

HOTLINE

NOVEMBER/DECEMBER 1992

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

*Happy
Holidays*

Wild West Nationals

Desert Cats

HO, HO HOBIE!



Well, I'll be a reindeer's
uncle! What's this?
Another great year of
Hobie Cat Christmas
specials! Check it out ...
twice, at your favorite
Hobie dealer!

Item	Retail	Christmas Sale Price (Retail)
<input type="checkbox"/> H18 Wing Set	\$ 775.00	\$ 775.00
<input type="checkbox"/> White Sails	463.50	415.00
H14 Main	221.45	200.00
H14 Jib	480.25	440.00
H16 Main	230.00	215.00
H16 Jib	570.80	520.00
H18 Main	285.31	255.00
H18 Jib	360.00	330.00
<input type="checkbox"/> Cat Box	340.00	300.00
Large	195.00	165.00
Small	81.27	73.00
<input type="checkbox"/> Semi Drysuit (Sm - XL)	131.43	118.00
<input type="checkbox"/> Harken 6:1 Low Pro Mainsheet System	10.61	9.00
3" Upper Block	68.34	60.00
3" Lower Block	104.70	94.00
Mini Block	10.61	9.00
<input type="checkbox"/> Harken Super Low Pro Mainsheet System	66.05	57.00
2-1/4" Upper Block	61.80	52.50
2-1/4" Lower Block	88.58	75.00
Mini Block	82.40	70.00
<input type="checkbox"/> Downhaul Systems	28.84	25.00
Hobie 16	46.36	40.00
Hobie 17	68.00	60.00
Hobie 18	36.00	32.50
<input type="checkbox"/> K15B Suunto Compass	24.05	22.50
<input type="checkbox"/> Soft Coolers	6.70	6.00
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20 Qt.	20.60	18.50
<input type="checkbox"/> Hobie Sports Shields	5.15	4.60
<input type="checkbox"/> Kool Rak, Lg.		
<input type="checkbox"/> Video, Cat. Sailing		
<input type="checkbox"/> Batten Tensioners		
<input type="checkbox"/> Hobie Hats		
<input type="checkbox"/> Third Hand		
<input type="checkbox"/> Wind Tels, Black		
<input type="checkbox"/> Ball Lock Pins (20301-20304 & 20311-20313) 10% off		

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Hobie HOTLINE

NOVEMBER/DECEMBER 1992 • VOLUME 21 NUMBER 6



DEPARTMENTS

4 HOBIETORIAL

6 LETTERS

8 WAVELINES

10 ASK THE EXPERT

Dear John. Fast talk about boat speed.

12 IN TUNE

Hot To Handle. Learn to jibe with the best of them.

26 HOBIE RACING

31 RACER'S EDGE

Up, Up And Away. Hobie Alter, Jr. reveals how to get a leg up when sailing downwind.

FEATURES

18 MAFI MUSH-KILA

Hobie Catting, Saudi-style: Getting there is an adventure in itself.

REGATTA REVIEW

28 PRONOUNCED FUN

Hobie 18, SX-18 and 21 Nationals participants learn "Sakakawea" means a lake-full of fun.

On the cover

Have a healthy, happy, Hobie holiday season!

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 Twain Do Meet

Since Hobie Cat and **HOTLINE** are based here in southern California, you may think the magazine might have a western bias. Not so! Me, a born-'n'-bred Virginian, with a western bias? (Well, I do own a pair of cowboy boots and okay, my daughter does ride a horse, but let's not get too picky, here. After all, I still say y'all and even have been known to eat a plateful of fried chicken and homemade biscuits.)

Actually, none of us on the staff is a native Californian (oops — not so, insists my design director as he drags me out to his car to see his California Native license plate), although my editor would like to think she re-invented herself when she moved out here in the sixties. In fact, as anyone who has observed the inordinate number of Cubs fans at a San Diego Padres game can tell you, almost no one in California is from California. So, if we have biases at all, I'd have to guess they were as much for our original hometown areas as for anywhere else.

One of the "perks" I like best about publishing **HOTLINE** — and one of the elements I hope you as readers enjoy as well — is gaining a window on parts east and west, and north and south, too. Reading about Bear Lake, Utah before going there made my recent trip to the Hobie 16 National Championship even more special. And although I didn't get to make it to North Dakota for the Hobie 18, SX-18 and 21 Nationals last July, finding out all about Lake Sakakawea and the surrounding countryside certainly caught my interest. I hope I have the opportunity to see that part of the country someday.

Speaking of east and west, **HOTLINE** takes us on a veritable travelogue around the world. And not just the world of racing either; opening the mail to discover this issue's story on Saudi Arabia blew my mind (excuse the California-ism). I mean, can you believe it ... who would have guessed we'd hear from a guy sailing a Hobie Cat in the desert! And to think we went from the magic of Cape Horn last issue to the equally exotic but entirely different world of the middle east in this issue. It's mind-boggling!

I sincerely hope each of you feels this sense of adventure and opening of new vistas that fill the pages of the magazine. With the world turning into the global village as predicted decades ago, east and west and north and south need to meet and get to know and like each other. It's imperative if we want our earth's culture (and our earth!) to survive. That's what the recent Olympics in Barcelona and the Earth Summit in Brazil were about. We hope that's what Hobie Catting and **HOTLINE** are about as well.

Although we each can and should cherish our individuality, including where we're from, how we think, believe and act, and what we do; Hobie Catting lets us treasure our togetherness, too. With our boats on the beach, where we're from becomes not as important as where we're going ... and that's out on the water to share some awesome fun.

A poet once wrote, "East is east and west is west, and never the twain shall meet." On the contrary, it looks like the twain do meet ... on the hulls of a Hobie Cat.

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Hobie Cat

TOP GUN COVERS are made of royal blue polyester acrylic impregnated for colorfastness and UV tolerance, then ZEPEL®-coated for waterproofing and stain resistance. Hull covers completely enclose the hulls and are closed with zippers and velcro from stem to stern. The all-purpose, three-piece cover is designed for trailering at highway speeds (trampoline cover is not suitable for trailering).

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AN ANTIDOTE TO THE POISON

Having run many regattas and served on many regatta committees, I find myself reluctant to comment on others' efforts. However, I keep reading **we** need to remain involved in the NAHCA decision-making processes.

I, like many others, have appreciated how things are being handled. The old adage, "If it isn't broke, don't fix it," comes to mind, so we allow those who are the decision makers of the time to continue doing their good work. It isn't that we are apathetic, it's that we usually agree.

As it turns out, our representatives hear from those who disagree, and usually they disagree vehemently. The fact they disagree is okay, as long as the vote is of the many, not the few. In case you haven't noticed, the few are usually quick to attack and blame, and viciously at that, while offering no solution.

Well, the "few" have finally ticked me off. So here is the other side of the coin, the **appreciative**.

We have endured a "one-man, poison-pen-pal movement." The villain will remain unnamed, because I think he has enjoyed the limelight too long, while he really is a pain in the butt to the rest of us, who have tried to ignore him in hopes he will go away. I refuse to give him the joy of seeing his name in print.

Questions regarding the factory's involvement in NAHCA have been totally bastardized and misconstrued. For clarification (Webster's: to make clear; Bettyarlene: to dispel lies), I refer to a few issues, such as NAHCA in some instances requiring factory-supplied equipment. The reason? To keep our sport from being a rich man's sport, by assuring affordable, superior and equal performance.

Doing so keeps things one design; excuse me if I am confused, but isn't that what one design means? Of **equal** design? One design gives each racer boats of like kind, of like-kind equipment, with the equal opportunity to win. Your personal sailing ability is what cuts the mustard. In Hobiedom, you must earn your victories, not buy them.

With the Hobie 16/Hobie 18 Olympic possibilities, we each have equal opportunity to sail on boats that don't happen to have Ross Perot as a personal sponsor. Ask the Tornado fleets what happened when they became an Olympic class and parts and equipment prices, unregulated by a governing body, went through the stratosphere.

Personally, I am very pleased that the factory (Hobie Cat) has remained faithfully involved in the evolution of NAHCA. They

remain supportive, and go well beyond the responsibilities of a manufacturing entity.

This isn't just a factory, it is people creating a product that they care about. And they care about US. Tough petunias if this sounds corny; maybe we need more corny.

A fact that many poison-pen letter recipients may not be aware of is that the poison pen pal most definitely would have financial gain if factory supplied requirements were not in effect. Then, poison pen pal could sell you the equipment to his gain, rather than that of our parent company. Now, can anyone out there **guess** why this campaign might have been generated?

Bettyarlene Rodal
Cupertino, CA

WIMPY STICKS?

There are very few things in life that I and my family enjoy more than sailing. It has always been a part of my existence, and my wife and I have been able to pass the passion on to our teenagers. The "Hobie Life" has and continues to be the base catalyst for this adventuresome summer lifestyle that we have come to love.

One never knows whom one is liable to run into or where. On June 21, 1992, at Fleet 446's Pittsburgh Regatta, I unexpectedly ran into a friend on the water. It was not a happy affair, as my Hobie 16 climbed aboard his port side, knocking his boat over onto mine and throwing both skippers and crews into the water. In the midst of some major vessel damage and what was a rather embarrassing state of affairs, we were lucky that personal injuries suffered were only minor bumps.

The culprit? A bit of product ignorance on my part. My (ARRIBA) HOTSTICK, advertised in the May/June 1992 **HOTLINE** (page 11) as "reliable ... when total control is a must," cleanly broke into two pieces at a very inopportune, critical moment, causing what a seasoned racer, Bill Jeffers, stated was the most violent collision between two catamarans that he has ever seen.

It appears to me that the design of this thin-walled HOTSTICK is unquestionably inadequate for use as a safe, dependable piece of racing equipment. Upon close inspection, I found the walls of the handle extension to be unbelievably thin. I had trusted Hobie Cat's (ARRIBA-manufactured) product design and assumed that the HOTSTICK would have done the job without critical inspection — mistake!

What I had thought was a reliable tiller stick was returned to Hobie, and in turn to

ARRIBA, with my comment that the design was/is far from adequate for the ferocious environments encountered within racing scenarios. This thin-walled model simply is not adequate, although it is sold as such!

We, as racers, depend on our manufacturers to market safe, durable equipment. As presented above, this ARRIBA product represents a real, potential danger to racers and our racing families.

Fellow regatta chasers: Please, consider the fragility of this item and this manufacturer's apparent ignorance for our safety. Fed up with Hobie Cat and ARRIBA's failures to back up their advertising B.S., I have gone for just that — a B.S. — Better Stick! Rebuttals or not — beware, Wimpy Sticks are no fun!

The above represents my sincere, concerned opinion!

Sam Anderson
Cleveland, NY

The following reply is from Hobie Cat Warranty Manager Matt Miller.

I don't agree that the ARRIBA "HOTSTICK" extendable tiller is either wimpy or unreliable. This tiller was built to ARRIBA's specifications. I stand behind ARRIBA's decision not to give a 100% warranty on Sam Anderson's broken tiller (a more than 50% discounted replacement was offered).

I personally have used HOTSTICKS extensively over the nearly 13 years they have been available. I prefer them to the standard, fixed-length tiller because of their extendability, large grip and non-conductive fiberglass construction. I have never broken a HOTSTICK, although I have worn them out, due to over-use and under-maintenance; in other words, operator error, not lack of quality control in manufacturing.

I have seen sailors break every type of tiller available. Tillers are a balance of function, durability and weight.

Some amount of care is prudent when using any tiller. Keep it clean, don't throw it across the boat when tacking and gybing, smacking into tiller arms and castings. Don't lean on your tiller when you are going out or coming in from the trapeze. Don't toss it around when rigging and de-rigging. Inspect the tiller immediately if anything like this does happen.

According to Joe Porhammer, president of ARRIBA, more than 45,000 HOTSTICK tillers have been sold over the last 12 years. Of that number, fewer than 300 were returned. Of those 300, approximately 120 were warranty failures, equating to a warranty problem percentage of

—Continued on page 38



The F-27 is an Ian Farrier design

Improve Your Net Worth

F-27 owners enjoy their net worth. Whether kicking in for the finish line or kicking back at the end of the day, these nets help provide the same deck space as most fifty-footers. This is very good, because F-27s also sail as fast as most fifty-footers.

To have more fun with your net worth, give us a call.

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SAIL EXPO 1993 — A GREAT BET FOR A GOOD TIME

The city is known more for gambling than sailing, but from February 4-7, 1993, Atlantic City, New Jersey will be highlighting decks of boats, not cards. Among the many companies highlighting their products and services at Sail EXPO 1993 will be our own Hobie Cat.

Making the event even more special to Hobie Way of Lifers is the representation of the North American Hobie Class Association (NAHCA). The NAHCA's presence adds well-deserved credibility to the organization and the sport. Until this show, one-design class associations were not considered part of the sailing industry. Now they are (it's about time)!

Being billed as a "winter rendezvous for sailors," the event is designed to appeal to veteran and novice alike. EXPO will be more than just a boat show. Exciting displays, informative seminars and presentations (such as do-it-yourself gelcoat repair), Class association meetings, a great banquet and lots of places to party will entice sailors to spend several days vacationing in Atlantic City.

In addition to learning and sampling all there is to know about sailing, attendees will enjoy the family attractions of the Atlantic City Convention Center. For instance, one unique treat bound to have a lot of appeal is a full-size indoor sailing pool where beginners can test the waters sailing by themselves.

For more information about this great sailing extravaganza, contact: Jane Tracy, ASAP, 20 Silva Lane, Middleton, RI 02840, (401) 841-0900, fax (401) 847-2044.

We're sure you'll have a great time at Sail EXPO — you can bet on it!

LET'S GO CRUISING

Sailing aficionados of all varieties will be happy to hear of Hobie Cat's innovative new recreational catamaran: the Hobie Sport Cruiser. One look and you'll know ... it's a fantastically fun boat ready to sail you away from all your workaday duties and chores. The Sport Cruiser is the go-anywhere boat, the boat with room for family and friends, the boat with the versatility to take you where you want to go ... through remote inlets and secluded waterways; the way you want to go ... by sail or motor.

The Hobie Sport Cruiser is sure to be enjoyed by veteran sailors, newcomers to the sport and even dedicated racers who want to cruise around now and then. The boat is definitely designed for comfort as well as fun. Even the "bare bones" standard package includes features to ensure

you get the most relaxation and sailing ease possible, whether on a romantic sunset cruise, a family outing or a weekend of adventuring.

Imagine "winging it" on comfortable bench-like seats that double as backrests, with your favorite cool (or hot) beverage just a fingertip away in a built-in insulated drink holder. The Hobie Sport Cruiser also provides spacious storage, high boom clearance and a host of other smart and safe features.

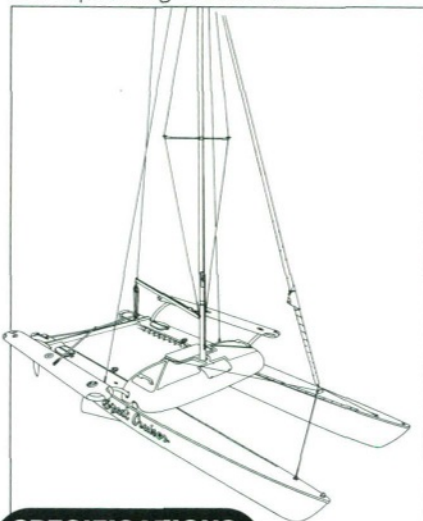
Two optional deluxe packages help extend the pleasure. The Day Cruising Package features a deluxe storage cabin, huge cooler, swim ladder and beach track slide, for easy on-and-off-the-beach launching. The Explorer Package boasts all the above as well as fun-extending equipment such as a custom motor bracket, specially designed tramp tent, anchor bridle and battery-powered running lights.

The list of features and options goes on and on ... and we could, too. Instead, we invite you to check out the Hobie Sport Cruiser for yourself.

How? Glad you asked! Just call (619) 758-9100, ext. 201, and ask for any or all of the following:

1. A list of Hobie Sport Cruiser dealers;
2. A free brochure;
3. A list of major and regional boat shows where the Sport Cruiser will be shown.

Look for more on the Hobie Sport Cruiser in an upcoming **HOTLINE**.



SPECIFICATIONS

LOA-21 ft.	Jib Area-64 sq. ft.
Beam-8 ft. 6 in.	Weight-540 lbs.
Draft-10 in.	Hull Storage-15 cu. ft.
Mast Height-29 ft.	Main Area-158 sq. ft.
Beam + Wings-12 ft. 11 in.	
Cat Cabin Storage-20 cu. ft.	

Specifications, options and prices subject to change.

NAME GAME CORNER



The name of my Hobie 16 is "Puddlejumper." You will not have any problem finding me in Division 2 as the name is in bright pink, and so are my sails! The four of us — Jim Savage (my brother), Tricia Savage, myself and husband Bob — are active racers, sailing from one regatta to another; thus, the name "Puddlejumper." This picture was taken at the Midwinters regatta in San Felipe, Baja.

If you see us in person, come say "hi."

Marsha Burns
San Juan Capistrano, CA



Enclosed is a picture taken by me of one of our many unique Hobie sailors. I decided this was the perfect entry for your Name Game Corner.

Terry and Lori Hagle, members of Fleet 12 in Atlanta, GA, have named their boat what we feel is one of the greatest feelings you get from some high-winded sailing. Terry is a competitive 16B racer and it looks as if he's got the fever.

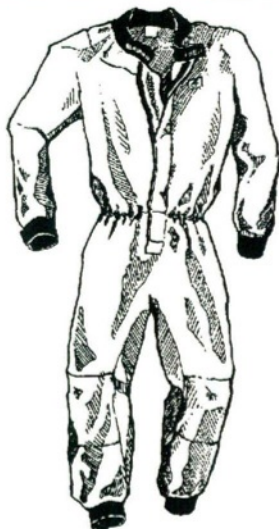
We hope to see this in a future issue of **HOTLINE** magazine.

Tammy Duran
Gainesville, GA

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

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SEMI-DRY Sailing Suit

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



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



NEOPRENE SAILING GLOVES

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



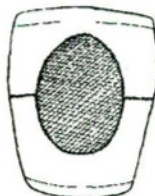
NEOPRENE SAILING CAP*

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



NEOPRENE KNEE PADS*

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



"RELAX" NECK KIT

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



DRYSUIT "DRY SOCKS" KIT

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



New for '92 LONG JOHN & JACKET

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



HIGH-TOP SAILING SHOES by Mares

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

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*Book I: Boatspeed**
*Book II: Tactics**
Performance Manuals by Phil Berman
*H-16 Manual**
*H-18 Manual**
Cat Crewing from Start to Finish
Cat Sailing from Start to Finish
Cat Racing from Start to Finish
Hobie Cat Book by Jake Grubb
 * Spiral bound, 1991 reprints



From The People You Trust
Your Hobie® Dealer



Dear John

BY JOHN HACKNEY

DIAGRAMS BY BILL BALDWIN

SPEED MERCHANTS

First, I enjoy your articles very much. Humor and good information -- thanks.

My question is as follows: What conditions must be met to get the maximum speed out of a Hobie (I own a 16)? I understand speeds in the mid-20s have been reached. Under what conditions? What about crew weight, wind speed, point of sail, water conditions, sail shape, etc.? Any light you can shed would be appreciated.

How do you get the most all-out, straight-line speed, balls to the wall, fear not the pitchpole, get me to the church on time, let's rock and roll, I'll be back, make my day, bitch'n trip man, maximum velocity, from your Hobie Cat? No racing marks to worry about, no starting guns, no white knuckles, absolutely no weenies in sight; just you and your Hobie with the wind whistling through your nose hairs. What a day — what a life!

Want a speedy answer? Not so fast! (Pun intended!) First, a sarcastic remark about your favorite boat (the Hobie 16) and what makes it go fast. Do not take notes, do not read between the lines, a quiz will not follow, grinning is welcome.

FAST FORWARD

The first necessary topic of discussion and requirement for more speed, according to the infamous Captain Kirk, is power! Not from dilithium crystals, but derived naturally from the wind interacting with the sails. As you can see from Diagram A, the sail produces its power in a direction that is approximately forward of a line perpendicular to the boom and to the centerline of the mast. This means as you are close-hauled, going upwind, most of the driving force just heels the boat over, lifting you farther in the air, as you are out on the trapeze.

Also to be considered is that as you fly a hull the driving force, which is perpendicular to the mast, pushes the other hull farther into the water. The additional submersion will increase drag, slowing the boat. So much for flying a hull if you really want to go fast.

The next logical thought is to let the main traveler out from center a bit more, so

an increased amount of the driving force will be headed in the direction of the boat, and not sideways. Notice in Diagram B that the driving force is now pointing more forward, which should make the boat go faster with less heel. Unfortunately, the force is now directed toward one bow.

The power that once caused the boat to fly a hull now turns into a pitchpoling extravaganza, which can be fun. An indication of how fast you are going is how close you can come to pitchpoling without actually doing so.

An indication of how fast you are going is how close you can come to pitchpoling without actually doing so.

A PITCH FOR THE 16

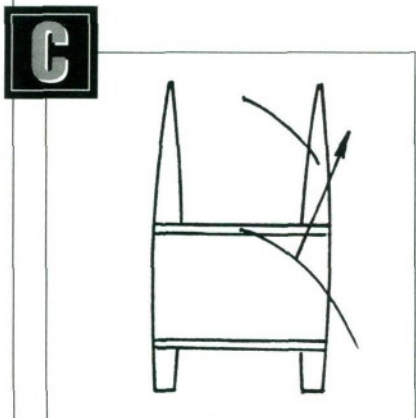
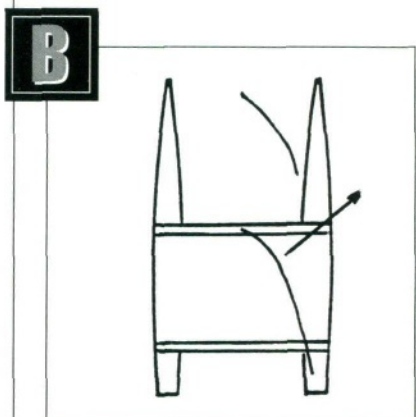
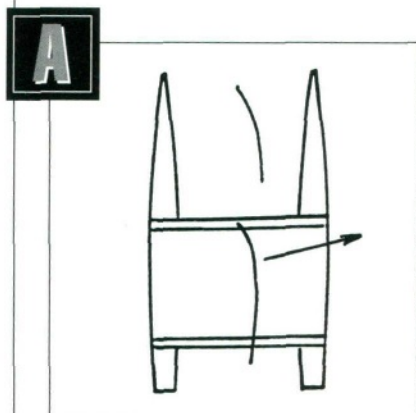
The Hobie 16 requires a lot of skill to keep the boat moving at maximum velocity, as the boat has little reserve buoyancy. When close-reaching, the forward pointing force creates a fine line between speed and destruction. Pitchpoling at speed is well-known by all catamaran sailors, but is a legendary quality of the Hobie 16. The word "quality" was intentionally used to describe a positively exhilarating characteristic of this classic catamaran, one of the many reasons they are so much fun to sail.

Extrapolating this concept of force in the right direction a bit further, it would seem that letting the sail out completely and going downwind could produce even faster speeds (see Diagram C). In theory this concept may appear true, but in reality it usually does not (pardon the expression) hold water.

The force now is completely on the bows, the sterns start coming out of the water, and trapezing is difficult to do off the back of the boat. Yes, I know you trapped behind the rear crossbeam going downwind in 35 knots of wind, well so did ... oops, not going to admit to any fun sailing like that.

It still appears that in a good wind the boat should have more speed potential

Diagrams



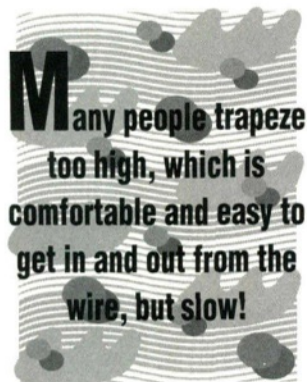
downwind. Something is missing from the explanation. What a drag!

FRIENDLY FRICTION

Friction can be your friend, in places such as brakes on your car, or when starting a fire by rubbing two sticks together. Hull friction through the water increases exponentially with the boat's velocity. Translated for you non-mathspeak people, that means a little faster boat speed causes a whole lot more friction.

Friction also is encountered by the sail and rigging going through the air. The foil shape of the sail induces drag, which also increases dramatically with speed.

Another culprit in ultimate boat speed is the boat making waves in the water. The boat makes waves going through the water, and the rudders and/or daggerboards cause little eddy currents, also decreasing boat speed. The hull wave drag increases with velocity in logarithmic proportions, which further inhibits boat speed. If someone only knew a way around these physical rules, sailors could really go fast!



The point of the discussion is to illustrate that the Hobie Cat does have a functional, finite limit to boat speed. Unfortunately, these natural, physical speed-robbing phenomena cannot be dramatically altered by the sailor. The search for ultimate speed, as you probably have seen in various sailing magazines, has created some pretty unusual hull designs.

TRY THESE ON FOR SPEED

Back to reality and some concrete suggestions on how to make your boat just go fast. When the wind is light, essentially below trapeze level, having the boat close-reaching is the fastest technique. The outhaul should be loosened slightly from the upwind tension to allow for a little more sail shape, thus increasing power. Adjust the main traveler a few inches farther off centerline than the normal upwind position (about four inches off center on the Hobie 16) and keep the mainsheet tight. The jib traveler car can be in the upwind position, but use a little less sheet tension for maximum speed.

As you sheet in the sails, steer the boat so all sail telltales, both front and back, are flowing aft. Air flow should be attached on both sides of the sail for maximum speed. This point of sail will create enough boat speed actually to cause the boat to create its own apparent wind, in fact allowing you to sail faster than the true wind.

This basic close-reaching position should be your fastest point of sail, until the wind builds enough to cause you to fly a hull while trapezing. Depending on crew weight (keep at minimum), trapezing could occur around 12 to 15 knots.

When the hull begins to fly, move the main traveler outboard as the wind increases, trying to keep the windward hull just touching the water. Do not fly a hull, hot shot! The Hobie 16's jib traveler should be moved outboard as the wind increases. Remember, keep all telltales flowing aft, especially the ones attached to the trailing edge (leech) of the sail. Whenever possible, try to avoid flying a hull by letting out the main traveler.

To keep the mainsail and jib at maximum performance, sheet tension should be kept tight. Once you release the mainsheet tension, the leech falls off to leeward and you lose speed and efficiency. Nothing like a good tight leech for boat speed, and keep those telltales flowing.


The basic concept is, once you're out on the wire, control flying the hull with traveler position, not main and jib sheet tension. Reiterating, releasing sheet tension will cause the sail airfoil to become inefficient. Please note, sailboards do not have a mainsheet; just a traveler, the sailor.

Another little tidbit of speed information is to trapeze really low to the water with your butt slapping the waves on occasion. Your body should be parallel to the water, which is a lot lower than you think.

Observe other boats the next time you are out sailing and see how many people trapeze too high, which is comfortable and easy to get in and out from the wire, **but slow!** The first boat to the weather mark in a blow inevitably is trapezing the lowest.

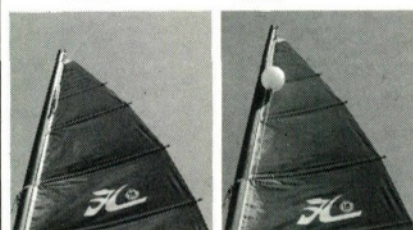
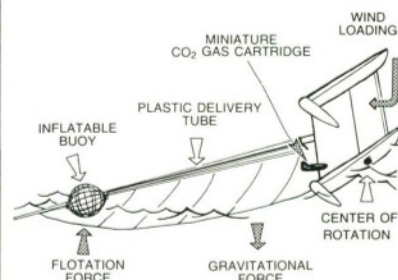
As mentioned, crew weight should be kept to the class minimum. Compensate for light weight by adjusting the travelers outboard as the wind increases. You will go just as fast as the heavyweights by keeping the sail flat, and traveler out as far as necessary, to keep the weather hull in the water.

As the wind increases, sailors will have to trapeze farther aft to keep the boat from pitchpoling. Any boat can pitchpole; it's just a matter of limits.

Picture this: adrenalin rush, good breeze, double-trapeze real low, all telltales flowing, weather hull just touching the water, tight sheets, traveler out, nothing like the sheer thrill of the Hobie 16 on a close reach! Time to go sailing ... or take a cold shower. 



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Hot To Handle

How To Get Your Hobie Honking, Part Two

BY RICK WHITE

DIAGRAMS BY BILL BALDWIN

If reading this in-depth, three-part series makes you think, "Boy, this Rick White really knows what he's talking about; he should write a book," let us assure you, he has. It's called "Catamaran Racing: For the 90's," and it's written by veteran sailors Rick and his wife, Mary Wells.

W ended last issue's article with a discussion of how to perform a perfect roll tack, getting your tacking times down to at least seven seconds. Continuing on with boat handling, the next maneuver to deal with is the jibe. While there is no big new magic way to jibe, you should work on smooth steering and good weight distribution.

THE JIBE

You do not want to roll jibe. As a matter of fact, the skipper and crew should stay forward most of the way through the jibe (except in very heavy air). The skipper should go to the rear only to switch the tiller over to the new tack.

Many skippers have not found an efficient or safe way to switch the tiller. Often, as the mainsail comes across, the skipper lets go of the tiller and then catches it on the other side. This is a no no! Never let go of the tiller, even for an instant, or it will blow your jibe.

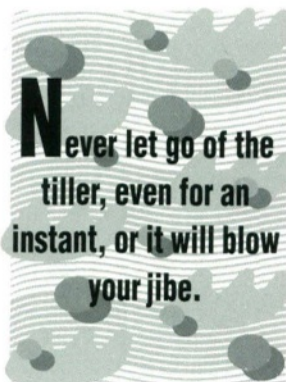
Assume you are on starboard tack and sailing downwind at the normal 45-degree angle (apparent wind at 90 degrees), and want to jibe. You will be steering with your left hand. To initiate the jibe, pull the tiller with your left hand, using steadily increasing pressure. Don't jam the rudders over, making like a huge sea brake. Also, don't pull the tiller so sluggishly that the boat slows way down before going into the jibe.

Move to the rear of the boat and lay the tiller extension over to the port side of the boat, then reach in front of the mainsheet blocks and grab the tiller in your right hand. Now, just as the boat is about to go through the eye of the wind, reach up, grab the sheets with your left hand, throw sheets and boom across onto the new tack, and head forward quickly. If you follow this

procedure, you never let go of the tiller, and you don't take a chance on the boom, sheets and blocks tearing off your arm in heavy air.

Coming out of the turn onto the new tack is very important. As skipper, you should head briefly higher than the normal course. This method will allow the boat to rebuild its speed quickly and the air flow to reattach. Then you can bleed the speed off and steer back to your normal course. If you were to look back at the wake you left after the jibe, you would see an S-turn.

The secret to jibing is entering the turn with good boat speed. If you can catch a wave at the same time, that is sensational. The main thing is to get through the "slow zone" (that time during the jibe that the wind is merely pushing the sails like a barn door, as opposed to flowing across the backside and creating a lot of power) as quickly as possible, without stalling the rudders.



Keys For The Crew

1. It helps to turn off the ratchets on your blocks to allow the sheets to run more freely.

2. Pulling through, on the backside of the block, a bunch of sheet on the burdened side of the boat will give a bunch of slack sheet, allowing the sail to cross easily to the new tack without binding.

3. If the jib is controlled by barberhaulers instead of being hand-held, the crew will have to release the barberhauler and sheet on the old side and reset them on the new side. It helps to have marks on the sheets, so they will be set the same on both sides.

4. If the boat has positive mast rotation, the crew must attend to the mast as well.

THE HEAVY-AIR JIBE

Nothing really changes in heavy air, except the weight distribution. Naturally, you would not be as far forward on the boat; therefore, after the jibe, you would

not rush forward, but rather return to your normal position. Also, in heavy-air conditions, the skipper need not head up to a reach to regain speed. Doing so might cause a capsize, so you should head down just as the boom comes across to stabilize the boat, and then back up to the normal course.

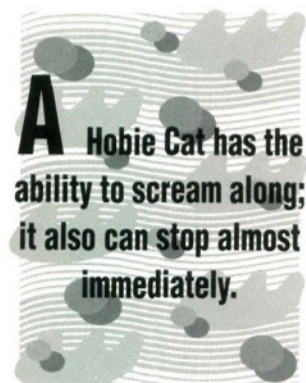
STOPPING

While your Hobie Cat has the ability really to scream along, it also can stop almost immediately, due to its light weight and therefore low inertia, or momentum.

To stop, just head the boat up abruptly by jamming over the rudders. This maneuver turns the rudders into a good-sized sea brake. At the same time, let go of the sheets, including the main traveler, and head up very close to the wind (see Diagram A). Just as the boat slows down, bear back off to a close-reach position (the wind crossing over the bow at more than a 50-degree angle with the sails out).

Performing all these procedures will stop your Cat very quickly. This procedure demonstrates why it is easy for a catamaran to go into irons; it has so little weight momentum to help carry it across the eye of the wind in tacking.

This maneuver comes in handy when you want to pull up beside another boat or a dock, or before hitting the beach. It also is very necessary on the starting line of a race.

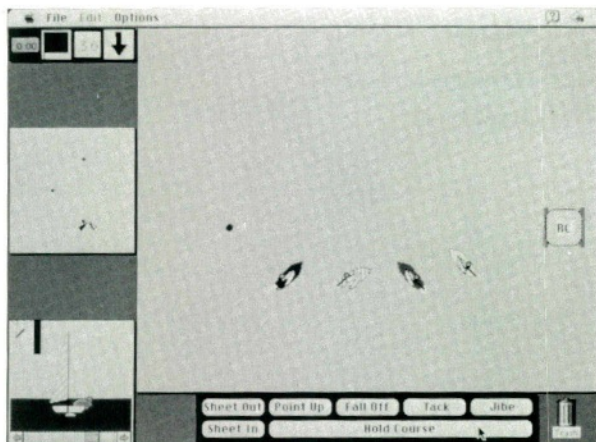


GETTING GOING AGAIN

From the stop position described above, it is simple to get going again. Both sails are out and luffing (fluttering in the wind like a flag), and the boat is pointed on a close reach. To maintain that position, you will find the rudders must be pushed all the way over, trying to head the boat into the wind.

All you need do to get it moving again is: 1) sheet the jib; 2) straighten the rudders;

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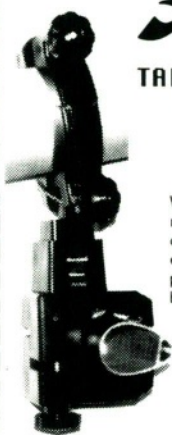
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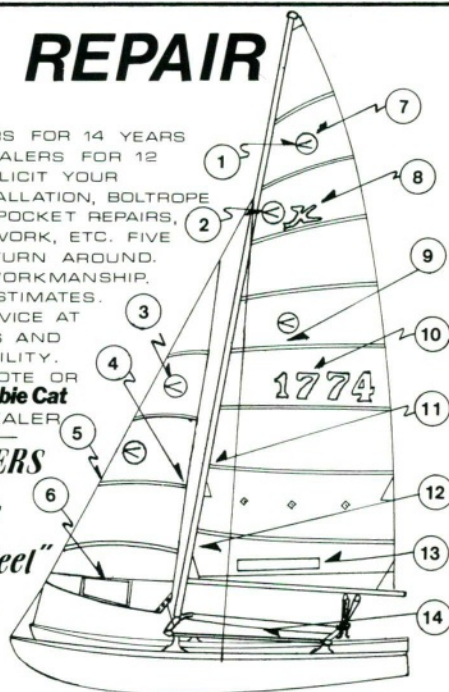
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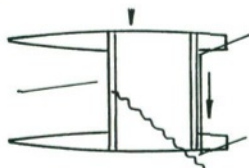
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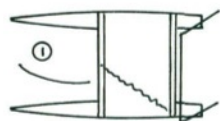
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STOPPING



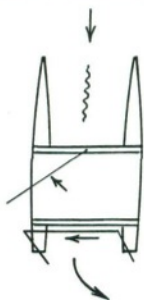
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MOVING AGAIN



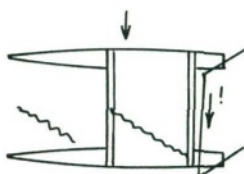
C

GETTING OUT OF IRONS



D

PARKING



3) get your weight forward; and 4) after getting up some speed, sheet in the main (see Diagram B). Notice we don't want to sheet in the main first, for that will only windvane the boat and put you into irons.

Sailors of uni-rig boats should eliminate step one. However, you should be sure you are on the close-reach heading. If you are merely on a close-hauled heading and simply sheet in the main, you will probably just go into irons.

GETTING OUT OF IRONS

If the boat should go completely head to wind and you find yourself in irons, you will notice the craft beginning to back up. Assuming you were on a starboard tack before you went into irons and you want to remain on starboard tack, simply push the boom out to the port side, catching wind on the boat's backside. Simultaneously push your tiller toward the same side as the main (see Diagram C). The wind on the mainsail will push your stern back to its original tack, and your rudders will aid that turn. You quickly will be back on the original tack and stopped.

PARKING

Once you have brought the boat up into the wind enough to stop it or slow it to the desired speed, and you want to park it, fall back off to a close-reach angle, or at least 50 degrees to the true wind, and let your sails out so the boat does not go forward. The helm probably will be pushed over at the same time. You then will be sitting still.

Another successful way to park is to trim the jib softly into a close-hauled position (not as tightly as you normally would sail when going to weather). The mainsheet and traveler will be released and the helm hard over (see Diagram D). The wind reacts to the jib by trying to push the bow down or away from the wind, while the rudders equally counteract that pressure and force the bow back up into the wind. The main does nothing. You now have a Mexican standoff — no one wins and the boat parks.

To get going from this position, simply straighten the rudders. After gaining some speed, sheet in the main traveler and sail, then go to your normal heading.

BACKING UP

You may be raising your eyebrows right now. Backing up... why? Actually, backing up is a useful trick, and catamarans do it very well. It can come in handy while docking or leaving a beach, and is especially useful on a starting line.

To back up, steer the boat directly head-to-wind. If you are not headed directly into the wind, you will not be able to back up. Push your boom out to the port side and pull on your tiller until the rudders are straight.

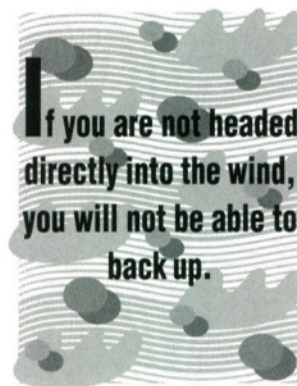
Notice that when you were trying to get out of irons, you pushed the boom and the tiller. In this instance, however, you want to

continue backing up, so you make sure the rudders are straight.

Remember when you are moving backward, the back edge of the rudder now is actually the leading edge of the boat. Whichever way that edge is turned becomes the direction in which the sterns will turn.

To get out of the backing mode, simply push the tiller, and the boat will flop right onto the close-reach position. From there, you already know how to get started again.

A variation on the above technique is the method for backing away from a beach or dock when you have an offshore wind. Except in very light air, it can be difficult to turn a boat completely around, stern to the wind, without it taking off on a reach, possibly leaving skipper and crew behind. This maneuver can be doubly dangerous if you are leaving a narrow beach with breakwalls or rocks extending into the water on both sides.



The easy way to handle the situation is to pull up both rudders and the daggerboards or centerboards. Leave the main traveler and mainsheet loose. Either furl the jib or make sure both sheets are free. Then, with the boat pointed into the wind, skipper and crew sit on the bows and push off. The boat will move backward downwind.

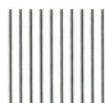
You can alter course to minor degrees, if necessary, by dragging a foot on one side or the other. Just keep going backward until you are in open water and have plenty of maneuvering room. Go back to the tramp; get the rudders and boards down; and, using weight, sails and rudders as previously described, head off onto your chosen course.

THE 720

A 720 consists of two consecutive 360-degree turns in the same direction. It involves executing two tacks and two jibes and ending up on the same tack as you were when you started.

When you are going to weather, you already are close-hauled, so it is much easier to initiate the 720 with a tack. On the other hand, if you are sailing downwind, it

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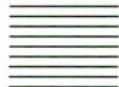
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is much easier to initiate the 720 with a jibe.

When you are doing a 720 on the weather leg, remember that your goal — A-mark — is upwind of you. Don't sail any farther than absolutely necessary on the jibing portions of your 720, as that will take you downwind and away from your destination. You will have to sail that distance over again when your 720 is completed.

When you do a 720 on the downwind leg, don't spend any more time than necessary going to weather before executing your tacks.

By the same token, when you do a 720 on the downwind leg, don't spend any more time than necessary going to weather before executing your tacks. That would take you upwind and away from your goal, C-mark.

FALLING OFF (TURNING DOWNWIND)

Falling off is a subject that should be discussed along with boat handling, because it is not as simple as it sounds. Also, if improperly executed, it can be dangerous in heavy air.

If you want to carve a fast, efficient turn, the technique of immediately dropping the traveler and mainsheet to leeward must be done regardless of wind conditions.

Let's say it is blowing 15-20; you are close-hauled and approaching an object or mark you need to round and then head downwind — a 90-degree turn. If you simply pull on the tiller to start the turn without releasing the main, you will have a tremendous fight on your hands. The boat will try to keep going straight, the bows will dive and the sterns will come up, leaving you even less steerage, because your rudders will be mostly out of the water and kicking up rooster tails. Another word for this situ-

ation is cavitation, which means the rudders are trying to steer in a pocket of air or bubbles.

The proper way to make the 90-degree turn is to release both the main traveler and mainsheet simultaneously with the turning of the rudders, if not a fraction of a second before. Doing so takes all the load off the rudders and allows them to make their turn. It prevents the bows from diving and keeps both hulls flat on the water for stability. The jib, of course, should be eased out to its downwind position at the same time.

If the wind has sufficient strength to make the bows still want to dive a little, move the crew weight aft during the turn. This shift has the dual effect of keeping the bows up for stability and also keeping the rudders in the water for better steerage.

I have outlined this example in terms of higher wind conditions only because the results of doing it wrong are so dramatic and potentially unsafe. If you want to carve a fast, efficient turn, the technique of immediately dropping the traveler and mainsheet to leeward must be done regardless of wind conditions. It is not, however, usually necessary to move crew weight aft during the turn, except in heavier air. This rule also will vary according to your boat's bow buoyancy.

PRACTICE, PRACTICE, PRACTICE

Work on all of the maneuvers we have discussed until they become second nature. If you do, you will be able to sail anywhere, with any skill level of sailors, because you will have gained the confidence you are in complete control of your boat at all times. *SK*

BOAT CONTROL DRILLS

Tacking Drills

- *Ten tacks and time them.* This drill will give you lots of practice and a way to determine if you are improving.
- *Slalom course.* Practice will help improve your jibes.

Movement Drills

- *Park at a buoy.* Put your bow up to a soft buoy (one that will not damage your boat) and stay there, using all the techniques you can; i.e., stopping, starting and backing up.

Deals on Wheels

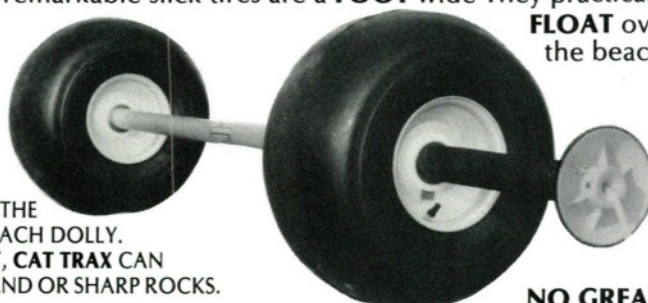
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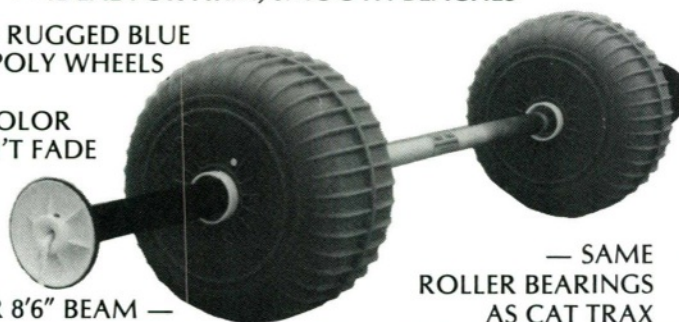
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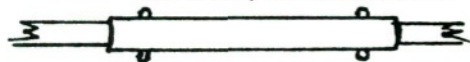
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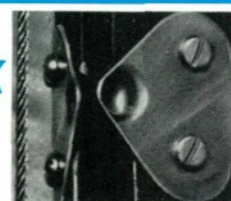
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MAFI MU



DAVE MINTZ

SAILING IN SAUDI ARABIA IS "NO PROBLEM"



DAVE MINTZ

BY DAVE MINTZ

A

s Salaam Alay-Kum." That's Arabic for "Peace be upon you." In other words, howdy! We send greetings from the land of camels.

Fourteen years in the U.S. Air Force have taken our family to many different sailing locations, yet none has been quite so exotic as our present home in Khamis Mushayt, Kingdom of Saudi Arabia. Come along and join us on a typical weekend adventure with some friends and our Hobie 16, the "Mafi Mush-Kila."

First, allow me to explain what I'm doing with my wife and two kids sailing our Hobie on the eastern Red Sea coast of Saudi Arabia. We were assigned here three years ago; as a U.S.A.F. pilot, I serve as a military advisor and instructor for the 6th Fighter Squadron of the Royal Saudi Air Force. My job, admittedly more fun than work, is flying the F-15 Eagle fighter aircraft.

MUSH-KILA

NO PROBLEM



DAVE MINTZ

A DIFFERENT LAND INDEED

To assert Saudi Arabia is a unique country is a gross understatement. My friends and family call it the Magical Kingdom, and let's just say moving here is the epitome of culture shock. I firmly believe every American should have a chance to live in this part of the world for six months, to gain a personal appreciation of the differences between our countries and cultures.

Let me highlight a few notable examples. Number one, this is not a democracy, and no you don't have a vote. The King is the boss. Also, women are highly "protected" by their male family members. They cannot drive and in public must be covered literally from head to toe.

If you are a Saudi, then you are a Muslim (a follower of the Islamic religion). This is not optional. Islam forms the basis of the Kingdom's judicial system and in fact is the central core of the entire Saudi society and culture.

Crime is almost non-existent, as capital and other forms of physical punishment are still invoked on Fridays, as required, at the city's central plaza. Alcohol and pornography are prohibited. Even the ladies pictured in the Hobie HOTLINE would be considered risqué enough to warrant customs officials' black-marker treatment (blotting out exposed female skin). Penthouse or Playboy would land you in jail.

FLIGHTS OF FANCY

Normally my work week, being able to streak around at 1,800 miles per hour, falls in the "I can't believe they pay me to do this" category.

However, for weekend recreational use, the operating costs of an F-15 are outrageous! So, for non-workday fun I've found a stiff breeze and a Hobie Cat provide the same kind of thrill at a fraction of the cost.

My quest to acquire our Hobie began soon after I arrived at King Khalid Air Base. While waiting to procure a Cat, I survived on HOTLINE issues and an old, beat-up Lazer (spell that S-L-O-W) I found gathering dust in a storage area.

Thanks to the remoteness of this location and a significant disruption of supply channels while we flew combat against Saddam Hussein, it took mountains of paperwork and over 15 months of waiting to get our boat! We christened her "Mafi Mush-Kila," Arabic for "No Problem," as a sarcastic reminder of all the blood, sweat and tears it took to get her here.

Enough talk, it's Wednesday — time to head for the beach!

WESTWARD HO

Weekends in the Kingdom are Thursday and Friday, making hump day Monday; you get used to it. If I'm done flying early enough on Wednesday, our family takes off in our trusty Suburban, Mafi Mush-Kila in tow, and heads west. Usually several other American families are going as well, and we form a caravan. The non-military westerners have obtained the requisite passes allowing them to travel more than 50 kilometers from their homes.

The Red Sea lies 60 miles west as the crow flies. That's about three minutes at top speed in an F-15, but it takes our caravan three hours ... if all goes well.

In the first leg of our journey, we travel from home in Khamis Mushayt 30 kilometers west to Abha, capital of the Asir province of Saudi Arabia. Both cities, including their nearby villages, boast populations of around 100,000 people.

LIVING IN THE
MAGICAL
KINGDOM OF
SAUDI ARABIA
IS THE EPITOME
OF CULTURE
SHOCK.



ARAMCO WORLD

A LAND OF NATURAL RICHES

It's a country that annually produces millions of gallons of extra light, light and medium, but before you pack your bags and steins, please read on. The main product of this country is not beer, but many do call it crude ... oil, that is.

The country is Saudi Arabia, the product, as you know, is oil, and the land ... the land is immense in every way.

Geographically, Saudi Arabia is large. Lying at the very crossroads of Europe, Asia and Africa, its 870,000 square miles occupy the largest portion of the Arabian Peninsula. It is the same size as western Europe; about one-third the size of the continental United States.

In tradition and history Saudi Arabia is rich indeed, yet not rich beyond belief, for religious beliefs are the cornerstone of its culture. Today's Saudi ancestors were more than familiar with such ancient civilizations as Mesopotamia, Greece, Rome and Byzantium; modern Saudis are steeped in a religion born in 613 A.D.

Islam is the religion and it is a daily way of life for its followers, called Muslims, who believe the Quran (Koran) was revealed to the prophet Muhammed in Mecca. Islam means submission to the will of God. The Muslim creed — "There is no god but God; Muhammed is the Messenger of God" — is inscribed on the flag of the Kingdom of Saudi Arabia.

As foreigners (that's us, folks!) will observe before two steps are taken off the plane landing in this land of immensity, Islam is not only a religion in Saudi Arabia; it is the nucleus of the government, providing the rules of behavior in private, social and business life. The Islamic code of law based on the Quran is the foundation of Saudi Arabia's legal system. Interestingly, the Quran itself is considered the constitution of the country, intended to provide ethical values and moral guidance to citizens.

CONTRASTS WITHOUT CONFLICT

What makes Saudi Arabia immense, and so intriguing, is its blend of timelessness and timeliness. To accommodate the as many as 50,000 pilgrims journeying to Mecca each day, the government used space-age technology to build a special

"terminal in a tent" at the airport. Although the Quran and tradition carefully prescribe codes of conduct and dress, especially for women, education is considered very important for both sexes, and is free from the elementary through university level.

After centuries of a history filled with camel caravans and an economy based on agriculture, herding and hunting, much has changed in just a few short decades. Most changes have been due to the discovery

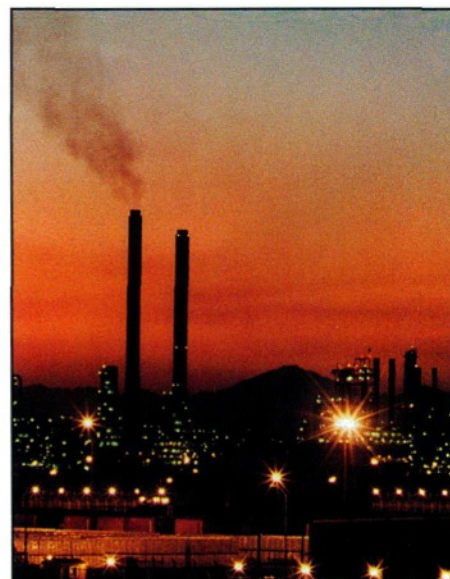
of oil in 1938 and the related increased participation in world affairs that followed. Before 1950, urban and rural roads were virtually non-existent; today the Kingdom boasts almost 60,000 square miles of roadways. However, although planes, trains and cars have replaced the camel caravan, large herds yet can be seen in many areas, and markets still exist where Bedouin bring their camels to trade or sell.

As a country in which soccer now reigns supreme as the favorite sport and which contains more than one-fourth of the world's proven oil reserves, Saudi Arabia in many ways seems as cosmopolitan as New York, London or Paris. In the importance placed on tradition and devout faith, however, Saudi Arabia is a world apart.

Although most educated residents speak fluent English, Westerners would do well to abide by the historical Arabic greetings. We say, "How are you?" and reply, "Fine, how are you?"

Saudi Arabians say, "May peace be upon you," and reply, "And peace be upon you." May peace be upon us all.

IN MANY WAYS SAUDI ARABIA IS AS COSMOPOLITAN AS NEW YORK, LONDON OR PARIS; IN THE IMPORTANCE PLACED ON TRADITION AND DEVOUT FAITH, HOWEVER, IT IS A WORLD APART.



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YOU CAN BUY
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BASKETS, OR
EVEN GOLD,
FRANKINCENSE
AND MYRRH.**

Climbing from 7,000 to 9,000 feet above sea level, we reach Abha, which is situated on the edge of the high desert plateau located in the southwestern corner of the Arabian Peninsula. This altitude keeps summer highs in the 80s and 90s, while we still enjoy 60s and 70s in the dead of winter. In addition, as they say in Phoenix, our last Air Force home, "it's a dry heat."

In Abha, mud-walled buildings and Turkish fortifications dating as far back as the 14th century are interspersed with modern, glass office buildings. At the local suk (market) you can buy locally handcrafted "snake" and "Moses" baskets, or even gold, frankincense and myrrh. Today we're not shopping, however; we're heading for the checkpoint marking the start of the escarpment road.

Abha hangs on the edge of the rugged escarpment where the 9,000-10,000 foot desert plateau tumbles down to sea level in less than 25 miles. Driving, always an adventure in itself in Saudi Arabia, becomes even more exciting now as we descend a nine-percent grade of hairpin turns and switchbacks — a true marvel of the mountain highway engineer's art. At last count, since wrecked vehicles are not removed from the roadside, we pass 198 cars, trucks and buses which have been totaled trying to make this trip!

Also along the roadside, bands of wild Hamadryas baboons scramble up and down sheer rock walls to sit on the guard rails hoping for a delectable handout. If they were not in sight, Sarah and Rachel, our eight-

and four-year-old daughters, would lean out their windows and summon them, screaming the amazingly effective call, "FOOOOOD!"

Continuing down out of the steepest part of our plunge, christened "the throw-up hill" by our girls, we enter a section of the road devastated by a flood back in 1985. The massive torrents of water raging through the area in which we're now driving have smashed many bridges up against the canyon walls. The bridges never were rebuilt.

What are we driving on, you wonder? A gravel road twisting down through the wadi (the now-dry intermittent stream bed).

After some 15 detours (depending on recent rains) and two tunnels, we emerge into the flats. Occasionally, a "flowerman" is seen on the side of the road. The flowermen belong to a particular group of tribes in Saudi Arabia, including the Tihamites. Eschewing the gutra and agayle (traditional Arab headgear), they instead favor aromatic cardamom and kadi leaves held in place with a turban headband.

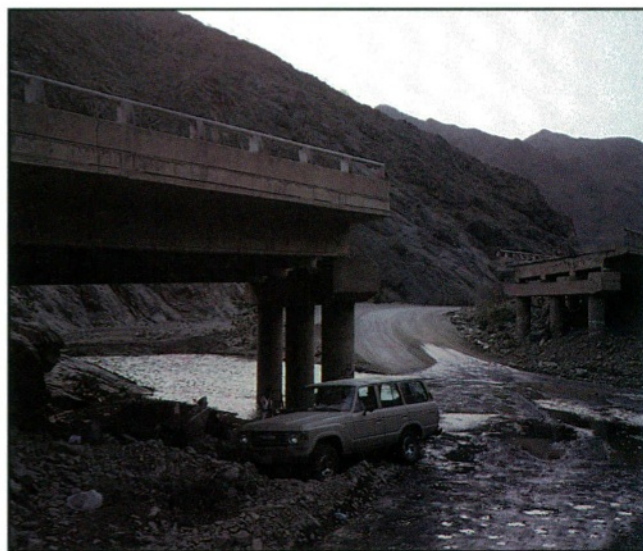
We finally can push up the speed! We're cruising at 100-120 kilometers per hour on a long straight ribbon of two-lane blacktop that stretches to the horizon.

The coastal plains look like the Saudi Arabia you read about in storybooks: sand dunes, rock outcroppings, camels and Bedouin herding goats and sheep. All ignore our hasty passage through their land. We also travel through numerous small towns and villages such as Abu Sadad and Ad Darb.

Finally, the smokestack towering over the coastal desalination plant comes into view. The desal plant is where our household tap water begins its long journey up the escarpment pipeline. The numerous pumping stations we've passed along the roadside perform the Herculean task of pushing this water 9,000 feet uphill!

RED SEA AT LAST

At long last we see the shimmering blue of the Red Sea. Even today, scholars cannot agree on the origin of this great contradiction of



DAVE MINTZ

a name. Thirty minutes (and two more check-points) further northwest up the coast, we arrive at the seaside village of Al-Birk.

On the north side of town stands a solitary gas station, our Saudi 7-11, where a quarter will buy you a can of soda or a liter of gas (leaded premium is the sole selection and the King recently decreed a reduction in the government-set price). From the 7-11, you can see a curving white finger of sand pointing two miles into the sea — our resort for the next two days.

Four-wheel drive is handy when occasional high tides shove the first half-mile of hard-packed, salt-crusted road under six inches of sea water. Once on the beach proper, the road dissolves into a mix of soft powdery sand and hard salt pan. Spindly green bushes, adapted to the very high salt concentration, dot the small sand dunes lining both sides of the road.

Other than this bleak landscape, the Al-Birk peninsula is empty. Most would call this a primitive resort, I suppose, since what you have is what you bring in with you. Later in the evening, a herd of camels will come from feeding inland to spend the night with us on the peninsula. Right now, all that greets us is a warm, salty and moist 20-knot breeze from the north. That's typical for this time of year, and portends great sailing tomorrow!

ARABIAN NIGHTS

The first task after arrival is building our home away from home before it gets dark. Our large canopy shade and the potty tent are prized possessions at the beach, so are always set up first. Cots are the sleeping accommodation of choice; they enable you to enjoy the cool night sea breeze without having to share your bed with the numberless sand crabs scuttling around the ground.

With camp established, dinner is soon on the way. As the sun heads toward the water, the breeze drops to 5-15 knots. With luck, conditions will hold throughout the night. If the breeze disappears, the bugs and heat will be murderous.

"Another beautiful sunset in paradise," I think to myself out loud, enjoying the company of family and good friends. Then my wife reminds me of the three checkpoints we have to hassle with every time we make this trip and the fact she'll never be able to help with the driving, since even western women are prohibited from operating a motor vehicle.

OK, OK, so maybe it's not quite the Garden of Eden, but I have a good feeling we'll be double-trapping for hours tomorrow afternoon! The stars are the brightest I've ever seen; no light pollution in this place. And with no moon tonight, I feel a compelling sense of being out in the middle of nowhere.

A DAY DAWNS IN PARADISE

Come morning, I am glad we hit the sack early. The cooling breeze took a break about 5:00 AM; as the sun peaks over the eastern hills just before 6:00, the flies make it very obvious it's time to get up.



DAVE MINTZ

We're camped on a bay formed by our sandy peninsula on the south, and a huge coral reef that starts about a mile to the north and runs continuously for ten miles up the coast. With no wind this early in the morning, the water in the bay is smooth as glass, making the horizon between the sky and sea indistinguishable. The sea water, green in the shallows, turns to turquoise and finally to a dramatic blue.

Not to worry; the wind gods may awaken late, but they always make an entrance sometime during the day. Meanwhile, the calm provides 50-75 feet of crystal-clear visibility in waters where a wet suit is necessary only in the middle of winter on very deep or long scuba dives. We decide that until we can sail, we'll just go snorkeling and diving.

ADVENTURELAND

Due to nearly ideal environmental conditions, some of the world's most beautiful and fastest growing coral reefs are found right here in the Red Sea. Fish of all descriptions can be seen, including the occasional shark or barracuda to keep it exciting. In addition, eels, rays and sea turtles all hang out in their colorful coral underwater apartment complex waiting for us to watch and enjoy them.

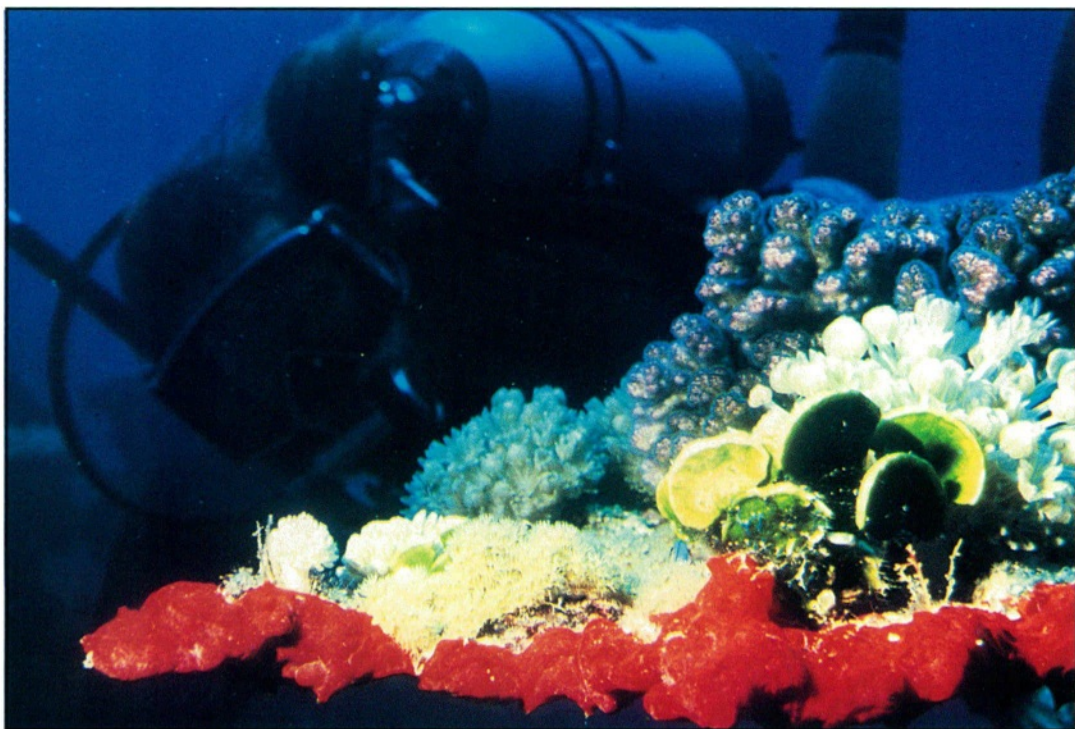
After an hour under water, we notice a ripple on the surface 30 feet above us. Time to head for shore; the wind gods are awakening!

Normally the morning sailing is devoted to playtime for the kids. The winds are light as they begin their typical onshore-to-offshore shift. Our kids and their friends hang over and under the boat, frolicking in the warm salty waves.

Sarah and Rachel always insist we take newcomers to their two favorite islands (which

THE COASTAL
PLAINS LOOK
LIKE THE SAUDI
ARABIA YOU
READ ABOUT IN
STORYBOOKS:
SAND DUNES,
ROCK
OUTCROPPINGS,
CAMELS AND
BEDOUIN
HERDING GOATS
AND SHEEP.

FISH OF ALL
DESCRIPTIONS
CAN BE SEEN,
INCLUDING THE
OCCASIONAL
SHARK OR
BARRACUDA TO
KEEP IT EXCITING.



ARAMCO WORLD

they have appropriately named) across the bay. Bird Island is just landward from Pelican Point, the southern tip of the reef across the bay. The island, really just a sandbar never entirely covered by the tides, is not as heavily populated by sea birds as it is by hermit crabs. The escapade provides delightful fun for the kids; it is not quite as much fun for the crabs, who scramble for the waves or hole up in their colorful shells when we arrive.

Nearby Sister Island is where the birds normally flee to escape our intrusion. Gulls, pelicans, cranes and flamingos all watch warily, hoping we don't visit them, too. The shallows in-between the two islands are frequent lounging grounds for blue spotted reef rays, who skitter away when disturbed, sparking high-pitched screams from the kids.

ADULT-RATED FUN

By lunchtime, the kids have been dumped for my favorite crew, Julie. Luckily, the best-looking woman at the beach also is my number-one crew member and wife! Julie is in the trap by 1:00 PM, and from 2:00 to 5:00 we double-trap our hearts out up and down the mangrove-dotted coastline.

Out of the protected waters of the bay, the swells rise to six feet, providing lots of airborne time for Mafi Mush-Kila. Thankfully, the water's warm, because spray is flying

everywhere! With this wind and these waves, there is definite potential for a no-notice swim and check of the hull bottoms. Today, however, we manage to stay just on the upright side of the edge of control.

As evening approaches and the sun begins its decline toward the horizon, the wind starts to fall off as well. Time to grab the kids again for some more play in the bay.

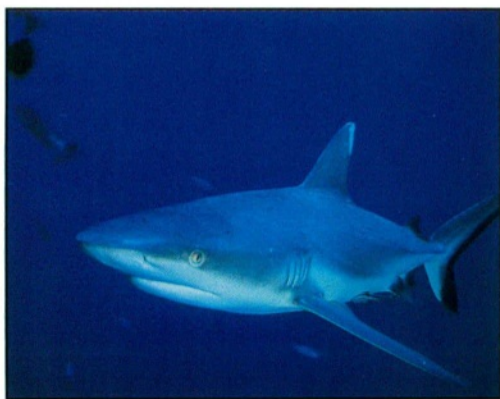
ONE GOOD TERN DESERVES ANOTHER

Sarah spots a gaggle of terns dive-bombing a large school of plankton-feeding fry. Everyone rushes out of the water so we can cruise over to investigate. We hope to find more than the thousand shining fingerlings trashing the surface — some new friends we saw the past few weekends here.

Julie picks up the telltale patch of white wingtips flashing in the setting sunlight. Four manta rays, three with wingspans as wide as Mafi Mush-Kila, have been making a habit lately of visiting the bay to feed. The transparent sea becomes a window for us to watch as they roll and spin, dive and climb in order to troll just below the surface, mouths agape, for plankton. They see us, too, and circle the boat with curiosity, wondering about such strange invaders. Apparently deciding we're too big to eat, the devil fish return to their watery grazing.

A WHALE OF A MEMORY

When it comes to Saudi sea life, the mantas' impressiveness has been exceeded only once. Last fall, as our family enjoyed a trip around the bay in the early evening, Julie spotted what appeared to be a pair of porpoise. We'd seen porpoise on every trip, but they always seemed shy. They would dive whenever we closed to



ARAMCO WORLD



ARAMCO WORLD

within 30 feet or so, only to surface behind us 30 seconds later!

The two Julie saw this day seemed different, though, so we jibed to check them out. Soon, it became obvious our two friends had buddies; in fact in several groups now we observed a solid dozen. They seemed to be surfacing more frequently than usual, and they were BIG. Wait a minute — they're whales!

By now we could see four groups of five and six whales each. They appeared to be making a sweep through the bay searching for food. Were they perhaps on some kind of migration? As we came closer, we surmised they might be a type of pilot whale.

At this distance from us, our porpoise friends would have been playing hide-and-seek, but these graceful mammals were not shy. The kids could hardly squelch their screams of excitement.

As we neared the end of the bay, the lead group started a sweeping turn toward the open water, forcing us to travel all the way in from a run to close-hauled. We came even closer, maybe five yards away, but a small reef off the Al-Birk peninsula turned the lead groups farther right, pushing us into a hasty tack.

At this point, we were apace and abeam with a group of six whales only five yards off our port hull. Before I could glance around to look for the other groups, Julie let out a scream between clenched teeth: "There's a whale next to the boat!"

The entire family was agape and gasping, when suddenly a pair slid over to join their buddy, then a fourth creature. As they arced up and down, we glimpsed alternating dark shadows under the surface, then smooth grey skin; a friendly eye and a blowhole up for a gulp of air that turned back into a dark silhouette with a flip of a tail. We headed for the open sea, on a close reach with four pilot whales, all 14-16 footers, flying in close formation with us! It's a picture permanently fixed in all our memories.

I'm convinced they were playing, but they were soooo huge and soooo close, we finally spooked and eased off into a beam reach to get farther away. The whole pod cruised back out to sea. We've never seen them again since that one eventful cruise.

PACK IT IN, PACK IT OUT

Back to the present; the sun is almost touching the sea now. Time to cruise in before it gets too dark to pick our way among the coral. Some of our diving buddies have the fire going already. After grilled chicken and conversation, we turn in for the night.

Two hundred yards down the beach, a group of Saudi Arabians (men only, of course) are slaughtering a goat for their dinner, but it will be 9:00 PM after the last



DAVE MINTZ


prayer call before they dine. The sea breeze is kind once again tonight, providing the ambience for a good, cool sleep.

Our perpetual alarm clock, the sun, wakes us to the start of a repeat performance of the previous day's wonderful weather. Unfortunately, all good things must end. Just about the time the double-trapping breeze kicks in, it's time to pack up and go home.

Driving after dark in the Arabian desert can be hazardous to your health. Hit a camel you don't see in time, and the bulk of his massive body, elevated on his stilts for legs, is going right through the windshield into your face! A definite bad deal. That is why we always pack up and start back up the hill in time to get home before dark.

The trip home is uneventful, and we are thankful. Last weekend an inattentive Mercedes ran into our boat trailer. Luckily, the Mafi Mush-Kila suffered only superficial wounds.

At home everything, including the four of us, clamors for a good hosing down to wash off the salt and wadi dust. With that accomplished, we're ready for the next weekend and another Red Sea adventure.

Until then, "Ma-a Salaama." That's Arabic for "Go in peace." In other words, see ya' later! We enjoyed having you along for the ride. 

JUST ABOUT THE
TIME THE DOUBLE-
TRAPPING BREEZE
KICKS IN, IT'S TIME
TO PACK UP AND
GO HOME.



IN THIS SECTION

- *Regatta Schedule*
- *Major Regattas*
- *Hobie 18 and 21 Nationals*
- *Racer's Edge*
- *Fleet Directory*
- *Race Results*
- *North American Region News*
- *IHCA Report*

HOBIE RACING

NOVEMBER/DECEMBER 1992

MAJOR EVENTS

MAJOR REGATTAS

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
Feb. 26-28	MidWinters West San Felipe, Mexico	Ron Palmer Frank Mardel Stoney Douglas	(602) 299-0609 (619) 277-5152 (702) 376-4485
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

REGATTA SCHEDULE

DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
222	Nov. 7-8 1992	Turkey Regatta Monterey, CA	Allan Houser	408/394-7661

DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
36	Nov. 7-8 1992	Miami Regatta Miami, FL	Paul Moe	305/858-1343

DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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

INTERNATIONAL

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE
Nov. 1 1992	Copa Castañeda C.N. Sitges, Spain	Lluís Fernandez	34-3-725.46.65
Nov. 4-8 1992	Grand Prix Armistice Bordeaux, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Nov. 14-15 1992	Eispokal Baldeneysee, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Dec. 5-6 1992	Trofeo Salon Natico C.N. Castelfidels, Spain	Lluís Fernandez	34.3.725.46.65
Dec. 25 1992	Salda Navidad C.N. Sitges, Spain	Lluís Fernandez	34.3.725.46.65
Dec. 26-30 1992	Stage Regate Hyerres, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08

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NORTH DAKOTA SAYS HOWDY TO HOBIE 18, SX-18 AND 21 NATIONALS

STORY BY DONNA SCHOUWEILER
PHOTOS BY DAVE KYMLICKA

Less than one year ago, in the January/February 1992 issue of HOTLINE (see "Unpronounceable Fun"), Donna Schouweiler introduced us to the lore and allure of North Dakota's Lake Sakakawea. Now, just a few short months and an exciting Nationals later, visitors to the "wind you can lean on" area can indeed identify and pronounce Lake Sakakawea ... as one heck of a great time. Author Donna Schouweiler, by the way, is public information specialist for the North Dakota Parks & Tourism Department.

They came from the north, south, east and west. They chugged up the Rockies and trekked across the endless plains. Fifty-three teams, representing 19 states and four Canadian provinces, made the grueling trip to North Dakota's Lake Sakakawea to race in the Hobie 18, SX-18 and 21 Nationals, July 27-August 1.

The Nationals followed on the heels of Fleet 532's North American Regatta, which drew the largest turnout ever in the race's seven-year history. A total of 77 Hobie teams and 64 sailboarders competed in the regional event.

The Californians boasted an especially impressive turnout for the Nationals, bringing in 14 boats. Among them was the youngest team, 23-year-old Erik Bjerring of Lomita, accompanied by 15-year-old Meryl van der Merwe of Cape Town, South Africa. The two had paired up last year to place seventh in the South



PRONOUNCED

FUN

African Nationals. Meryl, on winter school break, took her first trip ever to the United States to compete at Lake Sakakawea. After flying from Cape Town to Zurich, Chicago and Los Angeles, she then drove three days and 2,000 miles to reach North Dakota.

The international pair did not fare well during competition. A bad wrist sprain sent Meryl to the local emergency room for X-rays. Her injury, combined with Erik's bad back, forced them to beach their Hobie for most of the races.

A Routin' Tootin' Time

The Nationals began on Monday with practice racing on the big lake. Some participants took advantage of the free day for sightseeing. James Frederick and Debbie Schaefer of Port Clinton, OH made it back just in time for the evening welcome party; they showed up bow-legged and hobbling from trail riding in Little Missouri Breaks country. Others zipped up to the North Dakota state fair, taking in a demolition derby and pro rodeo.

Light winds on Tuesday slowed the start of actual competition, but the sailors were able to squeeze in three races in the afternoon. After racing continued throughout the week with moderate winds, it ended with a bang on Saturday when sailors braved 28 mph winds and gusting. On the 18s, Wayne Mooneyham and Carol Trevey of San Jose, CA took first, followed by Nigel and Tammy Pitts of Hartwell, GA.

On the SX-18s, it was Mike Montague and Will Tully of Santa Rosa, CA in first place. They were followed by Brian and Greg Joder of Sacramento. The 21 series saw the Clear Lake, IA team of Steve Neiman and Gary Thomsen playing nip-and-tuck all week with Charles Leekley and Steve Cool, Medina, MN. Neiman and Thomsen ultimately won on a tie-breaker.

Fiddling, Fondue And Fun

With seven years of regattas under their wild west belts, the organizers ran the Nationals like clockwork. Great food, which was highlighted by homemade rolls and bread and catered by the Bismarck Country Club staff, drew rave reviews. The western pitchfork fondue at Thursday night's cut party was a rousing success. The Lake Sakakawea Chapter of F.O.R. Parks hosted a Vegas Night, complete with roulette, craps and blackjack. Ten-year-old J.D. Cockroft of Forest City, CA, the event's youngest competitor, plucked out some hot fiddle music at Saturday's awards ceremony.

The team of Bruce Pete and Alex Stanley, Winnipeg, were on hand at the ceremony to promote the upcoming 1993 Canadian Nationals. The race is scheduled for July 31-August 2, 1993 on Lake Winnipeg near Gimli, Manitoba. At our event, the pair, sailing "Number 21," suffered a spectacular finish-line crash on top of the U.S. Army Corps of Engineers' committee boat, "The Eagle."

A few tongue-in-cheek awards were presented in honor of some dubious achievements. The Team Short award went to Dave Dunn, Nigel Pitt and Chuck Brown for displaying a short attitude. The delegations from Oklahoma and Texas nudged out the Canadians (eh?) for top honors in partying.

The Sportsman Saloon in Pick City created two new Olympic sports for the Nationals. Winning the gold medal in foosball was the team of Nigel Pitt and Chuck Brown, while Paul Ulibarri and Lisa Wong took home the eight-ball pool medal.

Kim Kymlicka and his son Dave received "semi-honorable" mention for having "lost the farm" at the blackjack tables. Together, they squandered \$100,000 in funny money at Vegas Night.

SPONSORS

American Engineering, P.C.
Banana Boat
Bike Route
Coca-Cola West
Corral Sales
Croakie
Dakota Cyclery
F.O.R. Parks, Lake Sakakawea Chapter
Hobie Cat Company
Kisme
NoDak Sales - Stroh's Beer
North American Coal Company
N.D. Game and Fish Department
N.D. National Guard
N.D. Parks and Tourism Department
Northern States Power
OMF - Canon
Plum Tree
Scheel's Sporting Goods
U.S. Army Corps of Engineers

North Dakota Says Thanks

A special thank you goes to the chase boat crew of Terry Fields; Ron Swanson; Dave and Kim Kymlicka; Steve, Greta and Erik Hoetzer; Bob and Ryan Barnett; Jane Sherrod; Ray Kuntz and the staff of the North Dakota State Parks Department. Park Manager John Tunge and his crew did a stand-out job of site preparation. On the committee boat were Paul Ulibarri, Mary Ellen Hoeizer, Karla Whittey, Eric Marshack and Pam Kymlicka; accompanied by U.S. Army Corps of Engineers staffers Chuck Phelps, Greg Pavalka, Jean Ramer, Jodie Granlie, Jennifer Sexton, Kristina Rime, Linda Swatfager and other volunteers.

Other notable mentions go to Hi Tempo of Minneapolis, which brought in a parts truck, and Gibbons Fiberglass of Bismarck, which remained on hand throughout the week to handle fiberglass repairs.

Finally, a hearty western thanks must go to all the sponsors who made this year's Nationals possible. The primary sponsor (after Fleet 532 and the great state of North Dakota, of course) was North American Coal Company. NoDak Sales had gallons of free Stroh's Beer flowing, while Northern States Power hosted the opening dinner.

Sak It To Me

We in North Dakota were sorry to see our fellow Hobie Catters leave after such a fun-filled regatta, but we were happy to know a wonderful time was had by all. Lake Sakakawea: The getting there may have been rugged, but the going was great! Hope to see you back here soon in the land where the west begins and the fun never ends. *SK*





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AND
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WHETHER YOU WANT TO RACE, SPECTATE, CRUISE IN THE CARIBBEAN
OR JUST RELAX ON THE BEACH, BE SURE NOT TO MISS THIS EVENT

3-9 JANUARY 1993



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the "International Hobie Class Association"**

INFORMATION

Hosting Club :

C.S.B.F., B.P. 26, 97190 GOSIER/Guadeloupe. Tél. : (590) 90 93 94 - Fax (590) 90 73 23

Inscriptions :

HOBIE CAT EUROPE/Regatta Dept - Tél. : (33) 94 08 11 88 - Fax : (33) 94 08 13 99
Z.I. Toulon Est - BP 250 - F-83078 Toulon cedex 9

Trip & accomodation :

VOYAGES FRAM Réservation Antilles - 1 rue Lapeyrouse, F-31008 Toulouse
Tél. : (33) 62 15 16 17 - Fax : (33) 62 15 17 17



Up, Up And Away

How To Sail The Weather Leg Effectively

BY HOBIE ALTER, JR.

If you get a great start, you have about an 80 percent chance of being one of the top five boats to reach A-mark. If you don't, you are going to have to sail smarter and faster than your competitors to achieve a good finish.

There are five key elements to sailing upwind: clear air, sail trim, wind velocity, windshifts and laylines. We'll look at each of these elements separately; remember, however, they all blend together, with one or two having more importance at different stages of the upwind leg.

CLEAR AIR

Next to getting a great start, clear air is the most important factor early in the race. Try to position your boat on the starting line where fewer boats are gathered together. The more room around you, the easier it will be for you to sail your best course with the clearest air. The more boats bunched together, the harder it is to sail your own course; the dirty air will only slow you down.

If you end up with a second-row start, immediately tack for clear air. If you get rolled the last 200 yards to A-mark, two extra tacks most likely will cost you time, as the distance is very short.

SAIL TRIM

Many sailors use cruise control way too often. Unless the wind and seas are very steady, you always will have to make minor adjustments to your sails under any variable wind conditions; in other words, 90 percent of the time.

On boats with mainsail and jib, the sails must always complement each other. If the wind lightens up and you let a foot of mainsheet out and leave the jib untouched, you probably will be sailing with a closed jib slot. Doing so will slow down the boat more than the lighter air alone will do.

Fast sailors constantly adjust their sail trim in varying wind velocity. The telltales on the sails will get you in the ballpark, but the one- to two-inch adjustments come from feeling the boat speed. Here are some general rules of thumb.

Downhaul

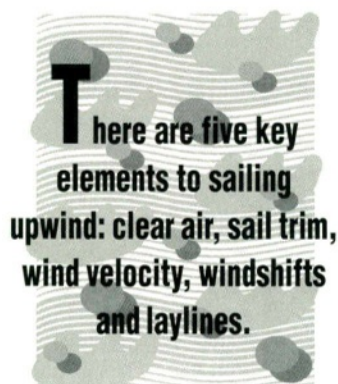
The more or harder you downhaul, the flatter your sail will be. As the wind gets stronger, increase downhaul. As the wind lightens, decrease downhaul for more power.

Outhaul

The outhaul usually is pulled tight. In lighter air or choppy water, loosen slightly to increase power.

Main Traveler

Center the main traveler to 4 inches out in light-to-moderate air; 4-8 inches or more in heavy air. You always should sheet hard in heavy air, and use your downhaul and traveler to de-power. Sheet out is used only for puffs, while traveler adjustments are used for varying wind velocity.



Jib Traveler

Generally, if you travel your main out more than 4 inches, you will start moving your jib out 2 inches at a time to de-power and keep the jib slot open. If the wind lightens up, make sure you bring it back in.

WIND VELOCITY

Besides getting a good start and staying in clear air while you constantly trim your sails, it's nice to be in some wind! If one thing can make up for a lot of minor errors, it's wind.

Always look for the puffs coming down the course and for the area in which the wind is stronger and more consistent. Two extra tacks early in the race are fine if you are in more wind. Be careful not to sail away from the fleet, chasing wind that may not be there by the time you get there!

WINDSHIFTS

Before, during and after the start, you always want to know the direction of the wind. Otherwise, the following scenario may develop. When you left the beach, the wind was blowing 5 knots from the southwest. Now, 30 minutes later at the start line,

the wind is 10 knots from the west. You should have made a mental note of the change in wind direction and velocity.

Keeping track of changes will give you some confidence the wind is shifting to the right as it picks up in velocity. The wind may shift back to the left, especially if it lightens up, so be prepared for anything. The key is to pay attention to the wind direction from the time you arrive at the regatta until the time you finish the last race. Here are some general windshift rules to keep in mind at all times during every race.

Gradual Persistent Shift

Sail the headed leg first and the lifted leg last. If the wind shifts to the right, sail right off the starting line. Be sure to tack early on the lifted tack, so you don't overstand A-mark.

Variable Windshifts

Stay in the middle of the course and tack on the shifts that will keep you on the closest heading to A-mark. When you sail into a header, count 5 or 10 seconds before making a decision to tack. That way, you won't make extra tacks on the shorter, fluky shifts.

Velocity Shifts

Pay attention to directional changes when the wind is increasing and decreasing in velocity. Usually, the stronger wind will come from the same direction, giving you an advantage when you see the next puff filling in. If the puffs have been shifting to the right, you will want to be on starboard tack in the puffs, and port in the light air.

LAYLINES

Catamaran sailors are famous for sailing to the port layline off the start line. This technique may be the easiest, but it's seldom the best.

Regatta finishes will be more consistent if you sail in the middle two-thirds of the course, where you can take advantage of windshifts, clearer air, and fewer boats. Laylines should be reached only in the top third of the course. A boat in the middle of the course can tack on the header or take the lift up to the mark. A boat on the layline will not need a lift and won't be able to tack on a header.

HIGH FIVE FOR SUCCESS

Combining these five elements of upwind sailing should enable you to place consistently among the first boats to A-mark, and to complete the regatta with a top-five finish. Good luck at the races!



NORTH AMERICAN REGION NEWS

Apathy Is A Four-Letter Word

BY MATT BOUNDS

The first year of the NAHCA membership program is now behind us. Somehow, we've managed to go through 1,500 T-shirts, several thousand rule books, just as many stickers and membership cards. There have been some rough spots, but I think we'll have everything smoothed out for the 1993 drive. All in all, the program has been a success, not because it raised huge sums of money (it didn't), but because it got the juices flowing and communication going among sailors across the country about how they see the future of Hobie Catting.

The NAHCA News (official newsletter of our organization) has come into its own with a distribution of over 2,000. We've established an NAHCA infoline, (313) 737-4465, so you can get in touch with us easily. We started a flyer fax service to ensure you get regatta flyers quickly. Standard sailing instructions, regatta entry forms, and soon, course stickers will be available from the NAHCA at no charge. We hope this is only the beginning.

Now it's your turn.

Is Anybody Home?

What if you invited 250 people to a party and only eight showed up? That's the response Hannah Poteat received to a youth program survey sent out to fleet commodores in January.

Every year, trying to identify the new fleet and division officers is like pulling teeth. We don't care who you elect — we can't get information to you if we don't know who and where you are!

We ran an article in the June/July 1992 NAHCA News soliciting input for the new NAHCA constitution, specifically at the

request of Bill Frye, who reported he had such a fantastic response to his letter-writing campaign at the beginning of the year. What did we get? Nada, zip, zilch! Virtually the same response when we asked for nominations for NAHCA officers.

WE CAN'T (WE DON'T WANT TO) DO THIS ALONE!

What Can I Do To Help?

That's the question every one of you must ask. The question, and your answer, apply not just to the NAHCA, but to your fleet, your division, your sport. The future of Hobie Cat sailing as an organized activity depends on your involvement.

It doesn't have to be a big-time commitment. Many fleets have instituted an "Adopt A C-Fleeter" program; how much time can that take? Make a couple phone calls, talk with people on the beach (you do that anyway), show a guy how to rig and sail his boat; you've made a friend and helped keep the sport alive.

May The Flow Be With You

Information flow is critical. We discovered this the hard way. Designate someone in your fleet with the specific responsibility of letting everyone in the fleet and the world know what's going on in your neck of the woods. The secretary/newsletter editor is the logical choice.



A newsletter is the single most important communication tool a fleet can have. When you send it to the IHCA, NAHCA and HOTLINE as well as to fleet members, you've killed four birds (cats?) with one stone.

A newsletter does not have to be elaborate. One of the best ones we receive is published by Fleet 84 in Des Moines; it's a single page, but written very imaginatively. It achieves its purpose with elegant simplicity. The fleets that don't have a newsletter probably would increase their membership if they did.

Organize fleet meetings on a regular basis. The meetings don't have to be all business. Have dinner as a group at the local pizza place. Go sailing together!

Hobie fleets are not only about racing, they're about getting together with old and new friends and having a good time. A Hobie Cat is merely the thing you have in common that breaks the ice.

Lead The Way

Elect fleet officers who have the time and drive to act as leaders. Too often, commodores are coerced into the job because nobody else wants it. Often, they're inexperienced and shoved into the position because they don't know any better. This is not the way to run an organization! Find someone willing to take the job and be supportive; don't let him/her get discouraged. Give officers the assistance they need.

The same goes for division officers. Your division chairperson is important. Let him/her know when something isn't right at a points regatta, or if you don't like something about the class association, or if you do like something. Division officers are your direct contact with the NAHCA decision-making process.


The More, The Merrier

If you don't belong to a fleet, join or form one in your area. Sailing with other people and more than one boat is much more fun than sailing alone. You can get the name of the local fleet commodore from the directory published frequently in HOTLINE, or from the NAHCA. Contact us if you want to start a fleet in your area.

If you do not live near a fleet, and do not have enough boats (you need five) to start one, then get involved with your division or the NAHCA itself. The Class Association always has been run by a very few people, even when Hobie Cat was footing the bill. That scenario has to change.

By the time you read this, the NAHCA will have created a number of standing committees that need staffing. Throw your name in! Talk to us! I promise we won't bite!

I realize an awful lot of people do put in an inordinate amount of time to keep the Class Association going by doing the administrative work, putting on the regattas, organizing the fun events ... making the Hobie Way of Life a reality on a daily basis. I wish I could thank all of them personally for doing what they do. They have affected my life in such a positive way over the last 20 years that I could never repay them.

The NAHCA is the largest one-design catamaran class association in the U.S. and Canada, period. We want it to be the largest, best run, the most fun, period. But we need your help to do it. Write a letter, get involved, go to a regatta, attend a fleet function. JUST DO IT! 

HOBIE RACING

RACE RESULTS

DIVISION 2

HOBIE 16 DIVISIONALS FLEET 3, DIVISION 2 LONG BEACH, CA AUGUST 22-23, 1992

HOBIE 16A	POINTS
1. Myrter/Linda	6.25
2. Egusa/Chris	8.75
3. Christensen/V-boy	10.75
4. Petron/Lynlee	13.00
5. Materna/Debbie	17.00
6. Seaman/Cindy	23.00
7. Hauser/Linda	27.00
8. Christensen/Shala	28.00
9. Newsome	35.00
10. Forgrave/Lisa	42.00
11. Leo/Connie	42.00
12. Delave/Linda	45.00
13. Winkler/Jana	48.00
14. Casher/Gail	56.00
15. Corell/Susan	57.00
16. Nelson/Shirley	58.00
17. Froeb/Tracy	61.00
18. Gantsweg/Barb	66.00
19. Orton/Tim	66.00
20. Brown/Carol	66.00
21. Ward/Amy	74.00
22. Wells/Marsha	75.00
23. Ashley/Lilla	75.00
24. Ketterman/Genge	96.00

HOBIE 16B	POINTS
1. Reding/Atti	8.75
2. Perlmutter/Barbara	8.75
3. Holmgren/Jim	11.75
4. Mohill/Mari	16.00
5. Gordon/Claire	17.75
6. Hendrix/Sharlene	20.75
7. Kuebler/Jared	26.00
8. Hauser/Dylan	27.00
9. Winter/Robin	28.00
10. McGraw/Liam	32.00
11. Smith/Barbra	35.00
12. Cassidy/Ryan	39.00

HOBIE 16C	POINTS
1. Lake/Casey	4.25
2. Nicolle/Kate	7.75
3. Kocka/Carlos	7.75
4. Purcell/Pete	15.00
5. Dailey/Jeff	19.00
6. Bryczynski/Lisa	24.00
7. Modest/Brett	25.00

HOBIE 14T	POINTS
1. Dennis Woods	3.00
2. David Bethell	7.75
3. Earl Landers	11.00
4. Bob Heter	16.00
5. Woodrow Campbell	19.00
6. Howard Chase	19.00

TODOS SANTOS REGATTA FLEET 4, DIVISION 2 ENSENADA, MEXICO AUGUST 1-2, 1992

HOBIE 20	POINTS
1. Egusa/Froeb	3.50
2. Lundberg/Lundberg	4.50
3. Fogarty/Ketterman	8.00
4. Miller/Brandt	8.00
5. Jenkins/Clement	12.00

HOBIE 18M	POINTS
1. Patzel/McKenna	2.25

HOBIE 18A	POINTS
1. Kimball/Maybeno	3.50
2. Parks/Parks	4.50
3. Timm/Timm	7.00
4. Thomas/Bates	11.00
5. Mike Harper	13.00
6. Veenbaas/Donna	17.00
7. Claybaugh/James	18.00
8. Savage/Savage	24.00

HOBIE 18B	POINTS
1. McCurdy/Claybaugh	2.25
2. Daily/Chalk	6.00
3. Gillett/Carey	6.75
4. Cline/Thomas	9.00
5. Ryan/Ryan	12.00
6. Wadsworth/Burns	18.00
7. Little/Schultz	19.00

HOBIE 18C	POINTS
1. Eschwege/Eschwege	4.50
2. Hunner/Greer	4.75
3. Alvarez/Sarfaty	5.75

HOBIE 18N	POINTS
1. Hosford/Hosford	2.25
2. Stan Wilkerson	6.00

HOBIE 17A	POINTS
1. Bruce Fields	2.25
2. Steve Kerckhoff	6.00

HOBIE 17B	POINTS
1. Michael Ferguson	2.75

HOBIE 16A	POINTS
1. Petron/Petron	5.75
2. Hauser/Hauser	11.00
3. Myrter/Pauling	12.75
4. Leo/Garner	16.00
5. Froeb/Nackel	16.00
6. Seaman/Seaman	16.00
7. Christensen/Shala	16.00
8. Winkler/Seaman	19.00
9. Christensen/V-boy	20.50
10. Acuna/Sharock	23.00
11. Delave/Leon	28.00
12. Newsome/Furiado	32.00
13. Shay/Peck	32.00
14. Corell/Johns	33.00
15. Clay/Clay	41.00
16. Ketterman/Dohner	43.00

17. Ashley/Erickson	44.00
18. Wells/Burns	51.00

HOBIE 16B	POINTS
1. Williams/Beck	3.50
2. Hammond/Smith	6.75
3. Hendrix/Gastineau	10.00
4. Mohill/Mohill	11.00
5. Hauser/Lovett	12.00
6. Reding/Reding	16.00
7. Defino/Rocky	19.75
8. Perlmutter/Perlmutter	20.00
9. Greska/Greska	21.00
10. Hornby/Ard	30.00

HOBIE 16C	POINTS
1. Kocka/Tucker	2.25
2. Malm/Moon	6.00

HOBIE 16N	POINTS
1. Speegle/Steve	2.50
2. Fox/Suz	3.75
3. Scott/Brannin	12.00
4. Elmer/Elmer	12.00

HOBIE 14T	POINTS
1. Bob Heyer	2.25
2. Howard Chase	4.75

DIVISION 3

MILE HIGH REGATTA FLEET 62, DIVISION 3 HUNTINGTON LAKE, CA AUGUST 8-9, 1992

HOBIE 20	POINTS
1. Goodell/Vaughn	3.00
2. Duncan/Duncan	11.00
3. Kabbard/Miller	11.00
4. Harris	14.00
5. Probst/Stranahan	15.75
6. Valenta/Vansas	23.00
7. Bishow	24.00
8. Thompson/Stranahan	25.00

HOBIE 18A	POINTS
1. Yahalom/Dafna	3.00
2. Crocker/Towrey	7.75
3. Wagniere/McLeod	13.00
4. Bliven/Lehman	16.00
5. Jackson/Jackson	17.00
6. Murray/Murray	19.00
7. Gardner/Gardner	29.00

HOBIE 18B	POINTS
1. Simon/Simon	7.50
2. Soehnen/Soehnen	8.75
3. Wainwright/Wainwright	8.75
4. Herman/Sabroski	9.75
5. Bowen/Bowen	21.00
6. Apple/Apple	23.00
7. Harness/Janssen	30.00

HOBIE 17A	POINTS
1. D. Johnson	4.25
2. R. Kitowski	9.50
3. W. Myrter	11.00
4. D. Baumgartner	14.00
5. J. Bauldry	16.00
6. G. Gracia	20.00

HOBIE 17B	POINTS
1. N. Farrell	5.50
2. W. Tripp	6.50
3. R. Souza	7.75
4. T. German	16.00

HOBIE 16A	POINTS
1. Porter/Blessing	5.50
2. Hess/Hess	7.50
3. Winkler/Seaman	10.00
4. MacDonald/Vona	14.75
5. Hauser/Hauser	17.00
6. Rodal/Quinn	23.00
7. Forbert/Reilly	27.00
8. Stitt/Christenson	31.00
9. Miller/Miller	33.00
10. Orton/Orton	37.00
11. Sajdak	46.00
12. Prister/Posey	49.00
13. Williams/Risher	50.00
14. Kearney/Kearney	52.00
15. Stark/Stark	55.00
16. Grimaldi/Grimaldi	56.00
17. Tully	57.00
18. Wells/Wells	61.00
19. Skvarla/Skvarla	69.00
20. Apple	74.00
21. Hawthorn/James	78.00
22. Shahinfar/Renfrow	80.00

HOBIE 16B	POINTS
1. Delfino	6.50
2. Overdevest/Bowen	9.75
3. Lorette/Peterson	13.75
4. Schroyer/Schroyer	19.00
5. Crocker/Kristin	20.75
6. Winter/Winter	27.00
7. Davis/Davis	28.00
8. Klein/Klein	28.00
9. Houser	29.00
10. Ronemus/Farmer	36.00
11. Jones/Jones	41.00
12. Laver/Hall	44.00
13. Hauser/MacDonald	45.00
14. Marenan/Marenan	47.00
15. Oswald/Ralston	47.00
16. Olson/Olson	49.00
17. Douglas/Brandt	57.00

HOBIE 16C	POINTS
1. Vintze/Lester	3.00
2. Kennedy/Kennedy	12.00
3. Campana/Durkee	12.00
4. Martin/Little	15.00
5. Pedersen/Pedersen	16.00
6. Apple/Hawthorn	20.00
7. Asperger/Asperger	23.00
8. Madeley/Reiman	35.00
9. Duerksen/Duerksen	36.00

10. Orton/Orton	39.00
11. Fairless/Coby	39.00
12. Peters/Peters	40.00
13. Rudnick	44.00

HOBIE 16N	POINTS
1. Rust/Jeff	3.00
2. Jason/Freeman	6.75
3. Clutter	12.00
4. Stults/Ferris	21.00
5. Worthington/Worthington	24.00

ROUND TREASURE ISLAND FLEET 194, DIVISION 3 ALAMEDA, CA AUGUST 22-23, 1992

HOBIE 20	POINTS
1. Pedrick/Harris	7.25
2. Goodell/Vaughn	10.75
3. Probst/Stranahan	12.50
4. Hill/Hill	16.00
5. Harris/Axford	19.00
6. Valenta/Lee	22.00

HOBIE SX-18	POINTS
1. Lawlor/Brown	4.25
2. Van Dijk/Loewenstein	5.50
3. Britt/Anderson	12.00
4. Wagner/Devincenzi	14.00

HOBIE 18M	POINTS
1. Head/Lane	4.25
2. Farrell/Parias	6.75
3. Apple/Apple	11.75
4. Richardson/Bearnhart	15.00

HOBIE 18A	POINTS
1. Timms/Littlefield	5.75
2. Burling/Seidner	15.00
3. Yahalom/Brown	16.00
4. Rayluse/Cosgrove	20.00
5. Wiegman/Wiegman	20.75
6. Cockroft/Cockroft	21.00
7. Johnston/Johnston	35.00
8. Viven/Lehman	35.00

HOBIE 18B	POINTS
1. Borris/Borris	3.00

HOBIE 18N	POINTS
1. Williams/Kingsbury	3.00

HOBIE 17A	POINTS
1. Mike Garrett	9.75
2. John Bauldry	12.00
3. Doug Johnson	15.75
4. David Baumgartner	16.75
5. John Cox	17.00
6. Mike Americh	20.00
7. Bill Myrter	21.00
8. Al Leonard	22.00
9. Brett Dingson	26.00
10. Steve Osburn	28.00
11. Keith Ledbetter	40.00

HOBIE 16A	POINTS
1. Porter/Blessing	5.50
2. Hess/Hess	6.50
3. Mooneyham/Trevy	12.00
4. Montague/Burton	12.75
5. Tully/Tully	23.00
6. Rodal/Quinn	25.00
7. Reese/Ramase	25.00
8. MacDonald/Vona	30.00
9. Sajdak/Brooks	31.00
10. Peters/Kirk	38.00
11. Shahinfar/Renfrow	39.00
12. Miller/Petty	42.00
13. Tully/Fuller	45.00
14. Skvarla/Skvarla	46.00
15. Grimaldi/Hermann	46.00
16. Pearce/Rambias	64.00

HOBIE 16B	POINTS
1. Buschner/Zoia	2.25
2. Rall/Steele	8.00
3. Schroyer/Schroyer	9.00
4. Oswald/Barikson	11.00
5. Douglas/Douglas	15.00
6. Laver/Hall	15.00
7. Powers/Ceoverra	20.00
8. Klein/Condon	22.00

HOBIE 16C	POINTS
1. Marriott/Hites	2.25
2. Kennedy/Kennedy	5.75
3. Thomas/Clay	10.00
4. Madeley/Reiman	10.00
5. Jason/Freeman	13.00
6. Worl/Lepper	14.00
7. Patrick/Patrick	22.00
8. Alowozos/Mansum	22.00
9. Godfrey/Moore	25.00

CALIFORNIA STATE CHAMPIONSHIP FLEET 259, DIVISION 3 AVILA BEACH, CA JULY 17-18, 1992

HOBIE 20	POINTS
1. Bishow/Hartek	2.25
2. Mooneyham/Froeb	8.00
3. Probst/Stranahan	8.00
4. Egusa/Fields	9.00
5. Goodell/Burd	13.00
6. Harris/Kieffer	19.00
7. Spindle	21.00
8. Valenta	23.00
9. Tompson/Stranahan	25.00
10. Olson/Lange	27.00
11. Jenkins/Woods	27.00

HOBIE SX-18	POINTS
1. Montague/Tully	1.50
2. Farrell/Parias	4.00
3. Smith/Smith	6.00

HOBIE 18A	POINTS
1. Timm/Timm	2.25

2. Lewis	9.00
3. Leonard/Axtell	12.00
4. Veenbaas/Daley	13.00
5. Brown/Wong	16.00
6. Harper/Hockett	17.00
7. Head/Gowdey	21.00
8. Hill/Hill	22.00
9. Yahalom/Yahalom	26.00
10. Crocker/Towery	30.00

HOBIE 18B	POINTS
1. Towle/Metcalfe	4.75
2. Wadsworth	4.75
3. Gillett/Carey	5.00
4. Bliven/Lehman	7.00
5. Overdevest/Beck	8.00
6. Simon/Diaz	12.00
7. Delis/Tam	14.00

HOBIE 18C	POINTS
1. Poulin/Klucker	2.75
2. Garcia/Garcia	2.75
3. Harness/Harness	6.00

HOBIE 17A	POINTS
1. Bret Dingson	2.75
2. Tom Delong	2.75
3. David Baumgartner	6.00

HOBIE 17B	POINTS
1. Steve Osborne	2.75
2. Will Trip	4.00

HOBIE 16A	POINTS
1. Christensen	2.75
2. Petron/Petron	9.00
3. Beaman	10.00
4. Materna	10.00
5. Porter/Blessing	13.00
6. Winkler/Seaman	14.00
7. Delave/Hoy	14.75
8. Froeb/Nackel	16.00
9. Leo/Garner	16.00
10. Hess/Hess	20.00
11. Christensen/Shala	22.00
12. Katz/Kirk	23.00
13. Hauser/Hauser	25.00
14. Sajdak/Brooks	27.00
15. Rodal/Quinn	28.00
16. Tully/Posey	31.00
17. Newsome/Decrew	34.00
18. Corell/Correll	36.00
19. Peters/Agre	40.00
20. Wells/Alvey	41.00
21. Shahinfar/Renfrow	42.00
22. Englehardt/Vailes	42.00
23. Forbert/Reilly	43.00
24. Plister/Posey	44.00
25. McDonald/McDonald	45.00
26. Ketterman/Ketterman	52.00

4.	Materna	10.00
5.	Porter/Blessing	13.00
6.	Winkler/Seaman	14.00
7.	Delave/Hoy	14.75
8.	Proeb/Nackel	16.00
9.	Leo/Garner	18.00
10.	Hess/Hess	20.00
11.	Christensen/Shala	22.00
12.	Katz/Kirk	23.00
13.	Hauser/Hauser	25.00
14.	Sajdak/Brooks	27.00
15.	Rodal/Quirion	28.00
16.	Tully/Foster	31.00
17.	Newsome/Decrew	34.00
18.	Corelli/Corelli	36.00
19.	Peters/Agre	40.00
20.	Wells/Alvey	41.00
21.	Shahinfar/Rentrow	41.00
22.	Engelhardt/Vailes	42.00
23.	Forbert/Reilly	43.00
24.	Priester/Pod	44.00
25.	McDonald/McDonald	45.00
26.	Ketterman/Ketterman	52.00

HOBIE RACING

RACE RESULTS

7. Kelly Havig	27.00
8. Graham McGlashan	41.00
9. Gary Baker	42.00
10. Mike Snover	48.00
11. Ed Norris	52.00

HOBIE 16B	POINTS
1. Rich Ameson	7.25
2. Louis Griggs	7.50
3. Eric Marshack	10.75
4. Bob Hilton	17.00
5. Jon Nilan	25.00

HOBIE 16C	POINTS
1. Sandra Skene	7.25
2. Joe Breuner	7.50
3. Gilbert Quesnelle	10.75
4. Mike Gruber	23.00
5. Robert Schlagintweit	27.00

DIVISION 5

ROCKY MOUNTAIN CHAMPIONSHIPS FLEET 156, DIVISION 5 CASPER, WY JULY 18-19, 1992

HOBIE 18A	POINTS
1. Kwasniewski/Renata	4.75
2. Hammer/Becky	6.75
3. Howser/Jean	10.00
4. Schnackenberg/Guest	10.75
5. Simonson/De Anne	13.00
6. Clark/Clark	17.00
7. Flores/Kordes	22.00
8. Liggitt/Turk	24.00
9. Cross/Judy	27.00

HOBIE 18B	POINTS
1. Larson/Larson	3.50
2. Greenwall/Cockley	7.00
3. Stevens/Whyman	10.00
4. Lucarelli/Lucarelli	10.75
5. Uebelhoer/Uebelhoer	16.00
6. Whyman/Larson	18.00
7. Recker/Blank	21.00

HOBIE 17	POINTS
1. Paul Zink	4.50
2. Jim Brown	4.75
3. Roger Benedict	9.00
4. Richard Kenny	12.00
5. Marty Gorce	19.00
6. Mark Pauly	19.00

HOBIE 16A	POINTS
1. White/Larson	7.50
2. Bass/Winteritz	9.75
3. Ackerman/Feory	12.00
4. Hill/Marcus	13.00
5. Adams/Adams	19.00
6. Shearer	22.00
7. Shearer/Marilyn	24.00
8. Muller/Muller	28.00
9. Brems/Brems	29.00
10. Fulton/Tuckett	31.00
11. Simpson/Wineband	31.00
12. Johnson/Nikki	33.00
13. Tracy/Lamont	33.00
14. Kolina/Campbell	36.00
15. Hagar/Gerblick	39.00
16. Way/Collins	42.00
17. Slagle/Petherick	53.00
18. Gatto/Richter	54.00

HOBIE 16B	POINTS
1. Kascht/Kascht	5.75
2. Hart/Hart	6.75
3. Davis/Decarlo	8.75
4. Brennen/Carl	11.00
5. Garside/Murr	14.00
6. Lynch/Kaehn	21.00
7. Meyer/Meyer	21.00

HOBIE 16C	POINTS
1. Hahn/Jason	9.75
2. Franks/Franks	10.00
3. Durbin/Naylor	11.75
4. Van Allen/Stine	15.00
5. Morrow/Morrow	17.00
6. Rosnik/Gartner	18.75
7. Smith/Jenna	20.00
8. Zoerb/Skeen	26.00
9. Hoff/Becker	27.00
10. Hinton/Hinton	29.00
11. Betts/Betts	32.00
12. Hinton/Yes-130	33.00
13. Tanner/Jan	33.00
14. Harding/Warfield	45.00
15. Jones/Jon	51.00
16. Jacobs/Liz	54.00
17. Lance/Sommers	54.00
18. Stober/Brooks	54.00

DIVISION 6

MID-SUMMER CLASSIC FLEETS 8/12B, DIVISION 6 PALACIOS, TX JULY 11-12, 1992

HOBIE 18A	POINTS
1. Donald Prince	3.00

HOBIE 18M	POINTS
1. Jack Hyatt	4.25
2. Joe Monosmith	5.50
3. Gene Delp	12.00

HOBIE 17A	POINTS
1. David Koons	4.25
2. David Eller	7.75
3. Royce Laverne	9.75

4. Stephen Acquart	13.00
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HOBIE 17B	POINTS
1. Paul Erb	4.25
2. Guillermo Corona	7.75

HOBIE 16A	POINTS
1. Roy Shaw	5.25
2. Ken Rourke	8.50
3. Danny Drake	10.00
4. Ray Seta	11.00
5. Bob Whittington	14.00
6. Dan Mallum	23.00
7. Jim Sykes	27.00
8. Carl Deckard	28.00

HOBIE 16B	POINTS
1. Michael Whittington	3.00
2. Mark Veale	10.75
3. Rick Ford	11.00
4. Cindy Wyatt	11.00
5. Scott Walsh	14.00
6. Hanz Johansson	21.00

HOBIE 16C	POINTS
1. John Turhan	5.25
2. Robin Moir	6.75
3. Mark Marquez	7.75
4. Lee Carter	15.00

DIVISION 7

BALD EAGLE REGATTA FLEET 52, DIVISION 7 BIG MARINE LAKE, MN JULY 11-12, 1992

HOBIE 21	POINTS
1. Marty Cowell	2.25

HOBIE 20	POINTS
1. Brad Nelson	3.50
2. Joe Levins	4.75

HOBIE 18	POINTS
1. Phil Regnier	4.75
2. Bill Hohn	5.50
3. Dale Dorschner	7.00
4. Dave Glick	7.75

HOBIE 16A	POINTS
1. Jim Sohn	2.25
2. Gary McNulty	7.75
3. Matt McDonald	8.00
4. Slim Johnson	13.00
5. Ron Swanson	14.00
6. Ted Jagger	19.00
7. Dan David	19.00
8. Nick Van Brunt	19.00
9. Mike Brindisi	22.00
10. Darryl Jameson	22.00
11. Bill Reed	28.00
12. Roger Taha	28.00
13. Bill Hartman	38.00
14. Jan Kraupa	42.00
15. Ed Dixon	44.00
16. Chuck Hildebrandt	45.00
17. Mark Condon	48.00
18. Randy Yarrow	49.00
19. Jeff Jackson	51.00
20. Kevin Chase	52.00
21. Jeff Mumma	54.00
22. Doug Dorschner	54.00

HOBIE 16B	POINTS
1. Annette Jagger	3.50
2. Dave Kotlinek	4.75
3. Tony Zwerner	5.75
4. Scott Nepper	11.00
5. Tom Garske	15.00

HOBIE 16C	POINTS
1. Brian Huff	2.25
2. Jim Holstine	6.00
3. Kotlinek	9.00

GOTTA HAVE IT REGATTA FLEET 21, DIVISION 7 DES MOINES, IA AUGUST 22-23, 1992

HOBIE 21	POINTS
1. Neiman	4.50
2. Cowell	10.75
3. Morrow	19.00

HOBIE 20	POINTS
1. Anderson	4.50

HOBIE 18	POINTS
1. Popp	8.00
2. Dorschner	12.75
3. Estapa	15.50
4. Regnier	16.00
5. Hausman	30.00
6. Eliason	34.00
7. Kaeheloffer	34.00

HOBIE 17	POINTS
1. Brown	5.75
2. Garrett	10.75
3. Watson	15.75
4. Beattie	22.00
5. Reese	33.00
6. Cook	35.00

HOBIE 16A	POINTS
1. Sohn	16.75
2. McDonald	23.50
3. Jameson	24.00
4. Swanson	26.50
5. Johnson	26.75
6. Hepler	33.00

7. Jagger	36.00
8. Prieler	41.00
9. Hensler	44.00
10. Wilson	52.75
11. Huff	66.00
12. Yarrow	72.00
13. Chase	75.00
14. Taha	75.00
15. Brittain	79.00
16. Wilcox	81.00
17. Hartman	83.00
18. Dixon	85.00
19. Calabrese	110.00
20. Reed	111.00
21. McGranaghan	113.00

HOBIE 16B	POINTS
1. Wilson	7.75
2. Nepper	12.75
3. Podhagsky	18.00
4. Zweimer	18.00
5. Jagger	23.75

HOBIE 16C	POINTS
1. Huff	8.25
2. Nicholson	19.25
3. Ehrhart	21.00
4. Schwartz	22.00
5. Mullica	26.75
6. Castello	30.00
7. Johnston	34.00
8. Huston	39.00
9. Terhune	49.00
10. Hankens	56.00

NORTH AMERICAN REGATTA FLEET 532, DIVISION 7 LAKE SAKAKAWA, ND JULY 24-26, 1992

HOBIE 21	POINTS
1. Steve Neiman	5.50
2. Mike Baldwin	8.75
3. Charlie Leekley	12.50
4. Marty Cowell	13.00
5. Chad Chadwick	16.00

HOBIE 20	POINTS
1. Craig Salsman	3.25

HOBIE SX-18	POINTS
1. Mike Montague	3.00
2. Brian Joder	6.75
3. John Grabar	12.00
4. George Wright	13.00
5. Robert Schioboha	20.00

HOBIE 18A	POINTS
1. Chuck Brown	4.25
2. Nigel Pitt	13.75
3. Ken Marshack	13.75
4. Tom Burling	16.00
5. James Frederick	29.00
6. Larry Mondragon	29.00
7. Greg Ferres	30.00
8. Jack Hill	30.00
9. Ted Lindley	32.00
10. David Mimitch	32.00
11. Bruce Miller	35.00
12. Robert Cockcroft	36.00
13. David Popp	40.00
14. David Sullivan	47.00
15. Dale Dorschner	50.00
16. Valdek Kwasniewski	50.00
17. Jon Sheridan	50.00
18. Vaughn Costa	58.00
19. Kit Wiegman	59.00
20. Robert Mimitch, Jr.	60.00
21. Ray Flores	73.00
22. Alex Stanley	75.00
23. Philip Regnier	77.00
24. Jeff Bieber	87.00
25. Kitsy Amrhein	101.00
26. Chris Todd	107.00
27. Chuck Jones	112.00
28. Mike Starkey	112.00

HOBIE 18B	POINTS
1. Willie Vielhaber	5.50
2. Steve Grabar	5.50
3. Mike Quinn	14.00
4. Paul Eliason	16.75
5. Garry Bell	24.00
6. Kim Bell	24.00

HOBIE 17	POINTS
1. Bob Lidington	3.00
2. Gary Rucker	8.00

HOBIE 16A	POINTS
1. Ted Jagger	3.00
2. Ron Swanson	6.75
3. Slim Johnson	12.00
4. Alan Kachkowski	15.00
5. Lois Carlson	18.00
6. Kevin Chase	22.00
7. Mark Condon	31.00
8. Henry Schubach	31.00

HOBIE 16B	POINTS
1. Eric Marshack	3.00
2. Lon Romsaas	9.00
3. Mike Baltzer	11.75
4. Terry Fields	13.00
5. Randy Goulet	17.00
6. Dale Derksen	21.00
7. Cal Gendreau	23.00
8. Cliff Issendorf	32.00
9. Rick Golietz	35.00
10. Chris Johnson	37.00

HOBIE 16C	POINTS
1. Natalie Plasters	6.50
2. Ross Wilkinson	6.75
3. Travis Johnson	10.75
4. Steve Scheffo	22.00
5. Albert Cole	24.75
6. Mike Misslin	26.00
7. Mike Grabar	32.00
8. Conrad Deeter	32.00

HOBIE 14	POINTS
1. Wally Schuette	3.25
2. Dale Rousseau	12.00
3. Woody Campbell	14.00
4. Chris Sacki	15.00

DIVISION 12

NORTHEASTERN AREA CHAMPIONSHIPS FLEETS 109/143, DIVISION 12 LONG ISLAND, NY JULY 18-19, 1992

HOBIE 21	POINTS
1. Manganello/McCarthy	6.75

HOBIE 20	POINTS
1. Shea/Barry	3.75
2. Breuer/Scolnick	8.75
3. Castro/Thompson	15.00

HOBIE SX-18	POINTS
1. Parkinson/Aylwood	6.25
2. Hoggsboom/Pasecki	6.25
3. Winkler/Debbie	14.00
4. Dusowitz/Dusowitz	20.00
5. Bob Keon	20.00

HOBIE 18A	POINTS
1. Ferrara/Allen	3.75
2. Burgess/Lynch	8.75
3. White/Selden	14.00
4. Belkin/Belavia	20.00
5. Walklet/Walklet	23.00
6. Ferguson/Sparks	27.00

HOBIE 18B	POINTS
1. Degnan/Hess	3.75
2. Parakeo/Michelson	13.00
3. St. George/Nobrega	14.00
4. Laurendeau/Laurendeau	16.75

HOBIE 17	POINTS
1. James Travis	9.50
2. Mike Garrett	10.50
3. Roger White	13.00
4. Lee Christoffersen	17.75
5. Scott Newton	19.75
6. Mick Roberts	25.00
7. John Sherm	30.00
8. Gerard Blom	34.00
9. Jim Matthews	42.00
10. Tom Kustes	47.00

HOBIE 16A	POINTS
1. McCarty/Knotmeter	7.00
2. Liebel/Liebel	15.75
3. Kane/Kane	18.00
4. McVeigh/Santerelli	23.75
5. Jerry/Roth	28.00
6. Jeffers/Geremia	34.00
7. Snyder/Snyder	38.00
8. Amico/Anstey	45.75
9. Anderhegger/Mulvaney	46.00
10. Kast/Kast	57.00
11. Rose/Rose	59.00

HOBIE 16C	POINTS
1. Reedy/Reedy	8.00
2. Packard	16.75
3. Masor/Patrie	20.00
4. Vames/Glaubit	20.00
5. Levy/Torilli	24.50
6. Sofair/Sofair	36.00

NATIONALS

HOBIE 18, SX-18 & 21 U.S. NATIONAL CHAMPIONSHIPS LAKE SAKAKAWA, ND JULY 27-AUG 1, 1992

HOBIE 18A	POINTS
1. Wiegman	5.50
2. Van Blitterswyck	12.00
3. Jones	12.75
4. Dorschner	19.75
5. Leonard	22.00
6. Amrhein	22.00
7. Popp	24.00
8. Cockcroft	

WE CAN MAKE A DIFFERENCE

BY JEFF AND LAURIE ALTER

The basis of this article and theme for the future of the International Hobie Class Association is we must all "make a difference." You and I have been very fortunate to be part of an organization that has had strong roots since its inception back in 1969.

Our history started when the first Hobie 14 became reality. The Hobie Way of Life has developed with many great achievements, excellent sailors and some truly outstanding individuals. We would like to rekindle some of those memories as we look forward into the 1993 season and beyond.

In every organization, no matter how large or small, there are individuals who have the ability to make a difference. The IHCA has been fortunate to attract those who are very committed to making a difference. These people are the doers. They are the driving force and have the ability to change attitudes and create enthusiasm. We all have prospered and been enriched by their efforts.

Who Does It? You Do!

Each of you in the International Hobie Class Association is one of these special individuals who has the ability to make a difference. Individually, you can make the difference.

You can make a difference by including friends in the sport you love. You can make a difference by taking the time to teach a fellow sailor. You can make a difference by volunteering your time to help in the organizational aspects of regattas and our Association. You can make a difference by acknowledging the hard work many people put into running the events. Let's make that difference.

A Special Few

Your commitment to helping IHCA grow is important. We in the International Council want to thank you for making a difference this past year and in the years to come.

Many people have made great contributions that helped make the difference for us. Following are just a few

individuals with whom we have worked closely in an effort to create a better sailing association for you. Without them, our jobs would have been a lot harder and less fruitful.

Some Individual Thank You's

Bernadette Loffreda of Toulon, France has been our eyes, ears and communication link to the European Association. She has been fantastic in communicating the needs and requests of that region. She is one of the key individuals helping to organize the 1993 Hobie 16 World Championship. Her efficiency and dedication have helped standardize the regions.

Paul "P.U." Ulibarri of Seattle, Washington never seems to turn down a challenge. As the IHCA race director and

management manual. The Palmers also have taken on the responsibility of the North American membership program, a huge task in itself.

Brian Carrick of North Rocks, Australia is vice president of IHCA and secretary of the Australian Hobie Class Association. He has kept us informed in great detail of the different aspects of Hobie sailing in Australia. His enthusiasm and input have enhanced our sport in the South Pacific region.

Matt Bounds of West Bloomfield, Michigan is a key individual for the North American region. His impeccable devotion to the Hobie Class Association is reflected in the success of the North American region. His work with the NAHCA's membership program, newsletter and financial aspects has organized this body of sailors.

More Friends, More Help


Hobie Cat USA and Hobie Cat Europe also have been very helpful in their combined support of Hobie racing around the world. Their open lines of communication have helped link the regions that form the strongest one-design association in the world.

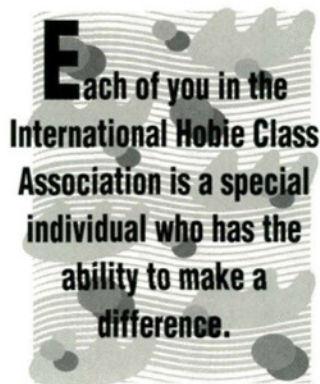
HOTLINE has been very beneficial in broadening our communication to racers and pleasure sailors alike. No other class association has a publication as exciting and informative as HOTLINE.

Many other individuals have made a tremendous difference. We thank the regatta organizers, division and fleet commodores and numerous volunteers. Each of them has what it takes to make the difference.

Make A Difference In 1993

We look forward to kicking off the 1993 sailing season with the 16 World Championship in January and to continuing to pursue the possibility of including a Hobie Cat in the next Olympics.

Remember, now is the time to make the decision to act. Let's make a difference. 



NAHCA race chairman, Paul has been very involved with organizing the management of many foreign regions. His travel schedule the last few months has been incredible, allowing him little time at home.

In this last year he has traveled to Spain for the IYRU and Spanish Hobie Class Association meetings, to Guadeloupe to confirm race organization for the 16 World event, to France for the French Nationals and regional meeting, and around the United States to oversee the running of NAHCA national events. He will be going to Guadeloupe to oversee the organization of the Hobie 16 World Championship. In his spare time, Paul has been very involved in the creation of the 1993 IHCA race management manual as well as many other aspects of our organization.

Shirley and Ron Palmer of Tucson, Arizona have always made themselves available to assist us. They have helped improve and amend many of our Association's standard forms. Shirley has spent countless hours on the computer compiling the 1993 IHCA race

FLEET DIRECTORY

INT'L HOBBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

FLT	COMMODORE	CITY	PHONE	DIV
ALABAMA				
76	Ronnie Gaston	Mobile	205/342-4300	15
277	Tom Crocker	Birmingham	205/252-4841	15
ARIZONA				
66	Keith McClanahan	Phoenix	602/946-1003	2
514	Tom Kirchner	Tucson	602/743-3580	2
ARKANSAS				
145	Susan Langston	Ft. Smith	918/775-4522	14
241	Jeff Olm	Little Rock	501/835-8041	14
CALIFORNIA				
2	Ramone Stark	Grass Valley	916/273-4150	3
3	Tom Materna	Long Beach	818/784-4500	2
4	Kaysie	San Diego	619/422-6990	2
15	Duey Englehardt	Oxnard	805/985-5594	2
17	Kit Wiegman	Sacramento	916/338-4678	3
20	Steve Lawler	San Jose	408/257-5983	3
21	Steve Kieffer	Modesto	209/239-5416	3
29	Thomas Grimaldi	Merced	209/384-3439	3
30	Dan Veenbaas	Riverside	714/987-2256	2
62	Eric Pfister	Fresno	209/323-8061	3
167	David Bethell	Bakersfield	805/322-9178	2
180	Mary Gantswig	San Fernando	213/306-0106	2
194	Margaret Harris	Benicia	707/864-1352	3
222	Allan Houser	Monterey	408/394-7661	3
240	Bill Boaz	Santa Cruz	408/423-3771	3
252	Bill Timms	Quincy	916/283-0979	3
259	Brett Dingerson	San Luis Obispo	805/541-6249	3
281	Michael Britt	Santa Rosa	707/534-4030	3
537	Derek Hunt	Redding	916/244-7857	3
COLORADO				
50	Craig Simpson	Fort Collins	303/484-3625	5
61	Ray Flores	Denver	303/843-0234	5
CONNECTICUT				
31	Cliff McCarty	Brookfield	203/740-8318	12
56	Amy Maynard	Westport	203/838-1722	12
DELAWARE				
106	Jeff Tolbert	Rehobeth	302/644-0807	11
271	Ric Raphael	Rehobeth Bay	302/475-1708	11
FLORIDA				
8	Wade McPherson	Pinnelas County	813/541-2310	8
11	Bob Mackey	Orlando	407/898-3179	8
35	Kirk Newkirk	Pensacola	904/932-5520	15
36	Paul Moe	Miami	305/858-1343	8
39	Hans Hollingsworth	Bradenton	813/755-6101	8
42	Mark Whidden	Tampa	813/885-5375	8
43	John T. Derringer	Tallahassee	904/668-1729	15
44	Fletcher Schiller	Ft. Lauderdale	305/429-9218	8
45	Mike Chase	Brevard County	407/454-6948	8
80	Sprae Briggs-Gray	Daytona Beach	904/767-0243	8
111	Cindi Muhlbaier	Jacksonville	904/396-8403	8
116	Joe Beai	Lakeland	813/299-3355	8
120	Mike Wilson	Panama City	904/235-2823	15
127	Tom Sutterfield	Ft. Pierce	407/461-7912	8
153	Kim Coffee	Gainesville	904/377-8462	8
178	Steve Essig	Ft. Walton Beach	904/897-1124	15
GEORGIA				
12	Craig Broomberg	Atlanta	404/392-1550	9
154	Joe Racz	Macon	912/929-1683	9
294	Don Thiedt	Savannah	912/897-5312	9
HAWAII				
6	Chris Chesley	Honolulu	808/262-2477	1
IDAHO				
105	John Gabiola	Boise	208/384-1846	4
ILLINOIS				
115	Tom Hartman	Wilmette	708/394-8837	10
199	Gordon Isco	Carbondale	618/457-8702	10
216	Tom Rump	Flossmoor	708/799-2692	10
419	Steve Stewart	Peoria	309/446-3438	10
447	Richard Kern	No. Pt. Sailing Beach	708/934-6479	10
INDIANA				
26	John Cook	Indianapolis	317/589-8566	10
126	Jim Kartz	Gary	219/844-8496	10
IOWA				
10	Gary Thomsen	Clear Lake	515/357-3528	7
84	Roger Taha	Des Moines	515/262-9497	7
475	Terry LaRoche	Storm Lake	712/732-1074	7
KANSAS				
27	Jon Tiger	Wichita	316/684-9191	14
510	Dennis Patterson	Leon	316/745-3705	14
KENTUCKY				
219	Joe Corey	Paducah	502/443-6851	10
LOUISIANA				
9	Glen Richard	Lake Charles	504/923-0320	6
41	Barbara Lee	New Orleans	504/837-4191	15
528	Taylor Kaough	Lake Charles	318/478-5916	6
MAINE				
231	Brian Borchers	Greater Portland	207/934-7166	12
MARYLAND				
54	Dan Dietemyer	Baltimore	301/750-8760	11
MASSACHUSETTS				
28	Steve Latham	Bedford	508/993-0867	12

MICHIGAN				
18	Peggy LaRocque	Pontiac		10
40	Joe Kuchenbuch	Richland	616/935-4579	10
58	Stoney Green	Jackson	517/529-9218	10
108	Rich Devon	Muskegon	616/784-6176	10
117	Alan Bourdo	Shelbyville	616/673-5696	10
144	Ric Blarner	Mt. Pleasant	517/773-9619	10
519	Jim Kuk	Portage	616/327-4905	10
MINNESOTA				
52	Chuck Hildebrandt	Roseville	612/429-2653	7
246	Wayne Thorson	Grand Rapids	218/326-3318	7
MISSISSIPPI				
70	Jimmy Brenner	Ocean Springs	601/497-5621	15
278	Richard Shelton	Jackson	601/856-6823	15
MISSOURI				
59	Bill Hopper	Springfield	417/736-2760	7
123	Dan Hanson	St. Louis	314/878-7355	10
149	Clark Roscher	Kansas City	816/822-7028	7
273	Dennis Topolewski	St. Louis	314/423-5506	7
NEBRASKA				
192	Roger Hensler	Omaha/Lincoln	402/332-4104	7
NEVADA				
51	Stan Wilkerson	Las Vegas	702/877-6922	2
203	Russ Brown	Reno	702/883-0538	3
NEW HAMPSHIRE				
209	Tom Sullivan	Gilford	603/293-8151	12
496	Cliff Parkinson	Seabrook	603/335-4476	12
NEW JERSEY				
24	Wally Myers	Ocean City	609/390-8182	11
65	Read Hayward	N. Barnegat Bay	908/577-9537	11
73	Bill Hiller	Pleasantville	609/652-8165	11
135	Richard Scott	Hewitt	201/797-4439	11
137	Ed Maley	Lake Hopatcong	201/627-8844	11
234	Julius Kahn	Union Lake Millville	609/327-4346	11
250	Marty Ferry	Sandy Hook	908/775-2075	11
267	Tom Kimmel	Long Beach Island	215/644-8138	11
443	Doug Ackroyd	Wildwood	609/861-5674	11
452	Dave West	Wharetown	609/971-3603	11
NEW MEXICO				
48	Thomas Cox	Albuquerque	915/751-0373	5
NEW YORK				
86	Tom Doud	Elmira/ithica	607/737-1140	16
109	Theo Novak	Roslyn	516/757-4750	12
119	Bob Kaine	Angola	716/947-4886	16
143	Nancy Ratner	Brentwood	516/435-0679	12
204	Rob Jerry	Syracuse	315/637-8048	16
238	Gary Wiley	Albany	518/235-3773	16
256	Sharon Chamberlin	Grand Island	716/773-3369	16
295	Dave Mortenson	Rochester	716/383-8631	16
404	Dave Block	Hamburg	716/549-3628	16
NORTH CAROLINA				
92	Dean Fortis	Charlotte	704/522-0144	9
97	Fred Holt	Raleigh	919/779-6639	9
101	Coburn Petersen	Wrightsville Bch	919/791-4969	9
191	Dan Jarrett	Greensboro	919/665-3818	9
NORTH DAKOTA				
532	Stephen Hoetzer	Bismarck	701/258-4268	7
OHIO				
47	Steve Glawitsch	Cincinnati	513/851-5900	10
60	Tom Harper	Tiffin	419/448-0536	10
68	Tom Bodde	Lorain	216/967-8649	10
85	Jamie/Judy Diamond	Columbus	614/267-0004	10
218	Mickey Tober	Mentor	216/884-1172	10
300	Jerry Hill	Columbus	614/891-0934	10
400	Dave Sullivan	Toledo	419/698-3576	10
501	Doug Wilkins	St. Mary's	419/586-6114	10
OKLAHOMA				
25	Mark Bengt	Tulsa	918/451-2190	14
63	Bryan Rainbow	Norman	405/321-5112	14
131	Phil Collins	Oklahoma City	405/721-0737	14
251	John Kinslow	Lawton	405/357-3473	14
468	Boyd Bass	McAlester	918/426-4745	14
OREGON				
193	John Stahr	Eugene	503/345-2175	4
PENNSYLVANIA				
228	Norman Hinspeter	Erie	814/825-4693	16
416	Jim Baker	Lake Nockamixon	215/321-3350	11
466	Tim Nixon	Pittsburgh	412/457-6448	16
PUERTO RICO				
133	Heriberto Martinez	San Juan	809/726-4325	13
RHODE ISLAND				
448	John Kuera	Narragansett	401/783-3134	12
SOUTH CAROLINA				
53	Mike Groshon	Charleston	803/722-4272	9
141	Wade Potter	Columbia	803/788-5519	9
164	Shree Yongue-Kendrick	Clemson	803/855-2070	9
174	Wayne Robinson	Myrtle Beach	803/626-8946	9
520	Buzz Moore	Hartsville	803/332-6103	9
536	Marvin George	N. Augusta	803/279-5750	9
SOUTH DAKOTA				
291	Jerry Buckstead	Yankton	712/239-5036	7
TENNESSEE				
134	Charlie Miller	Memphis	901/744-7552	15

249	Bobby Scott	Nashville	615/459-3571	15
TEXAS				
8	Jim Sykes	Galveston	713/780-1175	6
23	Fred Crowley	Dallas	214/867-2626	14
64	Randy Cowan	Austin	512/255-1467	6
91	Vic Franklin	Ft. Worth	817/732-5671	14
99	Scott Kee	Corpus Christi	512/994-1816	6
102	Mike Hardy	South Padre Island	512/630-1845	6
128	Dave Eller	San Antonio	512/630-1267	6
146	Dick Glidewell	Wichita Falls	817/691-6911	14
161	Gene Hawkins	Bryan	409/268-3213	6
162	Ray Murray	Waco	817/754-8831	14
232	Glenn Fontenot	Beaumont	409/963-3544	6
407	Ron Wreyford	N. Houston	713/697-5991	6
435	Steve Fungio	Amarillo	806/355-3984	14
457	Scott Beach	Brownwood	915/784-7004	6
486	Jim Bryant	Abilene	915/673-6589	14
526	Walter Campbell	Odesa	915/367-5075	6
UTAH				
67	Bill Ware	Salt Lake City	801/263-1278	5
VIRGINIA				
32	Jack Eure	Virginia Beach	804/255-4756	9
196	Chris Bolton	Alexandria	703/550-0398	11
516	Tom Yorty	Washington DC	703/476-6853	11
WASHINGTON				
14	Paul Ulibarri	Seattle	206/364-9938	4
37	Angelo Zopolos	Bellingham	206/733-3291	4
72	Stan Breed	Seattle	509/698-6307	4
95	Annette Stuckey	Seattle	206/547-7479	4
195	Chris Dreiling	Tri-City Area	509/382-4238	4
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472	David Kreling	Madison	608/274-1381	7
WYOMING				
156	Tad Jones	Casper	307/472-4052	5
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172	Nick Elliot	Kingston, Ont.	613/545-7790	16
183	Stuart Crabbe	Toronto, Ont.	416/272-1198	16
187	Yves Blanchette	Montreal, Que	514/623-1614	16
214	Steven Jung	Vancouver, B.C.	604/263-1347	4

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343	Bram Van Straalen	Gravezande, HOLLAND
353	Hans Kersseboom	Naarden, HOLLAND
378	Nico Olthoff	Hemelingen, HOLLAND
380	Kees Snijders	Veslerbroek, HOLLAND
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819	Bram Sprij	Rotterdam, HOLLAND
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345	Gabriele Loy	Cagliari, ITALY
358	Maurizio Juris	Venezia Lido, ITALY
359	Maurizio De Rossi	Roma Lido, ITALY
375	Manciat Francesco	Orvieto, ITALY
383	Antonio Nocca	Gaeta, ITALY
384	Vincenzo Baglione	Palermo, ITALY
389	Sergio Revello	Genoa, ITALY
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802	Piero Dinucci	Formia, ITALY
808	Marino Sandro	Pescara, ITALY
810	Anna Maria Rosalini	Arezzo, ITALY
811	Oscar Calzati	Latina, ITALY
365	Didier Constant	Abidjan, IVORY COAST
314	Jacques Frei	Noumea, NEW CALEDONIA
46	Tony Teutenberg	Auckland, NEW ZEALAND
69	Doug Hislop	New Plymouth, NEW ZEALAND
471	Peter Chadwick	Christchurch, NEW ZEALAND
512	David Blazer	Wellington, NEW ZEALAND
531	Lester Smith	Tauranga, NEW ZEALAND
550	Bill Thorpe	Gisborne, NEW ZEALAND
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421	Ricardo Rovira	Barcelona, SPAIN
422	Santiago de la Ribera	Hurcia, SPAIN
423	Jose Rodriguez	Barcelona, SPAIN
424	Joan Torroella	Girona, SPAIN
425	Felipe Bellini	Mallorca, SPAIN
426	Ramon Pifio	Valencia, SPAIN
428	Pedro Garcia	Cadiz, SPAIN
429	Antonio Oriol	Madrid, SPAIN
430	Antonio Muñoz	Madrid, SPAIN
431	Rodolfo Ortiz	Zaragoza, SPAIN
458	Adrian-Angel Viudes	Murcia, SPAIN
459	Carlos Palau	Castellon, SPAIN
460	Carlos Hernandez	Seville, SPAIN
483	Miguel Soldevila	Alicante, SPAIN
326	Per Ahlberg	Vellinge, SWEDEN
368	Thomas Niclason	Sollentuna, SWEDEN
371	Stelen Tunhage	Goteborg, SWEDEN
387	Rolf Haraldson	Salen, SWEDEN
812	Lars Persson	Skovde, SWEDEN
310	Jean Philippe Privat	Geneva, SWITZERLAND
322	Thomas Muthlethaler	Unterengstringer, SWITZERLAND
329	Walter Steiner	Altenrhein, SWITZERLAND
341	Werner Wittwer	Echandens, SWITZERLAND

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DICK TILLMAN, JOHN BURNHAM

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STUFFITS™



Fabric

STUFFITS Bags™ uses 1350 denier Ballistic Cordura, a fabric used to wrap the transoceanic gas lines which are dragged along the bottom of the sea. It is also used for the outer covering of bulletproof (flak) jackets. When rubbed, small puncture holes disappear.

Waterproofing

Most manufacturers use a 3/4-ounce waterproof coating. STUFFITS Bags™ uses 1-1/2 ounces of DuPont Teflon waterproof coating. We also incorporate staininguarding into our material.

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. For added comfort, our shoulder straps are 2" wide instead of the competition's 1-1/2".

Webbing

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.

Warranty

STUFFITS Bags™ gives you a comprehensive, lifetime guarantee. If it breaks or rips, we'll replace it free!

We think you will agree, there is no finer bag on the market.
"Pretty good. We agree." *Practical Sailor*, December, 1991.

Small - \$27.99 (17" X 11")
X-L - \$39.99 (35" X 16")
Complete set - S, M L & XL - \$129.99

Medium - \$31.99 (26" X 13")
XX-L - \$53.99 (57" X 14")

Large - \$35.99 (26" X 16")
XXX-L - \$59.99 (57" X 20")
Plus \$5 S&H per order (continental U.S.)

Black Forest Company
8604 E. Houghton Lake Rd.
Merritt, Michigan 49667

STUFFITS™
U.S.A.

Ordering: 800-328-1213
Phone: (616) 328-4478
Fax: (616) 328-4873

—Continued from page 6

under .3 percent. That's a record any manufacturer of any product would envy.

I don't deny that extendable tillers might not be for everyone, and perhaps this type of equipment is not for you. As far as I'm concerned, the HOTSTICK is still hot. And that's no B.S.!

LOVE AT FIRST SITE

We are coming to the close of an exciting sailing/family reunion vacation and hate to see it end. The three-to-four foot swells at Lake Tahoe gave us some fun we have never had before sailing on the reservoirs where we live in Utah. But, that is not the purpose of this letter.

I had the opportunity, for the very first time, to sail in a regatta with Fleet 67. It was the Utah Summer Games event held at Quail Creek Reservoir. Regardless of the fact I won a bronze medal, it was the best time with any group of people I have ever had. Although I went alone with my SX-18, the fleet made me feel ever so welcome. Many members helped me set up that monster they call a mast and do everything else I couldn't do alone. They even saw to it that I had a crew member and knew what to do and where to be and why.

I don't remember anything of the second race because we "turtled" after coming around A-mark on the first race and took a DNF, but we won the third race like longtime pros. Needless to say, I am hooked. Not just on the racing, but also on the kind companionship given to me by some very considerate people.

The air was extremely light all day, except for about five minutes just after rounding A-mark on the first race. I, with the help of Cheryl Ware, the fleet commodore's wife, made every effort to be impeccable in technique and follow my gut instinct. Cheryl never ordered me around, probably because it was my boat and I was the skipper. The fact that she didn't keep telling me what to do made me feel like a real sailor.

I could use a sextant at 16, but now that I am over 40 I can really do the things I used to dream of. My Hobie is no 50-foot IOR,

but that doesn't seem to be relevant because I don't think I am having any less fun. I don't need to use a sextant or read navigational maps, but I am enjoying my SX and the company so much it doesn't matter.

Let it be known that the Hobie Cat fleet organizations and the people who comprise them are the best. Also, know that the day before I left for the race, my tramp was vandalized; Milo Sport and Hobie Cat Company acted in an uncanny fashion to get a new tramp to me that very evening before I left. If it hadn't been for them and their timely cooperation, I never would have been able to go in the first place.

Thanks, from the very bottom of my heart, to everyone involved in making this event one I will never forget as long as I live.

My wife Mary is to be thanked, too, because she worried about whether this all would work out for me.

Stephen D. Sharp
Sandy, UT

REWARD FOR STOLEN SAIL

Thank you for your assistance in trying to identify an unscrupulous individual who decided my Hobie 18 mainsail would look better on a different boat. The mainsail is a Prism, number 12437. Along with the mainsail went the blocks, sheets, boom, extended tiller, boards, tools and end cap off the trailer storage box.

I would like to offer a \$100 reward for information leading to recovery of at least the mainsail and boards. Please call me at (618) 529-1539, or write to me (Dick Wallace) at Route 5, Southwoods Park, Carbondale, IL 62901.

Dick Wallace
Carbondale, IL

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

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11/92

DANGER

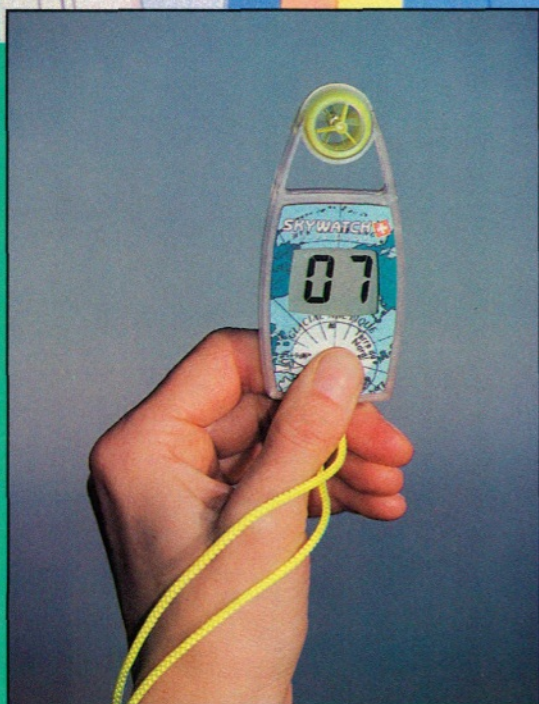
Extreme caution must be
exercised when launching and
sailing near overhead wires.

A mast near a wire could be fatal!

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SKYWATCH

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Just speed on over to your Hobie Cat dealer, or contact:

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SKYWATCH

*May the wind speed
be with you.*



Hobie

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