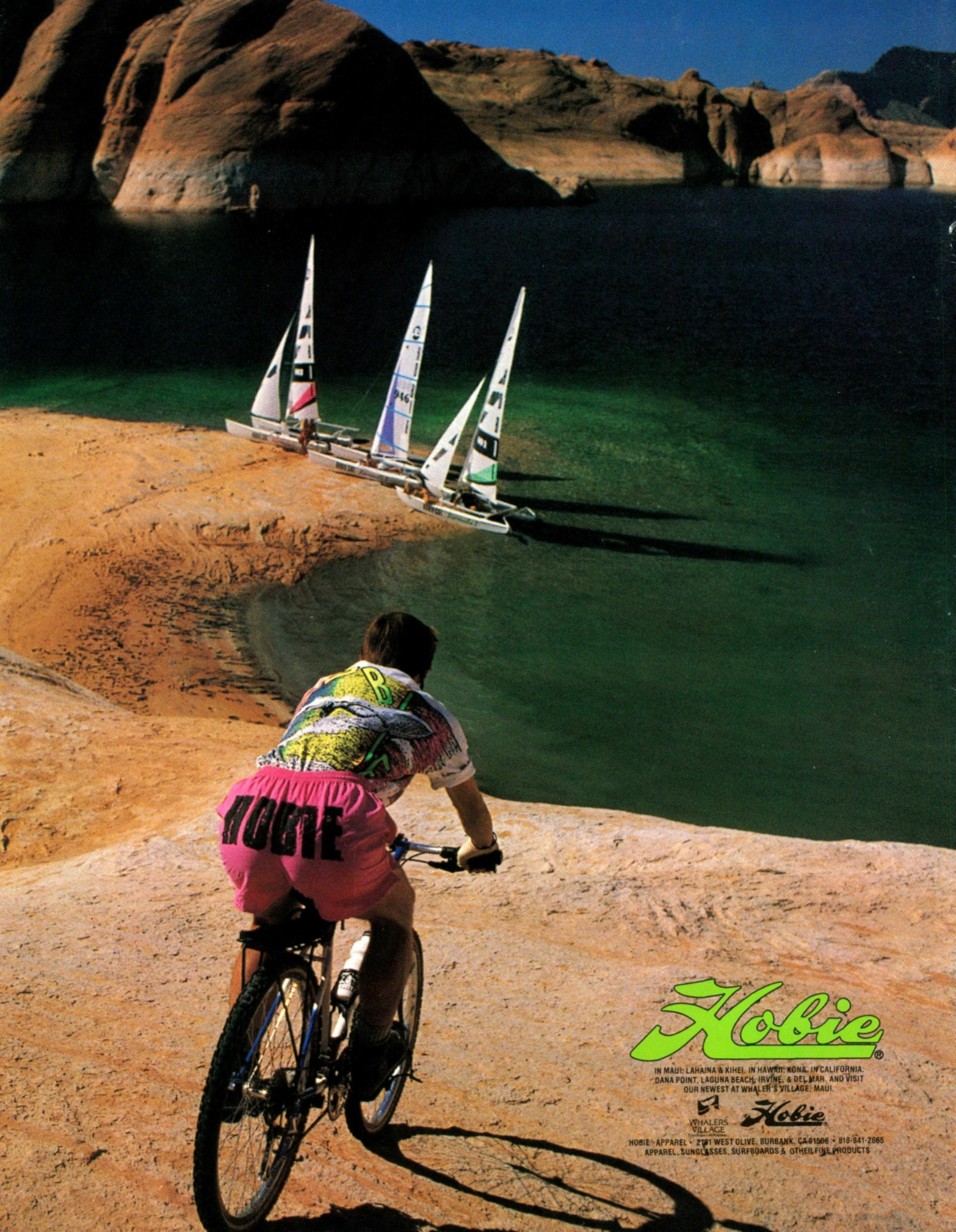
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