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# REGATITA REVILEW

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Record crowds participate in the first major west coast 

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# ON THE COVER

Women across the country are practicing for the upcoming Hobie 14 Women's National Championship. Photo by Jake Grubb.



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# Letters to the Editor

# POWERLINE CONTACT

As difficult as it is to send this letter, we feel we have put it off much too long. An unfortunate incident occurred on Christmas Day, 1980.

One of our fleet members and his wife were showing off their Hobie 16 to both sets of parents and in their haste and excitement, the unfortunate Hobie-Catters had a tragic accident. They sailed into a set of high voltage power lines strung directly over the lake. Dr. Bostwick was killed and his wife is still in one of the local hospitals in serious condition.

The purpose of this letter is to inform you of the accident and to warn other sailing enthusiasts of the need to take 5 minutes in preparation to ensure the safety of everyone involved. Let's be safe, not sorry, sailors.

Danny Cogburn Secretary-Treasurer Fleet 268 Lubbock, Texas

### Editors Note:

Please let your local power company know of your concern about this tragedy, and the danger that low power lines pose to all sailors. All Hobie Catters can save lives by notifying their power companies of low lines that are potentially dangerous in any sailing or launching area. We can all avoid injuries and death by looking up while launching or sailing in a new area, and by notifying the people who can do something about it. The Bounty Program was created to support sailors in recognizing the problem and contacting the power companies. Send us a copy of your letter to utility companies and we'll send you a Hobie goodie and our thanks for preventing a potential accident.

# SINGLE HAND A 16'

The Hobie 16 is probably the finest all-around catamaran sold today. The class racing program is certainly the best without comparison. The number of class-sponsored regattas and participation in them has steadily increased since August 1972, when I first purchased my Hobie 16. I am now enjoying my fourth Hobie 16 eight years later.

I believe the timing is right to introduce "singlehanded" Hobie 16 racing into class-sponsored regattas in the United States. It could be accomplished in two ways: (1) By sailing singlehanded with the main, jib, trapeze and a reasonable minimum weight.

(2) Using only the main (una-rig), trapeze and a minimum weight of 150-165 pounds (class approval of an E-Z righter system to effect self-rescue would be practical in both rigs).

I would vote for the second method, as I have approached pitchpoling more than once while singlehanding with both main and jib. Also, I have successfully raced the Hobie 16 with the main alone, and repeatedly held my position or surpassed other slooprigged catamarans, including those



with boards and longer waterlines.

The una-rigged Hobie 16 will sail higher to windward and tack as well as a Hobie 16 with a jib when proper mast rake is established. Most recently I sailed in the Pensacola, Florida, Fleet 35 "Cat Fight" on September 13-14. *Unofficially*, I finished first, sailing against a fleet composed of some of Division 15's best 16A skippers. My finishes were not included in the final regatta results because I registered as sailing below the minimum weight of 285 pounds.

I am sure there are others in my division and throughout the United States who would like to race more often in division points regattas but cannot arrange suitable crew or afford the expense of taking the spouse AND a crew along, too.

Official class sanction of a Singlehanded Hobie 16 Class with weight minimums would fill the void which is now being absorbed by other catamarans, and additionally it would make the Hobie 16 even more popular in the market-place.

Doug Foote Pensacola Beach, Florida

### Editors Note:

The Hobie Class Association welcomes your comments on this letter. Please send your comments to: Sandy Banks, Hobie Class Association, P.O. Box 1008, Oceanside, Calif. 92054.

# THE HOBIE THRILL

I have a confession to make. While I love to cruise and get a real blast out of racing, just going out for a day's sail and returning to the same port leaves me a bit cold. I don't dislike it, but unless the company is particularly convivial I get a bit bored. At least, that was the case until I acquired a Hobie 18 last spring, to augment my J/30. All of a sudden sailing, just plain sailing, is fun again.

Part of the fun stems from learning to handle a different type of boat than I'm used to. The real fun, however, stems from going so fast and from the sensitive feel and fantastic acceleration a modern cat provides. In light air they aren't the sluggish performers I had anticipated, going at least as fast as smart monohulls of comparable size. But it's when the wind picks up that they become a delight. It's really something else to be close-reaching at eight knots in a seven-knot wind and then to get a puff. As the wind goes from seven to 12 knots the Hobie 18 accelerates by an equal amount, again going as fast or faster than the wind. Hanging out on the wire and watching the slim leeward hull slice through the seas, while the weather one just kisses the tops of them, is a sensation which has to be experienced to be believed.

I haven't sailed my 18 in a really stong wind, but with a trace of apprehension I'm looking forward to it. And I haven't raced her either, though I might give that a whirl. Don't get me wrong; I'm still a monohull devotee and will continue to concentrate on them, but for pure sailing fun a good catamaran has got it in spades.

My kids are a case in point. Two of them have always been enthusiastic sailors. But the other two were lukewarm at best. Now the two tepid ones are hooked and take the Hobie 18 out constantly. They don't race her (not yet anyway), but they don't have to. For the first time they feel that sailing is fun and isn't that what the sport should be all about?

Most monohull sailors still look a bit askance as those "catamaran freaks" go charging past them. But not those who have tried them. If you want to add a new dimension to your own sailing experience, hop aboard a modern cat. You will soon see what I mean.

### Bob Bavier

Reprinted from YACHTING Magazine February 1981

Steven C. Smith Memorial Regatta

# by Stan Derzypolski

n absolutely ideal conditions, the Stephen C. Smith Memorial Regatta was held at Shell Point Beach, Florida, Through the joint efforts of the Apalachee Bay Yacht Club and Hobie Cat Fleet #43, the regatta raised over \$2,500 for the American Cancer Society.

An avid Hobie Cat sailor, and a member of both clubs, Stephen C. Smith, died at the age of 29 from a rare form of leukemia. For the past three years, all proceeds from this event have been donated to help fight cancer.

The Celebrity race on Friday April 10, featured local dignitaries on Hobie 16's with a hot dog cookout afterwards. We knew we were in for a great time when three kegs of beer were emptied that first afternoon. However, the local Pabst Blue Ribbon Beer distributor. Ryals Lee Sales, kept us stocked throughout the weekend.

In addition to the race being a Hobie Cat points regatta, we also invited other boats and windsurfers to participate on one of the three courses. Apalachee Bay Yacht Club supplied the equipment and volunteers to run the three race courses with race committees on each course. The job was well done except for a few minor emergencies, such as the windsurfer committee boat sinking halfway through the starting sequence for the second race on Saturday. The windsurfers adjourned to the kegs on the beach for the rest of the day. With the help of a new committee boat they sailed four races on Sunday.

When registration closed on Saturday, another record was broken with 120 sailors entering the regatta from as far away as Tennessee and Virginia. Hobie Cats, Lasers, Windsurfers, and open multihull and monohull fleets participated in the races.

Racers were sponsored by local businesses, raising the money that was contributed to the American Cancer Society. In celebration, a bonfire beach party was held Saturday night. Again, beer was the beverage of the evening. While the band entertained the racers, regatta workers were on their way back to Tallahassee for more suds.

Another day of clear skies and 8-15 knot winds greeted the sailors Sunday morning. After the skippers meeting, over \$1,000.00 worth of donated prizes were given away at a raffle. Prizes consisted of a microwave oven, a pin-ball machine, a foosball game, a bicycle, TV electronic games dinners, pizzas, boat parts, clothes, and Hobie items. After two quick races, it was back to the beach (and of course more beer). No protests for the day broke another regatta record. By 4:30 that afternoon, over 75 trophies were awarded to the winners, and 18 kegs of beer were consummed.

It was then time to pack up the boats, take down the tents, pick-up the trash and clean up the site . . . which at our regatta not only takes time, but you guessed it, BEER! With just "one more" we set a new record and drank 19 kegs in all, thus making the Stephen C. Smith Regatta one of the best, "FUN" sailing events ever.

Not only did everyone have a great time sailing, but we also had the opportunity, along with our sponsors, to make a contribution towards fighting cancer. Our regatta produced more than a few trophy winners, good memories, and exciting competition. The 8th Annual Stephen C. Smith Memorial Regatta, again made a difference in the world.







APOLOGY BOARD IT BE KNOWN TO ALL PERSONS THAT THE UNDERSIGNED ARE HEREBY FORGIVEN FOR ANY AND ALL ACTS OF INDISCRETION FOR THE REMAINDER OF THIS REGATTA.



# WORLD CHAMPION WINS AUSTRALIAN JINDABYNE SAILING SAGA!



# LAKE JINDABYNE CATAMARAN CLUB

World champion Hobie 16 skipper, Brett Dryland of Sydney, Australia showed almost 80 other Hobie catamaran skippers why he is the best. The second lake Jindabyne Hobie Cat saga also attracted the current Australian national 18' champion, the national 16' champion plus a host of other skippers who have held state and national titles. Six of the victorious Hobie World Championship Team who recently returned from the Virgin Islands. competed with many visiting skippers, all eying off the new Hobie Cat 14 that would go to one of the top performers as a trophy.

The Lake Jindabyne Catamaran Club staged what was described as one of the best (if not the best) sailing regattas in the country. The managing director of Coast Catamaran (Aust) Pty. Ltd., Malcom McCartney, attended to keep his eye on the proceedings and to congratulate the club on a first class four days of sailing and activities. Trophies and prizes totaled \$5200.00, which included ski holidays in the area and a range of beautiful hand carved New Guinea cedar plagues.

The first day's racing began with a marathon race that took the skippers around the lake. It was an opportunity for the visitors to see where the marks would be placed for the following three days of competition. In eight knots of wind, 78 Hobies lined up for the start of the marathon. Boats headed off to the township of Jindabyne on a short work before changing course towards the opposite end of the lake. As the boats strung out along the lake, camera clicking could be heard throughout the township. The boats headed downwind to the distant rounding mark before turning back for a long return trip into the wind.

Line honors went to Ian Bashford on a Hobie 18, the 16' class was won by Phil Kelland-Knight of Queensland and the 14' class by Rod Waterhouse of Sydney. After the race, sailors, families and visitors were treated to a 'meet the fleet' B.B.Q. That evening everybody attended the skippers cocktail party at the Lakeview Lodge and enjoyed a magnificent buffet dinner.

Monday morning saw the occasional sore head and dark glasses moving slowly through the procedure of rigging a boat. Starter of the regatta, John

All of a sudden there were yells, yahoos and smiles as the skippers and crews either hung out or hooked-up on the trapezes.

Hooper, got the first race under way at 10:30 AM in light winds and a burning sun. The breeze never exceeded 8 knots, and dropped off to a drift just after the last boat finished.

Canberra skippers Derek Young and Ernie Kruk, who normally sail in similar conditions, cleaned up in the 14' class with a first and second, followed by Roger Hellier from Victoria. The 16' class was won by Brett Dryland, followed by Fred Schneider from Victoria and third, Bill Sykes from Sydney. Kevin Maddox of Canberra led the 18' class for the whole race, then lost to lan Bashford 100 meters from the finish line by not covering. Third place went to Kim Thomas of Gosford. The second race for Monday was postponed then finally posted as a re-sail for the tollowing day due to lack of wind. This

was then the opportunity for some beach activities. A cricket test match was organized between visiting skippers and crews. No one knows who won because one of the wickets was stolen. (it was only a garbage tin anyway). It was, however, an opportunity for Gary Russell from Santa Cruz, California to learn the fine art of the game. Garv was one of three overseas skippers who attended the regatta. Russell placed fourth in the U.S. 16 National Championships. He was in Australia to race a few Hobie regattas and to check out the Sydney harbour 18' skiffs before returning home. A poolside B.B.Q. was held that night at the Siesta Villa with the odd sailor accidently falling in the pool fully clothed. The wind came up cold and adjourned the outdoor activities, so an indoor night had to do. Next morning saw the same sore heads and sunglasses moving around very slowly this time. Skippers had to be sure to get ready early because the starter was aiming to get three races in for the day.

The first race got underway right at 10:30 AM in light airs from the N.E. at 8 knots. When the 14' fleet reached the first mark the wind shifted to the S.E. and came in at 20 knots. All of a sudden there were yells, yahoos and smiles as the skippers and crews either hung out or hooked up on the trapezes for what would turn out to be the fastest race of the series. A few capsizes added to the fun and the 16' Hobies showed the 18's and 14's how fast they get along in a good blow. Anthony Duchatel won the 14's, Brett Dryland the 16's, and Ian Bashford the 18's.

The second and third race of the day (the re-sail from the previous day) were held in good winds from 15 to 20 knots. Ian Bashford and Brett Dryland each won both the next races in their class, and the 14' races were won by Tim Edwards and Rod Waterhouse. Bashford and Dryland had now won four races each in their classes, but in the all important yardstick results,\* Dryland had one first place and Bashford had two first places. The last race of the day was started at 5 PM and finished late; most of the crews were ready for an early night. The morning of the last day of racing turned out to be hot and windless. The guys wearing the glasses and



John Dowdall



Every January the Hobie Cats assemble for four days of racing on Lake Jindabyne. Two Australian sailors (left) prepare to dive, (or is it downhill racing?)

John Dowdall



John Dowdall

holding their heads were not helped by the hot and windless morning the next day. After one postponed start, the fleet got away at 11:30 in five knots of wind. The wind dropped to nothing, then came up again to ten knots for the last leg of a shortened course.

Waterhouse was in fine form on the 14' and took out his class and overall yardstick. Dryland had another win in the 16's and Bashford was lucky to win the larger class when John Martin, from Canberra, could have steamed past him on a puff at the finish line. Instead Canberra sailed into the same hole and let Bashford get the gun. The final race of the series was postponed until 4 PM and finally abandoned due to lack of wind.

With the five races sailed Bashford won the 18's with five firsts, Dryland won the 16's with five firsts and Waterhouse won the 14's with two firsts and consistent places in the other races.

The presentation night was held in the Lake Jindabyne Hotel where the new Hobie that was to be the major trophy was fully assembled inside and used as the backdrop for the presentation ceremony. Over 300 people joined in the fun that evening. The Catamaran Club members served up a beautiful dinner of beef on the spit that had everyone ready for the prize giving. The regatta, apart from class racing was run on a yardstick rating basis so the best performance by a skipper in a mixed fleet could be found. Brett Dryland won one race on vardstick. Ian Bashford two, Rod Waterhouse one, and Derek Young one. This gave the Hobie 18 two firsts, the 14' two firsts, and the 16' only one first.

Dryland on the 16 sailed more consistently and finished as the overall champ on yardstick.

The main function of the evening was the drawing of the yardstick results to see who would win the new Hobie 14. This was done by placing five numbers in a barrel and drawing out three. The three numbers drawn would represent three of the five races sailed and the skipper with the best net result placings on yardstick would get the cat.

The races drawn were 1.4.5. which gave the best result to Rod Waterhouse from Sydney. A jubilant Rod left the regatta double decking his prize and vowing to return for next years Lake Jindabyne Hobie Cat saga.

No doubt next years regatta in the second week of January will see a lot more boats and skippers from all over Australia. Who knows, maybe even more entries from overseas. With over \$5,000 in trophies and prizes it's certainly worth the trip.

 Yardstick results: used so that the best performance by a skipper in a mixed fleet can be found.



JOIII LOWUGII

Winner of the new Hobie 14 is Rod Waterhouse (above). (Below) Starter, John Hooper, is Australia's own Sandy Banks.







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# FROM THE EXPERTS HOBIE 16 BY HOBIE ALTER JR.



Hobie Cat racing is fast in boatspeed, thinking, tactics, and in setting up. Few adjustments are necessary to take a stock Hobie 16 and turn it into a racer, it can be done in one day. The simplicity of the boat for everyday sailing and for racing leaves you with more time for sailing and less time to have to fiddle with the boat itself. Boatspeed comes from learning about the boat, knowing what few adjustments are needed for different conditions, and most importantly, how to sail the boat and get the most out of it.

All levels of sailors race Hobie 16's, from those who know nothing about sailing and race for the first time in C fleet to B fleeters who have some racing experience to the highly competitive A class racers.

Whatever type of sailor or racer you are, tuning your boat for racing is simple, doesn't take much time, and enables you to get to what's important and that's sailing the boat fast.

# Setting Up

Non skid on the side-bar and a good trapeze system are the most basic additions to a racing 16. Carpet kits are extremely popular for non-skid right now, although bath tub stripping or other materials are used. A good trapeze system is important for clean, and fast tacks. It adds to your confidence for jumping off the side of the boat. Jib cleats are changed from the regular stock cleat to a swivel upcleat mounted on the cross-bar. The stock system works ok but many crews prefer the upcleat, which uncleats when the crew pulls up rather than having to slap the trampoline to get it uncleated. This is important because a two second delay in letting the jib out on a fast reach can mean a quick pitchpole. Along with the upcleat many skippers prefer a jib traveler system that works with lines and bungi cord. I've sailed



with the stock plunger system for years, and the one here is an excellent system for those who like the ease of using lines to pull the traveler in and out.

A good righting line system can save lots of time when you do flip. I've seen boats in a Nationals flip and right, in less than a minute. A piece of 7/16 line, 14 feet long tied under the trampoline works fine, but the Hawaiian righting line system described in the drawing is ready to be used as soon as you flip without having to spend time untying knots underwater.

The next step is to shave or clean the trailing edge of the rudders. On a Hobie 16 the rudders are made of lexan. The trailing edge can easily be thinned out by scraping with a straight edge, knife or scissor blade. Long, shallow strokes along the edge takes off the roundness, alleviating humming and drag. The rudders come out of the mold with a slightly rounded trailing edge, and with a little bit of work they are shaped so that the water flows smoothly off of them.

Along with this the rudders must be aligned. This is done by stretching a tape measure from rudder to rudder when they are in the locked down position. Check the distance from one rudder to the other on the leading edge, measuring about half way down the rudders. Then do the same on the trailing edge with the tape measure, measuring fore and aft at the same height location approximately in the center of the rudder. Comparing the measurements can tell you whether the rudders are toed in or toed out. What you want is to have them parallel. For more toe-in shorten the cross-bar connector, and lengthen it for toe out. Play with it until both measurements are the same. It's better to have them slightly toed in with the leading edges close together rather than out.

# Tuning

Tuning the sails, mast rake, and sheeting is where boat speed comes from. Mast rotation is the next thing that I alter for racing, and it depends on the average crew weight that you generally sail with. The lighter the total crew weight the more mast rotation can be used, heavier crews use less. More rotation bends the mast which takes out luff curve and flattens the sail. 285 pounds is an average weight for a guy and girl team. At that weight it works to rotate the mast so that the axis (from the sail track straight through to the center front point) when fully rotated points at the side shrouds. This is a tood average position. When the boat is new the mast doesn't rotate that far and needs to be cut back a little; as the boat gets older the stop for the mast will wear down and will need to be built back up.

Mast rake is extremely important on a Hobie 16. Other types of catamarans use all kinds of variations of mast rake from straight up and down to way back. By raking the mast you load the rudders, putting more driving force on them causing them to act as centerboards. You want a maximum mast rake in heavy air when the swells are beginning to get heavy. Also as the mast moves back you give away downwind speed for upwind speed, although moving the crew weight forward can help alleviate this problem some.

By raking the mast back the rudders get loaded, putting more driving force on them causing them to act as centerboards.

I rake my mast back so when sheeted in hard the blocks are just touching. By adjusting the side stays and pulling the jib halvard tight you adjust the rake of the mast. The forestay should not be pulled tight when sheeting the main in hard. All tension should be on the jib luff wire. An extra adjuster may need to be added when raking the mast aft. Fine tuning is done by tightening or loosening the jib halyard. On a lighter air day, you may slack the jib halyard off because you won't need as much sheet tension as you won't be sheeting so hard. For heavier air you might have anywhere from a tight rig to a loose rig depending on where the side stays are at. I've seen winning boats with tight rigs and loose rigs. I set mine up slightly loose, for easier mast rotation and a slight bit of jib sag downwind.

Once the mast is back and the rudders are loaded you may experience a heavier weather helm. The way to alleviate this is to cock the rudders further under the boat by redrilling the holes that mount the rudders into the casting. This is a trial and error process and may take several attempts to get the helm the way you want it. The object is to tune the rudders so there is a slight bit of weather helm, you do not want to have a balanced helm.

Some boats adjust mast rake to correct or to get the proper helm. I suggest raking the mast back and adjusting the rudders to correct the helm. To adjust the rudder rake you would set the boat on a trailer with the stern up and the rudders locked down. There are rudder adjustment kits on the market, although I prefer to re-drill them in the following way. Hold a 3' straight edge along the side of the rudder aligned with the center of the rudder pin. Pencil a line along the straight edge, measure at the deepest point about half-way between the hull and the tip of the rudder. The measurement from the pencil line to the leading edge should be  $1^{1/2}$ ", if it's less the rudders need to be raked further under the boat, and if it's more you probably have too neutral or a lee helm

You're looking to have a certain amount of rudder in front of the pivot point. At this measurement, with the mast raked back, there should be a slight weather helm. Meaning when you are sailing to weather in trapeze conditions if you let go off the tiller the boat would round up into the wind smoothly. Although it's usually not







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necessary, you may have to adjust the bottom hole fore and aft. After that the top hole should be filled with epoxy or bondo and re-drilled with the rudder held tight in the lock down position. When the top casting is locked down it can be pushed forward a little more, so you want to jam it forward into the locked down cam leaving about 1/4" gap between the top of the rudder and the top casting. Mark the hole through the casting onto the rudder, then drill it about 1/16" towards the leading edge. If it doesn't work, try it again.

Probably the largest tuning aspect is in the sails in both batten tuning and how you sheet on each leg of the course. The mainsail has 8 battens; the 5 bottom battens are generally left untapered to get a 40% to 50% draft, and the top three are tapered from about 2/3's of the way back to the front edge. The top batten is shaped so that it is fairly soft, for a 30% to 35% draft at the top of the sail. What you're looking for is to keep the draft towards the middle of the mainsail, where the jib is in front of it. The three battens in the upper portion of the main, above the jib, are tapered to move the draft forward. The shorter the batten, the more it's necessary to soften it by tapering.

On the jib, what's wanted is a uniform shape to the sail. Slight tapering of the top two battens is needed, depending on the fullness of the sail. A flat leech with twist off is good for the slot. This is achieved by leaving the second half of the battens untapered. Twist is produced by moving the lead of the clew forward. Trimming off the excess batten length on the jib makes tacking and jibing a lot easier with fewer hangups on the jib halyard.

# Trimming

After the mast is raked, the battens tuned, rudders adjusted, it comes down to sailing the boat. Working the sheet to weather in all conditions is critical. If you see a puff coming, before the hull actually rises out of the water, be prepared to unsheet a foot or two of line instead of allowing the hull to come up. The boat actually gets driven through a puff rather than stopping in it. What you're trying to do is keep the weather hull at a steady position, just skimming on the top while working the sheet around the wind conditions. It's easy to get lazy and head up in a puff rather than work the sheet and really flu

At the same time the jib trim is critical. Oversheet the jib and it will close the slot and kill the main. If you undersheet, the jib won't be pulling enough, and the slot will be too open, although undersheeting is generally better than oversheeting. The main thing is to keep the boat moving.

Steering is held to a minimum with a slight bit of working the tiller, driving off for speed then letting the boat climb back up until it just starts to feel like its slowing down then fall off for speed again. This is all done slowly and smoothly, not in a jerky fashion. There's a slot or groove that you can feel, when the boat is in it you work your way to weather with good boat speed. To weather most people stand back with the bows up a little bit. A lot of crews tend to stand too far forward when trapezing to weather, standing back gives you more drive off the rudders

After the mast is raked, the battens tuned, rudders adjusted, it comes down to sailing the boat.

As the wind picks up and the boat gets more difficult to hold down, it works to start traveling the jib out before the main. Once the jib is traveled out and you still can't keep the boat down, then you start traveling the main. You've got to keep working the sheet, you can't just cleat it and never work it. In medium air everything is traveled in with the jib slot kept in perfect tune, keeping the weather hull light. In medium air the windward telltale on the main should just be flipping up while the leeward telltale on the backside of the main is flowing straight back. It is a common error to sheet the sail in until

both telltales are flowing straight back; if both are flowing straight back, the sail needs to be let out until the windward one starts flipping up a bit. This is especially true in the jib, the telltale should at all times have a back and forward motion on the windward side. Make sure the jib slot is open.

Light, choppy conditions take less sheet tension. The flatter the conditions, the more you can sheet. Power isn't needed when its flat, instead you can sheet a little tighter and sail higher. You also want to keep the jib slot more open and not strap the jib in tight. In very light air you still want to keep the slot open and do this by holding the jib away from the main.

# Tacking and Jibing

Fast tacks and smooth jibes can gain you a lot of distance throughout a race. especially with the length of time it takes to tack, and the distances that can be covered in that amount of time on a boat that moves very fast. Depending on the conditions different tacking and jibing techniques can be used; for example, on a lake with a smooth turn and the crack of the mainsail the jib barely needs to be backwinded, if at all. Whereas in choppy sea conditions you may backwind the jib for up to five seconds. When there are large waves or swells the wind direction changes at the tops and in the trough so that you have to steer to the wind change and plan your tacks where you expect to get headed. Generally there will be a lift up the wave and a header at the top. Going up the wave you lift higher than normal then hit the header at the top and it can almost automatically tack vou. Jibing in smooth conditions you can ride a puff low then jibe, doing it slowly and smoothly. On oceans or in choppy conditions you can jibe without losing any distance at all by squaring off a wave, riding it low and jibing at the base of it.

Continued on page 35



# MIDWINTERS WEST by Laura Leon

Hungry for Wind, Sun, and the First Major West Coast Regatta of the Year Record Crowds Traveled the Worn Roads to San Felipe

"Dos bonitas Dias." two beautiful days, was on the lips of every person who attended the Annual Hobie Cat Midwinters West Regatta. This year, March 6, 7, and 8 in San Felipe, Baja California over 1,000 people traveled 120 miles from the U.S. border to San Felipe's circular bay.

Felipe's circular bay. Even the scattered clouds held most of their moisture giving the travelers a safe trip. Although the 120 mile stretch was through desert terrain, the snow capped yet jagged Laguna mountain range kept one intrigued. Besides the difference in geography, passing through the rural towns and learning about the Mexican life styles was enlightening.

enlightening. In 1978, 1979, and 1980, the Midwinters attendance averaged around 225 boats. This year the record was set at 317. The racers participated in one of the nine classes. 67 Hobie 18's used the Midwinters West as their tune up regatta for the upcoming Hobie 18 Worlds.

Early Friday morning, most of the regatta participants had pulled into San Felipe parking their Hobies on the surfside. Many of the cats had been rigged by the time Wayne Schafers' race clinic began. At 10:30 Schafer gave his professional tips on starting, racing to the weather mark, and downwind tactics, for novices and any other ears that were curious.

A series of practice starts with a short weather leg had many of the sailors on the water a day before the actual races started. Stunningly, over 200 multicolored mainsails and jibs tested the Baja conditions.

First flag was flown at 11:30 on-Saturday with winds blowing around 5 knots, increasing by the end of the day to 12 knots. For the first time there was a separate start finish line, enabling classes to start the next race as soon as the entire class finished. Everyone got a lot of racing in with a total of five races in two days.

The wind clocked both days, starting in the morning from the north, swinging throughout the day towards the sea, then eventually coming out of the east. Starting lines were generally favored on the leeward end, although, one radical wind shift on Sunday caught many skippers off guard. As the winds varied, racers had an opportunity to demonstrate their light air abilities on Saturday, as well as their trapezing skills on Sunday.

Bob Thomas secured four firsts in the Hobie 18' class by getting consistently good starts, staying out of the wind

holes that existed along the beach, and playing the currents. Hobie Alter, Jr., came off with a series of good starts and consistent boat speed to win this inaugural event in the Hobie 16A class.

Geoff Walsh, master of boat speed on a Hobie 14, easily won the 14A class. Women skippers were making their mark in Hobie racing with newcomer Carla Mezo winning the 14B class John Schuch took top honors in the Orca class.

Before the trophy presentation, Les Luby awarded the 1980 Division #2 High Points honors. Walking away with the hand painted trophy plates were: Geoff Walsh, Hobie 14, Wayne Schafer, Hobie 16; and Nick Steele, Hobie 18.

This year Midwinters' trophies were miscellaneous glassware such as jars and brandy sniffers and a salad bowl with the "H" logo etched on the sides.

Special thanks is given to the Baja California Tourism Department, and the Tourist and Convention Bureau of Mexicali for their support throughout the event. Their help on the fishing boats (acting as chase boats during the races) and supplying the beer, margaritas, shrimp, fish and Mariachi band during the fiesta at the El Cortez on Saturday evening, contributed to another outstanding Midwinter event. Thank you also goes to the El Cortez Hotel for acting as the Midwinters headquarters once again.

A special thanks to Fasglass (makers of boat polish) for co-sponsoring this year's Midwinters, to Les and Naomi Luby, and Lui and Barbara Poitras from Division 2 for their help with scoring and other arrangements that made San Felipe "dos bonitas dias". Top honors went to:

Hobie 18A Bob Thomas/Fritzi

Huber, Oceanside, Calif Hobie 18 B — Ed Halloran/Kelly

Pike, Cerritos, Calif.

Hobie 18 Novice Scot Refuse/ Debbie Kuntz, Carlsbad, Calif.

Hobie 16 A - Hobie Alter, Jr./Sean

Plummer, Capistrano Beach, Calif. Hobie 16 B — Dan Ketterman/Jan

Ketterman, Long Beach, Calif.

Hobie 16 C - Rick Buchanan/Trish White, Oceanside, Calif.

Hobie 16 Novice - Michael

Clements/Sherrie Clements, Riverside, Calif.

Hobie 14 A — Geoff Walsh, Beverly Hills, Calif.

Hobie 14 B — Carla Mezo, Monterey Park, Calif.

Hobie 14 Orca — John Schuch; San Marcos, Calif 🛛 🛫



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# THE CONSCIOUS SAILOR: WHERE DOYOU FIND SAFETY?

# BY PAULA ALTER

n the zeal and excitement of flying along on a Hobie Cat with the spray tickling your face, thoughts of safety are generally far away. Everyone wants to MAX out in one way or another, but not to the limit of personal danger. Aspects of safety run from the obvious, (keeping your mast away from power line contact), to the less obvious, (which way will the boat drift if you flip and can't right it?)

Hobie Cats are sailed for excitement, adventure, relaxation, fun, and competition. Whatever your reason, a program of common sense while launching, trailering, and sailing is vital. Sailing is relatively safe as long as each person takes the time to make it that way.

Hobie Cats were designed for closeto-shore day-sailing and racing. The boats are not geared to carry safety equipment and need to be sailed within a range where help is available.

Accidents occur when nobody can help you. Not long after the production of the first Hobie 14, a man and his daughter flipped their P-Cat off the Southern California coastline. It was around sunset, no one saw them, and they were in bathing suits as it had been a nice afternoon.

Unable to right the boat, they spent the night drifting. The daughter died of exposure that night. Tragedies like this happen, but can be prevented. An occasional Hobie owner will get excited about his new boat and take off on a windy day in radical, unsafe conditions for his first try. Two high school boys, one an experienced sailor, the other with a new Hobie 16, launched off a beach in Texas during a storm. They were advised not to go out as the offshore conditions, along with the huge gulf swells, were a dangerous combination for the two sailors. By the time they were reported missing, the storm was at its peak and a search and rescue team did not find them for

several days. Both boys died. Boating accidents do happen, and they happen when help is unavailable. It's actually very simple. Don't get yourself into a position that will put you out of sight of people who can assist you. Offshore winds, even on a nice day, can mean trouble. Conditions where survival might be limited should be avoided.

When the Santa Ana winds blow from the desert to the sea in Southern California, the wind is warm and the sunsets beautiful. These are the evenings when a tipped over Hobie Cat can blow straight out to sea; a perfect evening cruise could end in disaster. Hobie Cats are built with positive flotation, they don't sink, but an upside

There's a risk in any sport, but all sailors can minimize the risk by understanding the conditions

down catamaran is certainly wet and uncomfortable.

Have you ever been cruising along, enjoying the day and turn around to find your skipper gone? It happens. More than one skipper has been shouting inaudible commands to a frantic crew as the boat continues to sail away. A single handing 16' sailor once flipped and righted his 16' then let go of the righting line. He watched his boat sail about 1/4 of a mile before flipping again. He started swimming for it but could see that the current was carrying it sideways. Taking the drift into consideration, he swam a collision course and missed the boat by a few yards. Fortunately, he had his lifejacket

on and was in a heavy traffic area where a fishing boat picked him up about three miles out from shore. Many people tell versions of this tale, falling off their boat, letting go, etc., and all have sworn to wear lifejackets in any kind of breeze.

Crews should know how to tack and sail the boat back to the skipper, or at least unsheet the mainsail, and turn the boat into the wind. If a skipper falls off on a windy day with an inexperienced crew on board, one idea is for the skipper to hang on to the mainsheet and flip the boat over. It's a much better idea than letting the boat sail away from you with a person who doesn't know the difference between the sheet and the tiller.

Safe sailing means figuring that something can go wrong, knowing whether you could be rescued, and knowing if you could survive in those conditions until help came. Generally onshore conditions are relatively safe; if anything happens the boat will eventually drift to the beach. When the wind blows offshore, if you're a few miles out and the boat won't right, you would probably feel differently about it.

There's a risk in any sport, but all sailors can minimize the risk by understanding the conditions, knowing where safety is, and how fast they can get to it. Long distance sailing on small open crafts such as Hobie Cats stretches the safety margin. The team that sailed the Cabo San Lucas Trip, a 1000 mile sail to the tip of Baja California, were aware of the limits of their Hobie Cats. They double rigged their boats, carried the necessary life saving equipment, and had a ground crew meet them in several locations. With all this preparation, they still lost one boat in heavy surf and became separated in the dark. They did make it, but the next group might not be so fortunate.

Another group of sailors attempted a crossing from Key Largo, Florida to



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### CONSCIOUS SAILOR continued

Bimini, 60 miles to the east: After eight days in angry 15 foot seas, (some of the sailors single handing their Hobie 16's), the majority of the group turned back. One person was the subject of a large search and rescue mission lasting several days. One newspaper article reported, "Before the group disintegrated in the confusion of darkness all of the Hobies, except one turned turtle at least twice; scattering the provisions some of which sank or drifted into the gulfstream."

The Worrell 1000 and other long distance races have helped popularize the concept of marathon sailing on Hobie Cats. Some organizers go to great lengths to ensure as much safety as possible for the sailors. Some groups consider having a chase boat enough. If a fleet of boats spread out in a choppy sea, a turtled Hobie may be impossible to see even <sup>1</sup>/<sub>2</sub> mile away, and a chase boat might not be enough protection. Few things are as changeable as the sea and weather, and a little Hobie Cat is no place to be when things change for the worse.

Many people have their own horror story of the time they came close to danger unexpectedly. One area of danger that is totally unnecessary and can always be prevented by a conscientious sailor, is mast and powerline contact. To most people powerlines have never been a threat, in fact, we're generally oblivious to their existence. Photographers find beautiful photographs ruined by a powerline in the background that wasn't noticed at the time the shot was taken.

Professional photographers train themselves to notice everything in their

To most people powerlines have never been a threat, in fact we're generally oblivious to their existence.

environment, including powerlines. Hobie Cat sailors need to develop this same sense. Powerline contact is fatal! Look up before launching, while pulling a boat on a trailor with a raised mast, and while sailing, especially on lakes and waterways. The water levels in some reservoirs can change as radically as 75 feet in 24 hours. Your favorite sailing place can change overnight. Be aware that powerlines exist and that they are often low enough to be dangerous.

Preventative maintenance, care, and awareness will keep sailing a safe activity. Be aware while launching through the surf and avoid having your body between the boat and the beach. If the boat gets wrecked, fine, but don't hurt yourself along with it, particularly if the boat becomes sideways to the waves. Be alert and sail defensively; don't depend on a power boat trying to miss you. More boats have been run over by power boats that people suspect. People are mistaken about the right of way rule. It is something to be aware of, but not to insist upon.

Lifejackets, flare kits, sealed masts, an active awareness of the danger of overhead powerlines and some common sense would prevent the majority of Hobie Cat accidents. People don't sail or use their boats with the same attention that they put into driving a car. Safe sailing requires putting some attention to it. You wouldn't drive your car for hours without looking around. There's a risk in any sport, but you can minimize it by thinking ahead and remaining conscious of the problems. Expect the unusual...and always know where safety is.



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Subject matter must consist of a Hobie sailboat. 1. The contest is open to all interested

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2. Color entries must be 35mm slides,  $2^{1}/4 \ge 2^{1}/4$ , or 4 x 5 transparencies. Black & white prints must be on either 8 x 10 or 11 x 14 paper.

Nonconforming entries will be ineligible for prizes. 3. Each entry must be labeled with the

photographer's name, address, the location of shooting, and the names of any recognizable people.

4. All entries become the property of Hobie Cat Corp. and may be used by them at any time for publication and within any context. Entries will not be returned.

5. All entries must be accompanied by an official entry blank.

6. Entries will be evaluated by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. Prizes will be awarded for the best photo of the month and the runner-up. The Grand Prize will be selected from all entries February 1, 1982. The judges may select Honorable Mention photos.

7. All subjects shown in photographs agree to allow use of their picture for promotional purposes by Hobie Cat. It will be the responsibility of the entrant to secure releases from all subjects included in the photos.

8. Entrants may submit any number of photos each month.

9. The prizes include only those items specifically stated. All other expenses including any applicable taxes will be the responsibility of the winner.

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Special Feature Fleet Location Listing RACING EDITOR Michele Krcelic REGATTA SCHEDULE Rose Roberts

The Racing Section of the Hobie Hot Line consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and only black and white glossy photographs. Sorry, we cannot accept color slides for this section. Send all contributions to: Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.



### MAJOR REGATTAS FOR 1981

APRIL 30 - MAY 3	F.A.L.H.H.C.F.F.R.R. Lake Havasu City, Arizona	H.C.A. 714/758-9100
MAY 16 - 17	ATLANTIC COAST CHAMPIONSHIPS Charleston, South Carolina	TIME-OUT 803/884-6116
MAY 23 - 25	MID-AMERICAS '81 Sunset Park, Lake Texoma, Texas	DALE HENNING 214/840-3537
MAY 24 - 30	lST HOBIE 18' WORLD CHAMPIONSHIPS Daytona Beach, Florida	H.C.A. 714/758-9100
JUNE 20 - 21	MID-EASTERN CHAMPIONSHIPS Sugar Lake, Grand Rapids, Minnesota	WAYNE THORSON 218/326-3318
JULY 10 - 12	Miller NORTH-EASTERN CHAMPIONSHIPS Wendt Beach, Angola, New York	TIM MOORE 716/941-6197
JULY 25 - 26	NORTH-WESTERN CHAMPIONSHIPS Golden Gardens, Washington	PAUL ULIBARRI 206/782-8080
AUGUST 27 - 30	SEAGRAM'S CANADIAN NATIONALS Lagoon City, Ontario, Canada	JACK BAKER MARINE 416/278-9741
SEPTEMBER 7 - 12	1981 HOBIE 14' EUROPEAN CHAMPIONSHIPS Majorca, Spain	
SEPTEMBER 7 - 12	18' NATIONALS Sudden Valley, Washington	H.C.A. 714/758-9100
SEPTEMBER 20 - 26	16' NATIONALS Ocean City, Maryland	H.C.A. 714/758-9100
OCTOBER 14 - 17	LADIES 14' NATIONALS Corpus Christi, Texas	H.C.A. 714/758-9100
OCTOBER 19 - 24	OPEN 14' NATIONALS Corpus Christi, Texas	H.C.A. 714/758-9100
NOVEMBER 22 - 28	6TH HOBIE 14' WORLD CHAMPIONSHIPS Fortaleza, Brazil	H.C.A. 714/758-9100

### HOBIE CLASS ASSOCIATION FLEET LOCATION LISTING

#Pleets which were formed during 1980 or 1981 (numbers re-assigned) \*1981 officers needed (will be added to "Possibly Inactive" list June 15th) \*Possibly Inactive (will be added to the inactive list July 1st) +Inactive (will be re-assigned during the 1981 season)

If you've noticed something is incorrect with your fleet such as: Commodore's name; Pleet Location; or Division please let us know hefore June 15th. If your fleet is listed as inactive but is not inactive please us know as soon as possible so it doesn't get re-assigned to someone else. Contact: Hobie Class Association c/o Rose Roberts, P.O. Box 1008, Oceanside, CA 92054 or call 714/758-9100.

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	August Wagner	Dana Point, CA	2	14.	Paul Ulibarri	Seattle, WA	4
*2. 3.	Ed Kinney Scott Dixon	Long Beach, CA Long Beach, CA	2	15. +16.	Tim Lewis	Ventura, CA	2
4.	Greg Weaver	San Diego, CA	2	17.	Mark Skvarla Tom Liston	Citrus Heights, CA Ypsilanti, MI	3
5.	Skip Holmes Dan O'Sullivan	Palm Harbor, FL Kailua, HI	8	19.	Russell J. Veenema	St. Thomas, U.S.V.I.	13
1 7.	Don Alexander Kevin LeGrand	Pasadena, CA Houston, TX	2	20.	Wyatt Mathews Ed Montague	Santa Clara, CA Modesto, CA	3
*9.	Charlie White	Lake Charles, LA	* 15	22.	'Paul Talbot	St. Albert, Alb., Canada	4
**10. 11.	Mark Chamberlain David Whitehill	Clear Lake, IA Orlando, FL	7 8	· 23. 24.	Jerry Forsyth Wally Myers	Dallas, TX Ocean City, NJ	14
**12.	Randy Bullard	Decatur, GA	9	25. 26.	Wally Neal	Tulsa, OK	14
@13.	Jess Lawless	Spokane, WA	4	20.	Fred Cuthbert	Indianapolis, IN	10

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
27.	Rick Loewen	Wichita, KS	. 14 .	149.	Jay Kalin	Parkville, KS	7
28. 029.	Bob Dugas David Jones	Natick, MA Merced, CA	12	150. @•151.	Gerry Pringle Larrie (Bear) Logue	Orillia, Ont., Canada Decatur, IL	10 10
30. *31.	John Jones Diana McCauley	Riverside, CA Brookfield; CT	2 12	152. 153.	Jerry Latvala Chuck Dwiggins	St. Simons Island, GA Gainesville, FL	9 . 8
*32.	Michael Worrell	Virginia Beach, VA	9	*154.	Peter C. Powell	Narragansett, RI	12
*33. *34.	Wayne Humbird Jennifer Jackson	Lake Jackson, TX North Palm Beach, FL	6	+155.	Dr. G. Cheatham, Jr.	Casper, WY	5
35.	John Emlet	Pensacola, FL	15	@157.	Bob Hay	Coleman, FL	8
36. 37.	Bob DePree Gary Baker	Miami, FL Bellingham, WA	8 4	158. *159.	Fred Rahn Brian Lewis	Springfield, IL Winnipeg, Man., Canada	10 7
*38. 39.	Herb Wiswall Les Smith	Watertown, SD Bradenton, FL	7 8	@160. @161.	Mike McCallum	Grand Junction, CO	5
e40.	Dave Bonesteel	Richland, MI	10	162.	Rich Wynne Gary Hine	Bryan, TX Waco, TX	6 14
*41. 42.	Britt Clarke Judie Johnson	Metairie, LA Temple Terrace, FL	15 8	@163. +164.	David Forsyth,	Redding, CA	3
43. 44.	Stan Derzypolski	Tallahasee, FL	15	165.	Dave Kruse	Mahtomedi, MN	7
45.	Ron Kern Greg Henry	Ft. Lauderdale, FL Cocoa, FL	8	166. 167.	Scott Rafuse Charles Teeters	Oceanside, CA Bakersfield, CA	2 2
@*46. *47.	Bryan Ferneyhough Gary Lane	Auckland, New Zealand Cincinnati, OH	Inter. 10	168. @169.	Gerald Jenkins Jay Collier	Rapid City, MI Cape Coral, FL	10
48.	Ray Talpas	Albuquerque, NM	5	@*170.	Jodi Stewart	Sarasota, FL	8
49. +50.	Chuck Watson	Clear Lake, MN	, 7	171.	Richard W. Akans Brian Price	Ann Arbor, MI Gananoque, Ont., Canada	10 12
*51. 52.	Grant Grove Nick VanBrunt	Las Begas, NV St. Paul, MN	2 `	173. @174.	Fred McIntosh Bob Cavallary	Ft. Myers Beach, FL	8
53.	Dan Breeden, Jr.	Isle of Palms, SC	9	@175.	Sid Smith	Rosedale, NY Albemarle, NC	12 9
*54.	Dan Freymeyer Adrian S. Lee	Baltimore, MD Baton Route, LA	11	@176. 177.	Bill Creadon Mike Johnson	Mohnton, PA Hitchcok, TX	11 6
56.	John Driver	Weston, CT	12	178.	Jack Pranzarone	Ft. Walton, FL	15
57. 58.	Geoff Walsh Dave Haehnle	Los Angeles, CA Clark Lake, MI	10	*179. **180.	Jon Casson Geroge Goebel	Woodland Hills, CA	Inter. 2
59. @60.	Rex Bristow Douglas G. Young	Springfield, MO Sandusky, OH	. 7	+181.	Dave Ridgway		
61.	Pat Moyle	Denver, CO	5	*183.	Michael Stephen	Kingshill, St. Croix, U.S.V.I. Toronto, Ont., Canada	13 10
62. 63.	Allen Teixeira Greg Myner	Clovis, CA Norman, OK	3 14	184.	Richard E. Wilcox C. W. Jager	Milton, VT London, Ont., Canada	12 10
64. 65.	Mike Holeman Mark Schleckser	Austin, TX	6 11	186.	Walter Kruger, Jr.	Rowayton, CT	12
66.	Scott Allen	Toms River, NJ Scottsdale, AZ	2	188.	Joh-Paul Larche John Carr	LaSalle, Quebec, Canada Tampa, FL	12 , 8
67. @*68.	Mike Tuckett Dwane Hinson	Salt Lake City, UT Manteo, NC	5.9	*189. 190.	Bill Sakovich Warren Kapln	CHRB, Saipan, C.M., Guam Linwood, NJ	Inter.
69.	Dave Boyle	Capistrano Beach, CA	2	@191.	Bill Abbott	Greensboro, NC	9
70. 71.	Bill Allen Rod Miller	Ocean Springs, MS Key West, FL	15 8	192. 193.	Lloyd Fox Paul Butler	Omaha, NE Eugene, OR	7
72.	Bob Rueter	Portland, OR	.4	@194. 195.	Ken Beard MacWright	Vallejo, CA	3
@*74.	Steve Petoskey	Keego Harbor, MI	10	*196.	Bennet Ackerman	Richland, WA Rockville, MD	11
*75. 76.	Mike Seamer H. W. Cunningham	Tamuning, Guam Fairhope, AL	Inter. 15	197. 198.	Roger Lesch Charles Michel	Rockport, MA Rapid City, SD	12
+77. 78.	James Fisher	Mayville, NY	16	*199. @200.	John Longueville	Carbondale, IL	10
79.	Al Sundquist	Pago Pago, American Samoa	16	@201.	Rodney Johnson Rob Fredregill	Norfolk, VA Pueblo, CO	95
**80.	Michael Coleman John Bauldry	Daytona, FL Goleta, CA	82	<sup>@</sup> 202. 203.	Rick Harter Larry Singleton	Escanaba, MI Reno, NV	10
+82.			9	*204.	John Hansel	Brewerton, NY	16
83. 84.	Randy Auten Jim Rasley •	Rock Hill, SC Des Moines, IA	7	205. @206.	Dorsey, Farris Ken Fitzer	San Mateo, CA St. Paul, MN	37
85. 86.	Ron Roskuski Scott Welliver	Columbus, OH Elmira, NY	10 . 16	*207. 208.	Bob Whissiel	Cheland, WA	4
87.	Mike Orloff	San Rafael, CA	3	209.	Rick Grauer Ray Bolduc	Fairfield, CT 'Amesbury, MA (located in NH)	12 12
88. 89.	Barbara Bartik John Werntz	Lake Havasu City, AZ Mishawaka, IN	10	+210. +211.	1		
e *90. 91.	Robin Johnson Ken Douglas	Falcon Lake, Man., Canada Fort Worth, TX	7 14	212.	Butch Mason	Olympia, WA	4
92.	Jesse Helms	Charlotte, NC	9	213. *214.	Robert L. Ammon Maria Riffel	Hawley, PA Vancouver, B.C., Canada	11 4
93. @**94.	Mike Hefner Dana Coltsman	Lafayette, LA Lake Winnipeg, Man., Canada	15	*215. 216.	Mike Mitchell Duke Niswander	Cedar Rapids, IA Marion, IN	7 10
95.	Merb Eaton	Bothell, WA	4	**217. +218.	David Fox	Chattanooga, TN	9
97.	Newsome Baker Nick Neville	Maryville, TX Henderson, NC	. 9	219.	Billy Joe Crider	Marion, KY	10
898. 99.	Mike Hutsal Chuck Miller	Clear Lake, Man., Canada Corpus Christi, TX	. 7.	•220. 221.	Dave LaCrosse Kenneth Guthries	Middleton, WI Richmond, VA	7 9
*100.	Don Ketterer	Newport, NC	9	222.	Colin Filshie	Pacific Grove, CA	3 /
*101. 102.	Jack Byrnes Joe McFarland	Wilmington, NC Laguna Vista, TX	96	223. @224.	Thomas S. Zalewski Jack McAllister	Wausau, WI Penn Yan, NY	16
103.	Steve Donahue Paul Stedman	Sioux Falls, SD Muncie, IN	7 10	+225.	Jeff Summerville	Anchorage, AK	4
*105.	Bob Hanson	Boise, ID	4	*227.	Pierre D. Barnes	Pierre, SD	7
@106. *107.	John Ayer Albert Aline	Steamboat Springs, CO Papeete, Tahiti	5 Inter.	228. @229.	Thomas Snodgrass Michael Stockhauser	Erie, PA Remsen, NY	16 16
+108.	Richard G. Winston	Great Neck, NY	12	+230.	Anthony Fisher	S. Windham, ME	12
*110.	Jim Trible	Victoria, TX	6	+232.			
111. @112.	Robert Chase Carl McGregor	Jacksonville, FL Moncton, N.B., Canada	8 12	*233. 234.	Miguel J. Salas Vega Red Harold	Cerro Del Vigia, Mazat., Mexico Millville, NJ	Inter.
@113. 114.	Joe Thompson Don Sinclair	Freeport, Bahama, Bahamas	Inter, 12	235. +236.	Bob Denton	Jackson, MS	15
115,	Jay Vincent	Halifax, N.S., Canada Wilmette, IL	10	*237.	Winfield Cooper III'	Port Huron, MI (Canadian Fleet)	
116.	Paul Coss Dennis Buckmaster	Winter Haven, FL Grand Rapids, MI	8 10	238. 239.	Heinz Krauss Dave Norman	Amsterdam, NY Akron, OH	16 10
118.	Tyler Simpson - Tim Moore	Tyler, TX Colden, NY	14 16	240. 241.	Chris Lash (V.C.) Jeff Olm	Bolder Creek, CA North Little Rock, AR	3 14
120.	Larry Kalata	Panama City, FL	15	+242.			
@121. 122.	Dean Herman Walter R. O'Grady	Coldwater, MI Fortaleza - CE, Brazil	10 Inter.	@243. +244.	Jane Loquasto	Grand Island, NY	16
123.	Bruce W. Strauss	St. Louis, MO	10	@245.	Gary R. Jenkins	Durango, CO	5
124.	Tim Palmer Bob Hausfchild	Bayport, NY Sioux Falls, SD	12 7	246. 247.	Wayne Thorson Paul Garlick	Grand Rapids, MN Rondeau Bay, Ont., Canada	7 10
126. 127.	Robert Bley, Jr. Scott P. McMillen	Chesterton, IN Jensen Beach, FL	10	248.	Joe Eaton Ellen Cain	Union Lake, MI Nashville, TN	10 15
128.	Bill Woods	San Antonio, TX	6	*250.	John Chamberlin	Middletown, NJ	11
129. +130.	Dana Biggs	Thunder Bay, N. Ont., Canada		251.	Dan Wilson Tony Phillip	Lawton, OK Lami, Fiji	14 Inter.
131. @132.	Steve Downham William A. Jenko	Oklahoma City, OK Kalimantan Timur, Indonesia	14 Inter.	253. @254.	Mike VanZandt Randy Ruttger	Dhahran, Saudi Arabia Bemidji, MN	Inter. 7
133.	Pedro Colon	Isla Verde, Puerto Rico	13	255.	Mickey Rose	New Albany, IN	10
*134. *135.	Ken Humphries Bruce R. Modes	Memphis, TN Ringwood, NJ	15 12	256. 257.	Charles H. Meyer, Jr. Mayo Boddie, Jr.	Rocky Mount, NC	16 9
*136.	Vinnie Vizzo Bill Heil	Enfield, CT Landing, NJ	12 11	258.	David Barkman J. Dan O'Donnell, Jr.	Holland, MI	10
*138.	Roberto S. Dorion	Guatemala, Guatemala	Inter.	+260.			
+139. 140.	Gary Swangler	Levittown, PA	11 0	*261. +262.	Jim Vosburgh	Sidney, B.C., Canada	4-
•141.	Robert Brooks	Columbia, SC	9 10	263.	Ron Rubadeau Bill Beglin	Kelowna, B.C., Canada	4
@142. +143.	Randy Oates	Louisville, KY		+265.	Bill Beglin	Cincinnati, OH	10
*144. @*145.	Wayne Schreck ' Chris Langston	East Lansing, MI Van Buren, AR	10 14	+266. 267.	Gary Kirschenmann	Philadelphia, PA	11
146.	Cinthia Dickerson	Wichita Falls, TX	14	268. +269.	Ernie Ekberg	Lubbock, TX	14
*147. *148.	Jerry Calhoun John Owen	Sherman, TX Bangkok, Thailand	Inter.	+269. +270.			

LEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*271.	John Smith	Newark, DE	11	297.	Stan Simmons	Emporia, KS	7
272.	Jim Fisher	Grinnell, IA	7	+298.			
273.	Tom Burrows	Florissant, MO	7	@299.	Bill Cabel	Oxford, N.S., Canada	12
*274.	David Socash	Rizal, Phillipines	Inter.	300.	Joe Maze	Westerville, OH	10
275.	Frank Mallory	Millis, MA	12				
+276.	Part and the second second second			301 - 399	European Fleets has	dled by Coast Catamaran France	
*277.	Tom Adams	Birmingham, AL	15				
278.	Lionel Conacher	Cambridge, Ont., Canada	10	400.	Bill McDaniel	Toledo, OH	10
279.	Jack Snedeker	Ann Arbor, MI	10	401.	Wiley Pollard	Shreveport, LA	6
280.	Jim Coddington	Stockton, CA	3	*402.	Brian WF Spence	Lago, Nigeria	Inter
281.	George Homenko	Santa Rosa, CA	3	403	Art Sims	Lynn, MA	12
282.	Scott Brubaker	Birmingham, MI	10	404.	Mike Cuzydlo	Angola, NY	16
*283.	Jeff Yeazel	Springfield, OH	10	405.	Andy Thompson	Boroko, Papua, New Guinea	Inter
284.	Phil Stephenson	West Liberty, OH	10	+406.			
285.	Ian Campbell	Curacao, Netherlands, Antilles	Inter.	407.	Gerri Ewing	Humble, TX	6
+286.				408.	Jeffrey Beard	Littlestown, PA	11
287.	John R. Medler	Saginaw, MI	. 10	409.	Daron Mackey	Racine, WI	7
288.	Dennis Henderson	Marquette, MI	10	*410.	Jay Wentworth	APO San Francisco, CA (Japan)	Inter
*289.	Luis Jose Cabral	Santo Domingo, Dominican Repub	. Inter.	411.	Clive Boulton	Dubai, IAE, Saudi Arabia	Inter
290.	Merritt Sparker	Danville, VA	9	*412.	Walter Boyle	Jeddah, Saudi Arabia	Inter
291.	Jim Brewer	Yankton, SD	7	413.	Wayne Fischer	Green Bay, WI	7
*292.	Tim Johnson	Traverse City, MI	10	414.	John Treacy	Conneaut Lake, PA	× 11
293.	Dave Chick	Bathurst, N.B., Canada	12	+415.	Links and the second second		
294.				416.	Ricahrd W. Davis	Hatfield, PA	11
295.	Paul T. Maciaszek	Rochester, NY	16	417.	Grant MacDonald	Springhill, N.S., Canada	12

\*Points Regattas

# **DIVISION 1**

May	16				Dean Froome			12		
				Kailua Beach, Lanikai Boat Ramp	808/261-2961			10.0	1000	
May	23	- 1	25	Don Ho Memorial Day Regatta Fleet #6	Dean Froome					
10.00				Kailua Beach, Lanikai Boat Ramp, HAWAII	808/261-2961					
June	14				Dean Froome	July	18	- 1	9	Treetopp
- unit					808/261-2961					Lake Isa
June	27	1	20		Dean Froome	July	19			Single 1
June			20		808/261-2961	-				Dana Poi
						July	23			Summer I
July		-	12		Dean Froome	early.				Fleet #3
					808/261-2961	*July	25	2.	6	Hobie 14
July	25	-	26		Dean Froome	-Jury	23		0	
				Fleet 36, Kokokahi Sailing Club, HAWAII	808/261-2961					Fleet #5
						July	26			Hulls Up

# **DIVISION 2**

*April 30 - May 3	F.A.L.H.H.C.F.F.R.R.	H.C
	Lake Havasu City, AZ	714
May 2	Spring #1	A.J 714
May 9	Dana Point, CA Fleet #1 Spring II, Race 2 Fleet #3, Long Beach, CA	Sco
	Fleet #3, Long Beach, CA	213
May 10	Hobie Olympics	Cha
	Buena Vista, CA Fleet #167	805
*May 16 - 17	Castaic Regatta	Dav
Caller States and	Castaic Lake, CA Fleet #180	805
May 16 - 17	Ladies' Spring Series - Sat. Fleet #66	
	Spring Series #2 - Sun. AZ	602
May 17	Spring #2	A.J 714
May 23	Dana Point, CA Fleet #1	Sco
nay 23	Spring II, Race 3 Fleet #3, Long Beach, CA	213
May 23 - 25	Memorial Day Regatta	Cha
	Avila Beach, CA Fleet #167	805
May 23 - 25	Fun Weekend	San
	Place to be announced Fleet #66	602
May 24	Port Why Hull Fly - Contest	Tim
· · · · · · · · · · · · · · · · · · ·	Ventura, CA Fleet #15	805
*May 30 - 31	Del Rey Regatta	Jam 213
May 31	Del Rey, CA Fleet #57 Single Handed #4	A.J
nuy si	Dana Point, CA Fleet #1	714
June 4	Summer I. Race 1	Sco
	Fleet #3, Long Beach, CA	213
June 6	Spring #3	A.J
	Dana Point, CA Fleet #1	714
*June 6 = 7	Hurricane Gulch	Pat
	Cabrillo Beach, San Pedro, CA Fleet #3 Summer I, Race 2	714
June 11	Summer 1, Race 2	313
June 13 - 14	Fleet #3, Long Beach, CA Windjammer	213, Cha
5 dile 15 - 14	Lake Isabella, CA Fleet #167	805
June 14	Summer Fun Race	Tim
	Ventura, CA Fleet #15	805
June 14	Spring Series #3	San
States and states	Lake Pleasant, AZ Fleet #66	602
June 18	Summer I, Race 3	Sco
	Summer I, Race 3 Fleet #3, Long Beach, CA Michelob San Diego Classic	213
*June 20 - 21	Michelob San Diego Classic	Mat 714
June 21	San Diego, CA Fleet #4 Spring #4	A.J
	Dana Point, CA Fleet #1	714
June 25	Summer I, Race 4	Sco
	Fleet #3, Long Beach, CA	213
*June 26 - 28	Fleet #3, Long Beach, CA 4th Annual Big Bear Gold Cup	Lar
	Cooke Marine, Big Bear, CA	714
June 28	Oneday Funday	Cha
7.1.1. 2	Britte Lake, CA Fleet #167	805. Sco
July 2	Summer II, Race 1 Fleet #3, Long Beach, CA	213
July 3 - 5	Sunrise Sail	San
		602
July 5		A.J
	Dana Point, CA Fleet #1	714
July 9	Summer II, Race 2	Sco
	Summer II, Race 2 Fleet #3, Long Beach, CA	213. Mil
*July 11 - 12	Port Hueneme Regatta	Mil
	Fleet #15, Oxnard, CA	805
July 16	Summer II, Race 3 Fleet #3, Long Beach, CA	Sco
	Fleet #3, Long Beach, CA	213,

.A. /758-9100 . Wagner 1/493-7285 tt Dixon /598-4149 orles Teeters 5/323-3743 ve Churchill dy DeCosta /948-4241 . Wagner tt Dixon /598-4149 rles Teeters. /323-3743 dy DeCosta /948-4241 Lewis /984-2058 hi Olson 3/391-0201 . Wagner /493-7285 tt Dixon /598-4149 Vagner V493-7285 Rathbun V964-1084 tt Dixon /598-4149 rles Teeters /323-3743 Lewis /984-2058 dy DeCosta /948-4241 2/948-4241 ott Dixon 3/598-4149 t Miller 4/455-7100 J. Wagner 4/493-7285 ott Dixon 3/598-4149 rry Cooke 4/866-7717 arles Teeters 5/323-3743 ott Dixon 3/598-4149 ndy DeCosta 2/948-4241 J. Wagner . Wagner 4/493-7285 ott Dixon 3/598-4149 les Wood 5/984-2058 ott Dixon 3/598-4241

July 18 - 19
July 19
July 23
*July 25 - 26
July 26
*August 1 - 2
August 6
*August 8 - 9
August 9
August 13
August 15 - 16
August 16
August 16
August 20
*August 22 - 23
August 27
August 29 - 30
September 5 - 7
*September 12 - 13
Provide a series of the series of the
September 13
September 19
September 20
September 20
September 27
September 27
September 27
October 3 - 4
October 3 - 4
October 10 - 11
October 11
October 11
October 17
October 24 - 25
October 25
October 31
November 7 - 8
November 8
November 22
December 6

Lake Isabella, CA Pleet #167
Single Uanded #5
Dana Point, CA Elect #11
Summer II, Race 4
Pleet #5, Long Beach, CA
Hulls Up Oneday
Lake Isabella, CA Pleet #167
Summer II, Race 1
Pleet #5, Long Beach, CA
Hobie 10\* Divisionals
Pleet #5, Long Beach, CA
Pleet #5, Long Beach, oper abella, CA Fleet #167 Uanded #5 Dint, CA <u>Fle</u>et #1 II, Race 4

Charles Teeters 805/323-3743 A.J. Wagner 714/493-7285

# **DIVISION 3**

\*May 9

\*May 16

\*May 30

\*June 6

\*June 1

\*June 2

\*July 4

\*July 11

July 2

\*August

Septemi

May 3

June 7

May 2

May 3

\*May 9 -

May 23

\*May 23

\*June 6

June 14

May 2	Coors Cup
	Rio Vista to Stockton Fleet #280
*May 9 - 10	Wet & Wild Regatta
	Woodward Reservoir, CA Fleet #21
*May 23 - 24	Silver State Invitational
	Lake Tahoe, CA Fleet #203
*May 30 - 31	3rd Annual Roaring 20's Regatta
	Coyote Point, San Mateo, CA
*June 13 - 14	Michelob Otter Regatta
	Monterey, CA Fleet #222
*June 20 - 21	Round Treasure Island Regatta
	Alamedă, CA Fleet #87
June 27 - 28	Commodore's Invitational
	Huntington Lake, CA Fleet #62
July 4 - 5	Lopez Invitational
	San Luis Obispo, CA
*July 25 - 26	Benecia Straights Regatta
	Benicia, CA Fleet #194
*August 8 - 9	Mile High Regatta
	Huntington Lake, CA Fleet #62
*August 22 - 23	Division #3 Championship Regatta
	Monterey Bay, CA
September 19	Inland Transpac
peember 15	Albany to Rio Vista, CA Fleet #8
November 14 - 15	
	Monterey Bay, CA Fleet #222
	noncercy bay, on Fleet #222

# **DIVISION 4**

- 10	Victoria Regatta
	Victoria, B.C., CN Fleet #261
- 17	Boston Harbor Regatta
	Olympia, WA Fleet #212
- 31	Ft. Warden Regatta
	Port Townsend, WA Fleet #95
- 7	Fern Ridge Reservoir Regatta
	Eugene, OR Fleet #193
3 - 14	Jericho Beach Regatta
	Vancouver, B.C., CN Fleet #214
7 - 28	Columbia River Regatta
	Portland, OR Fleet #72
- 5	Kelowna Regatta
	Kelowna, B.C., CN Fleet #263
1 - 12	Lake Whatcomb Regatta
1 - 12	Bellingham, WA Fleet #37
5 - 26	
5 - 20	Northwest Area Championships
8 - 9	Golden Gardens, WA Fleet #14
8 - 9	Division #4 Championships
	Ocean Shores, WA Fleet #72
Der / - 12	Hobie 18 National Championships
	Sudden Valley, WA

# **DIVISION 5**

Cochiti Lake, NM Fleet 448 Sumer Lake Regata First Annual Mid-May Open Regata Deer Creek Reservoir, UT Fleet 667 Nemoria Day Classic Byd Lake, CO Fleet 468 Alcova Lake Regata Alcova Lake Regata Saper, WY Fleet 418 Alcova Lake Regata Cochiti Lake, Smither 448 Cochiti Lake, Smither 448 Cochiti Lake, NM Fleet 448 Alcova Lake Regata Cochiti Lake, Smither 448 Cochiti Lake, CO Fleet 416 Contiti Lake, Smither 448 Cochiti Lake, Smither 448 Cochiti Lake, Smither 448 Cochiti Lake, CO Fleet 416 Contiti Lake, Smither 448 Cochiti Lake, CO Fleet 416 Contati Lake, NM Fleet 418 Cochiti Cochiti Cochiti Cochiti Cochiti Cochiti Cochiti Lake, NM Fleet 418 Cochiti Cochi May 9 - 10 \*May 16 - 17 \*May 23 - 24 May 23 - 25 June 5 - 13 \*June 6 - 7 \*June 13 - 14 June 20 - 21 June 27 - 28 \*July 3 - 5 July 4 - 5 \*July 18 - 19 August 1 - 2 August 15 - 16 September 5 - 7 September 19 - 20 October 10 - 11 October 30

# **DIVISION 6**

- 3	Big Fleet #8 Event!! Campout at Lake
	Somerville, Houston, TX
	Fund Raiser & Beach Parter
	Brownsville, TX Fleet #102
- 10	San Antonio Longneck Regatta
	San Antonio, TX Fleet #128
- 24	Ship Channel Screamer
	Brownsville, TX Fleet #102
- 24	Mid-Americas Points Regatta
	Fleet #8, Houston, TX
- 7	Ghost Fleet Regatta
	Indianola, TX Fleet #110
Ster.	Open Ocean Regatta
	Brownsville, TX Fleet #102

Kevin LeGrand 713/664-9016 Joe McFarland 512/546-0762 512/546-0762 Martin Jones 512/494-2144 Joe McFarland 512/546-0762 Kevin LeGrand 71#/664-9016 Jim Trimble 512/578-7280 Joe McFarland 512/546-0762

J	lune	6 -	7
*3	une	13 -	14
*J	une	20 -	21
J	lune	20 -	21
J	lune	21	
J	une	27 -	28
*J	lune	27 -	28
J	lune	27 -	28
*J	lune	27 -	28
J	une	28	
J	ulý	4 - 1	5
J	uly	4 - 1	5
J	uly	4 - ;	5
J	uly	18 -	19
J	uly	18 -	19
J	uly	18 -	19
*J	uly	25 -	26
J	uly	26	
A	ugus	t 1 .	- 2
*A	ugus	t 1 .	- 2
A	ugus	t 8 .	- 9
*A	ugus	t 15	- 16
A	ugus	t 22	- 23
A	ugus	t 23	
s	epte	mber	5 ~

September 13

\*May 9 - 10

\*May 23 - 24

May 24 - 30

\*June 13 - 14

\*June 27 - 28

July '11 - 12

\*July 18 - 19

\*June 20 - 21

\*July 11 - 12 July 11 - 12

\*July 25 - 26

\*August 8 - 9

August 23

September 6

September 20

October 4

October 11

November 8

November 22

December 6

December 12

May 23 - 25

May 30 - 31

\*May 30 - 31

\*May 30 - 31

June 6 - 7

May 24

August 2

John Wulff 209/478-0440

John Saylor 209/527-4794

Larry Singleton 702/851-0706

Russ Porterfield 408/244-2615

Colin Filshie 408/372-4271

Doreen Cutting 415/322-5493

Al Teixeira 209/834-5891

Dan O'Donnell 805/481-2005

Ken Beard 415/685-8705

Al Teixeira 209/834-5891

Ni Orsi 209/951-8288

Dorren Cutting 415/322-5493

Colin Filshie 408/372-4271

Jim Vosburgh 604/652-4207

Lou Powers 206/943-5497

Merv Eaton 206/362-7412 Larry R. Simpt 503/687-1087

Maria Riffel 604/685-5996

Bob Rueter 503/282-1444

Ron Rubadeau 604/652-4207

Dave Jarrett 206/733-1921 Paul Ulibarri 206/783-0646 Bob Rueter 503/282-1444

H.C.A. 714/758-9100

Michael Tuckett 801/848-5161

Ray Talpas 505/298-7027 Roger Eckhardt 505/672-1082

G. R. Cheatham 307/234-7363

# September 5 -September 5 -

# **DIVISION 8**

St. Petersburg, Regatta Dunedin, FL Fleet #5 8th Annual Jetty Park Regatta Cape Canaveral, PL Fleet #45 1st Hobie 18' World Championships Daytona Beach, FL Devil's Triangle Regatta Ft. Pierce, FL Fleet #127 Miami Beach, FL Fleet #136 West Palm Beach Regatta West Palm Beach Regatta West Palm Beach Regatta Colony Beach Classic Colony Beach, FL Fleet #39

Wayward Winds Points Regatta East Beach Travel Park, TX Fleet #8 Windjammer Points Regatta South Padres Imlaid, TX Fleet #102 Victoria Port Lavaca Regatta Indianola, TX Fleet #110 Fifth Annual Sand Dune Regatta Corpus Christi, TX Fleet #99 Back Bay Bottle Race Brownsville, TX Fleet #102 Division #6 Regatta Galveston Isalnd, TX Fleet #102 Division #6 Regatta Children's Beach Hull/Fly & Belly Board Pull/ Brownsville, TX Fleet #102 Bit of School Regatta Frownsville, TX Fleet #102 Ribbon Race Frownsville, TX Fleet #102 Suffing Contest & Beach Party Brownsville, TX Fleet #102 Suffing Contest & Beach Party Brownsville, TX Fleet #102 Treasure Hunt Brownsville, TX Fleet #102 Treasure HuntBrownsville, TX Fleet #102 Fromsville, TX Fleet #102 Marty Weick 713/481-6961 Marty Weick 713/481-6961 Robert Whittington 512/541-2129 Jim Trimble 512/541-2129 Joe McParland 512/541-2129 Joe McParland 512/546-0762 Joe McParland Joe McFarland 512/546-0762 Joe McFarland 512/546-0762 Joe McFarland 512/546-0762 Joe McFarland 512/546-0762 Joe McFarland 512/546-0762

# **DIVISION 7**

Brownsville, TX Fleet #102 Turkey Day Regatta Brownsville, TX Fleet #102 Wet Suit Regatta Brownsville, TX Fleet #102

Fleet Christmas Party Brownsville, TX Fleet #102

	Hobie Fleet #59 Race (1st of series)	Carl Votaw
	Fellows Lake, Springfield, MO	417/865-4230
	Ice Breaker Regatta	Jim Brewer
	Yankton, SD Fleet #291	605/665-4723
	Tune-up and Fun Day	Dick Jameson
	Smith Park, Lake Madison, SD Fleet #103	
	The Rat Race	Jim Rasley
	Saylorville Lake, IA Fleet #84	515/277-6683
	2nd Annual Blue Ribbon Regatta	Bill Whitehouse
	Lake Koshkonong, WI Fleet #220	608/756-5053
	Distance Race	Carl Votaw
	Stockton Lake, Stockton, MO Fleet #59 Regatta #1	417/865-4230
	Lake Oahe, Okabajo Beach, SD Fleet #227	Pierre D. Barnes 605/962-6441
	Division #7 Hang Ten Points Regatta	Dick Jameson
	Lake Madison, SD Fleet #103	605/336-6686
	Mid-Eastern Championships	Wayne Thorson
	Sugar Lake, Grand Rapids, MN Fleet #216	218/326-3318
	Regatta #2	Pierre D. Barnes
	Regatta #2 Okobojo Beach, SD Fleet #227	605/962-6441
	Club Series Regatta	Jim Brewer
	Yankton, SD Fleet #291	605/665-4723
	Fleet Points Race	Dick Jameson
	Smith Park, Lake Madison, SD Fleet #103	605/665-4723
	Ozark Mountain Cat Encounter Fleet #59	Carl Votaw
	Crab Tree Cove, Stockton Lake, MO	417/365-4230
	7th Annual Windjammer Regatta	Wayne Fischer
	Green Bay, WI Fleet #413	414/468-8971
	1981 Windjammers 7th Annual Regatta	Wayne Fischer
	Greenbay, WI Fleet #413	414/465-8392
	Club Series Regatta	Jim Brewer
	Yankton, SD Fleet #291 Regatta #3	605/665-4723
	Regatta #3	Pierre D. Barnes
	Okobojo Beach, SD Fleet #227	605/962-6441
	Hobie Fleet #59 Race (2nd of series)	Carl Votaw
	Stockton Lake, Stockton, MO	417/865-4230
	Fleet #291 Camp out & Fun Days	Jim Brewer
	Yankton, SD Regatta #4	605/665-4723
	Regatta #4	Pierre D. Barnes
	Ft. Thompson, SD Fleet #227 Fleet #103 Regatta	605/962-6441
	Smith Park, Lake Madison, SD	Dick Jameson 603/336-6686
	Big Ole Regatta	Ken Fitzer
	Lake Carlos, Alexandria, MN Fleet #206	612/738-2845
	Bent Mast Points Regatta	Lloyd Fox
		402/291-4155
	Club Series Regatta	Jim Brewer
	Yankton, SD Fleet #291	605/665-4623
	Yankton, SD Fleet #291 Regatta #5	Pierre D. Barnes
	Okobajo Beach, SD Fleet #227	605/962-6441
	WBYC Hobie Invitational	Dave Kruse
	St. Germain, MN Fleet #165	612/487-1658
	Governor's Cup Regatta	Pierre D. Barnes
	Okobojo Beach, SD Fleet #227	605/962-6441
	Division #7 Championships	Jim Brewer
	Yankton, SD Fleet #291	605/665-4623
	Fleet Points Race	Dick Jameson
	Smith Park, Lake Madison, SD Fleet #103 Club Series Regatta	605/336-6686
	Club Series Regatta	Jim Brewer
2	Yankton, SD Fleet #291	605/665-4723
7	Labor Day Regatta	Pierre D. Barnes
-	Okobojo Beach, SD Fleet #227	605/962-6441
7	Hobie Fleet #59 Race (3rd of series)	Carl Votaw
	Fellows Lake, Springfield, MO Yankton Fun Races & Fleet Picinic	417/865-4230
6	Yankton Fun Races & Fleet Picinic	Jim Brewer
	Yankton, SD Fleet #291 Club Series Regatta or Make-up Race	605/665-4723
	Yankton, SD Fleet #291	Jim Brewer 605/665-4723
	Tankton, ab Freet #291	003/003-4/23

Skip Holmes 813/855-6169 Don Shannon 305/783-5911 H.C.A. 714/758-9100 714/758-9100 Judy Soule 305/569-4809 Joe Oberman 305/238-8356 Jenni Jackson 305/848-5230 Charles Tomeo 813/792-0088

### 6 May/June 1981

Daytona Regatta Daytona, FL Fleet #80 Division #8 Championships St. Augustine, FL Fleet #111 \*August 1 - 2 Dan Heyse 904/673-1944 Robert Chase 904/721-1917 \*August 15 - 16 DUVISION TO May Day Regatts Cowan Lake, Wilmington, OH Fleet #17 Derby Pestival Ohio River, Cox's Park, OH Fleet #12 Beginner Racing Clinic Keego Harbor, MI Fleet #18 1981 Clark Lake Tce Breaker Clark Lake for Piest #18 1981 Clark Lake Tce Breaker Clark Lake, MI Fleet #18 1981 Clark Lake Tce Breaker Clark Lake for Piest #12 Full Moon Cruise & Race Barren River Resevor. Michand, MI Fleet #10 Clark Lake Open Richland, MI Fleet #10 And Annual Blue Ribbon Regatts Lakeland Campground, Milton, MIT # 220 Ohio Champs Regatts Saduuky, OM Fleet #10 Clark Lake Regats Mid-Ester Clambus, OH Fleet #122 Composition of the State State Arm Grand Traverse Bay, MI Fleet #292 Sandusky Bay Points Regats Sandusky, OM Fleet #10 Proke Lake Regats Mid-Ester Championships Grand Traverse Bay, MI Fleet #292 Sandusky Bay Points Regats Sandusky OM Fleet #10 Proke Lake Regats Mid-Ester Championships Grand Traverse Bay, MI Fleet #292 Sandusky Bay Points Regats Sandusky OM Fleet #10 For Mid-Ester Championships Mid-Ester Championships Mid-Ester Championships Mid-Sater Mit Fleet #12 Mid-Sater Championships Mid-Sater Sater Mit Fleet #14 Mid-Sater Championships Mid-Sater Steep Lake # 292 Mid-Sater Steep Lake # 292 Mid-Sater Steep Lake # 292 Mid-Sater Steep Lake # 14 Mitton Micham State Championships Mid-Sater Steep Lake # 14 Mitton Michamis Anter # 14 Mitton Michampionships Mid-Sater Mitton Mitt \*May 2 - 3 May 3 **DIVISION 9** May 9 2nd Annual Pam Walker Memorial Lake Murray, SC Fleet #141 Fleet #221 Race Richmond, VA @th Annual Salter Path Regatta Camp Morehead, NC Fleet #97 Atlantic Coast Championships Isle of Palms, SC Fleet #53 Learn to Race Claremont, VA Fleet #221 Virginia Beach, VA Fleet #221 Virginia Beach, VA Fleet #221 New Sailor's Weekend Henderson Point, NC Fleet #97 Sun Fun Points Regatta Myrtle Beach, SC Fleet #174 Jrd Annual Division 9 Championships Windmille Point, VC Fleet #97 First Annual Outer Banks Beach Club Regatta Mags Head Beach, SCI Devil Hills, NC First Annual Outer Banks Beach Club Regatta Mags Head Beach Kill Devil Hills, NC \*May 15 - 17 Pat O'Cain 803/359-3451 Leo Smith -804/222-8205 Nick Neville 919/492-7574 Dan Breeden 803/577-5239 \*May 2 - 3 \*May 23 - 24 May 3 May 23 - 25 \*May 9 - 10 May 30 \*May 15 - 17 \*May 30 - 31 803/577-5239 Leo Smith 804/222-8205 Ron Anthony 804/428-8987 May 23 - 24 \*June 6 - 7 \*May 30 - 31 June 7 May 30 - 31 Nick Neville 919/492-7574 \*June 13 - 14 \*June 6 - 7 David Moore 803/449-3924 June 20 - 21 \*June 13 - 14 Ken Guthrie 804/275-1224 \*June 20 - 21 June 20 - 21 Nick Neville 919/492-7574 \*June 20 - 21 \*June 20 - 21 Bill Tabb 919/441-4270 June 21 First Annual Outer Banks Beach Club Regatta Nags Head Beach, Kill Devil Hills, NC \*June 20 - 21 Bill Tabb 919/441-4270 \*June 27 - 28 def beach, all beach, all beach, all beach all amiles def th Annual Pamlico Regatta Rocky Mount, NC Fleet #257 Fleet #221 Regatta Claremont, VA 2nd Annual Choo-Choo Classic Chattanooga, TN Fleet #217 Fleet #221 Distance Sail Richmond, VA \*June 27 - 28 \*June 27 - 28 Mayo Boddie Jr. 919/977-0821 919/977-0821 Leo Smith 804/222-8205 David Fox 615/870-5149 Leo Smith 804/222-8205 Nick Neville 919/492-7574 Randy Auten 803/366-3622 Leo Smith \*July 11 - 12 July 4 - 5 \*July 11 - 12 July 18 - 19 July 18 - 19 July 19 Fleet #221 Distance Sail Richmod, VA Fleet #97 Series Race #3 Radio Island, Morehead City, NC lst Annual Lake Wylie Points Regatta Lake Wylie, SC Fleet #83 Fleet #221 Regatta Richmod, VA July 25 - 26 July 18 - 19 \*August 1 - 2 July 19 
 August 2
 Fleet #221 Regatta Richmond, VA

 \*August 8 - 9
 4th Annual Sandlapper Regatta Isle of Palms, SC Fleet #53 Picet #221 Picnic and Race Richmond, VA

 August 29 - 30
 Fleet #97 Series Race #4 Henderson Point, NC

 September 12 - 13
 Fleet #221 Championships Richmond, VA
 August 2 Leo Smith 804/222-8205 \*July 25 - 26 Dan Breeden 803/577-8139 July 25 - 26 August 1 Leo Smith 1 804/222-8205 Nick Neville 919/492-7574 \*August 1 - 2 Leo Smith 804/222-8205 \*August 8 - 9 Richmond, VA Fleet #97 Series Race #5 White Lake, NC October 17 - 18 Nick Neville 919/492-7574 \*August 15 - 16

# **1981 DIVISION · 9 · CHAMPIONSHIPS** JUNE 13&14 WINDMILL POINT, VIRGINIA

JOIN FLEET 221 AS THEY HOST THE **DIVISION 9 CHAMPIONSHIPS AT WINDMILL POINT MARINE** RESORT ON THE BEAUTIFUL CHESAPEAKE BAY. THIS SITE SOME OF THE BEST SAILING ON THE EAST COAST. OFFERS \* MOTELS, CAMPING, RESTAURANT, SPECIAL HOBIE RATES \* **REGISTRATION FEES:** HOBIE 16 & 18 - \$16.00 HOBIE 14 - \$13.00 **INCLUDES: TEE SHIRTS & BEER** FOR SKIPPERS & CREWS FOR ALL CLASSES (SKIPPER & CREW) TROPHIES **!! EXCELLENT** LOCATION, FACILITIES, & RACE COMMITTEE !! FOR FURTHER INFO: SPONSORED BY : Ken Guthrie - (804)-275-1224 Seven - Up Trail 'n' Sail Ron MaGee - (804)-794-8736 First and Merchants Bank **Carrier** Air Conditioning Bob Pareene - (804)-598-2216 Stanley Stegmeyers

# **DIVISION 10**

Dan Shank 606/525-0169 Al Wolczyk 502/267-5803 Mike S. Garrett 313/482-5851 Lynn Vermeulen 517/529-9338 Barbara Strauss 618/466-8859 018/466-8859 Al Wolczyk 502/267-5803 Dave Bonesteel 616/629-9154 Bill Whitehouse 608/756-5053 Catherine McCormick 614/855-1221 Pob Youwa Rob Young 616/938-2705 Doug Young 419/626-2741 Al Wolczyk 502/267-5803 John Werntz 219/289-0155 Wayne Thorson 218/326-3318 Rob Young 616/938-2705 Wayne Fischer 414/468-8971 Tom Listen 313/483-6782 Tom Liston 313/483-6782 Al Wolczyk 502/267-5803 Doug Young Doug Young 419/626-2741 Dave MacHardy 519/471-8126 Rob Young 616/938-2705 Tom Lauer 317/291-7758 Daron Mackey 414/657-4400 Doug Young 419/626-2741 Ric Balesky 517/821-9321 Kirk Nims 313/665-6362 Jay Vincent 312/256-3046

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ugust 15 - 16	Dubonnet Ontario Regional Championships Rondeau Bay, Ont., CN F1-et #247	Dave MacHardy 519/471-8126
ugust 21 - 23	5th Annual Pizza Hut/Ford Lake Sail Hobie 16' Regatta/Ford Lake, MI Ft #171	Dick Akans 313/697-3621
ugust 22 - 23	Admirals Cup/Cutless Race Wilmette to Waukegan, IL Fleet #115	Harry League 312/251-1211
ugust 23	East Arm Grand Traverse Bay, MI Fleet #292	Rob Young 616/938-2705
ugust 30	East Arm Grand Traverse Bay, MI Fleet #292	Rob Young 616/938-2705
eptember 6	East Arm Grand Traverse Bay, MI Fleet #292	Rob Young 616/938-2705
eptember 13	Women's 14' Pre-Qualifying Regatta Corpus Christi, TX Fleet #58	Terri Pease 517/529-9945
eptember 20	East Arm (Weather Permitting) Grand Traverse Bay, MI Fleet #292	Rob Young 616/938-2705
	Sandusky Bay Fall Regatta Sandusky, OH Fleet #60	Doug Young 419/626-2741
ctober 10 - 11	Barren River Regatta Barren River, OH Fleet #142	Al Wolczyk 502/267-5803

*September	12 - 13	2nd Annual NJ State Championships	Peter Busichio
		Sandy Hook, NJ Fleet #250 (1982 Points)	201/747-0808
September	13	Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530
September	20	Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530
September	20 - 26	16 National Championships	H.C.A.
		Ocean City, MD	714/758-9100
September	27	Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530
October 3	- 4	Fall Wind-up Regatta	Dan Freymer
		Sandy Point State Park, MD Fleet #54	301/757-7616
October 4		Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530
October 11	D WHY C	Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530
October 18	10.00	Fall Series	Mark Schleckser
		Bricktown, NJ Fleet #65	201/477-3530

# **DIVISION 12**

# **DIVISION 11**

ny 2 - 3	Tune-up Regatta	Dan B
	Sandy Point State Park, MD Fleet #54	. 301/1
iy 3	Spring Series	Mark
Statistic states	Bricktown, NJ Fleet #65	201/4
ay 9 - 10	Rehobeth Points Regatta	Tom H
	Rehobeth, DE Fleet #271	302/8
ay 10	Spring Series	Mark
.,	Bricktown, NJ Fleet #65	201/4
y 16 - 17	Maryland State Championships	Cindy
	Gun Powder State Park, MD Fleet #54	301/7
y 17	Spring Series	Mark
1 ×1	Bricktown, NJ Fleet #65	201/4
y 24	Spring Series	Mark
13 24	Bricktown, NJ Fleet #65	201/4
y 30 - 31		Mark
iy 30 - 31	Annual Barnegat Bay Spring Regatta	
	Shore Acres Yacht Club, NJ Fleet #65	201/4
ine 6 - 7	Division Eleven's Championships	Wally
Class Reality	Ocean City, NJ Fleet #24	609/3
ine 13 - 14	Atlantic City Regatta	Warre
	Atlantic City, NJ Fleet #190	609/8
une 20 - 21	Spray Beach Points Regatta	Gary
	Spray Beach, NJ Fleet #267	215/1
ine 27 - 28	Cape May Classic	Richa
	Cape May, NJ Fleet #416	215/6
ly 11 - 12	Elk Neck State Park Regatta	Ed Tu
11 - TO. 8 - 1	North East, MD Fleet #54	301/2
ugust 1 - 2	Pleasantville Yacht Club Regatta	Bill
	- Pleasantville, NJ Fleet #73	609/6
	the second s	

Freymer 757-7616 Schleckser 477-3530 Hagy 834-8414 Schleckser 477-3530 y Tennyson 757-7616 Schleckser 77-3530 Schleckser 477-3530 Schleckser 477-3530 y Myers 399-9575 en Caplan 822-0053 Kirschenmann 739-9488 ard Davis 675-0780 urner 268-5878 Hiller 641-9083

May 2 - 3 \*May 16 - 17 May 23 - 24 •May 30 - 31 \*June 6 - 7 \*June 13 - 14 June 13 - 14 \*June 20 - 21 June 27 June 27 - 28 July 11 July 18 - 19 July 25 \*July 25 - 26 \*August 1 - 2 August 8

And Annual Twin States Regatts Greenwood Lake, NY/NJ Fleet #135 7th Annual Polar Bear Regatts Season Opener 4 Bace Clinic Fleet #03 7th Annual WEN-PM Long Island Sound Championahips, Westport, CT Fleet #136 7th Annual Michelok Regatts Bampton Beach, NK Fleet #28 7th Ansachusetts State Championships Sth Annual Arey's Open Regatts Bon Air 4 Silver Stay, NK Fleet #03 7th Annual Arey's Open Regatts Band Lift Fun Race Pietet #117 Fun Race Fleet #117 Fun Race Fleet #117 Fun Race Michey Point, Gun Lake, MI Fleet #209 Championships Niedet 117 Fun Race Michey Point, Gun Lake, MI Fleet #109 Championships Niedet 117 Fun Race Michey Point, Gun Lake, MI Fleet #107 Fun Race Michey Iso Championships Invisional Niedet 117 Fun Race Michey Point, Gun Lake, MI Fleet #107 Fun Race Michey Iso Championships Invisional Niedet 117 Fun Race Michey Iso Championships Michaine Mid-Summer Classif Dend Statene Run Fleet #20 Distance Ru



### 1981 Mammoth Hobie Sail/Ski Memorial Day Weekend, May 23-25

A weekend of sun and snow in the High Sierras, sponsored by Coors Beer and Mammoth Mountain. Hobie 16 and 18 skippers and crews will race as teams on the slalom course at Mammoth Mountain and on Hobie Cats at Lake Crowley. Hors d'oeuvres, two BBQ's, beer, T-shirts, racing bib, door prizes, and Sea & Ski tote bags are covered in the \$36.00 (per team) entry fee. Beautiful Sail/ski trophies by Joni Carter will be awarded. Accommodations at Mammoth Mountain Inn are available. Schodula of Event

	Schedule of Events
Friday May 23	Registration at Mammoth Mountain Inn from 4:00-6:00 p.m., Happy Hour
Saturday May 24	Registration at Mammoth Mountain Inn from 10:00-12:00 a.m. Hors d'oeuvres, Happy Hour, and video replay of last years events from 5:00-7:00 p.m.
Sunday May 25	9:00 a.m. Skippers meeting at Lake Crowley, BBQ and three races. 7:30-9:30 Happy Hour at Mammoth Mountain Inn with video replay of days events.
Monday May 26	Ski Race at Mammoth Mountain 10:00-12:00 a.m. Awards and BBQ after the races at Mammoth Mountain.
	ormation contact: Kathy Ronin, P.O. akes, CA 93546. attn: 81' Sail/Ski



Fleet Four is proud to announce that Coast Distributing, our local MICHELOB distributor, is sponsoring the CLASSICI T shirts are now included in the entry fee along with . . . Hats with the CLSSIC logo Beautiful trophies for those who place, a hot dog dinner Saturday night, MICHELOB beer, cola, Ladies race Sunday, complete with trophies, TWO separate race courses with separate sets of large regatta marks and two committee boats (FIVE FLEETS PER COURSE). This means more racing and less sitting! Of course, we will also be having our usual drawing for many fine gifts before the awards presentation! WE HOPE TO SEE YOU THERE!

IMPORTANT: THE PARK DEPARTMENT HAS PLACED A LIMIT ON THE NUMBER OF BOATS HAT MAY ENTER ... 300, SO PLEASE REGISTER EARLY HOBIE 18 A, B, C & HOBIE 16 A, B, C, NOVICE S20.00 HOBIE 14 A, B, C, ORCA S12.00 LADIES RACE S FREE LATE FEE ON ENTRIES POSTMARKED AFTER 6/7/81 \$2.00

REGATTA INFORMATION: MATT MILLER, Work: 455-7100, Home: 270-6680. MAKE CHECKS PAYABLE TO: HOBIE FLEET FOUR, 3223 Lahitte Ct., San Diego, CA 92122. ALL IN ALL, IT PROMISES TO BE A GREAT WEEKEND OF RACING AND FUNIT

Weekend

August 15		Fleet #117 Fun Race	Denny Buckmaster
		Murphy's Point, Gun Lake, MI	616/381-5232
August 22	- 23	Hobie Olympics (Comp. between Fleets)	Ray or Jan Bolduc
		Lake Winnipesaukee, Arey's Marina, NH	617/381-5232
September	5	Fleet #117 Fun Race	Denny Buckmaster
		Murphy's Point, Gun Lake, MI	616/381-5232
September	5 - 6.	Labor Day Weekend Bonanaza	Ray or Jan Bolduc
		Arey's Marina, NH Fleet #209	617/388-4307
September	6	Fleet #117 Fun RAce	Denny Buckmaster
		Murphy's Point, Gun Lake, MI	616/381-5232
*September	12 - 13	5th Annual Seamen's in the Surf Regatta	Bob Cavallary
		Lido Beach, NY Fleet #174 (1982 points)	
September	19	Last Chance Regatta	Ray or Jan Bolduc
		Arey's Marina, NH Fleet #209	617/388-4397
September	26 - 27	The Connecticut State Championships	Diana McCauley
		Candlewood Lake, CT Fleet #31	203/775-3433
*October 3	- 4	4th Annual Boodles w/a Slice of Lime	Steve Noves
		Madison CT Float #136 (1982 points)	203/421-3872

# **DIVISION 13**

### DOMINICAN REPUBLIC

June 6 - 7	IV Regata Catamaranes Hobie Cats 1981	Oscar Valiente
	Boca Chico - La Caleta	566-4772
July 18 - 19	V Regata Catamaranes Hobie Cats 1981	Jorge Abreu
	Bahia de Andres, Boca Chica	688-0929
August 15 - 16	VI Regata Catamaranes Hobie Cats 1981	Directive FDY
	Juegos Nacionales Barahona	688-5838
September 13	VII Regata Catamaranes Hobie Cats 1981	Marino R. Baez
	Bahia de Anres, Boca Chica	565-5378
December 5 - 6	VIII Regata Catamaranes Hobie Cats 1981	
	Sans Souci-Haina-Sans Souci	688-5838
and a set of the set of the set		•
PUERTO RICO		
*May 23 - 25	Perrier Cup Regatta	Dorian Goldberg
A STATE AND A STAT	Puerto Rico Fleet #133	726-5794
*June 6 - 7	Boqueron Regatta	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
June 13	Ladies Day Regatta	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
June 28	San Juan Cup	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
*July 4 - 5	3rd Budweiser Cup	Dorian .Goldberg
Contraction of the last	Puerto Rico Fleet #133	726-5794
July 19	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
*July 25 - 26	Constitution Day Regatta	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
August 2	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
August 9	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
*August 15 - 16	Roosevelt Roads Regatta	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
August 23	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
'September 5 - 7	Salem Pre-Worlds	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
September 13	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794
October 10 - 12	Kelly Cup Regatta	Dorian Goldberg
Section 1. Sector	Puerto Rico Fleet #133	726-5794
November 7 - 8	Sunday Series	Dorian Goldberg
	Puerto Rico Fleet #133	726-5794

# **DIVISION 14**

*May 9 - 10	9th Annual Spring Points Regatta	Gregg Myner
	Lake Thunderbird, Norman, OK Fleet #63	405/321-0896
*May 23 - 25	Mid-Americas '81	Dale Henning
	Sunset Park, Lake Texoma, TX	214/840-3537
*June 6 - 7	Showdown at the Waco Corral	Gary Hine
	Waco, TX Fleet #162	817/772-4570
June 6 - 7	Sticker Patch Regatta	Don Kendrick
	Lubbock, TX Fleet #268	806/793-6309
*June 20 - 21	7th Annual Eiffel Tower Regatta	Steve Downham
	Oklahoma City, OK Fleet #131	405/848-4110
*July 11 - 12	2nd Annual Michelob Hobie Cat Regatta	Mike Dickerso
	Lake Arrowhead, TX Fleet #146	817/766-1558
*July 18 - 19	6th Annual Prairie Regatta	Jim Carlson
	Cheney Reservoir, KS Fleet #23	316/686-0825
*August 8 - 9	Northeast Oklahoma Catfight	Mike Poston
	Ft. Gibson Lake, OK Fleet #25	918/622-8030
August 8 - 9	Funday - Women's Regatta	Don Kendrick
	Lubbock, TX Fleet #268	806/793-6309
*August 15 - 16	12th Annual Division 14 Championships	Dale Henning
	Lewisville Park, Lake Dallas, TX	214/840-3537
August 29 - 30	Bra Buster '81	Dale Henning
	Lake Dallas, TX Fleet #23	214/840-3537

# **DIVISION 15**

*Xay 2 - 3
•May 9 - 10
•May 16 - 17
•May 23 - 24
*May 30 - 31
*June 6 - 7
*June 13 - 14
*August 1 - 2

Batten Buster Regatta Panama City, FL Fleet #120 Cajun Classic Lafayette, LA Fleet #93 Hogs Breath Regatta Ft. Walton Beach, FL Fleet #178 Jrd Dixie Invitational Jackson, MS Fleet #235 Broken Mast Regatta Memphis, TN Fleet #134 Pensacola Regatta Pensacola, FL Fleet #135 Gulf Coast Championships Mobile, AL Fleet #75 Division #15 Championships Public City, FL Fleet #120

Larry Kalata 904/265-2600 Mike Hefner 118/875-4244 Lance Jorgensen 904/243-1083 Joe Stianche 601/855-3014 Bert Zinkhand 901/324-3224 John Emlet 904/434-5064 Harvey Cunningham 205/928-1905 Larry Kalata 904/265-2600

# **DIVISION 16**

Sth Annual Madcatter Regatta Oncida Shores Park, NY Pleet #204 Jrd Annual Ontario Open Fleet #295 Charlotte Beach, Rochester, NY Lake Erie Championships Lake Erie Championships Wendt Beach, Angola, NY Fleet #11" Division 16 Championships Watkins Glen, NY Fleet #86

Pat Caster 315/699-7985 Pat Harris 716/586-0692 Tom Snodgrass 814/838-9448 Tim Moore 716/941-6197 Scott Welliver 607/732-3959

# INTERNATIONAL

### HOBIE CLASS ASSOCIATION OF ITALY INTERNATIONAL DIVISION

·say 16 - 17

\*June 13 - 14

\*June 26 - 28

\*July 10 - 12

\*August 8 - 9

1

2

Contraction of the second	
- 3 May	Cirterium Catamarani
	Un. Velica Maccagno
- 3 May	Circolo Nautico Regata
	Circolo Nautico
6 - 17 May	Trofeo Internazionale
	Fraglia della Vela
1 May	Regata delle Rose
	Centro Nautica Sport
- ,7 June	Regata di Pentecoste
	Lega Navale Italiana
3 - 14 June	Regata della Versilia
	Compagnia della Vela
0 - 21 June	Regata del Sole
	OXA
July	Trofeo A.M.TE.L.
	Centro Nautica Sport
9 July	Trofeo A.N.TE.L.
	Centro Nautica Sport
1 July -	and the second
- 2 August	Campionato Italiano Hobie Cat 14
8 - 30 August	Campionato.Italiano Hobie Cat 16
9 - 20 September	Tr. Torre Pendente
and the second sec	Lega Navale Italiana
3 December	X Miglia di Natale
	RO.MA.RE.

### PLEET #253, INTER. DIVISION DHAHRAN, SAUDI ARABIA PLEET RACE SCHEDULE

	the state of the second st
May 1	Spring Series I
May 8	Spring Series I
May 15	Spring Series I
June 4 - 5	Regatta #2 Alternate date June 6th
June 26	Summer Series
July 3	Summer Series
July 10	Summer Series
July 17	Summer Series
August 7	Late Summer Series I
August 14	Late Summer Series I
September 4	Late Summer Series II
September 11	Late Summer Series II
September 23 - 24	Regatta #3 Atlernate Date September 25
October 29 - 30	Regatta #4
November 13	Winter Series I
November 20	Winter Series I
November 27	Winter Series I
December 4	Winter Series I
December 17 - 18	Regatta #5 Points Championship

### 14/16/18 Lago di Bracciano 14/16/18 Marina di Pisa 14/16/18 Forte dei Marmi 14/16/18 Lago di Bracciano 14/16/18 Lago di Bracciano 14/16/18

Lago Maggiore 14/16/18 Cesenatico 14/16/18

Lago di Garda 14/16/18

Lago di Bracciano 14/16/18 Marina di Pisa 14/16/18 Marina di Pisa 14/16/18 Lago di Bracciano 14/16/18

# **WE PROUDLY PRESENT THE FIRST ANNUAL 1981**



A STATE OF A	
Date:	Saturday & Sunday, June 20 & 21
Place:	Outer Banks Beach Club Nine Mile Post Kill Devil Hills, N.C.
Time:	Saturday Morning
Prizes:	Four Deep—All Classes 1st Prize Throphy plus 3-day vacation for two! 2nd Prize Minolta Weathermatic Camera! 3rd Prize Hang Gliding Lessons for Two! 4th Prize 80 qt. Coleman Snowlite Cooler! Plus many more prizes!
After:	Saturday after the competition, enjoy A "Carolina Pig Pickin" Refreshments & Entertainment

Count Me In. send registration package and complete details.

NAME	A DATA MARK		
ADDRESS	State Server 41	Stran Art	
CITY	STATE	ZIP	1.00

FLEET AFFILIATION\_ CLASS\_\_\_\_\_

# Outer Banks & Beach Club Its About Time. An Interval Ownership Resort.

MAIL TODAY: Outer Banks Beach Club, Drawer M, Kill Devil Hills North Carolina, 27948

# FLEET NEWS

# AS REPORTED BY THE FLEETS

# **DIVISION 3**

CLEAR LAKE REGATTA FLEET #205, DIVISION #3 CLEAR LAKE, CALIFORNIA MARCH 14 - 15, 1981 BY DORSEY G. FARRIS

The sun rose slowly from the eastern sky, revealing Clear Lake lying guiet and cold in her early morning light.

As darkness gave way to the light, they started to arrive. A few at first then more and more, like a swarm of bees on a field of flowers.

And so started Division #3's first points regatta of the season. 88 Hobies; 18's, 16's and 14's were readied for the battle that would begin at 12 o'clock high.

Skippers meeting brought with it dark clouds and a postponement of the first race with no wind. But wait, the flag it moved, I feel it, look on the water, YES, I see it "WIND". Off they went, 88 Hobies to race from one end of the course to the other then back again, with hopes of finding themselves at the head of the pack as they crossed the finish line.

So race they did for 5 hours that first day in winds that challenged even the best skippers.

The boats were gathered on the beach that night to await tomorrow. Their masts reached high to the sky for a touch of moon light, but no, nothing but clouds.

And then just as dawn was about to arrive on this quiet scene of boats, beach and lake, the first drop appeared on the yellow tramp of a Tequila Sunrise. Yes, the rains came, cold and steady with no wind dampening the spirits of even the most hearty racer.

The rain had won today and so ended Fleet #205's first points regatta.

# **DIVISION 4**

NUT FREEZER #5 FLEET #95, DIVISION #4 GREENLAKE, WASHINGTON

With almost a solid week of sun, to wind and a buffering high pressure system perched over Seattle holding out any hope of wind, the outlook for Sunday's race was dismal. Fortunately, Saturday night saw the moving in of a low pressure front bringing with it wind (yeah) and rain (boo).

The starting line, one end the shore and the other a buoy, made for varied starting tactics. A



start on port tack near the pin and working the shore could have been favored with the right wind, but due to unstable conditions a starboard tack on the pin to get out in more air seemed appropriate. Some confusion on the line was emminent. In the first race an ex 16 sailor forgot he had two more feet of boat under him and tried to start with the 16's--of course it was all the crews fault (sorry Jean

To make races interesting A mark was set near the Aqua Theatre, close to shore, with eddy effects from the shore and trees. The wind near A mark often receded and sometimes went round like a whirl-wind. Negotiating A mark (for some of us) was the most difficult endeavor of the day. Even the best of sailors ended up on top of A mark rather than rounding it. Beleive me, there is no graceful way to remove a mark once its stuck under the trampoline!

The finishing line took many by surprise with the pin end being favored by a lift, more wind and a shorter distance. Many boats were caught by others behind them pinching high and using a burst of speed at the end.

A special thanks must be expressed to the organizers of this event, Bill Glover and Merv Easton and expecially to John Fisken of the Seattle Sailing Club for helping set the marks and commandering a chase boat.

# **DIVISION 6**

IDES OF MARCH POINT REGATTA FLEET #407, DIVISION #6 LAKE CONROE, TEXAS BY CINDY & STEVE GRIFFIN

The new kids on the block, Fleet #407, hosted their first points regatta, The Ides of March. Also, this was the first points regatta of the year for Division 6, to kick off the 1981 race season. With one hundred and five boats registered at ten o'clock Saturday, everything was set for a great race. Ceasar was warned to, "beware of the Ides of March," but the participants of this regatta

had no pre-warning of the excitement to come on a mid-March weekend. For instance, slow winds of only 5 mph, the large amount of hull-bumping was unbelievable. Saturday was not a total loss, even with the light airs, three great races were held. The drifting monotony was broken up by a lunch break of cold Coors beer. The suds were also distributed between the second and third back to back races. A good race day was ended with a delicious meal catered by Tinsley's Fried Chicken and the first of two raffels to be held. Twenty Hobie "goodies" were given away to twenty gracious winners.

Sunday was a blessing in disguise with Northwest winds of 15 mph. Everyone will agree that the racing was a lot more exciting. The warm sunshine aided the thermometer in hitting a mild 75 degrees. Two races were held on a back to back basis. This day proved to be less profitable to some racers as the typical heavy weather problems of shrouds breaking, pins popping, and boats turtling plagued them.

While awaiting the final race results, the second raffel was held for a custom-made wet suit courteousy of Water Works. Soon to follow were the trophy presentations. Each recipiant received hand made three dimensional stained glass Hobie mounted on wooden bases. Trophies were presented four deep in 18's, five deep in 16A and B's, and seven deep in 16C's, and four deep in 14's. A good time was had by all! Have a Hobie Day!!

# **DIVISION 8**

5TH ANNUAL HAGAR THE HORRIBLE MEMORIAL REGATTA FLEET #45, DIVISION #8 MERRITT ISLAND, FLORIDA FEBRUARY 1, 1981

The 5th Annual Hagar the Horrible Memorial Regatta was held Feb. 1 at Kelly Park on Merritt Island, Florida. Fleet #45, #34, #11 and #80 were represented in this crazy race, usually known for its severe

# FLEET NEWS

weather. 40 boats participated, making for countless pitchpoles in the high winds.

This race originated as a tribute to the viking of the north--it's held the end of January, early February each year (it's usually as cold as Florida can get). Every year, our very own "Hagar" dusts off the same old outfit... a very old pair of green baggies and a fake leopard skin cape. Each year, he painstakingly rebuilds his viking - type hat with horns (it falls apart in the merriment) and makes a new sword. Only then is he ready to begin the festivities. The trophies are made the night before the regatta at a dacquiri party (everyone is guaranteed to be in the proper frame of mind come Sunday morning). When all the racers have gathered by the cove, Hagar makes his grand entrance, sword raised, accompanied by his faithful buddy, Lucky Eddy. And so it begins!!

This race had a unique set of rules devised by Frank (Hagar himself) Martin and Jack Burns, the race chairman. It's a team race, where 2 randomly selected boats are teamed up, and their scores combined. Among the rules were: a downwind start, port has right of way, and a boat could cross the start line up to 1 minute early if it was sailing backwards and didn't turn around till the start. Greg Henry managed 2 starts this way, helping him to win 3 races on his 18. Protests were to be handled by a "drink-off"...last one standing winds the protest (no protests were filed...) The race consisted of rounding A, B, & C marks to port, then 2 marks of your choice, before finishing.

\$2.00 a head covered all the beer you could drink, along with lots of good food (oysters, stews, chilis, etc.). This low price was made possible by donations of beer from 2 great local dealers, The Dive Shop and Shannon's Hobie Center. Almost every boat took home one of the unique, if not spectacular, trophies. That's the best kind of race!!

Everyone had a great time, and with so many trophies, it's hard to pick "winners". Two local skippers took the first place trophies: Dick Post and Rick Merritt on 16's. I think they won fair and square, but you never know which year they fix the results. Jacks Sammons took the Hard-Luck trophy this year---a step up from the last place trophies he's been awarded 3 years in a row--when he deserved firsts!!

This year was definitely the best one so far--beautiful Florida sunshine, lots of wind, beer, food, and good friends. Many happy returns!!!!

# DIVISION-10

DIVISION TEN REPORT BY MICHAEL GARRETT DIVISION CHAIRMAN

To All Division Ten Sailors:

Starting this season, Division Ten will be offering a membership. The primary benefit of this membership will be receiving the division newsletter. The newsletter will be of extremely high guality and be published 6 times per year. The newsletter will include:

Race Schedules Race Announcements Divisional Announcements Articles on Tactics & Tuning Regatta Results & Stories Fleet News Point Standings during the season Stories of General Interest

In general, the newsletter, will let you know what is happening in your division on a timely basis. For further information about Division Ten activities or to sign up as a member, contact Michael Garrett, 2421 Lake-Woods BLVD #696, Ypsilanti, Michigan 48197, 313/482-5851. Membership cost is \$10/year, and is one of the best bargains around.

# **DIVISION 14**

SHAPE UP FOR SPRING SAILING FLEET #23, DIVISION #14 DALLAS, TEXAS BY DENNIS MCCREDIE

When it is too cold to sail, there isn't much to do but make plans and wait for warmer weather. However, getting the sailing muscles toned-up just a bit will make those first few weekends a delightful and refreshing change instead of a physical ordeal. Wouldn't it be nice to still feel fresh Sunday night and not ache Monday morning? Here are some ideas for shaping up for spring sailing so you can enjoy the windy conditions.

Hobie 14 - Calesthentics: Sit-ups and leg lifts are great for toning up those stomach muscles, but when it gets warmer, try hiking off the side of your boat while it is in the driveway or garage. This will help your legs.

Weights: If you have an old set of dumbells, try arm curls and bent-over rowing to work on the muscles that you use while working the mainsheet. Brace one arm on a chair or table when bending and lifting so you won't strain your back. To improve your grip, try squeezing a small rubber ball or a spring type handgrip.

Hobie 16 & 18 - Calesthentics: Pushups and especially deep knee bends will help you tone up for those high wind days in spring. You use your legs in a different manner than the 14 sailors, in sheeting in. Also try the rubber ball or handgrip.

Weights: Again, use that old set that has been lying around or buy a cheap set at a discount store (\$20 - \$25). Try arm curls and bent-over rowing with one arm supporting you. Also add a shoulder shrug where you hold the weights down and shrug your shoulders to imitate the movement of pulling in those last few inches of mainsheet.

These are just some simple basic ideas to try that won't take much time or effort but will pay big dividends when we start racing and sailing this spring. Coupled with some jogging or running, you should find yourself in shape to tackle those 20 - 30 mph winds we hopefully will have this spring. Good luck & Good sailing!!

BLOWN AWAY FLEET #23, DIVISION #14 DALLAS, TEXAS BY CHARLIE SMITH

Regretfully, every year we see new boat owners come to the lake a few times in light to medium air and they are doing great. Then one day the wind is blowing (18-30) and they go out just like any other day, but come to shore after experiencing one of the worst days of their lives, and are NEVER seen again.

This is because inside every Hobie is a wild animal just waiting for the wihd to bring it to life, and when the wind is blowing you can sit on the shore and watch the boats trying to jump into the water. When the wind wakes this animal you have to realize that some things are inevitable. The one thing you can count on is turning over. Which way, and how many times are all relative as to the amount of experience you have acquired. I'm sure a Hobie can and will turn over at least 360 different directions, and that is only if you measure in whole degrees. The possibilities are endless. So before you leave the beach make sure you have a good righting line system on your boat.

On days like this I would like to warn everyone who has not sailed in heavy air or who isn't quite sure how the boat handles to do one or more of the following:

1. Walk down the beach and find someone who has some experience and ask them to go out with you.

2. Since you know you are going to turn over, maybe if you reefed
# FLEET NEWS

your 16, left the jib furled on the 18, and moved your travelers out on all of them, you would not turn over as many times, and this would definitely make the boat easier to handle. If you don't know how to reef your 16, please ask someone to show you.

3. Stay on shore until the wind calms down some. The wind usually dies some in the late afternoon. I recommend this because venturing out in heavy air with little experience can end up being a terrible experience. You may be a big Macho guy who isn't afraid of anything, but if your crew doesn't share your views you may be rushing them into something they have no idea as to what to expect, and neither of you have the experience to prevent it from happening. You may talk your crew into going out this time, but if they have a bad experience now, you may never get them out again, and that would not be worth the one trip now.

These are just a few of your choices which may help you when the wind blows 18-30. The only thing I advise for when the wind is blowing over 30, is to find someone as crazy as you are, and if you can't find anyone, come get me!!

# INTERNATIONAL

HONG KONG HOBIE CLUB INTERNATIONAL DIVISION MARCH 1981 REPORT

Early in October Robert Ko invited several of us to the Sea Ranch at Lantau for a weekend, the condition being we get there by sailing.

After several dates were set they all had to be cancelled for one reason or another, Rex Heaseman had eye trouble, say no more, Mike Sadler's boat developed submarine tendancies etc. etc.....Eventually Robert managed to get us altogether for the weekend of January 14th. that was Robert and Tommy, Bill and Christine, Rex and Jose, and Mike and Julia.

DEC ATTA DECLUTO

The 14th arrived and could not have been a more perfect day, bright blue skies with a brisk 10 - 12 knot wind. The four skippers assembled for a brief meeting, chaired by Robert, his instructions were short and to the point "Lantau is that way.....I think". Mike and Julia were sent off first, being the least exper-ienced (at sailing--I might add). Robert said he wanted to keep an eye on them, really it was because they had a map and rumour had it that they could read it too. After 10 minutes the other 3 boats set out in pursuit, accompanied by Paul, driving the new rescue boat. All was set for a perfect day's sailing when disaster struck, Bill's mast fell down, luckily, no one was hurt and a very disappointed Bill and Christine were towed back to the beach. Robert and Rex sailed on to catch up with Mike to tell him the news.

Mike by now, was way past Castle Rock and they were having a hard time catching him. (By now you must have guessed who is writing this). After leaving Castle Rock astern with a following wind and swell, we sailed and surfed our way south of Lamma Island, past Cheung Chau, and onto the Sea Ranch beach, completing the 22 mile trip in a little over 2 hours.

We were greeted at the Sea Ranch by several guards who thought we had landed by mistake and were ready to send us away. However, we eventually convinced them we were guests and we were allowed to land.

After the rescue boat was moored and our boats secured on the sandy beach, we retired to the apartment for a shower and a well deserved drink. After we had changed into more suitable clothes we were shown around the various amenities, Saunas, the swimming pool, tennis courts, etc. Finally we arrived at the bar. Here disaster struck again, a few of us were refused admission because they were wearing flip flops, so back to the flat for some more presentable shoes, despite the fact that they were wet and full of sand, we were finally admitted.

Later on Bill and Christine arrived, having taken the ferry over, joining us just in time to prepare the evening meal. We had all brought a contribution towards the food, and not to be out done, Robert had scoured the Butcher's shops in the colony for the steaks. Have you ever tasted grilled flip flops? (Robert has since redeemed himself by supplying some very succullent steaks for a B.B.Q. the following weekend).

Whilst the meal was being prepared the lads went for a sauna. Unfortunately the men's sauna was out of action, somehow Rex persuaded the management to let us use the ladies, provided a female from our party guarded the door. Christine volun-teered immediately, and has not quite recovered from the experience. After the meal and several bottles of wine, we returned to the bar for a good old fashioned game of darts. At about 11 p.m. it was decided we would retire for the night, so we all returned to the apartment to plan the sleeping arrangements, 10 people, and only 3 bedrooms! Eventually, we all got sorted out with the bulk of bodies sleeping in the lounge that was until Robert discovered that Tommy snored. At 2 a.m. Robert was seen with his mattress looking for a quiet spot near the front door.

At about 8 a.m. we all arose, had breakfast and prepared for the journey back. We decided to go back between Lantau and Cheung We decided to go Chau, and down through the east of Lamma channel this time. We were all within a few hundred yards of each other with a good breeze which lasted until we past the northern tip of Cheung Chau, then the wind dropped. Unfortunately, Robert and Rex got stuck in a "hole" and were left behind only to catch up with Mike past Aberdeen, where the wind had picked up quite considerably. By now we were all a little tired and cold, despite the sunny conditions. We arrived back at the club beach roughly 45 hours after leaving Lantau. The boats were speedily packed up, and we retired to a restaurant for a good meal.

The trip was declared an ungualified success and our thanks must go to Robert for organizing it, we look forward to the next one.

	REGALI	A RESULIS			
I	DIVISION 2           DIVISION 2           MIDNINTERS WEST 1981           DIVISION 42           MARCH 7 - 8, 1981           MOBILIPE, MEXICO WARCH 7 - 8, 1981           MOBILE 14A         POINTS           1. Walsh, Geoff         6 1/2           2. Blount, Dick         12 1/2           3. Soden, Denny         16           4. Christensen, K., 20         7/4           5. Deschampe, Faul         20 3/4           6. Nelson, Steve         22           3. Veneman, Chria         23	NOBIE 148         POINTS           1. Mero, Carla         6 1/4           2. Yaussi, Mark         7 3/4           3. Clarke, Greg         10 3/4           4. Harmer, Bruce         11           5. Clarke, Greg         10 3/4           4. Harmer, Bruce         11           5. Clarke, Greg         10 3/4           9. Hornandez, C.         36           HOBIE 1408CA         POINTS           1. Schuch, John         -3           2. Halliday, Doug         9           3. Lantz, Jim         9 3/4           4. Campbell, Doug         12           5. Moher, Bill         20	5. Equas, Alan 16 3/4 6. Hauser, John 18 7. Schafer, Wayne 22 8. Off, Bob 28 9. Oltnas, Don 28 3/4 10. Wagniere, Ron 29 11. Miller, Matthew 30 12. Casher, Jeff 30 13. Materna, Tom 33 14. Bush, Jan 34 15. Hernander, Phil 34 16. Alter, Jeff 35 17. Bicks, George 36 18. Fogarty, Fred 38 19. Faucher, Shannon 46 20. Tilley, James 51 21. Martin, Gary 53 22. Greer, Bill 54 23. Heath, Frank 55 24. Shearer, Andy 56 25. Perupher, Norman 70	32. Jensen, Mark         89           33. Nichola, Scott         94           34. Vick, Gary         97           35. Fulton, Ed         102           36. Stitt, Marty         103           37. Higgins, John         105           38. Jeavons, Rob         106           39. Thompson, Lee         107           40. Berg, Carl         108           42. Payne, Steven         111           43. Jones, David         112           44. Hernandez, Joe         114           45. Gustin, James         115           46. Starla, Mark         128           HOBIE 16B         POINTS           1. Ketterman, Dan         7           2. Mendenhal, Tom         9           3. Crider, Don         20	10. Schluter, Brad 55 11. Butler, Kandy 56 12. DeCosta, Ray 59 13. Fields, Chris 60 14. King, John 64 15. Owen, Joe 66 16. Christensen, T. 66 17. Petti, Paul 67 18. Rodgers, Jim 71 19. Layer, Les 73 20. Spindle, Karlton 75 21. Roward, James 80 22. Shields, Jon 83 23. Rutledge, Morgan 84 24. Curtis, Royle 84 25. Tilger, Bill 85 26. Somerville, G. 88 27. Castellanos, L. 94 28. Gardner, Lee 101 30. Rogers, Terry 103
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19. Benson, Bill 76 20. Martin, John 79	24. Bleyl, Rick 82 25. Wilcoxson, Gary 90	11. Nelson, Rod 23 12. Corno, Phillip 30	6. Boron, D. 20 7. Padilla, R. 22	12. Lundergan, B. 37
21. Norton, Jim 82 22. Merklin, Byran 86	26. Witte, Eric DSQ	13. Kleber, John 43 14. Pickens, Gåry 43	8. Crook, R. 22	13. Giguera, D. 39 14. Hinds, D. 41
23. Cardinale, V. 87	HOBIE 18B POINTS	15. Hardwidge, D. 49	9. Whiteside, M. 29 10. Burrows, R. 32	15. Cooper, C. 42 16. Buck, G. 47
24. Worthen, Marv 91 25. Corell, Darrell 95	1. Halloran, Ed 9 1/2	16. Cage, Jack 54 16. Trustem, Jerry 54	11. Crinklan, M. 32 12. Williams, M. 38	17. Johnston, R. 48
26. Slagle, John 100	2. Hurwitz, Skip 9 1/2	an and a second s	13. Hain, P. 42	19. Strong, J. 51
27. Munsey, Harty 100 28. Newsome, Jeff 102	3. Orsi, Ni 12 4. Robertson, Stu. 14	HOBIE 16N POINTS	14. Roper, T. 42 15. Harris, R. 42	20. Wenisch, M. 58
29. Cantieri, Paul 105	5. Munsey, George 22 3/4 6. Orrantia, Fran. 24	1. Bronson, Fred 2 1/4 2. Lonsinger 6	16. Steeley, D. 45 17. Cahoon, B. 46	HOBIE 16Novice POINTS
31. Liberatore, A. 107	7. Karpinski, Dick 24	3. Whitman, Jim 15	18. Hellier, D. 46	1. Debooy, J. 6 3/4
32. Coffey, Jim 107 33. Hain, Paul 115	8. Mueller, Dick, 32 9. Stewart, Jackson 39	3. Haneman, Bill 15 3. Suhlivan, Carol 15	19. Dotson, C. 47 20. Cooper, C. 53	2. Quentmeyer 7 3/4 3. Gallagher, P. 10
34. Moore, Bill 117 35. Goelitz, Harry 117	10. Nelsen, Duane 40 11. Biakanja, Krist 40	HOBJE 14A POINTS	21. Castaing, A. 54 22: Isaacs, B. 57	4. Durfea, M. 10 3/4
36. Halverson, D. 129	12. Shurtleth, Tim 42		23. Outryue, V. 58	5. Wyro, J. 14 6. McGarvey, F. 15
37. Martin, G. 131 38. Hardy, Kevin 133	13. Kimball, Jim 46 14. Renvall, Rick 47	2. Rumbaugh, Ron 6	24. Krause, B. 60 25. Kirchner, G. 61	7. Sterm, D. 18 8. Turner, L. 28
38. Hardy, Kevin 133 39. Padillia, R. 140 40. Holman, Mike 150	15. Mathews, Wyatt : 47	3. Gibbs, Jim 9	26. English, J. 62	9. Hurswill, J. 30
41. Wilson, Dan 150	17. Mayo, Phil 68	HOBIE 16Ladies POINTS	28. Rutledge, H. 65	10. Pfalmer, G. 30
42. Lush, Henry 150 43. French, Bob 151	18. McCrady, Ken 58 19. Walter, Glenn 75	1. DeCosta, Sandy 3/4	29. Hayhurst, L. 67 30. Wijtman, M. 69	HOBIE 14A POINTS
44. Harrold, Brad 159	20. Vick, Curt	2. Levetin, Judy 2 3. Sullivan, Carol 3	31. Stephens, J. 74	1. Brenny, S. 2 1/4
46. Chase, Stephen 162	22. Bostrom, Philip 81	4. Frankel, Linda 4	32. Johnston, R. 76 33. Eustace, B. 79	2. Freeman, K. 7 3. Woods, D. 8
47. Addison, Paul 177 48. Granata, Lisa 180	23. Smit, Eric 82 24. Pennyoff, Toby 87	5. Corridori, Gayle 5 6. Shenkel, Linda 6	34. Kapczynski, J. 84 35. Gaines, K. 99	HOBIE 14B POINTS
49. Paddillian, D. 180 50. O'Brien, Jim 185	25. Lowry, Clark 96 26. Shibley, Bruce 97	DIVICIONIA	36. Parichan, T. 108	and the second of the second sec
51. Brown, Richard 188		DIVISION 3	37. Askin, M. 114 38. Witt, S. 114	2. Kitowski 4 3/4
52. Kelly, Cloyce 190 53. Rose, Dusty 202	HOBIE 18 Novice POINTS		HOBIE 14 POINTS	3. SanMiguel, T. 9
54. Alexander, Dan 203 55. Moore, James 209	1. Rafuse, Scott 7 1/2 2. Whitworth, Mike 8	TURKEY REGATTA FLEET #222, DIVISION #3	1. Nelson, S. 2 1/4	<b>DIVISION 4</b>
56. Soto, Richard 216	3. Rotholz, Brad 12 1/2	MONTEREY BAY, CALIFORNIA NOVEMBER 15 - 16, 1980	2. Darrow, D. 8	DIVISION 4
HOBIE 16NOVICE POINTS	5. Cline, Brad 22		3. Kitowski, R. 8 4. Yaussi, M. 9	LAKE TAPPS REGATTA
1. Clements, Mike 14	6. Albrecht, Curtis 25 7. Fretwell, Pat 26	HOBLE 18 POINTS	5. Hellier, C. 15 6. Skvarla, M. 17	FLEET #95, DIVISION #4
2. McCall, Ken 23	8. Smith, William 29 9. Quackenbush, Jim 36	and the second of the second of the	or bardering in an	LAKE TAPPS, WASHINGTON NOVEMBER 15, 1980
3. Carpenter, G. 28 4. Kaney, Steve 29	10. Rossiter, Chris 42	1. Faxon, R. 4 3/4 2. Bradbury, E. 6 1/2	CLEAR LAKE REGATTA FLEET #205, DIVISION #3	
5. Martinez, David 29 6. Rosentreter, W. 32 3/4	11. Lindsey, Bruce 42 12. Todaro, David 45 3/4	3. Timms, A. 6 3/4 4. Cary, S. 10	CLEAR LAKE, CALIFORNIA	HOBIE 18 POINTS
7. Peter, Hans 35.	13. Neitzel, Steve 50	5. Rayfuse, M. 11	MARCH 14 - 15, 1981	
8. Jones, Ray 35 9. Hallbreck, Mark 39	14. Renfro, Lee 56 15. Hartsell, John 64	6. Parsons, D. 14 7. Dousman, S. 17		1. Ling, Tom 6 1/2 2. Schmidt, Willi 9 3/4
10. Castaing, Alain 41 3/4 11. Dotson, Chuck 43	Let a she had the second	8. Rodgers, E. 22 9. Cornell, L. 26	HOBIE 18A POINTS	3. Garry Don 12 4. Ulibarri, Paul 12
12. Brubaker, Cal 46 13. Neely, Dan 49	IDES OF MARCH REGATTA FLEET #66, DIVISION #2	10. Harris, C. 30 11. Yahalom, R 31	I. Helpler, B. 9'3/4 2. Timms, A. 17'3/4	5. Halloran, Darcy 13
14. Hill, Warren, Jr.56	ROCKY POINT, MEXICO MARCH 21 - 22, 1981	12. Wood, W. 31	3. Cary, S. 18	7. Carpenter, Dan 17
15. Nash, Wayne 58 16. Lewis, Tim 60		13. Richmond, H. 35 14. Wagner, L. 38	4. Saunders, M. 20 5. Faxon, R. 20	8. Tarleton, Cobb 24 9. Dinsmore, Dan 25
17. Badger, Pam 65	HORTE IRA POTRE	15. Albrecht, C. 39	6. Minasian, S. 20	
18. Bentsen, Raymond 71 19. Warie, John 74 20. Bork, Jeff 79 3/4	HOBIE 18A POINTS	17. Guerrero, P. 43	8. Hartman, J. 23	
20. Bork, Jeff 79 3/4 21. Lacy, M. 80	1. Lindley, Ted 2 1/4 2. McCulley, Butch 4 3/4	18. Carlson, T. 51 19. Hegdahl, E. 56	9. Rayfuse, M. 26 10. Smith, B. 26	1. Butchart, Stan 6 3/4 2. Reed, Doug 7 3/4
22. Savage, Phil 88 23. Marino, Tony 89 3/4	3. Ruiz, Rick 8 4. Carriker, Pat 10	HOBIE 16A POINTS	11. Dousman, S. 30 12. Austin, D. 30	3. Carter, Stan 10 4. Skidmore, Doug 10 3/4
24. Paulson, Eric 91	5. Catalano, Rene 14	ALL COMPANY OF A REAL PROPERTY OF	13. Probst, T. 32 '	5. Lade, Hugh 11
25. Karmann, Mike 98 26. Zicklinsky, M. 100	6. Corridori, C. 16	1. Neathery, R. 3 1/2 2. Peterson, L. 6 3/4	14. Mathews, W. 34 15. Parsons, D. 38	6. Guptil, Brian 19 7. Allen, Don 20
27. Harding, Jerry 107 28. Froeb, Herman 107	HOBIE 18B POINTS	3. Porter, P.' 8 3/4 4. Hoffman, H. 10	16. Williams, M. 42	8. Christensen, D. 22
29. Rhodes, Noel 108	1. Appleton, Chris 2 1/4	5. Boschma, B. 11	HOBIE 18B POINTS	HOBIE 14 POINTS
30. Yeager, Gregg 109 31. Kendall, Joseph 113	2. Jaket, Fred 5 3/4 3. Miller, Brian -7	6. Harvey, N. 16 7. Vick, G. 16	1. Godine, P. 2 1/4	1. Rueter, John 4 1/2
32. Reyna, Gilbert 113 33. Minnis, Gary 114	4. Irwin, Tom 10 5. Vandenberg, Ray 12	8. Cole, D. 16 9. Cosby, J. 26	2. Silver, J. 10 3. Richmond, H. 10	2. Klein, Ed 6 3/4 3. Cross, Ted 9
34. Hatton, James 118	6. Lawson, Janice 18	10. Sitzenstatter 26	4. Whitworth, M. 11	4. Foreman, Burce 10
35. Lockwood, Bob 140 36. Whitman, James 143	7. Page, Jim 19 8. Miller, Kim 20	11. Penfield, C. 27 12. Ducos, D. 30	5. Coddington, J. 16 6. Albracht, C. 17	5. Ureich, Greg 11
37. Driggs, Don 144 38. Downs, Keith 147	9. Kindle, Bill 25 10. Book, Jim 33	13. Coddington, J. 35 14. Byers, T. 42	7. Fretwall, P. 18 8. Chapman, B. 27	HOBIE 16B POINTS
39. Nelson, Walt 148	10. Walls, Clark 33			1. Johnson, Lee 3 1/4 2. Middleton, Ken 8
40. Perlmutter, J. 158 41. Eustace, Bob 160	HOBIE 16A POINTS	HOBIE 16B POINTS .		3. Orth, Bill 9
42. Scharf, Ben 163	the second s	1. Beard, K. 7	1. Tobie, P. 6	4. Glover, Bill 11 .
43. VanAssche, Pete 164	1. Wagniere, Ron 2 1/4			5. Elkins, Pete 13
43. VanAssche, Pete 164 44. Tuckett, David 166 45. Strong, Judd 167	1. Wagniere, Ron 2 1/4 2. Roe, Bob 4 3/4 3. Heffernan, Brian 8	2. Goodell, B. 8 1/2 3. Miller, R. 13 3/4 4. Starkey, G. 16	2. Cowley, W. 9 3/4 3. Williams, S. 12 3/4 4. Boschma, B. 13 3/4	<ul> <li>5. Elkins, Pete 13</li> <li>6. Dunn, Jim 19</li> <li>7. Dikinson, Dean 21</li> </ul>

# **REGATTA RESULTS**

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1. 2. 3.

1.2.3.4.5.6.7.8.9.

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SAN FLE SAN FEB

1. 2. 3. 4. 5.

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1. 2. 3. 4.

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|--|--|--|
| GHTON BEACH REGAT  | TA   | Dutter D   |
| ET #95, DIVISION   | #4   | 9. Buttes, Bi<br>10. Gallier, J  |
| ET 195, DIVISION<br>GHTON BEACH, WASH<br>WARY 18, 1981   | INGTON   | 10. Gallier, 1<br>11. Elkins, Pe<br>12. Shimburko  |
| UARY 18, 1981  |  | 12. Shimburkon   |
|  |  | 13. Anderson,<br>14. Sears, Kin  |
| HOBIE 18   | POINTS   | The Contract of Colors   |
|  |  | HOBIE 14   |
| Ulibarri, Paul<br>Dinsmore, Dan<br>Tarleton, Caleb   | 2 1/4  | 1. Rueter, Jo<br>2. Cross, Te  |
| Tarleton, Caleb  | 8  | 2. Cross, Te   |
|  |  | 3. Mitchell,   |
|  | POINTS   | DIVISI   |
| Skidmore, Doug<br>Guptil, Brian<br>Butchart, Stan<br>Carter, Stan<br>Reed, Doug  | 7 3/4  | DIVISI   |
| Guptil, Brian  | 9 3/4  |  |
| Butchart, Stan   | 10   | IDES OF MARCH  |
| Carter, Stan   | 13 3/4   | FLEET #407, D<br>LAKE CONROE,<br>MARCH 14 - 15   |
| Allen, Don   | 16   | LAKE CONROE,   |
| Allen, Don<br>Butchart, Larry<br>Dahlin, Dennis<br>Lade, Hugh  | 18   | MARCH 14 - 15  |
| Dahlin, Dennis   | 19   |  |
| Lade, Hugh   | 21   |  |
| HOBIE 16B  | POINTS   | HOBIE 18A  |
|  |  | 1. Morris  |
| Glvoer, Bill   | 3 1/2<br>7 3/4   | 2. Alquirt<br>3. Martinez<br>4. Huber  |
| Orth, Bill   | 10   | 3. Martinez  |
| Middleton, Ken   | 11   | S. Jakubik   |
| Glvoer, Bill<br>Johnson, Lee<br>Orth, Bill<br>Middleton, Ken<br>Gallier, Ren<br>Elkins, Pete<br>Shimabukuro, M.<br>Teutsch, Erik   | 14   | 6. Johnson   |
| Elkins, Pete   | 20   | 7. Connally<br>8. Smith, M.<br>9. Pawlik<br>10. Vanya  |
| Teutsch, Erik  | 24   | 9. Pawlik  |
|  |  | 10. Vanya  |
| HOBIE 14   | POINTS   |  |
| Rueter, John   | 3 1/2  | 12. Berwick<br>13. Myers   |
| Zornow, Bruce  | 3 1/2<br>5 3/4   | -s. ayers  |
| Rueter, John<br>Zornow, Bruce<br>Klein, Brian<br>Cross, Ted<br>Redman, Scott<br>Ursich, Greg<br>Mitchell, Dirk   | 10   | HOBIE 16A  |
| Cross, Ted   | 13<br>14   | 1  |
| Ursich, Greg   | 16   | 2. Miller  |
| Ursich, Greg<br>Mitchell, Dirk   | 21   | 3. Robnick   |
|  |  | 1. Elizondo<br>2. Miller<br>3. Robnick<br>4. Hill<br>5. Terheggen<br>6. Whittingt:<br>7. McClure<br>8. McKally<br>9. Richnow<br>10. Johnson<br>11. Bailey<br>12. Lycan   |
| DPOINT RACE  | **   | 5. Terheggen   |
| ET #95, DIVISION<br>DPOINT, WASHINGTO<br>RUARY 15, 1981  | N  | 7. McClure   |
| RUARY 15, 1981   |  | 8. McNally   |
| 1 al   |  | 9. Richnow   |
| A CONTRACTOR OF A  |  | 10. Johnson  |
| HOBIE 18   | POINTS   | 12. Lycan  |
| Ulibarri, Paul   | 3 1/2  | 12. Lycan<br>13. Brown, J.<br>14. Krienik  |
| Ulibarri, Paul<br>Ling, Tom<br>Furguson, Rob<br>Dinsmore, Dan<br>Stewart, Mike   | 5 3/4  | 14. Krienik  |
| Furguson, Rob  | 8  | 15. Hausemann  |
| Dinsmore, Dan<br>Stewart, Mike   | 12   | HOBIE 16B  |
| Stewart, Mike  | 15   | and the second sec |
| HOBIE 16A  | POINTS   | 1. Peters<br>2. Taylor   |
|  |  | 2. Taylor<br>3. Morrison<br>4. Popejoy   |
| Skidmore, Doug   | 4 3/4<br>6 1/2   | 4. Popejoy   |
| Butchart, Stan   | 10 1/2   | D. WEICK   |
| Skidmore, Doug<br>Lade, Hugh<br>Butchart, Stan<br>Reed, Doug<br>Carter, Stan<br>Allen, Don<br>Guptil, Brian<br>Peterson, Ailen   | 14   | 6. Pollard   |
| Carter, Stan   | 16   | 7. Woodcock<br>8. Williamson   |
| Guptil, Brian  | 16   | 9. Pierce  |
| Peterson, Ailen  | 24   | 10. Harkins  |
|  |  | 8. Williamson<br>9. Pierce<br>10. Harkins<br>11. Gibbs<br>12. Shaw Hal<br>13. Scheuneman   |
| HOBIE 16B  | POINTS   |  |
| Armstrong, Mark  | 5 3/4  | 14. Robey  |
| Gallier, Ren   | 11 3/4   | A CONTRACTOR OF A CONTRACTOR   |
| Armstrong, Mark<br>Gallier, Ren<br>Ruggles, Scott<br>Johnson, Lee<br>Spika, Nick<br>Orth, Bill<br>Glvcer, Bill   | 12   | HOBIE 16C  |
| Johnson, Lee<br>Spika, Nick  | 12 3/4   | 1. Whittaker   |
| Orth, Bill   | 16   | 2. Allison   |
| Glvoer, Bill   | 17   |  |
| Elkins, Peter  | 24   | 4. Snell   |
| Orth, Bill<br>Glvoer, Bill<br>Elkins, Peter<br>Middleton, Ken<br>Foreman, Bruce<br>Wills, Steve<br>Shimabukuro, M.   | 27   | <ol> <li>Jamieson</li> <li>Snell</li> <li>Haines</li> <li>Gloyer</li> <li>Shaw</li> <li>Thle</li> <li>Guidry</li> <li>Nouveau'n</li> <li>Flyckt</li> </ol>   |
| Wills, Steve   | 32   | 7. Shaw  |
| Shimabukuro, M.  | 35   | 8. Thle  |
| HOBTE 14   | POINTS   | 10. Nouveau'n  |
|  |  | 11. Flyckt   |
| Klein, Brian<br>Cross, Ted   | 2 1/4  | 12. Andrews  |
| Ursich, Grea   | 8  | 13. Cantu  |
| Ursich, Greg<br>Redman, Scott  | 10   | 11. Flyckt<br>12. Andrews<br>13. Cantu<br>14. Pierce<br>15. Allred   |
| and the second second  | Second Second  | 10. BUIKe  |
| FREEZER #5   |  |  |
| ET 195, DIVISION<br>ENLAKE, WASHINGTO  | #4   | 18. Knox<br>19. Steinberg  |
| SENLAKE, WASHINGTO   | N  |  |
|  |  | 21. Smith, B.  |
| HOBIE 18   | POINTS   | 22. Gentles<br>23. Robertson   |
|  |  |  |
|  | The second s                                   | 24. Cornelius  |
| Ling, Tom  | 2 1/4  | 24. Cornelius<br>25. Delasandu   |
| Reed, Doug   | 2 1/4  | 24. Cornelius<br>25. Delasandu<br>26. Love   |
| Densmore, Dan  | 2 1/4  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran   |
| Rogers, Bart   | 2 1/4<br>7<br>8<br>12  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband  |
| Densmore, Dan  | 2 1/4<br>7<br>8  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz   |
| HOBIE 16A  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4   | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams   |
| Densmore, Dan<br>Rogers, Bart<br><u>HOBIE 16A</u><br>Allen, Don<br>Butchart, Stan  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4  | 24. Cornellus<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams   |
| Densmore, Dan<br>Rogers, Bart<br><u>HOBIE 16A</u><br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14  | 24. Cornelus<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan   | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16  | 24. Cornellus<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson   |
| Densmore, Dan<br>Rogers, Bart<br><u>HOBIE 16A</u><br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthaser   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Lary<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>16<br>16<br>16<br>16<br>19  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthasor<br>2. McCredie  |
| Densmore, Dan<br>Rogers, Bart<br><u>HOBIE 16A</u><br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williame<br>32. Replogue<br>34. Lewis<br>HOBIE 14A<br>1. Balthaser<br>2. McCredie<br>3. Schlig   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Lary<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>16<br>16<br>16<br>16<br>19  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthaser<br>2. McCredie<br>3. Kerpland   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allén, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B   | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16<br>16<br>19<br>24<br>POINTS  | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthaser<br>2. McCredie<br>3. Schlig<br>4. Moore<br>5. McFarland<br>6. Trimble   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill   | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2                         | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>HOBIE 14A<br>1. Balthaser<br>2. McCredie<br>5. McFarland<br>6. Trimble   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill   | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2<br>8 3/4                      | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>Schlig<br>Moore<br>5. McGredie<br>5. McGredie<br>6. Maynard<br>6. Trimble<br>7. Dietz<br>8. Maynard<br>9. Kitchen   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Carter, Stan<br>Corrie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill<br>Orth, Bill<br>Thompson, Frank<br>Johnson, Lee  | 2 1/4<br>7<br>8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>14<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2<br>8 3/4<br>10<br>13          | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthaser<br>2. McCredie<br>3. Schlig<br>4. Moore<br>5. McFarland<br>6. Trimble<br>7. Dietz<br>8. Maynard<br>9. Kitchen<br>10. Peffer   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Cartie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill<br>Orth, Bill<br>Thompson, Frank<br>Johnson, Lee<br>Middleton, Ken  | 2 1/4<br>7 8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2<br>8 3/4<br>10<br>13<br>15             | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>Schlig<br>Morre<br>5. McGredie<br>5. McGredie<br>6. Maynard<br>6. Trimble<br>7. Dietz<br>8. Maynard<br>9. Kitchen<br>10. Peffer<br>11. Heaney   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Corris, Son<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill<br>Orth, Bill<br>Thompson, Frank<br>Johnson, Lee<br>Middleton, Ken   | 2 1/4<br>7 8<br>12<br>POINTS<br>6 3/4 9 3/4<br>12 3/4<br>14<br>16<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2 & 3/4<br>10<br>13<br>15<br>17 | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>1. Balthasor<br>2. McCredie<br>3. Schlig<br>4. Moore<br>5. McFarland<br>6. Trimble<br>7. Dietz<br>8. Maynard<br>9. Kitchen<br>10. Peffer<br>11. Heaney<br>12. Bright   |
| Densmore, Dan<br>Rogers, Bart<br>HOBIE 16A<br>Allen, Don<br>Butchart, Stan<br>Guptil, Brian<br>Butchart, Larry<br>Skidmore, Doug<br>Cartie, John<br>Lade, Hugh<br>Christensen, T.<br>HOBIE 16B<br>Glover, Bill<br>Orth, Bill<br>Thompson, Frank<br>Johnson, Lee<br>Middleton, Ken  | 2 1/4<br>7 8<br>12<br>POINTS<br>6 3/4<br>9 3/4<br>12 3/4<br>16<br>16<br>16<br>19<br>24<br>POINTS<br>3 1/2<br>8 3/4<br>10<br>13<br>15             | 24. Cornelius<br>25. Delasandu<br>26. Love<br>27. Uran<br>28. Johnson<br>29. Urband<br>30. Deitz<br>31. Williams<br>32. Replogle<br>33. Ferguson<br>34. Lewis<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>HOBIE 14A<br>Schlig<br>Morre<br>5. McGredie<br>5. McGredie<br>6. Maynard<br>6. Trimble<br>7. Dietz<br>8. Maynard<br>9. Kitchen<br>10. Peffer<br>11. Heaney   |

| EJUL  | 13                         |  |
|---|----------------------------|--|
| tes, Brant  | 28                         | 15. Hami                                 |
| lier, Ron<br>ins, Pete  | 30<br>31                   | 15. Hami<br>16. Rich<br>17. McLe         |
| tes, Brant<br>lier, Ron<br>ins, Pete<br>mburkoru, M.<br>erson, Jim  | 37<br>38                   | 1.247                                    |
| rs, Kim   | 40                         | HOBI                                     |
| IE 14   | POINTS                     | 1. McPe<br>2. Acqu                       |
|   | 3 1/2                      |  |
| ss, Ted   | 4 3/4                      | 4. Rush<br>5. Fabi                       |
| chell, Dirk   | 9                          | 7. Tur                                   |
| VISION  | 6                          | 8. Boyd                                  |
|   |                            | 9. Stir<br>10. Chua                      |
| MARCH<br>4407, DIVISION<br>NROE, TEXAS<br>4 - 15, 1981  | and the                    | -  |
| 407, DIVISION   | # #6                       | DI                                       |
| 4 - 15, 1981  |                            |  |
| 0   |                            | FLEET                                    |
| IE 18A  | POINTS                     | DUNEDIN<br>FEBRUARY                      |
| ris   | 5 1/2                      |  |
| tinez   | 8 3/4<br>12                | HOBI                                     |
| tinez<br>er<br>ubik   | 12 3/4<br>16 1/4           | ALL ROOM ROOM                            |
| inson   | 25                         | 2. Hami                                  |
| th, M.  | 29                         | 3. Johr<br>4. Dipi                       |
| VA  | 29<br>33                   | HOBI                                     |
| d<br>wick<br>rs   | 41                         | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1    |
| rs  | 47                         | 1. Sloa<br>2. Tong                       |
| IE 16A  | POINTS                     | 3. Karr<br>4. Obie                       |
|   |                            | 5. Mart<br>6. Dekr                       |
| zondo<br>ler<br>nick  | 9 1/2<br>9 3/4<br>12       | 7. Dann                                  |
| l<br>heggen<br>ttington<br>lure   | 14 1/2<br>22               | 9. Hood                                  |
| heggen<br>ttington  | 22 24                      | 10. Dick                                 |
| lure  | 24                         | 11. Fraz<br>12. Ryar                     |
| hnow  | 26<br>31                   | HOBI                                     |
| ley   | 31<br>30                   | COLLASS N. S.                            |
| nson<br>ley<br>an<br>wn, J.   | 38<br>51                   | 1. Weav<br>2. Bowe                       |
| enik<br>semann  | 58<br>58                   | 3. Jone<br>4. Pric                       |
|   | a strange for              | 5. Keys<br>6. Brog                       |
| IE 16B  | POINTS                     | 7. Turr                                  |
| ers   | 6 1/2<br>7 3/4             |  |
| lor<br>rison<br>ejoy  | 10 1/2<br>14               | HOBI                                     |
| ejoy<br>ck<br>lard<br>dcock<br>liamson<br>rce<br>kins   | 16                         | 1. Tauk<br>2. St.                        |
| dcock   | 23<br>24                   | 3. Lear                                  |
| liamson   | 26<br>27                   | 5. Cook                                  |
| kins<br>bs  | 34                         | 6. Queh                                  |
| w Hal   | 42<br>47                   | HOBI                                     |
| eunemann<br>ey  | 50<br>51                   | 1. R. 7<br>2. S. F<br>3. B. M            |
|   |                            | 2. S. F<br>3. B. N                       |
| And the second se | POINTS                     | 4. D. W<br>5. S. S                       |
| ttaker<br>ison<br>ieson   | 15 1/2<br>15 3/4           | HOBI                                     |
| ieson<br>11   | 15 3/4<br>21 3/4<br>23 3/4 |  |
| nes   | 27<br>27                   | 1. S. K<br>2. C. J<br>3. J. H            |
| yer   | 30                         | 4. L. B                                  |
| e<br>idry   | 32<br>32                   | 5. J. M<br>6. Sull                       |
| veau'ne   | 38<br>38                   | 1. |
| lrews   | 40                         | DI                                       |
| itu<br>irce   | 43<br>45                   | DI                                       |
| red   | 50                         | DIVISION                                 |
| th, J.  | 53<br>57<br>61             | TRAVERSE<br>AUGUST 9                     |
| inberg  | 65<br>65                   | 13 California                            |
| son<br>th, B.<br>tles<br>ertson   | 68                         | HOBI                                     |
| tles<br>ertson  | 73<br>77                   | 1. Garr                                  |
| nelius  | 81<br>81                   | 2. Whit<br>3. Alte                       |
| asandu<br>e   | 84                         | 4. Barr                                  |
| inson   | 93<br>98                   | 5. Ala<br>6. Tanr                        |
| and<br>tz   | 100 102                    | 7. Heik<br>8. Frey                       |
| tz<br>liams<br>logle  | 103                        | 9. ISCO                                  |
| guson   | 104                        | 11. Ruet                                 |
| ris   |                            | 12. Robe<br>13. Sett                     |
| IE 14A  | POINTS                     | 15. Nees                                 |
| thaser<br>redie   | 4 1/4<br>10                |  |
| lig   | 11 3/4                     | 18. Wede                                 |
| arland  | 16<br>22                   | 20. Hubb                                 |
| mble  | 24 3/4<br>25               | 21. Jarv<br>22. Gree                     |
| nard  | 32                         | Z3. Vacu                                 |
| chen<br>fer   | 36 36                      | 24. Kreu<br>25. Lois                     |
| ght   | 42                         | 26. Buss<br>27. Ligh                     |
|   | 43                         | 28. Med]                                 |
| sh<br>o   | 44                         | 29. Garn                                 |

|                   |  |                                     | ľ |
|-------------------|--|-------------------------------------|---|
| 15. 16. 17.       | Hamilton<br>Richardson<br>McLendon                                     | 45<br>46<br>55                      |   |
|                   |  | POINTS                              |   |
| 1.                | McPeters   | 5 1/2                               |   |
| 2. 3. 4.          | Acquart<br>Cherico<br>Rushing  | 6 1/2<br>10 3/4<br>13               |   |
| 5. 6. 7.          | Roll   | 22<br>23                            |   |
| 7. 8. 9.          | Turner<br>Boyd<br>Stine  | 23<br>24<br>38                      | l |
| 10.               | Chuang   | 40                                  |   |
|                   | DIVISION   | 18                                  | ŀ |
| FLE               | ET IS RACE   |                                     |   |
| FLE               | ET 10 RACE<br>ET 15, DIVISION 1<br>EDIN CAUSEWAY, FL<br>RUARY 22, 1981 | ORIDA                               |   |
|                   |  |                                     |   |
|                   | HOBIE 18   | POINTS                              |   |
| 1. 2. 3.          | Ellis/Manroot'<br>Hamilton/Yandow<br>Johnson/Curry                     | 6 3/4<br>7 3/4<br>7 3/4             |   |
| 4.                | Dipipi/Morrison  | 13                                  |   |
| ,                 | HOBIE 16A  | POINTS<br>7                         |   |
| 1. 2. 3.          | Sloan/Sloan<br>Tong/Mess<br>Karran/Thompson                            | 9 3/4                               |   |
| 5.                | Karran/Thompson<br>Obie/Obie<br>Martin/Hinaman                         | 11<br>11 3/4.<br>16                 | l |
| 6.<br>7.<br>8.    | Dekreek/Walker<br>Danner/Danner<br>Endres/Bowerfind                    | 18<br>23<br>23                      |   |
| 9.                | Hood/Gio<br>Dickerson/Dick.  | 27                                  | ŀ |
| 11. 12.           | Frazier/Boetcher<br>Ryan/Whiteleath.                                   | 31                                  |   |
|                   | HOBIE 16B  | POINTS                              |   |
| 1.2.              | Weaver/Weaver<br>Bowerfind/Bower.                                      | 6 3/4<br>8 3/4                      |   |
| 3.                | Jones/?<br>Prior   | 9<br>9 3/4                          |   |
| 5.                | Keysor/Keysor  | 12 16                               | l |
| 7.                | Turner/?<br>Murdoch/Wright   | 21<br>23                            |   |
|                   |  | POINTS                              | ŀ |
| 1. 2. 3.          | Tauber/Tauber<br>St. John/?<br>Leano/Yanick                            | 4 1/2<br>4 3/4<br>8                 |   |
| 4.                | Mansfield/Kel.<br>Cook/?   | 13<br>14                            | l |
| 6.                | Queh1/Queh1  | 18                                  |   |
| 1.                | HOBIE 14A<br>R. Tucker   | <u>POINTS</u><br>3 1/2              |   |
| 2. 3. 4.          | S. Fields<br>B. Moser  | 13<br>13<br>15                      |   |
| 4.                | D. White<br>S. Stortenbecker   | 15<br>26                            |   |
| 36                |  | POINTS                              |   |
| 1. 2. 3.          | S. Kaufhold<br>C. Johnson  | 4 1/2<br>6 3/4                      |   |
| 4.                | C. Johnson<br>J. Hamilton<br>L. Bowerfind<br>J. Meinhart               | 10<br>10<br>14                      |   |
| 6.                | J. Meinhart<br>Sullivan  | 17                                  |   |
| C                 | DIVISION   | 10                                  |   |
| DIV               | ISION #10 1980 DI  | VISIONALS                           |   |
| AUG               | VERSE CITY, MICHI<br>UST 9 - 10, 1980                                  | GAN                                 |   |
| 1                 | HOBIE 18   | POINTS                              |   |
| 1.2.              | Garrett, M.<br>White   | Contraction of the second           |   |
| 3.                | Alter, H. Jr.<br>Barnett   | 5 1/2<br>7 1/2<br>9 3/4<br>14<br>23 |   |
| 5.                | Ala<br>Tannert   | 23<br>26<br>30                      |   |
| 8.                | Heikkila<br>Freye<br>Isco  | 30<br>37<br>37                      |   |
| 10.               | Jacobs<br>Ruetenik   | 38<br>40                            |   |
| 12. 13. 14.       | Roberts<br>Settle<br>Greenwald   | 41<br>41<br>48                      |   |
| 15. 16. 17.       | Greenwald<br>Neesley<br>Norberg  | 49<br>58                            |   |
|                   | Giles<br>Wedemeyer.  | 58<br>62                            |   |
| 19.<br>20.<br>21. | Fischer<br>Hubbard<br>Jarvis   | 62<br>73<br>81                      |   |
| 22.               | Green  | 87<br>88                            |   |
| 25.               | Kreutzeeldt<br>Loisinger   | 91<br>93                            |   |
| 26. 27. 28.       | Bussche<br>Light<br>Medler   | 95<br>96<br>97                      |   |
| 29.               | Garrett, D.  | 106                                 | 1 |

|             | _  |  |  |   |
|-------------|--|--|--|---|
|             | 30.<br>31.   | Weber  | 109<br>116   |   |
| 2           |  | Swaim<br>Lewis   | 116  |   |
|             | 33.  | Anderson   | 120<br>132<br>137  |   |
|             | 34.<br>35.   | Anderson<br>Kelly<br>Dahlquist   | 137  |   |
|             |  |  | 1.1  |   |
|             |  | HOBIE 16A  | POIN   | TS  |
|             | 1.   | Perry<br>Heffeman  | 14   | 3/4   |
|             | 2.   | Swanson  | 21 27  | 3/4   |
|             |  | Olin<br>Pairitz, P.  | 31   |   |
|             | 5.   | Wilbain  | 32<br>32   | 3/4   |
|             |  | Maxwell<br>Werntz, P.  | 38<br>43   |   |
| 1           | 9.<br>10.  | Nekus  | 45 52  |   |
| •           |  | Vercruysse<br>Whitehouse   | 53   |   |
|             | 12.  | Coombs<br>Mewhort  | 54<br>57<br>57   |   |
|             | 13.  | Mewhort<br>Francis   | 57   |   |
|             | 15.  | Francis<br>Royer<br>Wills<br>Levine<br>Jacobson<br>LeMaitre  | 60   |   |
| 1           | 17.  | Levine   | 66<br>66   |   |
|             | 18.  | Jacobson   | 66<br>78   |   |
|             | 20.  | LeMaitre<br>Brubaker<br>Hoist  | 78   |   |
|             | 21.  | Hoist<br>Werntz, J.  | 84<br>86   |   |
| 2           | 23.  | Werntz, J.<br>Engstrom   | 86<br>90   | 3/4   |
|             | 25.  | Cary<br>Bastien<br>Grant   | 95<br>97   |   |
|             | 26.  | Grant  | 97<br>98   |   |
|             | 28.  | Bley<br>Strauss  | 104  |   |
| 1           | 29.  | Galluzzo   | 105  |   |
|             | 31.  | Galluzzo<br>Pierce<br>Rommelaere   | 110  |   |
|             | 32.  | Rommelaere<br>Higgs<br>Perkins<br>Biddlestone  | 111 112  |   |
|             |  |  | 114  |   |
|             |  |  | 115  |   |
|             | 37.  | Campbell<br>Bidwell<br>Griffith<br>Hyde<br>Fulbright<br>Nelson   | 119<br>122<br>125  |   |
|             | 38.  | Hyde   | 125<br>125<br>129  |   |
|             | 40.  | Fulbright  | 130  |   |
|             | 42.  | Nelson<br>Haehnle  | 131  |   |
|             | 43.  | Haehnle<br>Vermeulen<br>Tuttle<br>LaBine   | 131<br>132<br>135<br>139   |   |
| 8           | 45.  | LaBine   | 139  |   |
| 0           | 47.  | Chambers<br>Welch  | 142  |   |
| 2           | 48.  |  | 156  | 1   |
|             |  |  | 171<br>173<br>175  |   |
| 1           |  | Dey<br>Simon   | 175  |   |
| 1           | 52.  | Hamilton, C.   | 195  |   |
|             | 55.  | Hutchins   | 218  |   |
|             | 56.  | Avis, D.   | 221 223  |   |
|             |  |  |  |   |
|             |  |  |  | TS  |
|             |  | HOBIE 16B  | POIN   | 100   |
|             |  | HOBIE 16B<br>Carstens<br>Wurster   | POIN   | 3/4   |
|             | 1.<br>2.<br>3.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris   | POIN   | 100   |
|             | 1.<br>2.<br>3.<br>4.<br>5.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease   | POIN   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptøgraff<br>Pease<br>Barnes<br>Young  | POIN<br>11<br>17<br>21<br>22<br>33<br>34   | 3/4   |
| 「「「「「「「」」」」 | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert   | POIN<br>11<br>17<br>17<br>21<br>22<br>33<br>34<br>34   | 3/4   |
| 「おいていた」と言い  | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse  | POIN<br>11<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>35   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Johnson<br>Clemons  | POIN<br>11<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>35   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Johnson<br>Clemons  | POIN<br>11<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>35<br>45<br>45<br>47<br>48   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Johnson<br>Clemons<br>Quinn<br>Lugers   | POIN<br>11<br>17<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>35<br>45<br>45<br>45<br>45<br>45<br>45<br>45<br>53   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>12.<br>13.<br>14.<br>15.<br>16.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott   | POIN<br>11<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>35<br>45<br>45<br>45<br>45<br>45<br>45<br>55   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Depegraff<br>Pense<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas   | POIN<br>11<br>17<br>21<br>22<br>334<br>34<br>35<br>35<br>45<br>45<br>45<br>45<br>45<br>45<br>45<br>60<br>61  | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.<br>19.<br>20.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>DPtegraff<br>Pense<br>Barnes<br>Barnes<br>Darnes<br>Dirkse<br>Johnson<br>Culmert<br>Mathews<br>Johnson<br>Cumons<br>Quinn<br>Lugers<br>NcQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Duane   | POIN<br>11<br>17<br>21<br>22<br>33<br>34<br>35<br>35<br>45<br>45<br>45<br>45<br>45<br>45<br>45<br>60<br>61<br>64   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.<br>19.<br>20.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash  | POIN<br>11<br>17<br>17<br>22<br>33<br>34<br>35<br>35<br>45<br>45<br>45<br>45<br>45<br>45<br>45<br>45<br>60<br>61<br>61<br>64<br>64   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.<br>19.<br>20.<br>21.<br>22.<br>23.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Layen<br>Duane<br>Bash<br>Sell<br>Downing   | POIN<br>11<br>17<br>22<br>33<br>34<br>35<br>35<br>35<br>45<br>35<br>55<br>560<br>61<br>64<br>64<br>66<br>69  | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>19.<br>20.<br>21.<br>22.<br>23.<br>24.<br>22.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel  | POIN<br>11<br>17<br>17<br>21<br>22<br>33<br>34<br>35<br>35<br>45<br>47<br>48<br>49<br>53<br>55<br>560<br>61<br>64<br>66<br>66<br>61<br>66<br>67<br>77<br>5   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.<br>19.<br>20.<br>21.<br>21.<br>22.<br>23.<br>24.<br>25.<br>26.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Ellides<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennesy   | POIN<br>11<br>177<br>177<br>21<br>22<br>33<br>34<br>35<br>55<br>55<br>55<br>560<br>661<br>661<br>664<br>664<br>664<br>669<br>971<br>75<br>89   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>11.<br>12.<br>20.<br>21.<br>22.<br>23.<br>24.<br>25.<br>225.<br>225.<br>225.<br>225.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Lugers<br>McQuint<br>Ellidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel   | POIN<br>11<br>17<br>21<br>22<br>23<br>34<br>35<br>35<br>47<br>48<br>47<br>48<br>47<br>48<br>47<br>48<br>47<br>48<br>47<br>48<br>60<br>61<br>61<br>61<br>64<br>64<br>66<br>971<br>77<br>58<br>9<br>99<br>99   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>11.<br>12.<br>20.<br>21.<br>22.<br>23.<br>24.<br>25.<br>225.<br>225.<br>225.<br>225.  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Staffen<br>Wells  | POIN<br>11<br>17<br>21<br>222<br>33<br>34<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35<br>35  | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>17.<br>18.<br>19.<br>20.<br>21.<br>22.<br>23.<br>24.<br>22.<br>24.<br>22.<br>23.<br>30.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Danb<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash  | POIN<br>11<br>17<br>17<br>21<br>22<br>33<br>34<br>45<br>35<br>55<br>60<br>161<br>61<br>64<br>66<br>971<br>75<br>89<br>91<br>97<br>106<br>89<br>97<br>106<br>107<br>107<br>107<br>107<br>107<br>107<br>107<br>107   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>0.<br>11.<br>12.<br>13.<br>13.<br>14.<br>15.<br>15.<br>15.<br>20.<br>20.<br>21.<br>22.<br>23.<br>24.<br>25.<br>26.<br>25.<br>26.<br>20.<br>21.<br>22.<br>23.<br>23.<br>32.<br>23.<br>32.   | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McQuinn<br>Elliott<br>Baaghan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Pippin   | POIN<br>11<br>17<br>17<br>21<br>22<br>33<br>34<br>45<br>35<br>55<br>60<br>161<br>61<br>64<br>66<br>971<br>75<br>89<br>91<br>97<br>106<br>89<br>97<br>106<br>107<br>107<br>107<br>107<br>107<br>107<br>107<br>107   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>15.<br>17.<br>20.<br>21.<br>22.<br>22.<br>22.<br>22.<br>22.<br>22.<br>22.<br>22.<br>22  | HOBIE 16B<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Danb<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash  | POIN<br>11<br>17<br>17<br>21<br>22<br>23<br>33<br>34<br>43<br>35<br>35<br>55<br>60<br>61<br>61<br>61<br>64<br>64<br>66<br>97<br>1<br>75<br>89<br>91<br>997<br>106  | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>0.<br>11.<br>12.<br>13.<br>13.<br>14.<br>15.<br>15.<br>15.<br>20.<br>20.<br>21.<br>22.<br>23.<br>24.<br>25.<br>26.<br>25.<br>26.<br>20.<br>21.<br>22.<br>23.<br>23.<br>32.<br>32.<br>32.<br>32.<br>32.<br>32.<br>32  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Fippin<br>Riley<br>Dault<br>Qates  | POIN<br>11<br>17<br>17<br>22<br>33<br>43<br>45<br>55<br>560<br>61<br>61<br>64<br>64<br>64<br>64<br>64<br>64<br>65<br>991<br>967<br>97<br>106<br>111<br>75<br>899<br>91<br>967<br>916<br>117<br>117<br>117<br>117<br>117<br>117<br>117<br>1   | 3/4   |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>11.<br>12.<br>20.<br>21.<br>21.<br>21.<br>22.<br>23.<br>24.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.   | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Staffen<br>Wells<br>Kordash<br>Fippin<br>Riley<br>Dault<br>Qates  | POIN<br>11<br>17<br>17<br>17<br>17<br>21<br>22<br>33<br>34<br>34<br>35<br>45<br>35<br>45<br>35<br>60<br>61<br>61<br>61<br>64<br>66<br>97<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>1  | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>11.<br>12.<br>20.<br>21.<br>21.<br>21.<br>22.<br>23.<br>24.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.   | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>DPtegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Fippin<br>Riley<br>Dault<br>Oates<br>HOBIE 16C<br>Barker<br>Drost  | POIN<br>11<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>10.<br>20.<br>21.<br>22.<br>22.<br>22.<br>23.<br>23.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>3  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McCuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Daahe<br>Baidas<br>Vaughan<br>Laven<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaug  | POIN<br>11<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>15.<br>16.<br>10.<br>20.<br>21.<br>22.<br>22.<br>22.<br>23.<br>23.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>34.<br>3  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McCuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Daah<br>Baidas<br>Vaughan<br>Laven<br>Baidas<br>Vaughan<br>Laven<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Baidas<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan<br>Vaughan  | POIN<br>11<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 3/4<br>3/4<br>3/4<br>3/4<br>3/4               |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>5.<br>20.<br>21.<br>22.<br>24.<br>5.<br>26.<br>27.<br>28.<br>27.<br>28.<br>29.<br>30.<br>31.<br>32.<br>33.<br>34.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.               | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Downing<br>Downing<br>Ofilman<br>Nel<br>Sell<br>Self<br>Kordash<br>Pippin<br>Riley<br>Dault<br>Cates<br>HOBIE 16C<br>Barker<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna<br>McCalum   | POIN<br>111<br>177<br>177<br>177<br>177<br>177<br>177<br>17  | 3/4<br>3/4<br>3/4                             |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>12  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Fippin<br>Riley<br>Dault<br>Oates<br>HOBIE 16C<br>Barker<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna<br>McCalum<br>Evans  | POIN<br>111<br>177<br>177<br>177<br>177<br>177<br>177<br>17  | 3/4<br>3/4<br>3/4<br>3/4<br>3/4               |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>9.<br>0.<br>1.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>12   | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Yaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Fippin<br>Riley<br>Dault<br>Oates<br>HOBIE 16C<br>Barker<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna<br>McCalum<br>Evans<br>Cartwright<br>Steleno   | POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN | 3/4<br>3/4<br>3/4<br>3/4<br>3/4               |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>9.<br>0.<br>1.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>1.<br>12.<br>12   | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Uptegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Bash<br>Sell<br>Downing<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Vates<br>Homessy<br>Nickel<br>Steffen<br>Wells<br>Steffen<br>Rikey<br>Dault<br>Oates<br>Homes<br>Barker<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna<br>McCaltum<br>Evans<br>Cartwright<br>Selt  | POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN<br>POIN | 3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4 |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>13.<br>14.<br>12.<br>13.<br>14.<br>14.<br>12.<br>13.<br>14.<br>14.<br>12.<br>13.<br>14.<br>14.<br>12.<br>13.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14   | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Ouinn<br>Lugers<br>McQuinn<br>Elliott<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Baidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Downing<br>Downing<br>Otoming<br>Nickei<br>Stelsen<br>Wickei<br>Stelsen<br>Wold<br>Alliman<br>Noel<br>Hennessy<br>Nickei<br>Stelsen<br>Wordash<br>Fippin<br>Riley<br>Dats<br>Dats<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna<br>WcCaltum<br>Evans<br>Cartwright<br>Selt<br>Bott<br>Fowler<br>Hayes  | POIN<br>11<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4 |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>13.<br>14.<br>12.<br>12.<br>14.<br>14.<br>12.<br>12.<br>14.<br>14.<br>12.<br>12.<br>14.<br>14.<br>14.<br>12.<br>12.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Guinn<br>Lugernn<br>Hilliott<br>Eaidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Pippin<br>Riley<br>Dault<br>Oates<br>Barker<br>Drost<br>HobiE 16C<br>Barker<br>Drost<br>HobiE 16C<br>Barker<br>Drost<br>Hotalum<br>Beck<br>Evans<br>Cartwright<br>Selen<br>Dott<br>Provler<br>Hayes<br>Vosteen  | POIN<br>11<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4 |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>12  | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Guinn<br>Lugernn<br>Hilliott<br>Eaidas<br>Vaughan<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Pippin<br>Riley<br>Dault<br>Oates<br>Barker<br>Drost<br>HobIE 16C<br>Barker<br>Drost<br>Hotalum<br>Beck<br>Evans<br>Cartwright<br>Selen<br>Dot<br>Fowler<br>Hayes<br>Vosteen<br>Kopp<br>Holden  | POIN<br>111<br>177<br>211<br>222<br>333<br>355<br>478<br>484<br>493<br>355<br>600<br>661<br>664<br>664<br>666<br>971<br>755<br>976<br>1117<br>117<br>117<br>117<br>117<br>117<br>117   | 3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4 |
|             | 1.<br>2.<br>3.<br>4.<br>5.<br>5.<br>6.<br>7.<br>8.<br>9.<br>10.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>14.<br>15.<br>15.<br>16.<br>11.<br>12.<br>14.<br>15.<br>15.<br>16.<br>11.<br>12.<br>11.<br>14.<br>15.<br>15.<br>16.<br>11.<br>12.<br>11.<br>12.<br>11.<br>12.<br>12.<br>11.<br>12.<br>12                                    | HOBIE 168<br>Carstens<br>Wurster<br>Fris<br>Detegraff<br>Pease<br>Barnes<br>Young<br>Culbert<br>Mathews<br>Dirkse<br>Johnson<br>Clemons<br>Quinn<br>Lugern<br>Hugern<br>Laven<br>Duane<br>Bash<br>Sell<br>Downing<br>Gillman<br>Noel<br>Hennessy<br>Nickel<br>Steffen<br>Wells<br>Kordash<br>Pippin<br>Riley<br>Dault<br>Oates<br>Barker<br>Drost<br>HobIE 16C<br>Barker<br>Drost<br>Honsan<br>Jacobs<br>Beck<br>Hanna lum<br>Myans<br>Staffen<br>Wells<br>Steffen<br>Wells<br>Steffen<br>Wells<br>Steffen<br>Barker<br>Drost<br>Thorsan<br>Jacobs<br>Beck<br>Hanna lum<br>Yyas  | POIN<br>111<br>177<br>211<br>222<br>333<br>355<br>478<br>478<br>478<br>478<br>478<br>478<br>478<br>478   | 3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4<br>3/4 |
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24. Seehase 25. Egyed 26. Hill 91 98 104 HOBIE 14 POINTS Woodruff
 Jenkins
 Driggs, M.
 Wall
 Bird 4 1/4 10 3/4 13 17 21 25 26 27 30 3/4 37 37 38 42 48 51 53 55 60 62 64 80 6. Kirk Storer 8. Stachowiak 9. Anderson 10. Glenn 11. Stachowiak 12. Evans 13. Driggs, K. 14. Peterson 15. Grill 16. Cross 17. Babel 18. Abis, J. 19. Weber 20. Haney Evans **DIVISION 13** 2ND FRANK AMRII REGATTA FLEET #133, DIVISION #13 PUERTO RICO FEBRUARY 14 - 15, 1981 HOBIE 16A POINTS 1. Burger, Curtis 8 1/2 2. Dalman, Kiko 9 3/4 3. Fyffe, Gregg 11 1/4 4. Lopez, Dirube F. 15 5. Goldberg, Dorian 19 HOBIE 16B POINTS 1. Rivera, Eric 2. Claudio, Ricky 3. Darmanin, Rich. 4. Jimenez, Jose 5. Palmer, Eric 6. Bras, Pedro J. 7. Mediavilla, R. 3 3/4 11 3/4 14 16 21 26 32 HOBIE 14A POINTS Figueroa, E.
 Figueroa, T. E.
 Junco, Carlos
 Junco, Enrique
 Ortiz, Javier
 Villaneura, R.
 Colon, Pedro
 Junco, Jorge 8 9 3/4 12 3/4 18 19 29 33 37 HOBIE 14B POINTS 
 I. Damiani, Alex
 6

 1. Damiani, Alex
 6

 2. Rojas, Picky
 10 3/4

 3. Claudio, Carlos
 16

 4. Perez, Jesus
 19 3/4

 5. Torrvella, Al.
 25

 6. Jimenez, Eduardo 29
 7. Colon, Bebo

 8. Junco, Dennys
 31

 9. Pascual, C.
 39

 10. Parodi, Ramon
 39

 11. Salas, Andres
 49
 3RD CONSERVATION WEEK REGATTA FLEET 0133, DIVISION 013 PUERTO RICO MARCH 21 - 22, 1981 HOBIE 16A POINTS 1. Figueroa, Al. 6 3/4 2. Goldberg, Dorian 17 3/4 3. Burger, Curtis 21 3/4 4. Fyffe, Gregg 30 5. Lopez, Fernando 32 6. Rodgriguez, Jose 47 7. Rivera, Eric 47 HOBIE 16B POINTS 1. Claudio, Ricky 13 2. Camejo, Raul 23 3. Villaverde, C. 23 3/4 4. Palmer, Eric 24 3/4 6. Bras, Pedro J. 39 7. Jimener, Jone 39 8. Torrvella, Mike 45 9. Portuno, Roberto 51 HOBIE 14A POINTS 1. Figueroa, Enriq. 6 1/2 2. Figueroa, Torres 9 1/2 3. Junco, Carlos 21 4. Junco, Enrique 27 5. Ortiz, Javier 31 6. Colon, Pedro 41 HOBIE 14B POINTS Baldizzi, A.
 Rojas, Ricky
 Claudio, Fernan
 Perez, Jesus
 Jimenez, Eduardo
 Lohrisch, Marc
 Cabiya, Andres
 Salas, Andres 6 1/2 16 3/4 17 3/4 27 2.3.4.5.6.7.8. 28 45 48 50

GALNALDIAN

# HOBIE CAT

# CHAMPIONSHIP

# AUG. 27-30 LAGOON CITY ONTARIO

HOSTED BY THE ONTARIO HOBIE CAT ASSOCIATION

SPONSORS: SEAGRAMS, LAGOON CITY

## SCHEDULE

| Aug 26  | -                             | Registra                            | ation  | 7-10pm   |
|---------|-------------------------------|-------------------------------------|--|--|
| Aug. 27 | -                             | Registra                            | ation,   | Racing   |
|         |                               | Welcome                             | Party  | 202-14-12  |
| Aug. 28 | -                             | Racing,                             | C.H.C.   | A., AGM  |
| Aug. 29 | -                             | Racing,                             | Beach  | Barbeque   |
|         |                               |                                     |  |  |
|         | Aug. 27<br>Aug. 28<br>Aug. 29 | Aug. 27 -<br>Aug. 28 -<br>Aug. 29 - | Aug.27 - Registra<br>Welcome<br>Aug.28 - Racing,<br>Aug.29 - Racing, | Aug 26 - Registration<br>Aug.27 - Registration,<br>Welcome Party<br>Aug.28 - Racing, C.H.C.<br>Aug.29 - Racing, Beach<br>Aug.30 - Racing, Awards |

## **REGISTRATION FEES:**

- Hobie 14 \$30.00
- Hobie 16 & 18 \$45.00
- Includes: Welcome Party Nationals Sweatshirts Free Camping Engraved Seagram's Glasses Courtesy Bus Service Other Goodies

## REGATTA PACKAGE - \$30.00 (per person) - Includes: Welcome Party(Free) Beach Barbeque Awards Party Beach Lunches Courtesy Bus Service Free Camping

Barbeque only - \$10.00 Awards Party only - \$15.00 Beach Lunches only - \$12.00

#### ACCOMMODATION

- Free billeting and transportation from Toronto Airport, rail or bus station for out of province competitors pre-qualifor lease boats.

NATIONALL

- Motels within 15 miles of site
- Camping included in registration fee
- For information on accomodation write; Dave MacHardy, 82 Main St. Komoka, Ont. NOL 1RO

# LEASE BOATS

- competitors from out of province qualifying for lease boats under C.H.C.A. regulations contact C.H.C.A. Secretary for information at 47 Callander Dr., Guelph, Ontario

#### RACING

- No A, B or C fleet desginations will be employed at this regatta. Instead a system used at previous Hobie 18 Nationals will be employed for each class with more than 48 registered boats.

#### PRE-REGISTRATION

Send pre-registration form to Dave MacHardy 82 Main St., Komoka, Ontario, NOL 1RO

| Pre-Registration for Competitors only Hobie 14 _ | (\$30.00) H. 16 OF 18(\$45.00) |
|--|--------------------------------|
| Skipper  | Telephone                      |
| Address  | Postal Code                    |
| City   | Prov                           |
| Crew   |                                |

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Locks to mast base of Hobie 14, 16 or 18 by use of a single push pin. Attach all the rigging on the mast including trapeze wires, halyards and shrouds in an organized fashion. No more tangled lines and wires when trailering. Saves wear and tear on the mast and on your nerves! Complete with push pin.



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# November 22-28 1981

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# CREW AND UNUSUAL PUNISHMENT

## by Spence Lycan

"How to handle a crewperson, mark me well spoke the wise old man. The way to handle crewpersons, is with swift strokes, using back of hand." Cap'n Arthur, HMS CAMELOT

"Don't leave home without them." Edward Teach

his article is written by a skipper for same. Should a literate crew stumble across these candid words, stand reminded that the truth, like the sun, can burn and irritate. Further, the very basis of a skipper/crew relationship is that of enlightenment by the skipper of the unapprised crew. This relationship is of classic lines, of give and take. The skipper gives commands. The crew takes them. While platitudes are written of the competition between boats, the real action is on each boat, between skipper and crew. The skipper tries to break in the crew before the crew can break up the boat. Even if you sail without crew nor jib, read on to learn what it is all about.

Instant success is rarely the mark of a novice racer. A new skipper will need several minutes of experience before commanding others with alacrity and probity. But crews necessarily require several years hard work before earning respect due their station of life. Thus the Skipper's Prime Directive is the transformation of scurrilous anthropods into attentive crewpersons, responsive to their sailing master. Verily, good crews are made, not born, by great skippers.

Aboard my Hobie, all them that ain't driving are crewing.

| PERFOR                 | PERFORMANCE LEVELS                  |                                    |                                 |                                 |                         |  |
|------------------------|-------------------------------------|------------------------------------|---------------------------------|---------------------------------|-------------------------|--|
| MANCE<br>FACTORS       | FAR EXCEEDS<br>REQUIREMENTS         | EXCEEDS<br>REQUIREMENTS            | MEETS<br>REQUIREMENTS           | BELOW<br>REQUIREMENTS           | TYPICALLY<br>TERRIBLE   |  |
| KEEPS KEEN<br>WATCH ON | Crossing boats<br>with right of way | Dangerous lee-<br>ward competition | Dangerous sharks<br>and piranas | Dangerous toenail<br>conditions | Dangerous<br>bunnies    |  |
| PACKS                  | A firm<br>bikini                    | Van and<br>trailer                 | Beer and<br>the grits           | A firm<br>wallop                | .44 magnum              |  |
| SLEEPS                 | En route<br>in the van              | Like a baby<br>in the tent         | Quietly, on<br>the tramp        | During the start                | Like a<br>tramp         |  |
| DEMEANOR               | Desire on<br>the wire               | Fully cambered<br>and taut         | Shows some<br>downhaul sag      | Not that kind of crew           | Male                    |  |
| VOICE                  | Mute                                | Restrained                         | Wimpers                         | Foghorn                         | Cursory                 |  |
| VISION                 | Bought IBM<br>at 29                 | Avoids holes,<br>sees shifts       | Xray keg<br>abilities           | Can't find<br>'A' mark          | Can't find<br>a mark    |  |
| TRAPEZE<br>SKILLS      | Has talon<br>toes                   | Uses chicken<br>line               | Keeps butt<br>on the bar        | Forestay<br>flier               | Keeps butt<br>in a bar  |  |
| SPIRIT                 | Siempre<br>Primo!                   | Strong as<br>JD hisself            | Doesn't do<br>third races       | Lost it in<br>'76               | Drinks it up            |  |
| BOTTOM LINE            | So slick,<br>so fast                | Great laminar<br>flow              | Good rocker<br>lines            | Worn down,<br>tacky             | Excessively leaded keel |  |

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#### CREWING continued

My crew duty assignments are simplistic, serving as positive reinforcement upon completion. Hopefully the future will show a significant increase in responsible crew duties. But at present, the crew trims the jib, calls starting time, maintains boat trim, monitors shifting wind and weather conditions, calculates tidal set, makes minor fine-tuning sail plan adjustments, watches for leeward and crossing boats with right of way, calls laylines, performs basic trailer maintenance, makes periodic van tune-ups, packs all foodstuffs and equipment, and prepares the occasional meal over the weekend. As skipper, the onerous duties of finding the regatta and then wiggling the stick dominate my time. None the less, I insist on splitting all remaining contingencies, right down the middle. The skipper shoulders the praise, the crew the blame.

When the day's long hot races are finished, it is time to find a shady keg around which sea stories, suds and lounging comradery is shared with other skippers. This tranquility will be broken only by the comfortable sounds of the crews washing down the boats, putting up the tents, and preparing the evening barbecue. Take this time to share of yourself and your thoughts with your crew. Eventually wander over and gently critique those times when the crew's responses cost valuable time and boat position. As a caring skipper, let the crew know that you care enough to get the very best, no matter what the pain, to the crew. Remember skippers, only one skipper wins each race, but all are winners who strive to meet Captain William Bligh's firm but fair standards, established for South Sea cruisers, back in the late 1780's.





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Chronograph is

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Super Watch w/Countdown Timer New LCD alarm with chronograph featues: Two zone timekeeping; Hour, minute and running seconds; Day & date with automatic adjustment for number of days in each month; 3 year battery; Two 24 hour alarms; Buzzer alert chronograph times 1/100th second up to 24 hours; Lap time mode; Night light and more!! Incredible. One year quarantee.

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# MAR COLOR PHOTOGRAPH

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breast pocket. Still lightweight and comfortable. Specify yellow or blue. Sizes S, M, L, XL (#35-GP) \$44.95

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|---|--------------------|
| Multi-Color/Multi-Stripe Hull Tape 21/4" wide | . Four colors plus |
| black pin striped edges. Specify Flamer (#30- | 1330), Blue Streak |
| (#30-1332), Cat Fever (#30-1334). Per foot    | \$.50              |
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| Half Harnesses by SAM See above               | (#31-1110) \$29.00 |
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"Rounding the Mark" 16 Nationals 1977





"Hobie Day" Trophy 1979



"Winning on the Bay" 18 Nationals 1978



"Fleet Race" Fleet Trophy 1978

he first time I walked into Joni Carter's studio, I was in love...Jabbar slamming two more, Baylor going for the fence. Andretti chasing around the streets of Long Beach. Spectacular Bid making history and the Hobie Fleet rounding the mark and smoking for home. Amazing! In the midst of all this was a paint smeared, tall, lithe, human energy ball, furiously and feverishly creating her latest sports spectacular, an incredible aerial shot of three Hobies racing for the finish! It was immediately apparent that the throbbing rock and roll blasting from the stereo was the music of her artwork. And WHAT GREAT ARTWORK!!!!! Believe it. Joni Carter is definitely what's happening.

This irreverent, unconventional artist has made it to the top all on her own. In five short years she has zoomed from local to international recognition, sold over 20,000 pieces of art in almost every country in the world, heads her own corporation, and is totally committed to being the 1984 Olympic artist.

Discovered by Sandy Banks. Director of Hobie Class association at the Festival of Arts in Laguna Beach.



Joni Carter with her new "almost finished" Hobie painting.

California, Joni was commissioned to do a trophy for the upcoming Hobie 16 Nationals in 1977. Today those trophies, (signed lithographs "Rounding the Mark") are valued at \$150.00 each. To what does she owe all this success? In Joni's own words:

"It all started with Disneyland", Joni says. "That place opened in the late fifties and everyone in Southern

Continued on page 41



"Gail Force I"

# **ENTER!** The 1981 Benedictine Liqueur

# MID SUMMER CLASSIC HOB NATIONAL POINTS REGATTA JULY 24, 25, AND 26

HECKSCHER STATE PARK, EAST ISLIP, LONG ISLAND The first annual Benedictine Mid Summer Classic Hobie National Points Regatta will be held July 25 and 26, 1981, at Heckscher,

State Park, Long Island, NY. All competitors competing in the event will receive complimentary souvenir T-shirts and Junches courtesy of Benedictine Liquor. In addition, Benedictine will host a Welcome Party "Luau" Saturday night featuring Benedictine drinks, and hors d'oeuvres for all competitors, guests, and V.I.P.s. Come Join Benedictine And Fleet 124

for The Hobie Day Of Your Life

EVENT SITE AND LOCATION:

**REGISTRATION:** 

Friday July 24 12 p.m.-7 p.m. Saturday July 25 7 a.m.-9 a.m.

## ENTRY FEE:

\$17.00 Pre Registration Day of Event \$20.00

Entry fee includes: Event T-shir and crew members, complim lunch Saturday and Sunday, o invitations to the Benedictine Classic Luau (where complime Benedictine Liqueur will be se different ways).

Phone (516) 589-5814

## AWARDS:

Hobie 18 Open 5 Deep Hobie 16 A, B, and C Fleets 5 D Hobie 14 Open 3 Deep

| \$17.00<br>\$20.00  | outstanding facility for a Hobie Regatta.<br>The park features plenty of beach space<br>and parking, easy access launching<br>area, swimming pool, snack bars,  | 12:00-7:00<br>2:00-4:00<br>Saturday, J |
|---|---|--|
| : Event T-shirt for skippers<br>ers, complimentary<br>nd Sunday, and  | restrooms, and shower facilities. In addition, motor homes, campers, and tents may be kept at the event site.   | 7:00-9:00<br>9:30-<br>10:30-           |
| Benedictine Mid Summer<br>are complimentary<br>aur will be served five<br>Deep<br>d C Fleets 5 Deep<br>Deep | Take Long Island Expressway to exit 57.<br>Exit 57 to Veterans Highway (route 454).<br>East on Veterans 1.3 miles to second red<br>light. Turn right onto Connetquot Avenue.<br>Go 3.7 miles on Connetquot Ave. to 1st<br>red light. Turn right onto Sunrise Highway<br>(route 27). Go 0.3 miles under the bridge.<br>turn right onto Heckscher Parkway. Follow<br>Heckscher Parkway to toll gate and<br>parking lot # 7. | 6:30-9:00                              |
| FOR ADDITIONAL<br>AND PRE-REGISTRA  | TION CONTACT:   | Sunday, Jul<br>9:30-<br>10:30-         |
| Charlie Carpenter,<br>90 Elm Street<br>Savville, NY 11782   | Regatta Chairman  | Immediate                              |

# SCHEDULE OF EVENTS:

EDICTIN

| Heckscher State Park (site of the 1980<br>Northeastern Championships) is an<br>outstanding facility for a Hobie Regatta.<br>The park features plenty of beach space<br>and parking, easy access launching<br>area, swimming pool, snack bars,<br>restrooms, and shower facilities. In<br>addition, motor homes, campers, and<br>tents may be kept at the event site.<br>Take Long Island Expressway to exit 57.<br>Exit 57 to Veterans Highway (route 454).<br>East on Veterans 1.3 miles to second red<br>light. Turn right onto Connetquot Avenue. | Friday, July 24<br>12:00-7:00<br>2:00-4:00<br>Saturday, July 25<br>7:00-9:00<br>9:30-<br>10:30-<br>Lunch- | Pre racer registration<br>Informal tune-up<br>race<br>Racer registration<br>Skippers meeting<br>First race<br>The Benedictine<br>Iunch break will be<br>held at the discretion<br>of the race |
|--|---|---|
| Go 3.7 miles on Connetquot Ave. to 1st<br>rea light. Turn right onto Sunrise Highway<br>(route 27). Go 0.3 miles under the bridge.<br>turn right onto Heckscher Parkway. Follow<br>Heckscher Parkway to toll gate and<br>parking lot # 7.  | 6:30-9:00   | committee<br>Hawaiian Luau for all<br>competitors, and<br>V.I.P.s featuring<br>Benedictine tropical<br>drinks and hors<br>d'oeuvres   |
| IFORMATION<br>ON CONTACT:<br>agatta Chairman   | Sunday, July 26<br>9:30-<br>10:30-  | Skippers meeting<br>First race, *NO RACE<br>WILL BE STARTED<br>AFTER 1 P.M.   |
|  | Immediately following last race-  | Awards ceremony and Luau  |
| PRE-REGISTRATION FORM  | 1   |   |
| Flee   | ət#   | A B   |



PRE-REGISTRATION F Skipper Name Address. Total weight of skipper and crew. lbs 18 16A 16B 16C Class Circleone 14 Send entry form and check payable to: Hobie Fleet 124.

34 Hobie Hot Line



When tacking up wind, discretion is needed when deciding whether or not to take extra tacks. How big a wind shift, how much dirty air you're sailing in, and what side of the course is favored are good considerations. On this type of boat, without centerboards, tacks cost you so you have to decide on whether or not the payoff is going to be big enough for the cost. Long range planning all the way to the weather mark is required, yet you have to make the decision quickly. The best way to play a windshift is to sail into them for awhile and only tack on the major ones. Catamarans don't tack like a monohull so you don't want to over do it

Downwind sailing is done on broad reach angles. It's almost always faster jibe downwind then go dead down: under five knots you can sail a real low course. There is often more to gain on the leeward leg, jibes don't cost as much as tacks do. Stay in clean air and play the shifts and puffs more and it's possible to gain a lot of distance if done right. You want to oversheet the main a little and keep the jib perfectly tuned. This is where the crew plays an important role by just watching the jib and working it in and out. If you can catch a wave, boat speed can increase so much that the sails need to be adjusted to the apparent wind.

The apparent wind is kept at 80 to 90 degrees when working downwind. The easiest way is to put a bridle fly directly between the bridle wires and keep the tail of the fly aimed at the wire, or it it's out tront, kept perpendicular. You need to sail an S course to obtain maximum boat speed while always sailing as low as possible without losing your 90 degree apparent wind. This takes lots of practice and experience.

Downwind sailing was the hardest point of sail I had to learn. The best thing to remember is when your boat speed picks up because of a wave or a puff, to always steer low as you can, heading toward the mark. Because of your zig zag course, it's easy to sail through a puff and think the puffs let up, but you've just sailed out of it. A couple of quick jibes across the puff will keep you in it longer. As you are on a broad reach trying to get to the leeward mark. extra ground can be gained by timing the jibes with either a wave or a hard puff. When the wave or puff allows you to drive low, carry that into a smooth turn and on through to the other tack, the boat is already heading low so that it's a natural flow to the other tack. Sometimes it seems like you don't lose any ground at all if you pick the right time to iibe.

Racing downwind is enhanced by waves; catching one that heads you in the right direction is a good deal since swells generally run directly downwind. They can be utilized in measuring distance gained or lost to other boats around you, by sighting if you've caught more waves than another boat who is sailing higher or lower. If a boat sailing lower than you has caught the same amount of waves, by sighting parallel through the trough, you can tell that they are on the same swell line and you are equal. But if you're one swell ahead then your higher course is paying off or vice versa.

There are many factors involved in racing the Hobie 16. I think the most important aspect in getting around the course is to plan way in advance and be able to make a quick decision. If you are always thinking in advance you'll be better prepared to do something fast. There are, of course, times when you want to do something and it may be better to take a little extra time. I'll wait for the next wave to jibe and gain more by waiting then if I had jibed right away. As fast and as hectic as catamaran racing is, the little things make a big difference. On a race course there are always guys who are as fast as you and at times faster. But, by thinking far enough ahead and carrying out your maneuvers smoothly your finishes will be more consistent, which is the key to winning a regatta. 2



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colors: blue, brown, yellow, and red.

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includes 2 of each: rings, pulleys, shackles, rope, rope locks, and extra nicropress sleeves.

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includes 2 of each: rings with pulleys, 2:1 v-jam blocks, rope, rope locks, shock cord uphaul, extra nicropress sleeves and instructions.

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includes: adjustment system-I, coated trapeze wires with handles, pulleys, and shock cord.

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made from one continuous piece of 3/32" coated wire with handles, makes for cleaner connection at the mast tang. WITH PULLEYS pulleys are swedged on (both wires must lead to the same side). 26.00

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Dealer's Inquires Invited

# Hobietorial

# Bad things that Could Happen to Your Hot Line and What You Can Do About It.

- It could get eaten by a dog.
- · Your wife could take it to work with her (and not tell vou).
- Your husband could have it sent to work (and not tell vou).
- It could be returned to us because the address is inaccurate, incomplete or out of date.
- It could get chewed up by a postal machine and sent to you in small bits in a plastic bag.
- Your warranty card (gateway to a Hot Line subscription) on your new boat could be illegible, incomplete, and sitting in a problem pile to be taken care of when there's time (maybe next year).
- It could be sitting with other third class bulk mail at a post office until there is room for the postman to carry it.
- It could be put into the wrong zip code batch, be sent around the country several times, and arrive months late.

The address change you gave us may take up to eight weeks or more to take effect. Please stay in communication with us and help us get the dog out of your mailbox.

# Build your own sailbox for under \$50.\*

Why buy an expensive sailbox for your trailer when it's easy to build your own with our simple plans. Our box weighs only 60 lbs. and can be built with ordinary tools and no special skills. Plans are drawn for specific boat require-



ments) Send \$4.00 today for your complete plans and instructions. Then have fun building your own sailbox, and a lot more fun with all the money you've saved.

California residents add 6% tax (24c) \*Total cost of materials should be under \$50 depending on local lumber prices.



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SUPER RUDDERS are class approved for the Hobie 14 and 16 GUARANTEED UNBREAKABLE UNDER NORMAL SAILING CONDITIONS... We prove it, tested in the WORRELL 1000. Our Rudders have been placed under extreme demanding circumstances without failing ever. Exclusively used by Mike Worrell.

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INTERNATIONAL FIBERGLASS 902 OLD DIXIE HIGHWAY BUILDING 3 LAKE PARK, FLORIDA 33403 PHONE: 1-305-848-9804 EUROPEAN DISTRIBUTOR: John Dinsdale, Dreilingsweg 37 d 8000. Munchen 60, West Germany 89-88-35-28. WEST COAST DISTRIBUTOR: Murray's Marine, 601 Maple Avenue Carpenteria, CA 93013. COLORS NOW AVAILABLE Red. White, Black, Regatta Blue, Sunflower Yellow, Tangerine. We pay shipping on all pre-paid Rudders ordered from INTERNATIONAL FIBERGLASS

SUPER SAIL BOX: 9 feet 8 inches long. 19 inches wide, 10 inches deep. Complete with Hardware and Mounting Blocks. SUPER STRONG, reinforced Lid. All white Box complete \$225.00

Special Note: When you buy a SUPER RUDDER product look for our logo or trademark to insure you are getting the best possible product for your money

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SKYNASAUR\*\* is an incredible new space-age wind-powered flying device! And it's a whole new rt — SKYNASAURING! A new outdoor activity for all but the very young. They are too light for the er a SKYNASAUR\*\* generates! You have two control handles and as the SKYNASAUR\*\* soars 200 away from you, you can make it respond any way you want. You can even make it dive in er... and take off again, shaking the water from its wings as it climbs back into the sky, and then into combination of loops and figure-eights. The SKYNASAUR\*\* flys two to three times the speed of the d and, because of space-age technology and construction is almost indestructible. Exhilarating, horic... and a sport you will want to get into. Synchronized flying, aerobatics, doglighting, ballet. The nch wingspan folds into umbrella dimensions. Includes string, control handles, carrying case and year guarantee. Recreation and competition models.

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# The perfect gift for nyone

SPAGHETTI BAG 37-SPAG \$49.95 At last! An easy system for keeping stays, jib halyard, trapeze wires and shock cord in place while trailering or storing boat. The Spaghetti Bag makes stepping the mast safer by keeping the stays and wires from fouling while raising the mast.

COOL CAT 01 37-0001 \$28.95 Insulated - holds two six packs and ice. New Size 12" x 10" x 6" deep. Snaps securely to trampoline. All insulated Cool Cats float, have carrying handles, and are made of top quality, mildew resistant nylon, foam, and stainless. Blue available.

COOL CAT 02 37-0002 \$49.95 Insulated cooler compartment 15" 15" x 3". Quick Pull storage for USCG approved throwable device (not included). Detachable zipper pocket for tools, money. See thru pocket for racing chart. Two snaps hold Cool Cat 02 on tramp. With throwable

37-0003 \$61.95



COOL CAT JR. Zippered pouch 5" x 12". Water repellent nylon duck, not insulated. Two snap hooks secure it to tramp.

37-0015 \$21.95 COOL CAT 15 Our smallest insulated cooler. 10" x 6" x 15". Two velcro straps keep Cool Cat 15 in place almost anywhere: on hiking straps, bike rack or handlebars, on x-bar in front of mast, even on your belt. Holds one six pack with ice.

COOL CAT 11 37-0011 \$35.95 01 cooler plus - 12" x 10" x 6" deep, insulated. Course chart holder 8" x 51/2" clear window. Zippered side pocket for tools, money. 3 gallon capacity holds two six packs. Two nylon straps with hooks secure to hiking straps.

# Visors and Waterproof Bags



Molded Hobie® Visors - Durable and stylish. Features foam lined headband and adjustable elastic strap. Specify colors: Black, dark blue, light blue, orange, red, white or yellow.

30-1505 \$5.25

Molded Hobie® Visors with Removable Sweatband - Elastic terry sweatband is comfortable and washable. Specify colors as above 30-1506 \$6.25

Voyageur Waterproof Storage Bags - Airtight, tough, 10 mil. bag is foam lined to protect your valuables, camera, etc. U.S. tested to 90'. Bosun - 12'' x 14'', blue 30-1426 Mate - 12'' x 14'' inflatable 30-1426A

Skipper - 17" x 21" inflatable

30-1426 \$16.95 30-1426A \$18.95 30-1427A \$23.95

IN THE U.S.A., add freight, handling and insurance for each order equal to 5% of purchase price. (Minimum \$1.00, maximum \$10.00) Foreign deliveries: Payable in U.S. funds. Add 10% for surface delivery. (Minimum \$2.00) ORDER NOW from your local dealer or directly from Murrays. We accept C.O.D. (add \$1.50), check, money order, Mastercard or Visa (send card number and expiration date). California residents add 6% sales tax. Prices subject to SEE YOUR DEALER FOR THE COMPLETE LINE OF MURRAYS PARTS AND ACCESSORIES! change.



40 Hobie Hot Line

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#### Continued from page 33

California went crazy. It was called Disneymania and no one was spared. Think Big. . . If Walt and Annette can do it so can I! Fantasyland! Tomorrowland! I was in high school when Disneymania reached epidemic proportions. Nixon ran for Governor, U.C.L.A. started playing Basketball, Gidget learned to surf, and everybody had a 10'6" Hobie surfboard. I became temporarily crazed myself and decided if Gidget could do it so could I. So lugging my very own 8'6" Hobie down the beach, I paddled for eight hours avoiding even the smallest swells..., until one caught me..., I lost a front tooth, bathing suit and boyfriend. Enough!"

On to school and out of school, Joni made her escape plans. She graduated from college. While waiting for a husband and a job she left the country.

Her adventures included working with a singing, stand up comedy act on a Greek cruise ship in the Mediterranean, working as an extra extra in spaghetti westerns in Rome, as a professional gambler in Monaco, as a tour guide in Prague, and sailing on her first Hobie 14' with the Prince in the Black Sea.

Amidst the fun, Joni longed for the taste of tacos and cheeseburger, trips to Tijuana, rock and roll and hanging out at the beach. All the jobs, glamour, and jewels hadn't cured. She packed her sea bag and headed for the mainland. Nixon and Gidget were right, Southern California was the place and sports were the action. With a bankroll, a business book, some paints and a used Cadillac, she and her sister Kate plunged onto the freeway and drove straight to the top, never looking back...all the way to the 1984 Olympic artist. And Hobie was always there.

In 1978 the Hobie Class Association contracted Joni to do a design that would relate to the racing program. The print "The fleet race" was offered to the fleets as trophies for their local regattas.

That same year Joni silkscreened one of her designs on mirrors for the Hobie 18 National Championship trophies. These were done in a very limited edition and today are worth over \$600.00 apiece.

The last trophy Joni did for the Hobie Class Association was in 1979. This piece of art depicted all three boats silkscreened on teakwood and are today selling for \$250.00 apiece.

Due to popular demand the Hobie Class Association has again commissioned Joni to do an aerial view of all three boats for trophies in 1981. These signed lithographs will be done on museum stock paper and will be available to fleets around the world.

A self taught artist, this very original lady grew up in an artist colony in Southern California, traveled the world then came back to the sun, the sand and the canvas. She speaks for her art and herself best, "You can guess I have Disneymania, I am crazy...but so is everyone...the signs are all there...we're seekers of chills and thrills...we love our t-shirts and beers...the beach...the sun...reaching for the mark...out on the rail...and I love capturing the excitement on canvas, that very special HOBIE DAY!!!"

Author's note: For the novice art collector, when an artist creates a painting that is reproduced as a silkscreen or print (as are all Joni's paintings) a certain number are signed by the artist; the rest are plate signed. Check your trophies and see if Joni's personal signature is on the right side and the number of the edition is on the left. If it is, you really have something!!! Her new Hobie Cat painting will be finished next month.

Skip Newton is a freelance writer.



## HOBIE ART GALLERY

In your home or office . . . Exhibit JONI CARTER'S beautiful works of art. As a special to you Hotline Readers we are offering 3 of Joni's Hobie lithographs . . . #04 "CAT SURF-ING" (pictured here) . . . and the famous "ROUN-DING THE MARK" and "FLEET RACE" . . . (both pictured on page 32).

Printed on quality stock • colorful matt • standard frame size • shipped in heavy tubes U.P.S. • insured • guaranteed.

## ORDER TODAY AND BEGIN YOUR OWN JONI CARTER HOBIE ART GALLERY.



#### CAT RACING

Fleet commadores, sponsors and dealers . . . write or call about special prices. Joni Carter prints make great trophies.

| NAME    |                    |                            |
|---------|--------------------|----------------------------|
| ADDRESS |                    |                            |
| CITY    | ST                 | ZIP                        |
|         |                    | harge for total amount to: |
|         | ARTER SPORTS D     |                            |
| P.O. B  | ox 538, So. Laguna |                            |
|         |                    |                            |
|         | (714) 494-7653     |                            |

| TITLE                             | QUANTITY      | PRICE     |
|-----------------------------------|---------------|-----------|
| #04 CAT SURFING 16x20"            |               | \$13      |
| 13 ROUNDING THE MARK 16x20"       |               | \$13      |
| #14 FLEET RACE 18x24"             |               | \$15      |
| Total amount. We pay shippin      | ng (U.S. orde | rs only.* |
| 🗆 Mastercard 🛛 🗆 Visa Expir. date | θ             |           |
|                                   |               |           |

May/June 1981 41

# HOBIE 16 NATIONAL CHAMPIONSHIPS

# OCEAN CITY, MARYLAND SEPTEMBER 20-26, 1981

# THE RACES:

Qualifying races will be held on Sunday and Monday, Sept. 20 & 21, with the round-robin series Tuesday through Thursday. Friday and Saturday will be the finals competition. The qualifying races will be sailed on Hobie Class Association supplied boats only.

# ENTRY FEES:

All teams, whether pre-qualified or not, will pay a \$60.00 entry fee. ALL PRE-QUALIFIED TEAMS MUST PRE-REGISTER BY SEPTEMBER 11

Life jackets, trapeze harnesses, weights (if necessary) and throwables. Skippers may bring their own bridle flys and protest flags.

# LOCATION:

Ocean City is a four hour drive from Atlantic City, the Las Vegas of the east. The Indian summer conditions in september bring wind conditions generally from 15 to 25 mph with an occasional 30 mph day.



SPECIAL RULES AND CONDITIONS AND A SCHEDULE OF EVENTS WILL BE MAILED AT A LATER DATE.

# HOST HOTEL:

The Sheraton-Fontainebleau Inn and Spa on the Atlantic will be the host hotel. The Sheraton offers an indoor-outdoor pool, rooms with balconies overlooking the Atlantic, exercise equipment, sauna, jacuzzi, restaurant and bar.

# TRANSPORTATION:

Ocean City is a three hour drive from Washington D.C. or Baltimore. Connections through most major East Coast cities to Salisbury airport are available on Alleghany and US Air.

# BOAT INSURANCE DEPOSIT:

A \$100.00 refundable boat deposit will be required upon registering at the event. DO NOT SEND THIS DEPOSIT IN PRIOR TO THE EVENT. This deposit will be refunded at the event if no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

## **HOBIE 16 NATIONALS PRE-REGISTRATION**

# NAME \_

ADDRESS \_\_\_\_\_ CITY/STATE/ZIP

CREW

\_\_\_WEIGHT (Skipper & Crew)

□ I am pre-qualified from Division \_\_\_\_\_ □ I wish to attempt to qualify from Division \_\_\_\_\_ MAIL YOUR PRE-REGISTRATION TO: HOBIE CLASS ASSOCIATION, P.O. Box 1008, Oceanside, CA 92054

|   | Same and the second   | GUEST ROO   | M RESERVATION REC   | QUEST                             |
|---|---|---|---|-----------------------------------|
|   | N RECECCE   | Name  | Phone_  |                                   |
| E .   | <b>Inn</b><br>way<br>21842                                  | Address   |   |                                   |
| s1  | au<br>ligh<br>35  | City  | State   | Zip                               |
| Association<br>Name of Association<br>-26, 19 | <b>ita inchlo</b><br>20 Coastal<br>City, Maryl<br>301-524-3 | 1981 <b>with one nights</b><br>ed in writing upon re<br>Maryland Tax. | at be received not later<br>deposit. Reservations<br>eccipt of deposit. All | will be confirm-<br>rates plus 8% |
| lass <i>i</i><br>er 20                        | Sheraton-Fontai<br>10100 Co<br>Ocean City<br>301            | Number in Party: Adul   | Departure Date  | en                                |
| up C  | erato   | Single38.00<br>(Circle One)   | Twin Double   | 38.00                             |
| Hobie<br>Septe                                | $\overline{x}$  |   | be accepted for advance<br>cks will be accepted a<br>Thank You!             |                                   |

# HOBIE 18 NATIONAL CHAMPIONSHIPS

# SUDDEN VALLEY, WASHINGTON SEPTEMBER 7-12, 1981

## THE RACES:

Tuesday will be the only day of qualifying for those skippers who haven't pre-qualified from their division.

# ENTRY FEES:

All teams, whether pre-qualified or not, will be required to pay a \$60.00 entry fee. All prequalified teams must pre-register by September 1.

## **BOAT INSURANCE:**

A \$100.00 refundable deposit will be required upon registering at the event. DO NOT SEND THIS DEPOSIT AHEAD OF TIME. The deposit will be refunded at the event if no damage is done to your boat by you. The money will become the deductible in the event of damage or loss of equipment.

# **RENTAL HOBIE 18's:**

There will be a limited amount of Hobie 18's available for rent. These boats will be reserved on a first come first serve basis. The rental fee is \$150.00.

# LOCATION:

Sudden Valley is approximately 15 miles from Bellingham and 90 miles from Seattle.

# TRANSPORTATION:

United and American Airlines fly into the Seattle Tacoma airport where connections can be made into Bellingham.

## SKIPPERS REQUIRED TO BRING:

Life jackets, trapeze harness, weights (if necessary) and throwables. Skippers may bring bridle fllys and protest flags.

# ACCOMMODATIONS:

The Sudden Valley resort offers a club house, restaurants, tennis courts and a golf course. Participants will be housed in condominiums and houses.

#### STUDIO \$49.00 Per Night

Kitchen, Bath, Queen size bed and a hide-abed. Both beds are in the same room.

LOFT \$65.00 Per Night

Kitchen, bath, Queen size bed in the loft and a queen size hide-a bed in the living room area.

2 BEDROOM \$85.00 Per Night or \$400.00 for the week

Kitchen, 2 baths, Queen Bed in one room, and 2 twin beds in the other room and a hidea-bed.

3 BEDROOM \$99.00 Per Night or \$475.00 for the week

Kitchen, 2 baths, Queen Bed and one room, and two twins in each of the other rooms.

# HOBIE 18 NATIONALS/SUDDEN VALLEY RESORT RESERVATION

| ADDRESS  |   | COUNTRY  |
|--|---|--|
| ARRIVAL DATE:  | DEPARTURE DATE:                                 |  |
| Unit required: Studio Laft 2 Bedroom 3 Bedroom   |   |  |
| NUMBER OF PEOPLE:  |   |  |
| TELEPHONE NUMBER:  | OFFICE  | HOME   |
| One night's deposit is required with reservation. All reservations must be re<br>8225, Phone (206) 734-6430. | eceived by August 15. Mail to: Sudden Valley Re | sort, Box 100 Sudden Valley, Bellingham, Washi |
| 5  | eceived by August 15. Mail to: Sudden Valley Re | sort, Box 100 Sudden Valley, Bellingham, Washi |
| 8225, Phone (206) 734-6430.  | eceived by August 15. Mail to: Sudden Valley Re |  |
| 8225, Phone (206) 734-6430.  | NALS PRE-REGISTRATIO                            | N  |
| 8225, Phone (206) 734-6430.<br>HOBIE 18 NATIO  | NALS PRE-REGISTRATIO                            | N  |

(Skipper & Crew)

I wish to attempt to qualify from Div. \_\_\_\_\_, and use my Hobie 18, Sail No. \_\_\_\_\_ I am pre-qualified from Div. \_\_\_\_\_ and wish to use my Hobie 18, Sail No. \_\_\_\_\_ I wish to attempt to qualify from Div. \_\_\_\_\_ and use a HCA boat. I am pre-qualified from Div. \_\_\_\_\_ and wish to use a HCA boat.

ALL PRE-QUALIFIED SKIPPERS MUST PRE-REGISTER BY SEPTEMBER 1 HOBIE CLASS ASSOCIATION P.O. Box 1008 Oceanside, CA 92054

# Lone Star

The National Beer of Texas

PRESENTS

# THE HOBIE 14 NATIONAL CHAMPIONSHIPS

# CORPUS CHRISTI, TEXAS

# OCTOBER 14-17 WOMEN'S NATIONALS:

Two pre-qualified women from each division will compete. Wednesday will be the only day of qualifying. Each division will receive \$200.00 to assist their pre-qualified ladies. Contact your Divisional Officers for details.

# OCTOBER 19-24

# **OPEN NATIONALS:**

Monday will be the only day of qualifying. Tuesday through Thursday will be round-robin competition. Friday and Saturday will be the finals with the top 36 skippers competing.

# TRANSPORTATION

Airline connections to Corpus Christi from most major cities is through Dallas. Both Braniff and Eastern fly into Corpus. The Host Inn is 15 miles from the airport.

# LOCATION

Corpus Christi is the home of the "Yellow Rose", the largest Honky Tonk in Texas, equipped with country music and a mechanical bull.

# HOST HOTEL

The host hotel is the Master Host Inn on Corpus Christi Beach. The Host Inn offers a natural white sand beach, a fine seafood restaurant with a view of the bay, a lounge swimming pool, sauna, shuffleboard, and basketball courts.

# THE RACES:

All skippers, whether prequalified or not, will pay a \$30.00 entry fee. All pre-qualified skippers must pre-register by October 10th!

# ENTRY FEES:

A \$75.00 refundable boat deposit will be required upon registering at the event. This deposit will be refunded at the event if no damage is done to your boat by you. The money will become your deductible in the event of damage of loss of equipment.

# SKIPPERS WILL BE REQUIRED

**TO BRING:** Life jackets, weights (if necessary) (skippers may want to bring bridle flys and protest flags.)

# HOBIE 14 NATIONALS PRE-REGISTRATION

| HOBIE 14 NATIONALS | /MASTER  | HOST INN  |
|--------------------|----------|-----------|
| HODIL 14 NATIONALS | / MASILI | HOSI ININ |

| NAME   | NAME  |
|--|---|
| ADDRESS  | ADDRESS   |
| CITY/STATE/ZIP   | CITY/STATE/ZIP  |
| PHONE NUMBER WEIGHT  | TELEPHONE NUMBER (H)(W)   |
| <ul> <li>() I wish to attempt to qualify in the Women's Nationals from Division</li> <li>() I wish to attempt to qualify in the Open Nationals from Division</li> <li>() I am pre-qualified for the Women's Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> <li>() I am pre-qualified for the Open Nationals from Division</li> </ul> | ARRIVAL DATEDEPARTURE DATE<br>ENCLOSED IS ONE NIGHTS DEPOSIT IN THE AMOUNT OF \$<br>SINGLE ROOM (ONE BED) \$32.00 PER NIGHT ( )<br>DOUBLE ROOM (ONE BED) \$39.00 PER NIGHT ( )<br>DOUBLE ROOM (TWO BEDS) \$44.00 PER NIGHT ( )<br>MAIL TO: MASTER HOST INN<br>3200 Surfside<br>Corpus Christi Beach<br>Corpus Christi Texas 78403 |
| ALL PRE-QUALIFIED SKIPPERS MUST PRE-REGISTER BY<br>OCTOBER 10TH!   | Corpus Christi, Texas 78403   |

44 Hobie Hot Line

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| \$1495<br>COMPLETE WITH<br>FLAG, HARDWARE   |
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|   |

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# Hobie Hot Tips

Tell-tale location is a subjective issue, and can be a matter of of debate. The basic rule of thumb on Hobie mainsails is to place luff tell-tales at the deepest point of draft. That point may (and does) change subtly from boat to boat, even with the same sail, as different skippers tune and rig differently. Avoid luff window placement close behind the mast, as it creates eddys. Jib luff tell-tale location can be further forward due to a cleaner entry and lack of vortex. Leech flow indicators can be placed where desired, after experimentation.

The table below represents luff telltale apex location in terms of percentage aft on sail, measured from bolt rope tape edge to leech edge. Figures are based on the schematics. Original locations were determined by Hobie Allter, just prior to the 1977 Nationals for the 14 and 16, and in the case of the 18' at its inception.

| Sail     | % Aft |
|----------|-------|
| 14'      | 23/25 |
| 16' Main | 31/32 |
| 16' Jib  | 27/29 |
| 18' Main | 27/28 |
| 18' Jib  | 24    |

Assuming you are comfortable with Hobie's judgment you can use these percentages to place luff tell-tales regardless of panel.

Tell-tales indicate flow separation. Their use is discretionary. It is a matter of preference by individual sailors. The Loft placement is not intended to be all things to all skippers, but should be viewed only as one method of compromise involving a large audience.

Hobie 14

The 14' and 16' (when applicable) use a 9" x 23" safety window. The 18' jib window is a trapezoid approximately 9" x 11" x 38", with the 9" edge being forward-most. The 1981 model 14' and 16' production sails have *no* windows, and the 18' main has no safety window, although the 9" x 23" would work as well as any. Hobie sail window configurations are subject to change from time-to-time. Jib window placement is roughly centered, while on the mains we place it forward of center.

Some generalizations about windows. Custom placement of windows should, ideally, be determined by the user. Prevailing sailing conditions have an influence on tell-tale and safety window placement. The fewer windows the better, and the smaller the better. The presence of windows contributes to possible cosmetic and structural ills, which are usually of a minor nature. There are rules affecting window size and placement, both in Hobie Class Rules and by the United States Yacht Racing Union, reference both rulebooks. The best reference material for window use I have read is "Sail Power," Wallace Ross, Knopf, 1971, page 132.



I don't know of a good way to prevent bolt rope chafe, it's the nature of the beast. Waxes, (I recommend paraffin base wax as in candles or surf wax), only minimize the problem. The greatest wear area is usually found around the base of the luff, at the feeder mouth. That can be strengthened by simply sewing a double ply of sailcloth for a short distance over the wear area as in the manner of the original tape. I do feel boat owners overly concern themselves about this wear. Many have a complete tape replacement (an expensive process) prematurely. It's inevitable, but more cosmetic than anything. It looks worse than it is. The sail won't slide out of the mast track unless there is gross damage. Some owners replace the original equipment with Teflon bolt tape, but I feel the added cost is not worth the return.

Batten pocket shroud wear can be minimized two ways, with use of tape, or an added layer of sailcloth stitched on following the original pocket stitches. Tape is the most cost effective method.

I've seen duct tape and a clear plastic tape used effectively, although the plastic tape yellows with age. Howe & Bainbridge market a product called "Ripair Tape" in common sailcloth colors. The adhesive used with "Ripair" is the same as we now use on our racing numbers and I suggest caution as it is extremely difficult to remove. Also it is constructed of light ripstop and may not be as durable as desired.

I urge you to retain the Hobie Class Association Racing Rules and the United States Yacht Racing Union Rulebook.

Two excellent reference sources for the sailmaker and sailor alike are: "Sails," Jeremy Howard-Williams, John deGraffe, Inc., 1976, and "Sail Power," Wallace Ross, Knopf, 1977.



Pete Wehrheim is the sail loft manager at Hobie Cat.





# COLEMAN® BEATS THE OTHER COOLER ....HANDILY.

At first glance, these two coolers may look alike when you're shopping. But there are some "little" differences that become mighty big in the outdoors.

**Handles**, for instance. If you forget about them in the store, you'll remember as soon as you lift a cooler loaded with ice and drinks and food.

You'll notice that the patented Coleman handles are big, round and comfortable. The Other One's handles are actually square.

The Coleman handles swing out, like the Other One's. But they also lift straight up so you won't bang your knuckles in tight places like your car trunk.

Latches. Check 'em for con-



venience and durability. The Coleman cooler has a simple recessed slide that can't get snagged, won't break off. You

can unlatch it and open the lid with one hand, even if your hand is holding a cold can.

Lid Seal. Notice that both lids have a "lip" that fits down inside the cooler when closed to seal in the cold. Also notice that the Coleman seal is over three times deeper than the Other One. And it's thicker, with more insulation.

Take a close look and you'll appreciate how Coleman handles those big "little" things. And as soon as you get outdoors, you'll appreciate how Coleman handles some other things...like how well its bottom stands up to sliding around in a boat or on a dock or how its case stands up to the rocks and hard places around a campsite.



**COLEMAN BUILDS TOUGH STUFF.** 

