

# *Hobie* **HOTLINE**

MAY/JUNE 1994

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

## Great Lake Of Fire

Race to St. Joe, Michigan  
for a sizzlin' good time!



## Where's The Beef

On the boat, or you?

## Preteen Queen

Tiny Tanya out-turbos them all.





**A race this fantastic could only be held on a Great Lake!**

St. Joseph  
Michigan

September  
13-17, 1994

# The HOBIE 20 National Championship 1994

## Great Lake... Great Race!

The top 20 is heading to the top of your race chart September 13-17, when the 1994 Hobie 20 National Championship comes to St. Joseph, Michigan.

The white-hot Hobie 20 is the fastest-growing racing class in the world, so it's no surprise the National Championship keeps getting bigger, too. If you attended the first and/or second Hobie 20 National, you know the event mixes racing and fun in a BIG way. We couldn't stage a great race like this on just any old body of water, so we picked one of the greatest, and cleanest of the Great Lakes — Lake Michigan.

This southwest region is full of natural beauty and family things to do. It's an antique mecca, a fruit and wine lover's paradise, and a charming piece of Americana that will make you feel right at home. The 1994 Hobie 20 National ... it's a hot race in a wonderful place. Come to St. Joseph, Michigan for a GRRRRRRREAT time!

## Accommodations

Unpretentious comfort and lots of complimentary amenities make the St. Joseph Holiday Inn

the perfect Hobie 20 National host hotel. For reservations, call 1-616-983-7341. **Reservation deadline is August 15, 1994.**

## RVs

A limited number of free spaces for fully self-contained motor homes are available. Sorry, tent camping and pets are not allowed.

## Races

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

### Tuesday, September 13

9 A.M.-Noon • Check-in and Registration

### Wednesday, Sept. 14

Racing Begins • Welcome Party

### Thursday, Sept. 15

Racing Continues

### Friday, Sept. 16

Racing Continues

### Saturday, Sept. 17

Final Day of Racing • Awards and Dinner

## Charterboats

Fee: **\$350**

Refundable boat damage deposit: **\$250**

Nonrefundable USSA boat damage insurance: **\$50**

If you would like to get on the rental list for a brand-new Hobie 20 charterboat, send your name, address, daytime/evening phone numbers and a \$200 deposit (check, money order or credit card with information specified in registration form) made payable to Hobie 20 National Championship, to: Hobie 20 Charterboats, P.O. Box 1008, Oceanside, CA 92051. **Deadline: June 30, 1994.** Racers on the list will be contacted by July 22 to confirm charterboat availability.

## Fees

Registration fee includes two great-looking shirts, lunches, welcome party and awards dinner.

## Registration

Pre-registered before August 5, 1994: **\$175**

After August 5, 1994: **\$255**

## Party Packets

Additional party packets may be purchased on site.

**REGISTRATION • Entry must be postmarked by August 5, 1994 to avoid late fee.**

SKIPPER

ADDRESS

CITY/STATE/ZIP

DAY PHONE

EVENING

HOMETOWN NEWSPAPER

Mail your completed registration form to:  
Hobie 20 National Championship • P.O. Box 1008, Oceanside, CA 92051.  
**NO personal checks or credit cards will be accepted on site for any fees.**

CREW

ADDRESS

CITY/STATE/ZIP

WEIGHT

SAIL NUMBER

I have enclosed a check made payable to Hobie 20 National Championship for: \$ \_\_\_\_\_ in U.S. Funds.

Charge: \$ \_\_\_\_\_ ☐ MC ☐ Visa

CARD NUMBER

EXPIRES

CARDHOLDER'S SIGNATURE

**For more information contact: Bonnie Hepburn (619)758-9100 x604 • (619)758-1841 Fax**



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KEN MCKEOWN

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Pick your pleasure at the 1994 Hobie 20 National in St. Joseph on Lake Michigan, the southwest that has it all.

#### On the cover

Field of Dreams. Hobie 21 Sport Cruiser photo by Guy Motil.  
Trees and flowers courtesy of Southwest Michigan Tourist Council.

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

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# The Electronic Meow

**S**ound bytes. E-mail. Interactive video. Virtual reality. If Rip Van Winkle were around today, he wouldn't have to take a very long snooze before awakening to find himself lost on the information highway. Even *U.S.A. Today* and other similar publications are jumping on the electronic road, offering readers an opportunity to get their news hot off the computer disk.

Sometimes I wonder, is electronic necessarily more electric? But then I think, well, video dating might have saved me from some past blind dates (you know, the ones in which five minutes after you meet, you suddenly remember you have an appointment for a root canal, which oddly enough you now prefer as an option to continuing the evening as planned). And I seem to have made the adjustment quite easily from throwing another shrimp (oops, I mean vertically challenged sea creature) on the barbie, to tossing a little Orville in the microwave.

I am not really objecting to the new, get-it-fast data superhighway, and I don't believe that reading is inherently more intellectual or superior to, say, watching television. I mean, what's the difference between getting an eyeful of the Buttafuocos and Bobbitts on the tube or on the page!

However, as a publisher, I must admit I harbor a dislike of the move to what I call "accepted illiteracy." If they're going to come up with a bloody video game such as *Mortal Kombat*, can't they at least spell it right? (I keep waiting for a commercial in which the Big Guy endorses some new diet delight. You hear the thunder ... see the flash ... the low-calorie dessert of desserts ... then you hear God command: "Let there be lite!") I have a friend who refused to enroll her child in the day-care facility called Mini Skool. She figured if the owners didn't know how to spell, her kid didn't have a chance.

To me, new technology is often scary at first. I mean, I never understood fulcrums — what chance do I have with fiber-optics? (And come on now, folks — admit it — how many of you really know how to operate your VCR without the help of someone under the age of 14?) But little by little, we all get used to it, accustomed to it, and then before we know it, unable to live without the latest technological advances.

But again, speaking as a publisher of what I, for one, consider to be the last word in sailing, I'd sure hate to see any publication become the last word on the printed page. Although I understand how electronic news and views offer an undeniable immediacy and a convenience factor, too, there's a lot to be said for holding something substantial like *HOTLINE* in your hands; savoring the words and photos, looking back and thumbing ahead. Instant replays and fast forwarding are ever so simple, and you don't have to worry about erasing your favorite issue by mistake!

So although I'm not one of those who is being dragged kicking and screaming into the brave new world of electronic information, and I do think it actually would be kind of neat to have some of our printed material available on computer networks eventually, I'm very happy to sail along with you on the pages of *HOTLINE*.

Of course, if we ever do move to the modem mode, we at least will be able to find out if a Cat's bark is indeed worse than its byte.



The Hobie *HOTLINE* is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to *HOTLINE* Subscriptions, P.O. Box 1008, Oceanside, CA 92051, or to subscribe by credit card, call (619) 758-9100 X600. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The *HOTLINE* cannot accept responsibility for unsolicited materials. Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the *HOTLINE* does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.





HOBIE 16



Hobie



Hobie Cat 16

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Hobie

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## STOP AND SMELL THE WIND

I have just re-read, for the nth time, your "Ex-Tension" Hobiatorial published in the September/October 1993 issue of *HOTLINE*. I had to write. You described me perfectly.

As one who has not read a *HOTLINE* since 1980, I looked with interest at the new boats and rediscovered what I had put aside. I have owned a Hobie 14 since 1978, but had not taken it out since 1988. The "busy" years had kept me hopping.

During a brief holiday my wife said, "Why don't we take it out for a spin?" So we did ... instant recall. I had forgotten the pure pleasure and the ex-tension as you described it. Instant Hobie Fever.

We immediately went looking for a bigger boat. We found a Hobie 16 at a good price. It needed a few parts, which led me to the local dealer, this magazine, the new boats and a return to the Hobie "family."

As you describe it, this must be happening to many others. It must be something about the demographic group. It sounds as if a number of us disappeared together and suddenly are re-appearing collectively.

I am another Hobie Catter who has realized that it is now time to slow down and "smell the wind." Unlike the person you quoted, I have not been ill, but I have had reason to stop and really look in the mirror. When I read your editorial, the image became very clear.

I would also offer the thought that no other magazine I have seen dedicates as much (precious) space to the cause of safety and public well-being as *HOTLINE*. I am very pleased to see the constant reminders about safety and PFDs, safety and the mast, safety and hypothermia. The emphasis is consistent with the spirit of the Hobie Cat Company, which like no other company I have ever seen, uses advertising space on its pamphlets to warn potential customers that putting up a mast in the wrong place can kill them, or that "this boat (the Hobie 21) is not for everyone."

It should not be surprising, therefore, that my 15-year-old boat has stood up as it has. It is pure Hobie. Quality personified.

Thank you for the timely editorial. Count me as a "returnee." I look forward to reading many more Hobie *HOTLINE*s.

Richard Huint  
Montreal, Quebec, Canada

## THIS BIRD CAN REALLY FLY!

I ran across a piece of the Hobie lifestyle that I think merits a brief article. I was enjoying *HOTLINE*'s account of the life

and times of Hobart Alter (in the November/December 1993 issue) and noticed the picture of Hobie with a "Hobie Hawk."

The Hobie Hawk is a radio-controlled plane that is still the BEST-tooled RC plane in the world. Although Hobie Cat no longer manufactures the kit, Ross Models of Sparks, Nevada owns the tooling and has restored it to the demanding specifications of Hobie himself.

The Hawk enjoys a reputation unparalleled in model aviation. It is still one of the best performing planes on the market — a lofty (excuse the pun) feat in light of the unbridled development of model aviation.

When Hobie first introduced the Hawk, the radios were four times the size and weight of modern equipment. The Hawk uses only two channels to control two servos (motors in the plane that move the elevator and rudder) to command the bird. Sailplanes of today use up to six channels and eight servos to achieve almost the same flight characteristics of the Hawk. In fact, Don Kremers just received parts to put his old bird back together.

Ross Models can be reached at (702) 358-7677. Don has the scoop on the plane. He can be reached at (714) 496-5411.

Just thought it was a cool idea for a story. Keep up the GREAT work!

Karlton Spindle  
La Canada Flintridge, CA

## HE LOVES HIS HOBBIE

I've decided to subscribe to Hobie *HOTLINE*. I purchased a used Hobie 16 toward the end of last summer, and end of the good wind (temperatures, too). I did get to enjoy the use of a harness on one day of 15-20 mph winds. Talk about exhilarating — being suspended over the water on one float is just great, to say the least. That happened the last day I was out.

I can't wait until Spring. My new wet suit is ready, and of course, so am I.

I was looking to get involved in some sort of water sport and ruled out canoeing and motorboating. Yes, I did consider motorboats. Then I thought of sailing.

At first I wanted a Hobie 16, but located a Y-Flyer locally. As luck would have it, the owner couldn't decide on a price. I got discouraged and located a rainbow-sailed Hobie 16. I fell in love with the sails and took her home.

We have four inches of snow on the ground in Kentucky today, but I'm thinking of hearing the water ringing under the hulls of my Hobie 16.

Richard Seaton  
Bowling Green, KY

## WOMEN AT THE HELM

I am paying for two subscriptions to *HOTLINE*. One is for my renewal and the other is a new subscription for my friend, Nina Alexicko.

Nina bought my Hobie 14 Turbo. I taught her all I know about the "Hobie Way of Life" with the help of *HOTLINE*. Every time I read it, I learn something new. I want her to love that boat as much as I have, and if she gets *HOTLINE* I know she will.

We are both in our 40s, and when we get out on our Hobies we feel so young and HOT we almost can't take it. By the way, it's our hobby, our boats, our time out from the normal everyday roles we play as working wives, mothers, homemakers, etc. We love Hobie Catting and what it gives to us.

So my advice to any woman who is feeling older and there just isn't much left to excite her and make her feel young and fit, buy yourself a Hobie and subscribe to *HOTLINE*. It's the best, better than Estrogen therapy. Can't wait until spring.

Gloria Traylor  
Dayton, OH

## WHY NOT WING IT?

I enjoy the "Hobie Way of Life." I currently own a Hobie 17, which I have had ever since it first came out. I really like the idea of having wings on it. That was mostly the reason I bought it.

My question is, why has Hobie made wings for all boats except the Hobie 20? Why not put them on it, too, or at least provide a kit for it?

Kurt Evert  
Atlanta, GA

*We're glad the Hobie 20 is stirring the interest of sailors such as yourself. In fact, the Hobie 20 is the fastest-growing multihull class in the world!*

*The Hobie 20 is a pure, one-design racing class. Putting wings on the boat would "contaminate" the one-design aspect; thus, Hobie Cat has not produced them.*

*By the way, not all Hobie Cats have wings. The Hobie 14, 14T, 16 and standard 18 models are wing-less.*

*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.* ✍



# HOBBIE PARTS

## The All-American Way To Play!

May/June Special



### Sweet 16 And Never Been Cleated?

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.

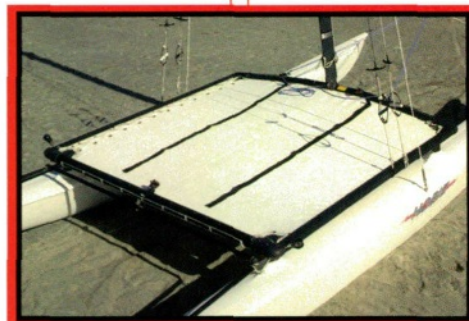
|       |                  |         |
|-------|------------------|---------|
| #1075 | With cammatic    | \$60.00 |
| #1076 | Without cammatic | \$45.00 |



### Harken Makes The Sailing Easy By Design

Cleating the mainsheet from any position is a breeze with the innovative Harken Low-profile 7:1 and 8:1 Block Systems. Featuring the most advanced ratchet block design, the fourth sheave is an integral part of the block and sits directly over the centerline of the other three. You won't know how you ever lived without this system.

|         |                                     |          |
|---------|-------------------------------------|----------|
| #H064   | 3-inch lower unit; 7:1 or 8:1       | \$190.00 |
| #H070SP | 3-inch boom block with bracket; 7:1 | \$100.00 |
| #H069SP | 3-inch quad block; 8:1              | \$120.00 |



### Roaring 20's Tramp

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

|           |             |          |
|-----------|-------------|----------|
| #20970500 | White vinyl | \$310.00 |
| #20970510 | Blue vinyl  | \$335.00 |
| #20970555 | Black mesh  | \$350.00 |



### Connect With The Best — Miracle-Style Tiller

We've adapted our proven and popular Hobie 20 Miracle Tiller Connector and Adjustment System for other Hobie Cats. Your old favorite has given you lots of great times: here's your chance to reward it ... and you. Say goodbye forever to system slop and extend a quick (10-second assembly/disassembly!) welcome to this great upgrade.

|       |         |
|-------|---------|
| #1953 | \$59.95 |
|-------|---------|



### Speed Up Your 16 With A Spinnaker

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

|           |                       |          |
|-----------|-----------------------|----------|
| #20999000 | Hardware kit          | \$350.00 |
| #20999001 | Blue/yellow spinnaker | \$500.00 |
| #20999002 | Green/pink spinnaker  | \$500.00 |



### Don't Leave The Beach Without Bob

We call him "Hobie Bob," because this roto-molded, lightweight Mast Float is so sailor-friendly you'll want him along on every sail. Hobie Bob fits all boats, displaces 60 pounds of water to keep the mast from going full-turtle, and also acts as a great masthead windvane. What more could you want — a quick release for trailering? Bob's got that, too!

|        |          |
|--------|----------|
| #30113 | \$105.00 |
|--------|----------|

Made For Fun In The U.S.A. — It's Hobie Cat!

These and other great accessories are available from your Hobie dealer. Call 1-800-Hobie-49 Ext. 316.



## NEW "TAN THRU" BATHING SUITS LET YOU GET WET BUT NOT WILD

In 1985, the eyes of the world were on people who wore the new tan-through bathing suits. That's probably because when wet, the material was not only tan-through, but see-through!

Now, Solar Swimwear, creator of the original suits, has perfected the process. The result: suits that let you tan while keeping the experience private.

Solar's new "Tan Thru" collection includes more than 100 women's one- and two-piece suits along with a full men's line of swimwear. The fabric is equivalent to an SPF #10 sunblock. The high-contrast patterns and vibrant colors create an optical inability for the human eye to see past the printed fabric whether wet or dry.

Tan Thru suits should whet the appetite of Hobie Catters who want exposure to the sun without exposing everything else to their fellow sailors. The line is sold through mail order catalogs, in department stores and beach specialty shops and at tanning salons.

## FIRE DESTROYS NEW KIAWAH ISLAND BEACH CLUB

Just a few months after happy Hobie 20 National racers burned up the course at Kiawah Island Resort adjacent to Charleston, South Carolina, the new Beach Club (which wasn't totally completed in time for the Hobie Cat event) burned to the ground. Losses were estimated at \$2.5 million.

The large, elegant structure, already a classic when it opened last November, was fully insured and will be totally rebuilt.

Hobie Cat Company extends its sympathy to Kiawah Island Resort. We're certain that many of the racers and their friends and families who enjoyed such a superb time on the island last fall will be planning future trips to the resort and the rebuilt Beach Club.

## BE A SPORT — EXPERIENCE THE EVERGLADES

If you're into alligators and crocodiles but prefer not to be actually in alligators and crocodiles, the safest way to experience

them is on a boat. And what better boat than a Hobie Sport Cruiser, on a guided sailing trip provided by Caribbean Watersports.

The two-hour trip for two costs \$120 and journeys from Florida's Key Largo to Everglades National Park. Freed from the responsibility of sailing the boat, you can enjoy viewing raccoons, bald eagles, flamingos, porpoises and other creatures as well as swimming in an exotic tropical cove.

Call Caribbean Watersports at (800) 223-6728 for more information. We think you'll find experiencing the Florida Everglades on a Hobie Sport Cruiser is everything it's "croc-ed" up to be!

## CADET CAMP INTRODUCES YOUTH TO SAILING "BIG TIME"

Tradition, sailing and fun are combining on a large scale this summer in a newly launched Sea Cadet program for kids 15-19. The starting point is Alexandria, Virginia. The ship is an historic 125-foot schooner formerly known as "The Queen of the Caribbean."

Through the program, which is offered by the Alexandria Seaport Foundation, six cadets per two-week session will become active crew members. They will learn how to raise and lower a sail, steer a compass course, keep a lookout and assist with other functions. They also will receive instruction in boating safety, seamanship, nautical history, navigation and lore. In addition, they will enjoy exploring port cities as the schooner sails to maritime festivals and events from Norfolk to Boston.

The program's goal is to share the joys of sailing a traditional vessel while building a sense of discipline and responsibility. The cadets, who will receive certificates of accomplishment, can move back in time and experience what life was like aboard these ships when they were in active trade.

The Sea Cadet program runs from May through September. A two-week session, including all meals and incidentals, costs \$1600. Limited scholarships are available, and prior sailing experience is not necessary. For more information, contact the Alexandria Seaport Foundation, Jones Point Park, 1000 South Lee Street, Alexandria, VA 22314; (703)549-7078.

## HOTLINE MAKES INITIAL MISTAKE

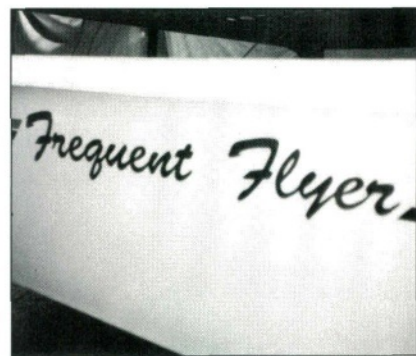
We're not quite sure just how or why it happened, whether the name was changed to protect the innocent or the guilty, but we somehow misinterpreted the name of one of the players in "The Ultimate Pool Party" published in the March/April 1994 "Wavelines."

Paul Pascoe, who sent us the story, pointed out our mistake, saying, "In the original article, I had said TL was the main culprit involved. This does not translate to Ted Lindley! The TL I referred to was Tony Lewis (I think that's his name) from Australia, who used to do the beach captain stuff in the mid-'80s. I didn't spell out his name because I wasn't sure what his real name was and also because nobody else would know who it was, either." (Now they will!)

Paul ends by consoling us, "Not to worry, I'm sure all Ted's friends will be impressed by his ingenuity."

To Ted Lindley, Tony Lewis and all the other TLs out there in Hobieland: Will the real TL please stand up?!

## NAME GAME CORNER



As the name states, my boat is a Frequent Flyer whenever I can break away from the office. This year is the year it will be a more Frequent Flyer.

Dr. David S. DeMasi  
Walnut Creek, CA

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

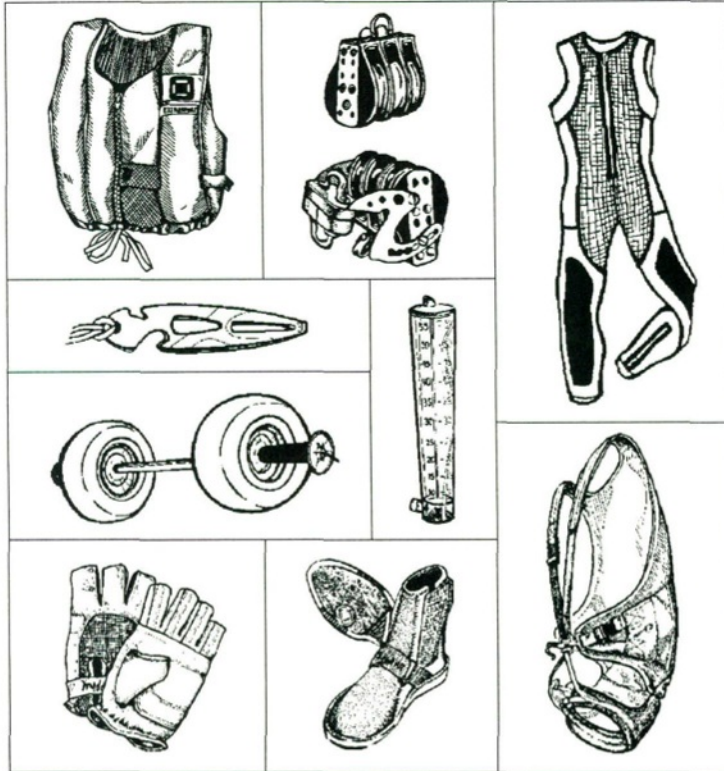


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## Dear John

BY JOHN HACKNEY

### METAL MANIA

*I'm getting my boat ready for its first sail of the season. I notice the mast has corrosion starting at the mast tang. Is there anything I can do to stop the corrosion and fix the damage?*

**I**n the boating world, the terms electrolysis and corrosion are often used interchangeably to describe metal that has been eaten away or deteriorated. Although the results of electrolysis and corrosion may appear to be the same, the processes are technically different.

Corrosion, a destructive attack on metals, may be chemical or electrochemical in nature. However, most phenomena involving corrosion of metals used in or around water, or atmospheric corrosion caused by films of moisture, are electrochemical in nature.

Electrolysis generally is caused by leakage of current from electric circuits. It may take place at a point far removed from where the leakage occurs. The mechanism of electrochemical corrosion is most obvious in the case of electrically coupled, dissimilar metals such as aluminum and stainless steel; that is, according to *Marks' Standard Handbook for Mechanical Engineers*. Mark who?

For those who do care about the subject, it seems most of the deterioration of metal found on a Hobie Cat is correctly called corrosion and should not be confused with electrolysis. Electrolysis is common on boats kept in the water and subjected to various electrical circuits normally associated with boats tied to docks; i.e., televisions, lights, stereo systems, A.C. stuff, only the essentials (not something a Hobie owner needs to be worried about). On the other hand, corrosion is a problem on Hobies, as dissimilar metals, mainly aluminum and stainless steel, routinely are electrically coupled (they touch each other).

Exacerbating (can I say that?) the problem is that Hobie Cats are used in an electrically conductive environment, meaning water, and ever worse, salt water. Salt water is a much better conductor of electricity than fresh water and thus makes electrochemical corrosion more severe and rapid. Caustic atmospheres in industrial areas can cause even more severe corrosion, which ultimately leads to equipment failure.

### PREVENTION AND CURE

An effort has been made by Hobie Cat's engineers to stop corrosion by applying an insulating tape under the stainless steel parts that must be mounted on aluminum, in an attempt to electrically decouple (insulate) the stainless from the aluminum. This method works to some extent, but as you know, the stainless steel fasteners usually come in contact with the aluminum somewhere.

The plastic tape does, however, keep water and salt from coming into contact with the dissimilar metal parts, thus slowing down the electrochemical corrosion process. Dissimilar metal contact ultimately still exists at the fasteners, so corrosion at the interface of aluminum and stainless steel will continue, but at a slower pace.

Hobie Cat goes that extra mile to decouple dissimilar metals on new boats with sticky-back, polyurethane tape placed under all stainless steel fittings attached to aluminum components. As mentioned, the tape does not insulate fasteners such as pop rivets, but it does help keep the interface dry, or should I say drier.

**Once the boat has left the factory and gone to its happy new home (yours), preventive care is in your hands. Proper Hobie maintenance includes washing off the boat with fresh water.**

Once the boat has left the factory and gone to its happy new home (yours), preventive care is in your hands. Proper Hobie maintenance includes washing off the boat with fresh water. Performing this simple task will greatly reduce corrosion of the aluminum.

### GO ALL THE WAY — WITH CARE

For the extreme maintenance addicts out there, an annual removal of the mast base allowing you to wash out the inside of the mast with fresh water may be in order. The object is to remove all the salt and grime.

Removing the mast base can be a real problem on older boats. You run the dan-

ger of breaking the base while trying to disassemble it from the mast, so caution is in order.

Should corrosion around the stainless parts (for example, the mast tang) become severe, it is best to remove the mast tang, wash the area, and replace the polyurethane tape and pop rivets. If the corrosion is severe around the pop rivets and the hole is enlarged, the tang may be moved up or down slightly to find new metal for the rivets.

The tang should be moved only far enough to find better metal. Too much movement will cause you to change shroud length. The adjuster plate should give sufficient movement for a slight tang move.

The sticky-back, polyurethane tape used for insulating stainless steel parts mounted on aluminum components can be purchased from your conveniently located Hobie dealer, or maybe from your local sticky-back dealer.

### HOIST THIS

*It's getting more and more difficult for me to pull up the sail. Any suggestions? Are there any "magic" products that make hoisting my Hobie 16 easier?*

Hoisting the mainsail can be troublesome and occasionally downright difficult. Don't despair; you can make this task a lot easier by paying attention to details.

Remedies for troublesome mainsail hoisting can be broken down into two broad categories: procedure and equipment. Procedural problems are easy to fix with just a few tricks or a simple suggestion from a fellow sailor. Take ten minutes to watch a seasoned sailor put up his mainsail and you will quickly get a handle on what works.

Equipment problems may be best solved by seeking out your Hobie dealer or that well-known local sailor who can't resist buying every gizmo known to modern man. Gizmo sailors are easy to spot. You've seen Gizmo Person (notice the neutral gender, I'm liberated or whipped, your call) on the beach. Gizmo Person has changed every block on his boat from the original equipment, purchased "The Club" for his Hobie 16 and been awarded a personalized parking space at the local Hobie dealer.

### SOLVING EQUIPMENT HASSLES

Let's tackle equipment problems first. Equipment that is worn or defective can cause hoisting hassles. On the other hand, special equipment can be purchased to aid the process.



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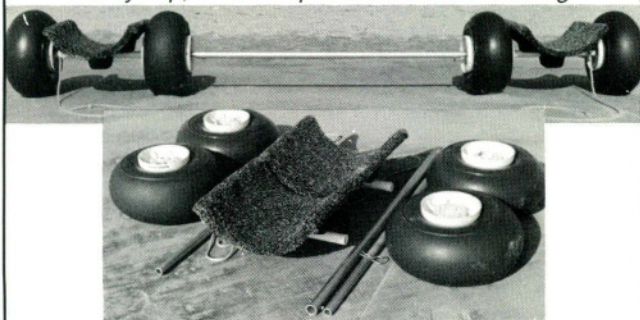
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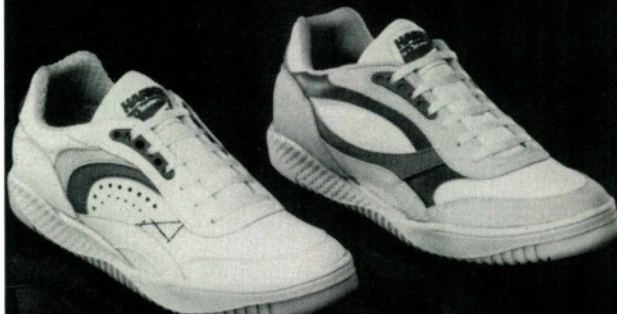
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decreased drag through the water.

First, check to make sure the sail track on the mast is clear of burrs, dings and compressions. Sailors have been known to drop the mast on occasion, which could scratch, mar or dent the mast track, actually closing the slot slightly.

One area needing special attention is where the sail bolt rope first enters the mast track. Make sure this area is smooth and free of any scratches, as the first part of the mast track is in contact with the sail the longest. The intersection between the aluminum extrusion and the COMPTIP™ also requires close examination. This intersection easily could have a burr, be off-set or bent, adding undue friction to sail hoisting.

After a thorough inspection of the mast track for any imperfections, file, sand or gently bend suspect areas back into shape. Complete the repair and restore the mast to its original beauty by refinishing the area with flat black paint for black anodized masts, clear lacquer for clear anodized masts.

Next, check the sail for friction-causing problem areas. Inspect the sail head to make sure the aluminum plate is not causing any friction; run the plate up into the mast slot to determine ease of travel.

The sail also should be examined for tears in the bolt rope area. An inspection is in order even if the sail is new. The bolt rope area may have been mis-stitched or it might have wrinkles that could cause undue friction.

The plastic batten pockets should be no closer to the bolt rope than a number 2 pencil. The pencil should lie between the plastic pocket and bolt rope. If the former is too close to the latter, the plastic pocket will jam on the mast track.

The sail feeder at the bottom of the mast needs to be inspected, as it can cause more problems than it's worth if not aligned properly. Screw heads on the sail feeder that have been bugged up during installation need filing as well.

If you ever inspected a Hobie 21 sail, you may have noticed some sails come with teflon-treated sailcloth stitched over the bolt rope to reduce friction. Teflon-treated bolt ropes were standard equipment on the Hobie 21 for a while and still may be. They can be added to older sails, but are very expensive and should be unnecessary for most Hobie sails.

If the sail is causing friction problems in any area described and is under warranty, contact your Hobie dealer. Sail-hoisting problems caused by wear normally are out of warranty, but generally are easily repaired by your local sailmaker.

### **GET A HANDLE ON EASY REPAIRS**

An inexpensive piece of equipment useful for hoisting the mainsail is a windsurfing product that helps alleviate blistered hands. Specifically, this item is a handle with a jam cleat, which enables a person to get a better and less painful grip on the halyard. Tying a loop in the halyard

line and using it as a footstep also relieves pressure on your hands.

Additionally, the bolt rope can be lubricated for smoother hoisting. Lubricants can be sprayed or rubbed on the sail bolt rope. A variety of commercially available sail lubricants can be found in the Hobie catalog or any general sailing catalog. Lubricants can be purchased at your local Hobie dealership.

Paraffin and soap also have been used successfully to reduce friction on the bolt rope. Older boats without sail feeders should have one installed to help mainsail hoisting, especially if you hoist the sail by yourself.

The halyard sheave at the top of the mast should be inspected and lubricated often. The halyard sheave at the bottom of the mast, on Hobies so-equipped, also should be lubricated. Replacing the bushing-type sheave with a bearing-type variety is recommended to reduce friction.

If your bottom sheave is more than a year old and never has been lubricated, that sheave probably is worn out and needs to be replaced anyway. A newly lubricated or replaced upper and lower sheave really makes the job of hoisting the main a whole lot easier.

Enough about equipment, let's check out some procedures.

### **TRY CHANGING YOUR APPROACH**


The first change that comes to mind involves the boom. If the boom is not attached to the mainsail, hoisting can be much less difficult.

Many sailors leave the boom attached to the sail. Some even wrap the sail around the boom for storage, which causes stains and shortens the life of the sail by wearing spots in the sail, most likely at the cleats or mainsheet block bails. My advice is to remove the boom. It takes only a couple minutes, extends sail longevity and makes hoisting easier.

The downhaul and mainsheet should not be attached while hoisting, as both add friction to the procedure. Everyone at some point in time has hoisted the sail with boom, blocks and downhaul attached, but it sure makes the job harder.

Some believe standing farther away from the mast on the Hobie 16 helps. This stance does make the halyard stop missing the little tang, but I'm not convinced it makes hoisting easier. If you're having trouble, move away from the mast; it couldn't hurt.

Always make sure the mast, sail and boat are pointed directly into the wind. On Hobie Cats in which the halyard exits at the bottom of the mast, you should pull from directly behind the mast.

My final suggestion concerns those pesky battens hanging up under the rudder crossbar. Slight pressure on the leech (the back) of the sail seems to translate into considerably more halyard tension to hoist the main. Hoist this, bucko. 





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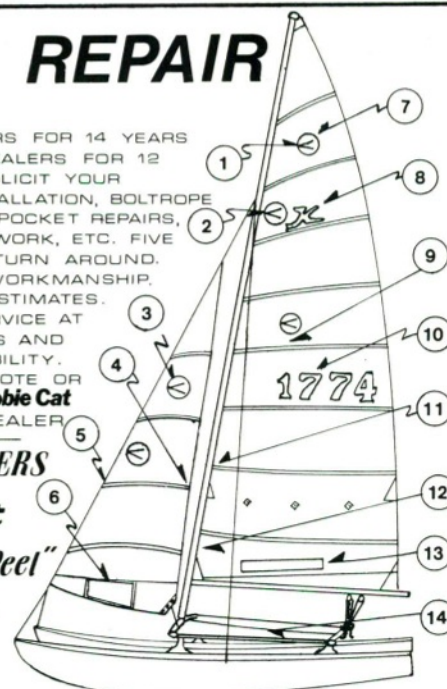
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# Land O' Lakes Kid

## Tanya And Her Turbo Are The Talk Of Her Town

STORY AND PHOTOS COURTESY OF THE GOVERTSEN FAMILY

*There's nothing in the world like a proud parent, and nothing like that proud parent's account of her child's accomplishments. We take pleasure in presenting this Mom's-eye-view of a precocious pre-teen's Hobie Cat feats.*

**O**ur daughter, Tanya, is ten years old. She sails a Hobie 14 Turbo. Tanya is a good sailor. How good? Good enough that several adults who have observed her sailing think she must be a lot older; that's how much in awe of her abilities they are.

Recently, Tanya and her dad, Ron, went to the beach for some sailing. While Tanya was out on the boat alone, Bill Wheaty (a good Turbo sailor) chatted with Ron.

"Bill, have you seen the new Turbo sailor?"

"No."

"She's a ten-year-old girl."

Humoring Ron, Bill said he'd go for a sail with her — he on his boat and Tanya on hers. Bill assumed she was just a kid who could get the boat to move around a little bit.

Bill ended up surprised. Perhaps "in shock" would be a better way to describe how he felt when Tanya out-maneuvered him. Her jib was furled; his was out. She remained windward of him the entire distance, not allowing him to beat her.

After they returned to the beach, Bill performed a little tuning on his boat and installed his new sail. In the meantime, Ron helped Tanya unfurl her jib. According to Ron, when the two friendly competitors sailed back out, Tanya was "so far ahead of Bill, it wasn't even a race!"

Back again on shore, Bill asked Ron why Tanya wasn't attending any Hobie regattas. Ron replied, "She's not ready for racing yet."

Bill's response: "Bull!"

### THE MAKING OF A TURBO TERROR

Tanya has been on sailboats now for half her life — since she was five. At eight,



**Above:** Ten-year-old Tanya Govertsen is an upcoming dynamo on the water. **By the age of nine, Tanya was outperforming many seasoned sailors. Opposite page:** Tanya moves with determined skill well beyond her years.

she was skippering by herself; at nine, she was doing it from the wire.

A boat is a boat is a boat to Tanya, who's tried them all and come out on top almost every time. Tanya has been at the helm of everything from a Hobie 16 and 18 to a Nacra 5.2, Dart 18 and 20, Prindle 16 and a host of G-Cats. Sometimes she has a crew and on many occasions she goes it alone.

Tanya's craft of choice is the fun little Hobie 14 Turbo. As an unpretentious boat whose outward appearance belies its feisty performance, the Turbo's appeal to Tanya should come as no surprise.

### MOVING ON UP

One day, a cat sailor invited Tanya to crew for him. Out on the water, he let her helm the boat, too. He was impressed, praising her ability to know just what to do and when to do it.

A Hobie 18 sailor received a similarly favorable impression of Tanya's expertise. He told her dad that being out with Tanya proved that she is really good. He explained about how she even could stop the boat in the water before they reached the beach, instead of pursuing the more traditional Hobie landing, in which you stop the boat by sailing it right onto the beach.

### GETTING MILEAGE OUT OF HER YOUTH

Tanya's first racing extravaganza took place in a 1992 open class Powder Puff regatta. Tanya was the skipper, with her dad as crew; the distance was 12 miles. Out of 12 teams, they came in a respectable 8th. Tanya won more than a few adult admirers that day.

Having satisfactorily entered the world of racing, Tanya next met the challenge of the Eric Marton Memorial Classic on May 3, 1993. Both the distance (14.7 miles) and the wind (20 knots plus!) showed an increase over the previous race. Would Tanya have the skills and stamina to match?

Tanya set out alone and confident on her Turbo. Her father, equally confident yet parentally cautious, followed her on a Hobie 18 just in case she got into any trouble.

About the only trouble in which Tanya was involved was all the trouble encompassing her competitors who raced around the wrong mark while she followed the correct course and won a first-place novice trophy for her very fine efforts.

There were a lot of chagrined sailors that day, including some well-known A-fleeters who were embarrassed by their mistake. In their midst was a very happy pre-teen and two parents whose pride in their daughter's achievement was equalled only by their relief at her safe passage.

### TANYA TURNS IT UP A NOTCH — NATCH

Tanya and her Turbo are on a racing tear. Recently, she took part in an all-female catamaran regatta. Weighing in at just 70 pounds, Tanya's presence was noted with dismay by the other skippers, one of whom complained that the young lightweight "will pass us like we're sitting still."

Hearing that, Ron hopped on the Turbo with his daughter, retorting, "This will give you a chance — now there's 270 pounds on board!"



Tanya captured first place. She also won the hearts of spectators and competitors alike. She was so happy.

So dear Hobie Cat Company, now you know our family story. There is a ten-year-old girl out there sailing your fast little Hobie 14 Turbo. And she really loves it!

## Hanging Ten

### Tanya Makes Sailing Look So Simple, Even An Adult Could Do It

Heck, what else would you expect of a kid who lives in a town named Land O' Lakes? Although ten-year-old Tanya Govertsen has always sailed in the ocean about 20 miles from her north Tampa home in Land O' Lakes, Florida, lakes abound in the community and water sports are everywhere.

When she's not sailing, however, Tanya most likely is courting challenges in other arenas; among her favorite land-locked sports are tennis and basketball. She also enjoys baseball, soccer and football. Our guess is that she does more than okay at all athletic endeavors.

Not only is Tanya good at sports, she is, more importantly, a good sport. She's the oldest of four children who accepts her family role well. "I fight with my brother, but only sometimes," she notes.

#### A FAMILY FAVORITE

Although Tanya's eight-year-old sister, Tina, "doesn't want anything to do with sailing," her six-year-old brother, Scott, is getting interested in the sport, Tanya relates.

A chip off the old Tanya, Scott will be helming the family's Hobie 16 this summer,



while Tanya takes off on a new Hobie 14 Turbo — "my absolute favorite boat." Considering she's tried and succeeded on quite a few hot little numbers, that's giving the tiny Turbo a lot of credit.

"I like the Turbo because it is fun to sail by myself," confirms this extremely independent and confident young woman. "It's the first boat I learned to helm and trap on, too," she adds.

Tanya is very adult in her skills, self-image and outlook. She also carries a straight-A average, which should come as no shock to anyone who knows her.

By the way, Tanya is a very good swimmer and a great advocate of safe sailing. "I wear my life jacket all the time."

#### LIKE FATHER, LIKE DAUGHTER

Tanya sports a refreshingly innocent honesty, the kind that sometimes evaporates by the time a person is old enough to vote (and be voted for).

"At first I wasn't crazy about sailing," Tanya acknowledges, describing the initial experience as a "little scary." Her father, Ron, is a Hobie sailor, and it was he who took her out and patiently introduced her to the sport. Obviously, she caught on quickly.

Now, Tanya finds sailing "relaxing and challenging," an interesting and accurate juxtaposition that reveals a wisdom not usually associated with someone of her age. She loves racing and credits her singlehanded success to her singleness of purpose. "I mainly keep my mind on trying to do well in the race." It shows!

Tanya says that of everyone she knows, she most admires her dad (the attraction is mutual). "He taught me how to sail. He has always been really helpful."

Although father Ron has had a lot to do with Tanya's development, her winning record shines out as a solo achievement worthy of bright lights and blazing glory. About the only thing this girl can't do on water is walk on it! 



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# Everything Under

A photograph of a forest path in autumn. The path is covered in fallen red and orange leaves, leading into a dense forest. The trees are heavily laden with vibrant autumn foliage in shades of orange, red, and yellow. Sunlight filters through the canopy, creating a warm, golden glow. The overall scene is a picturesque representation of fall foliage.

LAKE MICHIGAN CONVENTION & VISITORS BUREAU



# Under The Sun



KEN MCKEOWN

## *St. Joseph, Michigan ... A Grand Place On A Great Lake*

INFORMATION PROVIDED BY THE LAKE  
MICHIGAN CONVENTION & VISITORS BUREAU

There are many nice little towns on nice little bodies of water. St. Joseph, Michigan, on the other hand, is a great town on a really great lake! Lake Michigan, to be specific, one of the cleanest of all five Great Lakes, is the pièce de résistance of this cozy midwestern community.

St. Joseph sits on the bank of the St. Joseph river, which flows into Lake Michigan. The air and water are clean, clear and inviting; the atmosphere is heartwarming and historic; and if you're looking for exciting activities come winter, spring, summer and (especially!) fall, you'll be delighted to find "everything under the sun."

When we hear the word southwest, most of us think of New Mexico and Arizona; of the crafts, food and furniture indigenous to that desert region. Once you visit comfortable, tree-lined St. Joseph, the term southwest will take on a whole new meaning — as in Michigan's southwest coast.

Instead of hiking around scenic but arid desert land, you'll be fishing for steelhead trout on the St. Joseph river and cruising Lake Michigan on a rugged 40-foot tugboat. Instead of gazing at sun-baked stretches of earth and rock, you'll be making hay while the sun shines; relaxing on an historic horse-drawn tour of turn-of-the-century St. Joseph or rollicking on an old-fashioned hayride through the woods.





St. Joseph is imbued with a southwest charm all its own. Many visitors are attracted to the picturesque nature centers, nationally accredited art museum, provocative outdoor sculptures, treasure-filled antique shops, award-winning wineries and great dining and nightlife. Golf addicts delight in the close proximity of several class-act courses in the area. Some can't wait until winter brings the thrill of skiing and snowmobiling. The rest of us know what southwest Michigan is made for ... sailing!

Panoramic beaches, pristine waters, weathered piers and majestic lighthouses are the ideal backdrop for Hobie-style, freshwater fun. With five rivers, over 250 inland lakes and Lake Michigan itself from which to choose, you're assured of plenty of room!

The ambience is scenic and stress-free, along a coastline dotted by small towns and quaint harbors, with rolling

orchards, friendly villages, hundreds of lakes and miles of streams and rivers just a relaxing hop, skip and glide away.

Speaking of gliding, as you sail near the coastal community of Bridgman, don't forget to look up when you get to Warren Dunes State Park. The human butterflies launching off the high dunes and floating gracefully down to the beach below will seem to be having almost as much fun as you! This year-round park offers over 1,500 acres of dunes and lakefront camping, as well as a variety of child-friendly playground equipment.

Here is a brief tour of Michigan's fabulous southwest coast, site of the 1994 Hobie 20 National Championship, September 13-17. For more information on autumn in the beautiful St. Joseph area, call the Southwestern Michigan Tourist Council Travel Information Center at (616) 925-6301.

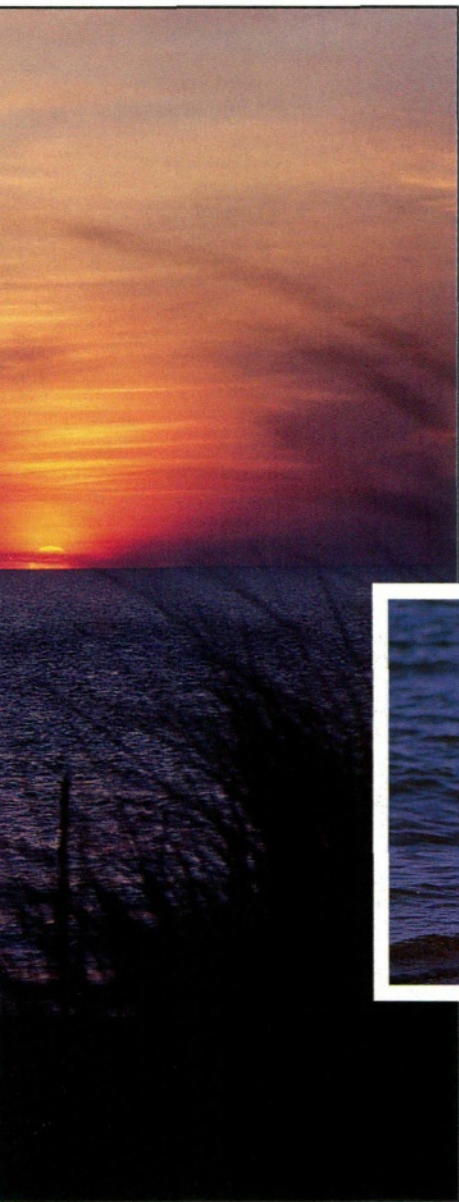
## ***Coast Into History***

Whitetailed deer, a Dutch windmill flanked by colorful tulip orchards, awash in apples, blueberries and cherries ... these naturally delightful attractions have existed in southwest Michigan for scores of years. Before white settlers discovered the beauty of the area, Native Americans, predominantly the Miami and Potawatomi Indian tribes, used the rivers for transportation to hunt and fish.

Much further back in time, dinosaurs left their indisputable mark on the land. The evidence — bones over 65 million years old — now exists in the Kingman Museum of Natural History in Battle Creek.

Two other museums, located right on the coast, preserve the marine past. The Lake Michigan Maritime Museum in South Haven features both permanent and changing exhibits that highlight memo-





no surprise the facility is called a zoo.

When you're ready to get back down to earth, transport yourself about 17 miles northeast to the Gilmore Classic Car Club Museum located near Hickory Corners. Here you can take a peek at some of the world's most renowned automobiles. (In case someone in your family is a real car buff, on September 17, the last day of the Hobie 20 National, there's a free Southwest Michigan Car Collectors' Show at St. Joseph's Lake Bluff Park. If gazing longingly at all those classic cars whets your appetite, perhaps you could quench it at the St. Joe Kickers Sport Club, where the Oktoberfest gets off to a rousing start that evening at 6 PM.)



KEN MCKEOWN

## National Treasures

Not all of southwest Michigan history is ensconced in museums. Much of it is right out in the open. For instance, the city of Niles is known as the "Four Flags Area," because the flags of four different nations — France, England, Spain and finally the U.S. — have announced their country's "ownership" of this land.

East of Cassopolis near Vandalia, a state historic marker reposing quietly in a roadside park reminds visitors that freedom is a tenuous and treasured thing. This is the site of the Underground Railroad, a network that helped slaves escape to freedom during Civil War days.

The town of Marshall is famous for its rich architectural heritage. An annual September Historic Home Tour showcases nationally recognized 19th-century abodes.

Just north of Saugatuck on the coast is the interesting community of Holland, founded in 1847 by Dutch settlers in search of a new way of life. The community, still close-knit, retains its Dutch values and work ethic as well as traditional old-country architecture ... right down to a towering windmill, purported to be the only working Dutch windmill in America.

able moments in Great Lake history. A few miles north of the museum, in the Saugatuck/Douglas area, you can tour the S.S. Keewatin, a 1907 coal-burning vessel called "the last of the Great Lakes Steamships."

After you finish your tour of the harbor, travel to Hastings, where you can sample a taste of Americana at the Charlton Park Village & Museum.

If you like your museums on the active side, don't miss the Bicycle Museum and Information Center in Three Oaks, about 45 minutes from St. Joseph. In addition to gaining a perspective on cycling then and now, you also can tour the terrain on mountain bikes.

Another unique museum is the Kalamazoo Air Zoo, home of America's most impressive collection of World War II aircraft. With plane names like Tigercat, Hellcat, Wildcat, Bearcat, Flying Tiger, Warhawk and a rare Aircobra, it comes as

## A Little Of This, A Little Of That

In contrast with some locales that seem to specialize in one particular activity or attraction, southwest Michigan specializes in everything!

Interested in history? Spend some time at the Berrien County Historical Courthouse in Berrien Springs. Listed in the National Register, the historic square features a Greek revival-style courthouse built in 1839, complete with replicas of a blacksmith and wagon-maker's shop, a sheriff's house and a jail.

If you're into fishing, you'll be dammed if you visit the Berrien Springs Fish Ladder, where salmon and steelhead migrate upstream through the dam in the fall. The entire St. Joseph river is known for its great walleye, smallmouth bass, panfish and pike as well.

Want to horse around? You can do it in style on Bennett's Belgian horses at Sodus, a town right around the corner from St. Joseph. You might want to bring your own food for a sleighride picnic, or ask them to bring their carriage or trolley to escort you through the city streets. (Better leave your Hobie at home; Bennett's hasn't started a horse-drawn Cat business ... yet.)

Right in St. Joseph is a place tailor-made for children that adults will enjoy as well. It's called the Curious Kids' Museum, and it's designed to allow — no, encourage — youngsters to touch, discover, explore and giggle at the wonderful worlds of science, history and culture. You can view a washing machine from the outside in, wrap yourself in a giant bubble and do all sorts of other interesting things, from Wednesday through Sunday, during museum hours.

Also in St. Joseph is an attraction that costs nothing but your time and shoe leather. You can take a self-guided tour of this homey little town itself. For a free copy of the tour script to accompany you, write to St. Joseph Today, 520 Pleasant Street, St. Joseph MI 49085.

Those who enjoy nature at its purest, and best, will take pleasure in hiking part of the Kal-Haven Trail at Van Buren State Park in South Haven. The trail truly is a haven from the hustle and bustle of urban life, winding 34 miles along an abandoned 1800s' rail route to Kalamazoo. Wildflowers, wetlands, trees and streams dot the trail. If you want to give your plastic some exercise, too, meander off the beaten path to one of the nearby towns in search of antiques, for which the area is widely known.

As you can see, the list of attractions is endless. There are botanical gardens, apple farms, Farmer Friday's Haunted Fun Barn, and a neat Deer Forest with 200









tame animals to hug, pet and feed — all within easy driving of St. Joseph. A great place to buy a gift for someone back home is the Herb Barn in Benton Harbor. You can enjoy free samples and browse through the actual barn, purchasing herb kits, teas, greeting cards and hand-crafted gifts. If you have the inclination, we're sure they'll have the thyme!

## Food Festivities

Cereal lovers will want to visit the home of their favorite breakfast food at Battle Creek, dubbed the Cereal Capital of the World. Each June, the city holds a Cereal Festival in which guests can sit at the world's longest breakfast table and chow down on — guess what?!

Beginning in April and continuing through the growing season, fruit and flower festivals are in full bloom. St. Joseph's Blossomtime Festival at the end of April kicks off the festivities. Also in April is the Maple Syrup Festival in Vermontville, garnished, of course, with heaps of pancakes. Holland's Tulip Festival, America's third-largest festival, is held each year in May.

After eating your fill of cereal and pancakes in the spring, summertime in southwest Michigan means fruit, and summertime fruit means autumn wine. Blueberries take center stage in July at South Haven's Blueberry Festival; prepare to participate in a fun pie contest and turn your face blue with pleasure. August is Glad-Peach Festival time in Coloma, and then it's time for wine!

Have you always yearned to take off your shoes and stomp through a vat of grapes? (If you're an "I Love Lucy" fan, you probably won't be able to take one little stomp without remembering her hysterical romp still highlighted today in re-runs of that episode.) You can stomp it in early September at the Wine & Harvest Festival held in Paw Paw and Kalamazoo. If you don't want to get your feet wet, you may choose to celebrate the apple harvest that same month in Niles at the Four Flags Apple Festival. You might want to prepare for these events earlier in the year, perhaps by seeing how far you can spit a cherry pit at the aptly named Cherry Pit Spitting Contest held in July at the Tree-Mendus Fruit Farm near Eau Claire.

SOUTHWEST MICHIGAN TOURIST COUNCIL



# Ready For A Holiday? Come On Inn!

THERE'S SURE TO BE ROOM AT this inn for every Joseph and Mary if you're sailing into southwest Michigan for the Hobie 20 National Championship taking place September 13-17.

Host site Holiday Inn is the best

game in town for racers and their families. It's located in the heart of this midwestern heartland, bustling with things to do and yet nestled in a relaxing atmosphere. The hotel is just four blocks from Lake Michigan, two blocks from the fascinating Curious Kids' Museum and only one short

block from 70 quaint shops.

Actually, lots of family entertainment is right on-site. Both kids and adults will love the in-room movies and the indoor heated swimming pool. All the achy-breaky bodies are sure to warm to the hotel's sauna and steam room.

The Holiday Inn wants to make sure racers get off to a delicious start, so be sure to set aside some time in the early morning to enjoy the hotel's complimentary continental breakfast, while you catch up on the latest news (a free weekday paper is delivered to your door) and check out your competitors' diets. After the day's races are over, the hotel welcomes you back with open arms, a complimentary drink and luscious hors d'oeuvres at the on-site Cutter's Night Club.

In between the day's racing and the night's many exciting activities, stroll along the nearby brick-lined streets of St. Joseph, watch the parade of pleasure boats move in harmony past the piers, see huge lake freighters struggle into the narrow harbor to unload their cargo, or just repose in the fragrant calm of coastal fall.

Who would have guessed the Holiday Inn at St. Joseph, Michigan would have it all!





LAKE MICHIGAN CONVENTION &amp; VISITORS BUREAU



## More Tre-eats

If eating fruit is more your style than stomping on it or spitting it, U-Pick orchards abound in the area, as do numerous roadside fruit and vegetable stands. If you're not in a time crunch, you may want to journey to the Celery Flats Historical Area in Portage, a tribute to the time when celery was king. You can stalk around at your leisure, viewing a working celery field, vintage one-room school-house and old grain elevator.

The Lemon Creek Fruit Farm in Berrien Springs is a unique piece of this great southwest. Family-owned and operated for over 100 years, Lemon Creek has seasonal fresh fruit for the picking and eating. Said to be famous for everything from raspberries and cherries to peaches, plums and nectarines, one of the only fruits not listed on the farm's brochure is, ironically, lemons. (We're making a note to

ask them about it when we get there!) In addition to wandering through the orchards, guests are invited to enjoy both the vineyard and the fruits of that vineyard; i.e. the wine, which you can purchase by the bottle or case.

## Finally, It's Wine Time!

September visitors to southwest Michigan can golf on spectacular courses near sandy shores, bike along scenic coastal and inland routes, and sail to their heart's content. All these activities work up a big thirst, so you'll be happy to know you've landed smack in the middle of a great midwest wine region.

Lake Michigan's wine country is one of the finest wine-producing areas in the world. As in France and Germany, the climate and land are ideal, offering cool, temperate breezes and sandy, clay soil.

Vineyards abound throughout this great southwest, with Paw Paw serving as home to two of Michigan's largest wineries: St. Julian Wine Company and Warner Vineyards. Both are open for touring seven days a week in the fall, as are the Heart of the Vineyard Winery in Baroda (15 miles south of St. Joseph) and several others, including the Lemon Creek Farm mentioned previously.

If you want to keep track of your refreshments, take a ride on the Kalamazoo, Lake Shore & Chicago Railway and Wine Country Dinner Trail (just the title is a mouthful!), located in Paw Paw. You can eat while riding in an antique, open-window coach or in an air-conditioned, first-class coach, meandering across vineyards, over streams and through century-old oak groves. A romantic three-hour Wine Country Dinner Train also is available. Reservations are required; if you're





## Hungry For Fun?

After a summer full of picnics, cook-outs and entertaining visiting relatives, you're probably eager to spend your autumn hours making nothing more complicated than reservations. The St. Joseph-Benton Harbor area will be happy to fulfill your every culinary desire, from that "other" southwestern-style food to ethnic fare and pub grub. The restaurants promise, "You'll be treated like company, but our genuine friendliness will make you feel right at home."

When Father Jacques Marquette made his historic journey up the St. Joseph River in 1669, he probably was starving by the time he arrived at what would later become Fort Miami, constructed by another Frenchman. Today, Father Jacques could just paddle on up to the Baguette de France in Benton Harbor, where he could eat his fill of yummy French food, topped off by a scrumptious dessert. If he were feeling daring, he might try some other foreign cuisine; after all, there are five great

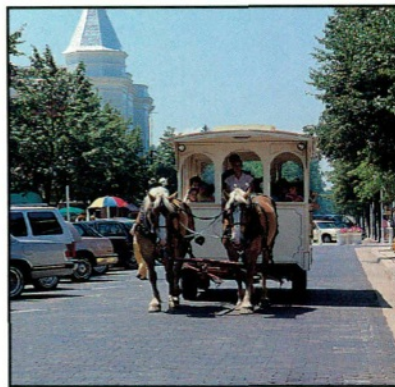
Chinese restaurants, as well as Greek, Italian and Mexican.

The settings range from casual to elegant. You can choose your political statements, too, by patronizing The Establishment in Benton Harbor or T.J.'s Food with an ATTITUDE in St. Joseph. (Midwesterners are known for their tolerance of both the right and left points of view.)

## Your New Southwest

Whether you're coming to St. Joseph to race or relax, you'll be glad you took the time to explore this great little corner on a great big lake. East is east and west is west, but a lot of folks believe the midwest is best. Come judge for yourself, and enjoy all the activities and natural attractions in the area.

Wine, blueberries, cherries, tulips, clear waters, magnificent sunsets and a coast that seems limitless in expanse and beauty ... St. Joseph, Michigan may not be the southwest you had in mind, but it's a southwest you won't soon forget! *✍*



SOUTHWEST MICHIGAN TOURIST COUNCIL

## 1994 Hobie 20 National Comes To Life In A Big Way

# Third Time's A Charm

IT'S FORTUNATE THAT THE 1994 Hobie 20 National Championship September 13-17 is being held on a big lake (actually, a Great Lake — Lake Michigan); although it's only in its third year, this event just keeps on growing!

It all began out west on Lake Tahoe in 1992, then moved east to Kiawah Island/Charleston, South Carolina in 1993. Now, here we are in the midwest, with our top 20 comin' atcha from the same state that brought you so many top 40 hits ... Michigan!

As the fastest-growing racing cat class in the world, the Hobie 20 naturally attracts the best, making this national event one you sure won't want to miss. This year's participants, and their families and friends, can sample the best the midwest has to offer; from myriads of exciting sailing spots and fruits of

the vines to indoor and outdoor fun of all kinds.

Autumn is the ideal time to visit southwest Michigan. Westerly winds create what is known as a "lake effect," tempering seasonal temperature fluctuations. Water temps stay warm into September, with typical air temps ranging from 75 in the daytime to 53 at night. The humidity usually hovers right around 50 percent.

Combine the family-oriented fun of the St. Joseph area with the hottest race of the year on the hottest-of-the-hot sailboat around, and you may just have the best recipe for a good time you'll ever find.

Will even Great Lake Michigan be large enough to hold all the Hobie 20 National participants? We suggest you reserve your spot now!

To register, see the event ad in this issue or call (619) 758-9100, ext. 600.

getting hungry just thinking about it, call (616) 657-7037.

One stellar establishment is Tabor Hill Winery & Restaurant in Buchanan, where wine is considered a "food beverage" designed to enhance fine dining. If you visit Tabor Hill, you will be wine and dined in elegant yet casual style, enjoying lunch or dinner overlooking rolling country hills and lush vineyards.

Early arrivals to the Hobie 20 National Championship (that begins September 13) can enjoy Tabor Hill's Jazz & Harvest Festival on September 3. The annual event combines great jazz music, award-winning wines and grilled delicacies, offered under the sunny skies of the Lake Michigan Shore Appellation for just \$7 per person.

If you miss that event, don't forget about the aforementioned Michigan Wine & Harvest Festival in downtown Paw Paw, stomping in on September 9-11.



# Dealer Menu



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# HOBIE RACING



GUY MOTIL

## IN THIS SECTION:

- Major Regattas
- Racer's Edge
- Regatta Schedule

**MAY/JUNE 1994**

## MAJOR EVENTS

### MAJOR REGATTAS

#### 1994

|                |  |  |  |
|----------------|--|--|--|
| May 28-30      | Mid-America's<br>Lake Texoma, TX   | Laurie Cronan                            | (214) 530-3350                                     |
| Jul. 25-Aug. 8 | IYRU World Sailing Championship<br>La Rochelle, France                                   | IYRU                                     | 011-44-71-928-6611                                 |
| Aug. 28-Sep. 2 | Hobie 16 Trapseat<br>World Championship<br>Catamaran Resort Hotel<br>San Diego, CA       | Mike Strahle                             | (916) 221-7197                                     |
| Sep. 10-13     | US Sailing Alter Cup<br>Put-In-Bay, OH   | Jim Frederick                            | (419) 898-0400                                     |
| Sep. 13-17     | Hobie 20 National Championship<br>St. Joseph, MI   | Bonnie Hepburn                           | (619) 758-9100 x604                                |
| Sep. 18-23     | Hobie 17/21 Nationals<br>Oneida Lake, Syracuse, NY                                       | Rob Jerry                                | (315) 437-4586                                     |
| Oct. 10-16     | 14/14T/18/SX-18 and 18 Women's<br>North American Championships<br>Puerto Peñasco, Mexico | Ron Palmer                               | (602) 299-0609                                     |
| Oct. 28-Nov. 5 | Hobie 16 Junior, 16 Women's and<br>16 National Championships<br>Corpus Christi, TX       | Scott Kee<br>Chuck Miller<br>Elaine Motl | (512) 994-1816<br>(512) 886-3930<br>(512) 884-1265 |

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## Fat Cats

### Hobie Cat Has Seen The Light On Boat Weight - Now The Rest Is Up To You

BY WICK SMITH

Since the beginning of time, man has lived with the effects of one of the most basic tenets of physics: lighter objects are easier to move than heavy objects. We see attempts to compensate for this law of nature in everyday life. Cars are being made from aluminum and plastic to reduce weight and increase fuel efficiency. Airplanes are beginning to use exotic materials as well, to lighten their load. Bicycles, surfboards and even luggage have been made lighter over the past 20 years to make them easier to handle.

Think back to your days in physics class.  $F=MA$ ; in other words, force equals mass times acceleration. For a given force, a higher mass results in lower acceleration.

Boats adhere to this formula. The lighter they are (the less mass they have), the faster they will go. The heavier the boat, the lower it sits in the water, increasing what is known as the "wetted surface" (the portion of the boat coming in contact with the water).

Water passing over the hull of the boat when moving induces drag or friction, which slows the boat down. The less wetted surface, the less drag.

#### HIS CUP RUNNETH OVER

In the memorable 1983 America's Cup race, the series was even at three wins apiece for the U.S. and the Australians. The U.S. boat (Liberty) was definitely slower, for several reasons, and the Aussies had the momentum going into the seventh and deciding race.

Dennis Conner had reconfigured Liberty the previous day, removing over 1,000 pounds of lead from its keel. The crew also discarded every piece of extraneous gear they could find. They took out all spare parts, and even left their sweaters and boots on the dock.

Conner later stated that his boat was faster in that race than it had ever been in such light air. The lighter weight helped make his boat speedier, but as we all know, it was not quite enough.

Even Hobie Cats cannot defy the laws of physics. For all their speed and agility, their

weight, combined with the weight of the crew and gear piled on them, impact their speed potential. The consequences are most evident on the race course, where small differences in speed are graphically displayed for all to see.

The boat, crew and gear are the three major contributors to the total weight the sails must push through the water. Let's take a look at boat weight first and see what the variables are.

#### BOAT WEIGHT

The first Hobie Cats were designed as affordable beach cats, not thoroughbred racers. Even with today's technology, the boats cannot be made any lighter without sacrificing durability and low cost.

The Tornado class is an excellent example of what we do not want to become. Although the boats are very light and fast, the older models had fragile hulls. They couldn't take the pounding of sailing up onto the beach. Newer models are very stiff and rigid, but they use an epoxy honeycomb-sandwich configuration that is cured in a high-pressure autoclave to achieve its level of structural integrity. For the price of one Tornado, you can buy a Hobie Cat and have enough money left over to afford every points regatta within 1,000 miles of your house for the next two years!

**F**or the price of one Tornado, you can buy a Hobie Cat and have enough money left over to afford every points regatta within 1,000 miles of your house for the next two years!

Exotic materials could be used to lighten Hobie Cats, but affordability would go out the window. John Hackney's "Ask The Expert" column in the January/February 1994 HOTLINE offered an excellent discussion on this subject.

#### MINIMUMS AND MAXIMUMS

The International Hobie Class Association (IHCA) has set minimum weights for each class of boat. With the exception of the 17 (more on this class later), Hobie Cat

has had varying degrees of success over the last 20 years manufacturing boats at or below minimum weight. They have always come close, but until recently, the boats have varied as much as 10 percent.

The factory has listened to the racers and taken a keen interest in the weight of the boats it produces. It now weighs every hull that comes off the line. If the hull exceeds the maximum, it doesn't get shipped out.

The "maximum weight allowed" for each class is calculated to account for variations throughout the rest of the boat, to ensure the complete package remains at or below minimum weight for all classes except the 17. Other variations include aluminum extrusions, castings and sails. Extrusions alone can vary as much as 12 pounds on some boats.

In the last year, Hobie Cat has changed its fiberglass lay-up techniques slightly to produce lighter hulls. Laying in the wet glass is done by hand. Production employees now work more excess resin out of the glass. The technique does not subtract from the strength of the boat; it only removes superfluous material.

Given the care taken in laying up a Hobie Cat hull today, ambient temperature is the variable that most affects final weight. If the temperature is too cold, the resin becomes thick and the excess will not work out of the fiberglass as readily, resulting in a heavier boat by a few pounds. If the temperature becomes too high, the resin hardens too quickly to remove the excess, and the same result occurs. By meticulously tracking the procedure, Hobie Cat has arrived at the best temperature for lay-up, enabling production of lighter boats.

Several years ago, Hobie Cat began using a vacuum bag process to produce hulls. A common misconception is that this new procedure removes weight. It does not. It only compresses the foam core against the first lay-up of glass, and then the second layer of glass to the foam sandwich. Although more costly, the process ensures a better bond between the different layers of glass. No extra resin is squeezed out during the vacuum-bagging stage.

#### HEAVY-DUTY CONSIDERATIONS

The Hobie 17 was introduced in 1986 as a high-tech, fast boat. It proved to be just that. The first few came off the production line at around 320-325 pounds, and the IHCA set the minimum boat weight at 315 pounds.

Later that year, the boats began to experience hull failures at the wing sockets and other high-load areas. To maintain a satisfactory level of durability, quite a bit of glass had to be added to the design. This rein-



forcement brought the boats up to around 350 pounds.

Only a handful of 17s were produced at the lighter weights. The revised design remains the same today. Many hope the class rules will be changed over time to reflect the true weight of the boats.

Veteran 16 sailors are familiar with the controversy over this boat's minimum weight. From its inception in 1970 until 1984, the minimum weight was set at 340 pounds. After the factory adjusted the glass and resins and construction techniques to slim down the boat to 320 pounds, the minimum weight was lowered to 320.

At the same time, the IHCA applied to the International Yacht Racing Union (IYRU) for "International" status for the Hobie 16. The 16 was awarded this coveted distinction, as were the 14, 17 and 18.

**Many 17 sailors hope the class rules will be changed over time to reflect the true weight of the boats.**

The new designation resulted in a loss of flexibility in Hobie Cat's class rules. The IYRU is adamant in its adherence to the one-design concept. All changes for these classes must be approved by the IYRU, to ensure that all boats with the "International" distinction are as identical as possible around the world.

Hull weights began to rise due to a variety of changes in construction materials. The North American Region opted to change the minimum weight of the Hobie 16 back to its original 340 pounds. The IYRU said no, arguing that the specifications were "in the books" and the weight couldn't be increased. As in any free market system, the factory began to deliver what the consumer wanted — a durable, 320-pound Hobie 16. It took awhile to get there, but it is now a reality.

#### **THE INCREDIBLE HULL...K**

If you own an older Hobie of any model, you may want to weigh it to get a handle on the boat's potential. This can be done with two bathroom scales. The effort will be wasted if the scales are inaccurate, so first ensure the scales are calibrated. Put a known weight, between 150-200 pounds, on each to compare readouts.

Once you have determined uniformity, place the scales about eight feet apart on a level, hard surface such as your driveway. If you must do it on sand or grass, put some wide boards down to provide a stable platform for the scales.

Gently put the center of one hull on each scale and balance the boat on the scales. You will obtain more accurate readings if the mast is down. If it is up in the air, windage on the mast will affect the readings.

Place the boom, blocks, sails and all permanent gear on board. Add the two readings together. This should give you total boat weight.

If your boat weighs more than your class's minimum weight, there could be two reasons. It might have been "born" heavy from the factory, in which case you cannot do much. The other possibility is that the hulls are waterlogged.

Chances are much greater that water is the culprit. Unless the gelcoat (outer layer of color) on your boat is damaged or blistered, water will not leak through to the fiberglass from the outside. However, even if you religiously drain your boat after every day of sailing, small pores in the resin inside the hulls will absorb some water. The longer the water stays in the hulls, the more will be absorbed. Water weighs about eight pounds per gallon. This can really add up!

#### **A HOLE IN ONE**

One solution to this waterlogging problem is to install a four-to-five inch porthole in each hull of boats that don't already have one. With a large opening in the hull, you can dry out that water. I suggest that men wait until their spouse is out for the day before tackling the next part.

Get out your vacuum cleaner and switch the hose to the exhaust end of the canister, supplying a good flow of air out of the hose. Put the hose into the hull as far forward as possible. Let the vacuum run for a couple hours. (Now you know why you waited for your spouse to leave. The project will go much smoother without all the static.)

The moving air will help evaporate the moisture built up in the glass. You might not get it all, but you will get a lot. The longer you let the air circulate, the better.

Next, reposition the hose to another part of the hull and let it blow for another two hours. If your vacuum cleaner is still alive, do the other hull. If not, pray that your spouse went shopping for a vacuum cleaner.

Before you begin the above procedure, ask your Hobie dealer where and how to cut portholes into your hulls. If you still aren't sure, let him do it. It's tough to patch a five-inch hole. Hatch covers are relatively inexpensive and give you the added benefit of storage in your hulls. If you are really concerned about water in the hulls, the portholes also allow you to sponge out any water between races!

For a big psychological boost, weigh your boat before you begin the drying process. Then, weigh the boat after drying, to determine how much weight you removed. You also will have a benchmark when you weigh it again next year.

#### **AND A WEIGH WE GO**

Here are some techniques to help you perform the procedure:

1) Remove the two screws holding the drain-plug housing in place, and remove the housing. This will enable more air flow as the air escapes the hull. You always can silicon the housing back into the hull later.

2) Cut a second port in each hull to provide even more access and air flow. If you suspect your boat is grossly overweight because of water in the fiberglass, a second hole may be the only way to remove the majority.

3) If you know a woodworker, you may have access to a dust collector, which is a very large vacuum cleaner that moves up to five times more air than a standard vacuum. I recently removed nine pounds of water weight from a boat I thought was dry.

**Warning: Do not use a dust collector unless you have two portholes in each hull.** The hull won't stand the pressure if the air has nowhere to go.

4) Leave your hatch covers off while trailering the boat in dry weather, to move air through the hull near the porthole. Some boat owners have even designed home-made air scoops to pull air down into the hull while trailering.

#### **BLOCK IT OUT**

Another area for water absorption is in the foam flotation blocks in the hulls. The blocks are packaged in plastic and sealed before the docks are glued to the hulls, but the plastic can rub through from chafing against the fiberglass. Although the foam is a closed-cell, with age it can absorb some water if exposed. If these foam blocks are full of water, all you can do is try the vacuum cleaner trick.

**Removing the blocks is against class rules. It also is not very bright. They are the only thing that will keep your boat afloat if your hulls get punctured.**

Removing the blocks is against class rules. It also is not very bright. They are the only thing that will keep your boat afloat if your hulls get punctured.

The other contributing factor to boat weight is the amount and size of gear you add to the boat. Be careful not to add too many extra blocks, brackets and other goodies if you want your boat to come in close to minimum weight.



You should know that any weight added to a Hobie to bring it up to minimum boat weight must conform with class rules. They state: "The minimum boat weights shown in the individual Class Rules are for each class of boat, ready to sail, with all permanently attached and non-movable racing equipment EXCLUDING the following: a) cushions; b) life jackets; c) trapeze harnesses; d) tool bags; e) personal gear; and f) crew weight. All weights required shall be permanently attached during a regatta and shall not be usable for any other purpose."

### **CREW WEIGHT**

There have been many great conflicts in the history of the world. There were the Greeks vs. the Trojans. There were the American Indians vs. the English colonists. Last, but certainly not least, there were the lights vs. the heavies.

Very few things stir up more controversy in the world of Hobie Cat racing than crew weights. Just check out the February/March '94 issue of "NAHCA News" regarding minimum crew weight on the Hobie 20.

The evolution of crew weight for each Hobie class follows an interesting pattern. The first boat rolls off the production line. Five minutes later, every heavyweight skipper in the country clamors to assert that the boat would be much better sailed/controlled by a heavier crew, so the minimum crew weight should be increased. He also vehemently stresses that every other class of Hobie caters to lighter-weight crews, and the heavies deserve their own boat.

Not to be outdone, about a minute later, all lightweight skippers in the country scream that they could travel out a little farther and still control the boat. They also chime in with the old line about not restricting who can sail the boat and who can't. Lastly, they maintain that with shroud extenders and water bags, their dog could right the boat in the event of a capsize.

The Hobie Class Rules Committee, in its infinite wisdom, listens to the noise for a couple months. It then sets a minimum crew weight skewed toward the light end of the spectrum. The IHCA adopts this weight at its next meeting. A millennium later, the dust settles and everyone accepts the weight as "the way it's always been."

### **HOW MUCH IS TOO MUCH?**

Whether you are in the heavy or light camp, or you really don't give a hoot, remember that crew weight makes a difference in your performance on the course. The big question is, "How much is too much weight?" As with any aspect of sailing, the answer is a very definitive, "It depends." The two key variables are the class of boat and the conditions in which you sail.

Let's look at the Hobie 16. It is the largest class right now (watch out for the 20 class) and one of the most weight-sensitive. The explanation for this lies in the shape of the hulls. They are more V-shaped than the 17 or 18, which have a rounded or U-shaped

bottom. A given amount of weight placed on a 16 increases its wetted surface much more than on larger Hobies.

The Hobie 16's minimum crew weight is 285 pounds. In fewer than 14 knots of air, no one has trouble controlling the boat. Any weight over 285 is of no use and slows the boat down to some degree.

Breaking down these conditions further, in light air and flat water, teams weighing up to 310 pounds can be competitive. They won't dominate if all other factors are equal, but they can be in the ball park.

Weight really hurts heavier teams in light, medium air and choppy water. The waves are constantly stopping or slowing the boat, requiring repetitive attempts to re-accelerate from almost a dead stop.

**T**here have been many great conflicts in the history of the world; last, but certainly not least, there were the lights vs. the heavies.

Remember  $F=MA$ ? Acceleration suffers most. In these conditions, teams over 300 pounds are beginning to lapse, and teams over 315 are out of the hunt altogether.

In heavier air, after the light teams have all their weight on the wire and are still having trouble holding the boat down, the fat boys start to come on! In these conditions, additional weight is a help rather than a hindrance.

This maxim is true only to a point. Once crew weight exceeds 330 pounds, the boat begins to squat in the water, and increased drag comes into play. Any team over 350 will begin to see a marked decrease in boat speed. The boat will be flat, but slow.

As the wind increases above 20 knots, most teams under 300 pounds will be at a significant disadvantage. When Team Fat gets on the wire in a blow, it can be tough to beat.

Don't let light teams fool you, though. I have seen many smaller crews overcome the weight disadvantage with tiller technique travelling out, and the weight of their experience.

### **EVERY BOAT IS DIFFERENT**

The 17 is a little less weight-sensitive, due to its large bows and rounded hulls. In light air and flat water, minimum weight (160 pounds) is ideal, but skippers up to 180 are very competitive and those up to 200 can hang in there.

As the chop comes up, it pays to be under 180 pounds if you want to stay near the front of the pack. In 18 or more knots, skippers between 180-220 pounds can be competitive.

The 17 has a lot of sail and can be a handful for those in the 140-175 range if the wind comes up. As on the 16, it can be done, but it isn't easy.

The 18 has more sail area and even more buoyancy in the hulls. These two factors combine to make the Hobie 18 slightly more tolerant of sailors on a Twinkie diet. Teams up to 310 pounds can be competitive both in light air and in the chop. In the heavier stuff, teams between 310-330 can excel. Anything beyond this figure is too much weight to push the 18 through the water.

School is still out on the effects of weight on the Miracle 20. Minimum crew weight is now 295 pounds. There has been much discussion from sailors about the merits of raising the weight or leaving it at its current level. No plans or proposals currently are before the NAHCA Rules Committee to change crew weight.

The same is true of minimum boat weight, which currently is at 420 pounds. The factory produces boats that weigh between 398-410 pounds. Weight must be added to these boats to make them class-legal.

The Miracle's very large, rounded hulls enable it to carry more crew weight without adverse effects. Crews up to 320 can be very competitive in light air. Due to the boat's power, most crews begin trapezing when the wind gets to 12 knots. For this reason, heavier teams will have an advantage much earlier in a building wind on a 20 than on any other Hobie.

The Miracle 20 is produced only by Hobie Cat in the United States. As in the U.S., the Miracle 20 is a fast-growing class in Australia. Ian Basford, a Hobie star and world champion, campaigns the 20. The 20 is not distributed in Europe and has no IYRU "International" distinction. Class rules currently are determined for the North American Region only.

### **JACKET UP**

Several years ago, some lighter sailors began using water jackets to help them "gain weight" when the wind came up. There was much debate on the subject. The pro-water-jacket crowd claimed heavy guys were at an advantage when the wind came up, so lighter sailors should be allowed to close the gap.

Heavy sailors countered with the argument that when the wind went light, light guys were at an advantage, and the heavies had no way of losing 20-30 pounds to level the playing field. Two years ago the heavies won, and water-weight jackets were disallowed under IHCA rules for all classes. It is worth noting that US Sailing has outlawed water jackets for all youth events, and is contemplating doing the same for all events.

Very few people are aware of the stipulation in the IHCA rules allowing up to 22



pounds of wet clothing and equipment to be worn by each crew member. In extremely cold conditions, the race committee may raise the limit to 33 pounds.

Laser sailors have used this rule to their advantage for years. They will put on two or three sweatshirts, then jump in the water. Those extra layers have virtually the same effect as a water jacket.

The entire section in the IHCA rules titled "Crew and Crew Weight" is worth reading. One paragraph deserves special attention. It states: "A maximum of 50 pounds of permanent dry (solid) weight may be carried on the boat to bring crew weight up to the minimum. Weights may be moveable but shall be attached to the boat. If more than 50 pounds are needed to make minimum weight, an additional crew person shall be carried."

This requirement is in place for safety reasons. If more than 50 pounds of dead weight are added to the boat, it can be difficult or impossible to right in the event of a capsize. On a Hobie Cat with a minimum crew weight of 285, the skipper and crew must have a combined weight of at least 235 pounds, or they cannot race the boat. More than 50 pounds of weight would be required to bring them up to the minimum.

#### KEEP WEIGHT IN PERSPECTIVE

The weight issue is a sticky one with strong feelings and points of view on all sides. There is no question that extra weight, whether derived from boat or crew, will slow down a Hobie Cat to some degree in lighter conditions. In windier races, heavier crews have a distinct edge.

The facts cannot be ignored. What we must do is keep weight and its effects in proper perspective. Sailing a Hobie 16 with a crew weight of 305 pounds (20 above the minimum) will make much less than a one-percent difference in boat speed. Sail trim, tiller technique and tacking speed will make a 5-15 percent difference in speed. A well-executed tactical plan will impact speed more than all factors combined.

Despite these facts, many skippers still choose to blame the 20 pounds they can't do anything about rather than point the finger at themselves for all the missed opportunities on the course. You can't change the rules, so you might as well concentrate on elements over which you have control.

To improve your finish positions, learn all you can about tactics and boat speed from good skippers in your area. Ask questions at every opportunity, and put knowledge and experience to work on your boat.

Once you do all you can to improve the skipper's end of the tiller, then worry about the boat's end. Dry out your hulls, skip that Twinkie and concentrate on having fun racing the boat!

*Wick would like to thank Hugh Greenwald from Hobie Cat Company and Paul Ulibarri of the IHCA and NAHCA for their input on boat weights and rules.* 

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# HOBIE CAT CANADIAN NATIONALS

## 94



 **BANQUE  
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June 30th, July 1st, 2nd, 3rd 1994

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# NORTH AMERICAN REGION NEWS

## Women On Board

### Female Sailors Carry A Lot of Weight With NAHCA—Or Do They?

BY ANNE NELSON

WHCRA DIRECTOR

"We've come a long way, baby!" That popular advertising slogan always comes to mind when I think about women sailing and racing Hobies and other crafts.

Sailing hasn't always been a mixed or family sport; in fact, it used to be considered bad luck even to have a woman on board. Then again, it also was supposedly unlucky to have bananas on board, and we know now they're good for our muscles!

One big bonus of Hobie Cat racing is that it is a sport conducive to including women. The minimum racing weight of 285 for the 16s and 18s was chosen so that a team can consist of a male and female.

Hobie Catting offers a unique opportunity, in that women do not have to overcome an old school of thought. We are readily accepted into one of the most exhilarating sailboat classes in the world. In fact, we are frequently sought after by males who need a crew. It's wonderful, isn't it?

It's refreshing to read stories in *HOTLINE* about the lucky couples who got together because of Hobie sailing, and since then have married and had children. Some of those girls and boys are now sailing their own Hobies!

#### WEIGHS AND MEANS

Getting back to the subject of minimum weight, it's been quite an issue this year. Everyone seems to have an opinion about what the weight should be.

I have read the letters published in the NAHCA newsletter pertaining to the 20

class weight and been involved with the increase of the women's minimum. From my vantage point, it's interesting to note that those with the strongest opinions usually are more concerned with their own personal advantages than with what actually is the best solution for EVERYONE.

The problem is that no one solution will benefit everyone. The next best answer is to benefit as many sailors as possible. Once again, that means combining two average weights, and making that figure the minimum.

If the class's intent is to exclude women, the minimum should include two average men's weights. If the intent is to keep the race open to both sexes, then the minimum should combine the weight of one average male and one average female.

#### MEASURING UP

Each Hobie model differs in regard to the amount of weight needed to be competitive in different wind strengths. Lighter should be faster, until the wind blows and more weight keeps the windward hull from flying (which is fun but not fast). Nevertheless, when it comes right down to it, skill is almost always the deciding factor in who crosses the finish line first.

Light air is trickier, shiftier and requires more concentration. I've yet to see the lightest team in our very competitive 16 fleet capture the trophy from those with more skill.


Granted, the lightweights should float higher in light air, resulting in less drag and more speed. The heavyweights should go faster when it's blowing dogs off chains, because they can sheet in and put the pedal to the metal. The remainder should do reasonably well in all conditions.

#### FOLLOWERS MAY BE LEAD

Carrying lead weights or being over minimum isn't necessarily going to knock you out of the competition. However, carrying lots of lead to meet minimums can be dangerous. My advice is to practice more, find the Hobie Cat that suits you best (assuming you don't want to change crew), and try to win with skill.

#### COME HELM OR HIGH WATER — DON'T EXCLUDE WOMEN

The weight minimum never will be optimum for everyone. Let's choose one that will benefit the most people — as in male and female of the Hobie species.

Speaking from a female sailor's perspective, I hate to see women excluded from a sport that has brought so much pleasure both to women and to men — especially to couples who share the sport. If you eliminate women, you cut out a very important part of the "Hobie Way Of Life." 

**THINK  
SAFETY  
FIRST.  
ALWAYS  
WEAR  
YOUR  
PFD.  
No matter how short  
the trip or how safe  
the weather,  
remember always to  
wear your Personal  
Flotation Device.  
PFDs save lives.**



## REGATTA SCHEDULE

### DIVISION 1

| FLEET | DATE           | EVENT/LOCATION             | INFORMATION CONTACT NAME | PHONE NO.    |
|-------|----------------|----------------------------|--------------------------|--------------|
| 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   | *Haliwa 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.    |
|-------|----------------|--|--------------------------|--------------|
| 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.    |
|-------|----------------|-------------------------------------|--------------------------|--------------|
| 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 Boris  | 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 |
| 194 | Aug 28 1994       | *RIO Round Up Brannan Island, CA          | 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.    |
|-------|----------------|---------------------------------------|--------------------------|--------------|
| 195   | May 14-15 1994 | Turnbleweek 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 |
| 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.    |
|-------|----------------|-----------------------------------|--------------------------|--------------|
| 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 McConaughy        | 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 McConaughy   | Dan Brennan              | 719/599-7277 |
| 50    | Sep 24-25 1994 | Last Gasp Boyd Lake, CO           | Craig Simpson            | 303/484-3625 |

\*Non-points regatta



## REGATTA SCHEDULE

|    |               |                                  |            |              |
|----|---------------|----------------------------------|------------|--------------|
| 61 | Oct 1<br>1994 | *Ochobiefest<br>Cherry Creek, CO | Ron Hilton | 303/367-2062 |
| 61 | Dec 3<br>1994 | *Christmas Party<br>Hobie Hangar |            |              |

### DIVISION 6

| FLEET | DATE              | EVENT/LOCATION                                      | INFORMATION CONTACT<br>NAME | PHONE NO.    |
|-------|-------------------|---|-----------------------------|--------------|
| 99    | May 7-8<br>1994   | Olympic<br>Corpus Christi, TX                       | Sonia Garza                 | 512/991-8608 |
| 128   | May 21-22<br>1994 | Longneck<br>Canyon Lake, TX                         | Joe Monosmith               | 210/654-3217 |
| 102   | Jun 11-12<br>1994 | Windjammer<br>South Padre, TX                       | Michael Whittington         | 210/761-2045 |
| 8     | Jun 25-26<br>1994 | Wayward Winds<br>Texas City, TX                     | Mary Johnson                | 409/938-3267 |
| 8/128 | Jul 16-17<br>1994 | MidSummer Classic<br>Palacios, TX                   | Joe Monosmith               | 210/654-3217 |
| 99    | Jul 30-31<br>1994 | Sand Dunes<br>Corpus Christi, CA                    | Sonia Garza                 | 512/991-8608 |
| 64    | Aug 6-7<br>1994   | Aquafest Open<br>Lake Travis, TX                    | Mike Rohrer                 | 512/335-2865 |
| 64    | Sep 17<br>1994    | *Big Brothers/Big Sisters Hobie Day                 |                             |              |
| 64    | Sep 24-25<br>1994 | Cruise<br>Lake Amisted                              |                             |              |
| 64    | Oct 15-16<br>1994 | *Fleet Championship                                 |                             |              |
|       | Oct 29-30<br>1994 | Women's & Junior 16 Nationals<br>Corpus Christi, TX |                             |              |

### DIVISION 7

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

### DIVISION 8

| FLEET | DATE          | EVENT/LOCATION                                   | INFORMATION CONTACT<br>NAME | PHONE NO.    |
|-------|---------------|--|-----------------------------|--------------|
|       | May 7<br>1994 | *Mug Race<br>Palatka to Jacksonville Rudder Club |                             | 904/264-4094 |

|          |                   |  |                 |              |
|----------|-------------------|--|-----------------|--------------|
| 27       | May 8<br>1994     | *SAMS Race                                 |                 |              |
| 4,42, 27 | May 14-15<br>1994 | No Frills Regatta<br>Denedin, FL           | Russ Stevenson  | 813/384-5803 |
| 45       | May 28-29<br>1994 | Memorial Day Ocean<br>Cocoa Beach Pier, FL | Jeff Boucher    | 407/453-1410 |
| 39       | Jun 5<br>1994     | *SAMS Race                                 | Michael DiSalvo | 813/885-4573 |
| 80       | Jun 11-12<br>1994 | Daytona Open<br>Daytona Beach, FL          | Tom Stelling    | 904/252-3088 |
| 5        | Jul 3<br>1994     | *SAMS Race                                 | Michael DiSalvo | 813/885-4573 |
|          | Jul 9-10<br>1994  | Jacksonville Regatta<br>Jacksonville, FL   | Jeremy Tyler    | 904/725-5505 |
| 42       | Aug 7<br>1994     | *SAMS Race                                 |                 |              |
| 5        | Sep 3-4<br>1994   | Div 8 Championship<br>St. Petersburg, FL   | Wade McPherson  | 813/541-2310 |
| 80       | Sep 10-11<br>1994 | Summer Sizzler<br>Daytona Beach, FL        | Tom Stelling    | 904/252-3088 |
| 27       | Sep 11<br>1994    | *SAMS Race                                 |                 |              |
| 39       | Oct. 2<br>1994    | *SAMS Race                                 |                 |              |
|          | Oct 29-30<br>1994 | *Dixie Regatta<br>Sanford, FL              |                 |              |
| 5        | Nov 6<br>1994     | *SAMS Race                                 |                 |              |
|          | Dec 3-4<br>1994   | *Florida Citrus Sailfest<br>Sanford, FL    |                 |              |
|          | Dec 10-11<br>1994 | *Key Largo Steeple Chase<br>Key Largo, FL  | Rick White      | 305/451-3287 |
| 42       | Dec 11<br>1994    | *SAMS Race                                 |                 |              |

### DIVISION 9

| FLEET | DATE              | EVENT/LOCATION                                | INFORMATION CONTACT<br>NAME | PHONE NO.    |
|-------|-------------------|---|-----------------------------|--------------|
| 174   | May 14-15<br>1994 | Myrtle Beach Regatta<br>Myrtle Beach, SC      | Ted Watts                   | 803/626-8946 |
| 97    | Jun 4-5<br>1994   | NC State Championships<br>Raleigh, NC         | Doug Miller                 | 919/662-0357 |
| 32    | Jun 11-12<br>1994 | Virginia Beach Regatta<br>Virginia Beach, VA  | Mike Zarecky                | 804/249-7609 |
| 101   | Jul 9-10<br>1994  | Offshore Regatta<br>Wrightsville Beach, NC    | Richard Wornack             | 909/256-6468 |
| 53    | Sep 3-4<br>1994   | Division 9 Championships<br>Kiawah Island, SC | Rob Stewart                 | 803/795-9662 |
| 191   | Sep 24-25<br>1994 | Old Spice Regatta<br>Aurora, NC               | Dan Purvis                  | 910/229-7899 |
| 92    | Oct 8-9<br>1994   | Lake Norman Regatta<br>Charlotte, NC          | Jeff Price                  | 704/892-1936 |
| 53    | Oct 29-30<br>1994 | *Halloween Regatta<br>James Island YC         | Rob Stewart                 | 803/795-9662 |

### DIVISION 10

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



## REGATTA SCHEDULE

### DIVISION 11

| FLEET | DATE              | EVENT/LOCATION                                  | INFORMATION CONTACT NAME | PHONE NO.    |
|-------|-------------------|---|--------------------------|--------------|
| 106   | May 7-8<br>1994   | *DE State Champs<br>Rehoboth Beach, DE          | Carl Schultz             | 302/227-4470 |
| 54    | May 14-15<br>1994 | Gunpowder Regatta I<br>Gunpowder Falls St. Park | Dave Nolte               | 410/467-4584 |
| 65    | Jun 4-5<br>1994   | Barneget Bay Spring<br>Shore Acres              | Rich Mount               | 908/221-0425 |
| 267   | Jun 11-12<br>1994 | Spray Beach Regatta<br>Spray Beach, NJ          | Tom Kimmel               | 215/644-8138 |
| 452   | Jun 18-19<br>1994 | Trump Plaza Regatta<br>Atlantic City, NJ        | Dave West                | 609/971-3603 |
| 250   | Jul 9<br>1994     | *Statue of Liberty<br>Atlantic Highlands, NJ    | Vic Simon                | 908/583-6558 |
| 250   | Aug 13-14<br>1994 | Sandy Hook<br>Atlantic Highlands, NJ            | Vic Simon                | 908/583-6558 |
| 443   | Aug 27-28<br>1994 | *Wildwoods Classic Cup X<br>Wildwood Crest, NJ  | Doug Ackroyd             | 609/861-5674 |
| 54    | Sep 17-18<br>1994 | Gunpowder Regatta II<br>Chase, MD               | Dave Nolte               | 410/467-4584 |

### DIVISION 12

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

### DIVISION 13

| FLEET | DATE              | EVENT/LOCATION        | INFORMATION CONTACT NAME | PHONE NO.    |
|-------|-------------------|-----------------------|--------------------------|--------------|
| 133   | May 1<br>1994     | Sunday Series II      | Robert Newland           | 809/754-7840 |
| 133   | May 14<br>1994    | Women's Challenge III | Robert Newland           | 809/754-7840 |
| 133   | May 15<br>1994    | Sunday Series III     | Robert Newland           | 809/754-7840 |
| 133   | Jun 18<br>1994    | Women's Challenge IV  | Robert Newland           | 809/754-7840 |
| 133   | Jun 19<br>1994    | Sunday Series IV      | Robert Newland           | 809/754-7840 |
| 133   | Jul 2-4<br>1994   | *Travesy to Palominos | Robert Newland           | 809/754-7840 |
| 133   | Jul 16-17<br>1994 | San Juan Cup          | Robert Newland           | 809/754-7840 |

|     |                   |                                  |                |              |
|-----|-------------------|----------------------------------|----------------|--------------|
| 133 | Aug 20-21<br>1994 | Combat Cat Fight                 | Robert Newland | 809/754-7840 |
| 133 | Sep 3-5<br>1994   | Cutty Sark Regatta               | Robert Newland | 809/754-7840 |
| 133 | Sep 10-11<br>1994 | Don Q Regatta                    | Robert Newland | 809/754-7840 |
| 133 | Sep 24-25<br>1994 | Copamarina Cup                   | Robert Newland | 809/754-7840 |
| 133 | Nov 19-20<br>1994 | Flamingo Road Challenge          | Robert Newland | 809/754-7840 |
| 133 | Dec 10-11<br>1994 | 4th Annual X-mas<br>Ball Regatta | Robert Newland | 809/754-7840 |

### DIVISION 14

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

### DIVISION 15

| FLEET | DATE              | EVENT/LOCATION                                     | INFORMATION CONTACT NAME | PHONE NO.    |
|-------|-------------------|--|--------------------------|--------------|
| 35    | May 7<br>1994     | *Flounders' Sea Buoy<br>Pensacola, FL              | Pam Rupprecht            | 904/433-7470 |
| 249   | May 7-8<br>1994   | *Grand Ole Open<br>Nashville, TN                   | Jon Sheridon             | 615/321-5639 |
| 35    | May 21-22<br>1994 | *Cruise 'N' Crawfish<br>Pensacola, FL              | Pam Rupprecht            | 904/433-7470 |
| 178   | May 28-29<br>1994 | Hogs Breath<br>Ft. Walton, FL                      | Nanette Bell             | 904/664-0361 |
| 533   | Jun 11<br>1994    | *Slip to Ship<br>Long Beach, MS                    | Doug Stein               | 601/864-5039 |
| 134   | Jun 11-12<br>1994 | *Aquafest<br>Sardis, MS                            | Andy Humphries           | 901/683-8053 |
| 120   | Jun 18-19<br>1994 | Batten Busters Golf Regatta<br>Panama City, FL     | Mike Wilson              | 904/235-2823 |
| 178   | Jun 25<br>1994    | *Great Bay Race<br>Ft. Walton Beach, FL            | Nanette Bell             | 904/664-0361 |
| 70    | Jul 2-3<br>1994   | *Island Hop/Ocean Springs, MS<br>Ocean Springs, MS | Greg Ervin               | 601/872-3747 |
| 178   | Jul 9-10<br>1994  | Hobie for Heart<br>Mary Esther, FL                 | Carlton Tucker           | 904/581-2628 |
| USSA  | Jul 16-17<br>1994 | *Area "D" Alter Cup<br>TBA                         | Kirk Newkirk             | 904/932-5520 |
| 120   | Aug 6<br>1994     | *Around Shell Island<br>Panama City, FL            | Mike Wilson              | 904/235-2823 |
| 35    | Aug 20<br>1994    | *Big Mouth Regatta<br>Pensacola, FL                | Pam Rupprecht            | 904/433-7470 |
| 70    | Aug 27-28<br>1994 | *Shearwater Regatta<br>Ocean Springs, MS           | Greg Ervin               | 601/872-3747 |
| 533   | Sep 10-11<br>1994 | *GYA Cat Championships<br>Long Beach, MS           | Doug Stein               | 601/864-5039 |
| 178   | Sep 17-18<br>1994 | *Round the Island<br>Ft. Walton Beach, FL          | Nanette Bell             | 904/664-0361 |
| CMA   | Oct 1-2<br>1994   | *Hooters to Hooters<br>Destin to Panama City, FL   | Corky Pittsenberger      | 904/939-1775 |
| CMA   | Oct 1-2<br>1994   | *Juana's Good Time Regatta<br>Navarre, FL          | Juana                    | 904/939-2130 |
| 134   | Oct 1-2<br>1994   | *Broken Mast Regatta<br>Arkabutla Lake             | Charlie Miller           | 901/744-7552 |
| 35    | Oct 8<br>1994     | *Mayor's Cup<br>Pensacola, FL                      | Kirk Newkirk             | 904/932-5320 |

\*Non-points regatta



## REGATTA SCHEDULE

|     |                   |  |               |              |
|-----|-------------------|--|---------------|--------------|
| N/A | Oct 22<br>1994    | *Celebrate the Gulf<br>Long Beach, MS                | Doug Stein    | 601/864-5039 |
| 277 | Oct 29-30<br>1994 | *Cat Caper Regatta & Costume Party<br>Birmingham, AL | Tom Shannon   | 205/985-8119 |
| 35  | Nov 6<br>1994     | *Great Turkey Race<br>Pensacola, FL                  | Pam Rupprecht | 904/443-7470 |

### DIVISION 16

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

### CHCA

| FLEET | DATE              | EVENT/LOCATION                             | INFORMATION CONTACT NAME | PHONE NO.    |
|-------|-------------------|--|--------------------------|--------------|
| 150   | 1994              | Kempan Cat<br>Barrie, ONT                  | Barb Murray              | 705/722-8640 |
| 446   | May 28-29<br>1994 | Ice Breaker<br>Chestermere Lake, Alberta   | Dale Jamieson            | 403/278-4384 |
| 298   | Jun 5-6<br>1994   | Voodoo Winds<br>ONT                        | Dave Milne               | 519/471-8126 |
| 446   | Jun 11-12<br>1994 | Cat Days<br>Cooking Lake, AB               | John Craig               | 403/922-4118 |
| New   | Jun 11-12<br>1994 | Mississauga Cat Regatta<br>ONT             | Ian Tompson              | 416/604-8669 |
| 90    | Jun 11-12<br>1994 | Provincial Champs<br>Lake Winnipeg         | Chris Aldridge           | 204/885-3012 |
| 214   | Jun 18-19<br>1994 | Jericho Beach<br>Vancouver, BC             | Steve Jung               | 604/263-1347 |
| 446   | Jun 18-19<br>1994 | Provincials<br>Buffalo Lake, AB            | Dave Dawson              | 403/271-3944 |
| 446   | TBA<br>1994       | Prairie Winds<br>Lake Newell, AB           | Dale Jamieson            | 403/278-4384 |
| 214   | Sep 3-4<br>1994   | Harrison Lake Regatta<br>Harrison Lake, BC | Steve Jung               | 604/263-1347 |
| 446   | Sep 10-11<br>1994 | End of Summer Hummer<br>Sylvan Lake, AB    | Peter Churchill          | 403/342-5390 |

\*Non-points regatta

### INTERNATIONAL

| DATE      | EVENT                          | LOCATION                    |
|-----------|--------------------------------|-----------------------------|
| May 1     | Coupe Conphane                 | 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 | Trimmfahrten Nord              | Bosau, Germany              |
| May 12-15 | French Olympic Sailing C/ship* | Brest, France               |
| May 12-15 | Hobie Cat Trophy               | Hyerres, 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              | Alfmuhlsee, Germany              |
| May 14-15     | 2a Point Regatta               | Zandvoort, Netherlands           |
| May 15        | SRA Hobie Cat                  | St. Tropaz, France               |
| May 18-20     | Training Regatta at ENV        | Quiberon, France                 |
| May 20        | Raid Long Distance Race        | Quiberon, France                 |
| May 20-23     | Folie's Cup                    | Hyerres, France                  |
| May 20-23     | Super Sails                    | Neusiedlersee, Austria           |
| May 21-22     | Merit Cup 2                    | Alto Garda, Italy                |
| May 21-22     | Bocksbeufel                    | 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     | Bocksbeutei                    | Goldkanal, Germany               |
| May 21-23     | Oatseepokal                    | Scharbeutz Ostsee, Germany       |
| May 23        | Traingstager 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 Lignes                  | 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    | Morbish Regatta                | Neusiedlersee, Austria           |
| June 19       | Regata de Ligue                | Lac De Panthier, France          |
| June 25-26    | Bolzana 1000                   | Bolzana, Italy                   |
| June 25-26    | Muritz Cup                     | Muritz Robel, Germany            |
| June 25-26    | Open Belgium Nationals         | Ostende, Belgium                 |
| July 1-3      | Vassiliki Classic Regatta      | Lekvas 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                      | Thessaloniki, Greece             |
| July 13-15    | Open Swedish Nationals         | Simrishamn, Sweden               |
| July 16-17    | Hobie TT                       | Tresaitn Mariners, Great Britain |
| July 16-17    | Podersdorf Regatta             | Neusiedlersee, Austria           |
| July 16-17    | Multilario                     | Darvjo, 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            |

\*1994 IYRU Sailing World Championships Qualification Regatta



## REGATTA SCHEDULE

|             |                               |                                 |
|-------------|-------------------------------|---------------------------------|
| 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  | Halkidki National C/ships     | Thessaloniki, 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 | Hobieregatta                  | Ammersee, Germany               |
| Sept. 17-18 | Cata Ora Cup                  | Riva del Garda, Italy           |
| Sept. 18    | Matchrace                     | Altmuhsee, 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                   |
| Oct. 1-2    | Kiepper las Regatta           | Plobsheim, Germany              |
| Oct. 1-3    | European Hobie 14 Cup         | Zorpichersee, Germany           |
| Oct. 1-3    | Oortkantenfeurer              | Oortkaten, Germany              |
| Oct. 6-9    | Turn Down Regatta             | Middelfart, Denmark             |
| Oct. 6-9    | Hobie Ausk lang               | Steinhudermeer, Germany         |
| Oct. 15-16  | EuroCat Hobie Shop            | Saint Tropez, France            |
| Oct. 15-16  | Harbswindregatta              | Liedolsheim, Germany            |
| Oct. 16     | Regate Ligue                  | Gosier, FWI                     |
| TBA         | Hobie TT                      | Grafham Water, Great Britain    |
| Oct. 24-30  | Training Regatta              | Quiberon, France                |
| Nov. 19-20  | Essener Eispokal              | Baldeneysee, Germany            |
| Dec. 26-30  | Christmas Training Regatta    | Hyeres, France                  |

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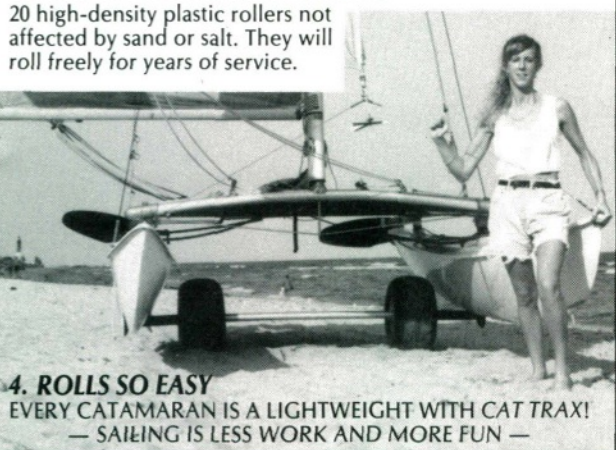




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**ACCOMMODATIONS:** Special Hobie Cat rates are available at the Holiday Inn North, located at the intersection of Interstate 81 and 7th North Street, approximately 10 minutes from the race site. For reservations call (315) 457-4000. The special rate is \$52.00 per night plus tax for double occupancy.

**AIR TRAVEL:** Hancock International Airport is located six miles south of the race site and is serviced by most major airlines.

**RACES:** Both events are bring your own boat (B.Y.O.B). For charter boats, call (315) 437-4856.

Sunday -- Registration and Practice Races  
Monday thru Friday -- Championship Series  
Friday -- Awards Banquet

**REGISTRATION:** All competitors must pre-register by August 1, 1994 to avoid late fees. Registration will include racing, lunches, parties, trophies and t-shirts for all competitors.

Pre Registration

H-17 \$200.00

H-21 \$275.00\*

Late Registration

H-17 \$250.00

H-21 \$325.00\*

\*10 boat minimum required at pre-registration.

**No personal checks will be accepted at race site.**

**For More Information Contact Rob Jerry (315) 437-4856**

## 1994 Hobie 17 & Hobie 21 Nationals Race Registration Form

Send to: Bridget Quatrone, 206 Washington Boulevard, Fayetteville, New York 13066  
Make checks payable to *Hobie Fleet 204*

Skipper: \_\_\_\_\_ Boat Size: \_\_\_\_\_ Crew Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: ( \_\_\_\_\_ ) \_\_\_\_\_ NAHCA No.: \_\_\_\_\_ Sail No.: \_\_\_\_\_

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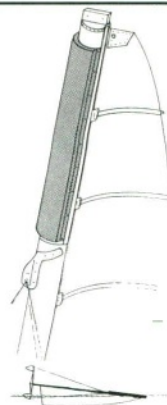
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orders will receive a call credit.



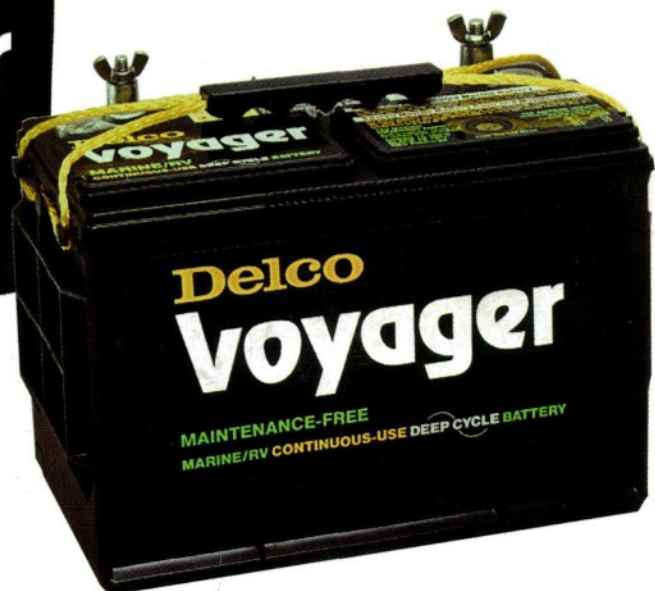
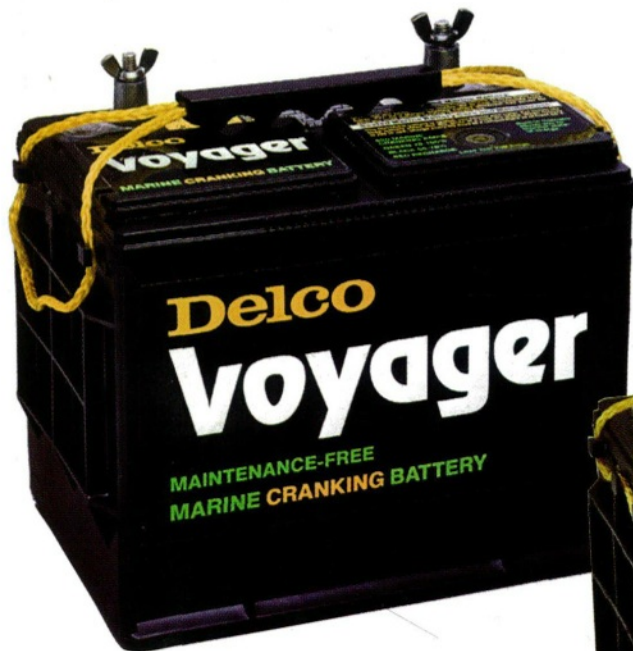
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