

# Hobie HOTLINE

MARCH/APRIL 1994

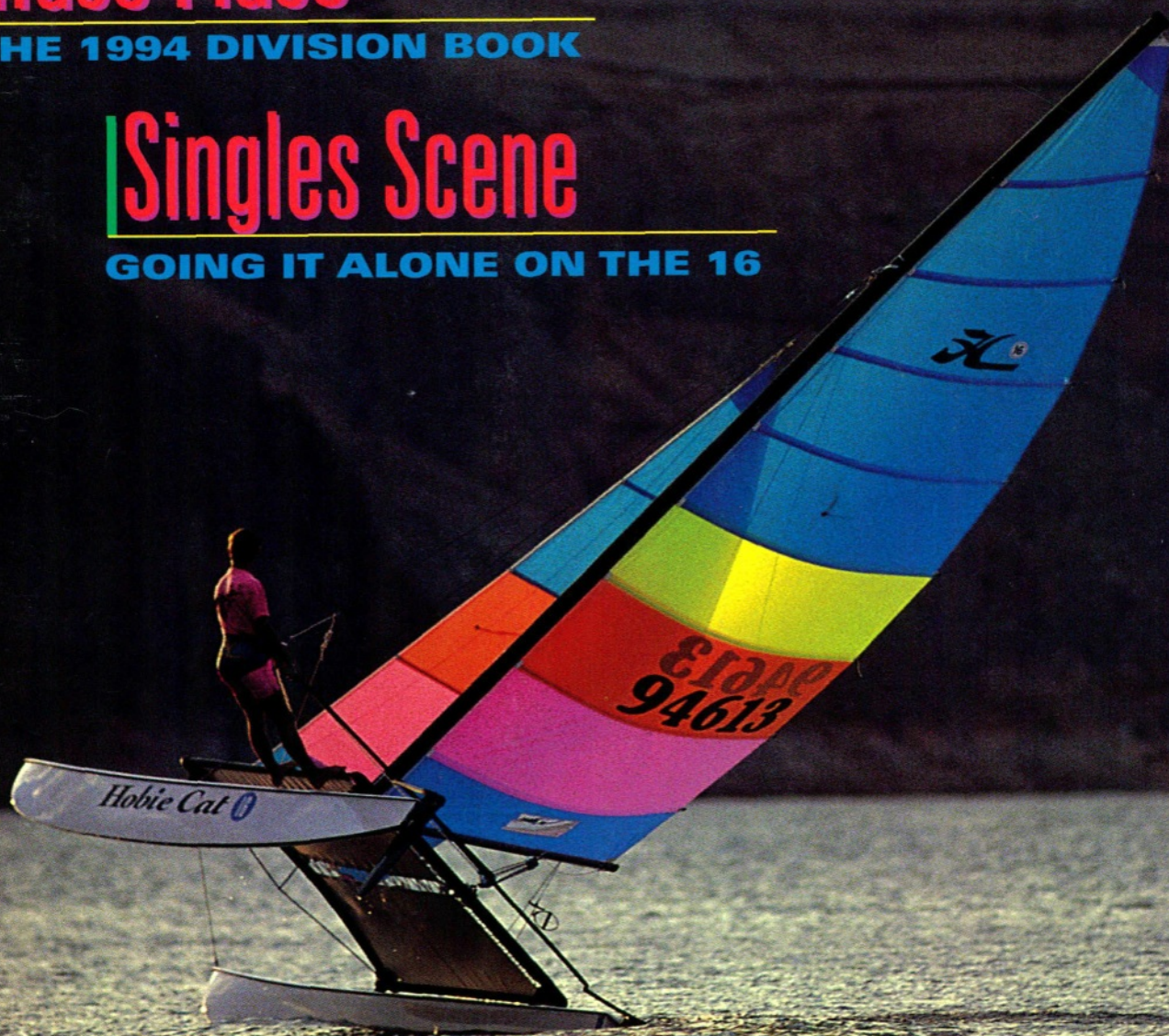
\$3.50 U.S./\$5.50 CANADA

## Race Place

THE 1994 DIVISION BOOK

## Singles Scene

GOING IT ALONE ON THE 16



## Moving Pictures

GET IN THE MOOD TO  
SPRING INTO SUMMER



# HOBIE PARTS

## The All-American Way To Play!

March/April Special



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You'll be able to cleat and release from anywhere on your Hobie 16 with this all-in-one Low-profile Jib Block. The cleating system mounts easily on the jib track, eliminating the sliding block as well as the swivel cam cleats on the crossbar.

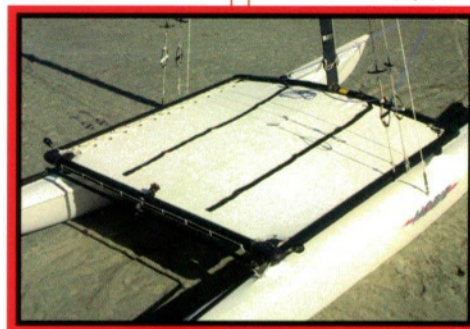
#1075	With cammatic	\$60.00
#1076	Without cammatic	\$45.00



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## Hobie HOTLINE

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Race into the 1994 season with this reference guide.



MURRY SILL

#### On the cover

Look ma — one hand! Sailing solo on Lake Powell. Photography by Patrick McDowell.

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

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## Everything's Coming Up Roses ... We Hope!

*"Some say the world will end in fire  
Some say in ice ..."*

from "Fire and Ice" by Robert Frost

**F**ire, ice, mudslides, snowstorms; not to mention the almost-Big One in Los Angeles — what the hail is happening? It seems like everywhere on the map you looked these past several months, you found another natural disaster. Maybe it's my background in publishing (or perhaps it's my English major colleague looming over my shoulder), but all this horrendous weather, devastation and the related human tragedies are making me wax poetic. When Shakespeare wrote about the winter of discontent, he must have foreseen this past season of ours.

Yes, everything certainly got off to a shaky start in 1994 in our neck of the woods — well, farther north, I'm sorry to say for the Los Angelenos but happy to say for us. Every evening after I arrived home during the days following the earthquake, I was "treated" to more stories of homelessness and hopelessness. When I heard that some 26,000 homes in L.A. were considered uninhabitable due to the quake and its many aftershocks, I was astounded — that's about how many residences are in Carlsbad, a beautiful coastal community just south of my Oceanside home.

Even the people fortunate enough to make it through the earthquake with only broken crockery and not broken dreams will be spending months suffering the daily nightmare of aftershocks known as traveling on the Los Angeles freeways.

Our editor, who lived up there for 12 years, has told me about how she used to spend hours on the L.A. freeways and hours more complaining about being on the L.A. freeways. She said she had this continual urge to jump out of her car (actually she had plenty of time to get out in a leisurely manner), dash over to the sign cautioning, "Speed Limit 55 MPH," and scratch out one of the 5's.

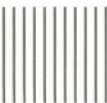
Well, as we all know, life goes on, thank goodness. Winter is just about over and spring has finally almost sprung — even for all of you in the freeze-bitten areas of the country, I hope. The tulips I planted last November are peeking up through the soil, the crocuses are smiling, and Michael Jordan is playing baseball, so all must be right with the world!

I know that for some, who suffered and may yet be suffering from either a natural disaster or the unnatural disaster of a still-sickly-but-getting-better-we-hope economy, it's a long, hard road from gloom and doom to everything in bloom.

But thank goodness, we have survived this winter of our discontent and now there are many exciting days and adventurous nights of sailing to look forward to. I hope your climate (economic and otherwise) is looking sunnier every day!



# Dealer Menu



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## HE LIKES IT ALL

For 20 years I have eagerly awaited the arrival of each Hobie HOTLINE. The magazine continues to capture my attention as does this great sport of ours. But indeed it is more than a sport, it is truly a way of life.

I would like to applaud, in this, Hobie's 25th year, the "Hobie Scrapbook" published in the November/December 1993 issue. It was nice to look back into Hobie history and reminisce with memories of Hobie days of the past. The list of all the Hobie heros of sailing was fun to see as well as the locations of many great national and world events.

I would also like to thank Wick Smith for the "Racer's Edge" articles. They are well-researched and thought-out and he is doing a great job!

Thanks for all the good times!

Roger Jenkins  
Huntington Beach, CA

## MORE HOBIE LIFE IN LIFE

Regarding the 25 years of Hobie Cat, I just want to mention that there was another LIFE magazine photo in its January 1979 issue. The photo featured the Hobie 18 and the sailors were Paul Ulibarri and Gina Isco (now Gina Gramont).

I really enjoyed reading the HOTLINE article. I've been involved with Hobies since 1976, and it brought back many fond memories of people and places.

Here's to another 25 years of Hobies and then some.

Gordon Isco  
Carbondale, IL

## MECHANICS IS APPLIED PHYSICS, HE SAYS

As a mechanical engineer who defected from physics during college in search of something a bit more practical, I can assure you there is no difference between a mechanical view and a physical view regarding the boat-righting controversy. My, wouldn't it be nice if we could pick and choose from different views of how the laws of nature affected everything around us. Quite simply, mechanics is elementary physics in application.

Those of us unlucky enough to find our mast "vertically challenged" ("dumped" is so degrading!) have but two things to consider regarding the righting line and how close to lay to the water. Three if you're not sure where your beer is.

Everything Mr. Schmidt said is 100 percent accurate. Mr. Hackney has drawn some unfounded conclusions, but does

offer some wise advice. First, as Mr. Schmidt stated, your Hobie will regain its natural posture most quickly by extending your body's center of gravity as close to horizontal as possible, at least until water is supporting some of your weight. Mr. Schmidt's conclusions regarding the force to hold the righting line are equally correct.

Mr. Hackney made his first error when he attributed different values to "Torque Developed to Right Boat" depending on the position of the righting line, an error already corrected by Mr. Schmidt and which invalidates all other calculations of Mr. Hackney's. Your body weight and its position are generating the torque to right the boat, not the method by which your weight is supported. However, Mr. Hackney alluded to the best solution when he pointed out that trapezing while parallel to the water was the most effective method, but maintaining that parallel position to right a boat requires considerable arm strength.

The best righting technique? Don't dump to begin with. That option having been lost, be as parallel to the water, without being in the water, as your arm strength will allow. This alone tells us there is no one best angle at which to stand. To reduce arm strain, the righting line should always go over the hull.

Oh! If you went over because your trap lines broke, don't let them snag the bottom. Nobody weighs that much.

And, I do enjoy the "Dear John" column very much and have found it most useful. Keep up the good work.

Guy Lawyer  
Shawnee, OK

## MORE EGG ON OUR FACE

I am debating about replacing my dacron sail with a mylar version for my Hobie 14 #5188 that I and my kids keep and sail often off our beach. It's the original sail, so you know it needs replacing.

I read with interest the informative article by Doug Skidmore in the September/October 1993 HOTLINE titled "Hobie 16 — Dacron vs. Nylon Sails." But my confusion began as I compared the text and the title. Does mylar fall under the category of a nylon? According to The Sailing Dictionary, mylar is an E. I. DuPont trade name for polyester film, compared to dacron, which is polyester fiber. As I understand it, nylon is not a trademark, but is described as polyamide polamar (which doesn't tell me much).

Is your title a typo or is it correct to consider mylar a trade name for a type of nylon?

Given the same square footage of sail area, how much lighter is a mylar sail than a dacron version? In Doug Skidmore's test, which proved more durable on a long-term basis?

Thanks for taking the time to respond.

J. R. Watson  
Bay City, MI

*Your confusion is understandable. As you were writing this letter to us, the November/December 1993 HOTLINE containing our retraction was probably on its way to your mailbox. The information in the article was correct; the title was wrong. It should have read, "Hobie 16 — Dacron vs. Mylar Sails." Sorry.*

*In answer to your other questions, there is no significant weight difference between mylar and dacron sails. Doug Skidmore's test was not a long-term durability test. The general consensus is that mylar maintains its precise design shape for optimal performance. Dacron, although known for its durability, is also known to lose its shape, negatively affecting performance.*

*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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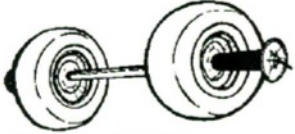





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Now, just three years later, not only is the Hobie 20 a favorite among traditional Hobie Cat racers, it's helping sailboat racers of other stripes ace out their competition.

Just like elections in a democracy show the kind of leaders citizens really want, open regattas show the kind of boats people really like to sail. The open-class Florida Citrus Sailfest held last December is a prime example. Out of over 640 total boats participating, 90 were Hobie Cats. And of those 90 Hobies, 27 were Hobie 20s!

To us, those numbers are a good indication that just as Hobie Cats strengthen the sport in general, the Hobie 20 is making Hobie Cat a strong presence within our beloved pastime. If, as the saying goes, there is strength in numbers, the Hobie 20 may be the best little number of them all.

## THE ULTIMATE POOL PARTY

This story comes to you from Paul Pascoe, the amiable "Aussie-turned-Limey" vice president of the International Hobie Class Association. Never one to pass up a good time, Paul passed on this story to us after he found the photo at the top of this page hidden away in his archives.

If we didn't have the photo as proof, we might not have believed it happened, but as you can see for yourself, this really is the gospel according to Paul.

### Hobie Life's A Beach

This photo was taken the day after the last Hog's Breath 1,000 in 1987. After the race, Ted Lindley, who was living there at the time, and a few of his friends said they were having a pool party and asked if we would like to come along. They said the get-together would start around mid-day on the beach.

The beach seemed a strange place for a pool party. I was even more curious when the organizers began planning to meet at the beach at 7 AM "to get it ready."

When we arrived, we couldn't believe it — they had been digging for several hours, making a full-sized pool in the sand, about 100 yards up from the sea. They had lined the pool with big sheets of clear plastic and pumped in hundreds of gallons of sea water (everyone brought a gas pump).

These people obviously were very experienced in this sort of operation — they had even added vegetable dye to give the water the beautiful blue/green colour one expects from a top-class pool! The whole area was



fenced off and only invited guests were allowed in.

The final touch was added when the barrel arrived. A pit had been prepared with more plastic liner. The keg was ceremoniously lowered and ice carefully packed around the keg so it would last the day. An umbrella to shade the precious potable completed the scene.

This was the "Hobie Way of Life" taken to the extreme!

## THE GOOD TIMES ROLL ON

Like a vintage wine, some things get better with age. The following piece is one of those things.

The commentary first appeared in Houston/Galveston Fleet 8's newsletter, "The Hullraiser," in 1983. It was reprinted in that publication in 1988 and again in 1993. Newsletter editor Lisa A. Davis passed it along to us, and we're presenting it to you, because, as she says, "We think the article does a good job of conveying the enthusiasm so many of us feel for the great sport of Hobie sailing."

As we prepare to head out on the water for an exciting new season, we invite all readers — newcomers, recreational sailors and racing vets — to savor Dave Donica's summons to the fleeting life.

### The Last Word

Judy and I bought our Hobie 16 in July of 1981. We had been sailing a smart little monohull sloop up to that point, but couldn't stand watching the catamarans sailing circles around us. The age of the catamaran is definitely here.

We had a thrilling time sailing our Hobie off the Texas City Dike that summer, but we knew that to enjoy the Hobie to the max we needed to become involved with a group. We joined Fleet 8 in November of 1981. I never dreamed how much fun sailing in a Hobie fleet could be.

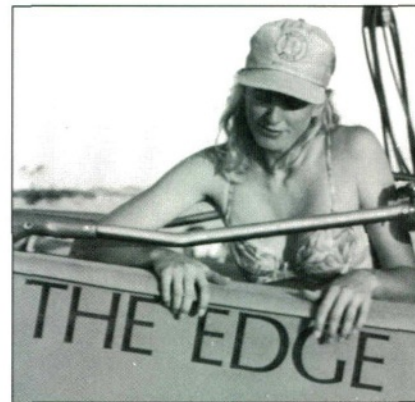
The goal of Fleet 8 is to provide an organizational framework for people with diverse backgrounds to get together to enjoy something we all have in common: the desire to get out of the city and onto a cool lake, bay or ocean on a high-performance boat, to party on a beach filled with colorful sails, and to meet and make friends with people who have the same thirst for outdoor adventure. That's the best part of the deal. If you have enough nerve to walk up and introduce yourself to people at a fleet meeting or regatta, you probably will end up with a set of close friends that will make living and playing in Houston something that you will remember for the rest of your life.

Why race? Racing in points regattas or sailing as a non-racer provides a number of opportunities:

- See Texas. You get a chance to spend a two-day weekend in other parts of Texas, and get to sail in a variety of different waters.
- Get good at it. You get good at sailing when you race up through the ranks.
- Be famous. You occasionally win a trophy that makes you feel awfully good.
- Be social. You get to meet and party with friends from all over the state.

A regatta is a weekend of great sailing, tanned skin, new environments, great food and parties, a colorful T-shirt, and maybe a trophy. You owe it to yourself to make it to as many regattas as possible.

## NAME GAME CORNER



We named our boat "The Edge" because whether we're on the way to the finish line or on the brink of disaster, we're always sailing on the edge. Watch out, Seafleeters of America!

Cari Anderson and Alan Lingol  
San Diego, CA

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





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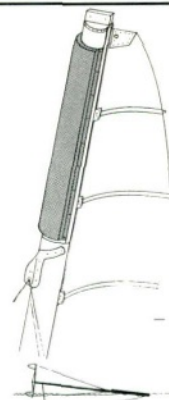
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## Dear John

BY JOHN HACKNEY

### THE SINGLES SCENE

*Last summer, my wife and I purchased a used 16. We never had so much fun, sailing it all summer long. Just before Christmas, we found out we're pregnant. This new development means I won't have a sailing partner this season, but I really want to continue sailing. Do you have any suggestions for single-handing a 16?*

**T**he Hobie 16 was a revolutionary sailboat that raised the scale on the Fun-O-Meter when first introduced more years ago than I would like to remember. Despite the Hobie 16's classic design, it still supplies just as much fun as the new, faster boats of today.

A 16 arguably registers higher on the Fun-O-Meter per mile on a reach than any other catamaran to date. Reaching may not be as fast on the radar gun as other boats, but who notices those details when death and destruction are split-seconds away as you double-trapeze at speeds exceeding 20 knots. Your very existence is controlled by your crew (now that's empowerment), with hands clutching the jib sheet, as the bow tries to dive like the Nautilus with Captain Nemo at the helm.

Crews seem to have a lot more to do on the newer boats with all the adjustments, but they don't hold the power over the skipper enjoyed on a Hobie 16. Sailing mistakes on newer cats simply result in a little loss of boat speed: boring. Double-trapeze reaching on the 16 with the skipper knowing a mistake by the crew on the jib (those jib jam cleats are not very forgiving) most assuredly will result in something resembling a tail-hook snag while landing a Boeing 747 aboard the Nimitz — now that's definitely not boring.

Call me old-fashioned, but to me those newer wienie boats have so much buoyancy in the bows and such a balanced sail plan that max deceleration pitchpoles are becoming a forgotten art. The designers have taken away all the fun; well, not all the fun.

Nevertheless, I feel a nostalgia for those amazing years when the Hobie 16 was "King of the Waterways." Maybe Hobie Cat should stop producing all the other boats and just make the Hobie 16 ... NOT!

### DOUBLING BACK

What's the question? Oops, forgot the question. O.K., the wife's pregnant ... no, we're pregnant (need to be politically correct), and the sailor who is not enduring the physical aspects of the pregnancy still wants to sail the Hobie 16. Singlehanding seems to be the logical solution and offers a great workout.

Going solo on the 16, or any two-person catamaran, for that matter, can be a heck of a lot of fun. Single sailing does present difficulties, however, so care must be exercised.

Safety is the first consideration. When singlehanding a boat, always remember to wear a personal flotation device (PFD), formerly called a life preserver or life jacket. Who changed the name, anyway? Probably some corporate attorney, who realized a life preserver may not always preserve a life. In any case, wear a PFD.

Another important factor is your ability to right the boat should it flip. Three methods come to mind for righting your boat while singlehanding or without adequate crew weight. Not all will work on every boat, so test your chosen method when help is nearby, for safety's sake.

**G**oing solo on the 16, or any two-person catamaran, can be a heck of a lot of fun. But, single sailing does present difficulties, so care must be exercised.

A water bag adds to your body weight so you can obtain enough force to right the boat. Water is the weight of choice, as items such as lead add weight to the boat that may not be desirable or could be misplaced in certain circumstances (this has something to do with Murphy's Law ... wrong place at the wrong time). Water bags can be purchased from one of several manufacturers, or made at home if you are handy and have the time.

Using the shroud extender is another method of righting the boat. The shroud extender allows the boat to lean over a bit

further when capsized, requiring less weight to right. The accessory also is readily available commercially. Extender kits not only lengthen the shrouds but also prevent the mast from coming off the mast base, equipment required on some boats once the shroud is extended. Shroud extenders are inexpensive and much easier to buy as a kit than a handmade version.

The third righting instrument is a mast float, which has the added advantage of keeping the boat from turtling. Talk to fleet members or visit your local Hobie dealer to select the best righting method for you.

### STAY IN CONTROL

Maintaining the Hobie 16 under control and upright above about 15 knots of wind can be a problem when sailing alone. The boat becomes a handful, especially on a reach, as the main and jib need to be adjusted constantly.

Roller furling jibs, now available for the Hobie 16, make a nice addition for singlehanding the boat. When the weather gets a little nasty, the jib can be furled, enabling one person to handle the boat and have a lot of fun to boot.

Previously, this option was impossible, due to the Hobie 16's fully battened jib. Currently, optional jibs are available without full battens and with a roller furling mechanism; spend that money, it's worth it. Not tacking becomes easier, too, without battens to get hung up on the mast or halyards while crossing the mast.

Lastly, to achieve comprehensive safety and peace of mind, solo skippers always should file a float plan. Someone on shore always must know where you will be sailing and what time you expect to return. It is better to be safe than shark bait.

### FLOAT, FLOAT, FLOAT YOUR BOAT

*I own an SX-18 and sail strictly for fun; no racing. A friend of mine bought a Sport Cruiser this past summer. It has something that looks like a zeppelin on top of the mast. I assume it's a mast float. Can I put one on my SX-18? If so, will the extra weight make it harder to right? I enjoy your column more than anything else in HOTLINE.*

It's a bird, it's a plane, it's Lois and Clark. (Didn't they explore the Northwest?) These expletives are heard when a sailor first views the strange "object" atop the mast on the new, 21-foot Hobie Sport Cruiser.

If I'm not mistaken, I recently saw that same object on the TV show, "X-Files,"



reported as an unidentified craft from another world. Could it be ... extraterrestrial? Coincidentally, that very same UFO-type entity was last seen by the crew of "Deep Space Nine" passing through the worm hole.

This object sure does get around. But back to more earthly matters, what the hell is it?

**D**esigns differ, but most floats accomplish somewhat the same function; they help right the boat or at least stop the boat's mast from pointing toward Davey Jones' locker when capsized.

That unique piece of equipment atop the Sport Cruiser's mast is a flotation device. Mast flotation devices have been seen over the years on other catamarans and are also available as after-market products. Designs differ, but most floats accomplish somewhat the same function; they help right the boat or at least stop the boat's mast from pointing toward Davey Jones' locker when capsized. We all have been there, upside-down, I mean, after the boat flips, due to wind, sea conditions, or incorrect weight placement (always the crew's fault), and the boat turtles.

#### CRUISING RIGHT ALONG

The Hobie Sport Cruiser was designed, as its name implies, for cruising. This criterion dictates a boat that is very stable and forgiving; hence a shorter mast for the Cruiser.

Shorter masts are a common way to make a catamaran more stable and less apt to capsize. This principle can be seen on many larger cruising cats and even cruising monohulls, if I may use that word.

The subtle problem with a shorter mast is that it actually can make the boat more liable to turtle when flipped and more difficult to right. Where did the term "turtle" come from? Can a turtle turtle? Living in Florida, I've seen giant cockroaches turtle after spraying them with Raid. I also have seen rhinoceros beetles turtle when fire ants eat them. No Raid needed there. There could be a horror story in here somewhere.

#### SHORT BY DESIGN

A shorter mast enables the boat to rotate farther when capsized, allowing the hull that is out of the water to push harder on the mast, with little buoyancy, into and under the water. Add the additional weight of a deck storage box and cooler to the tramp, and your boat can turtle easily.

Preventing the boat from going turtle, keeping the mast floating a little higher in the water, and making righting the boat a whole lot easier are all positive results of the simple but effective mast float. The float's extra weight theoretically makes the boat harder to right, but that problem is somewhat counteracted as the device floats higher in the water, thereby not allowing the upper hull to rotate as much.

Masthead floats were designed to be big enough to keep the masthead from going under water and light enough not to cause righting problems. Shape is obviously dictated by windage considerations, not aesthetics.


#### IT'S ADAPTABLE

Recently, the Sport Cruiser's masthead float has been made available for other Hobies as an adapter kit. Therefore, if you have a Hobie SX-18, for example, and want to do a little cruising, the Sport Cruiser masthead float may be perfect for you.

Cruising your Hobie is a great way to explore uncharted territories just like Lois (I know, Lewis) and Clark. Even charted territories such as Lake Tahoe or the waters around Kiawah Island offer relaxing cruising and a refreshing alternative for the racing sailor.

**P**reventing the boat from going turtle, keeping the mast floating higher, and making righting easier are all positive results of the simple but effective mast float.

A variety of other masthead floats, including an inflatable device and also a flat aerodynamic contraption, are commercially available. These items usually are advertised right here in **HOTLINE**. You also can contact your local Hobie dealer for more information and a demonstration.

The bottom line on masthead flotation: it sounds great for the cruising sailor. For the racer, I don't think so. Whatever floats your boat! 

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# The Natural

## Born-To-Be-Wild Adventurer Discovers New World Of Hobie Cat Sailing, Then Races To Share Passion With Rest Of Planet

New disciples are often the most passionate about their recently acquired convictions. Many examples exist in the realms of religion and politics. In Andrew Richardson's case, the driving force was 14 feet of fiberglass and a whole lot of fun.

Like recent converts to other great passions, Andrew now wants everyone to know just how great it is to sail a Hobie Cat, and how great it is to sail in what he calls the rainforest area of Washington. This new Division 4 chairperson proclaims, "This should be the capital of the world for sailing Hobie Cats!" If Andrew has anything to say about it, it will be.

### IN THE BEGINNING

Many great sports enthusiasts seem to have been wedded to their sport since birth. Arthur Ashe probably was born with a tennis racquet in his hands; Michael Jordan assuredly had a basketball in one hand and an endorsement contract in the other.

If anything, Andrew Richardson of Portland, Oregon had a paintbrush in his hands, as he now, at age 26, is a fine painter of custom homes. At any rate, he was not to the manner of Hobie Catting born, although his Zodiac sign is the water-bearer, Aquarius.

Andrew is a natural daredevil. Most kids who grow up on a farm as Andrew did are pretty fearless in their pursuits, and Andrew is no exception. "I won a horseback riding trophy bigger than I was when I was nine," he affirms, admitting he also has a few scars from that and other youthful adventures such as tree-climbing. Later, the tide turned to motorcycle riding, but until less than two years ago, sailing was as remote to him as not sailing is to most **HOTLINE** readers.

### THE EPIPHANY

Andrew's moment of discovery came not in a flash of lightning, but on a hot,

dusty day. "It was on an afternoon in the summer of '92," he recalls. "I was driving down the road, and suddenly I realized I'd much prefer being out on a boat on the water."

As you might already have guessed, Andrew is the kind of person who, when he makes up his mind to do something, does it, without hesitation or delay. "I found a sailing dinghy right away and bought it immediately." Almost as quickly, he realized it was "a piece of garbage." His first indication of sub-par performance: "It wouldn't float."

Not one to give up, Andrew, who is quite a handyman, fixed it up, painted it (naturally!) and took it out again, with his girlfriend, Anita Facchini. "We almost enjoyed ourselves," he says wryly, "except that the boat was only eight feet long and kept tipping over." By the third excursion, Andrew concluded, "This boat was hardly seaworthy."

After these first few misadventures, some people at this point would have given up on sailing. Not Andrew. He made what turned out to be a prophetic decision ... to find a different craft, not a different passion.

"I stopped by Harvey Marine," recounts Andrew. "The place was packed with about 100 motorboats. Hiding among them was a used, little Hobie 14." He traded in the dinghy, walked out with the Hobie 14 and a Hobie Cat sailing book, and all at once, he says, "It was a whole new world for me."

**H**e traded in the dinghy, walked out with the Hobie 14 and a Hobie Cat sailing book, and all at once, he says, "It was a whole new world for me."

From that day forward, Andrew hasn't needed a license plate holder that reads, "I'd rather be sailing," because he usually is. This self-employed artisan has been known to go out on the water eight days in

a row. One of the first accessories he purchased was a quality dry suit, enabling him to wink at the weather and continue flying a hull on those oh-so-chilly Pacific Northwest afternoons.

### HAPPY AS A FISH IN A POND

Once he got his feet wet in the sport, Andrew was truly hooked. He became totally consumed by his passion, and completely devoted to doing it all almost at once.

"I contacted Dan Carpenter at Hobie Cat Northwest in Seattle. Dan gave me a directory and told me about a big organization called the Hobie Class Association with divisions and fleets. He said I needed a **COMPTIP™** to race. I got one in time for the September 1992 Skamamowaka race."

Arriving at the event, Andrew found he was the only Hobie 14 sailor on the scene. "I was blown away by how friendly and helpful everyone was. A half-dozen people who didn't know who I was came up to say hello and explain how to enter the race. Ted Cross, a 17 sailor in his seventies, fashioned a home-made hiking strap for me. It all was great!" he exclaims.

Andrew meandered, lost at sea, in the first race and then completed the second. Having sailed the boat maybe ten times altogether before the regatta, Andrew was gaining in confidence ... until the third race, when he totally de-masted at C-mark.

"It was stressful," he confesses, but he rose admirably to the occasion, managing to pick the sail out of the water. "I learned something," he now confirms. "Always inspect your rigging."

Andrew took charge of the situation and got himself back to the beach, with the mast up and the broken shroud on the downhaul side. "My girlfriend was waiting there to see if I was alive." He was very much alive, and raring to get back out on the water again.

### MOVING UP

As you know by now, Andrew works fast. Within 24 hours of the race, and realizing that at 200 pounds he perhaps was unsuited for a Hobie 14, he found a used Hobie 16, all-white just like his 14. He bought it on the spot. This time, he made sure the rigging was in good shape before he entered a race.

He rounded out his interest by subscribing to **HOTLINE**, which he'd discovered at the Skamamowaka event, where he'd also joined Fleet 72. He sailed all winter long, getting ready for the spring series in which he would begin competing against his many new racing friends and idols; among them local Hobie 18 hero,



Ken Marshack, and SX-18 expert, Ken Gertz. ("We call them 'Ken squared'," Andrew explains.) His other racing friends include Dan Carpenter, Mike Collier and his son, and of course Andrew's girlfriend, whose involvement in a car accident has seriously limited her sailing.

**A**ndrew's first racing experience on the 16 was less than stellar. "I almost got around the marks before they pulled them up!" Undaunted, he kept on sailing, kept on racing, and, most importantly, kept on learning.

Andrew's first racing experience on the 16 was less than stellar. "I almost got around the marks before they pulled them up" he notes, with humorous chagrin. Undaunted, he kept on sailing, kept on racing, and, most importantly, kept on learning.

At Division 4's season kickoff race in May 1993, the whitecaps were out in full steam; the wind was blowing at 15-20, with gusts up to 30; and Andrew's girlfriend was unable to sail with him. In his typical take-the-bull-by-the-horns fashion, Andrew marched into the skippers' meeting and asked if anyone needed a crew. He and Mike Collier's son hooked up together on Andrew's boat. They won first place in the initial C-fleet race, and Andrew went from being just plain hooked to being totally caught — hook, line and sinker. He bought a newer Hobie 16, which had been used only once; sold the other 16 and the 14; and now is looking into buying another Hobie as well.

#### LEARNING BY DOING

Andrew often can be found at The Gorge, where after a harrowing experience in which he and a friend "got sucked up Wind Alley" and ended up capsized close to the rocks, Andrew learned what he calls an invaluable lesson: "too much is not fun!"

"I know now that a sailor has to know his limits," relates a chastened Andrew, who still has limitless enthusiasm for the sport. He relies heavily on the experience of his

veteran sailing buddies and on the technical articles he devours in what he calls his bible — **HOTLINE** magazine.

Andrew is a great proponent not only of sailing and racing, but of the Oregon-Washington area. "We have 90 miles of sandy beaches up here," he boasts, "including the longest beach in the world" — appropriately called Long Beach, in Washington.

Andrew became an official advocate of the sport last October. Just over a year had passed since his wild whim on a hot afternoon led him to buy a sailing dinghy. Now, here he was, attending his first division meeting.

"Little did I know there was going to be an election and I would be elected chairperson of Division 4."


There's something to be said for experience, but there's also much to be said for enthusiasm. Andrew will retain his natural enthusiasm as he gains more and more catting experience. He's an all-the-way person, and chances are he's going to take this passion for Hobie Cat sailing all the way to the top. Both he and the sport will be the richer for it.

#### BURNING AMBITION

The fire Andrew first felt for sailing has not cooled off over the past several months. Whether he's sailing, racing or overseeing activities in his role of division chairperson, he's fully participating in and enjoying the Hobie life. All his new friends are Hobie Catters; many of them lifelong sailors and their families. Andrew really lives and breathes Hobie Catting, saying it is second "only to my girlfriend and family."

**I** don't understand why anyone would do anything else as a hobby or a lifestyle; it is second only to my girlfriend and my family.

"I don't understand why anyone would do anything else as a hobby or a lifestyle," exclaims Andrew, whose intensity for the sport increases with each day on the water. "Maybe if I sail my tail off, I'll go down in the annals of Hobiedom."

Better get Andrew Richardson's autograph now, because he probably will! 

## BACK ISSUES

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**Jan/Feb** Tuning the 14  
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From Last to First  
**Mar/Apr** 18 Performance

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**Jul/Aug** Hobie 14 Tips  
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# Fit To Be Tied

## Bowline Knots Will Keep Your Boat From Slip-Sliding Away

BY BILL BALDWIN

**K**nots are like teenagers; you can't live with 'em, you can't live without 'em. If you're a sailor, however, sooner or later you'll have to learn how to tie a bowline knot. Preferably, sooner; otherwise, you'll probably find out the hard way that bowline knots hold when others slip. Imagine the warm, fuzzy feeling you would get if you walked down to the dock and found the line you tied your boat up with neatly cleated to the dock and the boat nowhere in sight. If you surmised the cotton pickin' knot had come undone, you'd be correct. If you recalled the knot wasn't a bowline, you'd be right again, although still alone and boat-less.

### HOLD THAT THOUGHT

Bowlines are special not only because they hold so well, but because they can be untied easily even after they have become wet, been pulled really tight, then allowed to dry out. If you tie the wrong knot under these conditions, you will have to cut the line to remove it.

There are lots of ways to tie a bowline knot, and even more ways to do it wrong. Since knot-tying is one of those skills (such as swimming) that you should know how to perform before you need to, let's share some quality practice time. First, get some line — perhaps the pull cord to the lawn mower, or your spouse's favorite tie.

Before you begin, you should know that bowlines are a loop knot — they go around and hold things. For that reason, I suggest you practice tying a bowline around an object (such as the arm or leg of a chair or table or your crew if they're game); the skill will be easier to learn.

### LET'S KNOT

Looking at diagrams A and B:

- 1) Make a little loop and hold it as shown with your right thumb. Note that the loop goes over.
- 2) Pass the end around the chosen object.
- 3) Push the end down through the hole,
- 4) Then around,
- 5) And back up through the hole.
- 6) Hold both ends.
- 7) Pull tight.

### SOUNDS KINKY, BUT IT WORKS

Here's a piece of advice that's weird but true: you should be able to tie yourself in a knot. I'm serious. If you're in trouble and someone throws you a lifeline, you must be able to tie a bowline around yourself so you can be pulled to safety. (In fact, knots such as these were used to rescue apartment residents after the recent Los Angeles earthquake.)

If you tie the wrong knot, one of two unsavory things could happen: the knot could become untied (halfway up to the helicopter); it also could slip and tighten up on you (making breathing a fond memory).

Do yourself a favor. Have someone hold one end of a long line and learn to tie a bowline around yourself. Practice until you can do it with your eyes closed. For bonus points, rehearse the procedure while you're in the water.

Your bowline-tying ability can help your fellow sailors, too. If you are preparing to throw a line to someone, first tie a bowline in the end of the line with a loop big enough for the victim to place over the arms and shoulders.

### KNOT QUITE THE END


Here's one last amazing knot-tying trick (see diagrams C and D).

1) Tie a slipknot, making sure the long end will pull the loop.

2) Put the short end through the loop and leave 3-4 inches of the rope sticking through.

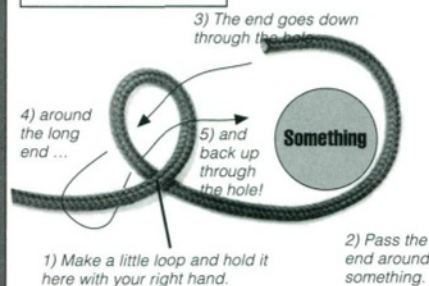
3) Pull the long end so the loop pulls through, and you get ... a BOWLINE!

Congratulations. You are now a certified expert in bowline-tying. Finally you too, can be a knot-ready-for-prime-time player. Class dismissed.

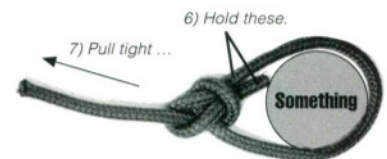
Tie one on! 

# Knots to Use

**Diagram A**



**Diagram B**

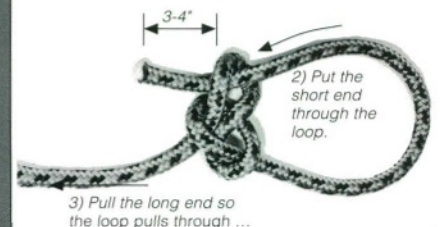


**and you get a bowline!**

**Diagram C**



**Diagram D**



**and you get a bowline!**



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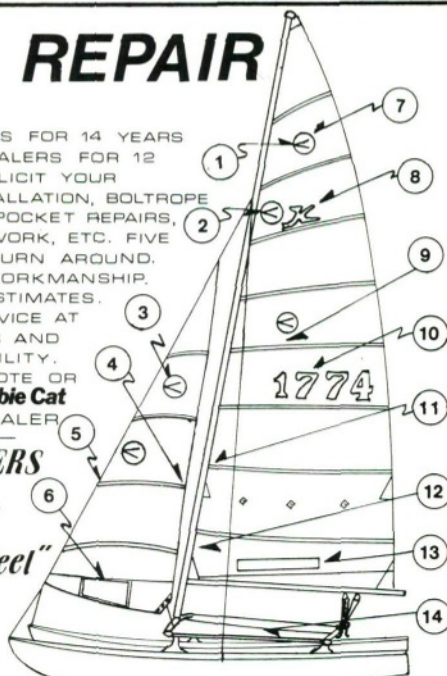
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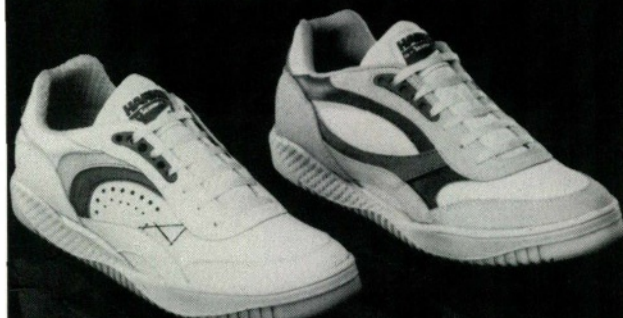
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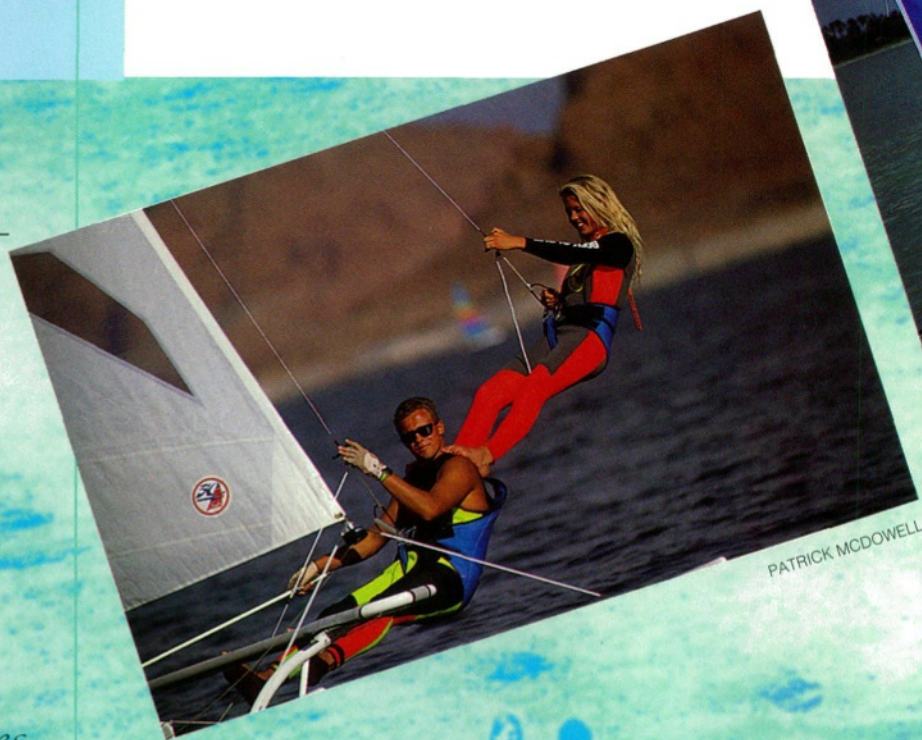
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**HARKEN**



# SPRING SUMMER

*Suddenly it's spring, and  
all at once the weather  
turns from awful to thaw-  
ful. Meltdown time on a  
Hobie Cat is about to  
begin, as Hobie acrobats  
plunge into fun and games  
while friendships bloom.*



PATRICK MCDOWELL

# SPRING INTO SUMMER





MURRY SILL



GUY MOTIL



R

SPRING  
SUMMER



# SPRING SUMMER

*Family stuff is fun stuff,*

*and you can stuff a*

*summer-full of fun into a*

*Hobie Cat in just one day.*

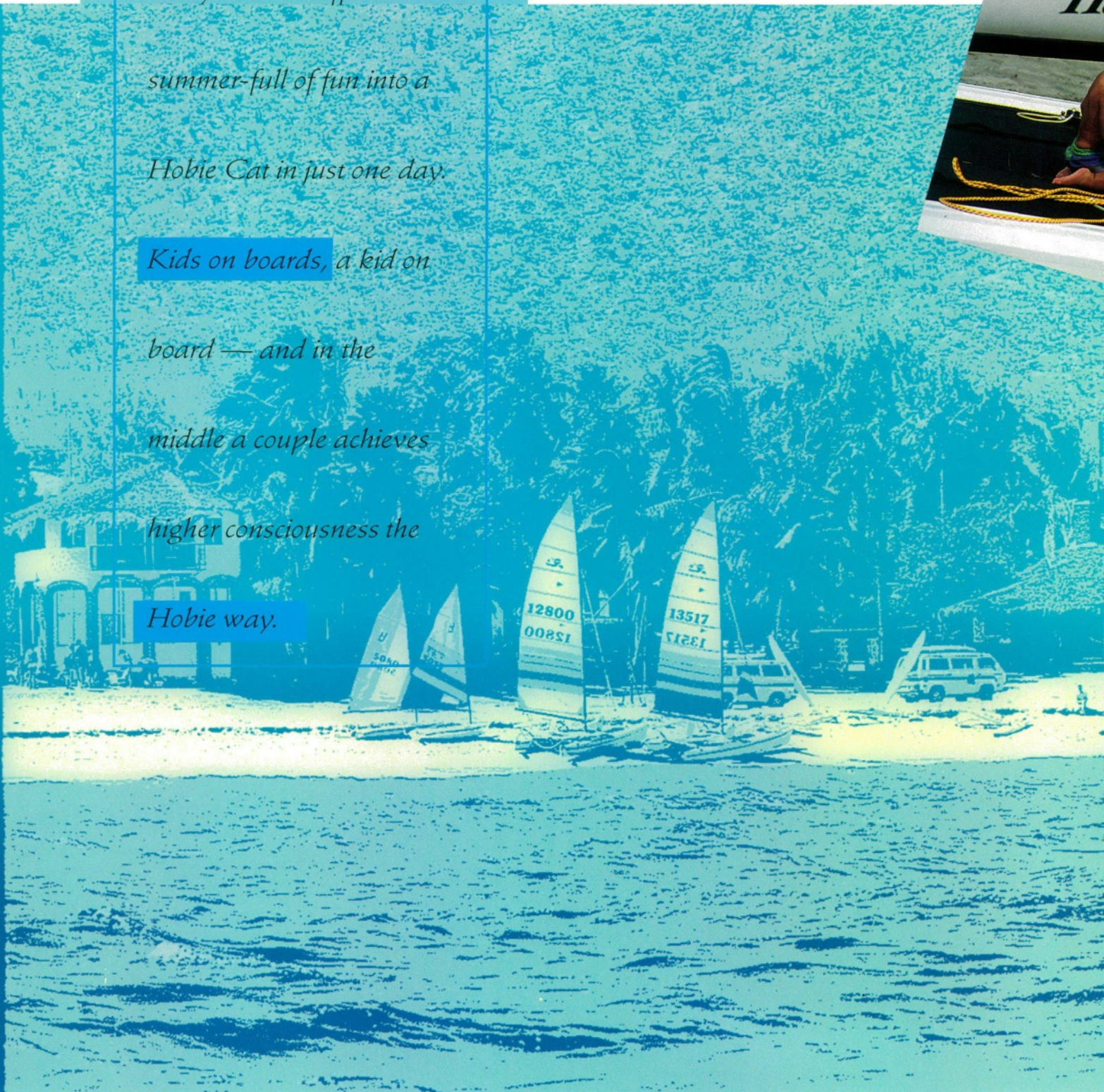
*Kids on boards, a kid on*

*board — and in the*

*middle a couple achieves*

*higher consciousness the*

*Hobie way.*





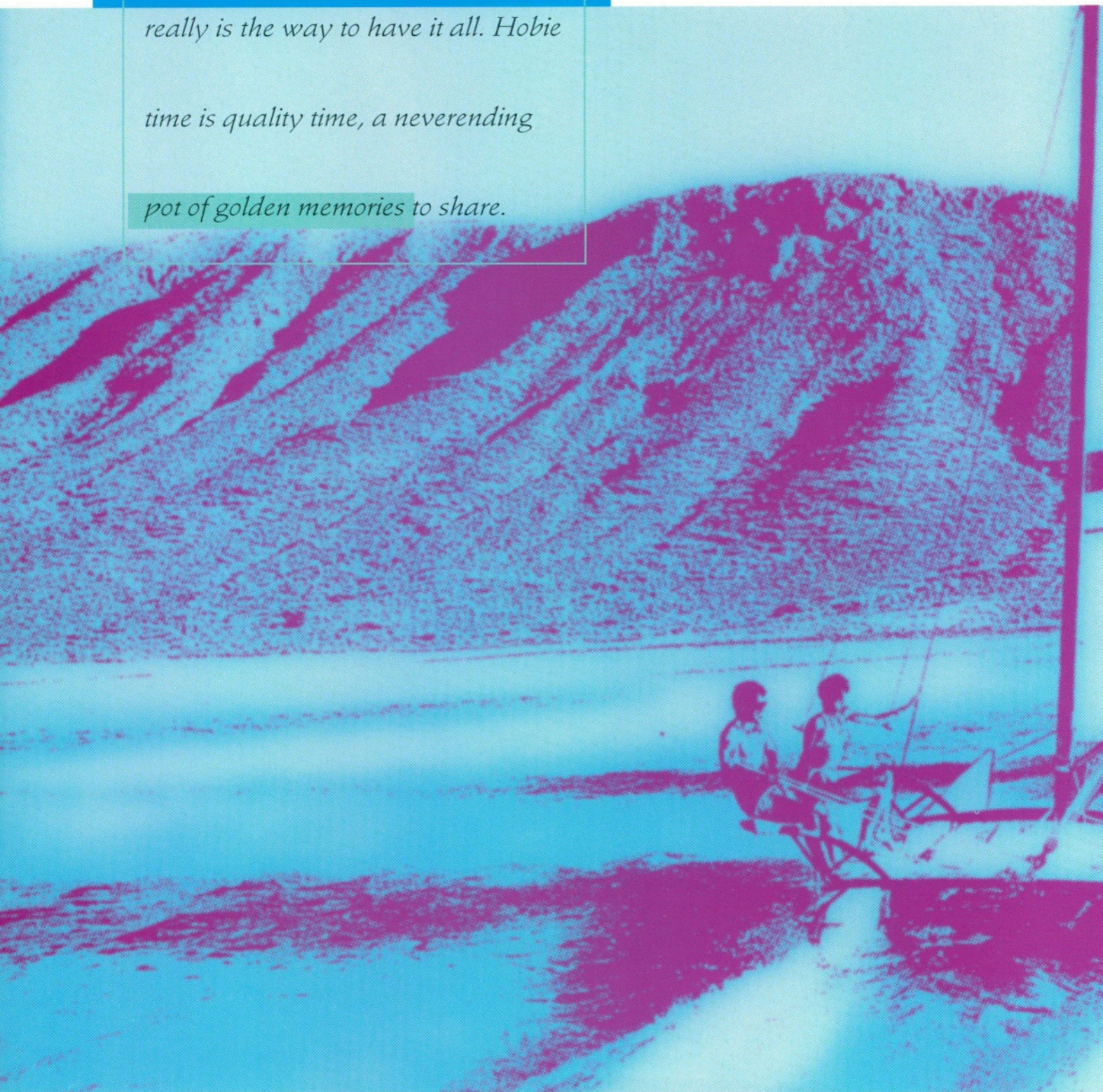


# SPRING SUMMER



# SPRING SUMMER

*Whether springing into summer, or  
cruising into fall, Hobie Catting  
really is the way to have it all. Hobie  
time is quality time, a neverending  
pot of golden memories to share.*







GUY MOTIL



GUY MOTIL



GUY MOTIL

SPRING INTO  
**SUMMER**





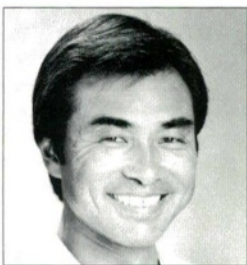


# DIVISION BOOK

## PROFILES OF COMMITMENT

Although their efforts are unpaid, the men and women who serve the Class Association devote priceless time, energy, enthusiasm and plain old hard work to keeping your favorite sport bobbing happily along.

Thanks to the three newly elected officers profiled here, as well as the other IHCA and NAHCA executives highlighted in previous March/April HOTLINE Division Books, and all volunteers at Hobie Cat races and activities, it looks like very smooth sailing ahead!



**Alan Egusa**  
**1st Vice Chairperson**

Whoever said fire and water don't go together doesn't know Alan Egusa. A fireman by vocation, Alan has been sailing for 17 years, beginning on a Hobie 16.

After placing 33rd in his first Hobie 16 National in 1979, Alan began putting out the fires of fellow racers as he climbed swiftly up the ladder of achievement. By 1981, he attained his first top-ten finish, placing 9th despite a DSQ-C, which he notes he really earned. "I got it for ramming Wally Myers in a port/starboard at the start line, and he almost sank. He finished 11th overall. That taught Wally not to get in my way!"

Since then, Alan has captured second place in eight Hobie 16, 17 and 18 races. To top things off, he also won the first-place trophy in the 1989 Alter Cup.

Born and raised on the island of Molokai, Hawaii, Alan continues to live close to the ocean, now residing in Manhattan Beach.

**V. Gail Force**  
**2nd Vice Chairperson**

During her six years of sailing Hobie Cats with Jim Bird, who she describes as "my life-long honey, skipper and sometimes crew," V. Gail Force has jumped right into the swim of things. In 1988, recently transplanted from Denver to Connecticut and, in her words, "looking for a sporty 'something' to hold

the interest of our 15-year-old daughter, Carrie," who was learning to sail with the Girl Scouts, V. Gail and Jim bought a used Hobie 18.

Even though her only prior sailing experience had been "once on the Long Island Sound on a slow, stable, 28-foot monohull," V. Gail and Jim jumped on board and immediately decided "a Hobie catamaran seemed perfect." They still have and love their 18, although dreams of a Hobie 20 dance in their heads.

When she's not sailing or working as a graphic designer for a fund-raising organization, this industrious lady is busy serving her sport in a volunteer capacity. Fleet 31 has been fortunate to have V. Gail as commodore and co-commodore for several years, and Division 12 has enjoyed her service as secretary/treasurer. Now, she says, "I'm looking forward to working with the NAHCA; the prospect of gaining a global perspective of the sport of Hobie Catting piques my interest."

Her M.A. in communications and writing ability help V. Gail articulate her dedication. "Joining the 'Hobie Way of Life' has given me so much more than a boat ride," she confirms. Her involvement has added immeasurably to our boat rides, too.



**Anne Nelson**  
**WHCRA Director**

Any sailor of Hobie Cats or any other boat who hasn't heard of Anne Nelson has been underwater far too long. We'd like to list all her titles and other achievements here, but we only have a few paragraphs, not an entire book. Suffice it to say she's done more for sailing in general, and women's sailing in particular, than anyone would have thought possible.

Anne has won over 50 championships, including 15 national and international sailing events; four of those, world titles. In her spare time, she was the 1984 Olympic Silver Medalist in boardsailing and also windsurfed 70 miles across Lake Titicaca.

With enough accolades to make a five-star general feel like an underachiever, Anne also has the uncommon distinction of being a totally approachable, friendly, unassuming and just plain nice person.

In Anne's case, whether she's serving as the director of the Women's Hobie Cat Racing Association (WHCRA), being honored by Women's Sport Foundation for her sailing achievements, being named Yachtswoman of the Year by three different organizations, skippering the prestigious ProSail circuit, or being the only sailor (and woman!) officially sponsored by Kmart/AC-Delco, Anne is down-to-earth, a sterling winner and role model both on the water and off.





# DIVISION OFFICERS

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DS	Christie Espajo, 327 Melemele, Honolulu, HI 96822	808/988-9222
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DC	Art McNeil, P.O. Box 670, Baddeck NS B0E 1B0	902/295-2047

## KEY

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DVC	Division Vice Chairperson	CT	Canadian Treasurer
DT	Division Treasurer	CRO	Canadian Race Officer
DS	Division Secretary		



# HOBIE RACING

ERIC SCHLEGAL



## IN THIS SECTION:

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

**MARCH/APRIL 1994**

## MAJOR EVENTS

### MAJOR REGATTAS

#### 1994

Mar. 11-13	Midwinters West San Felipe, Mexico	Ron/Shirley Palmer (AZ) (602) 299-0609 Kirk Wells (CA) (714) 493-2466 Stoney Douglas (NV) (702) 293-5008
Mar. 12-13	Midwinters East Davis Island Yacht Club Tampa, FL	Michael DiSalvo (813) 885-4573 (813) 621-1911 Clifford Roche (813) 831-1565
Mar. 22-Apr. 4	Trophy Cat Tunisia	Hobie Cat Europe (33)94.08.11.88
Jul. 25-Aug. 8	IYRU World Sailing Championship La Rochelle, France	IYRU 011-44-71-928-6611
Aug. 28-Sep. 2	Hobie 16 Trapseat World Championship Catamaran Resort Hotel San Diego, CA	Mike Strahle (916) 221-7197
TBA	Hobie 20 National	Bonnie Hepburn (619) 758-9100 x604
Sep. 18-23	Hobie 17/21 National Championships Oneida Lake, Syracuse, NY	Rob Jerry (315) 437-4586
Oct. 10-16	14/14T/18/SX-18 and 18 Women's North American Championships Puerto Peñasco, Mexico	Ron Palmer (602) 299-0609
Oct. 28-Nov. 5	Hobie 16 Junior, 16 Women's and 16 National Championships Corpus Christi, TX	Scott Kee (512) 994-1816 Chuck Miller (512) 886-3930 Elaine Motl (512) 884-1265

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## Book Ends

### Exploring Marks, Obstructions And Other Exceptional IYRU Rules

BY WICK SMITH

**T**his is the third and final column in the series on the IYRU rules by which we sail. The first column discussed definitions. The second detailed rules covering confrontations in open water and starting. This column looks at the rules applying at marks and other objects requiring alterations of course.

The IYRU Rule Book calls this area "Section C of Part IV," a rather official-sounding title. I would have called it "Stuff to do at Marks," but they didn't let me write the book. It's probably a good thing!

As before, when quoting directly from the rules, the type will be italicized.

#### **SECTION C — RULES THAT APPLY AT MARKS AND OBSTRUCTIONS AND OTHER EXCEPTIONS TO THE RULES OF SECTION B**

*When a rule of this section conflicts with a rule of Section B, it overrides the conflicting part of that rule, except that rule 35 always applies.*

Section B (the subject of the last column) covers three areas: boats on opposite tacks; boats on the same tack before the start; and boats on the same tack after the start. The above sentence that opens Section C profoundly impacts which rules apply in different situations.

As an example, in Section B, Rule 37.1 affirms that leeward boats have rights over windward boats. Rule 42 in Section C states that an inside boat has rights over an outside boat at mark roundings, given certain circumstances we will discuss later.

Quite frequently at C-mark, windward boats coming into the mark on port have inside overlap over boats to leeward. Windward boats generally have right-of-way in the vicinity of C-mark because they are the inside boat. The rules about mark roundings reside in Section C; therefore, Rule 37.1 is overridden.

The last statement of Section C's introductory sentence references Rule 35, which declares you cannot alter your course away from your proper course to prevent another boat from keeping clear except when luffing as permitted; or when assuming a proper course when starting or when rounding a

mark. No portion of Section C ever overrides Rule 35.

**42 Rounding or Passing Marks and Obstructions** — *Rule 42 applies when yachts are about to round or pass a mark on the same required side or an obstruction on the same side, except that it shall not apply:*

*(a) at a starting mark surrounded by navigable water (including such a mark that is also an obstruction) when approaching the starting line to start until clearing the starting marks. However, after her starting signal, a leeward yacht shall not deprive a windward yacht of room at such a mark by sailing either:*

- (i) to windward of the compass bearing of the course to the next mark, or*
- (ii) above close-hauled.*

*(b) between two yachts on opposite tacks:*

- (i) when they are on a beat; or*
- (ii) when one, but not both, of them will have to tack either to round or pass the mark or to avoid the obstruction.*

Rule 42 and its associated paragraphs deal with the notorious "buoy room." The opening paragraph indicates when and when not to apply Rule 42. The rule applies at both marks and obstructions.

**O**bststructions also include shoals, piers, anchored spectator boats, large floating debris, my mother-in-law (sorry, mom) and in certain cases, the start/finish line.

To recap the definitions: a mark is any object listed in the sailing instructions that a yacht must pass on a required side. An obstruction is any object on the water, including a right-of-way vessel, that would require a yacht to make a substantial alteration of course to pass on one side or the other. Obstructions also include shoals, piers, anchored spectator boats, large floating debris, my mother-in-law (sorry, mom) and in certain cases, the start/finish line.

Paragraphs (a) and (b) list exceptions to Rule 42's application. Paragraph (a) states that you cannot call for room at one of the starting marks when approaching the line to start. This is the anti-barging rule. With-

out it, boats would pile up at the committee boat or leeward pin calling for room from all boats outside their line.

The statement also itemizes restrictions against sailing above your proper course after the starting signal to prevent someone from rounding between you and the starting mark. The proper course in this situation is defined in the paragraphs that follow. Paragraph (a) (i) applies on reaching or downwind starts where you can lay the mark from the starting line without tacking. Paragraph (a) (ii) applies in virtually all starts in which the first mark is directly upwind.

Paragraph (b) puts severe limitations on the buoy-room concept at the windward mark. A boat cannot call for room from another boat on an opposite tack at the windward mark. Boats close-hauled on the same tack are accorded all rights to room as at a downwind mark.

An interesting dilemma occurs when two boats approach A-mark on starboard tack, if the windward boat can lay the mark and the leeward boat cannot. Under Rules 37.1 and 39.1, the leeward boat can luff up head-to-wind in an attempt to lay the mark. Windward must keep clear under these rules. However, leeward cannot call for room at the mark and tack to lay it per paragraph (b) (ii)!

#### **42.1 WHEN OVERLAPPED**

*An outside yacht:*

*(a) Except as provided in rule 42.3, an outside yacht shall give each inside overlapping yacht room to round or pass the mark or obstruction, including room to tack or gybe when either is an integral part of the rounding or passing manoeuvre.*

42.1 (a) is the heart of Rule 42. Barring exceptions, an outside boat must give an inside boat room to pass a mark or obstruction. This includes room to tack or gybe, if that's what it takes under normal circumstances to get around the mark.

IYRU Case 40 provides a wealth of information on the definition of room. It states: "The word 'room' in rule 42.1 (a) means the space needed by an inside yacht, which, in the prevailing conditions, is handled in a seamanlike manner, to pass in safety between an outside yacht and a mark or obstruction."

Prevailing conditions refers to the wind, wave, and current conditions at the time of the rounding. For example, in light air and flat water with no current, an 8-foot-wide Hobie Cat needs only about 10-12 feet of room to round. In 25 knots and 5-foot seas, 15 feet or more would be appropriate.

Case 40 goes on to discuss a seamanlike manner: "The phrase pertains to two directions. First, it addresses the outside



yacht, saying that she must provide enough room so that the inside yacht need not make extraordinary or abnormal maneuvers to keep clear of her and the mark. It also tells the inside yacht that she is not entitled to complain of insufficient room when she failed to execute with reasonably expected efficiency the handling of her helm, sheets and sails during a rounding."

Note that the case does not mention anything about what might be tactically desirable for the inside yacht. Outside must give inside only room to round the mark in a normal manner.

(b) *An outside yacht overlapped when she comes within two of her overall lengths of a mark or obstruction shall give room as required, even though the overlap may thereafter be broken.*

Rule 42.1 (b) is the first mention of the two-boat-length circle. It states that if an inside boat had an overlap that was subsequently broken after one of the two boats got within two boat lengths of the mark, inside would still be entitled to room. Given a Hobie Cat's speed, this situation normally applies only in light air and/or waves. The mystical circle will be discussed in more detail in Rule 42.3 (a) (ii).

(c) *An outside yacht that claims to have broken an overlap has the onus of satisfying the protest committee that she became clear ahead when she was more than two of her overall lengths from the mark or obstruction.*

If an outside boat surges ahead at the last minute and breaks the overlap between itself and an inside boat, the outside boat has the burden of proof in a protest hearing. Outside must show she broke the overlap in time.

*An inside yacht:*

(d) *A yacht that claims an inside overlap has the onus of satisfying the protest committee that she established the overlap in accordance with rule 42.3.*

As in paragraph (c), an inside boat establishing an overlap at the last second has the burden of proof. He must show he gained the overlap in time.

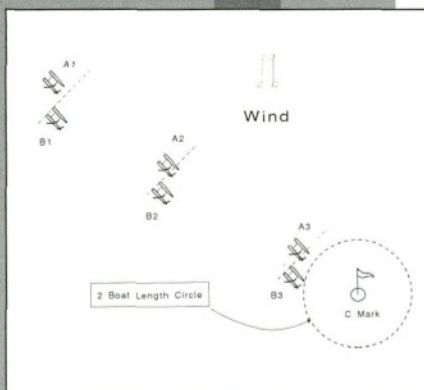
(e) *When an inside yacht of two or more overlapped yachts, either on opposite tacks or on the same tack without luffing rights, will have to gybe in order most directly to assume a proper course to the next mark, she shall gybe at the first reasonable opportunity.*

This situation can occur both at B-mark and C-mark. Boats coming into the mark on starboard must gybe to round. Boats to windward of them have a right to round the mark as well and shouldn't be driven to East Hell. This rule was put in place to prevent such occurrences. The inside boat must gybe as soon as possible and assume a proper course to the next mark.

#### 42.2 WHEN NOT OVERLAPPED

(a) *When a yacht clear ahead comes within two of her overall lengths of a mark or obstruction, a yacht clear astern shall keep clear until the yachts complete the round-*

## Diagram 1



*ing or passing manoeuvre, provided the yacht clear ahead remains on the same tack or gybes. A yacht clear ahead is not required to give room to a yacht clear astern before an overlap is established.*

When two boats sail into a downwind mark and no overlap exists, the boat clear ahead can do anything he pleases to round that mark in the most tactically prudent manner. The boat clear astern must anticipate these moves and remain clear.

For upwind situations, the same rule applies, with one exception. When a boat clear ahead comes into A-mark on the layline on port and will need to tack to round, he still must comply with Rule 41.1 (tacking too close) and not foul a boat just astern of him. He must watch the other boat carefully. He either can wait for the other boat to tack, and then tack himself; or he can go ahead and tack at the mark with the hope he will complete it in time and not foul the other boat.

(b) *A yacht clear ahead that tacks to round a mark is subject to rule 41, but a yacht clear astern shall not luff above close-hauled so as to prevent her from tacking.*

The boat clear astern in this situation is obligated to not sail above a close-hauled course to prevent the boat clear ahead

from tacking. If you are clear ahead as described above, your best move is to sail slightly higher than close-hauled after passing A-mark in an attempt to get out of clear astern's path.

If clear astern matches your course after he passes A, he violates Rule 42.1 (b), although it would be tough to prove. You could spout off some legalistic prose and maybe confuse him with the truth.

Some more-seasoned sailors may initiate a dialogue with the other boat before getting to A-mark. This way all parties will understand who will do what and who has rights.

#### 42.3 LIMITATIONS

(a) *Limitations on Establishing an Overlap — A yacht that establishes an inside overlap is entitled to room under rule 42.1 (a) only when, at that time, the outside yacht:*

- (i) *is able to give room; and*
- (ii) *when the overlap is established from clear astern, is more than two of her overall lengths from the mark or obstruction.*

However, when a yacht completes a tack within two of her overall lengths of a mark or obstruction, she shall give room as required by rule 42.1 (a) to a yacht that, by luffing, cannot thereafter avoid establishing a late inside overlap.

(b) *Limitation When an Obstruction is a Continuing One — When yachts are passing a continuing obstruction, such as a shoal or the shore or another vessel, rule 42.3 (a) (ii) does not apply, and a yacht clear astern may establish an overlap between a yacht clear ahead and the obstruction, provided, at that time, there is room for her to pass between them in safety.*

More discussions (fights) have started over who got to the two-boat-length circle and when, than any other issue on the course. Unfortunately, there is no way to draw a chalk circle around each mark; it is a judgment call. Rule 42.3 offers both the circle limitation and the caveat that outside must be able to give room.

Let's first examine the two-boat-length circle. When two (or more) boats approach a mark (see Diagram 1), it makes absolutely no difference what happens prior to the two-boat-length circle (positions 1 and 2 on the diagram). Per Rule 42.1 (b), it doesn't matter what happens after one boat reaches the circle, provided he doesn't leave the circle in his attempt to round the mark. What matters is the orientation of the two boats when the first of the two reaches the circle (position 3).

The circle is defined as two lengths of the boat that first reaches the circle. A Hobie 16 is actually 16 feet 9 inches long, so the circle would be 33 feet 6 inches from the mark.

When the first boat reaches the circle, the boat claiming to be the inside boat with room should site through the aft-most portion (the rudders) of the outside boat in a line perpendicular to the path in which the

**More discussions (fights) have started over who got to the two-boat-length circle and when, than any other issue on the course.**



outside boat is traveling. If any portion of inside's boat is forward of this line, he has an overlap and is entitled to room.

With the boats configured as in position 3, an overlap exists the moment B first reaches the circle. B must give room for A to round the mark. If they entered the circle as in position 1, there is no overlap. B may round as he pleases and A must keep clear.

Now, let's look at whether boat B is capable of giving room. Assume for a minute that A has not established an overlap at position 2, and B has six boats outside him that must give him room. If A establishes an overlap at the last second, B cannot get all six boats below him to move out for one more boat, especially in light air. In this case, A is not entitled to room, in accordance with Rule 42.3 (a) (i).

In very light air, B might not be able to give room, even with no boats below him. Remember that if A establishes the overlap at the last second, he must show that B had the time and ability to respond, and also that the overlap was obtained before B reached the circle.

This analysis would be incomplete if I failed to mention the effect of a starboard tack boat coming in at C-mark. An overlap can exist downwind, even though boats are on different tacks.

Let's look at a diagram that appeared in a previous column. Diagram 2 shows boat B's "red zone," which is the area he must look out for. Anyone in his red zone will have rights over him.

B must give room not only to A but also to the starboard tack boat coming in at the mark. Starboard is forward of a line through his transom; therefore, an overlap exists.

Keep in mind that boat A also must yield to the starboard tacker and give him room to round. Rule 42.1 (c) explains that starboard must gybe at the first opportunity.

The paragraph regarding tacking inside the two-boat-length circle is quite often abused. Let's assume you come into A-mark on port with another boat sailing in on the starboard layline. You are able to cross him and tack just above his line without fouling him, but are within two boat lengths of the mark when you complete your tack. Because of his momentum, he can't avoid establishing an inside overlap on you. You must give him room to round, even though he established the overlap after you were inside the circle.

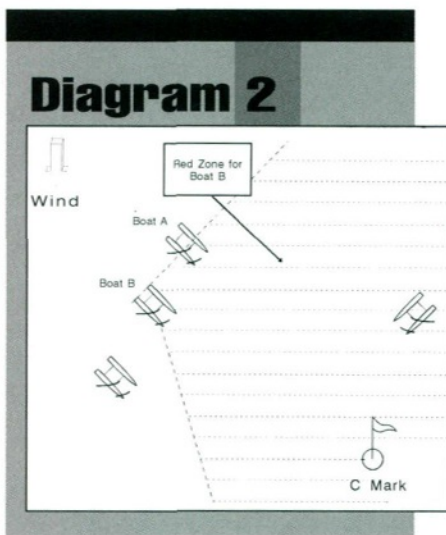
Paragraph (b) deals with a continuing obstruction. No two-boat-length circle exists in this situation. If the inside boat can get between the outside boat and the obstruction safely at the moment the overlap is established, he is entitled to room. If not, he gets no room.

### 43 Close-Hauled, Hailing for Room to Tack at Obstructions

**43.1 HAILING** — *When two yachts are on the same tack and the yacht clear ahead or the leeward yacht is close-hauled, and safe pilotage requires her to make a substantial alteration of course to clear an*

*obstruction, and when she intends to tack, but cannot tack without colliding with the other yacht, she shall hail the other yacht for room to tack and clear the other yacht, but she shall not hail and tack simultaneously.*

Rule 43 is a great rule for both safety and tactical considerations. Several criteria must be met to apply this rule: 1) the hailing yacht must be close-hauled; 2) the hailed yacht must be on the same tack as the hailing yacht; 3) it must be necessary for the hailing yacht to make a substantial alteration of course to miss an obstruction; and 4) the hailing yacht must be in danger of colliding with the hailed yacht during his tack.



If a boat to leeward or clear ahead of another boat is approaching an obstruction such as a shoreline or another vessel, and leeward/clear ahead chooses to tack to miss the obstruction, he can hail windward/clear astern of his intention to tack, thereby shifting the burden of remaining clear to the other boat.

This rule is designed to prevent a boat from being forced into the untenable position of not being able to tack to avoid an obstruction. Leeward/clear ahead must give windward/clear astern time to respond to the hail. The more time, the better. He must also tack immediately after the hailed yacht.

**43.2 RESPONDING** — *The hailed yacht at the earliest possible moment after the hail shall either:*

(a) *tack, in which case the hailing yacht shall begin to tack as soon as she is able to tack and clear the other yacht; or*

(b) *reply "You tack" or words to that effect, in which case:*

(i) *the hailing yacht shall immediately tack and*

(ii) *the hailed yacht shall give the hailing yacht room to tack and clear her.*

(iii) *The onus of satisfying the protest committee that she gave sufficient room shall lie on the hailed yacht that replied "You tack."*

The hailed boat can do one of two things. He can tack immediately, knowing the hailing yacht must do likewise; or he can hail,

"You tack," and accept all burden to remain clear himself. He must avoid the hailing boat while they are tacking and after their tack.

### 43.3 WHEN AN OBSTRUCTION IS ALSO A MARK

(a) *When an obstruction is a starting mark surrounded by navigable water, or the ground tackle of such a mark, and when approaching the starting line to start and after starting, the yacht clear ahead or the leeward yacht shall not be entitled to room to tack.*

Rule 43.3 (a) stipulates that you cannot call for room to tack at the leeward pin or the committee boat at the start. It would be a very risky move and is not recommended, but for the sake of argument, the rule is there to make the world a safer place.

(b) *At other obstructions that are marks, when the hailed yacht can fetch the obstruction, the hailing yacht shall not be entitled to room to tack and clear the hailed yacht, and the hailed yacht shall immediately so inform the hailing yacht. When the hailed yacht then fails to fetch, she shall retire or accept an alternative penalty when so prescribed in the sailing instructions.*

A 2-foot inflatable ball used as a mark usually is not considered an obstruction. Unless the ground tackle extends well to windward, this type of mark does not require a substantial alteration of course to round. Rule 43.3 (b) is designed more for a large vessel or other large obstruction used as a mark.

If a leeward/clear ahead boat cannot lay A-mark and windward/clear astern can, leeward/clear ahead is not entitled to invoke Rule 43. If windward/clear astern states he can lay the mark and subsequently does not, he has violated 43.3 (b), and he must accept an alternative penalty (a 360-degree turn).

### 44 On the Course Side of the Starting Line

*After her starting signal, a yacht that has not started and is sailing toward the pre-start side of the starting line or its extensions shall, until wholly on its pre-start side, keep clear of yachts that have started or are on the pre-start side. She shall then give any newly obligated yacht ample room and opportunity to keep clear.*

Any boat that is a premature starter, or has not yet crossed the starting line and is sailing toward the line from the course side, has no rights over boats that started correctly or are on the pre-start side of the line. This rule is especially noteworthy for late dip starters!

### 45 Keeping Clear After Touching a Mark

*A yacht that has touched a mark and is exonerating herself shall keep clear of all other yachts until she has completed her exoneration and, when she has started, is on a proper course to the next mark.*

Until the 1989 rewrite of the rules, you had to re-round a mark if you touched it. The



rule created great confusion, because you had no rights while re-rounding, but sailors coming up to the mark didn't know that, so each boat tried to get out of the other boats' way. It was chaotic.

Now, if you touch a mark of the course, you must get clear of the mark and all other boats and do a 360-degree turn. Rule 45 stipulates that while doing the 360, you have no rights until you return to your proper course to the next mark. Be sure you remain out of other boats' paths while doing your turn.

#### 46 Person Overboard; Yacht Anchored, Aground or Capsized

46.1 A yacht under way shall keep clear of another yacht racing that:

(a) is manoeuvring or hailing for the purpose of rescuing a person overboard; or

(b) is anchored, aground or capsized.

Rule 46.1 is self-explanatory. Usually, we don't have to worry about another Hobie anchored on the course. If you see someone in one of the other predicaments, stay clear.

46.2 A yacht shall not be penalised when she is unable to avoid fouling a yacht that she is attempting to assist or that goes aground or is capsized.

If a boat capsizes, runs aground, or loses a crew member abruptly in front of you and you can't avoid fouling it, you will

not be penalized by the jury. Following directly behind someone on a reach in big air still is not recommended. If the lead boat sticks a bow and goes over, there is going to be a really bad wreck! If you can read the serial number on his hulls, you are too close.

46.3 A yacht is capsized from the time her masthead is in the water until her masthead is clear of the water and she has steered away.

I guess some bean counter needed the definition of a capsized boat for an IRS agent somewhere, so here it is. For the record, you are capsized from the moment your COMPTIP™ gets wet until everyone is back aboard and you have control of the boat. Some would argue that if you had control in the first place, you wouldn't have gone over. Anyway, you get the point.

46.4 A yacht anchored or aground shall indicate the fact to any yacht that may be in danger of fouling her. Under normal conditions, a hail is sufficient indication. Of two yachts anchored, the one that anchored later shall keep clear, except that a yacht dragging shall keep clear of one that is not.

Remember, next time you are battling it out for first place on that last leg and you decide to drop anchor for mint juleps on the foredeck, be sure to hail first. You wouldn't want to offend anyone.

#### IT'S A WRAP

This wraps up our discussion on the rules. If broken down into its individual parts, the IYRU Rule Book is fairly simple. The rules take time to digest and need constant reinforcement. Read the definitions and Parts IV, V and VI (that's parts 4, 5 and 6 for the monohull crowd) before every sailing season, to shake the cobwebs loose and refresh your memory.

To move a further step up the ladder, get a copy of the US Sailing Appeals and IYRU Cases. They can seem dry at first, but once you dig into them, you will enjoy a far broader understanding of the rules. The more you know about the rules, the greater confidence you will have in tight situations on the course.

Another good idea is scheduling short rules discussions at your fleet meetings and on Saturday mornings before each regatta. If everyone on the water has a good working knowledge of the rules, sailing will be much more competitive and fun, and confrontations far fewer.

Above all else, keep the rules in proper perspective. You are out there to have a good time, go fast, and share your experiences with your competitors. You are not there to use the rules as a weapon, showing just how little you do know about them. As my high school English teacher used to say, "A little knowledge is a dangerous thing." *✍*

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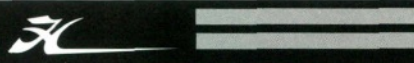
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192	Dwight Thomas	Lincoln	402/489-8155	7
<b>NEVADA</b>				
51	Steve Attard	Las Vegas	702/435-6705	2
203	Russ Brown	Reno	702/883-0538	3
<b>NEW HAMPSHIRE</b>				
209	Tom Sullivan	Gilford	603/293-8151	12
496	Bob Gibbons	Seabrook	603/224-7145	12
<b>NEW JERSEY</b>				
24	Wally Myers	Ocean City	609/390-8182	11
65	Rich Mount	N. Barnegat Bay	908/221-0425	11
73	Bill Hillier	Pleasantville	609/652-8165	11
137	Matt Nichols	Lake Hopatcong	201/423-5121	11
234	Julius Kahn	Union Lake/ Millville	609/327-4346	11
250	Vic Simon	Sandy Hook	908/583-6558	11
267	Tim Kimmel	Spray Beach	215/644-8138	11
443	Doug Ackroyd	Wildwood	609/861-5674	11
452	Dave West	Waretown	609/971-3603	11
<b>NEW MEXICO</b>				
48	Wanda Walsh	Albuquerque	505/821-4688	5
<b>NEW YORK</b>				
109	Theo Novak	Northport	516/757-4750	12
124	Lee Christoffersen	Bellport	516/286-8368	12
143	Nancy Ratner	Brentwood	516/435-0679	12
204	Dick Anderson	Syracuse	315/689-7987	16
238	Peter Byron	Ballston Lake	518/877-8851	16
295	Mark Thomas	Rochester	716/964-9937	16
466	Bo Jones	Prospect	412/865-2708	16
<b>NORTH CAROLINA</b>				
92	Jeff Price	Charlotte	704/892-1936	9
97	Doug Miller	Raleigh	919/662-0357	9
101	Richard Womack	Wrightsville Bch	910/256-6468	9
191	Tom Sutton	Greensboro	910/282-3106	9
<b>NORTH DAKOTA</b>				
532	Lon Romsaas	Bismarck	701/258-5068	7
<b>OHIO</b>				
47	Steve Glawitsch	Cincinnati	513/242-3727	10
68	Tom Bodde	Lorain	216/967-8649	10
85	Jamie Diamond	Columbus	614/267-0004	10
400	Dave Sullivan	Toledo	419/698-3576	10
<b>OKLAHOMA</b>				
25	Jean Brown	Tulsa	918/747-4224	14
63	Pat Allen	Norman	405/722-7700	14
131	Phil Collins	Oklahoma City	405/721-0737	14
145	Susan Langston	Sallisaw	918/755-4522	14
468	Boyd Bass	McAlester	303/224-4470	14
<b>OREGON</b>				
72	Ken Gertz	Portland	503/692-3390	4
193	John Stahr	Eugene	503/344-5585	4
<b>PENNSYLVANIA</b>				
119	Robert B. Ruh	Buffalo	716/881-2067	16
416	John Sherm	Lake Nockamixon	215/966-3866	11
466	Bo Jones	Pittsburgh	412/865-2708	16
<b>PUERTO RICO</b>				
133	Robert Newland	San Juan	809/754-7840	13
<b>RHODE ISLAND</b>				
446	Tina Connor	East Greenwich	401/884-4861	12
<b>SOUTH CAROLINA</b>				
53	Rob Stewart	Charleston	803/795-9662	9
164	Steve Toney	Clemson	803/967-8403	9
174	Ted Watts	Myrtle Beach	803/622-8946	9
520	Buz Moore	Hartsville	803/332-6103	9
<b>SOUTH DAKOTA</b>				
198	Dave Dakness	Rapid City	605/342-9458	7
<b>TENNESSEE</b>				
134	Charlie Miller	Memphis	901/744-7552	15
249	John Sheridan	Nashville	615/321-5639	15
<b>TEXAS</b>				
8	Mary Johnson	Galveston	409/938-3267	6
23	Bob Mirlitch	Dallas	903/447-4111	14
64	Mike Rober	Austin	512/335-2865	6
91	Stefan Vann	Ft. Worth	817/535-6028	14
99	Sonia Garza	Corpus Christi	512/991-8608	6
102	Michael Whittington	S. Padre Island	210/761-2045	6
128	Joe Monosmith	San Antonio	210/654-3217	6
232	Ronald Gremillion	Bridge City	409/735-6894	6
407	Sonja A. Mikel	Houston	713/874-0549	6
<b>UTAH</b>				
67	Steve Fleischer	Salt Lake City	801/226-1325	5


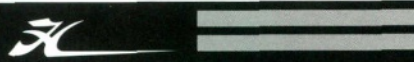
<b>VIRGINIA</b>				
196	Craig Simmons	Alexandria	703/560-5681	11
<b>WASHINGTON DC</b>				
516	Tom Yorly	Washington, DC	703/476-6853	11
<b>WASHINGTON</b>				
14	Paul Ulibarri	Seattle	206/364-9938	4
37	Angelo Zopolos	Bellingham	206/733-3291	4
95	Ed Norris	Seattle	206/255-7245	4
535	Mark Sele	Wenatchee	509/864-9113	4
<b>CANADA/MEXICO</b>				
38	Paul Harvey	Baddeck, NS	902/295-2758	
90	Alex Stanley	Winnipeg, MB	204/896-3515	
150	Barbara Murray	Barrie, Ont.	705/722-8640	
172	Nick Eliot	Kingston, Ont.	613/545-7790	
183	Chris Ulfon	Brampton, Ont.	905/456-1642	
185	John Fitzgerald	London, Ont.	519/660-4066	
214	Steve Jung	Vancouver, B.C.	604/263-1347	
236	Jorge Murrieta	Mexico City	525/540-3047	
237	Craig Burwell	Bright's Grove, Ont.	519/869-6492	
242	Henry Schubach	Regina, Sask.	306/757-4303	
247	Dave McHardy	Komoka, Ont.	519/471-8126	
New	Ian Thompson	Tronto, Ont.	416/604-8669	
263	Ron Rubadeau	Kelowna, B.C.	604/868-1388	
298	David Milne	Ottawa, Ont.	613/828-6131	
417	Sid Archer	Dartmouth, NS	902/435-0631	
441	Chris Walker	Burlington, Ont.	905/632-8296	
446	Dave Dawson	Calgary, AB	403/271-3944	



## JOIN US IN THE HobieLife



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## REGATTA SCHEDULE

### DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Mar 6 1994	*Kailua Beach	Ken Kaan	808/988-9222
6	Mar 27 1994	*MKYC Invitational Kaneohe	Ken Kaan	808/988-9222
6	Apr 9-10 1994	Kualoa Campout	(Froome)	
6	Apr 30-May 1 1994	Kaneohe Bay	Ken Kaan	808/988-9222
6	May 22 1994	*Kailua Bay	Ken Kaan	808/988-9222
6	May 28-30 1994	Around Oahu	Ken Kaan	808/988-9222
6	Jun 4-5 1994	*Kahana Bay Campout	Ken Kaan	808/988-9222
6	Jun 19 1994	*Kaneohe Bay	Ken Kaan	808/988-9222
6	Jul 2-3 1994	Kailua Bay	Ken Kaan	808/988-9222
6	Jul 24 1994	*WYC Masaji Tamura	Ken Kaan	808/988-9222
6	Aug 6-7 1994	*Haliewa Campout	(Germain)	
6	Aug 13 1994	*HHCA Invitational Kaneohe	(McFaul)	
6	Sep 5 1994	*Lahaina to Oahu	Ken Kaan	808/988-9222
6	Sep 18 1994	*Kailua Bay	Ken Kaan	808/988-9222
6	Sep 24-25 1994	State Championships	Ken Kaan	808/988-9222
6	Oct 16 1994	Duke Kahanamoku WYC	Ken Kaan	808/988-9222

### DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Div 2	Mar 12-13 1994	MidWinters West San Felipe, Mexico	Ron Palmer	602/299-0609
77	Apr 2-3 1994	*Spring Series I Roosevelt Lake, AZ	Bernie Bruchhauser	602/846-7226
180	Apr 9-10 1994	Lake Castaic Lake Castaic, CA	Donna Materna	818/784-5400
66	Apr 16-17 1994	*Spring Series II Lake Roosevelt, AZ	Bernie Bruchhauser	602/846-7226
30	Apr 23-24 1994	Lake Perris Regatta Lake Perris, CA	Curt Smith	909/684-7204
66	May 7-8 1994	Cinco de Mayo Puerto Peñasco, Mexico	Ron Brewer	602/838-6555
15	May 21-22 1994	Cachuma Challenge Lake Cachuma, CA	Jim Williams	805/482-6978
3	Jun 4-5 1994	Hurricane Gulch Long Beach, CA	Roger Brown	714/643-5392
4	Jun 18-19 1994	San Diego Classic Silver Strand St Beach, CA	Scott Dixon	619/673-9588
3	Jun 25-26 1994	Big Bear Hobie Cup Big Bear Lake, CA	Udo Winkler	714/867-2864
514	Jul 1-4 1994	4th of July Cruise Puerto Peñasco, Mexico	Karen McMaster	602/299-2652
USSA	Jul 9 1994	*Area J Alter Cup Long Beach, CA	Alan Egusa	310/545-2355
162	Jul 16-17 1994	Lake Isabella Regatta Bakersfield, CA	Howard Chase	805/854-3956
259	Jul 23-24 1994	CA State Championships Port San Luis, CA	Tod Hansen	805/543-8470
66	Jul 23-24 1994	*Family Fun Day Lake Roosevelt, AZ	Bernie Bruchhauser	602/846-7226
4	Aug 6-7 1994	Todos Santos Ensenada, Mexico	Ross Tyler	619/268-0125
3	Aug 20-21 1994	14 & 16 Divisionals Long Beach, CA	Teri McKenna	714/971-2766
30	Sep 3-4 1994	*Women's Regatta Lake Perris, CA	Curt Smith	909/684-7204
3	Sep 10-11 1994	17, 18 & 20 Divisionals Long Beach, CA	Tom Materna	818/784-4500
66	Sep 17-18 1994	*Fall Series Lake Roosevelt, AZ	Bernie Bruchhauser	602/846-7226
180	Sep 24-25 1994	Marina del Rey Championships	Marv Gantsweg	310/306-0106

514	Oct 8-9 1994	Piñata Regatta Puerto Peñasco, Mexico	Audi George	602/887-0124
51	Oct 29-30 1994	*Halloween Regatta/Lake Havasu Lake Havasu, CA	Stoney Douglas	702/293-5008

### DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
281	Apr 2 1994	*Dry Dock Rigging Clinic Santa Rosa, CA	John Schulthess	707/542-7245
240	Apr 9-10 1994	O'Neill Kick Off Santa Cruz, CA	Rick Smith	408/462-5600
17	Apr 16-17 1994	*Camillia Cup Folsom Lake, CA	Kirk Jeffries	916/454-3966
17	Apr 23-24 1994	Breakaway Lake Camanche, CA	Chris Borris	916/989-2585
537	Apr 30-May 1 1994	*Twisted Skippers Whiskey Town Lake, CA	Mike Strahle	916/221-7197
194	May 7 1994	*Hobie Day Benicia, CA	Pete Rudnick	510/846-3320
20	May 14-15 1994	Roaring 20s Woodward Reservoir, CA	David Head	510/833-9472
281	May 21-22 1994	Shark Feed Bodega Bay, CA	Mike Montague	707/526-6948
222	Jun 4-5 1994	Otter Regatta Monterey Bay, CA	Alan Houser	408/394-7661
281	Jun 18 1994	*Try a Hobie Day Lake Mendocino, CA	Mike Hempel	707/571-8971
62	Jun 25-26 1994	Commodore's Open Huntington Lake, CA	Dan Davis	209/299-8179
17	Jul 9-10 1994	White Caps Union Valley Res., CA	Chris Borris	916/989-2585
259	Jul 23-24 1994	North-South Championships Avila Beach, CA	Joyce Hansen	805/543-8470
194	Jul 30-31 1994	Round Treasure Island Alameda, CA	Pete Rudnick	510/846-3320
62	Aug 13-14 1994	Mile High Regatta Huntington Lake, CA	Dan Davis	209/299-8179
194	Aug 28 1994	*RIO Round Up Brannan Island	Pete Rudnick	510/846-3320
537	Aug 28-Sep 1 1994	*Para-Olympics Mission Bay, CA	Mike Strahle	916/245-0964
17	Oct 9 1994	*Bay Sail Richmond, CA	Brian Joder	916/452-7240
222	Nov 5-6 1994	Turkey Regatta Monterey Bay, CA	Alan Houser	408/394-7661

### DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
72	Mar 5-6 1994	*Rigging Clinic/Fun Sail Portland, OR	Andrew Richardson	503/291-1450
72	Mar 20 1994	*Spring Series Portland, OR	Jim Williams	503/357-8861
72	Apr 9-10 1994	*Spring Series Portland, OR	Jim Williams	503/357-8861
95	Apr 30-May 1 1994	Sandpoint Regatta Seattle, WA	Jerry Young	206/937-7416
195	May 14-15 1994	Tumbleweek Tack Tri-Cities, WA	Toni McKarns	509/943-8391
195	May 28-29 1994	*Tri-Cities Fun Sail Tri-Cities, WA	Toni McKarns	509/943-8391
37	Jun 4-5 1994	Bellingham Bay Bellingham, WA	Zop	206/733-3291
214	Jun 18-19 1994	Jericho Beach Vancouver, BC	Steve Jung	604/263-1347
72	Jun 26 1994	*Portland Fun Sail Columbia River, OR	Kim Archer	503/359-5963
193	Jul 2-3 1994	Dorena Lake	John Stahr	503/344-5585
535	Jul 16-17 1994	Lake Wenatchee	Mark Selle	509/884-9113
72	Jul 30-31 1994	Yale Lake Yale Lake, WA	Ken Gertz	503/692-3390
USSA	Aug 11-12 1994	*Alter Cup Lake Quinalt	Steve Jung	604/263-1347
Div 4	Aug 13-14 1994	NW Area Championship Lake Quinalt	Andrew Richardson	503/291-1450
72	Aug 27-28 1994	Skamokawa Columbia River	Ken Gertz	503/692-3390



## REGATTA SCHEDULE

214	Sep 3-4 1994	Harrison Lake Regatta Harrison, BC	Steve Jung	604/263-1347
37	Sep 17-18 1994	*Bellingham Bay Bellingham, WA	Zop	206/733-3291
72	Sep 17-18 1994	Cascade Locks Regatta The Gorge, OR	Andrew Richardson	503/291-1450
72	Oct 2 1994	*Fall Series The Gorge, OR	Andrew Richardson	503/291-1450
	Oct 8-9 1994	*Columbus Day Regatta Newport, OR	Joe Rioux	503/581-5200
72	Oct 16 1994	*Fall Series The Gorge, OR	Andrew Richardson	503/291-1450

### DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	Mar 26 1994	*Spring Party TBA	Randy Neubauer	303/420-8825
61	Apr 30-May 1 1994	*Ski/Sail Loveland/Cherry Creek, CO	Rick Hosker	303/460-0538
48	May 28-29 1994	Memorial Day Heron Lake	Wanda Walsh	505/821-4688
61	Jun 4 1994	*Learn to Sail Cherry Creek, CO		
50	Jun 11-12 1994	Prairie Winds Jackson Lake, CO	Mike Koliha	303/224-2014
61	Jun 24-25 1994	*Craig Fun Days Cherry Creek, CO	Steve Tarasar	303/526-1502
50	Jun 25 1994	*Boy Scout's Day Terry Lake, CO	Craig Simpson	303/484-3625
61	Jul 2-4 1994	Bun Burner Lake McCaughy	Deb Betts	303/789-2046
61	Jul 30-31 1994	Rocky Mtn Regatta Lake Dillon, CO	Art Mast	303/694-2633
50	Aug 20 1994	*AYC Day Boyd Lake, CO	Craig Simpson	303/484-3625
61	Sep 3-5 1994	*The Mac Attack Lake McCaughy	Dan Brennan	719/599-7277
50	Sep 24-25 1994	Last Gasp Boyd Lake, CO	Craig Simpson	303/484-3625
61	Oct 1 1994	*Ochobiefest Cherry Creek, CO	Ron Hilton	303/367-2062
61	Dec 3 1994	*Christmas Party Hobie Hangar		

### DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
407	Mar 12-13 1994	Ides of March Conroe, TX	Sonja Mikel	713/874-0549
9	Mar 26-27 1994	Deep South Lake Charles, LA	Glenn Richard	504/751-7239
64	Apr 9-10 1994	Hill Country Lake Buchanan, TX	Mike Roher	512/335-2865
232	Apr 23-24 1994	*Spindletop Palacios, TX	Ronald Gremillion	409/735-6894
99	May 7-8 1994	Olympic Corpus Christi, TX	Sonia Garza	512/991-8608
128	May 21-22 1994	Longneck Canyon Lake, TX	Joe Monosmith	210/654-3217
102	Jun 11-12 1994	Windjammer South Padre, TX	Michael Whittington	210/761-2045
8	Jun 25-26 1994	Wayward Winds Texas City, TX	Mary Johnson	409/938-3267
8/128	Jul 16-17 1994	MidSummer Classic Palacios, TX	Joe Monosmith	210/654-3217
99	Jul 30-31 1994	Sand Dunes Corpus Christi, CA	Sonia Garza	512/991-8608
64	Aug 6-7 1994	Aquafest Open Lake Travis, TX	Mike Rohrer	512/335-2865
64	Sep 17 1994	*Big Brothers/Big Sisters Hobie Day		
64	Sep 24-25 1994	Cruise Lake Amisted		
64	Oct 15-16 1994	*Fleet Championship		
	Oct 29-30 1994	Women's & Junior 16 Nationals Corpus Christi, TX		

### DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
57	May 21-22 1994	Full Moon Stockton Lake, MO	Bill Hopper	417/736-2760
192	May 21-22 1994	*Pink Flamingo Open Branched Oak Lake	Scott Nepper	402/493-4306
192	May 28-29 1994	*Sail Away I Lewis & Clark Reservoir		
84	Jun 4-5 1994	Can't CATch Us Regatta Saylorville Lake, IA	Larry Mullica	515/276-3840
192	Jun 18-19 1994	*Bitter End Regatta Branched Oak Lake	Dawn Brindisi	402/734-5410
149	Jun 25-26 1994	Mardi Gras Regatta Lake Perry, KS	Chris Ross	913/236-5890
192	Jul 2-4 1994	*Sail Away II Lewis & Clark Reservoir		
57	Jul 9 1994	*Boom Fellow Lake	Bill Hopper	417/736-2760
52	Jul 9-10 1994	Bald Eagle Regatta St. Croix, MN	Ted Jagger	612/429-1950
192	Jul 16-17 1994	*Nebraska State Games Branched Oak Lake	Tim Kirkpatrick	402/423-9490
532	Jul 29-31 1994	North American Lake Sakakawea		1-800/435-5663
192	Jul 30-31 1994	Bent Mast Regatta Lincoln, NE	Dwight Thomas	402/489-8155
475	Aug 13-14 1994	SLOBs Div 7 Championship Storm Lake, IA	Phil Redenbaugh	712/732-3986
192	Aug 13-14 1994	*Sunny & Share Regatta Branched Oak Lake	Gina MacDonald	402/572-6632
Div 7	Aug 27-28 1994	No Frills Regatta Yankton, SD	Rod Phipps	402/572-8029
192	Sep 3-4 1994	*Sail Away III Lewis & Clark Reservoir		
149	Sep 10-11 1994	Pitchpole Regatta Lake Perry, KS	Chris Ross	913/236-5890
10	Sep 17-18 1994	Clear Lake Regatta Clear Lake, IA	Steve Neiman	515/357-8758
57	Sep 17-18 1994	*Wild Weekend Stockton Lake, MO	Bill Hopper	417/736-2760
273	Oct 8-9 1994	St. Louis Blews Regatta Alton Lake, MO	Wendel Fouts	314/926-0440

### DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
5	Mar 6 1994	*SAMS Race		
	Mar 11-12 1994	MidWinters East Davis Island YC	Michael DiSalvo	813/885-4573
153	Mar 26-27 1994	Cat Challenge Cedar Key, FL	Alan Oats	904/376-1285
	Apr 23 1994	*Miami to Key Largo Miami YC, FL		305/377-9877
	Apr 30-May 1 1994	Devil's Triangle Ft. Pierce, FL	Jack Russell	407/467-2537
	May 7 1994	*Mug Race Palatka to Jacksonville Rudder Club		904/264-4094
27	May 8 1994	*SAMS Race		
4,42	May 14-15 27 1994	No Frills Regatta Denedin, FL	Russ Stevenson	813/384-5803
45	May 28-29 1994	Memorial Day Ocean Cocoa Beach Pier, FL	Jeff Boucher	407/453-1410
39	Jun 5 1994	*SAMS Race	Michael DiSalvo	813/885-4573
80	Jun 11-12 1994	Daytona Open Daytona Beach, FL	Tom Stelling	904/252-3088
5	Jul 3 1994	*SAMS Race	Michael DiSalvo	813/885-4573
	Jul 9-10 1994	Jacksonville Regatta Jacksonville, FL	Jeremy Tyler	904/725-5505
42	Aug 7 1994	*SAMS Race		
5	Sep 3-4 1994	Div 8 Championship St. Petersburg, FL	Wade McPeherson	813/541-2310
80	Sep 10-11 1994	Summer Sizzler Daytona Beach, FL	Tom Stelling	904/252-3088
27	Sep 11 1994	*SAMS Race		

\* Non-points regatta



## REGATTA SCHEDULE

39	Oct. 2 1994	*SAMS Race		
	Oct 29-30 1994	*Dixie Regatta Sanford, FL		
5	Nov 6 1994	*SAMS Race		
	Dec 3-4 1994	*Florida Citrus Sailfest Sanford, FL		
	Dec 10-11 1994	*Key Largo Steeple Chase Key Largo, FL	Rick White	305/451-3287
42	Dec 11 1994	*SAMS Race		

### DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
520	Mar 19-20 1994	Pee Dee Classic Lake Robinson, SC	Buzz Moore	803/332-6103
12	Apr 9-10 1994	Gone with the Wind Atlanta, GA	Don Ford	404/986-0078
164	Apr 23-24 1994	MidAtlantic Championships Lake Hartwell, SC	Steve Toney	803/967-8403
53	Apr 30-May 1 1994	*Jr. Sailing Clinic James Island YC	Rob Stewart	803/795-9662
174	May 14-15 1994	Myrtle Beach Regatta Myrtle Beach, SC	Ted Watts	803/626-8946
97	Jun 4-5 1994	NC State Championships Raleigh, NC	Doug Miller	919/662-0357
32	Jun 11-12 1994	Virginia Beach Regatta Virginia Beach, VA	Mike Zarecky	804/249-7609
101	Jul 9-10 1994	Offshore Regatta Wrightsville Beach, NC	Richard Womack	909/256-6468
53	Sep 3-4 1994	Division 9 Championships Kiawah Island, SC	Rob Stewart	803/795-9662
191	Sep 24-25 1994	Old Spice Regatta Aurora, NC	Dan Purvis	910/229-7899
92	Oct 8-9 1994	Lake Norman Regatta Charlotte, NC	Jeff Price	704/892-1936
53	Oct 29-30 1994	*Halloween Regatta James Island YC	Rob Stewart	803/795-9662

### DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
26	Apr 23-24 1994	Windy Indy Bloomington, IN	Scott Stofer	317/578-9832
47	Apr 30-May 1 1994	May Day Cincinnati, OH	Steve Glawitsch	513/242-3237
519	May 14-15 1994	Austin Lake Portage, MI	Win Larsen	616/624-1692
159	May 28-29 1994	Springfield Regatta Springfield, IL	Kitsy Amrhein	217/522-3071
	Jun 4-5 1994	*Sailing Seminar Austin Lake	Scott Stofer	317/578-9832
519	Jun 11-12 1994	Holiday Inn St. Joseph, MI	Chuck Botsis	616/327-7218
501	Jun 25-26 1994	Grand Regatta St. Mary's-Celina, OH	Doug Wilkens	419/586-8120
18/ CRAM	Jul 9-10 1994	Muskegon Regatta Muskegon, MI	Ginger Cochran	313/887-8120
519	TBA 1994	Ludington Points Ludington, MI	Dave Steimsma	616/323-2822
400	Jul 30-31 1994	Fleet 400 Divisionals Toledo, OH	Dave Sullivan	419/698-3576
18/ CRAM	Aug 13-14 1994	Tawas Bay Regatta East Tawas, MI	Ginger Cochran	313/887-8120
199	Aug 27-28 1994	Muddy Waters Carlyle, IL	Terry Allen	618/398-1087
85	Sep 10-11 1994	Alum Creek Columbus, OH	Jamie Diamond	614/267-0004

### DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
416	April 23-24 1994	Shifts Happen Lake Nokamixon, PA	John Sherm	215/966-3866
106	May 7-8 1994	*DE State Champs Rehoboth Beach, DE	Carl Schultz	302/227-4470
54	May 14-15 1994	Gunpowder Regatta I Gunpowder Falls St. Park	Dave Nolte	410/467-4584

65	Jun 4-5 1994	Barnegat Bay Spring Shore Acres	Rich Mount	908/221-0425
267	Jun 11-12 1994	Spray Beach Regatta Spray Beach, NJ	Tom Kimmel	215/644-8138
452	Jun 18-19 1994	Trump Plaza Regatta Atlantic City, NJ	Dave West	609/971-3603
250	Jul 9 1994	*Statue of Liberty Atlantic Highlands, NJ	Vic Simon	908/583-6558
250	Aug 13-14 1994	Sandy Hook Atlantic Highlands, NJ	Vic Simon	908/583-6558
443	Aug 27-28 1994	*Wildwoods Classic Cup X Wildwood Crest, NJ	Doug Ackroyd	609/861-5674
54	Sep 17-18 1994	Gunpowder Regatta II Chase, MD	Dave Nolte	410/467-4584

### DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
231	Jun 1994	June Regatta Sebago Lake, ME	Richard Pierpont	207/655-3701
496	Jun 10-12 1994	NE Area Championships Hampton Beach, NH	Bob Gibbons	603/224-7145
209	Jun 25-26 1994	New Hampshire St Champs Gilford, NH	Tom Sullivan	603/293-8151
231	Jul 1994	July Regatta Sebago Lake, ME	Greg Harwood	207/622-1105
136	Jul 9-10 1994	*Special Olympics Qualifying West Haven, CT	Joe Manganello	203/421-3614
124	Jul 16-17 1994	Mid-Summer Classic West Sayville, NY	Lee Christoffersen	516/286-8368
Div 12	Jul 23 1994	*Div Learn-to-Sail Program Salsbury, MA	John Smith	508/636-8210
28	Jul 30-31 1994	Buzzard Points Regatta New Bedford, MA	Steve Latham	508/993-0867
	Jul 30-31 1994	*Area A Alter Cup New Bedford, MA		
136	Aug 6-7 1994	Savin Rock Festival West Haven, CT	Joe Manganello	203/421-3614
231	Aug 13-14 1994	Sebago Lake Regatta Raymond, ME	Richard Pierpont	207/655-3701
496	Aug 13 1994	*Youth Sail Winnepesaukee, NH	Ruth Larkin	
Div 12	Aug 18-19 1994	*Learn-to-Sail Program West Haven, CT	John Smith	508/636-8210
496	Sep 10-11 1994	5th Annual Salisbury Bch Salisbury, MD	Bob Gibbons	603/224-7145
28	Sep 17-18 1994	MA State Championships Duxbury, MA	Jim Dillon	508/745-9387
28	Sep 17-18 1994	*MA State Champs Duxbury, MA	Jim Dillon	508/745-9387
448	Sep 24-25 1994	Rhode Island Fall Classic Narragansett, RI	Tina Connor	401/884-4861
56	Oct 1-2 1994	LI Sound Championships Westport, CT	Kate Selden	203/254-0705
31	Oct 8-9 1994	*Connecticut St Champs Brookfield, CT	Cliff McCarty	203/740-8318

### DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	Mar 5 1994	*Women's Challenge IV	Robert Newland	809/754-7840
133	Mar 6 1994	Sunday Series IV	Robert Newland	809/754-7840
13	Mar 24-27 1994	Don Q Int'l Regatta	Robert Newland	809/754-7840
133	Apr 1-3 1994	Rolex Cup	Robert Newland	809/754-7840
133	Apr 16 1994	*Women's Challenge I	Robert Newland	809/754-7840
133	Apr 17 1994	Sunday Series I	Robert Newland	809/754-7840
133	Apr 30 1994	*Women's Challenge II	Robert Newland	809/754-7840
133	May 1 1994	Sunday Series II	Robert Newland	809/754-7840
133	May 14 1994	Women's Challenge III	Robert Newland	809/754-7840
133	May 15 1994	Sunday Series III	Robert Newland	809/754-7840



## REGATTA SCHEDULE

133	Jun 18 1994	Women's Challenge IV	Robert Newland	809/754-7840
133	Jun 19 1994	Sunday Series IV	Robert Newland	809/754-7840
133	Jul 2-4 1994	*Travesy to Palominos	Robert Newland	809/754-7840
133	Jul 16-17 1994	San Juan Cup	Robert Newland	809/754-7840
133	Aug 20-21 1994	Combat Cat Fight	Robert Newland	809/754-7840
133	Sep 3-5 1994	Cutty Sark Regatta	Robert Newland	809/754-7840
133	Sep 10-11 1994	Don Q Regatta	Robert Newland	809/754-7840
133	Sep 24-25 1994	Copamarina Cup	Robert Newland	809/754-7840
133	Nov 19-20 1994	Flamingo Road Challenge	Robert Newland	809/754-7840
133	Dec 10-11 1994	4th Annual X-mas Ball Regatta	Robert Newland	809/754-7840

### DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
63	Mar 19-20 1994	*14 Invitational Norman, OK	Pat Allen	405/321-4689
63	Apr 16-17 1994	Thundering Hulls Norman, OK	Pat Allen	405/321-4689
91	Apr 30-31 1994	Cowtown Cats Benbrook Reservoir	Stefan Vann	817/535-6028
25	May 14-15 1994	Cat Fight Lake Ft. Gibson	Jean Brown	918/747-4224
23	May 28-29 1994	Mid-Americas Lake Texoma	Laurie Cronan	214/530-3350
131	Jun 11-12 1994	Cat Classic Lake Hefner	Phil Collins	405/721-0737
23	Jun 18-19 1994	No Frills Lake Lewisville	Bob Mimitich, Jr.	903/447-4111
63	Jul 9-10 1994	*OK State Championships Norman, OK	Pat Allen	405/321-4689
27	Jul 23-24 1994	Prairie Regatta Lake Cheney, KS	George Wright	316/721-0527
63	Aug 6-7 1994	16 Invitational Norman, OK	Pat Allen	405/321-4689
27	Aug 13-14 1994	Cheney Cat Chase Lake Cheney, KS	George Wright	316/721-0527
23	Sep 17-18 1994	*Sail Fair Dallas, TX		
23	Oct 1-2 1994	Dallas Regatta Lake Lewisville	Bob Mimitich, Jr.	903/447-4111
468	Oct 15-16 1994	Recycled Regatta Lake Eufaula	Boyd Bass	303/224-4470

### DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
178	Mar 5-6 1994	Spring Splash Ft. Walton YC, FL	Nanette Bell	904/664-0361
35	Mar 13 1994	*Ice Pick/F. Newkirk Mem. Pensacola Beach, FL	Kirk Newkirk	904/932-5520
70	Apr 2-3 1994	*Lilly Bowl Ocean Springs, MS	Greg Ervin	601/872-3747
70	Apr 2-3 1994	April Fools Regatta Ocean Springs, MS	Greg Ervin	601/872-3747
43	Apr 23-24 1994	Steven C. Smith Tallahassee, FL	Dell Moore	904/668-9208
134	Apr 23-24 1994	*Governor's Cup Pickwick Lake	Andy Humphries	901/523-4444
N/A	Apr 30 1994	*Jackson Co. Jump Up Pascagoula, MS	Greg Ervin	601/872-3747
35	May 7 1994	*Flounders' Sea Buoy Pensacola, FL	Pam Rupperecht	904/433-7470
249	May 7-8 1994	*Grand Ole Open Nashville, TN	Jon Sheridan	615/321-5639
35	May 21-22 1994	*Cruise 'N' Crawfish Pensacola, FL	Pam Rupperecht	904/433-7470
178	May 28-29 1994	Hogs Breath Ft. Walton, FL	Nanette Bell	904/664-0361
533	Jun 11 1994	*Slip to Ship Long Beach, MS	Doug Stein	601/864-5039

134	Jun 11-12 1994	*Aquafest Sardis, MS	Andy Humphries	901/683-8053
120	Jun 18-19 1994	Batten Busters Golf Regatta Panama City, FL	Mike Wilson	904/235-2823
178	Jun 25 1994	*Great Bay Race Ft. Walton Beach, FL	Nanette Bell	904/664-0361
70	Jul 2-3 1994	*Island Hop/Ocean Springs, MS Ocean Springs, MS	Greg Ervin	601/872-3747
178	Jul 9-10 1994	Hobie for Heart Mary Esther, FL	Carlton Tucker	904/581-2628
USSA	Jul 16-17 1994	*Area "D" Alter Cup TBA	Kirk Newkirk	904/932-5520
120	Aug 6 1994	*Around Shell Island Panama City, FL	Mike Wilson	904/235-2823
35	Aug 20 1994	*Big Mouth Regatta Pensacola, FL	Pam Rupperecht	904/433-7470
70	Aug 27-28 1994	*Shearwater Regatta Ocean Springs, MS	Greg Ervin	601/872-3747
533	Sep 10-11 1994	*GYA Cat Championships Long Beach, MS	Doug Stein	601/864-5039
178	Sep 17-18 1994	*Round the Island Ft. Walton Beach, FL	Nanette Bell	904/664-0361
CMA	Oct 1-2 1994	*Hooters to Hooters Destin to Panama City, FL	Corky Pittsenberger	904/939-1775
CMA	Oct 1-2 1994	*Juana's Good Time Regatta Navarre, FL	Juana	904/939-2130
134	Oct 1-2 1994	*Broken Mast Regatta Arkabutla Lake	Charlie Miller	901/744-7552
35	Oct 8 1994	*Mayor's Cup Pensacola, FL	Kirk Newkirk	904/932-5320
N/A	Oct 22 1994	*Celebrate the Gulf Long Beach, MS	Doug Stein	601/864-5039
277	Oct 29-30 1994	*Cat Caper Regatta & Costume Party Birmingham, AL	Tom Shannon	205/985-8119
35	Nov 6 1994	*Great Turkey Race Pensacola, FL	Pam Rupperecht	904/443-7470

### DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
295	May 14 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
204	May 20-22 1994	Madcatter Oneida Shores	Dick Anderson	315/689-7987
298	Jun 4-5 1994	Voodoo Winds Ottawa	Dave Milne	519/471-8126
	Jun 11-12 1994	Mississauga Cat Regatta Mississauga, ON	Ian Thompson	416/604-8669
466	Jun 18-19 1994	PA Catamaran C/ship 1994	Bo Jones	412/865-2708
183	Jun 25-26 1994	EYC Regatta Etobicoke, ON	Dan Borg	905/824-8268
295	Jun 25 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
119	Jul 16-17 1994	Wenot Beach Regatta Angola, NY	Bob Ruh	716/881-2067
295	Jul 23 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
295	Jul 29-31 1994	Ontario Open Hamlin, NY	Mark Thomas	716/964-9937
238	Aug 20-21 1994	Great Sacandaga Sacandaga Lake	Peter Byron	518/877-8851
295	Aug 27 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
	Sep 3-4 1994	*Shore 64 Regatta Long Distance Cruise	Dave Brown	
	Sep 10-11 1994	Peachtree Regatta Canandaigua, NY		

### CHCA

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
150	TBA 1994	Kempan Cat Barrie, ONT	Barb Murray	705/722-8640
446	May 28-29 1994	Ice Breaker Chestermere Lake, Alberta	Dale Jamieson	403/278-4384
298	Jun 5-6 1994	Voodoo Winds ONT	Dave Milne	519/471-8126
446	Jun 11-12 1994	Cat Days Cooking Lake, AB	John Craig	403/922-4118

\* Non-points regatta



## REGATTA SCHEDULE

New	Jun 11-12 1994	Mississauga Cat Regatta ONT	Ian Tompson	416/604-8669
90	Jun 11-12 1994	Provincial Champs Lake Winnipeg	Chris Aldridge	204/885-3012
214	Jun 18-19 1994	Jericho Beach Vancouver, BC	Steve Jung	604/263-1347
446	Jun 18-19 1994	Provincials Buffalo Lake, AB	Dave Dawson	403/271-3944
446	TBA 1994	Prairie Winds Lake Newell, AB	Dale Jamieson	403/278-4384
214	Sep 3-4 1994	Harrison Lake Regatta Harrison Lake, BC	Steve Jung	604/263-1347
446	Sep 10-11 1994	End of Summer Hummer Sylvan Lake, AB	Peter Churchill	403/342-5390

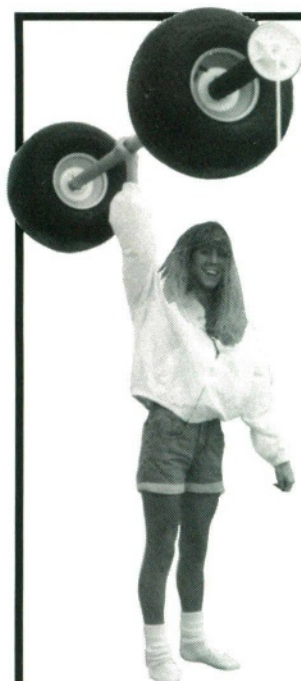
## INTERNATIONAL

DATE	EVENT	LOCATION
Mar. 5	Guadeloupe Championship	Gosier, FWI
Mar. 19-20	Catafolies	La Rochelle, France
Mar. 20	Trainingslagervest	Harkoftsee, Germany
Mar. 20	Guadeloupe Championship	Gosier, FWI
Mar. 23-Apr. 4	Trophy Cat	Tunis, Tunisia
Mar. 28-Apr. 1	Stage Interligues	Guadeloupe, FWI
Apr. 2-3	Champignat Antilles Guyanna	Gosier, FWI
Apr. 2-4	Vela di Pasqua	Cesanatico, Italy
Apr. 9-10	Dummar Dobben	Dummar See, Germany
Apr. 9-10	La Defertante	La Rochelle, France
Apr. 11-17	HC Training Session at ENV	Quiberon, France
Apr. 16-17	Merit Cup 1	Follonica, Italy
Apr. 17	Trainingslagervest	Zulpich, Germany
Apr. 17	Guadeloupe Championship	Gosier, FWI
Apr. 17-18	Pro Challenge Basque	Socoo, France
Apr. 22-24	Easter Hobie Challenge*	Hyeres, France
Apr. 23-24	Point Regatta	Hyeres, France
Apr. 23-24	Eitalcup	Laachersee, Germany
Apr. 23-24	1a Point Regatta	Oud Naarden, Netherlands
Apr. 24	Trimmfahrt West HC 17	Lissalmer, Netherlands
Apr. 30-May 1	Fruhjarspokal	Stamberger See, Germany
Apr. 30-May 1	Cat-Spektakulum	Waginger See, Germany
Apr. 30-May 1	Catamarangau	Brombachsee, Germany
May 1	Coupe Conphone	Les Saintes, FWI
May 1	Hobie Cat 13 Challenge	Gosier, FWI
May 7-8	DHCA Spring Cup*	Grave Strand, Denmark
May 7-8	Kinkelsteinregatta	Ammersee, Germany
May 7-9	IYRU C/Ship Qualifier #1	Cawsands Bay, Great Britain
May 12-13	Trimmfahrt Nord	Bosau, Germany
May 12-15	French Olympic Sailing C/ship*	Brest, France
May 12-15	Hobie Cat Trophy	Hyeres, France
May 12-15	Corsica Raid	Porticcio, France
May 12-15	Blaues Band vom Rursee	Rursee, Germany
May 14-15	Bosauer Hobietraff	Pioner See, Germany
May 14-15	Goldener Ginster	Rursee eifel, Germany
May 14-15	Katamaran Regatta	Altmuhlsee, Germany
May 14-15	2a Point Regatta	Zandvoort, Netherlands
May 15	SRA Hobie Cat	St. Tropez, France
May 18-20	Training Regatta at ENV	Quiberon, France
May 20	Raid Long Distance Race	Quiberon, France
May 20-23	Folie's Cup	Hyeres, France
May 20-23	Super Sails	Neusiedlersee, Austria
May 21-22	Merit Cup 2	Alto Garda, Italy
May 21-22	Bocksbeutel	Goldkanal, Germany
May 21-22	Dutch Hobie Worlds Qualifiers*	Medemblik, Netherlands
May 21-22	Open Austrian National C/Ship	Neusiedlersee, Austria
May 21-23	Open French Nationals*	Quiberon, France
May 21-22	Bocksbeutel	Goldkanal, Germany
May 21-23	Oatseepokal	Scharbeutz Ostsee, Germany
May 23	Trainstager Sud Wescht	Goldkanal, Germany
May 25-June 1	Hobie Cat Training at Env	Quiberon, France
May 28-30	Hobie TT	South Fields, Great Britain
May 28-29	Vogasancup	Plobsheim, Germany
May 28-29	Regate Interligue	Lac de Panthier, France
May 29	Regate Ligues	Gosier, FWI

May 31-June 3	Open Italian HC 16 Nationals	Cagliari, Italy
June 4-5	IYRU C/ship Qualifier #2*	Bognor Regis, Great Britain
June 4-5	MBSC Pokal	Chiemsee, Germany
June 4-5	Hobie Fleet 333 Cup	Middelfart, Denmark
June 5	Hobie Cat 13 Challenge	Gosier, FWI
June 6-12	Open Hobie Cat 16 Europeans	Cagliari, Italy
June 11-12	Doppelmina	Beversee, Germany
June 12	S.R.A. Hobie Cat	Frejus, France
June 12	Fegata Ligue	Gosier, FWI
June 16-18	Point Regatta	Morbish, Austria
June 18-19	Regatta de St. Brevin	Saint Brevin, France
June 18-19	Bernard's Regatta	Sainte Croix, France
June 18-19	Champion of Champions	Bala Lake, Great Britain
June 18-19	Morbisch Regatta	Neusiedlersee, Austria
June 19	Regata de Ligue	Lac De Panthier, France
June 5-26	Bolzena 1000	Bolzena, Italy
June 25-26	Muritz Cup	Muritz Robel, Germany
June 25-26	Open Belgium Nationals	Ostende, Belgium
July 1-3	Vassiliki Classic Regatta	Levkas Island, Great Britain
July 2-3	Coppa Pietas Julia	Trieste, Italy
July 2-3	Open German Nationals	Starnbergsee, Germany
July 2-3	SCIA Cat Regatta	Ammersee, Germany
July 2-3	3a Point Regatta	Wassenaar, Netherlands
July 2-3	Open Spanish Nationals	TBA
July 3-9	Open European Hobie C/ship	Lorient, France
July 8-10	Halkidiki	Thesaloniki, Greece
July 13-15	Open Swedish Nationals	Simrishamn, Sweden
July 16-17	Hobie TT	Tresaith Mariners, Great Britain
July 16-17	Podersdorf Regatta	Neusiedlersee, Austria
July 16-17	Multilario	Darvio, Italy
July 16-17	Gromitz Cup	Gromitz, Germany
July 20-24	Hobie Sicily Cup Long Distance	Palermo, Italy
July 23-24	Veteranen Cup	Oud Naarden, Netherlands
July 23-24	Berlin-Meisterschaft	Berlin, Germany
July 25-27	IYRU World Sailing C/ships	La Rochelle, France
Aug. 4-8	Open HC 18 Italian Nationals	Bracciano, Italy
Aug. 5-7	Nordsee Cup	Nordsee Fohr, Germany
Aug. 13-14	Open Danish Nationals	Charlottenlund, Denmark
Aug. 13-14	Super Sails	Charlottenlund, Denmark
Aug. 13-14	Sommertraum	Goldkanal, Germany
Aug. 13-15	Open British Nationals	Eastbourne, Great Britain
Aug. 20-21	Super Sails/Pro Rainer Cup	Kellenhusen, Germany
Aug. 20-21	Open Finnish Nationals	Helsinki, Finland
Aug. 20-21	Sommerregatta	Stamberger See, Germany
Aug. 20-21	Saxophon Cup	Wilhelmsshaven, Germany
Aug. 20-21	Kellenhusen IDB HC 14	Kellenhusen, Germany
Aug. 20-24	European HC 16 Youth C/ship	Saint Raphael, France
Aug. 20-24	French Hobie 16 Youth C/ship	Saint Raphael, France
Aug. 26-28	Open Dutch Nationals	Scheveningen, Netherlands
Aug. 26-28	Super Sails	Scheveningen, Netherlands
Aug. 26-28	Open Norwegian Nationals	Horten, Norway
Aug. 26-30	Halkidiki National C/ships	Thesaloniki, Greece
Sept. 2	Hobie TT	Felixstowe Ferry, Great Britain
Sept. 2-4	Brettenbrunn Regatta	Neusiedlersee, Austria
Sept. 3-4	Int 2 Lander Cup	Gooimeer, Germany
Sept. 3-4	IDB HC 17/HC18	Gooimeer, Germany
Sept. 3-4	Point Regatta	Breitenbrunn, Austria
Sept. 3-4	Int 2 Landen Cup	Oud Naarden, Netherlands
Sept. 3-4	Duiste Kampioenschappen	Oud Naarden, Netherlands
Sept. 9-11	Open Hobie German Nationals	Dummer, Germany
Sept. 12-18	Training Championnat Bretagne	Quiberon/Carnac, France
Sept. 17-18	Fort Boyard	La Rochelle, France
Sept. 17-18	Hobierregatta	Ammersee, Germany
Sept. 17-18	Cata Ora Cup	Riva del Garda, Italy
Sept. 18	Matchrace	Altmuhlsee, Germany
Sept. 22-24	Schinias Regatta	Athens, Greece
Sept. 24-25	Ugly Cup	Copenhagen, Denmark
Sept. 24-25	Rollo's Regatta	Harkortsee, Germany
Sept. 24-25	Hagars Axt	Stamberger See, Germany
Sept. 24-25	Vindicio Cup	Formia, Italy

\*1994 IYRU Sailing World Championships Qualification Regatta





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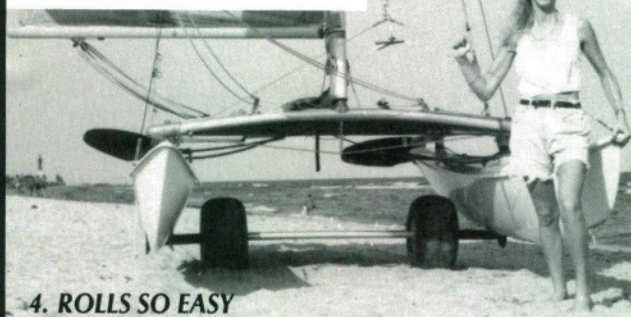
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# NORTH AMERICAN REGION NEWS

## Points Of Light

### Future Looks Bright Indeed And In Deeds

BY GIGI MOORE  
NAHCA CHAIRPERSON

**T**he 1994 sailing season is upon us, with the scheduling and planning for points regattas as well as six national events well under way. This year is beginning on a great note, with a vibrant enthusiasm regarding the North American Hobie Class Association and the "Hobie Way of Life." New events are being created, and many of the classics are being modified to meet the needs of our changing and growing membership.

#### NEW OPPORTUNITIES

The opportunity to promote NAHCA sailing ventures is also on the increase. We're looking forward to our upcoming participation in several large sail shows, as well as invitations to participate in multiboat events with a Hobie class or points regatta.

An example is the Florida Citrus Sailfest that was held on Lake Munroe in early December. This event is promoted as the largest inland regatta in the country; over 640 boats participated in 1993.

Division 8 offered to host a points regatta at the event, replacing our previous involvement in the Open Multihull Course. Ninety Hobie Cats participated, with 27 Miracle 20s on the line. The Hobie lineup was an awesome sight, and evidenced the high enthusiasm being expressed by our membership.

Membership renewals are pouring in at a rate faster than in the past two years. Also, the response from divisions and fleets in providing their new officer and regatta schedule information to the membership committee was terrific. We were able to offer an extensive and accurate account of the NAHCA plans for 1994 to HOTLINE, as well as update the information internally.

#### NEW SPOTLIGHTS

An important focus of the NAHCA this year is the disabled sailor. The NAHCA has appointed several members who are work-

ing together to develop a committee that will address issues related to both physically and mentally disabled sailors. Events such as the Hobie 16 Trapseat World Championship in San Diego and the United States qualification event for the Special Olympics are examples of such efforts.

Programs to attract more disabled persons to sailing are being discussed. We also are pondering specific equipment changes and/or modifications that may assist the disabled sailor on and off the water.

Nationals bids have been reviewed, and the long hours of planning already have begun. Several new combinations are being tried this year in an effort to enhance each event, as well as decrease the ever-growing expenditures of funds and volunteer time. Active input from our membership has pointed out key issues for change, in hopes of continual improvement.

**T**hroughout all these activities are hundreds of volunteers who give a great deal of dedicated time to making events enjoyable for their sailing colleagues.

Throughout all these activities are hundreds of volunteers who give a great deal of dedicated time to making events enjoyable for their sailing colleagues. Without their support and energies, the NAHCA and its fleets and divisions would not be able to promote Hobie Catting with such enthusiasm.

#### A NEW US; A NEW YOU

During this year of change, please take the time to savor the events, both the big and small. Try something you haven't tried before. Above all, take the time to recognize the individuals whose efforts have made each event a success.

Your suggestions and critiques are important. They directly impact the growth of our organization and the future of the "Hobie Way of Life." *✍*

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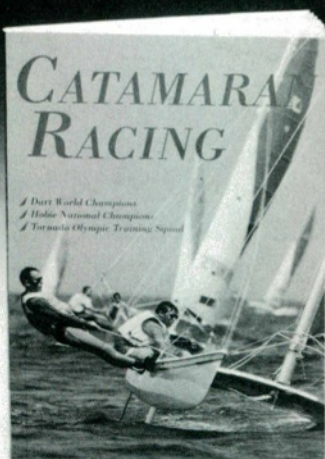
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## IHCA REPORT

### When It Comes To Races, IHCA Knows Best ... Of Course!

BY PAUL PASCOE  
IHCA VICE PRESIDENT

**G**reetings from sunny England, where your vice president reports on the progress of the IYRU World Championships taking place July 25 - August 8 in La Rochelle, France, and makes a few observations about other sailboat classes.

#### HOBIE SYSTEM TO BE USED AT IYRU WORLD CHAMPIONSHIPS

The IYRU World Championships are now under the guidance of the sports marketing firm, Waterfront. The IHCA is working closely with that agency to ensure a quality regatta. Our involvement will continue right up to the event.

Participants should know that there will be 100 factory-supplied boats at the event, and that each IYRU member country is eligible to send three open and three women's teams. You don't have to be a rocket scientist to figure out there will be more teams than boats, so a round-robin system will be used.

The event will feature the typical Hobie World-type system, rather than the repechage system used during last year's Hobie 16 World Championships in Guadeloupe. The round-robin format will be in effect during the elimination series, after which the top competitors will advance to a four- or five-day final.

Individual sponsors' logos possibly will be allowed on jibs, but if so, they must be ordered and purchased in advance. Contact the IYRU for the latest details.

The courses will be a bit different than usual. The "Olympic Trapezoid" will be in effect for all classes. This course is used increasingly when multiple fleets share the same course. With two fleets on the course, the first sails Start - 2 - 3 - 4 - 3 - 4 - Finish, while the second, starting five minutes later, sails Start - 2 - 1 - 2 - 3 - 4 - Finish.

This procedure results in less crowding on the course, especially at marks. The only possibility of overlapping occurs if the leaders in the second start catch up to the tail-enders of the first, and that could happen only on the last two legs of the race. If you want to try this system in a local race, the only alteration may be to have separate

start and finish lines, if rolling starts are required.

#### WE GIVE GREAT CLASS

Working with the IYRU has given me the opportunity to compare the way Hobie races are run as opposed to events in other classes. We have been very fortunate to have supplied boats at most of our major events, while this is a new phenomenon for other classes.

Round-robins are also commonplace at Hobie events, but a source of concern for organizers of other races. Even the IYRU, which has plenty of experience at supplied boat regattas, has not run an event in which boats are exchanged at the end of each race. Consequently, the IHCA has been able to provide a great deal of input, not only to the other classes, but also to the IYRU.

#### TRY THIS ONE ON FOR SIZE

On the subject of courses, coordinators of Hobie events may like to try the gate course. It is a simple windward/leeward progression, but with gates at either end instead of single marks. The gates are approximately 30-40 yards wide enough to allow several boats through at any one time. After passing through the gate, competitors may sail off in either direction. The addition of an extra mid-course gate means that succeeding in the race is not just a matter of sailing to the layline and then tacking.

The course is great fun, but also has its problems. It is not conducive to multiple fleets, and also is hard on race officials, especially when the wind changes.

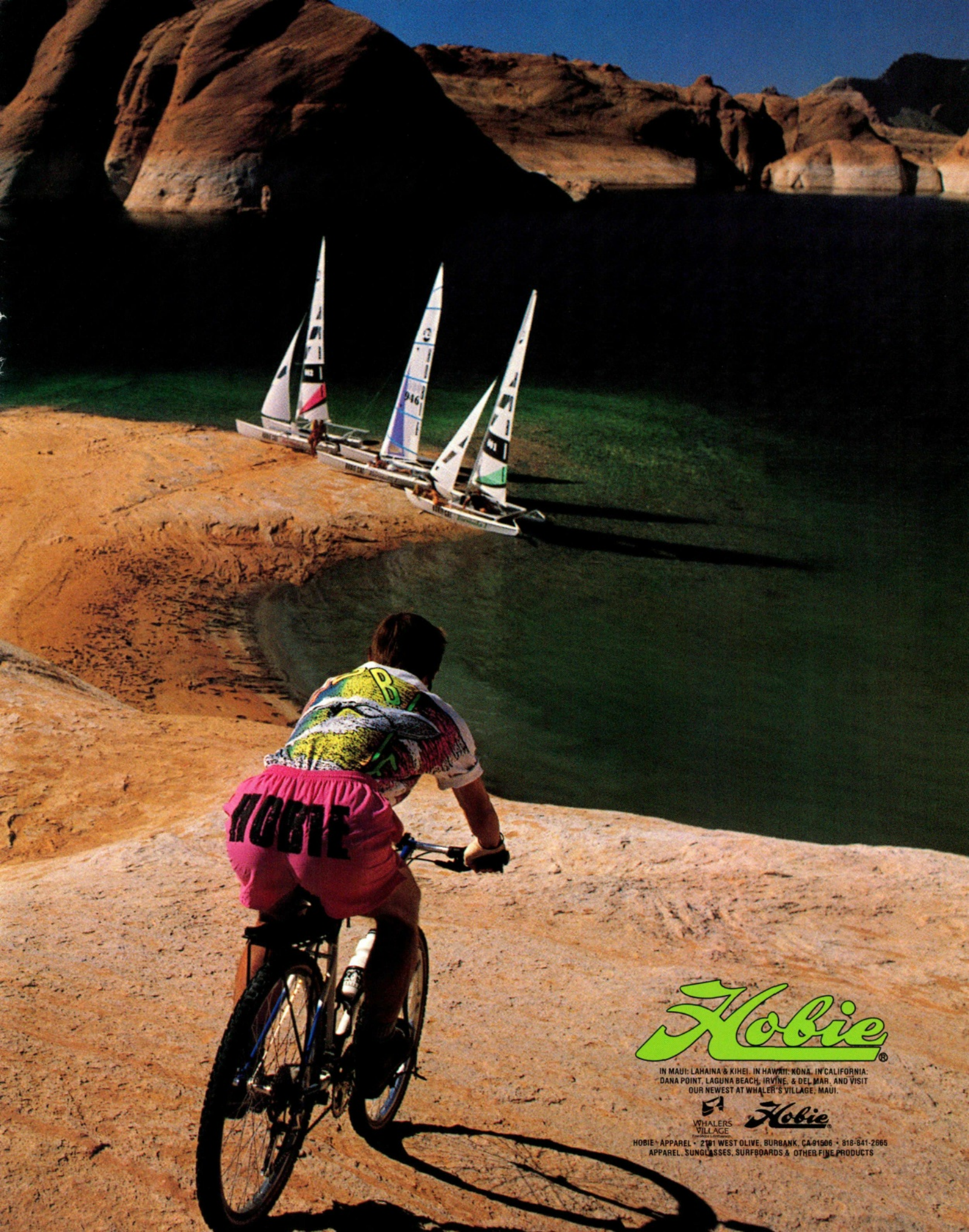
For a less drastic adventure, try adding a leeward gate to a standard triangle course. This makes a big difference and greatly reduces the leeward mark procession that is so common in Hobie racing.

#### THE FUTURE IS SYDNEY

On a completely different note, the regatta of regattas has to be Sydney 2000. Sydney Harbour offers one of the great sailing locations in the world, with strong, consistent sea breezes and a natural amphitheatre for spectators. What a perfect location to debut Hobies in the Olympic Games! A lot of work must be done by the IHCA and country associations before this event comes to fruition.

A final word to those of you in the north: it's not long until summer comes around again. To those in the south: send up some sunshine. *X*





# Hobie

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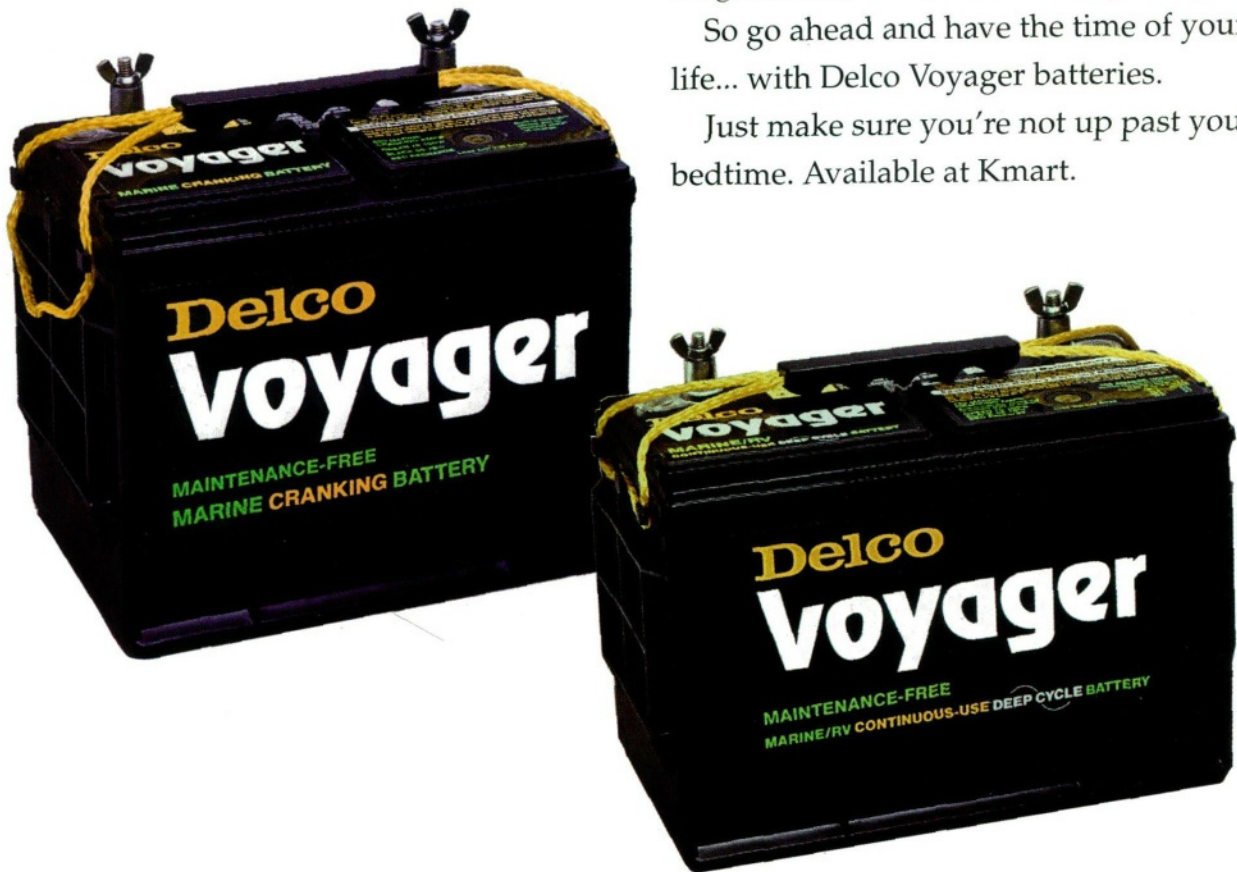
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