

Hobie **HOTLINE**



MARCH/APRIL 1993

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1993 DIVISION BOOK



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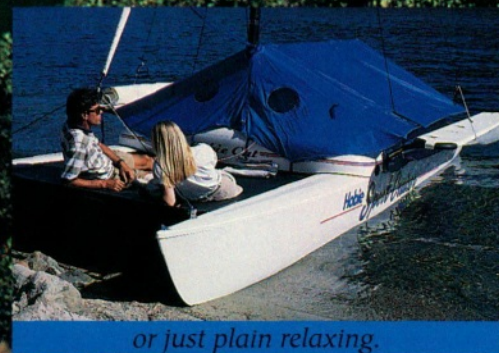
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On the beach at the 1993 Hobie 16 World Championship.
Photo courtesy of IHCA.

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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Going Down With The Ship

To leave or not to leave your Hobie Cat: that is the question. The answer is an unequivocal no. As in never.

This past Christmas was a sad one for friends of a happy-go-lucky sailor right here in Oceanside where I live and work. The details are depressing, but let me share the story with you in brief.

Two very good friends and sailing buddies — roommates, also, I believe — celebrated the Christmas season with an afternoon sail. Each was on his Hobie 16, and both were veteran sailors not averse to taking risks. Granted, California is warmer than, say Michigan, in December, but still the water temperature averages only in the 50° range.

Skipper one's Hobie Cat overturned. Skipper two jumped off his Hobie and swam over to help his friend right the boat. They couldn't. In the meantime, skipper two observed his own Hobie floating away. He left his friend and began swimming toward his wayward Cat, which by this time was about 75 yards away.

He was never found.

Skipper one remained in the water, sitting on his upside-down boat, for hours. Meanwhile, a third friend on the beach became concerned and alerted the Oceanside harbor patrol. Skipper one was rescued by the Coast Guard at ten o'clock that evening.

The circumstances surrounding this tragedy were many. Before launching, the two sailors had performed a hasty silicone glue and rivet repair to skipper one's old, all-aluminum mast. When the mast later filled with water, the boat was virtually impossible to right. As a PFD was found on skipper two's boat when it was recovered, most likely he was not wearing a life vest. Most importantly, the fact that skipper one is still alive and skipper two is not proves beyond a doubt that you should never leave your boat. Ever. Under any circumstances.

Rick Buchanan with the Oceanside harbor patrol, himself an avid Hobie Catter as well as an official involved with the search, related his feelings after the tragedy. "The mishap has made me re-think my own sailing habits," noted this father of two. "I will never again go out without the proper precautionary equipment, such as a VHF radio and a flare kit or at least a fluorescent orange flag." He added, "It doesn't matter how good of a swimmer a person is. In no case should anyone ever leave their boat."

What a waste of a life, and all in the name of the "Hobie Way Of Life," too. What else is our lifestyle but one of fun, companionship, camaraderie and caring for and about one another. Who would have expected such a disastrous result from such wonderful intentions. And right before Christmas!

Each issue I always look forward to greeting you on this page. I try to use the space to make you laugh, or smile, or entertain or inspire you in some small way.

I know this particular Hobietorial is doing none of those things, and I apologize for the downer. It's hard to find anything at all upbeat in this story.

I do believe the departure, albeit somber, is nevertheless necessary. If it makes even one person think twice before doing something foolhardy, this Hobietorial will not be lost in the watery wilderness.

And neither will you.

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Deals on Wheels

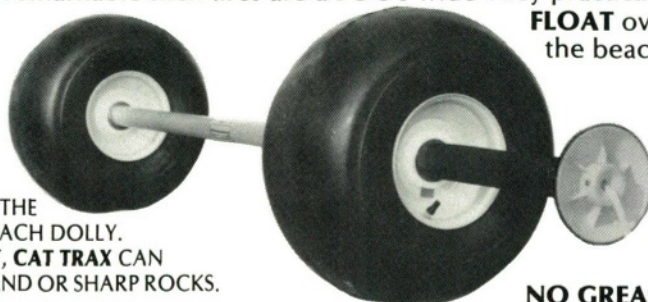
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HOBIE SAILING - DO IT FOR LIFE

I know of a unique Hobie Cat owner/sailor about whom you may want to hear. His name is Harold, but his friends call him Woody. He lives in east Texas, near Tyler, in a retirement community named Hide-A-Way Lake.

Woody (I call him Dad) has been singlehandedly sailing his fully rigged Hobie 16 for the past 10 years on the small lake on which he lives. This may not sound too unusual until you consider the fact that Woody is 75 years old!

When Dad retired as a meteorologist at age 62, he moved to Texas, built a home on a lake, and bought his Hobie 16 so he could sail with the wind. He was a sailplane pilot in the 1950s and never lost his love of using the wind for power.

So, when the wind is right, Woody's on the water under blue and white Hobie sails, lifting a hull and listening to the shrouds sing. It's a great way to celebrate 75 years of living.

Stan Woodring
Lincoln, NE

GREAT DIAGNOSIS, TREATMENT NOT RECOMMENDED

Re: "Ask The Expert" in the January/February 1993 issue of *HOTLINE* concerning Hobie 17 leaks. Let me set forth another solution with which you may or may not agree. I bought a new Hobie 16, which I owned for about five years. Neither hull ever leaked a drop. When I purchased a new Hobie 17 Sport and found both hulls constantly taking on water, needless to say I was upset.

Using a similar air pressure technique as you describe, I located the vent holes under the front crossbar and also located a defect in one of the hulls where the crossbar fits into the hull. The defect was fiberglassed and corrected.

My attention then went to the vent holes. As most Hobie 17 Sport sailors will appreciate, these crossbar hull attachment points where the vent holes are located are frequently under water, especially in anything more than moderate winds. They are ideally located for taking on water.

I therefore sealed these vent holes and drilled new vents on the upper deck surface of each hull two feet from the front. This portion of the hull is seldom under water, unless one enjoys pitchpoling. I

then verified with the air test that these new vents adequately vented the hulls.

I am happy to say that I now have totally dry hulls that never take on water. Also, these vents can be checked for obstruction, since they are easily visible.

Thanks to *HOTLINE* for your continued help and support for those of us who love to sail.

Donald A. Gullickson, M.D.
Lander, WY

HOTLINE consulted Hobie Cat's technical experts on this hole issue.

A lot of thought and research has gone into the Hobie 17's vent hole locations. After using and discontinuing two prior locations, experts decided the current location is the optimum for being drier, less likely to get plugged and not passing through the foam sandwich construction.

As there usually is minimal leakage from the vent holes, it is possible your hull defect was causing the majority of your leakage problem.

Hobie Cat suggests owners avoid drilling through the foam; it can cause the hulls to delaminate. For drier vent holes, apply silicone sealer to the gap between the hull and the crossbar, leaving the dolphin striker bar access under the hull open for the vent hole to breathe.

Remember: never, ever, for any reason plug your vent holes.

ONE MORE BEFORE THE ROAD

Here is my subscription renewal and payment for one year of *HOTLINE* (not two years as usual). I have been a *HOTLINE* subscriber for about 15 years, and I must tell you that I have become very dissatisfied with your publication over the past few years.

You seem to gear everything toward racing and technical subjects these days. I guess that is good for the serious racers (who certainly make up a major portion of Hobie sailors). But I am not a racer or a sailing technician. I just love to sail my Hobie 16 for the fun of it, and that is also what *HOTLINE* used to be about — lots of pictures and sailing stories. I hope many other readers feel this way, and that you come back to more of the just plain fun stuff. Otherwise, this is my last subscription.

Bud Knable
Bethel Park, PA

AUTHOR SAYS THANKS

I wanted to send a note to say thanks to you and your staff. I thought you did an outstanding job with the layout and editing of my story about our adventures over here with the Mafi Mush-kila!

I have already received many compliments on the article, and have even discovered a few new Hobie Catters in the process. It turns out one of the engineers I work with in Warner Robins, GA (who develops software for the computers we use in the F-15s we fly here in Saudi Arabia) is a Hobie fan just like me! Certainly is a small world.

So again, thanks Bonnie, and pass my thanks to your staff as well. This has been really fun!

Major Dave Mintz
Riyadh, Saudi Arabia

Thank you, Dave, for helping to make our magazine a great read!

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

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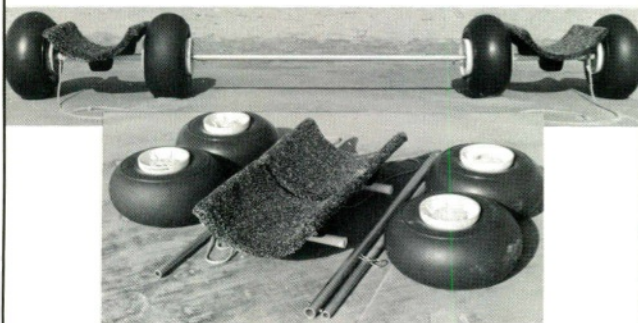
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SPORT CRUISER NAMED BOAT OF THE YEAR

Hobie Cat's new Sport Cruiser recently sailed off with a prestigious award when "Sailing World" magazine named it 1992 multihull "Boat of the Year."

Fun, fast and affordable; these are key reasons "Sailing World" honored the new Hobie. Judges praised the Sport Cruiser's "good speed and slight draft," explaining it "can be trailered anywhere, run up on a beach, anchored or moored, powered by sail or outboard." Enhancing the fun factor are options such as a forward mesh tramp doubling on-board space, spacious tramp tent and huge storage cabin. Judges said the boat is ideal for sport cruising "all sorts of places in Florida, the Gulf Coast, Great Lakes, New England, inland lakes and rivers, and Baja. What a boat for Baja!"

Judges called the Sport Cruiser "the supreme fun vehicle." If you've had the pleasure of sailing it, that comes as no surprise. If not, come take a cruise.

NEW PFD RULES ON THE WAY

The U.S. Coast Guard is proposing new life jacket requirements that will affect Hobie Cat sailors. Among the changes is the elimination of throwable flotation cushions as a device satisfying the carriage requirement for all boats less than 16 feet in length. Another proposed modification would give states the authority to develop individual life jacket requirements for children.

Whereas current regulations require one PFD per person on board a boat 16 feet or longer, only Type IV flotation cushions need be available for everyone on a smaller vessel. If the new rules become final, sailors of small boats will have to carry a "wearable" Type I, II or III life jacket or Type V hybrid vest.

The proposed changes are aimed primarily not at Hobie Catters or other sailors, but at "non-traditional" boaters such as fisherman and hunters. More than half of boating fatalities occur in small open boats. Victims in 62 percent of the 865 boating deaths occurring in 1990 were not wearing a PFD.

Originally, boats under 16 feet were exempted from the law because of limited storage space. Statistics such as those above led Coast Guard officials to re-think the issue. To make the potential change more palatable, life jackets now are being designed with comfort as well as safety in mind.

NAME GAME



This is my entry in the Name Game Corner of *HOTLINE*. I recently joined Fleet 238 here in upstate New York. I hope to attend some Division 12 and 16 regattas.

The name on my boat is very simple to explain. My family owns and operates a bakery. Unfortunately, I don't have an opportunity to relax too often, but come summer when I do get the chance to loaf around, you'll probably find me on my Hobie 16.

P.S. Great mag.

Chet Ciembroniewicz
Schenectady, NY



The name of my boat dates back to my youth, when you could get into Disneyland for free, but you had to buy a ticket to go on each ride. Most prized was an "E" ticket because it gained you admission to all the fast, hair-raising rides. Hence the name "E" Ticket Ride.

Oh yeah, that's Matthew sitting on the boat. He's four years old and wants to be an Olympic Champion!

Teri McKenna
Orange, CA

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

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Looking for a way to get ahead ... fast? Two innovative products from Laylin Associates designed specifically for catamaran sailors will speed you on your way.

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When it comes to accuracy, those Swiss just can't be beat. And you won't be, either, with this new way to measure water speed and maximum attained speed up to 99.9 knots. The SPEEDWATCH solar-powered microcomputer is ideal for catamaran use. You don't have to drill holes or run wires. Trailing a mini-impeller on a thin wire, it functions accurately at any angle of heel.



DON'T BE A TURTLE

Speaking of great products, Hobie Cat's new mast float is a device sure to get sailors wary of turtling out of their shell and confidently on the water. It displaces 60 pounds of water, keeping the mast from going "full turtle" — even with weight on the upper hull. This one-size-fits-all, streamlined float is bearing-mounted to inhibit drag and function as a windvane, and bracket-mounted for easy removal.

Available soon at your Hobie dealer. 

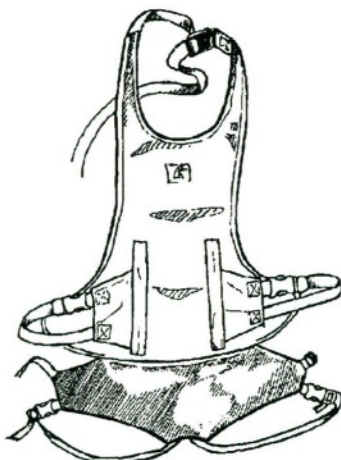
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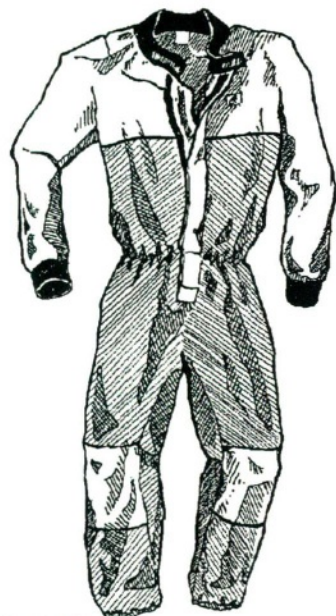
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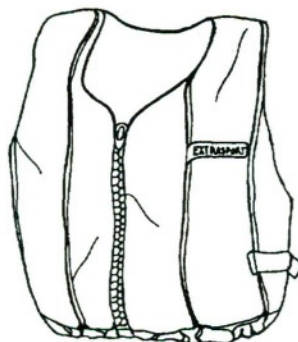
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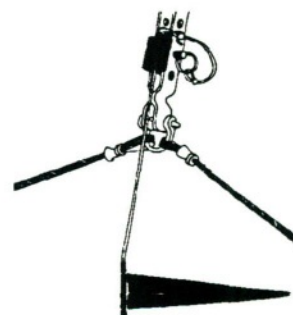
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Dear John

BY JOHN HACKNEY

KEEP IT NEW AND FAST

I just bought a new Hobie 16. Observing some older boats, I notice the metal work has faded considerably. What can I do to keep my 16 looking new and the metal work black? Also, should I wax my hulls? I've heard it slows you down in a race. Truth or fiction?

The aluminum anodizing process used on your Hobie Cat (and all current models) converts the aluminum surface to aluminum oxide, which enhances appearance, imparts wear resistance and greatly increases corrosion resistance. Anodizing is accomplished by dipping the aluminum into an acidic bath and passing an electric current through it, effectively making the aluminum an anode in an electrolytic cell.

The electrolytic cell (bath) can consist of several different acids. The most common is chromic; or in some cases sulfuric; depending on the specific type and hardness of anodizing you would like.

The recipe is neither complicated nor time-consuming. Just let the aluminum parts simmer for 30 minutes, at about 100 amps or so (keeping in mind that current densities change for various processing requirements), rinse off the electrolyte, and your aluminum boat parts are anodized. If you prefer a color anodizing, various proprietary electrolytic colorings are available, such as MLW Fast Black. You even can use a plain-old generic dye.

One problem is that the colored coatings are essentially transparent, and the appearance is affected by the aluminum alloy's composition, temper and processing method. For example, alloy E6061-T6 may not match the color of D6061-T6 or for that matter D3003-H18 exposed to the exact same anodizing process, can you believe it! Simply put, the color of an anodized aluminum casting will not match the color of an extruded piece of aluminum.

What this means for the Hobie sailor is the corner castings and extruded aluminum crossbars will be a slightly different color; bummer, there goes my great-looking boat.

Please remember, one cannot expect the anodized aluminum to match paints, enamels or other opaque colors; just paraphrasing from an engineering manual, not

sales rhetoric from your local Hobie dealer. Adding to the depressing fact that anodized colors may not match from the factory, ultraviolet light will cause colored anodizing to fade at varying rates.

SIMPLE ANSWERS TO AGE-OLD PROBLEMS

The burning question for the sailor is what can be done to get the black anodizing on the boat the same color, or to keep a new boat looking new. The answer is quite simple, especially for people who like their answers in a nutshell. **Nothing.** That's right, nothing.

Really good news for the crew is that he or she need not and indeed should not wax the anodizing.

One anodizing firm even suggested waxing can cause black anodizing to fade quicker. Frequent washing to keep salt water off the boat will not help increase the life of the black color, either.

The good news is the wear and corrosion protection anodizing provides is unaffected by the sun, and the aluminum's corrosion resistance will not decrease with the color loss; at last, a positive piece of information. Really good news for the crew (notice the word crew) is that he or she need not and indeed should not wax the anodizing.

Digressing a bit to more good news, there is a way to stop anodize fading. How? By eliminating the sun. Keep the boat out of the sun as much as possible. Store your beloved Cat in a garage, or purchase a boat cover that encloses all the anodized aluminum.

Now that we have established a way to help prolong the natural beauty of black anodizing, the question for older boat owners (oops - I apologize to the over-40 crowd; I mean owners of older boats) is what can be done to bring black anodizing back to its original color and luster. Again the answer is quite simple. **Nothing.** About the only way to renew the luster of the anodizing is to disassemble the boat and paint the parts, or maybe have them anodized again.

The most common and inexpensive method is to paint the parts. Paint is not

nearly as durable as anodizing, but is by far the most practical method. One last thought before moving on to the next problem: flat black paint does a great job of touching up scratches in black anodizing, and clear lacquer is best for clear anodizing.

WAXING AND WANING

The natural progression from discussing the appearance of the anodizing is to talk about the gel coat appearance of the hull and deck. The same cover you buy to keep the anodizing looking new can be expanded to cover the boat hulls as well. Keeping the sun off the gel coat is the best way to keep the hull looking new. Most people also agree that waxing the hull and deck helps prevent that nasty Mr. Sun from fading your boat.

Since wax on the anodizing is not the way to go, maybe we're onto something here. Perhaps we can find a way to avoid a little work and not wax the hull. Yeah, that's the ticket! Honey, I don't have to wax the hull, either.

The first problem with waxing the Hobie is removing wax build-up in those little rhombus-shaped nonskid areas (look that up in your Funk and Wagnall, Mr. Pythagoras). Unfortunately, various waxes can be purchased to correct this problem, so another reason must be found to avoid waxing the boat.

Let's see, someone once said wax will slow the boat down. Honey, I can't wax the boat because it will slow us down; seems reasonable to me. Darn, she (or he) doesn't seem to buy that story. Better go to the library to document this one. The library is a real trip, with lots of books and even some books on naval architecture with great pictures, graphs, and boy, is it quiet.

For sure, dolphins do not wax their skin, have you ever seen a porpoise in a car wash asking for a wash and wax, that's my point.

Now, back to the part about wax slowing down the boat. The porpoise is known as a very speedy creature that has special skin and a hydrodynamic shape for high-

speed cruising. For sure, dolphins do not wax their skin, have you ever seen a porpoise in a car wash asking for a wash and wax, that's my point.

The skin of a porpoise, which is thin and slightly textured, is ideally adapted for high-speed swimming. Beneath the skin is about a quarter-inch flexible layer of stuff that enables the porpoise to change the shape of its body to maintain good laminar water flow over itself. No kidding. You can read this in those library books. The porpoise changes its shape to retard formation of turbulent water flow and maintain a lower-resistance laminar flow over much of its body.

It has been documented that hydrodynamic frictional resistance between the hull and water accounts for almost 100 percent of the total resistance when the boat is moving under two knots, but it decreases as a percentage of total resistance when the boat moves faster through the water. At about seven knots, water friction is approximately 40 percent of total resistance, and essentially levels off at this speed, with wave-making resistance and aerodynamic drag from the sails contributing the other 60 percent of resistance. These calculations mean that if wax were to slow the boat down, the most detrimental effect would occur when the boat was going below seven knots.

The secret to laminar water flow, which has less resistance, is to keep the water flowing smoothly over the hull as long as possible. Keep in mind the first third of the boat, rudder or centerboard is the most critical area. The last five percent is of little importance.

IT'S IN THE BOOKS

Most racers realize no scientific foundation exists for the popular belief that the trailing-edge taper of the rudder, for instance, must be razor-sharp to smooth water flow. A blunt edge of less than five percent of the profile shape with square corners does not influence hydrodynamic resistance. It's all there in those books.

Did you know that turning your rudder five percent, increasing the angle of attack, will make the hydrodynamic resistance jump by 45 percent, and that a seven percent increase in rudder angle causes a 90 percent jump in resistance? Remember that the next time you go sailing. Notice that the skipper who steers by using the waves, instead of fighting them, is smooth on the tiller and seems to go faster. It's all there in those books.

WAXING PHILOSOPHICAL

What about the wax, you ask. Well, there is scientific evidence that waxing the boat actually can slow it down. Yes! I'll never have to wax the boat again. I wonder if that argument will work for the car. Honey, did you know that wax will slow the car down and decrease gas mileage?

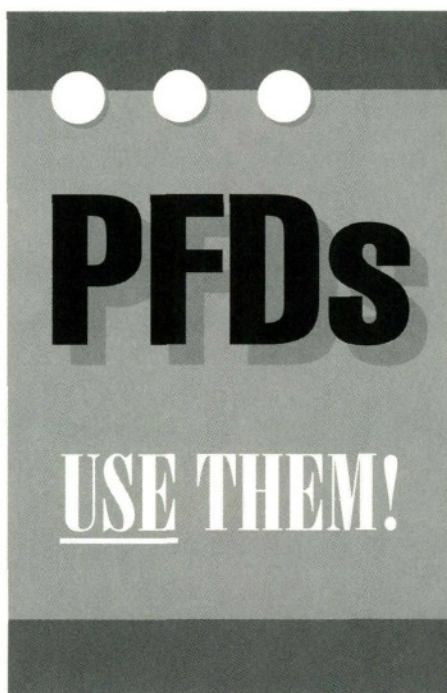
You can forget about waxing the boat, but don't rejoice yet; more work is on the way. The hull must be absolutely smooth and fair, because imperfections as little as .00002 of an inch cause speed-reducing hydrodynamic turbulence. That means you will have to block- or board-sand the hulls, rudders and daggerboards with at least 600 grit wet sandpaper to remove all the slight imperfections in the hull's gel coat. It's a long and arduous job. Do not forget to sand the centerboards and rudders as well.

There is scientific evidence that waxing the boat actually can slow it down.

Remember, the first third of the underwater body is the most important, so spend most of your time on the front of the boat and not on waxing. While doing the leading edge of the daggerboard or rudder, bear in mind that you don't want it to be round or knife-sharp. A parabolic shape is best hydrodynamically.

So now you know the unfaded facts about how to keep your black beauty black and beautiful. It's all there in those books: don't wax; just smooth. *X*

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

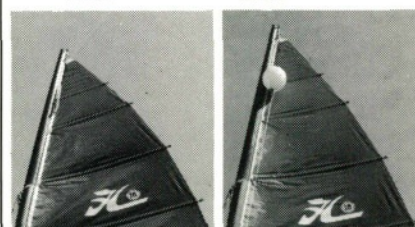
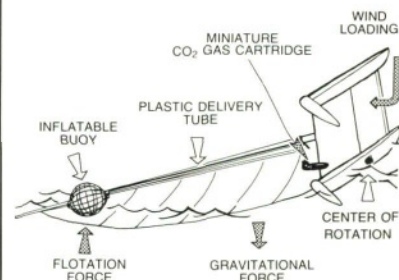


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SEE YOUR DEALER

Up Front Fun

Preteen Gets A Leg Up On Excitement Waterskiing Behind A Hobie Cat

BY WHITNEY WILLIAMSON,
AGE 10

PROLOGUE BY BRUCE AND LINDA WILLIAMSON

We've happily owned a progression of Hobie Cats during the past 16 years. My wife and I have enjoyed some of our best dates on Hobies, sailing the beautiful expanses of Lake Champlain. We've raised children and puppies alike to enjoy the thrill and satisfaction of the sport.

In our very short summer season here in the northeast (Charlotte, Vermont), it is important to pack as much fun in as possible. Many days will find us doing it all: waterskiing in the protected bays, scuba diving along the shore, catching a few rays on the dock, tubing, sailboarding and any other activity that involves being on the water.

On the really fine days, our Hobie 16 goes so fast the thought often has come to mind: "We're going so fast, we could waterski behind this boat!" Deep down, however, we knew better ... no one can waterski behind a sailboat. Nevertheless, the image certainly was appealing as we boomed along the rocky shores of one of the ten largest fresh-water lakes in the world.

Labor Day is traditionally the last of the real summer days here. We have made it

the family's "Day To Remember" by doing something unusual each year: endless tennis, acrobatic water events, tube trials and other fun activities.

This year was a holiday event never to forget. We thought our 10-year-old daughter's "What I Did This Summer" report for school describes it best.

HOBIE SKIING?

My family owns a sailboat called a Hobie Cat. It has two pontoons and a trampoline on top of the pontoons. Sometimes when we go sailing, my sister and I jump off the front and go underneath the trampoline to catch a rope that we have dragging behind the boat. When the boat is going pretty fast

windy, so we decided if we were going to do it we should do it now. I went and changed into my bathing suit while they put up the sails on the boat.

My cousin Zach owns an aluminum boat. He and my brother went out to the middle of the lake in it. My mom, sister and I went out in another boat to where Zach and my brother Ryan were.

Then my dad came out on our Hobie Cat, going very fast since it was so windy. He was going up on one pontoon and when he went past us he said that he needed my sister Ashley for more weight. After Ashley got on the boat, I put on my skis and sat on the platform of our motorboat.

When my toes hit the water I knew it was going to be freezing, but I jumped in anyway. At first we thought we needed the aluminum boat to help pull me up, but when the Hobie almost ran over it, we figured it was fast enough by itself.

The sailboat came around for me. I got the rope, but my teeth were chattering so hard and fast that they hurt. Everybody was cheering me on.

The Hobie Cat started going and so did I! I was half-way out of the water and still coming up higher and higher. I was about three-quarters out when I fell backward.

On my second try, I got a little bit more out of the water but not much. On my third try, I got all the way up for about seven seconds. It was so exciting!

My fourth try was the best. I stood all the way up straight for

20 seconds. My mom ran out of film but my brother had his camera and was taking as many pictures as he could.

When I got in the motorboat, my mom had a big hot towel ready for me. My cousin and brother went up to the house to make me hot chocolate. I had a **great** day!!

The End



"The Hobie Cat started going and so did I! I was half-way out of the water and still coming up higher and higher."

we get dragged, but usually we slow it down with our weight.

That gave us an idea. If my sister and I could get dragged when our Hobie 16 was going fast, then I might be able to waterski behind it.

It was Labor Day when we were down at the beach talking about it. It was very

Whole Lotta Shakin' Goin' On

Big Bear Regatta Has Earth-Shattering Results, But Host Fleet 3 Claims, "It's Not Our Fault!"

BY GEORGE McCURDY

As the host fleet for the Big Bear Regatta, we offered (accidentally) what probably was the most unusual regatta ever held. I've been active in the regatta circuit in Division 2 for seven years now and haven't seen anything like this. Yes, I'm talking about the first (and hopefully last) annual "Shaky Heights Regatta" held at Big Bear Lake, California last year.

For those of you who do not know what I'm talking about, let me refresh your memory. Early Sunday morning, we had a 7.5 tremor occur about 25 miles away. A few hours later, a 6.6 hit almost directly under the regatta site. Yes, we're talking earthquakes here, and big ones at that. What began as a somewhat ordinary regatta on Saturday turned rather interesting on Sunday.

SHAKY STORIES

Sunday's 5:02 AM "wake-up call" knocked most of us out of bed. Mrs. KH thought her family's motor home had somehow slipped out of gear and was bouncing its way into the lake. Still not fully awake or realizing what had happened, she jumped into the driver's seat and jammed on the brakes as hard as she could, screaming, "It won't stop! It won't stop!" (In all fairness it should be noted that it was still somewhat dark out and there also was a cover over the windshield.)

She jumped into the driver's seat and jammed on the brakes as hard as she could, screaming, "It won't stop!"

Meanwhile, Fleet 30 commodore Dan Veenbaas had stumbled his way outside

to survey the situation. He observed the back of the motor home and wondered why the brake lights were on.

The main quake (at least for us) hit a little after 8:00 AM, finding our division chairman, Mr. FM, in the shower in his motel room. His companion, Ms. KN, threw him a blanket and said, "I'm outta here." A few seconds later, Mr. FM was observed standing in the parking lot, dripping wet, with a blanket wrapped around him.

BLOCK PARTY

With the only three roads into the "Shaky Heights" area blocked by landslides, we knew we would be trapped there for a while. The host fleet decided to hold the raffle. When Fleet 30's Mrs. CD won something that did not agree with her, she began stomping her feet in protest, causing a 5.5 aftershock. Boy is that girl strong or what! (I still do not know precisely what it was that bothered her, but I have resolved not to upset her in the future.)


When the going gets tough, Hobie Catters go racing!

With the roads blocked and prospects for clearing them uncertain, regatta organizers decided since we couldn't leave anyway (a "captive audience," so to speak), we might as well hit the water and race. The Los Angeles TV stations had their news helicopters in the area televising the damage and local happenings. Being on the lake and in the open with colorful sails and the like provided some good shots for the TV crews.

We had **live** coverage of the races that day; probably a first for a local Hobie Cat regatta! The film definitely proved the sailing axiom, "When the going gets tough, Hobie Catters go racing!"

ROCK 'N' ROLL RACING

The understanding for the races that day was if the dam were to be breached, those washed over it had to make a decision. Sailors who lived in the Los Angeles area would turn right when they reached San Bernardino (several miles away and 5,000 feet below the lake). Those living in San Diego would go straight. Arizona residents would turn left. Wow, what a ride that could have been!

That was how it went one weekend last spring. I guess you could call it rock 'n' roll southern California (and Hobie Cat) style. Fleet 3, what are you going to do to top this? We can't wait to see how you get the ball rolling at this year's regatta. 

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03/93

Gear Up

'Tis The Season To Get Your Boat And Body Ready For Sailing

It's almost spring; that time of year when cabin fever gives way to Cat fever; when a Hobie Catter's fancy turns to ... what else, sailing! Before you set out for the first sail of the new year, we invite you to sample our before-launch appetizer ... this article. It has all the ingredients for a safe and satisfying summer of sailing, and it's chock-full of good advice from well-seasoned veterans. (If you're interested in the whole smorgasbord on a certain subject, references are made to complete articles from past HOTLINE issues. Check the Back Issues ad in this magazine to find out how to obtain copies of issues you desire.)

The maintenance of an older Hobie requires a certain kind of person; a real do-it-yourselfer. Fortunately, although repair does take time and effort, finding the parts and accessories you need is quick and easy. Just get out your Hobie Parts and Accessories Catalog, or call 1-800-456-2628 to request one.

Now it's time to sit down, lean back and prepare to digest the following information on how to get your Hobie Cat, new or old, and its skipper, new or old, into great shape for sailing.

FIRST, THE BOAT

After a long, lonely winter, your Hobie Cat is hungry for attention. Here are a few tips on the care and feeding of your favorite feline.

Clean Those Hulls

Carefully inspect the hulls for any damage or holes that might lead to water leakage. Plug any holes — except the vent holes! Not sure if the aperture is a real hole or a vent hole? Don't plug it. Check with a Hobie dealer or other expert.

Vent holes are there for a very important purpose: they allow the hull to breathe in accordance with changes in atmospheric conditions. Plugging them could result in devastating damage. (For the hole story on pressure-testing the hull for leaks, see "Ask The Expert" in the January/February 1993 issue.)

Don't leave the hulls just yet. Inspect the lip seal; if necessary, caulk with silicone to fill all voids and cracks. Use silicone sparingly on fittings and other parts.

Extreme cracks may need extreme repair measures. If you drag your boat up and down the beach frequently, your Cat may be a candidate for fiberglass repair. Most Hobie dealers can handle this work.

For a detailed account of do-it-yourself gel coat repair, see "Giving Your Hobie A Facelift" in the September/October 1989 HOTLINE. Hobie repairman extraordinaire Matt Miller takes you step by step through the filling, sanding, masking, mixing, spraying and polishing process used to ameliorate deep scratches, gouges, dents and chips.

Move On To The Mast

Inspect the mast for damage, straightness and dirt or other contaminants in the sail slot. A lubricant will make raising and lowering the mainsail much easier. Check the mast step and mast base.

Carefully clean your COMPTIP™ with soap and water only. Never use an acetone or other solvent, which could damage the luff track. You should maintain the COMPTIP in a clean condition throughout the sailing season; keeping it free of surface contamination minimizes the danger of mast contact with overhead power lines. In other words, the cleaner your COMPTIP, the better it can do its job of helping protect you.

Redo The Rudders

If you find cracks, nicks or deep scratches in your rudders, sand the blades with 600 grit sandpaper to correct the problem. If the lower end of your rudder pins have no cotter pins, drill small holes so you can insert cotter pins as a precautionary measure before you sail. Cotter pins prevent rudder pins from slipping out of the casting if you capsize.

Adjustment of the rudder assembly involves the rudder rake screw that adjusts blade angle, the cam plate and bolt that hold the blade forward, and the cam tension screw that adjusts pickup tension. To adjust the rudder system properly, see the concise, easy-to-follow review of the process in the January/February 1989 HOTLINE article entitled "I'd Rudder Be Sailing."

Choose The Sail Solution Right For You

Some sailors swear by a solution of fresh lemon juice and water. Others use a mild detergent. Both work wonders on a dirty sail, but mildew stains may have to be attacked with a special remover available from your dealer.

Dry your sails thoroughly before re-rolling. While they are drying, inspect the battens, batten pockets and seams. Con-

sider buying a sail saver; it protects your sails from abrasive battens and it's cheaper than purchasing a new set of sails. Also, putting a small piece of sail tape on the clew end of the jib batten pockets saves wear and tear, and thus potential replacement costs.

Don't Let Your Tramp Look Like a Tramp

Clean your tramp with a brush and soap or special Hobie Cat cleaner. Never use Armor All, unless you want to slip-slide your way right off the boat. After cleaning, wipe dry and check grommets, hiking straps and seams for wear.

Go Easy On The Hardware

Now's the time to make sure all moving parts on your boat actually move. Using a dry silicone lubricant, not oil, clean and lubricate blocks, pulleys, cleats and other parts, dismantling them if necessary to make sure they move smoothly and freely. Lubricate the jib and main traveler tracks. Replace worn bearings now, before they fail on the water.

Now's the time to make sure all moving parts on your boat actually move.

Open your box of spare parts and replace all worn or damaged pieces. Inspect lines for wear and tear; again, replacing if needed. Sheets that are stiff from exposure but in otherwise good condition can be soaked in water and a mild detergent to loosen them up.

Wipe The Wires

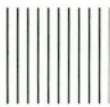
Using a clean soft cloth and light oil (cigarette lighter fluid), wipe the wires thoroughly. Caution is advised, as a frayed wire can cut your hands. If the cloth catches along the wire, that wire is frayed and should be replaced. Sailing with defective wires can cause mast failure. Don't forget to replace the covers on the shrouds and trapeze wires when a non-permanent cover cracks and fails.

SECOND, THE ACCESSORIES

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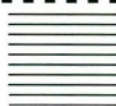
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with two hulls, not four legs. How are you going to get your newly conditioned sailboat to the water?

Better check out your vehicle, or plan to spend a long, hot summer drooling at your Hobie Cat sweating in the sun. (Doing a thorough spring maintenance on your car is a wise idea, boat or no boat.)

Inspect your car or truck. Check the tires and fluids ... brakes, radiator, oil and windshield cleaner. Take a look at belts and hoses, replacing worn ones.

This also is the time to inspect your trailer. Tighten all bolts and examine the frame — especially the tongue — for possible stress cracks. Make sure tie-downs are in decent condition and lights are working properly. Check for tire wear and correct pressure.

Just as sailors get rusty from disuse, so do trailers. A repainting job may be in order if corrosion is severe.

One procedure that should be done without fail every spring is repacking the wheel bearings. Use a high-grade marine grease. You stand to lose much more than just your property if you experience a wheel-bearing failure at a high speed.

Make Sure It's In The Bag

Just like Robert Young on that old TV show, your friendly International Hobie Class Association really does know best — particularly when it comes to safety. That's why IHCA rules require the following equipment carried on boats participating in fleet regattas: one PFD per person; one throwable flotation cushion for boats over 16 feet in length; one 14-foot (or two 7-foot) line(s) secured to the boat for righting in case of capsizing; and a sounding device.

Common sense dictates that these items should be on board every Hobie Cat at all sailing times. Know, too, that your equipment is only as safe as the condition it is in. The time to check it all out is before you need it.

Make sure your sailing gear is safe and comfortable. Try on your wet suit. Is it still in good shape? (And are you ... does it still fit?)

Other equipment? Think about the extremely cold or hot times, the precarious situations, the difficult moments you've experienced while sailing in the past. What item did you wish you had with you at that time? Get it now and toss it in the bag!

THIRD, THE BOD

Here we all are, a few months and several thousand calories after our New Year's diet resolution has come and gone. How far did most of us get? Let's see, when was Super Bowl Sunday?

Don't despair. Getting back into condition can be a breeze. (Well, not a breeze, but not a galestorm, either). It's a matter of meshing your mind and body toward a common goal of fitness; in other words, a combination of willpower and commitment.

—Continued on page 37

Checks & BALANCES

We suggest you cut out and save this handy maintenance checklist, perhaps making copies of it to use year after year.

MAINTENANCE CHECKLIST

HULLS

- ☐ Drain hulls. Leave plugs out.
- ☐ Check for leaks at posts and deck. Seal with silicone.
- ☐ Check bottom for wear, building up with fiberglass if necessary.
- ☐ Tighten or replace gudgeons and rudder pins.
- ☐ Ascertain that dolphin striker is tight (don't overtighten).
- ☐ Replace loose rivets in traveler tracks and corner castings.
- ☐ Repair pulled grommets in trampoline.
- ☐ Replace worn trampoline lacing.
- ☐ Shim stanchion posts at corner castings if loose.
- ☐ Tighten bow tang screws.

MAST & RIGGING

- ☐ Check all shrouds, wires, bridles and halyards for fraying. Replace as necessary.
- ☐ Check sheets, line and ropes. Replace if necessary.
- ☐ Clean blocks and cleats with fresh water. Check cleat springs, replacing if necessary.
- ☐ Seal mast fittings with silicone.
- ☐ Check mast tang for unusual wear.
- ☐ Tape split rings at chainplates. Put on shroud covers.
- ☐ Lubricate masthead sheave so it turns freely.
- ☐ Check all shackles. Put wire on mast tang shackle to prevent loosening.

RUDDER ASSEMBLY

- ☐ Shim rudders as needed to remove slop.
- ☐ Shave trailing edges of rudders, but not too sharp. Repair nicks.
- ☐ Adjust if there's excessive lee or weather helm.
- ☐ Check rudder arms and tiller crossbar for loose rivets or worn connectors.
- ☐ Make sure rudder cam works freely. Grease at plunger stops.
- ☐ Check that locked rudder assembly kicks up when force is applied to the rudder blade (approximately 17-20 pounds of force, one foot up from bottom of blade).

SAILS

- ☐ Remove battens. Cap leading ends to prevent splitting.
- ☐ Repair rips and worn spots and replace pulled grommets at once. Ripstop tape can be used in a regatta emergency or to prevent chafing.
- ☐ Replace missing batten pocket protectors; make sure they're all snug.
- ☐ Secure batten caps on each end.
- ☐ Check condition of bolt rope.
- ☐ Clean sails with fresh water or lemon juice solution. Dry thoroughly before re-rolling.
- ☐ Release batten tension when not in use.

TRAILER

- ☐ Grease bearings. Install bearing buddies.
- ☐ Check air pressure in tires, including spare.
- ☐ Check electrical system for frayed wires and bad bulbs.
- ☐ Tighten U-bolts, which secure the cross members and mast support.

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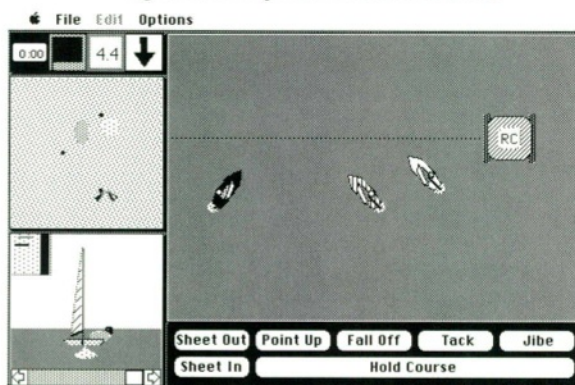
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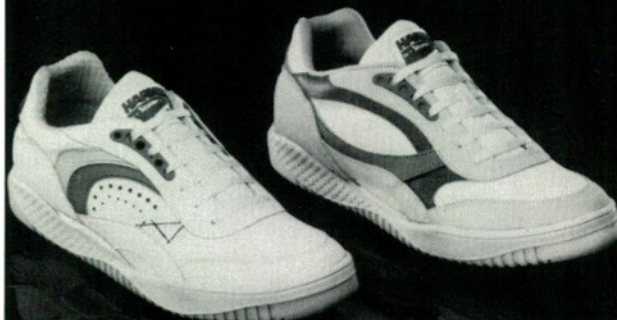
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HARKEN

THE 1993 DIVISION BOOK marks the beginning of a momentous Hobie Cat racing season. This year we celebrate the 25th anniversary of Hobie Cat and the second operating year of an independently organized and financed Class Association. The blend of traditional excellence and spirited innovation promises a special era ahead. We invite current and prospective fleet members to partake of as much of the good times as they can. • Just how much fun is Hobie Cat racing? The very first "official" regatta took place on July 4, 1968. It was short on participants (six prototype Hobie 14s), extremely short on wind (as in none), but extra long on pleasure. • Ever since that Independence Day extravaganza, Hobie Cat racing has been part of the fabric of thousands of people's lives. Many happy memories have been born at great events large and small across the globe. We hope you can share in the fun by attending some events in the coming season. • Sometimes non-fleet sailors are reluctant to enter a regatta, perhaps feeling the racing is too competitive. We urge you to try it ... just once. Trust us: the competition is more than balanced by the camaraderie, and plenty of room exists for sailors at all skill levels. • Looking for off-the-water activities? Call your local fleet commodore to find out about all the social functions in which you can participate. Attend a fleet barbecue; what could be more entertaining than eating great food, meeting a bunch of fun-loving folks and talking about a favorite pastime ... sailing Hobies.

INTERNATIONAL HOBIE 1993 DIVISIONS

AN OFFICIAL WELCOME

Profiled here are eight of the many people who volunteer extraordinary amounts of time and talent to promote the Class Association. Profiles of other IHCA and NAHCA executives can be found in past March/April Division Books. These officers, and the other organizational leaders and behind-the-scenes workers, strive very hard to keep Hobie racing afloat.

Onlookers at meetings and events often watch the volunteers in amazement, thinking, "These people should be committed!" Fortunately for all of us who benefit from their efforts, they are ... to their Class Association, and to us.



Doug Campbell
IHCA President

To most Hobie Catters, the name Doug Campbell is very familiar, as well it should be. After all, Doug was President and

CEO of Coast Catamaran (aka Hobie Cat) from 1976-89. Those 13 years were quite a lucky number for fans of the sport. According to Doug, he had "lots of fun at Hobie with a great gang of fellow employees, Hobie dealers, licensees and sailors ... overall, a great life experience."

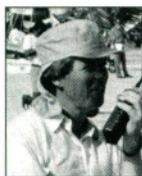
In addition to his professional affiliation, Doug has been active in sailing and related activities for years. Having sailed and raced the Hobie 14, 16, 17 and 33, he proclaims,

"The 14 is still my favorite boat — no hassle!"

Doug is a past member of the WHCA (predecessor of IHCA) rules committee, appeals committee and world council, and has served on various protest committees and juries for, in his words, "both Hobies and other unmentionable, ugly boats." Currently, he is a USSA senior judge.

Although Doug is starting a new business in financial planning, he says he is enjoying his semi-retirement so much "I may make it my future career!" He lives in Corona Del Mar, California, with his wife, Jean, whom he reports, "proved at the 1992 Hobie 16 Bear Lake National that she can still cook hamburger stew for 200-plus." A father of three and grandfather of three, Doug explains one of each lives at home; as he says, "I need the crew!"

Doug is excited to lend his background, expertise and great enthusiasm for sailing to the IHCA. His goal as president: "To make Hobie sailing (even) more fun than it is now! Bigger, too!"



Paul Pascoe
IHCA Vice President

Aussie Paul Pascoe and his wife Jenny have been Hobie Catters since 1979, performing, in his words, "daring displays of bad sailing

whenever the wind blew more than five knots." Once he realized "the big stick is supposed to point upward all the time," Paul began attending regattas in different places.

In 1984, the Pascoes turned a U.S.

stopover into a five-year sojourn in San Francisco. Then they moved to England, where they continue to reside and race Hobie Cats.

Paul and Jenny have held many positions in Hobie Cat organizations on three continents. In addition to editing various newsletters and serving as Class Association president in Victoria and a division chairman in California, Paul has helped organize several national and world events. He currently is a USSA judge, RYA national judge and secretary of the British Hobie Cat Class Association.

With all these organizational responsibilities, do Paul and Jenny still have time to sail? Do they ever! They're the current United Kingdom Hobie 16 National champs.



Gigi Moore
NAHCA Chairperson

In harmony with the "Year of the Woman" politics evidenced at local and national elections last November, a woman

was elected chairperson of the North American Hobie Class Association. Gigi Moore, an advanced registered nurse practitioner in radiation oncology, has taken over the reins of the organization for 1993.

Gigi got involved with the Hobie family some six years ago, when she couldn't leave the United States to go home to the Bahamas while she awaited her green card.

The next spring, members of Fleet 153 introduced her to racing. Soon, she had a newer boat. Within six months she

volunteered to be Division 8 secretary. The following year, she was elected chairperson of the division, and "was bitten by the Hobie bug" in regard to seeing the NAHCA become a successful class.

Gigi's inborn organizational skills as well as her involvement with a number of successful nursing organizations will be vital to the operation of the NAHCA. Her 1993 goals include the final development of the bylaws/constitution and standing committee structure. She explains, "Without these tools, any further progress would be stalled. This organization has so much potential, and with the hard work of a committee board and input from our sailors, we will succeed. Catamaran sailing has a strong future in one-design sailing, and we plan to see Hobie on top!"

Gigi maintains an open-door policy to suggestions. However, she also feels strongly that comments without recommendations for change are not healthy or professional. When not working on NAHCA or nursing projects, Gigi enjoys wine tasting (especially Australian) and cheering on the University of Florida Gators.



Pete Pattullo
NAHCA First Vice Chairperson

His driver's license and social security card list him as Peter R. Pattullo, but this new NAHCA officer claims

to be a member of the legendary Hobie sailing family, the Stickneys. As he confirms, "My name is Petey Ray Stickney."

1993
INTERNATIONAL
AND NORTH
AMERICAN
HOBIE CLASS
ASSOCIATION
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HOBIE CLASS ASSOCIATION

A Northern Telecom manager by profession, Pete has been an active member of Dallas Fleet 23 since 1984. He also has been involved in the organization and management of Division 14 since 1988. He has served in many capacities; among them, regatta commodore and chairman of regional and national championships.

During his sailing career, Pete has owned one Hobie 16 and two Hobie 17s. He moved from the 16 to the 17 because he "admired the 17's high-tech design" and wanted "the ability to compete without a crew." Pete has raced in over 80 regattas, including five Hobie 17 National Championships (best place: 15th) and two Hobie 17 World Championships (best place: 21st).

Pete recently added yet another new title to his name: daddy. As of this writing, he and his wife Virginia are expecting their first child.



**Jan Ketterman
Women's Hobie Cat
Racing Association
Representative**

WHCRA representative Jan Ketterman has been living the "Hobie Way of

Life" with her husband, Dan, for over 15 years. The Kettermans, who hail from Long Beach, California, started racing on a Hobie 16. Jan reports that, "like many new Hobie enthusiasts, we were delighted at how much fun the regatta scene was. Needless to say, we soon were hooked."

Jan and Dan started out as C-fleeters. As they increased their skill level, they widened their circles of sailing friendships. Relates

Jan, "The friends we made through our local fleet have become just as important to us as our own families. We still see our original Hobie brothers and sisters around the regatta scenes and talk about the good-old days."

As Jan progressed as a crew and she and Dan bettered themselves as a team, they became known as one of the top A-fleet teams to beat. They started attending national events about six years ago, placing a respectable 13th in their first big race. Having previously learned regattas were full of fun-loving people, they soon realized national events are ten times the fun and love.

Jan acquired an interest in women's racing about three years ago. Describing her new-found commitment, she explains, "Once you get that tiller in a woman's hands, good luck getting it back!" Jan now has her own Hobie 16, while hubby Dan has raced over to the Hobie 20 crowd.

Jan is ready to take on the challenges ahead, saying, "I look forward to assisting you in your requirements as Hobie racers. The WHCRA is actively working to develop youth racing. It is important to view this program very seriously: not just for the continuing growth of Hobie Catters, but as a way to keep kids off the streets of violence and on the waters of peace and happiness."



**Ron and Shirley
Palmer
NAHCA
Membership
Chairteam**

Ron and Shirley (their cat box reads "Team Palmer") both started sailing at an early age. At six, Shirley crewed for her brother on Big Cedar Lake,

Wisconsin. Ron purchased his first sailboat as a teen and sailed on the Mississippi River near Savanna, Illinois. Nine years ago, the Palmers shared a "love at first ride" on a Hobie 18 in Puerto Peñasco, Mexico. They have been traveling to western U.S. Hobie regattas ever since.

Recognizing that local fleets are the foundation of the NAHCA, both Ron and Shirley have been active in Tucson Fleet 514. Shirley was commodore in 1988; Ron served as fleet race chairman in 1989 and commodore in 1990. They have jointly edited their fleet newsletter for the past four years. Currently, Ron is Division 2 vice chairman for the second year, and Shirley is an active WHCRA participant, having sailed in both 18 Women's Worlds.

The Palmers now serve the NAHCA as the membership chairteam. Shirley handles the vast majority of record-keeping on their trusty computer, while Ron keeps the communication going with the rest of Hobiedom. S, S & S (stuffing, sealing and stamping) days compiling membership packets and regatta materials keep them both busy, but they maintain this is a real labor of love.

When they are not sailing or handling the organizational side of Hobie life, Shirley works for Norrell and Ron is in the construction management business. They have two daughters, both of whom love to sail, and two granddaughters who should be ready to crew in a few years.



**Keith Hern
Canadian Hobie
Class Association
Representative**

It all began "down under" for CHCA representative Keith Hern. He started sailing in 1982 on an old Hobie 14 at a resort on Dunk Island, Australia. When he returned to North America, he purchased a Hobie 16.

Keith began his Hobie racing career in 1985. He relates that practicing a lot and attending sailing seminars taught by Hobie Alter, Jr. and Rick White enabled him to capture the 1991 Canadian National Hobie Championship.

Keith is a Hobie Catter behind the scenes as well as on the racing circuit. He served as local fleet commodore, 1987-88; CHCA vice president, 1990; and CHCA president, 1991-92. He says he now has taken on the newly formed position as CHCA representative to the NAHCA for the purpose of "bringing Canada into the fold."

Off the water, Keith is president of Place Resources Corporation, a junior oil and gas company located in Calgary, Alberta. Married and the father of three children, Keith reports his 11-year-old daughter Claire will be crewing for her dad this summer.

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HOBIE RACING



GUY MOTIL

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MARCH/APRIL 1993

MAJOR EVENTS

MAJOR REGATTAS

1993

Mar. 20-21	MidWinters East Tampa, FL	Cliff Roche	(813) 831-1565
May 20-23	NAHCA Northeast Area Championships Brewerton, NY	Sam Anderson Bridget Quatrone	(315) 675-3344 (315) 637-6298
May 29-31	Mid-Americas Area Championships Lake Texoma, TX	Fred Crowley Pete Pattullo	(214) 867-2626 (214) 422-0025
June 5-6	Mid-Atlantic Coast Championships Virginia Beach, VA	Mike Zereky	(804) 642-3896
July 31-Aug. 3	Hobie 14 and 18 Nationals Jacksonville, FL	Gigi Moore	(904) 335-9054
Aug. 5-8	Hobie 17 and 21 Nationals Jacksonville, FL	Gigi Moore	(904) 335-9054
Aug. 5-8	Canadian Hobie Nationals Gimli, Manitoba, Canada	Chris Aldridge	(204) 885-3012
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
TBA	Hobie 20 National Championship TBA	Bonnie Hepburn Doug Skidmore	(619) 758-9100 (619) 758-9100

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ROLL OVER



COLUMBUS

RACERS FROM AFAR DISCOVER A HOBIE 16 WORLD OF FUN IN GUADELOUPE

BY FRANCES HERN

Christopher Columbus brought the first foreign sailboat to Guadeloupe in 1493. Exactly 500 years later, the International Hobie Class Association assembled over 50 European-made Hobies along the beach of La Creole Beach Hotel in Gosier. On this warm and windy part of the Caribbean, the world's best Hobie 16 sailors gathered at the beginning of January to compete in the ninth Hobie Cat 16 World Championship.

The small size of Guadeloupe's local Hobie fleet, combined with its distance from financial backers, IHCA headquarters and a Hobie factory, made this year's event harder to organize than previous championships. A number of sails disappeared from a banded warehouse and another shipment had to be sent. The different administrative approaches by the French Sailing Federation and the International Hobie Class Association had to be negotiated. After a lot of hard work, however, the puzzle pieces began to fit together.

An amazing 192 teams representing 29 countries came to compete. The championship round consisted of 112 teams battling for 56 spots. After the cut, 16 countries remained racing in the two-day final round. This was truly a "World" championship and competition was fierce. With points carried forward from the previous three days, final favorites began to emerge.

South Africans Strut Their Stuff

South African competitors were looking good. At the end of the penultimate day, Shaun Ferry and crew Shelly Polson were sitting in first place ... until a broken trapeze harness resulted

in one DNF (a 50-point throwout). Any errors of the final day would mean the South African team would be moving down.

Mark Laruffa and his 15-year-old crew Clayton Holmes from Papua, New Guinea were sitting in second place. Mark's support crew had rigged his boat for him the final morning while Mark was at the hospital. A displaced contact lens trapped at the back of his eyeball was causing the problem. With his eye cleaned out, he got back in time for the first race.

Brazilian skipper Claudio Cardojo and crew Frederico Monteiro were in third place going into the last day of the finals. Garth Loudon and Robert Edouard-Betsy from South Africa were fourth, with Americans Jeff Alter and Kathy Ward fifth.

David and Janine Kruyt, reigning champs from the 1992 Hobie 16 World in South Africa, saw their streak of success disappear when a rudder pin broke, resulting in a DNF that sent them spiraling down to tenth place. The final

day's racing was delayed while judges resolved David's breakdown protest.

I found David and Janine on the beach and asked them why the South Africans consistently do well. I was told that with no Hobie 17s and very few 18s in the country, expertise is concentrated on the Hobie 16. Also, the time of the event has worked out in the South Africans' favor. David and Janine, for example, had sailed every weekend for the preceding four months; an unattainable record for racers in those parts of the world then experiencing winter, such as Europe and North America. Wind and wave conditions at Guadeloupe are similar to conditions in Capetown, and keen sailors are not separated by the vast distances that make it hard for top sailors in some countries to give each other the support and competition needed to improve.

Frenzied Competition

The wind blew consistently all week. Typically, by 10 AM there would be a 20-



IHCA

knot east to southeast wind with gusts up to 35 knots sometimes accompanied by short, sharp showers. For those not used to it, the waves and swell, which ranged from three to ten feet, provided an extra challenge, especially on those days when the two were heading from different directions.

Sickness was a problem for a few competitors, and a couple boats were seriously damaged by collisions. Luckily, however, human injuries were restricted mostly to sunburn, bruises and raw hands. Dave Shearer said he could recall only three serious injuries in all the many championships he has attended. One was inflicted on a lady unfortunate enough to stand beneath a coconut palm just as one of the coconuts parted company with its stalk.

As might be expected, with over 50 teams on the line anxious to do well, general recalls were the norm. One race clocked up five in a row. Favorite courses were 3 and 7, with races lasting 90 minutes or more.

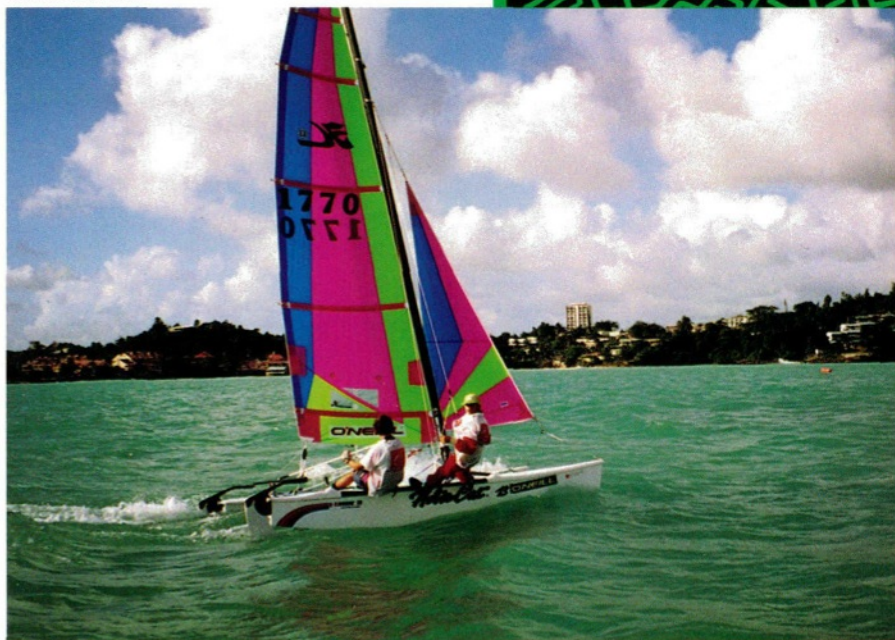
A strong geographical wind shift created by the island and the reduced swell favored the left side of the course. A long starboard tack toward La Creole Beach Hotel before tacking onto port for the lift to A-mark created a rare viewing opportunity for spectators on the beach. Less-experienced crews found the races grueling and more than one DNF was a result of exhaustion rather than boat failure.

The sometimes frenzied activity on the beach each morning as crews raced to fine-tune their allocated boats after the skippers' meeting provided a sharp contrast to the island's lazy pace. Hobie Cats launched into the water to the rhythm of local groups of drummers, and strains of the theme tune from the movie "Christopher Columbus" reached the ears of windswept sailors as they made their way back to the beach. I couldn't help wondering what Columbus would have thought of this colorful nimble craft that tacked upwind so easily.

Inevitably, the Championship hinged on the final race of the final day. Shaun Ferry and Shelly Polson were able to maintain their lead and became the new Hobie 16 World Champions. Claudio Cardojo and Frederico Monteiro from Brazil were second. Americans Carlton Tucker and Jim Sajdak (who replaced Ann Marie Avaling due to injury) sailed into third place.

Despite the jury's decision not to award breakdown points to David Kruyt for his broken rudder pin, he and Janine managed to take fourth place, keeping two South African boats among the top four. Fifth place was filled by Aldo Cailleuk and Roland Bone from New Caledonia. Jeff Alter pitched and attempted to miss a starboard boat, moving him back to eighth.

WAYNE SCHAFER



The Flavor Of Guadeloupe


The warm Caribbean evenings were filled with cocktails around the pool and dinner at one of the many excellent restaurants on the island. Two sponsored parties offered an abundance of rum punch (made up of 90% rum) and pots of paella with banana pie. The awards ceremony was seasoned with spectacular race videos shown to the accompaniment of steel drums.

The ninth Hobie World was an unforgettable experience for spectators and competitors alike. Never has an international event attracted so many entrants and finalists from so many parts of the globe.

The local fleet in Guadeloupe did a superb job of promoting and attracting local television attention. Press coverage was the best a Hobie World has had in a long time, thanks in part to the major sponsor O'Neil, as well as La Creole Beach Hotel, Air France, Banane Guadeloupe, Jet Sea, Hobie Sunglasses and Alrec.

Where In The World Is Next?

It's hard to imagine that the tenth Hobie World Championship could be better, but the challenge is out. At the IHCA annual meeting held during this event, bids were discussed for New Caledonia, Thailand and Cabo San Lucas as the site for the next Hobie 16 World Championship.

The upcoming Hobie 17 World is slated to be held at the Gorge, Hood River, Oregon. There's a lot of work to be done between now and then. 1995 will be here only too soon. 

YOUTH NOT WASTED ON HOBIE YOUNG

The South Africans work hard to perpetuate their strong fleet. On the average, their top skippers are five to ten years younger than Americans. In addition, racers have a strong junior Hobie 14 fleet hungry for their expertise. Shaun Ferry told me he first crewed for Blaine Dodds in the 1976 Hobie World in Hawaii when he was 12 years old.

South Africa is not the only country to realize the importance of developing junior fleets. Europe has a strong junior group racing on Hobie 13s. As a matter of fact, the first Hobie 13 Championship was run concurrently in Guadeloupe by Wayne Schafer, in the adjacent bay to the Hobie 16 event.

The Hobie 13 regatta offered great spectating, as two-person teams under the age of 16 single-trapped around the windy waters. Most of the competitors were from Guadeloupe, but also there was one team each from France, the United States and Belgium.

The junior champions were Guadeloupeans Dufaur and Penseotvillon.

GENESIS REVISITED

1992 SINGLEHANDED NATIONALS REGENERATES A GREAT EVENT

BY KEN VINSON

In The Beginning

In the fall of 1978, when the Hobie 14 was the only one-person catamaran Hobie Cat made, the Singlehanded National Championships were hosted by Fleet 32, in the Atlantic Ocean off Virginia Beach. It seems fitting that as the number of competitive sailors in that class dwindled to but a handful of dedicated old salts, the event returned to this site for a metamorphosis that included the newer Hobie 17.

The 1992 Singlehanded Hobie Cat Nationals were held October 3-10; again at Virginia Beach, Virginia. Fifty-two competitors (all but three on Hobie 17s; the remainder on 14s and 14Ts), who hailed from more than a dozen states and Canada, enjoyed the 13 races.

Participants began to arrive at the Clarion Hotel on Saturday, with practice races scheduled for Sunday and Monday. Sunday morning was overcast, with showers predicted for the afternoon.

A dozen local sailors, early arrivals and several skippers chartering boats for the week took to the ocean waters despite the light rain. The drizzle built to a steady downpour by late afternoon, cancelling the formal races. An impromptu race out to the Rudee Inlet channel marker and back was indicative of the competitive spirit during the week to come.

And There Was Wind

Monday morning offered new and challenging conditions, with winds out of the northeast at 25 knots and gusts to 37, combined with thunderous surf of 8-10 feet. RC evaluated moving to more protected waters, but wisely chose to stay at the oceanfront.

Sailing obviously was out of the question, but the beach committee had a difficult decision to make regarding moving the boats off the beach, which had been ravaged by a northeast storm the week before. With little more than 100 feet between the raging surf and the boardwalk at low tide, the prudent decision was made to move the boats to the shelter of the hotel parking lot and trailers. Even strapped to trailers and weighted with sandbags in the parking lot, boats were trying to fly a hull the remainder of the day.

On Tuesday morning, racers optimistically raised their sails and readied their

boats for the first of the scheduled qualifying heats. The winds had abated to 15 knots, but were still blowing from the northeast, leaving a very healthy surf even after a night of subsiding winds.

One skipper was sent to challenge the surf, like Noah releasing a lone dove to test the conditions. But, alas, the beach committee was to practice a routine repeated many more times throughout the week. When the lone dove crashed and burned in the surf, helping hands sprang to the rescue.

Races were postponed another anxious day. Undaunted by weather and dearth of sailing, Hobie sailors always

Each of three races began with its prerequisite general recall (the standard protocol of the week). Some cunning sailors reveled in the light and shifting breeze. By winning the first three races, Alan Egusa established himself as the boat to beat. With two seconds and one fifth, Wally Myers kept Alan well within his reach.

Thursday's weather was sunny and cool, with the typical 10-15 knot south-east sea breeze locals expect at noon each summer day. Deciding to take full advantage of the good weather, RC organized four races.

Egusa won races five and six. Combined with his throwout and one second, he led the series by six points. Myers kept it close by winning the fourth race and scoring two seconds and a third. Paul Garlick won race seven.

The cut party held at the Worrell Brothers restaurant was an unqualified success. Chris Worrell has been a long-time supporter of Fleet 32. His brother Mike, one of the original restaurant owners, created the classic Worrell 1000 catamaran race. A fitting place for a Hobie party, the restaurant is decorated with photos of sailors past and present, parts of boats and other nautical memorabilia.

Speaking of food, an experience new to many of the sailors was the "drive through" lunch extravaganza. To save time, and more importantly to save boats from the crashing surf between races, RC served submarine sandwich lunches on the water. Skippers of each boat had to sail past an anchored chase boat and "catch" their lunch. For some, this was more difficult than it seems. More than one wing and a few egos were damaged in the take-out lane.

And It Was Good

Friday provided some of the most challenging conditions, with a steady southeast wind building to 20 knots, and 6-8 foot swells from the deep Atlantic. Four races were run, with wins by Wayne Mooneyham in the eighth, Myers in the ninth and tenth, and Egusa in the eleventh. Myers now led by only one-quarter of a point, with at least four boats waiting for one of the two leaders to falter.

By early Saturday morning, light winds out of the west were blowing off the beach. Hopeful that these conditions might make it easier to launch the boats, RC arranged a sequential launch. By the time the marks were set, the wind had

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know how to have a good time. The first celebration of the week was held at Rudee's restaurant, with good food and drink.

On The Fourth Day

By now, the horses were chomping at the bit and the winds had dropped to 8-10, but there was still a significant shore break. After fits of starts and stops, near-catastrophes and breathtaking launches, racers were out on the course in a building breeze.

shifted around to the north, then the northwest, then northeast.

The initial race delivered a 40-degree shift on the first leg of the course, leaving windward and leeward legs with long port tacks upwind and long starboard gibes downwind. This twelfth race was the only course throughout the week in which a shifting breeze caught racers, weathermen and RC off-guard, with the course noticeably skewed. Bob Bergstedt won the race, but Egusa regained the lead by 1.75 points with a third, followed by Myers, who finished fourth.

The Championship was not decided until the next-to-last lap of the thirteenth race of the series. Rounding the leeward mark, Myers took the lead from Egusa and continued on to win the last race, and the series, by 1.5 points.

Thoughts Before The Exodus

The Singlehanded Nationals could not have been the success and fun it turned out to be without the hard work and dedication of certain key individuals. Fleet 32's Wally Parolari worked on the organization and logistics of this regatta for nearly a year and a half. The preparation showed in every facet of the event.

RC Paul Ulibarri and his able assistant Dan Mangus are to be congratulated for setting superb courses. Their ability to discern oscillations and predict shifts flawlessly throughout the week in an area in which they have never sailed was incredible. Any racer would have loved to include Paul's and Dan's abilities in their bag of tricks.

Without a doubt, the star performers of the week were the members of the beach crew. If not for their rescue efforts, many dreams of success would have been dashed upon the sands of Virginia Beach. The constant movement of boats on the beach, then off, and back on again, through difficult surf conditions, tried the patience of experienced ocean sailors and nearly spelled doom for the uninitiated. Getting the boats repaired and back on the water was the key to turning a disappointed spectator into a happy racer.

A Neverending Story Of Fun

In the beginning, there was the lone Hobie 14. As that small, sturdy boat singlehandedly led the path to the celebrated "Hobie Way Of Life," it is only fitting that this vessel still is part of the great event known as the Hobie Cat Singlehanded National Championships.

It began 14 years ago with the Hobie 14. Now joined by the Hobie 17, here's hoping this exciting regatta lives forevermore. *X*

HOBIE CAT SPORTS A DELIGHTFUL DICHOTOMY



CRYSTAL PHOTOGRAPHY, RICHMOND, VA

With the exception of Atlantic Coast events (now called Mid-Atlantics), the majority of my recent sailing experience has been confined to local races and points regattas. The Hobie 17 Singlehanded Championship was my first national Hobie Cat event and truly an experience of a lifetime.

For a group of high-caliber sailors, the event was noticeably absent of the screaming normally associated with pre-race starting maneuvers and mark roundings. It was almost as if when the wind velocity went above 15 knots, each competitor concentrated so hard on his own performance, the other boats served primarily as a comparison.

In most competitions in which I have been involved, both sailing and other arenas, I liken the attitude of competitors to that of an aggressive football team where one wins by intimidating the competition, overcoming the enemy and demoralizing others by strength, skill, stamina, cunning and whatever means necessary to be victorious. In Hobie Cat races, however, as closely matched in speed as the boats are, this sort of antagonistic attitude does not overcome the event.

Hobie Cat racing is a refreshingly unique dichotomy in the sporting world. It is not the overwhelming skill of the sailor in the boat next to you that determines success or disappointment. It also is not the speed of a particular sail or boat. Egusa raced a boat borrowed locally (as did several other top ten finishers). Sailed by others in local races, I've beaten that boat many times.

Our own ability to execute the movements and tactical decisions we already know so well is the key to failure or success. The challenge is to overcome the wind and sea conditions.

Hobie Cat racing is not like football, but a game of golf. Our competitors serve as guides to how well the course can be played, but they do not determine our game. Although we are scored against the entire fleet, our foremost concern is performing up to the level of our abilities (our "personal best").

Hobie CATaraderie

Hobie Catters rejoice in the success of others. After participating in a few races, I realized I was interested not only in my own success, but that of others. Instead of hurling obscenities at my competition, I found myself shouting words of encouragement to them.

This camaraderie is what compels us to assist our fellow sailor, often even in the heat of a fierce sea battle. The common feeling of us against the elements is one reason we are attracted to the sport.

After a challenging day on the water, I talked with Alan Egusa about his ability to finish consistently in front. I found a teacher more than willing to share his knowledge and experience. Can you imagine what response you might have received if during the middle of the U.S. Open, you had asked Jimmy Connors for a few tips on serving? Sailing is a strange and wonderful sport indeed.

Up To Speed

Mooneyham Explains How To Get Your Sail In Great Shape

BY WICK SMITH

Wayne Mooneyham has been sailing since 1983, starting out with his son on a Hobie 16. He most recently won the 1992 Hobie 18 Nationals. Previous accomplishments include a second-place finish in the 1991 Alter Cup, a second and two fourths in recent 17 Nationals, and winning his class in the 1987 Worrell 1000.

Wayne has purchased a Hobie 20 and is quickly rising through the ranks in that class. A pilot with United Airlines, He knows a thing or two about wings and lift. Recognizing all these credentials, Racer's Edge decided to obtain Wayne's thoughts on sail shape.

R. E. What makes a sailboat sail?

W.M. The process is an act of lift from the sails, very much like an airplane wing. Instead of a wind lifting you vertically into the sky, the sail drives you forward through the water. You are looking for a variable sail shape, because you do change it on different points of sail. If you trim poorly and fail to get your sails set for the direction in which you are trying to sail, you are not going to go very fast. Assuming the rest of your boat is set up correctly, if you trim perfectly, or anywhere near perfectly, then you'll be very fast.

R.E. Does sail shape make that much difference?

W.M. Very much. I believe the final ingredient in a sailboat's speed is the horsepower, which is the sail. Think of the sail as an engine that is or is not well-tuned. If you have a well-tuned sail and you can sail well, you are going to go fast.

Sailing ability is the other factor, the unknown. A poor skipper on a very fast boat is not going to be very competitive. It has to be a combination of the two. Generally, it takes several years for the skipper to come up to speed, but if you give him a good boat, he has solved half the formula.

R.E. What do you look for in determining whether or not a sail is fast? Do you want a flat sail, a full sail, or one in-between?

W.M. A sail that is too flat lacks power. It also has a very narrow band where it works well. A flat sail is harder to trim; in addition, on wind shifts or velocity changes, it either will luff or stall very easily.

Flat sails like flat water. In any chop a flat sail is a little slower, because the mast constantly weaves about as the boat pitches. This action stalls and luffs the sail, which due to its flatness doesn't have enough shape to generate the power to drive through the slop.

A flat sail is beneficial if certain conditions are in place, such as smooth water and a very finely tuned boat skippered by someone who sails very well with a gentle tiller hand. This combination can be very fast, but it is difficult to keep the boat moving fast. Generally, we are talking about a minimum-weight boat and a minimum-weight crew. Keep in mind that your Cat also will point very high with this shape.

Once you move from a flat sail to one with a little more camber (or curve), more leeway for error exists in your tiller movement and steering of the boat. This sail shape is not quite as quick to stall and it handles the chop. If you are running a heavier crew weight, it also is fast. A sail with this camber probably exemplifies the best overall shape. Teams with very heavy crews, however, may opt for a little more power than this sail shape provides.

The extreme is the bag, or very full sail. This type is not fast anywhere, except on certain points of reach and some downwind. All in all, an extremely full sail is probably the best that it can be only in light air and a light crew downwind. It never will work well upwind.

I recently found a combination that works better on the Hobie 16. I thought I had a very nicely shaped sail; the camber was even all the way up and down the sail, and yet it was not as fast as other boats with similarly shaped sails that weren't quite as full. The battens in my sail were slightly shaved. I found that the 16 upwind was a little faster with a slightly flatter sail, set up with unshaved battens (except for very minor touch-ups to keep the camber in the right place). Until put to the test, I really thought my sail would have been faster.

R.E. What is happening to the air as it flows over a sail, and what do you look for?

W.M. The properly shaped sail has a good laminar flow; that is, air passing over the leeward side of the sail will remain attached (flowing smoothly) longer before it becomes turbulent in relation to the chord of the sail, resulting in drag and loss of boat speed. The flow over the lee side of the sail

generates a low-pressure area, which, as soon as it becomes turbulent, goes back to the static air pressure; thereby not generating any lift for you. Ideally, you try to maintain this flow as far back as possible all the time, both upwind and down.

If you have a really full sail, the air flow tends to remain attached back to the maximum camber point, or the fullest part of the sail. It then becomes detached or turbulent, and loses its laminar flow. A too-full sail has power, but is not as fast, because it can't sustain that critical flow far enough back on the sail.

Some people use leech telltales (telltales flying from the back edge of the sail). I am not a believer in them. If the sail is properly trimmed, you still will get some turbulence by the time the air gets all the way back to the leech.

I have always found leech telltales a bit confusing; by the time you get them streaming or flowing, you will find you are under-trimmed somewhere else on the sail. What you are doing is looking at the after-effect of what you have done with the flow of air, rather than what you are doing with it as it first starts to flow. I think telltales up near the luff of the sail are a lot more valuable. I don't use leech telltales at all.

R.E. Where do you place your telltales, and what do you try to do with them?

W.M. On all classes I sail, I run only three or four telltales on the main. They are basically about 20 percent aft — 20 percent of the distance between the front of the mast and the back edge of the sail. I try to have the leeward telltales streaming back with the airflow. They are positioned so you can tell the second that the front of the sail begins to stall.

This placement applies to upwind work. The windward telltales near the top of the sail will point up at a 45-degree angle, or sometimes actually backwind. The air trying to get around to the low-pressure side of the sail will create an opposite eddy up near the top as the air tries to flow off the top of the sail.

I don't pay much attention to my windward telltales going to weather — as long as the leeward ones are streaming. Some people call this action on the windward telltale lazy or non-productive. The shape of the mast disturbs the air in the forward part of the sail. More mast rotation creates more turbulence in this area.

You want all telltales positioned so they give you an accurate indication of when the leading edge stalls. You should trim the sail so the entire sail, not just the top or bottom, stalls at the same time. Achieving this may

require some twist in the sail. The concept is not necessarily true with the jib, but certainly applies to the main.

R.E. I have seen you use a masthead fly for years. What does it tell you?

W.M. I basically use the masthead fly downwind. In light air upwind, it also is valuable because of the wind gradient. This higher-velocity wind occurs as you get up off the water. It certainly is more pronounced in open areas, such as a big bay or the ocean. Due to velocity difference, the wind gradient can change the apparent wind up to as much as 6-7 degrees in the top of your sail versus the bottom panels. The masthead fly indicates the direction of this "upper" apparent wind.

Sailors are used to looking at the apparent wind and sailing to it off a bridle fly. The masthead fly is just another way of reading the wind at the top of the mast. Look for the same apparent wind angle as seen at the bottom of the sail. If the two are different, trim the top of the sail to the masthead fly, and the bottom of the sail to the bridle fly.

This theory usually applies in lighter winds. There is little or no gradient in heavier winds; besides, you are too busy doing other things to worry about it in these conditions.

Downwind, I use my bridle and masthead flies almost exclusively. I try to keep the sail trimmed such that the wind strikes the chord of the sail at a 25-30 degree angle. The lower part of the main takes care of itself, because the shroud won't let it go out but so far.

Up top, it's a different matter. Many times you may look up and see that the sail is weather-vaned, or pointing in the same direction as the masthead fly, meaning you have too much twist in the sail and need to trim the sheet or steer a little deeper. This technique seems to generate the best speed downwind.

One key secret of sailing downwind is to keep the top of the sail working. I sometimes look at my telltales to determine if they still are flowing. Frequently they are not, especially when I am competing and trying to go deep. Your sail will be semi-stalled when sailing this low.

R.E. What do you do differently downwind vs. upwind?

W.M. A relatively full sail is better when going downwind in light to medium air. The most important adjustment to make, and the one you should make first, is rotation of the mast. Get as much rotation in the mast as you possibly can. The arm should be pointing ahead of the front crossbar on the leeward side of the boat, to create a fairly full sail and give you the drive you want downwind.

Another adjustment is to release tension on the downhaul. Doing so lets the pocket of the sail move forward and takes some bend out of the mast, making for a much

fuller sail. I let off some tension to the point of having a couple wrinkles beginning to form in the luff. I also back off the outhaul tension slightly in light and medium air to fill out the bottom of the sail.

In moderate to heavy winds, I don't let my downhaul or my outhaul off. I don't need the power and don't have the time to mess with it.

Often, the presentation of the sail to the wind is as important as trying to get the sail to pull you through the wind.

In downwind sailing, you are trying to generate lift produced by the sail shape. This lift pulls the boat forward. You also have the barn-door effect of the wind just blowing on the windward side of the sail. It's a feature not to be disregarded.

Often, the presentation of the sail to the wind is as important as trying to get the sail to pull you through the wind. I am not an advocate of wing on wing, but sometimes you can stand and lean on your boom, let the sail all the way out, sail deep and have it pay. This tactic works with light air and a minimum-weight crew.

An interesting sidelight is that the outhaul likes to be tight when sailing upwind. I have found this to be true on all boats I sail. Through tuning with other boats, I have discovered that a loose outhaul upwind is not fast, except in light air and very choppy water.

R.E. How can you determine when you have optimized your sail shape?

W.M. The best way is to "brush," or speed-tune with someone. Pair with a colleague whom you know has a fast boat and generally the same sailing style as you. You don't want to be a footer testing against a pincher.

Set both boats up and do some sailing and adjusting to equalize the speed on the boats. Then, make one change on one sail control (downhaul, outhaul, etc.) on one boat, and test for 20 minutes or more. Determine if the change makes any difference in speed. Once you have found the optimum setting, equalize the boats again and test different settings on other sail controls.

R.E. Where do you want the maximum depth or camber in the sail?

W.M. I have experimented extensively with this area, probably reinventing the wheel several times. Upwind on all Cats we sail, I think the camber should be 35-40 percent aft in the upper panels of the sail (above the shroud attachment point). Below that, I begin to work back until I am around 45 percent back at the foot of the sail. On the 17, I like around 35 percent at the top and 40 percent at the bottom; the forward pocket gives a little, less-critical presentation to the apparent wind, making it slightly more forgiving of trim errors.

R.E. Do you include the mast in the percentage calculations?

W.M. Yes. The mast is part of the sail plan. Measure from the leading edge of the mast to the leech. This measurement is known as the chord of the sail. On some boats, the chord is not always parallel to the battens. The battens are not necessarily in line with the wind flow as the boat is moving through the water. Once you have measured the chord at each batten, you must determine the deepest part of the sail along that line.

R.E. Do you lay the boat over to do that?

W.M. I used to. It's probably not a bad method, if done correctly. I used to lay the boat over with the main trimmed in as I wanted it, setting it on a barrel or something at the hounds (the attachment point of the shrouds to the mast). I didn't support the boat at the tip of the mast. When supported at the tip, the weight of the boat bends the mast in the opposite direction to which the wind would bend it, giving your sail a shape contrary to what happens on the water.

The problem with this arrangement is that the weight of the rig and sail distort the shape, so you don't get a true representation of sailing conditions. It's close, but not exact. What works best is to make the big changes by laying the boat over, but then make the final changes by setting up the boat in something similar to an apparent wind. You then can lay on the tramp and sight up the windward and leeward side. Each point of maximum camber should line up in a straight line or smooth curve from the top of the sail to the foot. If parts of the sail have the camber well back and others well forward, the sail will be slow.

R.E. Do you shave your battens to achieve proper placement of the pocket?

W.M. I do. I am a proponent of shaving. An unshaved Hobie batten will bend exactly in the middle at 50 percent. You really want the camber in the batten farther forward. I found that some shaving was necessary, especially on the upper battens. Typically, no shaving is done in the bottom two or three.

In all cases, I try to achieve an even line of maximum camber in the position I want it

—Continued on page 38

INT'L HOBBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

HOBIE HOTLINE

HOBIE RACING RACE RESULTS

DIVISION 3

**TURKEY REGATTA
FLEET 222, DIVISION 3
MONTEREY, CA
NOVEMBER 7-8, 1992**

HOBIE 20	POINTS
1. Wayne Mooneyham	5.50
2. Roger Jenkins	7.50
3. Eric Rodal	14.00
4. Dan Ketterman	15.00
5. Rafi Yahalom	16.00
6. Jack Hill	17.75
7. Margaret Harris	28.00
8. Ron Bishow	32.00
9. Bill Timms	35.00
10. Tom Thompson	43.00
11. George Pedrick	45.00
12. Tony Probst	52.00

HOBIE 18A	POINTS
1. Kit Wiegman	5.50
2. Phil Heberer	6.50
3. David Head	8.75
4. Chris Harris	16.00
5. Steve Kieffer	19.00
6. Rod Nixon	20.00

HOBIE 18B	POINTS
1. Sandra Stranahan	3.75
2. Denny Hermann	7.75
3. Michele Melone	10.75
4. David Adams	11.00
5. Fred Wurster	17.00

HOBIE SX-18	POINTS
1. Brian Joder	4.25
2. Hubert VanDijk	7.75
3. Steve Lawlor	8.75
4. Lloyd Wagner	16.00
5. Michael Britt	18.00

HOBIE 17A	POINTS
1. Doug Johnson	4.25
2. Ron Kitowski	7.50
3. John Bauldry	10.00
4. Al Leonard	14.00
5. David Baumgartner	18.00
6. Gordon Gracia	23.00
7. Steve Osborne	26.00
8. Brett Dingserson	32.00

HOBIE 17B	POINTS
1. Keith Ledbetter	4.25
2. Ron Souza	5.50
3. Mike Little	11.00
4. Mark Godfrey	15.00

HOBIE 16A	POINTS
1. Pat Porter	7.75
2. Paul Hess	14.00
3. Steve Leo	16.75
4. Mike Montague	19.75
5. Will Tully	26.00
6. Ed Reese	29.75
7. Jean Tully	30.00
8. John O. Hauser	30.00
9. Jim Sajdak	31.00
10. Mark Skvarla	33.00
11. Les Laver	42.00
12. Lew Stark	43.00
13. Mike Duane	43.00
14. Doug Buescher	45.00
15. Van Parseghian	50.00
16. Mike Forbert	55.75

17. John Zolkowski	58.00
18. Roger Neathery	61.00
19. Was Weber	62.00
20. Dale Apple	66.00
21. Mark Peters	71.00
22. John Schroyer	72.00
23. Steve Klein	78.00
24. Chuck Schroyer	81.00
25. Homy Shahinfar	88.00
26. Duey Englehardt	95.00

HOBIE 16B	POINTS
1. Jim Eggleston	4.50
2. Jim Kennedy	5.50
3. Tom Oswald	7.00
4. Mike Marriott	9.00
5. John Jeffries	13.00
6. Dave Thomas	16.00
7. Gary Rail	21.00

HOBIE 16C	POINTS
1. Allen King	2.25
2. David Alarezos	6.75
3. Oli Janson	8.00
4. Mike Murphy	10.00
5. Bill Reiman	12.00
6. Hannah Zydervelt	15.00
7. Ron Ragsdale	17.00

NATIONAL CHAMPIONSHIPS

**SINGLEHANDED NATIONAL CHAMPIONSHIPS
VIRGINIA BEACH, VIRGINIA
OCTOBER 3-10, 1992**

HOBIE 17 SKIPPER	ST	POINTS
1. Wally Myers	NJ	22.00
2. Alan Egusa	CA	23.50
3. Wick Smith	NC	77.00
4. Bob Bergstedt	NJ	79.75
5. Paul Garlick	ONT	85.75
6. Wayne Mooneyham	CA	90.75
7. Paul Garter	WA	106.00
8. Roger Jenkins	CA	108.00
9. Matt Bounds	MI	110.00
10. Michael Garrett	VT	130.00
11. Douglas Ackroyd	NJ	144.00
12. James Travis	NY	162.00
13. Bruce Fields	CA	173.00
14. Ken Vinson	VA	185.00
15. John Krause	VA	215.00
16. Kathryn Garlick	ONT	231.00
17. Chris Ulton	ONT	231.00
18. Stephen Acquart	TX	241.00
19. Andrew Elstathiou	MA	245.00
20. Roger White	NJ	246.00
21. David Koons	TX	250.00
22. John Sherm	PA	259.00
23. Jim Gladen	MD	269.00
24. Tim Carney	VA	274.00
25. Nigel Pitt	SC	278.00
26. Peter Pattullo	TX	283.00
27. John Krause, Jr.	VA	303.00
28. John Knatzka	SC	316.00
29. Bernie Villa	NJ	317.00
30. Mike Eason	VA	318.00
31. Mick Roberts	NJ	345.00
32. Ronald Walters	NJ	352.00
33. Dan Koch	VA	385.00
34. Jay Jackson	NJ	389.00
35. Steve Weatherford	NC	394.00
36. Tom Veirs	VA	411.00

37. Charles Smith	ONT	412.00
38. Clive Warwick	ONT	412.00
39. Reggie Poplin	NC	418.00
40. Jonathan Needham	NJ	441.00
41. Rob Wagner	NJ	445.00
42. Thomas Kimmel	NJ	446.00
43. Lee Christoffersen	NY	450.00
44. Kathy Villa	NJ	470.00
45. Chris Merrell	VA	481.00
46. John Midyette	NC	484.00
47. Chuck Brown	CA	494.00
48. Mit Dinhofer	NY	497.00
49. Bill Kast	FL	523.00

HOBIE 14 SKIPPER	ST	POINTS
1. Vel DeKreek	FL	7.50
2. Steve Howse	VA	22.75
3. Ann Karnitschnig	VA	25.00

WORLD CHAMPIONSHIPS

**HOBIE 16 WORLD CHAMPIONSHIP
GOSIER, GUADELOUPE
JANUARY 3-9, 1993**

HOBIE 16 FINAL			
	SKIPPER/CREW	COUNTRY	POINTS
1.	Ferry/Polson	SA	41.25
2.	Cardozo/Monteiro	BRA	69.00
3.	Tucker/Sajdak	USA	75.75
4.	Kruyt/Kruyt	SA	80.75
5.	Calieux/Bone	NC	82.00
6.	Louden/Edouard-Betsy	SA	82.75
7.	Figueroa/Balzac	PR	94.50
8.	Alter/Ward	USA	98.00
9.	Laruffa/Holmes	PNG	98.25
10.	Mohr/Mohr	GER	109.00
11.	Dadds/Arnold	SA	111.00
12.	Arnould/DeKeating	TAH	114.00
13.	Edwards/Edwards	SA	133.00
14.	Springford/Oleary	NZ	135.00
15.	Ross/DeJamaer	SA	136.00
16.	Hars/Devos	TAH	145.75
17.	Thelier/Thelier	GUA	147.75
18.	DeToro/Rogge	ITA	150.00
19.	Peeters/Van Heurck	BEL	154.00
20.	DeMaeyer/Richelieu	TAH	157.00
21.	Dangel/Peterson	GER	158.00
22.	De Lima/Covillier	NC	163.00
23.	Bride/Bride	TAH	164.00
24.	Roth/Roth	GUA	165.00
25.	Whitehead/Whitehead	SA	166.00
26.	Manvis/Van De Bunt	HOL	168.00
27.	Kroger/Dallmann	GER	168.00
28.	Kohler/Narsau	AUT	169.00
29.	Johnston/Deschamps	NC	169.75
30.	Raffin/Doudoute	TAH	179.00
31.	LeFautrec/Herbin	SA	183.00
32.	Frei/Bird	NC	187.00
33.	Reyas/Merlo	NC	195.75
34.	Ward/Arnold	SA	198.00
35.	Rourke/Mayer	USA	199.00
36.	Pelen/Nicolas	NC	201.00
37.	Bardran/Zillmer	DEN	213.00
38.	Backes/Erlen	GER	214.00
39.	Egusa/Shala	USA	218.00
40.	Kila/Stanley	PNG	220.00
41.	Schouten/Dekker	HOL	226.00
42.	Pichart/Janicand	TAH	230.00
43.	Knoetze/Gorlei	SA	232.00
44.	Materna/Brown	SA	237.00

45. Lange/Bruning	HOL	244.0
46. Voelker/Voelker	BRA	244.00
47. Pezzini/Mungo	ITA	255.00
48. Posani/Brauer	ITA	266.00
49. Porter/Blessing	USA	272.00
50. VanderPlaats/Kelder	HOL	276.00
51. Gachet/Chollet	NC	280.00
52. Seaman/Margetts	USA	281.00
53. VanderKlugt/Schenker	BRA	287.00
54. Waller/Fendt	AUT	298.00
55. Dockstader/Dockstader	USA	302.00
56. Kopcke/Vostka	GER	307.00

QUALIFYING SKIPPER/CREW	COUNTRY	POINTS
57. Eisenburger/Eisenburger	HOL	101.00
58. Shaw/Welch	USA	101.00
59. Christen/Wiking	DEN	102.00
60. Colombel/Cairo	FRA	103.00
61. Brown/Stucky	USA	104.00
62. Leo/Seaman	USA	106.00
63. Artault/Cuarreiter	IVO	109.00
64. Wurtz/Zignego	ITA	112.00
65. Johnson/Ohm	SWE	113.00
66. Van Der Plaats/Zeilmaker	HOL	114.00
67. Montague/Burton	USA	116.00
68. Cunningham/Brock	NZ	121.00
69. Maegli/Maegli	GUA	125.00
70. McKenzie/McKenzie	NZ	127.00
71. Newsome/Nackel	USA	129.00
72. Stera/Rita	ITA	129.00
73. Froeb/Froeb	USA	130.00
74. Schaffer/Bunt	HOL	132.00
75. Kosuge/Kosuge	JAP	134.00
76. Petron/Petron	USA	134.00
77. Fuchs/Boone	SA	134.00
78. Stende/Stende	GER	135.00
79. Gazonnaud/Gazonnaud	NC	135.00
80. Bass/Winternitz	USA	135.00
81. Marshack/Marshack	USA	143.00
82. Bourgnon/Leray	FRA	147.00
83. Bourbon/Bourbon	MAR	148.00
84. Tastet	FRA	149.00
85. Liebel/Liebel	CAN	151.00
86. Hochfeld/Grieszinger	GER	151.00
87. Dastuge/Carcon	FRA	155.00
88. Romero/Borges	BRA	156.00
89. Scantlebury/Cooper	HON	157.00
90. Meehan/Kilborn	AUS	163.00
91. Katsumoto/Matsumoto	JAP	163.00
92. Darius/Boureaux	IVO	164.00
93. Lethuillier/Lethuillier	GUA	169.00
94. Rodal/Rodal	USA	169.00
95. Heilbron/Vincent	HOL	170.00
96. Hess/Hess	USA	172.00
97. Poulain/Naves	GUA	174.00
98. Burwell/McCune	CAN	177.00
99. Munato/Lenardon	ITA	177.00
100. Boone	USA	177.00
101. Fonguetau/De Poyen	GUA	179.00
102. Daniele/Miron	GUA	179.00
103. French/French	SAU	186.00
104. Hem/Dawson	CAN	190.00
105. Aveling/Aveling	SA	192.00
106. Klappa/Bensimon	NIG	193.00
107. Sears/Sears	CAN	194.00
108. Costa/Schreurs	BRA	197.00
109. Sweetnam	NIG	201.00
110. Leicht/Farias	BRA	201.00
111. Cowper/Wagner	CAN	207.00
112. Agniray/Huck	TAH	215.00

FLEET DIRECTORY, Continued

803. Albrecht Stocker	Kirchheimteck, GERMANY
323. Brian George	Cornwall, GREAT BRITAIN
364. Gordon Edwards	Surrey, GREAT BRITAIN
370. Barry Tiernan	Poole Dorset, GREAT BRITAIN
372. Phil Taphouse	Minehead Somerset, GREAT BRITAIN
804. Neil Thursby	Tynes & Wear, GREAT BRITAIN
806. Graham Sawyer	Nottinghamshire, GREAT BRITAIN
807. Jim Stag	Southampton Hants, GREAT BRITAIN
816. Simon Morgan	London, GREAT BRITAIN
816. Simon Morgan	Vassiliki Lenkas, GREECE
814. Gilles Lefebvre	Gosier, GUADELOUPE
304. Rob Van Deursen	Le Heemstede, HOLLAND
305. Bram Lussenburg	Hoekvan, HOLLAND
306. Nol Eitens	Katwijkzee, HOLLAND
307. Jan Van Spellen	Den Haag, HOLLAND
308. Jan Wijker	Egmond A/Zee, HOLLAND
316. Martin Schuitema	Ja Wassenaar, HOLLAND
325. Ingrid Shipper	Oegstgeest, HOLLAND
330. Arthur Smit	Vlaardingen, HOLLAND
338. Marcel Bakker	Katwijk, HOLLAND
343. Bram Van Straalen	Gravezande, HOLLAND
353. Hans Kersseboom	Naarden, HOLLAND
378. Nico Olthof	Utrecht, HOLLAND
380. Kees Snijders	Veslerbroek, HOLLAND
382. Ernest Zwicker	Assen (Drenthe), HOLLAND
390. Robert Heilbron	Wassenaar, HOLLAND
391. Milko Berben	Rotterdam, HOLLAND
819. Bram Sprij	Rotterdam, HOLLAND

179. Nick Elliott	
302. Enrico Maltagliati	
331. Eduardo Colosetti	
337. Paolo Span	
345. Gabriele Loy	
358. Maurizio Juris	
359. Maurizio De Rossi	
375. Manciati Francesco	
383. Antonio Nocca	
384. Vincenzo Baglione	
385. Antonio D'Arcangelo	
389. Raffaello De Fede	
800. Michael Wohl	
801. Centro Velico Naregno	
802. Piero Dinucci	
808. Marino Sandro	
810. Marcello Brugioni	
811. Simone Della Mora	
365. Didier Constant	
189. Tony Stearns	
314. Hector Guerreschi	
46. Tony Teutenberg	
69. Doug Hislop	
471. Peter Chadwick	
512. David Blazer	
531. Lester Smith	
550. Bill Thorpe	
402. Colin F. Klappa	

HONG KONG	
Trevignano, ITALY	
Varedo, ITALY	
Aurisiana, ITALY	
Cagliari, ITALY	
Venezia Lido, ITALY	
Roma Lido, ITALY	
Orieto, ITALY	
Gaeta, ITALY	
Palermo, ITALY	
Sperlonga, ITALY	
Genoa, ITALY	
Meran, ITALY	
Livorno, ITALY	
Formia, ITALY	
Pescara, ITALY	
Bagno Ripoli, ITALY	
Grosseto, ITALY	
Abidjan, IVORY COAST	
Saipan, MARIANAS	
Noumea, NEW CALEDONIA	
Auckland, NEW ZEALAND	
New Plymouth, NEW ZEALAND	
Christchurch, NEW ZEALAND	
Wellington, NEW ZEALAND	
Tauranga, NEW ZEALAND	
Gisborne, NEW ZEALAND	
Lagos, NIGERIA	

367. Cato Knem	Oslo, NORWAY
324. Ricardo Carracedo	Sevilla, SPAIN
346. Antonio Carretero Iboter	Barcelona, SPAIN
393. Felix Aparicio Martinez	Victoria, SPAIN
394. Jesus Felia Davia	Alicante, SPAIN
820. Javier Sanchis Yanez	Castellon, SPAIN
821. Joan Torrellas Fernandez	Gerona, SPAIN
822. Jose Julia Ull	Valencia, SPAIN
823. Jose Miguel Garcia	Valencia, SPAIN
824. Juan Nuviola	Barcelona, SPAIN
825. Juan Ramon Torres	Las Palmas, SPAIN
826. Luis Fernandez	Barcelona, SPAIN
827. Luis Schave	Granada, SPAIN
828. Melania Perez Gutierrez	Las Palmas, SPAIN
829. Salvador Barrachina	Castellon, SPAIN
830. Santiago Anton Suaces	Puerto De Sotogrande, SPAIN
831. Virgilio Bermejo	Murcia, SPAIN
326. Per Ahlberg	Vellinge, SWEDEN
368. Bengt Lundgren	Stockholm, SWEDEN
371. Stelen Tunhage	Goteborg, SWEDEN
387. Rolf Haraldsson	Vasteras, SWEDEN
812. Lars Persson	Skovde, SWEDEN
310. Joel Chiodoni	Corsier, SWITZERLAND
322. Thomas Muhlethaler	Unterengstringer, SWITZERLAND
329. Walter Steiner	Altenheim, SWITZERLAND
341. Werner Wittwer	Echandens, SWITZERLAND

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Mar. 6 1993	Kailua Beach Regatta Kailua, HI	Dan Williams	808/531-6373
6	Mar. 20-21 1993	Bellows AFB Regatta Bellows AFB, HI	Dan Williams	808/531-6373
6	Apr. 4 1993	*PYC Invitational Hickam Harbor, HI	Dan Williams	808/531-6373
6	Apr. 24-25 1993	Kailua to Kahana Camp Out Kailua, HI	Dan Williams	808/531-6373
6	May 8 1993	Kaneohe Regatta Kaneohe, HI	Dan Williams	808/531-6373
6	May 29-31 1993	Around Oahu Oahu, HI	Dan Williams	808/531-6373
6	June 6 1993	Rules and Seminar Picnic Kailua, HI	Dan Williams	808/531-6373
6	June 20 1993	Masaji Tamura WYC	Dan Williams	808/531-6373
6	July 10 1993	Makani Kai Invitational KBay, HI	Dan Williams	808/531-6373
6	July 24-25 1993	HHCA/HYRA Invitational KBay, HI	Dan Williams	808/531-6373
6	Aug. 7-8 1993	Haleiwa Regatta Haleiwa, HI	Dan Williams	808/531-6373
6	Aug. 21-22 1993	*HHCA State Championship	Dan Williams	808/531-6373
6	Sept. 6 1993	*Lahaina Regatta Honolulu, HI	Dan Williams	808/531-6373
6	Sept. 18 1993	Kailua Regatta Kailua, HI	Dan Williams	808/531-6373

DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
180	Apr. 3-4 1993	Castaic Regatta Lake Castaic, CA	Marv Gantsweg	310/306-0106
30	Apr. 17-18 1993	Lake Perris Regatta Lake Perris, CA	Don DeCurtis	714/945-9561
3	Apr. 24-25 1993	*Tactics Race Clinic Long Beach, CA	Roger Jenkins	714/841-0129
66	May 1-2 1993	Cinco De Mayo Puerto Penasco, Mexico	Keith McClanahan	602/946-1003
15	May 15-16 1993	Cachuma Challenge Lake Cachuma, CA	Tim German	805/985-9463
3	June 5-6 1993	Hurricane Gulch Long Beach, CA	Karlton Spindle	800/864-6566
4	June 19-20 1993	San Diego Classic San Diego, CA	Scott Wentworth John Twomey	619/569-6826 619/579-3583
3	June 26-27 1993	Lake Isabella Regatta Lake Isabella, CA	Paul Harness	805/589-8698
30	July 3-4 1993	*Womens Division 2 Lake Perris, CA	Casie DeCurtis	714/945-9561
167	July 10-11 1993	Big Bear Regatta Lake Big Bear, CA	Udo Winkler	714/867-2864
USSA	July 17 1993	*Alter Trials Area J Long Beach, CA	Alan Egusa	310/545-2355
259	July 24-25 1993	CA State Regatta Avila Beach, CA	Brent Dingerson	805/541-6249
4	Aug. 7-8 1993	Todos Santos Ensenada, Mexico	Ross Tyler	619/268-0125
15	Sept. 11-12 1993	Blue Water Ventura, CA	Tim German	805/985-9463
3	Sept. 18-19 1993	16/14 Divisionals Long Beach, CA	Bruce Fields	310/540-9629
514	Oct. 2-3 1993	Pinata Regatta Puerto Penasco, Mexico	Larry Mondragon	602/721-8356
3	Oct. 16-17 1993	17/18/20 Divisionals Long Beach, CA	Tom Materna	818/784-4500

DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
240	Apr. 3-4 1993	Kick-Off Regatta Santa Cruz, CA	Bill Boaz	408/438-5212
281	Apr. 17 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
17	Apr. 17-18 1993	Breakaway Regatta Lake Camanche, CA	Kit Wiegman	916/736-0609
281	May 1-2 1993	Sharkfeed Regatta Bodega Bay, CA	Mike Montague	707/545-1195

20	May 8-14 1993	*Pre-Week Fun Sail Woodward Reservoir, CA	Chuck Schroyer	408/779-6822
20	May 15-16 1993	Roaring 20s Regatta Woodward Reservoir, CA	Chuck Schroyer	408/779-6822
281	May 16 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
537	May 22-23 1993	Twisted Skipper's Whiskeytown, CA	Mike Cannan	916/365-7709
194	May 30 1993	*Hobie Day in Benecia Benecia, CA	Margaret Harris	510/482-9017
194	June 6 1993	*New Comer's Regatta Benecia/Woodward, CA	Margaret Harris	510/482-9017
222	June 12-13 1993	Otter Regatta Monterey, CA	Allan Houser	408/394-7661
62	June 19-20 1993	Commodore's Open Huntington Lake, CA	Erich Pfister	209/323-8061
281	June 20 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
17	July 10-11 1993	Whitcaps Regatta Union Valley, CA	Dave Collier	916/965-8167
17/194	July 12-16 1993	*Fun Hobie Week Union Valley, CA	Dave Collier John Schroyer	916/965-8167 510/372-9392
281	July 18 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
259	July 24-25 1993	CA State Championship Avila Beach, CA	Brett Dingerson	805/541-6249
194	Aug. 7-8 1993	Round Treasure Island Alameda, CA	Margaret Harris	510/482-9017
62	Aug. 14-15 1993	Mile High Regatta Huntington Lake, CA	Erich Pfister	209/323-8061
281	Aug. 15 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
240	Aug. 22 1993	*Day on Monterey Bay Santa Cruz, CA	Rodger Neathery	408/426-6800
20	Sept. 11 1993	*Railroad Regatta Fun Sail Woodward Reservoir, CA	Chuck Schroyer	408/779-6822
194	Sept. 12 1993	*Rio Round-Up Brannan Island, CA	John Schroyer	510/372-9392
281	Sept. 19 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
3	Oct. 2-3 1993	Presidio Invitational Crissey Field, CA	Jean Tully	415/347-4759
281	Oct. 17 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279
222	Nov. 6-7 1993	Turkey Regatta Monterey, CA	Allan Houser	408/394-7661
281	Nov. 21 1993	*Fun Sail Tomes Bay, CA	Doug Buescher	707/548-4279

DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
95	Mar. 21 1993	*Penguin Race TBA	Ed Norris	206/255-7245
95	Apr. 24-25 1993	Sandpoint Regatta Seattle, WA	Jerry Young	206/937-7416
195	May 8-9 1993	Tumbleweed Tack Tri-Cities, WA	Tony McKarns	509/943-8391
193	May 22-23 1993	Fern Ridge Regatta Eugene, OR	John Stahr	503/344-5585
214	June 5-6 1993	Jericho Beach Regatta Vancouver, B.C., Canada	Steve Jung	604/263-1347
72	June 26-27 1993	Mt. St. Helens Blowout Yale Lake, WA	Ken Gertz	503/692-3390
95	July 10-11 1993	Westport Regatta Westport, WA	Rich Arneson	206/742-5482
37	July 17-18 1993	Sudden Valley Regatta Bellingham, WA	ZOP	206/733-3291
Div.4	July 31-Aug. 1, 1993	NW Area Championship Lake Quinalt, WA	Stan Breed	503/698-6307
72	Aug. 7-8 1993	Skamokawa Regatta Skamokawa, WA	Jim Severs	503/249-0352
195	Aug. 21-22 1993	Lake Wenatchee Regatta Lake Wenatchee, WA	Chris Dingle	509/382-4238
214	Sept. 4-6 1993	Harrison Lake Regatta Harrison, B.C., Canada	Steve Jung	604/263-1347

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
48	May 29-30 1993	Memorial Day Regatta Heron Lake, NM	Tom Cox	915/751-0373
50	June 12-13 1993	Jackson Lake Reg/Div 5 Divisionals, Jackson Lake, CO	Mike Hinton	303/353-9463

*Non-points Regatta

REGATTA SCHEDULE

61	July 3-4 1993	Bun Burner Regatta Lake McConoughy, NE	Rick Hosker	303/460-0538
156	July 17-18 1993	Glendo Regatta Glendo Lake, WY	Tad Jones	307/472-4052
61	July 31- Aug. 1, 1993	Rocky Mt. Area Champs. Lake Dillon, CO	Rick Hosker	303/460-0538
67	Aug. 14-15 1993	Strawberry Regatta Strawberry Lake, UT	Bill Ware	801/263-1278

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
407	Mar. 13 1993	Ides of March TBA	Sonja Mikel	713/874-0549
9	Mar. 27 1993	Deep South Lake Charles, LA	Glen Richard	504/751-7239
64	Apr. 10 1993	Hill Country Lake Buchanan, TX	Beth Bach	512/258-4764
99	May 1 1993	Olympic Corpus Christi Bay, TX	Kathy Towers	512/857-8877
128	May 15 1993	Longneck Divisionals Canyon Lake, TX	Jack Hyatt	512/690-4020
102	June 5 1993	Windjammer So. Padre Island, TX	Mark Veale	210/425-5940
8	June 26 1993	Wayward Winds Texas City Dyke, TX	Royce LaVerne	713/367-5827
8/128	July 10 1993	Midsummer Classic Tres Palacios Bay, TX	Royce Laverne Jack Hyatt	713/367-5827 512/690-4020
99	July 24 1993	Sand Dune Regatta Port Aransas, TX	Kathy Towers	512/857-8877

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
192	June 5-6 1993	Bent Mast Regatta Branched Oak Lake, NE	Dwight Thomas	402/489-8155
84	June 12-13 1993	Saylorville Lake Regatta Saylorville Lake, IA	Randy Yarrow	515/282-0530
149	June 26-27 1993	Mardi Gras Regatta Lake Perry, KS	Chris Ross	913/236-5890
52	July 10-11 1993	Bald Eagle Regatta Big Marine Lake, MN	Ted Jagger	612/429-1950
532	July 23-25 1993	N.A. Hobie Championships Lk. Sakakawea State Park, ND	Steve Hoetzer	701/258-5926 701/258-4268
475	Aug. 14-15 1993	Division 7 Championship Storm Lake, IA	Philip Redenbaugh	712/732-3986
10	Sept. 18-19 1993	Intra Fleet Regatta Clear Lake, IA	Steve Neiman Jim Sohn	515/357-8756 515/255-4307
273	Oct. 9-10 1993	St. Louis Blews St. Louis, MO	Tom Burrows	314/837-5823

DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
5	Mar. 6-7 1993	Team Championships St. Petersburg, FL	Wade McPherson	813/541-2310
42	Mar. 20-21 1993	Midwinters East Tampa, FL	Cliff Roche	813/831-1565
153	Apr. 3-4 1993	Fly A Hull For A Miracle Cedar Key, FL	Nancy Caffee	904/376-1285
5	May 15-16 1993	St. Petersburg Pier Regatta St. Petersburg, FL	Wade McPherson	813/541-2310
45	May 29-30 1993	Memorial Day Regatta Cocoa Beach, FL	Susan Merritt Mike Chase	407/633-0980 407/454-6948
80	June 12-13 1993	Daytona Open Regatta Daytona Beach, FL	Tom Stelling	904/252-3088
127	July 17-18 1993	Devils Triangle Regatta Ft. Pierce, FL	Tom Sutterfield	407/461-7912
80	Sept. 11-12 1993	Div. 8 Championships Daytona Beach, FL	Tom Stelling	904/252-3088

DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
520	Mar. 13-14 1993	Pee Dee Classic Hartsville, SC	Buzz Moore	803/332-6103
12	Mar. 27-28 1993	Gone With The Wind Atlanta, GA	Tammy Duran	404/535-1211
92	Apr. 3-4 1993	Frostbreaker Regatta Charlotte, NC	Dean Forbis	704/522-0144
164	Apr. 24-25 1993	Bare What You Dare Seneca, SC	Rick Harper	803/882-1038
97	May 1-2 1993	NC State Championship Raleigh, NC	Doug Miller	919/662-0357

174	May 15-16 1993	Div. 9 Championship Myrtle Beach, SC	Wayne Robinson	803/626-8946
32	June 5-6 1993	Mid Atlantic Championship Virginia Beach, VA	Mike Zereky	804/642-3896
101	July 10-11 1993	Do It Offshore Regatta Wrightsville Beach, NC	Richard Womack	919/256-6468
191	Aug. 14-15 1993	Old Spice Regatta TBA	Dan Jarrett	800/874-8857
53	Sept. 4-5 1993	Sandlapper Regatta Charleston, SC	Rob Stewart	803/795-9662

DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
26	Apr. 24-25 1993	Indianapolis Regatta Bloomington, IN	Scott Stofer	317/298-9512
47	May 1-2 1993	May Day Regatta Cincinnati, OH	Steve Glawitsch	513/242-3727
519	May 15-16 1993	Austin Lake Regatta Portage, MI	Damian Howard	616/342-6140
300	May 30-31 1993	Dam Regatta XII Columbus, OH	Phillip Wadsworth	614/899-2563
519	June 12-13 1993	Clementine's Regatta St. Joseph, MI	Jon Ahlbrand	616/323-3290
501	June 26-27 1993	Grand Lake IV Celina, OH	Doug Wilkens	419/586-6114
18	July 10-11 1993	Muskegon Regatta Muskegon, MI	Tim Fortier	517/686-5220
218	July 17-18 1993	North Coast Regatta Mentor, OH	Pam Suhan	216/974-1892
519	July 24-25 1993	Ludington Regatta Ludington, MI	Dave Stiemsma	616/323-2772
	July 31- Aug. 3, 1993	*Steeple Chase Put-In-Bay, OH	Jim Frederick	419/634-2691
400	Aug. 7-8 1993	Div. Ten Championships Toledo, OH	Dave Sullivan	419/698-3576
123	Aug. 28-29 1993	Muddy Waters Regatta Carlyle, IL	Terry Allen	618/398-1087
85	Sept. 11-12 1993	Alum Creek Regatta Columbus, OH	Jamie Diamond	614/267-0004

DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
106/ 271	May 8-9 1993	DE State Championship Rehobeth, DE	Bruce Andrews	302/654-7824
54	May 15-16 1993	Gunpowder I Regatta Chase, MD	Ron Kvech	410/744-1530
267	June 5-6 1993	Spray Beach Regatta Spray Beach, NJ	Tom Kimmel	215/644-8138
65	June 12-13 1993	Shore Acres Regatta H-18 Division Championship Shore Acres, NJ	Mark Schleckser	908/920-2989
416/ 452	June 19-20 1993	Atlantic City Regatta H-16 Division Championship Atlantic City, NJ	Jim Baker	215/321-3350
443	June 26-27 1993	Wildwoods Classic Cup Wildwood Crest, NJ	Doug Ackroyd	609/861-5674
250	Sept. 11-12 1993	Sandy Hook Regatta H-17 Division Champ. Atlantic Highlands, NJ	John Sullivan	908/566-1247
54	Sept. 18-19 1993	Gunpowder II Regatta Chase, MD	Ron Kvech	410/744-1530

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
496	June 12-13 1993	Hampton Bch Divisionals Hampton, NH	Bob Gibbons	603/432-4353
209	June 26-27 1993	NH State Championships Gilford, NH	Tom Sullivan	603/293-8151
124	July 10-11 1993	Mid-Summer Classic East Islip, NY	Jim Matthews	516/472-3927
28	July 24-25 1993	The Buzzard New Bedford, MA	Steve Latham	508/993-0867
136	Aug. 7-8 1993	Savin Rock Festival West Haven, CT	Joe Manganello	203/421-3614
231	Aug. 14-15 1993	Old Orchard Bch. Regatta Old Orchard, ME	Richard Pierpont	207/655-3419
28	Sept. 11-12 1993	MA State Championships Duxbury, MA	Jim Dillon	617/592-6126
496	Sept. 18-19 1993	Salisbury Beach Regatta Salisbury, MA	Bob Gibbons	603/432-4353
448	Sept. 25-26 1993	RI Fall Classic Narragansett, RI	John Kucera	203/257-1707

*Non-points regatta

REGATTA SCHEDULE

56	Oct. 2-3 1993	Long Island Snd. Champs. Westport, CT	Kate Selden	203/254-0705
31	Oct. 9-10 1993	CT State Championships Brookfield, CT	Cliff McCarty	203/740-8318

DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	Mar. 19-21 1993	*Don Q International Regatta Fajardo, PR	Enrique Figueroa	809/727-0883
133	Apr. 16-18 1993	*Rolex International Regatta St. Thomas, USVI	Enrique Figueroa	809/727-0883
133	May 15-16 1993	Bud Light Sailing Cup Ocean Park, PR	Enrique Figueroa	809/727-0883
133	June 12-13 1993	Beach Cats Invitational Ocean Park, PR	Enrique Figueroa	809/727-0883
133	July 10-11 1993	Summer Fest Regatta Salinas, PR	Enrique Figueroa	809/727-0883
133	Aug. 14-15 1993	San Juan Cup Ocean Park, PR	Enrique Figueroa	809/727-0883
133	Sept. 18-19 1993	Discover the Caribbean I Ponce, PR	Enrique Figueroa	809/727-0883
133	Sept. 25-26 1993	Discover the Caribbean II Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 2-3 1993	Discover the Caribbean III Ponce, PR	Enrique Figueroa	809/727-0883
133	Nov. 6-7 1993	*H-16 CACG Team Trials Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883
133	Nov. 21-28 1993	*Central American Games Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883
133	Dec. 11-12 1993	Christmas Ball Regatta Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
63	Apr. 3-4 1993	*14 Invitational Norman, OK	Bryan Rainbow Guy Lawyer	405/321-5112 405/275-6462
91	Apr. 24-25 1993	Cowtown Cats Ft. Worth, TX	Marc Eddy Joe Jacobi	817/735-8171 817/672-2683
63	May 1-2 1993	Thundering Hulls Norman, OK	Bryan Rainbow Guy Lawyer	405/321-5112 405/275-6462
25	May 15-16 1993	Cat Fight Lake Fort Gibson, OK	Ron Dougherty Ron McDowell	918/254-0247 918/664-0677
23	May 29-30 1993	Mid-Americas Lake Texoma, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692
63	June 5-6 1993	*16 Singlehanded Norman, OK	Bryan Rainbow Guy Lawyer	405/321-5112 405/275-6462
23	June 12-13 1993	Dallas Regatta Lake Lewisville, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692
131	June 19-20 1993	Cat Classic Oklahoma City, OK	Phil Collins John Curtis	405/721-0737 405/348-4501
27	July 10-11 1993	Prairie Regatta Wichita, KS	Brian Radar George Wright	316/722-1042 316/721-0527
27	Aug. 7-8 1993	Cheney Cat Chase Wichita, KS	Brian Radar George Wright	316/722-1042 316/721-0527
25	Aug. 14-15 1993	*Oklahoma Championships Lake Keystone, OK	Ron Dougherty Ron McDowell	918/254-0247 918/224-6573
23	Sept. 18-19 1993	*1993 Sail Fair Lake Lewisville, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692
468	Sept. 25-26 1993	Lake Eufaula Cup Eufaula, OK	Boyd Bass Patricia Melton	918/426-4745 918/423-4411
23	Oct. 2-3 1993	Dallas Regatta Lake Lewisville, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692

DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
70	Mar. 27-28 1993	April Fools Regatta Ocean Springs, MS	Jimmy Brenner	601/497-5621
178	Apr. 10 1993	*Shootout Regatta Ft. Walton Beach, FL	Nanette Bell	904/664-0361
43	Apr. 24-25 1993	Stephen C. Smith Tallahassee, FL	Richard Hale	904/386-2729
278	May 1-2 1993	Dixie Invitational Jackson, MS	Richard Shelton	601/856-6823
249	May 8-9 1993	*Nashville Cats Nashville, TN	John Sheridan	615/321-5639
178	May 29-30 1993	*Hogs Breath Ft. Walton Beach, FL	Nanette Bell	904/664-0361
533	June 5 1993	*Ship To Ship Long Beach, MS	Mike Benfield	601/388-7345
120	June 12-13 1993	Batten Busters Panama City, FL	Mike Wilson	904/235-2823

178	June 19 1993	*Great Bay Race Ft. Walton Beach, FL	Steve Essig	904/897-1124
70	July 3-4 1993	*Island Hop Ocean Springs, MS	OSYC	601/875-8586
178	July 17-18 1993	*Hobie For Heart Ft. Walton Beach, FL	Steve Essig	904/897-1124
178	Sept. 18 1993	*Round The Island Ft. Walton Beach, FL	Nanette Bell	904/664-0361
134	Oct. 2-3 1993	Broken Mast Lake Arkabutla, MS	Charlie Miller	901/744-7552 901/362-9647
249	Oct. 9-10 1993	Octoberfest Nashville, TN	John Sheridan	615/321-5639
178	Oct. 16 1993	Octoberflight Ft. Walton Beach, FL	Steve Essig	904/897-1124
277	Oct. 23-24 1993	Cat Caper Birmingham, AL	Marty Wade	205/979-5314

DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
204	May 21-23 1993	Madcatter, NE Chams. Syracuse, NY	Bridget Quatrone	315/637-6298
298	June 5-6 1993	Voodoo Winds Ottawa, Ont., Canada	Charles Smith	613/749-9041
466	June 19-20 1993	PA Championships Pittsburgh, PA	Don Stumpf	412/344-7144
183	June 26-27 1993	Etobicoke YC Regatta Toronto, Ont., Canada	Chris Ufton	416/456-1642
119	July 10-11 1993	Wendt Beach Regatta Angola, NY	Robert Ruh	716/881-2067 716/856-0550
New Fleet	July 17-18 1993	Mississauga Regatta Mississauga, Ont., Canada	Ian Thompson	416/604-8669
295	Aug. 7-8 1993	Ontario Open 014 Rochester, NY	Dave Mortensen	716/383-8631
238	Aug. 14-15 1993	Great Sacandaga/Div. 16 Champ., Sacandaga, NY	Phillip Adriance	413/684-1144
74	Aug. 28-29 1993	Whitby Regatta Whitby, Ont., Canada	Tyler Cobbett	416/484-6309
183	Sept. 18-19 1993	*Ben-Hur Toronto, Ont., Canada	Chris Ufton	416/456-1642

INTERNATIONAL

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Mar. 7 1993	4/Hobie Fleet 818 St. Martin, France	Marc Genevois	33/1.47.47.96.61
Mar. 28 1993	H-16 Trainingslager Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Apr. 3-4 1993	La Deferlante La Rochelle, France	Marc Genevois	33/1.47.47.96.61
Apr. 3-4 1993	Dummer Dobben Dummer, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Apr. 4 1993	5/Hobie Fleet 818 St. Martin, France	Marc Genevois	33/1.47.47.96.61
Apr. 6-9 1993	Env Training Session Quiberon, France	Marc Genevois	33/1.47.47.96.61
Apr. 9-12 1993	Folie's Cup Hyeres, France	Marc Genevois	39/1.47.47.96.61
Apr. 10-11 1993	Regates De Paques St. Martin, France	Marc Genevois	33/1.47.47.96.61
Apr. 10-12 1993	Regate De Paques Carnac, France	Marc Genevois	33/1.47.47.96.61
Apr. 10-13 1993	Vela Di Pasqua Cesenatico, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18526.32.31
Apr. 18 1993	HC 14 Trainingslager Zulpicher, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Apr. 19-24 1993	Stage Hobie Cat 16 Quiberon, France	Marc Genevois	33/1.47.47.96.61
Apr. 24-25 1993	Hobie Strot Mandelieu, France	Marc Genevois	33/1.47.47.96.61
Apr. 24-25 1993	Eifelcup Laachersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Apr. 24-25 1993	Fleet Regatta Oud Naarden Holland	Martin Schuiterna Han Van Nes	31/17.51.12.834 31/17.19.19.451
Apr. 24-25 1993	815 Tune Up Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Apr. 26-30 1993	Stage HC 18FA & 21 Quiberon, France	Marc Genevois	33/1.47.47.96.61
May 1-2 1993	German Nationals Brombachsee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 1-2 1993	Fruhjahrspokal Starnberger, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 1-2 1993	Point Regatta Middelfart, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07

*Non-points regatta

REGATTA SCHEDULE

May 1-2 1993	Eurocat Carnac, France	Marc Genevois	33/1.47.47.96.61
May 8-9 1993	Emeraude Marine Regatta Deauville, France	Marc Genevois	33/1.47.47.96.61
May 9 1993	6/Hobie Fleet 818 St. Martin, France	Marc Genevois	33/1.47.47.96.61
May 15-16 1993	German Nationals Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 15-16 1993	Goldeneringer Rursee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 15-16 1993	Vogesencup Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 16 1993	Les Sables D'Olonne Regatta Sables D'Olonne, France	Marc Genevois	33/1.47.47.96.61
May 18-22 1993	Italian Nationals Palermo, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18526.32.31
May 20 1993	Blaues Band Vom Rursee Rursee Eifel, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
May 20-23 1993	French Nationals Les Lecques, France	Marc Genevois	33/1.47.47.96.61
May 20-23 1993	Austrian Nationals Neusiedlersee, Austria	Thomas Waller Wolfgang Malatschek	43/222.804.56.55 43/222.22.24.74
May 22-23 1993	Fleet Regatta Katwijk, Holland	Martin Schuitema Hans Van Nes	31/17.51.12.834 31/17.19.19.451
May 29-31 1993	Raid Hobie Cat Trophy Porquerolles, France	Marc Genevois	33/1.47.47.96.61
May 30 1993	Annecy Hobie Cup Annecy, France	Marc Genevois	33/1.47.47.96.61
June 2 1993	Club Championship Oslo, Norway	Cato Knem Conrad Thrane	47/2.430.096 47/2.548.633
June 5-6 1993	Regate Des Sablottes Les Sablottes, France	Marc Genevois	33/1.47.47.96.61
June 5-6 1993	Nausicaa Regatta Cabourg, France	Marc Genevois	33/1.47.47.96.61
June 7 1993	7/Hobie Fleet 818 St. Martin, France	Marc Genevois	33/1.47.47.96.61
June 9 1993	Club Championship Oslo, Norway	Cato Knem Conrad Thrane	47/2.430.096 47/2.548.633
June 12-13 1993	\$1000 National Regatta Bolsena, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18.526.32.31
June 19-20 1993	Bernard's Regatta Hyeres, France	Marc Genevois	33/1.47.47.96.61
June 19-22 1993	Kielerwoche Kiel, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
June 20 1993	Corsica Regatta Porticcio, France	Marc Genevois	33/1.47.47.96.61
June 26-27 1993	Point Regatta Fredericia, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
June 27 1993	Granville Regatta Granville, France	Marc Genevois	33/1.47.47.96.61
July 2-5 1993	Raid Helsinki Hako Helsinki, Finland	Martin Hildebrand	358/0675.084
July 3-4 1993	Raid Cordouan Royan, France	Marc Genevois	33/1.47.47.96.61
July 3-4 1993	Hobie Days Palavas, France	Marc Genevois	33/1.47.47.96.61
July 7-10 1993	H14/17/18/FA/21 Euro Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18526.32.31
July 11 1993	24H Var Mer St. Laurent/Var, France	Marc Genevois	33/1.47.47.96.61
July 14 1993	Regate De Royan Royan, France	Marc Genevois	33/1.47.47.96.61
July 16-18 1993	Swedish Nationals Oland, Sweden	Lars Persson Goran Goteborg	46/31.25.93.96 46/31.401.614
July 26-31 1993	Raid Hobie Cat Quiberon, France	Marc Genevois	33/1.47.47.96.61
Aug. 6-8 1993	Norwegian Nationals Soon, Norway	Cato Knem Conrad Thrane	47/2.430.096 47/2.548.633
Aug. 7-8 1993	Summer Reunion Knokke Heist, Belgium	Patrick Demesmaeker	32/50.62.07.52
Aug. 7-8 1993	Regate Challenge Hobie Pornichet, France	Marc Genevois	33/1.47.47.96.61
Aug. 7-8 1993	333 Cup Middelfart, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Aug. 8 1993	Regate De St. Cast St. Cast, France	Marc Genevois	33/1.47.47.96.61
Aug. 15 1993	6 H De Royan Royan, France	Marc Genevois	33/1.47.47.96.61
Aug. 20-22 1993	Dutch Nationals Oud Naarden, Holland	Martin Schuitema Hans Van Nes	31/17.51.12.834 31/17.19.19.451
Aug. 21-22 1993	Danish Nationals Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Aug. 21-22 1993	Super Sails Series Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07

Aug. 21-22 1993	Sommerregatta Starnbergersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Aug. 22 1993	Corsica Regatta Porticcio, France	Marc Genevois	33/1.47.47.96.61
Aug. 29-30 1993	Finnish Nationals Helsinki, Finland	Martin Hildebrand	358/0675-084
Sept. 4-5 1993	Ums's Walchenfass Walchensee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Sept. 6-7 1993	Channel Island Nationals St. Aubin, Channel Islands	Barry Jenkins	44/534.59.990
Sept. 6-11 1993	European Hobie 16 St. Aubin, Channel Islands	Barry Jenkins	44/534.59.990
Sept. 11-12 1993	Vitro Cat Martignes, France	Marc Genevois	33/1.47.47.96.61
Sept. 13-24 1993	Env Training Week Quiberon, France	Marc Genevois	33/1.47.47.96.61
Sept. 17-19 1993	Super Sail Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18.526.32.31
Sept. 17-19 1993	Cata Ora Cup Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18.526.32.31
Sept. 17-19 1993	German Nationals Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Sept. 25-26 1993	Champ. De Bretagne Carnac, France	Marc Genevois	33/1.47.47.96.91
Sept. 25-26 1993	Herbstwettfahrten Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Tumpel Trophy Zulpichersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Sudwest Ausklang Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Fort Boyard La Rochelle, France	Marc Genevois	33/1.47.47.96.61
Oct. 9-10 1993	815 Turn Down Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Oct. 16-17 1993	Turn Down Regatta Middelfart, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Oct. 16-17 1993	Final Pro Challenge Hyeres, France	Marc Genevois	33/1.47.47.96.61
Oct. 26-29 1993	Env Training Session Quiberon, France	Marc Genevois	33/1.47.47.96.61
Oct. 30- Nov. 1, 1993	Hobie Cat Regatta Carnac, France	Marc Genevois	33/1.47.47.96.61
Nov. 11 1993	Maubuisson Maubuisson, France	Marc Genevois	33/1.47.47.96.61
Nov. 13-14 1993	Hobie Regatta Les Lecques, France	Marc Genevois	33/1.47.47.96.61
Nov. 20-21 1993	Essenerispokal Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Dec. 26-30 1993	Christmas Training Hyeres, France	Marc Genevois	33/1.47.47.96.61

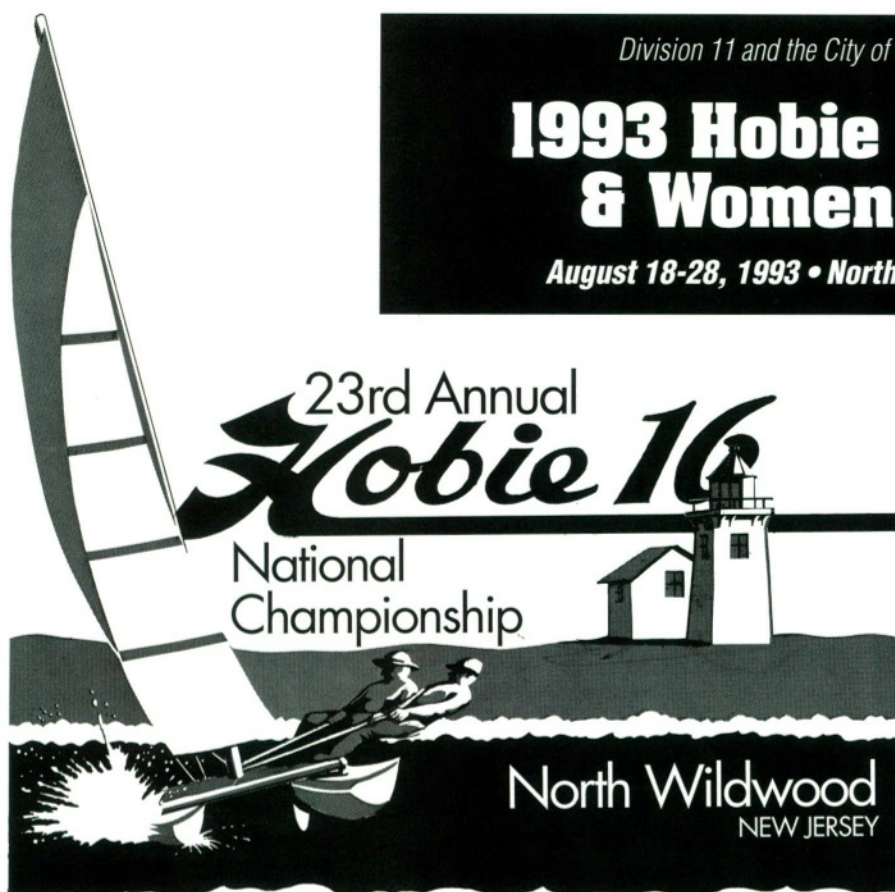
DANGER

Extreme caution must be exercised when launching and sailing near overhead wires. A mast near a wire could be fatal!

Division 11 and the City of North Wildwood Present:

1993 Hobie 16 National & Women's Worlds

August 18-28, 1993 • North Wildwood, New Jersey



Registration Fees:

Women's 16 and 18 Worlds
\$125/team prior to July 15, 1993.
\$175/team after July 15, 1993.

16 National
\$250/team prior to July 15, 1993.
\$300/team after July 15, 1993.

Party tickets can be purchased on site to attend parties during the Women's Worlds and/or National events.

Charterboats:

Charterboat reservations should be made through Wally Myers at (609) 390-8182. Availability is on a first-come, first-served basis.

Charterboat Fees:

Women's Worlds \$150
16 National \$330

All rentals require a \$250 cash boat deposit, and US Sailing liability insurance or proof thereof.

Information Contacts:

Rich McVeigh at (908) 469-4770
Mark Santorelli at (609) 448-4063.

North Wildwood is a supernatural choice for these super summer events, offering spacious ocean beaches and surf second to none. Ocean temperatures remain in a most comfortable range this time of year, tempting water sports enthusiasts with an annual high of 80 degrees. Daily high air temps are in the low 80s, with lows in the upper 60s. These conditions, along with normally clear skies and white sandy beaches, are very conducive to local thermal sea breezes.

After a strenuous day on the water, racers can change pace and enjoy the many attractions of the finest barrier islands in New Jersey. Walk and play along the boardwalk, which is known as the amusement center of the east coast. Explore nightclubs and dinner places to match every taste and budget. Come to North Wildwood and experience the land of sun and never-ending fun.

Races

The 16 National and Women's Worlds are BYOB (bring your own boat) events. A limited number of charterboats will be available (see specific

information in this ad). NAHCA and USSA memberships are required, as are Comptips™, USSA, IYRU and IHCA rules apply. The event will be held on the beaches of North Wildwood, with all races sailed in the Atlantic Ocean.

Schedule

The Women's 16 and 18 Worlds will take place August 18-20, preceded by check-in and a practice race on August 17.

As of press time, plans for a Hobie junior event are being worked out. Tentative dates are August 21-22. Stay tuned for more details.

The Hobie 16 National Championship is slated for August 23-28. Qualifying/practice races kick off the event on Monday, August 23, followed by championship rounds through Thursday, and finals Friday and Saturday. All sailors, whether prequalified or not, are guaranteed a minimum of four days of racing.

Accommodations

North Wildwood offers an appealing variety of accommodations ranging from beachfront houses to cozy condos. Discounted rates will be available at several hotels within walking distance of the race site. Prices range from \$50 to \$85 per night. Reservations can be booked through Flynn Agency by calling (609) 522-5522 between 9 AM and 5 PM Eastern Standard Time.

Sorry, there will be no camping on site; however, several full-service campgrounds are nearby.

Travel

Airline travel can be arranged with final destination at Philadelphia International Airport, about two hours from the race site by car. Additionally, shuttle service is available on US Air from Philadelphia to Atlantic City, approximately 30 miles from North Wildwood. Rental cars are available at either location.

No personal checks or credit cards will be accepted on site for any fees or deposits.

1993 WOMEN'S WORLDS AND HOBIE 16 NATIONAL REGISTRATION FORM

NAME:

CREW NAME:

ADDRESS:

ADDRESS:

CITY/STATE/ZIP:

CITY/STATE/ZIP:

PHONE:

WEIGHT:

WOMEN'S 16:

18:

OPEN 16:

SAIL NUMBER:

Make check payable to Division 11 and mail to: Carl Wharry, 2802 Green Leaf Way, Westminster, MD 21157.

Entry must be postmarked by July 15, 1993 to avoid late fee. No personal checks or credit cards will be accepted on site for any fees or deposits.

NORTH AMERICAN REGION NEWS

First Junior Championship Coming In August

BY HANNAH POTEAT

Calling all juniors! We're really going to do it. We've talked about it for two years; now, the event is a reality.

Mark August 21-22 on your calendar. We'll be on the beach in Wildwood, New Jersey, and we'll be looking for you.

The first Hobie Junior National Championship will be held on Hobie 16s between the Women's Worlds and Hobie 16 National. Need a boat? Not to worry. Rental boats will be available.

Strategy clinics will be conducted by some of the biggest names in Hobie racing. Participating will be a wonderful way to expand your knowledge, meet other juniors, and experience racing for a national title.

The 24-hour safety of participants will be a major concern. We are working with U.S. Sailing to make sure we have input from junior nationals in other designs. Any junior who arrives without a parent will be paired with a Hobie Helper to help with anything needed.


Wildwood, a resort town, has beautiful beaches and an amusement park with rides and games for entertainment off the water. We'll put Mother Nature in charge of on-the-water thrills. Wind and wave conditions vary tremendously and should make for exciting competition.

Are You Interested?

We need to know if you think you might like to participate. If you aren't part of a regular junior team, we can help you put a team together.

The cost has not yet been determined, but we are striving to keep it to a minimum.

Please send your name, age, address and telephone number to Hannah Poteat, Vice Chairman Youth Programs, NAHCA, 2301 Gaddy Drive, Raleigh, N.C. 27609; or call/fax 919-781-9631.

It's time to urge your fleets and divisions to organize junior events and/or starts. That way, you will have lots of experience before you compete in the first Hobie Junior National Championship! 

RACE CAMPS 1993

Another season of great race-training, with extensive on-water drills, video analysis and lectures to cover all aspects of racing.

Apr. 11-16

Catamaran Week in the Florida Keys. \$695/person, including room (dbl. occ.), food and seminar. Contact Sailing Seminars.

Apr. 18-23

ADVANCED CATAMARAN WEEK, Keys, the first and maybe the only one like it. Featuring guest experts Randy Smyth & Jim Young. \$795/person including room (dbl. occ.), food and seminar. Contact Sailing Seminars.

May 7-9

Cedar Mills Race Camp at Lake Texoma. For price and information contact Anita Trotter at 405-329-8337.

May 21-23

Hampton Roads Race Camp, at Norfolk, VA. For price and information contact Jim Hagwood at 804-484-7560.

June 11-13

Lake Champlain Race Camp, Venise in Quebec, Canada. For price and info call Andre Pilon at 514-359-0859 or 514-349-1090.

Other 1993 seminars: Laser and E-Scow. Call for information.



Call 305-451-3287.
Or write to
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P.O. Box 2060
Key Largo, FL 33037

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Wings for the Hobie 16

Here at last Sweet Wings 16. Includes all necessary hardware for quick and easy attachment with no drilling. Comes with blue mesh wing tramps as standard equipment. Wings hinge inboard for easy trailering. Use of quick-pins for fast removal for class racing. Adds safety, comfort and more deck area.

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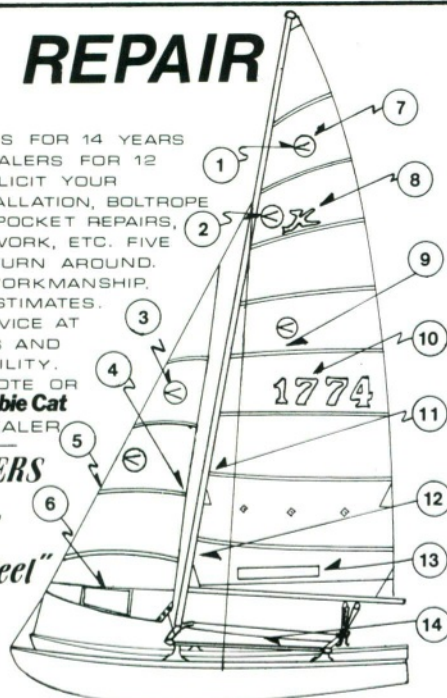
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AS SAILMAKERS FOR 14 YEARS AND HOBBIE DEALERS FOR 12 YEARS, WE SOLICIT YOUR WINDOW INSTALLATION, BOLTROPE AND BATTEN POCKET REPAIRS, TRAMPOLINE WORK, ETC. FIVE TO TEN DAY TURN AROUND. EXCELLENT WORKMANSHIP.

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COVERS



"Banana Peels" are designed to fit the hulls snugly by utilizing delrin zippers along gunwhale and zippers/velcro for sidestay closures allowing for mast-up storage or mast down towable without disconnecting the bridle or sidestays. Hobie 16 "Banana Peels" are \$325.00 a set and \$115.00 for the trampoline cover. The Hobie 18 "Banana Peel" is one-piece, covering the entire hulls and tramp and prices at \$415.00. Prices are for our stock colors of white or blue. Add 10% to quoted prices for colors: red, yellow, green, or tan; allow additional 14-day delivery for special colors. All orders prepaid will be shipped UPS freight paid. All other orders will be shipped UPS, COD including freight. For price guide on sail repairs and info on other manufactured items, contact:

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Propels to speeds in excess of 6 knots using the **TANAKA 120** (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes in seconds for racing. Both sailing and motoring positions clear the boom and tiller.

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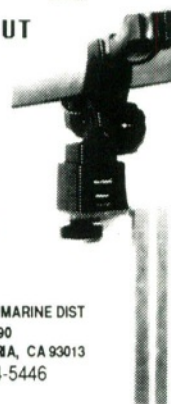


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—Continued from page 16

And exercising while gazing longingly at a great sailing photo or poster (or your centerfold of choice) might help you along.

As with any athletic endeavor, older and/or seriously out-of-condition sailors should visit their physician before beginning an all-out exercise program. In general, developing your arms, legs, stomach and shoulders will help you handle your Hobie in heavy air. Your enhanced physical assets also will provide the ability to hike out for maximum performance in races, as well as give you the muscle strength you need to right the boat and avoid a possible catastrophe.

At the heart of an effective program are commitment, consistency, performance and safe techniques.

A complete body workout involves just that ... the complete body (most of it, anyway). Start with the A,B,C's: abdominals, biceps and chest. Add the triceps, back, shoulders and legs.

Sailing requires strength, stamina and endurance, so consider consulting an exercise facility or personal trainer to determine precisely what you need to do to build up those muscles. If you want to begin with the basics, check out "Sailing Into Strength" in the January/February 1991 HOTLINE. The handy workout sheet it includes will prove invaluable as well.

The article advises, "At the heart of an effective program are commitment, consistency, performance and safe techniques." What are you waiting for? It's time to get started!

THE SHAPE OF THINGS TO COME

Now that you've diligently spent the first days of spring taking care of each piece of the sailing pie ... your boat, your body and everything that goes along with your favorite sport, it's time to give yourself a round of applause for a job well done. Don't linger too long admiring yourself and your boat, however.

All this hard work will have whetted your appetite for sailing. Check out the weather report, grab your PFD and other gear, call a friend or two and feast on a glorious day on the water to your heart's content.

Wish we could be there with you, too!



HYPOTHERMIA

Oh, baby, it's cold outside. Is it too cold to go sailing? Not necessarily. There's something to be said for sailing on a "good weather" afternoon early in spring or late in fall. The wind may be a touch invigorating, but the surroundings are sure to be serene.

Practicing safe sailing, always a necessity, is even more important in cooler weather. Always wear a PFD. Never sail alone. Learn to right your boat. Tell someone on shore to notify authorities if you do not return within a given timeframe. Most importantly, stay within your personal sailing limitations.

In warmer climates, outdoor sports enthusiasts may have a nonchalant attitude toward the condition of below-normal body temperature known as hypothermia, which can be fatal if not detected and treated promptly. However, accidental hypothermia frequently occurs in temperatures between 30 and 50 degrees Fahrenheit, particularly when the cold is accompanied by wetness, wind or exhaustion.

Numbness, lack of flexibility, chattering teeth and a decrease in mental alertness are symptoms of hypothermia. As with many medical problems, the best treatment is prevention.

Dress properly. Consider investing in a high-quality sailing suit or dry suit. Wear layers; wool and polypropylene are more effective than cotton. Take rain clothes along, even if the day starts out on a sunny note. Never leave shore without a head covering; it can significantly reduce heat loss.

Be a wise "consumer." Drinking while boating is never a good idea. In chilly conditions, alcohol causes excessive heat loss and predisposes a person to hypothermia. In addition, we all know how "a few beers" can cloud mental abilities just when clear thinking is needed most. Do fortify yourself with nourishing food before sailing off, and carry nutritious snacks to use as energy boosters in case the weather turns bad.

Sailing should be a mellow activity. For safety's sake, limit the "chilling out" to your attitude, not your body temperature.

Fast Sails For Fast Sailors

RACING RECUTS-
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Hot. Used by many of the
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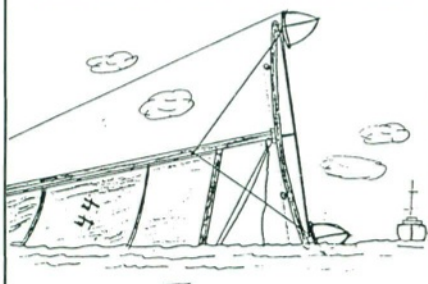
Mainsail Racing Recut with Teflon Boltrope	\$150
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—Continued from page 27

coming down the length of the sail. Sail cut has a lot to do with what battens you shave and to what degree. The battens have a great deal of influence on the shape of the sail, even if the sail is cut wrong.

I am not going to say you can make a good sail out of a badly cut one. You can improve on a correctly cut sail by shaving the battens properly. Ideally, you should work with somebody who has done it before. It is very easy to waste a batten or two.

**The effort put forth
shaving battens is
certainly time well
spent. All horsepower
is generated by
the sail.**

The effort put forth shaving battens is certainly time well spent. All horsepower is generated by the sail. If you have a poorly shaped sail, you can forget it; I don't care how good a sailor you are, you are not going to do well.

R.E. Do you shave the entire batten or just portions of it?

W.M. I start shaving aft of the front of the batten. I don't shave the first three inches. Leaving that section untouched will prevent the front of the batten from splitting and will ensure a better fit in the luff pocket. I work back to around 50 percent, but never touch the back half of the batten.

R.E. Do you recut your sails?

W.M. I have had some success cutting the tops of sails in the past, but haven't had to do it recently. The sails I have run across in the last three years seem to be a lot better than they used to be. I don't know if I'm becoming less critical or if my idea of the perfect sail is changing. If you buy a new sail, put it up on your mast; if it has no puckers or pooches or strange wrinkles, you should have a good sail. Rarely does a new sail have drastic problems with pocket placement.

R.E. How can you tell if your sail is blown out?

W.M. The vertical cut mains blow out first between the battens along the leech. When sailing in medium to heavy air, look at the back half of the main. If baggy pockets form between the battens, the sail is blown out.

This situation usually occurs first in the top half of the sail. You'll notice it doesn't

have that crisp look to it when sheeted tight. There is nothing to do but get a new sail. If you sail in heavy air a lot, a sail may not last more than two years. If you stick to light and medium air, two to three years are a maximum for peak performance.

R.E. Do you go to flat sails in very light air?

W.M. I do in the bottom part of the sail, but stay with a fuller sail up top. As mentioned before, I keep the forgiveness factor in mind. The air does not stay attached as long in the light stuff. Unless you are in glass-smooth water, the top of the sail is affected a great deal by any hobby-horsing. If it's achievable, flatten the bottom and leave the top a little fuller.

R.E. Is there anything else you think is critical to a fast sail plan?

W.M. I have a tendency to run a loose rig on all my boats. I test the rig tension before I put up the main and attach the boom. With the mast up and the rig tension on it, I rotate the mast as far as it will go. It should rotate three to four inches forward of the crossbar, allowing the mast to rotate easily downwind. If the rig is too tight, the shrouds wrap around the mast as it is rotated, and prevent proper rotation when sailing off the wind. In rough water and heavy air, rig it reasonably tight, because rotation downwind is not as critical in that air and you don't want the rig banging around.

R.E. How can the average sailor best learn more about sail shape?

W.M. Reading is a great learning device. You need to know as much as you can about why and how sails work. Forget all the stuff about genoas and spinnakers. (You can read about them if you want, but they don't apply to catamarans.) "Sail Power" is a very good book. "The Art & Science of Sails" by Tom Whidden has excellent information on what happens to air flowing around sails.

Asking fast sailors what they do with sail shape also is critical. Look at their sails and try to determine what is different in comparison with yours. If any of these racing gurus are so inclined, have them inspect your boat and explain the differences they see.

Usually, fast sailors have arrived at a fast shape and are closer to the optimum than you. I don't believe anyone has found the perfect shape, but some are closer than others. Take heart: there's always room to improve!

Thanks to Wayne for sharing his thoughts on sail shape. The bad news is understanding sails and the wind can be frustrating. The good news is we all have room for improvement!

Stay tuned to *Racer's Edge* for more insights from top Hobie sailors. 

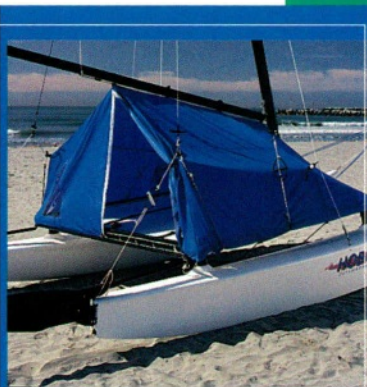
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GET HOBBIE

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Increase the tempo and fun of your Hobie 16 with an H-16 Spinnaker Kit. You'll be up, up and away in no time with this easy-to-install kit that accelerates off-wind sailing speed in any wind condition. Show those other cats how fast a Hobie 16 really is! The complete hardware kit includes spinnaker pole, blocks, lines, fittings and fasteners. The sail is a 3/4 oz. rip-stop nylon asymmetric spinnaker.

#20999000	Hardware Kit	\$300.00
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Whether you're enjoying an exotic, long-distance cruise or camping overnight at a regatta, the spacious and private H-16 Tramp Tent makes Hobie 16 sailing as comfy as it is easy. It provides complete tramp area coverage as well as plenty of headroom. Forget the special hardware. The roof is supported by the boom (with or without the sail rolled to it). Just snap the straps, hook the corners to the pylon posts and hoist the halyard. Bungee and hooks make complete assembly quick and secure.

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Chill Out

Hobie's Soft Side Coolers keep food crisp and beverages cold. Each well-insulated cooler features a waterproof nylon exterior, vinyl interior, zipper closure and built-in carrying handles. Available in royal blue and teal (specify color when ordering), 6 and 12 packs hold one 8# bag of ice; 24 pack, two 8# bags.

#7210ST	6 pack	\$31.95
#7210MT	12 pack	\$39.95
#7210LT	24 pack	\$47.95



Hobie Vests — Wear 'Em For Life

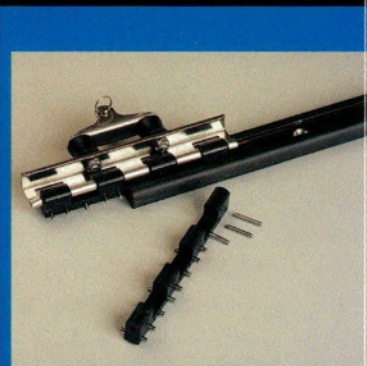
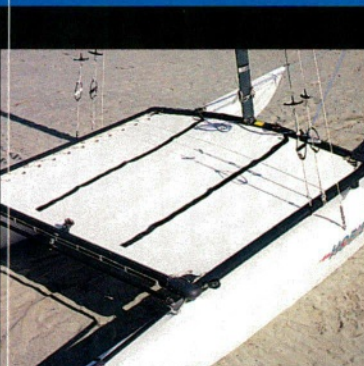
These Coast Guard-approved Type III Hobie Adult Life Vests fit comfortably over a T-shirt or wet suit and trap seat. The short-waisted vest with Ensolite® flexible foam flotation folds into a compact 12" wide x 4" high package. A bright coral right shoulder and left chest make the vest — and you — highly visible by rescue boats, power boaters and other sailors.

#S5322SM	Small/Medium	\$42.95
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A Roaring 20's Tramp

The Hobie 16 One-Piece Tramp is the answer to the problem of lines and other items washing off the boat through the trampoline lacing. The newly designed lace at the back of the rear crossbar is the same used on the high-tech Hobie 20. A closed lacing down the left sidebar offers you the convenience of a one-piece tramp without sacrificing the frame stiffness of a standard trampoline. All seams are heat-welded to provide the superior strength and durability unattainable in a sewn trampoline.

#20971000	White Vinyl	\$285.00
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For less than the price of dinner and a movie, you can enjoy the new Mainsheet Traveler Car redesigned to improve strength and durability of the Hobie 14, 16 and 17. Its 11 replaceable needle bearings are 650% stronger in bending, while body wear areas have been increased 20% to enhance effectiveness and longevity in sandy environments. Installation is quick and easy: the car is fully interchangeable with the earlier design and does not require a new upper assembly.

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