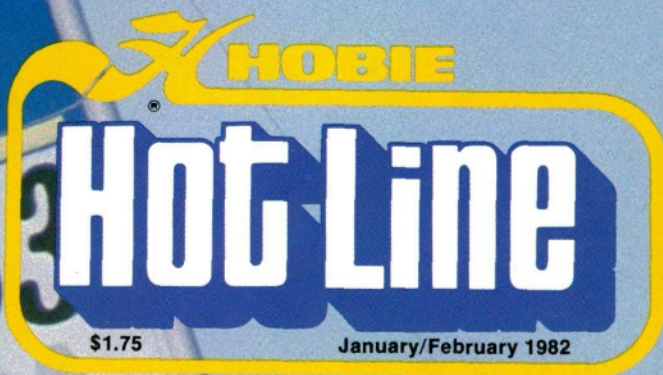


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January/February 1982



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HOBIE Hot Line

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ON THE COVER

Enrique Torres from Puerto Rico turns it on at the Hobie 14 World Championship in Fortaleza, Brazil. Photo by Sandy Banks.



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Letters to the Editor

Danger: Powerlines Ahead

I acquired a Hobie 16 last fall, and throughout this sailing summer, I have been very much engrossed in learning to sail properly. I read the book "Hobie Cat Sailing", by Jake Grubb, cover to cover twice. I had three sailing friends tutor me: one has been vigorously sailing his 18' Cat for five years; another has two full size sail boats; and the other is a French sailor who races both sailboats and catamarans.

Everybody--my friends, the books and the "DANGER" sticker on the mast--had warned me of power lines. Well, in July I had an incredible week at Sandbridge Beach, Virginia. I beautifully maneuvered the cat one day in five foot waves, white caps and other catamarans flipping over all around us. On the last day it was again beautiful, but only for awhile. I had about 15 different co-pilots throughout the course of the day, and when it came time to load the cat on the trailer, I had eight helpers. Well, the unthinkable was about to happen. In all of our enthusiasm and spirit, we decided to load the boat on the trailer before bringing down the mast. Broken glass was in the sand, a couple of us were drinking and laughing, when ZAPP--we hit the power lines going into Sandbridge Beach. The current blinked off, we all dropped our handholds on the pontoons (luckily we were not touching metal) and all nine of us were blown to the ground as our wives and friends watched in despair. My new, beautiful California Special was burnt to pieces. \$1,800.00 damage. The metal frame of the trampoline, two pontoons with black specks on top of them, and a few miscellaneous lines remained.

Well, I felt about one inch high at this time. Nobody had been hurt badly. One doctor friend was knocked out momentarily and another person had hot aluminum specks drop on his back. We were extremely lucky. I had broken the forbidden rule. I thought about selling my boat. I felt horrible, and I had almost killed nine people including myself.

I finally decided that I still love Hobie Cats and sailing, so here I am writing, hoping to keep some of our Hobie Cat friends from being as

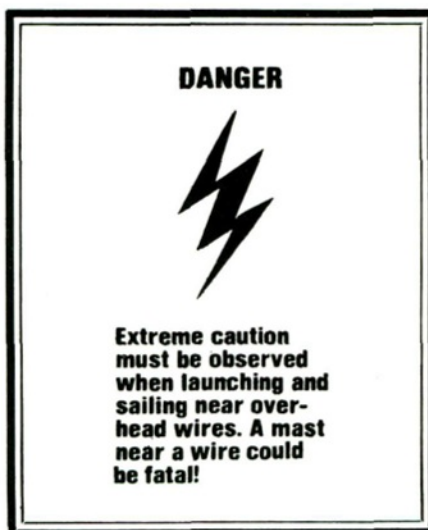
careless as I was. When sailing, be enthusiastic and go for the gusto, but please be careful. Usually we only get one chance at this type of accident.

Tommy Blake
Mechanicsville, VA

The Other Side

I really do enjoy sailing and racing my Hobie more than I do taking pictures of them, but through an accident this spring, I ruined my racing season!!

However, you can learn a lot by



working on a large regatta and by watching the other racers.

If anyone wants to learn the rules of the road, how to (and not to) start, to find the favored side of the course and what the Race Committee has to go through to put on a race, try helping out.

Daniel & Tracie Bott
Fleet 292: Div. 10

A Time For Thanks

I would like to thank all the people involved in organizing the Third Annual Hobie 14' Ladies Nationals recently held in Corpus Christi, Texas. It was my first Nationals and won't be my last. Racing activities and lots of new friends were some of the many different things that took place.

I also must admit that Carla Mezo's tips in the Sept/October '81 issue of the Hot Line were helpful. They paid off, and I placed fifth out of the 31 new friends I met during the Ladies Nationals.

A new friend:
Dorian Goldberg
Fleet 133-Div. 13
Puerto Rico

Entrapments

Hobie sailors should be reminded of the danger of drowning by entrapment within the rigging of an over-turned boat. I was once personally dragged beneath the surface by the trapeze of a turtled 505. A friend has related a similar experience while crewing a Hobie 16. There is a recent report in the sailing literature of a crew drowning by trapeze-hook entrapment within the rigging of an over-turned Soling.

It would appear that the conventional trapeze-hook is a particular hazard. Varieties that snap-closed thus preventing relatively free exit of whatever happens to be hooked should not be used. In this respect, the newer ball and socket variety of trapeze and harness receptor presents possible merit. I read with some concern the article by Paul Suzuki in the July/August '81 Hot Line. In his article, Paul details a method by which one rights his Hobie 18 by tying a loop in the righting line and attaching it to the trapeze hook. It should be pointed out that such a technique may risk entrapment.

We need to be cautious about any attachment of self to something that could start forcefully pulling in a direction that goes under the water. When there is no convenient handle to pull on, even the conditioned and expert sailor could have trouble getting away from a tensioned trapeze hook.

In general, all of us should avoid apparel that tends to "catch" on things and strive to keep clear of rigging during capsize and subsequent rightings. New sailors should be cautioned in these respects.

Tom Poore
Redwood City, California



14 Worlds

Enrique
Figueroa
Takes the
1981 Title
in Fortaleza,
Brazil





Sandy Banks



Gilles Lhote



Sandy Banks

The Tahitian team looking uncommonly serious were ready for the competition. Top row, left to right is Herman Trafton, Fred Paquier, Kitty Salmon, and Eric Paofai. Bottom row is Pierre Gambert, Do Salmon, and Francis Petras (top photo). Racing was always tight both on the water (center) and while tuning on the beach (far left).

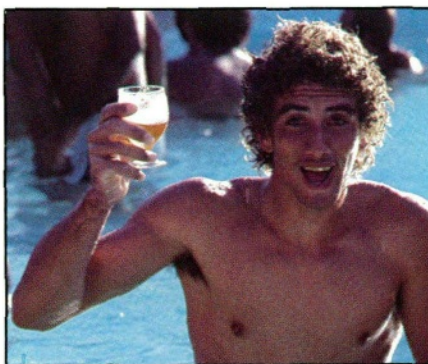


The waters of the world were mixed by representatives of each country as the racers anxiously awaited the start of the sixth Hobie 14 World Championship held in Fortaleza, Brazil, November 22-28. The generally busy street along the waterfront was closed to traffic and men in clean white Brazilian Navy suits stood at attention as representatives from 11 countries raised the flags of their homelands on the shore of Brazil. Sailors from Australia, United States, Tahiti, the Philippines, France, Germany, Italy, New Zealand, Puerto Rico and Brazil gathered as the Governor of the State of Ceara poured the combined sea water from different parts of the world into the sea at Fortaleza, officially opening the championship.

Never before had there been a Hobie World Championship for which the winds blew a constant 15 to 20 knots, the sun was warm all day long and the water was as warm as the air. As consistent as the winds were, racers were constantly trying to figure which way the shifts might go next. There was a general pattern to the wind, with enough slight direction changes to keep the racing interesting.

The Brazilian Nationals took place in Fortaleza the week before the championship, providing a large group of Brazilian sailors who were ready to try for the 20 spots still open in the championship series. Herman Trafton of Tahiti sailed the most impressive qualifying series, winning three of the four races. Included in the qualifying races were six women sailors, five of them from Brazil.

Enrique Figueroa, the 1981 U.S. Hobie 14 National Champion, from the very beginning showed promise of becoming the new World champion as well. However, sailing just as consistently as he were five other



The Winner Celebrates!
sailors. At one point during the finals, six sailors were within one point of first place. With the wind being strong, the heavy air sailors, such as the Australians, Tahitians, South Africans and Team Fat (open to those sailors weighing in at 180 lbs. or more) were all going fast.

The welcome dinner was just the beginning of a long string of parties hosted by the Governor of the State of Ceara, the Mayor of Fortaleza, the Yacht Club and on and on... Gifts, such as a balsa wood replica of the Jangadas, were given at every party. The hospitality was incredible, not only from our hosts and the local dignitaries, but from the local people, the Brazilian sailors and the Imperial Othon Palace Hotel personnel.

The first morning's races began with

the usual 15-20 knot wind. The Australians were off to a great start, with Gary Metcalf winning the first race of the championship. Earlier this year, at the Hobie 18 Worlds, the Aussies threatened to add the 14 Worlds to their string of titles (the 1980 16 Worlds, the 1981 18 Worlds and the 1981 Worrell 1000). Close behind Metcalf was William Edwards, from South Africa. The two took a long lead over the rest of the pack. They established the basic pattern of the course, sailing to the outside near the shipwreck, before making their tack after the start, then using the lift up the beach the second time to A-mark. The pattern remained basically the same throughout the week with minor variations each day. The sailors switched boats between races, quickly tuning their rigs to their own satisfaction. Most of the racers seemed to be sailing with tight rigs and maximum mast rake, then sheeting block to block once out on the course, but any combination from loose rigs to tight rigs could be found.

In the next race, Hiro DeMeyer from Tahiti rounded A-mark first, maintaining his lead to the finish. Michael Collier from South Africa and Enrique Figueroa moved up into second and third, respectively, on their way to the leeward mark. The top three maintained their positions to the finish.

The winds lightened slightly for the last race of the day. (15 knots was considered light air in this series.) Nelson Piccolo, the five-time Brazilian National Champion, took advantage of



a good lift up the beach as the afternoon wind began to swing out to sea, placing him in a strong first-place position. As Piccolo hit the beach, he looked like the Brazilian National hero come home. Cheers in Portuguese were abundant; he was obviously the local favorite. Following him was Kitty Salmon from Tahiti. Salmon barely lost out to Phil Berman in the last race of the Championship at the 14 Worlds in 1979. This time Salmon maintained his position, finishing second behind Piccolo, with Figueroa third.

The crowded shoreline of tanned bodies and bikini-clad ladies would part as the boats hit the beach, and a group of men and boys would rush forth to carry the boats up the beach. Throughout the week, this exuberant group of assistants would meet the incoming boats, barely giving the exhausted skippers a chance to scramble off before hoisting the 14s into the air and on up the beach. Such help, was wonderful especially after a long, windy race.

The first day of the series was over; the starts were tough and the sailing tiring. As the sun set, the sidewalk merchants put out their wares, while weary skippers gathered nearby on the patio of the Imperial Palace Othon Hotel to watch the incoming sails of the ancient Jangadas (or, if you were a young Aussie, it was girl-watching).

As was typical, the next day dawned with wind in the early morning. Wind was the one thing that nobody ever worried about — that day it picked up to 20 to 25 knots.

In the first race, Phil Smyth from Australia won with Anthony Duchatel

another Aussie, second and Collier third. Phil Berman, the defending World Champion, won the next race, demonstrating that his months of studying had not hindered his sailing abilities. Collier finished second, giving



him the best score so far, with two seconds and a third. Third was young Metcalf.

In the next race with his Tahitian "one rudder up to weather" sailing style, Salmon was in the lead, Ian Bashford, the 1981 Hobie 18 World champion was pushing him hard from behind, forcing Salmon to sail fast to maintain his first-place position. Taking off from the pack, these two raced neck and neck for the entire course. Bashford passed Salmon on the reach from B to C-mark, but Salmon got him back to weather by sailing closer to the beach. Crossing the finish line was Salmon first, Bashford second and Piccolo third.

Prior to the finals, the race committee called course 4 (A-B-C-A-C) for every race. The course was spread out over a large distance; with the finish line moved to weather, a course 4 provided plenty of sailing. The seventh race started late in the afternoon. Bashford



Leocacio Ferreira

won, with Alexandre Martins from Brazil in second and Hiro DeMeyer in third. DeMeyer was looking very good with a first, second and third.

Race 8 started out the third day of racing. This was the last day before the fleet would be cut in half for the finals. Jeff Alter from the U.S., also representing Team Fat, was fast off the port favored line and took an early lead. Alter was one of the first non-Tahitians to adapt the "Tahitian Style," one rudder up to weather. Later in the week, most of the sailors in the top ten of every race were sailing this way, regardless of their nationality (in previous world championships, this style was used exclusively by the Tahitians).

The reaching mark had been moved outside the shipwreck as the wind continued to shift slightly out to sea. Lifts and headers were abundant, helping and hurting the sailors, depending upon luck and where they were on the course. Alter, with a 30-second lead at one point, finished first, with Metcalf second and Carlos Leite from Brazil, third.

It was up to race nine and ten to determine the top 44 sailors who would participate in the final series for the last two days. In the ninth race, DeMeyer was off to another great start, quickly stringing out his lead. In his typical style, Figueroa, sailing in a strong sixth position all the way around the course, managed to move

up to fourth between C-mark and the finish. Bashford, working back and forth between second and third positions, stayed very high after rounding C-mark, giving him an advantage in the lift gaining him a second-place finish. Salmon went from fourth to second, with Hiro Demeyer taking another first-place. This was typical of many of the races, when 15 to 20 of the best 14 skippers in the world race together, any of which are capable of winning it overall, radical changes in positions are constantly taking place. In the last race of the preliminaries, Tony Laurent from Australia placed first, Berman finished second and Metcalf, third.

A team of Brazilians helped carry the boats to and from the waters edge.

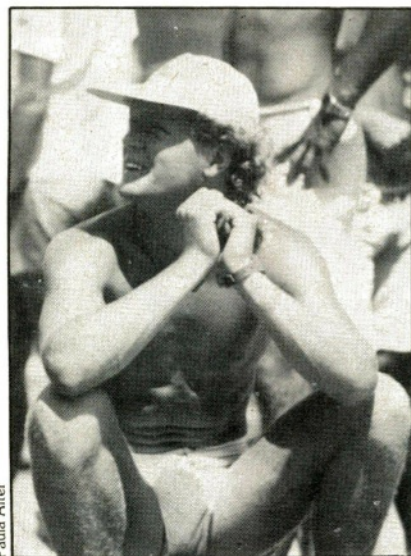


Paula Alter

Ian Bashford, Jeff Alter and friends enjoying Brazil (top). Michael Collier from South Africa waits for his next race (bottom).



Paula Alter



Paula Alter

After Hours in Fortaleza

Along with the sailing at the Worlds came the parties — and party we did. Every night there was a dinner or a cocktail party. Sunday night's cocktail party was held at the late Yacht Club. The skippers were given a bottle of locally-brewed Ceara Whiskey, which they tasted along with hors d'oeuvre. After a few drinks, the skippers enjoyed dancing by the local folk dancers.

Monday night's welcome party was again held at the yacht club, with cocktails, dinner and the announcement of the qualifiers. Each attendee was given a replica jingada made of balsa wood. While waiting for the announcement of the qualifiers, several skippers tried their racing abilities on the jangada at the yacht club pool.

Tuesday night, like all nights, everyone boarded the buses in the front of the hotel for the night's adventure. This time it was to the Palacio da Abolicao, Gov. Virgilio Tavora's palace, for cocktails and hors d'oeuvre. Wednesday night's function was held at the Ideal Clube. As we entered and gave the door attendants our tickets, we were given a wood carving depicting the front of a Brazilian house. Thursday night's finalists' party was sponsored by Nautico Atletico Cearense. The announcement of the top 44 was made, and each finalist was given a plaque as a memento of his sailing ability. After the announcement we were treated to a dance from *Carnival*. Native costumes flashed and music was heard for miles.

Friday night the city mayor, Lucio Alcantara, held a cocktail party at Paca Municipal. For the awards banquet, we didn't have to go far — cocktails were poolside and dinner was served in the ballroom of the Imperial Othon Palace Hotel. It was dinner, trophies and then the carnival show of Brazilian music, dancing, people and Hobie!

By now, you're probably asking yourself, how did this all happen? The credit goes to the Brazilian Hobie Class Association, but especially to two people: Walter Cabral and Joao Guimaraes. Walter and Joao devoted a year to planning and organizing this event. They made sure that every skipper received a goodie bag, t-shirt, towel, visor, decals and more. Coast Catamaran Brazil deserves a big thank-you for taking good care of the boats and the skippers for two weeks (the Brazilian Nationals preceeded the Worlds). A thank you as well to all the skippers from around the world who attended the event.

Dinner, cocktails and a show at the Pink Palace kept the crowd occupied until the results of the final race were announced. Each finalist received a plaque for making the cut. With five races left in the series, Hiro DeMeyer was in the lead with 8½ points; second was Gary Metcalf, with 8¾ points; third was Kitty Salmon, with 11¾ points; fourth was Enrique Figueroa, with 14 points and fifth was Michael Collier, with 14 points.

Friday morning was the first day of the finals and tension was in the air. Tuning looked like serious business as the skippers readied their boats. The first long course of the series was called, a course 7 (A-C-A-B-C-A-C). Bashford, now sailing "Tahitian style," sailed into an incredible lift up the beach, placing him well ahead of the rest of the fleet. With a 38-second lead at the final leeward mark, Bashford continued to stretch out his lead. The rest of the pack had split into two distinctive groups, with the varying wind acting different to each. Salmon was right in there, again, finishing second with Carlos Leite in third. Collier and Figueroa remained in the top five, keeping them both in the running for the title. In the next race, Figueroa took the lead, with Collier close behind. Again Bashford and Metcalf were right there, finishing fourth and fifth, keeping the points tight in the top group. The Brazilian favorite, Nelson Piccolo, took two races in the twenties, putting him out of reach of the first place trophy but still in the running for a top ten position.

At this point the top five racers were within one point of each other:

Figueroa

19¾ points/throwout of 6

Salmon

19¾ points/throwout of 6

Collier

20 points/throwout of 12

Bashford

20½ points/throwout of 24

Metcalf

20¾ points/throwout of 11

Figueroa began showing the same kind of spirit and sailing skill that won him the 14 National title. In the last race of the day, Figueroa opened up his lead all the way around the course, taking another first place. Salmon worked his way to the front of the fleet, eventually finishing second. Salmon was not even in the top ten the first time to A-mark. Tacking early for a layline to A brought him into fifth place, he moved into fourth on the downwind leg and then into second between C-mark and the finish. In third place was Collier.

Continued on page 35

1981 6th HOBIE 14' WORLDS

Fortaleza, Brazil

November 22-28, 1981

SKIPPER	COUNTRY	RACE BY RACE RESULTS					FINALS RACE BY RACE					TOTAL
		#1/2	#3/4	#5/6	#7/8	#9/10	#1	#2	#3	#4	#5	
1. Enrique Figueroa	Puerto Rico (USA)	3	3	6	4	4	5	¾	¾	¾	4	25½
2. Kitty Salmon	Tahiti	6	2	¾	6	3	2	6	2	13	10	37¾
3. Ian Bashford	Australia	11	24	2	¾	2	¾	4	19	7	2	48½
4. Gary Metcalf	Australia	¾	18	3	2	3	7	5	14	8	8	50¾
5. Hiro DeMeyer	Tahiti	¾	4	5	3	¾	11	7	26	6	17	54½
6. Michael Collier	South Africa	2	3	2	7	12	4	2	3	DNF	22	57
7. Nelson Piccolo	Brazil	5	¾	8	6	8	24	27	12	¾	7	71½
8. Eric Paofai	Tahiti	4	8	15	9	8	19	8	4	6	13	75
9. Anthony Duchatel	Australia	5	2	15	18	6	8	9	23	11	27	97
10. Walter Dreher	Brazil	17	5	11	10	7	9	24	5	10	28	98
11. Nelson Fiedler	Brazil	7	8	3	10	6	28	28	15	19	6	102
12. Phil Smyth	Australia	8	¾	11	12	21	6	16	20	15	14	102¾
13. Phil Berman	United States	13	22	¾	5	2	10	DNF	16	17	24	109¾
14. Fred Paquier	Tahiti	15	6	4	12	10	12	22	9	28	21	111
15. Jeff Alter	United States	14	DNF	13	¾	4	23	28	7	14	12	115¾
16. Carlos Leite	Brazil	13	29	6	3	5	3	10	29	33	20	118
17. Enrique Torres	Puerto Rico (USA)	10	11	9	12	14	17	15	17	16	31	121
18. Do Salmon	Tahiti	9	11	11	24	11	15	19	32	12	9	121
19. Walfron Vogel	Germany	8	9	21	8	7	20	3	25	21	33	122
20. Guilherme Leite	Brazil	25	23	5	39	9	14	23	8	2	16	125
21. Miles Wood	United States	3	17	8	11	13	DNF	11	10	20	32	125
22. Alexandre Martins	Brazil	4	6	17	2	15	37	14	27	30	15	130
23. Rolf Peter Voelker	Brazil	41	17	10	16	5	21	26	13	4	25	137
24. Carlton Tucker	United States	7	4	7	10	15	18	31	34	DNF	11	137
25. William Edwards	South Africa	2	13	14	5	16	22	41	35	17	23	147
26. Mark Simons	Australia	21	12	18	11	19	13	30	28	25	¾	149¾
27. Tony Laurent	Australia	6	27	7	19	¾	25	32	18	32	18	152¾
28. Ronaldo Fernandes	Brazil	15	10	9	15	12	DNF	17	36	9	38	161
29. Herman Traffon	Tahiti	31	18	4	17	17	16	29	6	37	DNF	175
30. Geoff Pearson	Australia	16	5	22	15	30	33	33	22	39	5	181
31. Paulo Jose Platti	Brazil	11	16	20	13	28	29	35	24	40	3	189
32. Gustavo Mussnich	Brazil	19	25	16	8	20	31	13	41	24	36	192
33. Wayne Schaffer	United States	28	9	20	23	17	27	38	11	22	37	194
34. Fernando Villar	Brazil	21	7	27	4	22	35	40	DSQ	35	34	194
35. Leopoldo Wildner	Brazil	18	19	10	20	23	32	12	37	34	30	198
36. Luis Claudio Sodre	Brazil	DSQ	7	13	7	16	26	18	38	38	35	198
37. J.F. Soldou	France	33	14	18	16	18	34	20	33	36	29	215
38. Mario Roberto Gern	Brazil	16	16	19	22	10	39	21	30	DNF	DNF	215
39. Guy Pasquier	France	19	31	12	27	13	36	25	31	41	42	225
40. Thomas Kappelmann	Germany	33	21	38	9	14	38	37	39	26	19	235
41. Tom Materna	United States	18	15	34	19	22	41	34	40	27	26	235
42. Dierck Reinhardt	Germany	14	32	21	20	24	42	43	21	23	39	236
43. John Dinsdale	Germany	10	12	22	14	29	32	39	42	41	40	239
44. Fiete Machert	Germany	23	10	12	22	38	40	42	43	29	41	257

SKIPPER	COUNTRY	RACE BY RACE RESULTS					TOTAL
		#1/2	#3/4	#5/6	#7/8	#9/10	
45. Carlos A. Sodre	Brazil	24	22	18	18	33	82
46. Alexandre Stalberg	Brazil	34	27	16	14	25	82
47. Walter Cabral	Brazil	38	13	42	26	11	88
48. Mario Schmidt	Brazil	20	14	29	27	28	89
49. Jorge Cavalcante	Brazil	20	19	31	20	21	90
50. Luciano Cavalcante	Brazil	23	25	17	31	26	91
51. Guilherme Lobo	Brazil	DNF	38	33	13	9	93
52. Paula Alter	United States	12	28	24	32	40	96
53. Jose Hermida	Brazil	27	20	24	25	42	96
54. Mandel B. Leite	Brazil	34	15	25	34	23	97
55. Billy Dominy	United States	28	23	23	23	35	97
56. Luis Augusto Lima	Brazil	22	24	37	26	25	97
57. Phil King	Australia	29	28	28	17	27	100
58. Eduardo Serrano	Spain	27	36	30	24	19	100
59. Ricardo Rovira	Spain	29	30	41	21	20	100
60. Geoff Walsh	United States	35	32	19	25	27	103
61. Ingo Dalibor	Brazil	36	DNF	28	28	18	110
62. Luiz Nogueira	Brazil	27	20	DNF	21	DNF	111
63. Francis Petras	Tahiti	32	35	25	26	32	115
64. Jorge B. DeMello	Brazil	25	31	33	29	31	116
65. Ricardo Dubeux	Brazil	26	26	DNF	DNF	24	117
66. Enio Ferreira	Brazil	30	26	30	33	DNF	119
67. Luiz Lobo	Brazil	24	34	23	41	38	119
68. Gil Bezerra	Brazil	26	35	26	34	34	120
69. Rubens Futuro	Brazil	30	34	40	32	26	122
70. Eugenio Juca	Brazil	9	DNF	38	35	DNF	124
71. Jeovah Lucena	Brazil	22	41	35	29	40	126
72. Pedro Oliveira	Brazil	32	33	31	36	33	129
73. Hanjo Zimmermann	Germany	36	30	32	40	31	129
74. Ben Cunningham	United States	DNF	29	36	30	36	131
75. Geraldo L. Rosa	Brazil	DNF	33	26	39	34	132
76. Joao Guimaraes	Brazil	39	36	27	33	41	135
77. Luciano Motta	Brazil	37	37	29	37	37	140
78. Bruce Fields	United States	42	41	39	31	29	140
79. Luis Dubeux	Brazil	40	DNF	32	8	41	141
80. Michel Recamier	France	40	39	34	36	36	145
81. Christian Banks	United States	31	DNF	35	43	39	147
82. Benny Siemens	Italy	DNF	31	41	37	39	148
83. Vince Herrera	Philippines	37	39	37	38	37	149
84. Michelle Stacy	United States	39	40	36	38	36	149
85. Pedro Da Fonseca	Brazil	38	38	39	40	35	150
86. Doug Hislop	New Zealand	43	40	39	42	32	153
87. Valdir Dias	Brazil	35	37	40	DNF	DNF	155
88. Mark Fallwell	New Zealand	41	42	DNF	35	42	160



Sandy Banks



Sandy Banks



Bella Lagmay-Singh



Marjorie Innes and Dorian Goldberg hold Michelle Stacy off as they race for C mark (above). Five time Canadian 14 National Champion, Marjorie Innes attended her first Women's Nationals (far left). Linda Leth and Paula Alter take a break between races (left). The 1981 Women's National Champion, Michelle Stacy, celebrates her win after the last race (right).

Michelle Stacy Takes 1981 Hobie 14 Women's National Championship

by Linda Leth

Sponsored by Lone Star Beer

"It isn't fair!" the men screamed. "Ever since Hobie started the Women's Nationals, they got the good wind and we get stuck with whatever's left." It happened in 1979 at Lake Tahoe, Nevada, in 1980 at St. Petersburg, Florida, and yes, it happened again this year. The U.S. Hobie 14 Women's National Championships held in Corpus Christi, Texas, October 14-17, had the wind most sailors dream of but few get to sail in. For four days it blew continuously out of the southwest, accompanied by daytime temperatures in the 90s. When the ladies racing was over, the wind died, right on schedule.

The event officially began Wednesday morning when Sandy Banks gave the skippers meeting and welcome speech. Since there were only 31 women registered, qualifying was not necessary. Two practice races would be held instead. Michelle Stacy, of Dallas, Texas, won both. When asked about her victories, she very cautiously replied, "All the women weren't out there racing, so it isn't really a fair judgement."

A number of the competitors had chosen not to sail. Paula Alter, two-time Women's National Champion, from Capistrano Beach, California, claimed a case of jet lag, while Linda Leth and Sue Brenny, also from California, quit after rounding A-mark in first and second. "We heard it was bad luck to win a practice race," they laughed while heading for the Lone Star beer.

Another competitor who didn't participate in the practice was Marjorie Innes, four time Canadian Hobie 14 National Champion. Marjorie, attending her first Women's Nationals, didn't arrive until late Wednesday afternoon. Many of the racers were surprised to learn about Marjorie's accomplishments. "You mean she is their OPEN National Champ? She beat all the men?" By Wednesday evening it was obvious to all that the competition

was going to be tough.

The next morning a front hit. A squall rolled in at the scheduled starting time and the races had to be postponed. This was a mixed blessing, however, as it allowed the women the opportunity to get to know each other. There were many new faces in the crowd and some old ones missing. Only five of last year's top ten returned. Marilyn Morris, who placed 7th last year, attended only as a spectator. Five weeks earlier she had given birth to Scott, the seven pound "1990 National Champ."



Bella Lagmay-Singh

This championship was marked by the large number of competitors from different divisions including Marci Moore, from Kaneohe, Hawaii; Marjorie Innes, from Ontario, Canada; Dorian Goldberg, from Puerto Rico; Marilyn Shearer (mother of 1978 National Champion Mike Shearer) from Salt Lake City, Utah and returning again were Teri Pease, Kathy Mewhort and Co. from Clark Lake, Michigan. The field of competitors included a doctor, Anne Karnitschnig; an attorney, Janet Myner, as well as

Continued on page 28

1981 14 Nationals

**Sponsored by Lone Star
the National Beer of Texas**

*Those Sailors Love to Party
(so does that beer!)*

by Bella Lagmay-Singh



Sandy Banks

Radical extremes in wind were in order for this year's 14 Nationals.



Bella Lagmay-Singh

14 Hobie Hot Line

The white sands of Corpus Christi Beach, "the sparkling city by the sea," was offset by a colorful fleet of sailboats at the U.S. Hobie 14 Open Nationals held Oct. 19-24 in the Lone Star state of Texas.

Wearing cowboy hats and downing Lone Star, "the national beer of Texas," which sponsored the event along with local Hobie Fleet 99, the country's finest Hobie 14 skippers trekked deep past the heart of Texas toward the southeastern tip to sail on the blue waters of Corpus Christi Bay off the beachfront Masters Host Inn.

Qualifying races kicked off the week-long event Monday with 34 skippers vying for 18 open berths among the championship fleet, which was limited to 72. Leading the pack, to no one's surprise, was Carlton Tucker of Ft. Walton Beach, Florida, who consistently scores in the top in Nationals competition, but just had not had the opportunity to sail during the season to pre-qualify.

After four races Tucker scored an impressive $3\frac{1}{2}$ points and easily placed first, followed by Alan Egusa of Hawthorne, California in second. Jeff Alter of Capistrano Beach, California also had to qualify at the site and capped off the top five. Half of the 18 skippers accepted were Texans including one female, Carla Mezo of Austin, who competed in the Hobie 14 Women's Nationals the previous week and found the light air which dominated the qualifying races to her advantage.

International competitors included Phil Smyth who journeyed from far-away Australia and successfully placed fourth in the qualifying races, Thierry Jean of Mexico City, Mexico, and Enrique Torres of San Juan, Puerto Rico, who unfortunately missed the cut by just one position but decided to stay on for the competition to support his best friend, Enrique Figueroa, also of San Juan.



Sue Brenny

Skippers accepted from the qualifying races were announced at the welcome party Monday night, courtesy of Lone Star, which featured a down-home country and western band that got the Hobie Catters off their feet to circle the banquet room in a long bunny-hop train—the first indication of the crazy spirit that was to make this Nationals one of the wildest ever!

After a week of heavy air during the Women's Nationals, the Open event was greeted with unusually light winds Tuesday morning—much to the men's

So light were the winds Tuesday that the first race of the championship series was postponed until almost noon. The race committee finally called a short A-B-C course for an apparent five-knot drifter. It was a port-favored start and Dan Schlig of Texas moved out to be first around A and B, followed by Steve Fields of Dunedin Beach, Florida. Fellow Floridian Doug Vanderhook of Tampa moved from eighth to ninth to eighth around the triangle but on the last leg to the finish, amazingly passed everybody up and sailed ahead to win

There was early indication of the crazy spirit that was to make this Nationals one of the wildest ever.

disappointment. Joining the men were several women skippers including Women's Nationals champion Michelle Stacy of Dallas, Linda Leth of Palos Verdes, California (4th) and Dorian Goldberg of San Juan, Puerto Rico (5th)—all of whom automatically proceeded to the Open as top scorers from the Women's Nationals. Also competing were pre-qualified skippers Sue Brenny of San Jose, California and Nancy Bateman of Richardson, Texas, plus Ms. Mezo, who was accepted from the qualifying races at the site.

the race! Fields held on to second-place while Schlig, who had dropped to fifth around C, recovered to finish third.

The winds picked up to 10 knots for race 2 and course 4 (A-B-C-A-C) was called. Enrique Figueroa led the entire race with Don Balthaser of Richardson, Texas right behind him around every mark. Finishing third was Robert Rueter of Portland, Oregon, who had been following fourth-place Dennis McCreddie of Dallas around the triangle but overcame him around A and C to the finish.



Marc Moore



A silent racer waits for the conditions to change.

Course 3 (A-C-A-B-C) was called for in race 3 as the winds stabilized to 10 knots. Egusa was first around the windward/leeward marks but was passed around the triangle by Woodi Cope of Tampa, Florida, who went on to win the race with Randy Whitehead of Plano, Texas in second. Tucker, who wasn't even in the top 10 around A, moved up to eighth at C, and fourth around the triangle, gaining one more boat at C to take third-place. Wayne Schafer of Capistrano Beach, California finished fourth while Egusa, who had gradually dropped positions, finished fifth.

Race 4, the last race of the day, was another course 3 as the winds picked up to 15 knots. It was a seesaw battle between Dennis Carpenter of Irvine, California and Figueroa but the latter held on to his lead heading into the

triangle and scored another first-place—winning *both* of his races for the day! After Tuesday's four races, with each skipper sailing two, Figueroa was in overall first-place with just $1\frac{1}{2}$ points, followed by Balthaser and Rueter tied with 6 points each.

Light winds of five to seven knots persisted Wednesday morning. Course 1 (A-C-A-C) was called for race 5, the first race of the day. McCreddie took an early lead, maintained it around every mark and led the fleet to the finish line. Figueroa was right behind him on the windward/leeward marks but dropped to fifth-place the second time around the course, unable to gain any more boats on the way to the finish. Rueter, who was fourth around A and C, eventually moved up to second-place. "Tio" John Ferrera of Lutz, Florida went from eighth around A to third-

place around C and held his position. Meanwhile, Ben Cunningham of Excelsior, Minnesota, who moved from tenth to ninth around A and C, jumped to fourth-place the second time around and also held his position to the finish.

With the winds picking up to 10 knots for race 6, another course 1 was chosen. Cope and Hobie Alter Jr. of Capistrano Beach, California consistently led the fleet around the course and took first and second-place respectively. Aussie Smyth, who was ninth around A, made his way to third-place at C and held it to the finish. Richard Raditch of Largo, Florida finished fourth while Nancy Bateman was cheered on by the Women's National Competitors that had stayed on for the Open event as she took fifth.

Course 4 was called for race 7. Figueroa sailed a beautiful race, showing the fleet the way throughout the entire course to the finish. Following the leader proved to be a wise tactic and guaranteed a good finish as Tom Materna of Sherman Oaks, California chose to do, tailing Figueroa to successfully take second-place. Merrick Endres of Palm Harbor, Florida

The Champion of Champions really showed everyone how to sail in heavy air.

and local sailor Bill Dominy were not far behind, finishing third and fourth.

During the last race of the day, race 8, course 4, the winds began blowing at 15-20 knots—just what Hobie Jr. was waiting for! The champion of champions really showed everyone how to sail in heavy air and had a comfortable lead around every mark, scoring his first win of the series. Behind Hobie Jr. at every mark and giving him a run for the money right at the finish was Smyth, who is also more accustomed to the heavy air being from "down under" Australian waters. Hobie Jr., Smyth and Dick Blount of Los Angeles, California hung with each other at every mark throughout the entire race and the trio, as expected, finished first, second and third. Other heavy air sailors Tucker and Michelle Stacy were also right in there and took fourth and fifth.

At the day's end, in overall first-place after four races each was Figueroa—his near-perfect record of firsts flawed only by a fifth, giving him a total of $7\frac{1}{4}$ points. Hobie Jr. was in overall second with $14\frac{1}{4}$ and McCreddie, third with $16\frac{1}{4}$.

After all the excitement from the heavy air races died down, so did the wind! It was Thursday, the last day of racing before the cut, and the winds had come to a whispering halt. Pushing at three to five knots, B-mark was pulled for another short course 1(A-C-A-C) for race 9. Robert Wall of Algonac, Michigan has a good start and rounded every mark first. Whitehead was second all the way around the course to the finish; Raditch, third; and Hobie Jr., fourth.

From all appearances, it looked like race 10 was going to be another lingering drifter. Again, course 1 was called. Cunningham was first around A, followed by Geoff Walsh of Los Angeles and Balthaser. Schafer, who was fourth around A, moved ahead of them around C to second-place. Sailing amidst the top 10 guys was little Sue Brenny who moved from eighth to seventh around the first two marks in the light air and was edged on by the guys.

But if ever there was a *calm* before the storm . . . this was it! From a mere five knots, the wind instantaneously gathered an incredible velocity of 25 knots, gusting to 35! Suddenly, the skies darkened and the fast-approaching stormfront hit overhead before the sailors knew what was even happening! Balthaser, nevertheless, surged ahead to be first around A and C the second time around. He was followed by Cunningham and Walsh, but as the winds began to really blow, the latter two pitchpoled! Down they went . . . right at C-mark. It was a narly situation as the approaching Hobies also toppled over like toy boats! More than seven stuck their masts to the mud in a matter of seconds. As the conditions worsened, several tacked to the right—*straight for the beach!* Even Figueroa came in and took a DNF—afterall, he could afford one as a throw-out at this stage of the game.

Team Fat chose to stick it out and "Fat Boys" Balthaser, Schafer and Tucker took first, second and third. And when it was all over, more than 10 had capsized in the rolling seas!

Weary and worn, the weathered sailors braved the winds for race 11. The wiser ones—several of them—hung up their wetsuits, choosing to take a DNS than get virtually wiped out in the radical conditions. Team Fat's spirits, however, were not dampened and they hit the water with renewed vigor. As the air temperature plummeted, the sailors were well-suited with several layers of sweaters, sweatshirts and jackets, they even wore Playtex gloves (in assorted styles of fashionable pink and orange) under their sailing gloves to protect their bluing fingers from the chilling waters. The "fatsoes" were really



Lee Dodds

Watching the races is almost as fun as sailing in them.



Lee Dodds

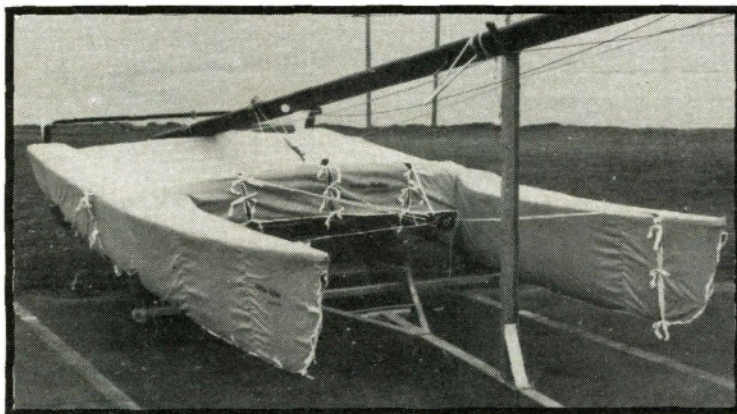
getting into it and having the time of their lives. Never mind the pouring rain; they were already wet! Jeff Alter, Tucker, Paul Ulibarri of Seattle, Washington, Schafer and Linda Leth were laughing hooting and hollering as they whipped through the rough waters. But minor details like electrifying lightning bolts and clapping thunder soon interrupted their fun as the race committee quickly hoisted an "Abandon Race" flag and the crazies were ordered to the beach. Several sailors were heard muttering that this was the most miserable sailing conditions they had ever experienced.

When it was evident that the rainstorm was not going to subside, the last race of the day was also cancelled. Considering Thursday's two races, in overall first-place after five races each with a throw-out, Figueroa was still the leader with 7¼ points, followed by Hobie Jr. with 11¼ and McCreddie, 15¼.

The top 36 eligible to race in the finals Friday and Saturday were announced at the cut party Thursday night. There was much apprehension as the top half of the fleet was named—particularly for Jeff Alter, who was unfortunately eliminated in 37th position and thereafter, became known as Jeff "Alternate." His attempts to discourage one of the finalists to "give it up . . . it's going to blow 45" were to no avail. The tension in the air was conducive for the inevitable "all in fun" Hobie food fight. A South-of-the-border feast had been served for dinner and the artillery was just right as the flour tortillas made excellent Frisbees! Friday's moderate winds were ever increasing and promised some interesting races for the finals. Race 1 was course 7 (A-C-A-B-C-A-C). Figueroa took off at the start in first with Hobie Jr. hot on his trail. Hobie Jr. managed to overcome him at C, however, and maintained the lead

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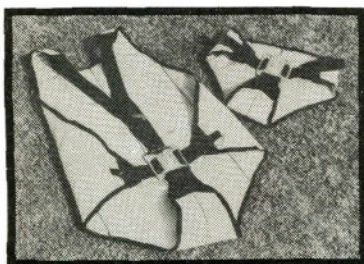


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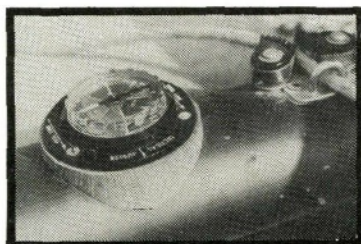
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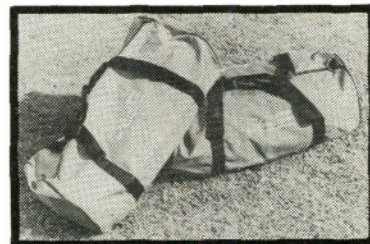


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around the triangle. B-mark had been strategically placed just off the beach and provided a fantastic view for spectators. Since pointing towards the beach seemed to work in catching the wind, the photographers and television crews onshore had an excellent vantage point for close-up angles as several skippers shot right through the pier and sailed just yards off the shoreline.

The chill factor of the water wasn't as extreme as the previous day, but another Northern front hit overhead and the constant rain made the skippers work extra hard. Figueroa managed to surge ahead at C going out of the triangle but obviously began to tire and his brief lead was retrieved by Hobie Jr. at the last two legs to the finish. Hanging right behind the battling duo were Smyth and Tucker, who took third and fourth.

The heavy air called for another course 7 for race 2 of the finals. Again, Hobie Jr. led the pack—this time with a long lead around the first five marks. Following him in second-place were members of Team Fat, varying at each mark—Mike Shearer of Salt Lake City, Utah at A and C, then Tucker back at A. Figueroa, who was sixth at A and C, stairstepped to fourth at A going around the triangle and second at B—right behind Hobie Jr. again. The excitement escalated as Figueroa finally captured the lead from Hobie Jr. the last time around A as the onlookers cheered ecstatically from the beach. Three boats turtled at A in the strong winds and McCreddie, who had been doing so well all week, decided to sail to the beach to take a DNF, his throw-out for the series. It was a tight situation as Figueroa and Hobie Jr. were again vying for the win. The winds increased to gale force at C! Suddenly, Figueroa lost his main sheet as they headed for the finish and Hobie Jr. shot across the line to take another first-place. Figueroa had to take another second while Shearer, Smyth and Tucker took third, fourth and fifth. Sailing to shore, Hobie Jr. pitchpoled just before he hit the beach, but quickly righted the craft in the winds which were really blowing like stink! And there was still one more race to go . . .

Course 7 seemed to be the order of the day as Sandy Banks, race director, decided to run yet another long course for race 3 of the finals. Determined not to be beaten again by Hobie Jr., Figueroa psyched himself out during the break and sailed a fantastic race, leading the finalists around every mark! Smyth was behind him most of the way, followed by Materna in third. However, Schlig took third around B and C. Hobie Jr., who had been fourth throughout the race, took over third at



Lee Dodds

Parti McGuire and Rona Beauchamp proudly display the Bella Lip shirt that was presented to Sandy Banks at the Awards Banquet. Male and female sailors donned the iridescent lipstick to express their thanks.

A the last time around and surged onward to take second at the finish behind Figueroa. Smyth, McCreddie and Tucker took third, fourth and fifth while Schlig and Materna took sixth and seventh.

After Friday's races in overall first-place after eight races each with a throw-out was Figueroa with 12 points. Hobie Jr. was second with 15½ and Tucker moved into third with 30, shifting McCreddie to fourth with 30½. Going into the final day of racing Saturday, the championship title could either go to Figueroa or Hobie Jr. with just 3½ points separating them. After successfully winning both the 1981 U.S. Hobie 18 Nationals in Sudden Valley, Washington and the U.S. Hobie 16 Nationals in Ocean City, Maryland, Hobie Jr. was also seeking the 1981 Hobie 14 Nationals title to complete the triple crown and set a new record for the first Hobie Cat skipper to win all three titles consecutively in one year!

Saturday was a cold, but virtually windless day. When the winds finally picked up, a course 3 twice around (A-C-A-B-C-A-C-A-B-C . . . whew!) was called for race 4 of the finals. Schafer took the lead around A, C and A followed by Hobie Jr., Balthaser took over the lead at B and C while Figueroa, who was seventh at the first two marks, captured the lead at A, the second time around. He was followed by Tucker and Balthaser. Meanwhile, Hobie Jr. had gradually dropped to sixth. Going around the triangle for the last time, Figueroa maintained the lead to the finish with Balthaser, Tucker and Schafer in second, third and fourth.

Hobie Jr. dropped two more positions to take an eighth. It was a l-o-ong race and took almost two hours to complete!

The course for race 5 of the finals was shortened somewhat to a course 7. After the start the race committee called a general recall. The fleet lined up again and after the drop of the red flag, apparently there was a collision between two boats. When no one else flew a protest flag, witness Ulibarri, abiding by the rules, decided to file a protest against Figueroa and Balthaser.

First around A and C was Tio Ferrera, followed by Rueter. Tucker, who was fifth, flew into first-place at the triangle and kept an incredible long lead all the way to the finish. Balthaser and Rueter took second and third. Meanwhile, Figueroa wasn't in the top 10 around A and C but moved into eighth around the triangle, to seventh around A and C, and finally took fifth at the finish. Hobie Jr. finished 17th—seemingly, his throw-out of the series. When the fleet hit the beach the word was buzzing about the protest filed against Figueroa—which could very well cost him the championship since he already had a DNF for a throw-out!

And the heat was on! It was the last race of the finals and Figueroa had 17½ points; Hobie Jr., 30½ and Tucker, 33½. Course 3 (A-C-A-B-C) was called for race 6 of the finals. Again, Ferrera was first around A and C. Tucker was fourth but took over the lead going around the triangle—a repeat performance from the last race. Balthaser followed in second. Smyth, who wasn't even in the top 10 going around A and C, came out of nowhere

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to take fourth at A, third at B and C, and at the last moment possible surprisingly stole the win from Tucker at the finish line! Tucker took second afterall with Balthaser, third. Figueroa went from eighth to ninth to third around A, C and A, then fourth around B and C, holding fourth-place to the finish. Bringing up the rear was Hobie Jr., who used this final race as his throw-out and sailed to the beach to file a protest against Figueroa and Tucker—a move which clearly left the championship undetermined at the conclusion of the finals since both protests of the day involved the *top four* skippers!

Thus, the finals ended on an anti-climatic note. There was no dousing of the obvious champ in the ocean. Although Figueroa had led the races all week, outsailing everyone, his apparent victory was upheld until protests could be heard that night! Later, Hobie Jr. decided to withdraw his protest, but Ulibarri's still stood, leaving the championship title a mystery.

There was an air of apprehension at the awards banquet—the Hobie Catters awaited the decision of the protest committee. Cocktail hour dragged on and you could guess what was the main topic of conversation. Dinner was finally served and eaten. An impromptu slide


presentation was shown to entertain the patiently waiting crowd and was about to be re-shown to awaken those already nodding off. Television camera crews stood by to learn the outcome of the hearing but finally resorted to just filming the closed door where the protest was being held as deadline for the 11:00 p.m. news approached, interviewing Figueroa as he crouched on the floor outside the protest room . . . waiting.

Figueroa's apparent victory was upheld until protests could be heard that night.

Everyone was waiting. Finally, the protest committee entered the banquet room with the race results. As it turned out, the protest against Figueroa and Balthaser was disallowed. Balthaser was given his second and Figueroa, his fifth. "Rockin'Rique" was declared the well-deserved champion with 21 $\frac{3}{4}$ points after 11 races with a throw-out. Hobie Jr. slipped to third-place after he needed to throw out his DNF from the last race and therefore was forced to keep a 17th which gave him a total of

47 $\frac{1}{4}$ points. Second-place went to . . . yes, you guessed it . . . Carlton "No. 2" Tucker with 35 $\frac{3}{4}$, adding yet another to his five (or six . . . we've lost count) second-place finishes from Nationals competition!

After such a trying, long day, the Hobie Catters were ready to party. Not that the week hadn't been one continuous party as the Hobie Catters donned their best Western garb and hit the local bars and saloons night after night. As a remembrance of the crazy two weeks in Corpus Christi, Sandy Banks was presented a special "Bella Lips" T-shirt adorned with purple lipstick kisses from all the Women's Nationals competitors (and the boys too!). Banks and the rest of the boys were getting plastered with the kisses throughout the banquet.

And what better way to end the event than with a foot-stomping, hand-clapping, beer-chugging (Lone Star, of course), get down—get funk—get loose party at the Yellow Rose, one of the biggest dance halls in Texas—which was surely needed as the Hobie Catters were all over the dance floor attempting the Texas 2-step. That final shebang turned out to be the most appropriate culmination of what the entire two weeks in Texas was like—one big hootenany! 

1981 Open 14' NATIONAL CHAMPIONSHIPS Corpus Christi, Texas October 19 - 24, 1981

		RACE BY RACE RESULTS											TOTAL
SKIPPER	CITY/STATE	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	
1. Enrique Figueroa	Santurce, Puerto Rico	3/4	3/4	5	3/4	31	2	2	3/4	3/4	5	4	21 $\frac{3}{4}$
2. Carlton Tucker	Ft. Walton Bch, FL	6	3	7	4	3	4	5	5	3	3/4	2	35 $\frac{3}{4}$
3. Hobie Alter, Jr.	Capo. Beach, CA	5	7	2	3/4	4	3/4	3/4	2	8	17	32	47 $\frac{1}{4}$
4. Don Balthaser	Richardson, TX	2	4	9	12	3/4	8	7	12	2	2	3	49 $\frac{1}{4}$
5. Phil Smyth	Doubleview, Australia	4	13	3	2	13	3	4	3	17	8	3/4	53 $\frac{1}{4}$
6. Bob Rueter	Portland, OR	3	3	2	9	24	14	9	18	5	3	9	75
7. Dennis McCreedie	Dallas, TX	4	6	3/4	6	5	5	28	4	21	22	16	89 $\frac{1}{4}$
8. Tom Materna	Sherman Oaks, CA	9	11	16	2	22	11	6	7	7	10	32	101
9. Wayne Schafer	Capo. Beach, CA	14	4	21	28	2	15	21	19	4	9	6	115
10. Dan Schlig	Texas	3	22	11	17	32	6	8	6	26	13	7	119
11. Ben Cunningham	Excelsior, MN	8	21	3	6	4	26	19	16	9	31	10	122
12. Mark Mayo	Houston, TX	5	10	10	8	16	20	20	36	14	7	12	122
13. Richard Raditch	Largo, FL	10	19	4	38	3	10	15	28	18	12	5	124
14. Woodie Cope	Tampa, FL	25	3/4	3/4	7	16	13	10	15	27	21	32	135 $\frac{1}{4}$
15. Alan Egusa	Hawthorne, CA	9	5	13	7	23	25	16	10	10	20	24	137
16. Dennis Carpenter	Irvine, CA	6	2	31	5	21	16	11	8	25	15	31	140
17. Linda Leth	Rancho Palos Verdes, CA	23	9	15	23	7	17	22	9	6	28	14	145
18. Mike Shearer	Salt Lake City, UT	16	6	19	10	20	9	3	11	19	36	36	147
19. Michelle Stacy	Dallas, TX	33	8	16	5	0	12	23	17	24	14	25	153
20. Dick Blount	Hermosa Beach, CA	20	23	12	3	9	34	28	36	11	6	8	154
21. Roger Jenkins	Corvallis, OR	22	20	8	8	19	18	13	13	13	33	28	162
22. Merrick Endres	Palm Harbor, FL	8	15	32	3	15	9	28	20	12	26	27	167
23. Chris Veneman	Garden Grove, CA	18	10	7	14	21	30	24	29	15	16	13	167
24. Geoff Walsh	Beverly Hills, CA	7	5	8	25	13	22	18	22	35	30	17	167
25. Bruce Fields	Torrance, CA	15	7	23	35	8	24	12	24	20	19	15	167
26. Paul Ulibarri	Seattle, WA	10	11	34	15	19	21	14	21	19	25	22	177
27. Stan Woodruff	NewBaltimore, MI	36	28	6	19	6	35	17	14	32	23	11	191
28. Doug Vanderhook	Tampa, FL	3/4	16	17	24	27	32	28	36	16	11	21	192 $\frac{1}{4}$
29. Steve Fields	Dunedin Beach, CA	2	12	6	21	30	23	26	23	29	29	32	201
30. Randy Whitehead	Piano, TX	13	2	29	13	2	28	28	36	28	34	29	206
31. Mike Weill	Tampa, FL	15	15	30	18	5	31	28	36	22	24	18	206
32. Robert Brice	Orlando, FL	25	23	9	12	6	29	27	25	33	32	20	208
33. Greg Myner	Norman, OK	30	13	17	16	11	19	28	26	31	35	26	217
34. David Powell	Norman, OK	13	19	28	20	10	33	25	36	30	18	23	219
35. John Ferrera	Lutz, FL	21	16	4	20	31	35	36	36	36	4	19	222
36. Mike Braswell	Tampa, FL	11	29	18	19	14	27	28	27	23	27	30	223



Disabled Sailors Harness Hobbies

story and photos
by Tom Cahill

When Karen Tamley first soloed in a Hobie 14, it was a proud moment for her sailing instructor and friends gathered around Lake Merritt in downtown Oakland, California.

The 14-year-old Marin County high school student was quick to master an El Toro and a Capri 14 in last summer's new Water Safety and Boating Program for the Disabled at the lake. Now a new challenge lay ahead on a Hobie 14. Earlier the same Hobie had dumped three instructors, so when Tamley transferred from her wheelchair to the boat and smartly left the dock, anxious

eyes followed the tiny sailor.

Young Tamley, disabled since birth, together with more than a hundred people of all ages with various handicaps and senior citizens completed courses of instruction last summer in sculling, sailing and canoeing through the Lake Merritt pilot program, particularly fitting in this the International Year of the Disabled.

Although there have been similar programs on a smaller scale in other parts of the country, the Lake Merritt project is the first with federal funding and the first to accept all forms of disabilities. Two important parts of the

program include a film and a manual...the goal of both to help other communities duplicate the Lake Merritt program. Another use of the film is to seek corporate donations, when public funding runs out in February.

The fleet of 13 crafts, mostly sailboats, included two Hobie Cats for advanced training. Due to their high performance, most of the staff and students were so wary of the Hobies that they were used very little until the latter half of the summer.

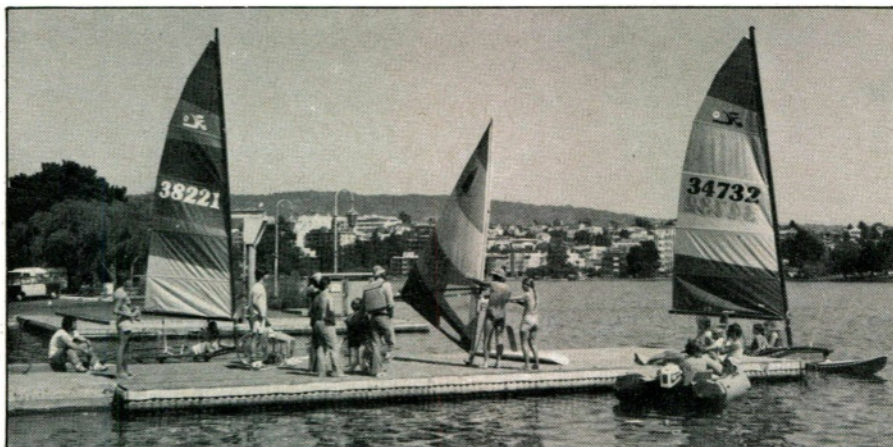
Next season the Boating Program for the Disabled--if further funding is provided by the private sector--may be

From wheel chair to a Hobie 14, Karen Tamley, cruises Lake Merit (right).

The program staff pose with the two Hobie 14s and the rest of the training fleet.



With their fear of capsizing greatly lessened, they are now ready to tackle the waters of Lake Merritt.



mainstreamed into the boat rental program with which it shared docks, storage space and other facilities. Restrooms and docks at the boathouse have been made accessible to people using wheelchairs.

Once accepted into the program, applicants are tested in a nearby swimming pool to determine their reactions in the water and floating in a PFD. Amputees, for instance, might need adaptations made to their lifelines.

Further testing includes, students boarding an El Toro or a canoe for a deliberate capsize, again to see how they react and to show them how easily and quickly a rescue would be made if the real thing occurred. With their fear of capsizing greatly lessened, they are now ready to tackle the 160 acres of salt water and widgeon grass of Lake Merritt.

A well-equipped workshop is mainly the creation of Stefan Schinzinger, an industrial designer on the staff. Here Stefan and others make the modifications and adaptations necessary to enable student boatpersons ready for the water.

Because of her small stature, Tamley required ballast to keep the rudder of an El Toro fully in the water. To use a Capri, she needed a wide foam cushion. For the Hobie Cat no adaptation was required, Tamley was quickly at home

scrambling around it's huge trampoline.

For Don Lorence, a quadriplegic since birth, a special chair with headrest was made so he could use a Capri. Since Lorence has only limited use of his arms and hands, a metal tiller was adapted by lengthening and bending it slightly. A leather loop at the end kept it from slipping from his grip. To ease transfer from wheelchair to sailboat, a special sling was made for him. For lack of a better method of transfer from wheelchair to boat, Richard Olcese--program director and a quadriplegic himself--accepted this system although he dislikes it.


Sensitivity to the dignity and needs of the disabled has been a major concern of the staff, all of whom have many years of boating experience and are multi-talented. Understanding, tact and an abundance of patience is required especially during transfer of the more severely disabled.

Darlings of the program are Tamley and her instructor whose spirit and smiles brighten the often overcast mornings at the lake. Karen Griffis, a 30-year-old mother-to-be, is a post-polio paraplegic who teaches sailing and canoeing. A startling sight occurred when Tamley was learning the basics of sailing. In their wheelchairs, one Karen would push while the other Karen would pull an El Toro on a dolly to the edge of the water. Together they would

plunk it into the lake for the day's lesson.

While Griffis is expansive and humorously blase, young Tamley is shy and famous around the Lake Merritt boathouse for her poker face that breaks into a big grin whenever she executes a smart maneuver and thinks no one is looking. Needless to say, Griffis just sits in her wheelchair and beams along with everyone else in the program who could take the time out to rubberneck when Tamley soloed in the Hobie that hot, late summer afternoon on Lake Merritt.

Boating Instructors Glo Webel, Janet Meth, and Tom Cahill were a bit edgy until Tamley made a nice, soft landing and scrambled back into her wheelchair. It was Webel, Meth, and Cahill who had been thrown by the same Hobie that Tamley had just tamed.

The Lake Merritt Water Safety and Boating Program for the Disabled is providing unique instruction, therapy and recreation for people with a wide range of disabilities. Many of the students did not think it possible for them to ever learn to sail. But after only a few lessons, most surprised themselves as well as their instructors, dramatically underscoring the words of another boatperson, Mark Twain, who once wrote, "We are only disabled by what we think we cannot do." 



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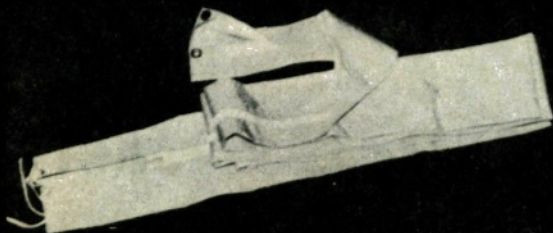


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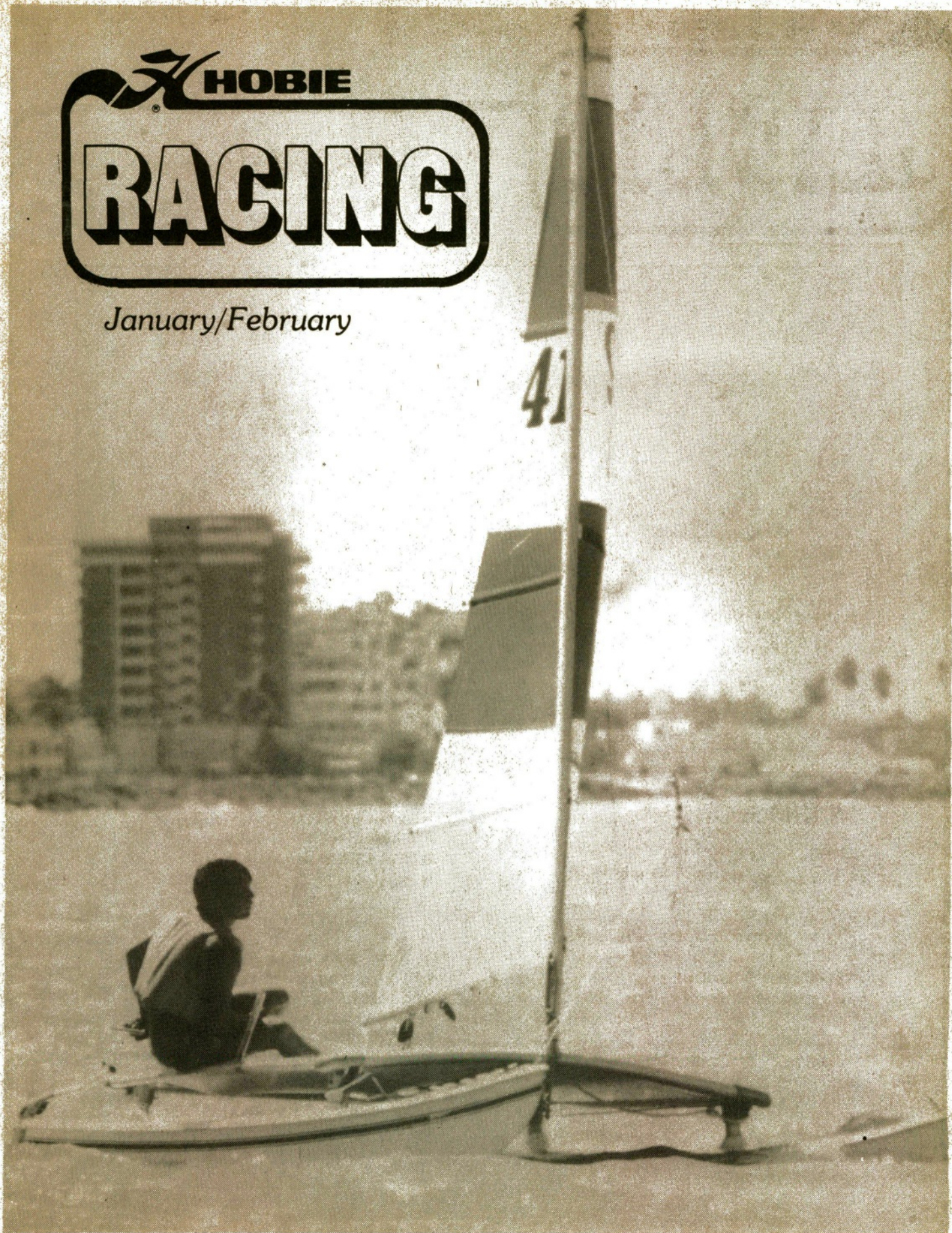
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IN THIS SECTION

SPECIAL FEATURE
14' Europeans, Spain

REGATTA RESULTS
Final results of the year

REGATTA SCHEDULES
Points Regattas for 1982

FLEET LISTING
Fleets around the world
and Divisions for North
America

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.

HOBIE MAJOR EVENTS

MAJOR REGATTAS FOR 1982

APRIL 29 - MAY 2	S.A.L.H.H.C.F.F.R.R. Lake Havasu, AZ	H.C.A. 714/758-9100
MAY 1 - 2	MIDWINTERS EAST Clearwater Beach, FL	Skip Holmes 813/855-6169
AUGUST 15 - 21	4TH 16' WORLD CHAMPIONSHIPS Papeete, Tahiti	H.C.A. 714/758-9100
SEPTEMBER 22 - 25	14' WOMEN'S NATIONALS Charleston, SC	H.C.A. 714/758-9100
SEPTEMBER 27 - OCTOBER 2	14' OPEN NATIONALS Charleston, SC	H.C.A. 714/758-9100
OCTOBER 10 - 16	16' NATIONALS South Padre Island, TX	H.C.A. 714/758-9100
OCTOBER 24 - 30	18' NATIONALS Key Biscayne, FL	H.C.A. 714/758-9100

HOBIE CLASS ASSOCIATION FLEET LOCATION LISTING

THESE ARE OFFICERS RECEIVED BY DECEMBER 15, 1981

*Fleets which were formed during 1981 (some numbers re-assigned)
 *1981 Officers never received (possibly inactive)
 **Haven't had reports for over 1 year (added to "inactive" list)
 +Inactive

If you've noticed something is incorrect with your fleet such as:
 Commodore's name; Fleet Location; or Division, please let us
 know by writing to: Hobie Class Association c/o Rose Roberts
 P.O. Box 1008, Oceanside, CA 92054
 or calling: 714/758-9100 ext. 266

IF YOU ARE NOW A NEW OFFICER FOR 1982 SEASON PLEASE REMEMBER
 THAT YOUR FLEET'S LIST OF OFFICERS WITH THEIR NAMES, ADDRESSES,
 AND PHONE NUMBERS NEED TO BE SENT TO THE HOBIE CLASS ASSOCIATION
 ALSO BEFORE YOUR FLEET IS LEFT OUT OF OUR NEW MAILING LIST!!

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	August Wagner	Dana Point, CA	2	44.	Jack Krutek	Ft. Lauderdale, FL	8
+2.				45.	Greg Henry	Cocoa, FL	8
3.	Scott Dixon	Long Beach, CA	2	*46.	Bryan Ferneyhough	Auckland, New Zealand	Inter.
4.	Greg Weaver	San Diego, CA	2	47.	Bob Smith	Cincinnati, OH	10
5.	Ron Hood	Clearwater, FL	8	48.	Ray Talpas	Albuquerque, NM	5
6.	Mike Rothwell	Kailua, HI	1	49.	Chuck Watson	Clear Lake, MN	7
7.	Don Alexander	Pasadena, CA	2	#50.	Steve Anderson	Loveland, CO	5
8.	Kevin LeGrand	Houston, TX	6	51.	Grant Grove	Las Vegas, NV	2
**9.	Charlie White	Lake Charles, LA	15	52.	Dennis Brewer	White Bear Lake, MN	7
10.	Mark Chamberlain	Clear Lake, IA	7	53.	Dan Breeden, Jr.	Isle of Palms, SC	9
11.	David Whitehill	Orlando, FL	8	54.	Dan Freymeyer	Baltimore, MD	11
12.	Ann E. Lipscomb	Decatur, GA	9	55.	Adrian S. Lee	Baton Rouge, LA	15
#13.	Jess Lawless	Spokane, WA	4	56.	John Driver	Weston, CT	12
14.	Paul Ulibarri	Seattle, WA	4	57.	Geoff Walsh	Los Angeles, CA	2
15.	Ron Grimaud	Ventura, CA	2	58.	Dave Haehnle	Clark Lake, MI	10
+16.				59.	Rex Bristow	Springfield, MO	7
17.	Mark Skvarla	Citrus Heights, CA	3	60.	Douglas G. Young	Sandusky, OH	10
18.	Tom Liston	Ypsilanti, MI	10	61.	Pat Moyle	Denver, CO	5
19.	Russell J. Veenema	St. Thomas, U.S.V.I.	13	62.	Allen Teixeira	Clovis, CA	3
20.	Wyatt Mathews	Santa Clara, CA	3	63.	Greg Myner	Norman, OK	14
21.	Ed Montague	Modesto, CA	3	64.	Mike Holeman	Austin, TX	6
22.	Paul Talbot	St. Albert, Alb., Canada	4	65.	Mark Schleckser	Toms River, NJ	2
23.	Jerry Forsyth	Dallas, TX	14	66.	Sandy DeCosta	Scottsdale, AZ	2
24.	Wally Myers	Ocean City, NJ	11	67.	Cal Brubaker	Salt Lake City, UT	5
25.	Wally Neal	Tulsa, OK	14	**68.	Dwane Hinson	Manteo, NC	9
26.	Fred Cuthbert	Indianapolis, IN	10	69.	Dave Boyle	Capistrano Beach, CA	2
27.	Jim Carlson	Wichita, KS	14	70.	Ron Drew	Ocean Springs, MS	15
28.	Bob Dugas	Natick, MA	12	71.	Rod Miller	Key West, FL	8
#29.	David Jones	Merced, CA	3	72.	Bob Rueter	Portland, OR	11
30.	John Jones	Riverside, CA	2	73.	Bill Hillier	Northfield, NJ	11
31.	Diana McCauley	Brookfield, CT	12	**74.	Steve Petoskey	Keego Harbor, MI	10
32.	Phil Ceeley	Virginia Beach, VA	9	*75.	Mike Seamen	Tamuning, Guam	Inter.
33.	Tom Jakubik	Lake Jackson, TX	6	76.	H. W. Cunningham	Fairhope, AL	15
34.	George Roko	North Palm Beach, FL	8	#77.	John Wright	Vail Lake, CA	2
35.	John Emlat	Pensacola, FL	15	78.	James Fisher	Mayville, NY	16
36.	Bob DePree	Miami, FL	8	79.	Al Sundquist	Pago Pago, American Samoa	Inter.
37.	Gary Baker	Bellingham, WA	7	80.	Danny Heyse	Daytona, FL	8
38.	Steven Lowrie	Watertown, SD	8	+81.			
39.	Les Smith	Bradenton, FL	8	#82.	Joe Barth	Rockwood, Ont., Canada	10
40.	Dave Bonesteel	Richland, MI	10	83.	Randy Auten	Rock Hill, SC	9
41.	Gary Phelan	Metairie, LA	15	84.	Jim Rasley	Des Moines, IA	7
42.	Judie Johnson	Temple Terrace, FL	8	85.	Ron Roskusi	Columbus, OH	10
43.	Stan Derzypolski	Tallahassee, FL	15	86.	Scott Welliver	Elmira, NY	16

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
87.	Mike Sprague	San Rafael, CA	3	@210.	Rick Toncray	Olivet, MI	10
88.	Barbara Bartik	Lake Havasu City, AZ	2	@211.	Jim Beard	Walla Walla, WA	4
89.	John Werntz	Mishawaka, IN	10	@212.	Butch Mason	Olympia, WA	4
90.	Robin Johnson	Winnipeg, Manitoba, Canada	7	213.	Mark A. Williams	Hawley, PA	11
91.	John Alden	Fort Worth, TX	14	214.	Maria Riffel	Vancouver, B.C., Canada	4
92.	Jesse Helms	Charlotte, NC	9	215.	Mike Mitchell	Cedar Rapids, IA	7
93.	Marty Martin	Lafayette, LA	15	216.	Duke Niswander	Marion, IN	10
+94.				217.	Thomas R. Patterson	Chattanooga, TN	9
95.	Doug Skidmore	Bothell, WA	4	@218.	John Anderson	Lakewood, OH	10
96.	Newsom Baker	Maryville, TN	9	219.	Billy Joe Crider	Marion, KY	10
97.	Nick Neville	Henderson, NC	9	220.	Ken Cartwright	Janesville, WI	7
98.	Mike Hutsal	Clear Lake, Man., Canada	7	221.	Kenneth Guthrie	Richmond, VA	9
99.	Wright Williamson	Corpus Christi, TX	6	222.	Colin Filshie	Pacific Grove, CA	3
**100.	Don Ketterer	Newport, NC	9	223.	Thomas S. Zaleski	Wausau, WI	16
101.	Martin Willard	Wilmington, NC	9	224.	Jack McAllister	Penn Yan, NY	7
102.	Joe McFarland	Laguna Vista, TX	6	@225.	Bernie DeBuhr	Mattoon, IL	10
103.	Richard Jameson	Sioux Falls, SD	7	226.	Anchorage, AK		4
104.	Paul Stedman	Muncie, IN	10	227.	Pierre, SD		7
105.	Charlie Woodard	Boise, ID	4	228.	Thomas Snodgrass	Erie, PA	16
106.	John Ayer	Steamboat Springs, CO	5	229.	Michael Stockhauser	Remsen, NY	16
*107.	Albert Aline	Papeete, Tahiti	Inter.	+230.			
@108.	Joe Bolduc	Muskegon, MI	10	231.	Anthony Fisher	S. Windham, ME	12
109.	Richard G. Winston	Great Neck, NY	12	232.	Steve Guidry	Beaumont, TX	
110.	Paul Pithian	Victoria, TX	6	+233.	Miguel J. Salas Vega	Cerro Del Vigia, Mazat., Mexioc	Inter.
111.	Robert Chase	Jacksonville, FL	8	234.	Jules Kahn	Millville, NJ	11
112.	Carl McGregor	Moncton, N.B., Canada	12	235.	Bob Denton	Jackson, MS	15
@113.	Joe Thompson	Freeport, Bahama, Bahamas	Inter.	+236.			
114.	Don Sinclair	Halifax, N.S., Canada	12	**237.	Winfield Cooper III	Port Huron, MI (Canadian Fleet)	10
115.	Jay Vincent	Wilmette, IL	10	238.	Heinz Krauss	Amsterdam, NY	16
116.	Eric Hull	Winter Haven, FL	8	239.	Dave Norman	Akron, OH	10
117.	Dennis Buckmaster	Grand Rapids, MI	10	240.	Chris Lash (V. C.)	Bolder Creek, CA	3
118.	Tyler Simpson	Tyler, TX	14	241.	Courtney Swindler	North Little Rock, AR	14
119.	Tim Moore	Colden, NY	16	@242.	Ed Dumonceaux	Saskatoon, Sask., Canada	4
120.	Larry Kalata	Panama City, FL	15	243.	Jane Loquasto	Grand Island, NY	16
@121.	Dean Herman	Coldwater, MI	10	@244.	David Moore	Myrtle Beach, SC	9
122.	Walter O'Grady Cabral	Fortaleza - CE, Brazil	Inter.	245.	Gary R. Jenkins	Durango, CO	5
123.	Bruce W. Strauss	St. Louis, MO	10	246.	Wayne Thorsen	Grand Rapids, MN	7
124.	Tim Palmer	Bayport, NY	12	247.	Paul Garlick	Rondeau Bay, Ont., Canada	10
125.	Bob Hauschild	Lake Poinsett, SD	7	248.	Richard Cross	Union Lake, MI	10
126.	Robert Bley, Jr.	Chesterton, IN	10	249.	John Egan	Nashville, TN	15
127.	Scott P. McMillen	Jensen Beach, FL	8	250.	John W. Sullivan	Middletown, NJ	11
128.	Ray Seta	San Antonio, TX	6	251.	Dan Wilson	Lawton, OK	14
129.	Dana Biggs	Thunder Bay, N. Ont., Canada	7	252.	Tony Phillip	Lami, Fiji	Inter.
+130.				253.	Mike VanZandt	Dhahran, Saudi Arabia	Inter.
131.	Steve Downham	Oklahoma City, OK	14	254.	Randy Ruttger	Benidjil, MN	7
132.	Arthur Jones	Kalimantan Timur, Indonesia	Inter.	255.	Mickey Rose	New Albany, IN	10
133.	Pedro Colon	Isla Verde, Puerto Rico	13	256.	Sam Loquasto	Grand Island, NY	16
134.	Albert H. Zinkand	Memphis, TN	15	257.	Mayo Boddie, Jr.	Washington, NC	9
135.	Kenneth Bradford	Hewitt, NJ	12	258.	David Barkman	Holland, MI	10
136.	Steve Noyes	Enfield, CT	12	259.	Rudi Lorkart	Arroyo Grande, CA	3
137.	Tom Deming	Landing, NJ	11	@260.	Eddie DePool	Jensen Beach, FL	8
*138.	Roberto S. Dorion	Guatemala, Guatemala	Inter.	*261.	Jim Vosburgh	Sidney, B.C., Canada	4
**139.	Dean C. George	Rutland, VT	12	+262.			
140.	Gary Swangler	Levittown, PA	11	263.	Ron Rubadeau	Kelowna, B.C., Canada	4
141.	Roger Woomer	Columbia, SC	9	264.	Bill Beglin	Brookville, IN	10
142.	Randy Oates	Louisville, KY	10	+265.			
+143.				+266.			
144.	Wayne Schreck	East Lansing, MI	10	267.	Gary Kirschenmann	Philadelphia, PA	11
**145.	Chris Langston	Van Buren, AR	14	268.	Ernie Ekberg	Lubbock, TX	14
146.	Cynthia Dickerson	Wichita Falls, TX	14	+269.			
+147.				+270.			
*148.	John Owen	Bangkok, Thailand	Inter.	*271.	John Smith	Newark, DE	11
149.	Jay Kalin	Parkville, KS	7	272.	Jim Fisher	Grinnell, IA	7
150.	Gerry Pringle	Orillia, Ont., Canada	10	273.	Tom Burrows	Florissant, MO	7
**151.	Larrie (Bear) Logue	Decatur, IL	9	274.	Frank A. DelPan	Manila, Philippines	Inter.
152.	Jerry Latvala	St. Simons Island, GA	8	275.	Frank Mallory	Millis, MA	12
153.	Skeet Goad	Gainesville, FL	8	276.	Brian Oakes	Roseville, MI	10
+154.				277.	Tom Adams	Birmingham, AL	15
155.	Bruce Webb	Brooklyn, MI	10	278.	Lionel Conacher	Cambridge, Ont., Canada	10
156.	Paul Bengtson	Casper, WY	5	279.	Jack Snedeker	Ann Arbor, MI	10
157.	Bob Hay	Coleman, FL	8	280.	Jim Coddington	Stockton, CA	3
158.	Fred Rahn	Springfield, IL	10	281.	George Homenko	Santa Rosa, CA	10
**159.	Brian Lewis	Winnipeg, Man., Canada	7	282.	Scott Brubaker	Birmingham, MI	3
@160.	Mike McCallum	Grand Junction, CO	5	*283.	Jeff Yeazel	Springfield, OH	10
@161.	Wynne	Bryan, TX	14	284.	Phil Stephenson	West Liberty, OH	10
162.	Gary Hine	Waco, TX	14	285.	de Vries	Cucaco, Netherlands, Antilles	Inter.
163.	John Hartman	Redding, CA	3	286.	Gordon Lawson	Gondola Point, N.B., Canada	12
@164.	Norman D. Ellis	Seneca, SC	9	287.	John R. Medler	Saginaw, MI	10
165.	Dave Kruse	Mahtomedi, MN	7	288.	Dennis Henderson	Marquette, MI	10
166.	Scott Rafuse	Oceanside, CA	2	*289.	Luis Jose Cabral	Santo Domingo, Dominican Repub.	Inter.
167.	Charles Teeters	Bakersfield, CA	10	290.	Merritt sparger	Danville, VA	9
168.	Gerald Jenkins	Rapid City, MI	8	291.	Jim Brewer	Yankton, SD	7
169.	Jay Collier	Cape Coral, FL	10	292.	Traverse City, MI		10
+170.				293.	Bathurst, N.B., Canada		12
171.	Richard W. Akans	Ann Arbor, MI	10	294.	Savannah, GA		16
172.	Brian Price	Gananoque, Ont., Canada	16	295.	Rochester, NY		9
173.	Avis Cooper	Naples, FL	8	+296.			
174.	Bob Cavallary	Rosedale, NY	12	297.	Stan Simmons	Emporia, KS	7
@175.	Sid Smith	Albemarle, NC	9	298.	Charles Smith	Ottawa, Ont., CN	16
176.	Bill Creadon	Mohnton, PA	11	@299.	Bill Cabel	Oxford, N.S., Canada	12
@177.	Mike Johnson	Hitchcock, TX	6	300.	Joe Maze	Westerville, OH	10
178.	Larry W. Franzen	Port Walton Beach, FL	15	301.	Manfred Dangel	Wolftratshausen/R.F.A.	International
*179.	Jon Casson	Hong Kong	Inter.	302.	Gianfranco Pagni	Anguillara/Italie	International
180.	Dave Churchill	Woodland Hills, CA	2	303.	Pierre Ginoux	Paris/France	International
181.				304.	M. Molenaar	Zandvoort/Hollande	International
182.	Dave Ridgway	Kingshill, St. Croix, U.S.V.I.	13	305.	Tom de Bruijn	Hoek Van Holland/Hollande	International
**183.	Michael Stephen	Toronto, Ont., Canada	10	306.	Henri Knip	Katwijk/Hollande	International
184.	Richard E. Wilcox	Milton, VT	12	307.	Martin Schultema	Scheveningen/Hollande	International
185.	Miroslav Kymlicka	London, Ont., Canada	10	308.	Hans Thomasse	Zaandam/Hollande	International
186.	Walter Kruger, Jr.	Rowayton, CT	12	309.	Guy Pasquier	Toulon/France	International
187.	Denis Renaud	LaSalle, Quebec, Canada	12	310.	Sigurd Maxwell	Geneve/Suisse	International
188.	Tim Totten	Tampa, FL	11	311.			
189.	George Haberman	CHB, Saipan, C.M., Guam	Inter.	312.			
190.	Warren Kaplan	Linwood, NJ	11	313.	Jean Pierre Foucauld	Hyeres/France	International
191.	Jimmy Murray	Greensboro, NC	9	314.			
192.	Lloyd Fox	Omaha, NE	7	315.	J. L. Bonhomme	Marseille/France	International
193.	Paul Butler	Eugene, OR	4	316.	R. Molenbroeck	Wassenaar/Hollande	International
194.	Doug Boren	Vallejo, CA	3	317.	Dieter Braun	Hamburg 63/R.F.A.	International
195.	Mac Wright	Richland, WA	4	318.	Michael Rust	Stuhr/R.F.A.	International
196.	John Vaughan	Rockville, MD	11	319.	Ernst Bartling	Koln/R.F.A.	International
197.	Roger Lesch	Rockport, MA	12	320.	Claude Leroux	St. Mhiel/France	International
198.	John Jensen	Rapid City, SD	7	321.	Guy Delmas	St. Medard En Jalles/FR.	International
199.	John Allen	Carbondale, IL	10	322.	Helmar Haubi	Oetwil Am See/Suisse	International
200.	Rodney Johnson	Norfolk, VA	9	323.	Colin Wite	Plymouth Cornwall/G.B.	International
@201.	Bob Fredregill	Pueblo, CO	5	324.	Joseph Ferrissaguet	Ban St. Martin/France	International
@202.	Rick Harter	Escanaba, MI	10	325.	M. Van Der Haak	Noordwijk/Hollande	International
203.	Larry Singleton	Reno, NV	3	326.	Ulf Kristofferesson	Lund/Suede	International
204.	Tom Korzeniewski	Brewerton, NY	16	327.	Cuppenheim/R.F.A.		International
205.	Dorsey Ferris	San Mateo, CA	3	328.	U. S. Blaritz	Blaritz/France	International
+206.	Ken Fitzer	St. Paul, MN	7	329.	Edenale Ostschweiz	St. Gallen/Suisse	International
207.				330.	Erik Nienstaedt	Charlottenlund/Danemark	International
208.	Drake Barber	Fairfield, CT	12	331.	Giorgio Venturini	Milan/Italie	International
209.	Ray Bolduc	Amesbury, MA (located in NH)	12	332.	Bino Bani	Marina Di Pisa/Italie	International

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
333.	Fred Paasch	Middelfart/Danemark	International	#421.	Ray Espinosa	Calafell, SPAIN	INTER.
334.				#422.	Antoni Catala	Tarragona Sur, SPAIN	INTER.
335.	Friedrich Schiebel	Wien/Autriche	International	#423.	Joan Nuviola	Barcelona, SPAIN	INTER.
336.	Erich Minarik	Graz/Autriche	International	#424.	Joan Romeu	Costa Brava, SPAIN	INTER.
337.	M. van de Bunt	B.L. Amsterdam/Hollande	International	#425.	Felipe Bellini	Malorca, SPAIN	INTER.
338.				#426.	Modesto Grima	Valencia, SPAIN	INTER.
339.				#427.	Mateo Campillo	Alicante, SPAIN	INTER.
340.	M. Chincholle	La Rochelle/France	International	#428.	Miguel Bilbao	Sanlucar De Barrameda, SPAIN	INTER.
400.	Bill McDaniel	Toledo, OH	10	#429.	Antonio Munoz	Sotogrande, SPAIN	INTER.
401.	John Allred	Shreveport, LA	6	#430.	Antonio Oriol	Cadiz, SPAIN	INTER.
*402.	Brian WF Spence	Lago, Nigeria	Inter.	#431.	Jose Ignacio Asensi	Pantanos Madrid, SPAIN	INTER.
403.	Art Sims	Lynn, MA	12	#432.	Tony Fuller	Ponca City, OK	14
404.	Mike Cuzdylo	Angola, NY	16	#433.	Larry Walker	Columbia, MO	7
405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.	#434.	Karlton Spindle	Lake Arrowhead, CA	2
406.	Mark Fuehrer	Rockford, IL	10	#435.	Bryon Burkhard	Amarillo, TX	14
407.	Gerri Ewing	Humble, TX	6	#436.	Richard Baldassi	Mammoth Lakes, CA	3
408.	Karen Bath	Littlestown, PA	11	#437.	Gene Kendrick	Asheville, NC	9
409.	Daron Mackey	Racine, WI	7	#438.	John Guye	Manama, Bahrain	INTER.
410.	Mary Nothstine	APO San Francisco, CA (Japan)	Inter.	#439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12
411.	Clive Boulton	Dubai, United Arab Emirates	Inter.	#440.	Mike D. Doyle	Hampton, VA	9
*412.	Walter Boyle	Jeddah, Saudi Arabia	Inter.	#441.	Chris W. Walker	Burlington, Ont., CN	10
413.	Wayne Fischer	Green Bay, WI	7	#442.	Tomas H. Irizarry	Mayaguez, Puerto Rico	13
414.	John Treacy	Conneaut Lake, PA	11	#443.	Doug Ackroyd	Town Bank, NJ	11
#415.	Jess Villaseal	Tali Beach, Philippines	Inter.	#444.	Brian Nelson	Spicer, MN	11
416.	Richard W. Davis	Hatfield, PA	11	#445.	Pat Stokes	Madison, OH	10
417.	Grant MacDonald	Springhill, N.S., Canada	12	#446.	Greg Jostak	Calgary, Alb, CN	4
#418.	Michael Harr	Eureka, CA	3	#447.	John Sorby	Fox Lake, IL	10
#419.	Bill Slusser	Peoria, IL	10	#448.	Joe Roulay	Pawuckett, RI	12
#410.	Mike Whitworth	Lakeport, CA	3	#449.	Rick Weaver	Pinellas Park, FL	8

1982 DIVISION CHAIRMANS

Division #1

Mike Rothwell, Chairman
508 Kalemi ST
Kailua, HI 96734

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Doug Mihoky, Chairman
3748 Wowona DR
San Diego, CA 92107
H)714/223-8445

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Rodger Neathery, Chairman
275 Orchard ST
Boulder Creek, CA 95006
408/338-4172

Division #4

Bob Rueter, Chairman
2609 N.E. Marine DR
Portland, OR 97211
503/282-1444

Division #5

Tom Sutton, Chairman
36 Rockridge NE
Albuquerque, NM 87122
H)505/294-4940

Division #6

Marty Weick, Chairman
10606 Sagebluff
Houston, TX 77089
H)713/481-6961

Division #7

Bill Hohn, Chairman
1177 Lincoln
St. Paul, MN 55105
612/224-1401

Division #8

Richard Karan, Chairman
4805 S. Sunset BLVD
Tampa, FL 33609
H)813/831-5507

Division #9

Dan Breeden, Chairman
600 Bay Tree CT
Mt. Pleasant, SC 29464
H)803/881-1573

Division #10

Dave Bonesteel, Chairman
11587 East D AVE
Richland, MI 49083
616/629-9154

Division #11

Wally Myers, Chairman
27 Wesley AVE 2nd Floor/Rear
Ocean City, NJ 08226
H)609/399-9575

Division #12

Woody Bliss, Chairman
25 Gray's Farm RD
Weston, CT 06883
H)203/226-4859

Division #14

Nancy S. Bateman, Chairman
1800 Vassar
Richardson, TX 75081
H)214/231-0450

Division #15

John Salmon, Chairman
4120 Montaign
Pensacola, FL 32504
904/432-3899

Division #16

Charlie Elve, Chairman
8921 Shellman DR
Clay, NY 13041
315/699-3431

Canadian Hobie Class Association

John Liefeld, President
47 Callander DR
Guelph, Ont., CN N1E 4H6
519/823-1066

I would like information on how to contact the fleet closest to me, which according to the listing in the Hot Line is Fleet # _____.

I can't find a fleet that is located near me, therefore could you please send me information on how to start a fleet.

Name _____

Address _____

City _____ State _____

Zip Code _____

Send to: The Hobie Class Association
c/o Rose Roberts
P.O. Box 1008
Oceanside, CA 92054

REGATTA SCHEDULE

★ POINTS REGATTAS

DIVISION 1

January 1	8th Annual Pacific Beer Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*January 10	1st Season's Points Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*January 24	2nd Season's Points Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*February 7	Kaneohe Opening Day 3rd Season Points Kaneohe Bay KMCAS, HI Fleet #6	Marci Moore 808/239-6060
*February 21	4th Season's Points Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*March 14	5th Season's Points Regatta Kaneohe Bay KMCAS, HI Fleet #6	Marci Moore 808/239-6060
*April 4	6th Season's Points Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*April 17 - 18	Kualoa Campout - 7th Points Regatta Kualoa Beach Park, HI Fleet #6	Marci Moore 808/239-6060
*May 16	Don Ho Tune up Regatta 8th Pts Regatta Kailua Beach, HI Fleet #6	Marci Moore 808/239-6060
*May 29 - 31	12th Annual Don Ho Regatta Fleet #6 9th Points Regatta, Kailua Beach, HI	Marci Moore 808/239-6060
*June 26 - 27	Proomes Sailing Co. Camp Out--10th Pts. Waimanalo Beach, HI Fleet #6	Marci Moore 808/239-6060

*July 10 - 11	11th Season Points Regatta Kailua Bay, HI Fleet #6	Marci Moore 808/239-6060
July 18	4th Annual Trans. Cat Long Distance Kailua to Waikiki, HI Fleet #6	Marci Moore 808/239-6060
July 25	States Tune up Race Kaneohe Bay, KMCAS, HI Fleet #6	Marci Moore 808/239-6060

DIVISION 2

*March 6 - 7	Ides of March Puerto Penasco, Mexico-Fleet #66	Scott Allen 602/992-8645
March 20 - 21	2nd Annual Dual Regatta Mission Bay, CA Fleet #4	Gordon Carpenter 714/566-5415
*March 27 - 28	Port Hueneme Regatta Oxnard/Ventura, CA Fleet #15	Windy Sails 805/984-2058
*April 3 - 4	Dana Point Regatta Dana Point, CA Fleet #1	John Cooke 714/968-0882
*April 24 - 25	Malibu Gran Prix Malibu, CA Fleet #7	Don Alexander 213/334-5513
May 8 - 9	2nd Annual Mile High Lake Arrowhead, CA Fleet #434	Rick Cunningham 213/476-3215

January/February 1982 5

REGATTA SCHEDULE

*May 15 - 16 Castaic Lake Regatta
Castaic Lake, CA Fleet #180

*May 22 - 23 Hurricane Gulch Regatta
Cabrillo Beach, CA Fleet #3

*June 5 - 6 Lake Perris Regatta
Lake Perris, CA Fleet #30

*June 19 - 20 San Diego Classic
San Diego, CA Fleet #4

*June 25 - 27 Big Bear Gold Cup
Big Bear, CA

*July 10 - 11 Del Rey Regatta
Dock Weiler, CA Fleet #57

*July 24 - 25 Lake Isabella Regatta
Lake Isabella, CA Fleet #167

*July 31 - Aug. 1 Hobie 16 Divisionals
Homan Beach, Long Beach, CA Fleet #3

*August 7 - 8 Hobie 18 Divisionals
Oceanside, CA Fleet #166

*August 13 - 15 Todos Santos
Mexico Fleet #4

*August 21 - 22 Hobie 14 Divisionals
Cabrillo Beach, CA Fleet #57

August 28 5th Annual Ladies Regatta
Lake Perris, CA Fleet #30

October 16 Single Handed Championships
Homan Beach, Long Beach, CA Fleet #3

Windy Sails
213/365-4531
Terry Rogers
714/840-5934
Hobie Riverside
714/656-4793
Greg Weaver
714/262-9242
Cooke Marine
714/866-7717
Bruce Fields
213/540-9629
Bill Chaney
805/324-1454
Jeff Newcom
213/836-4186
Scott Rafuse
714/433-4020
Lewis Castellanos
714/460-5781
Bruce Fields
213/540-9629
Hobie Riverside
714/656-4793
Paul Huebner
213/693-5512

DIVISION 3

*April 3 - 4 Kick Off
Santa Cruz, CA Fleet #240

*April 17 - 18 Breakaway
Polsom Lake, CA Fleet #17

May 2 Transdelta
Fleet #280

*May 8 - 9 Wet & Wild
Modesto, CA Fleet #21

*May 22 - 23 Bodega
Santa Rosa, CA Fleet #281

*May 29 - 30 Tahoe Regatta
Tahoe, CA Fleet #203

*June 12 - 13 Otter Regatta
Monterey, CA Fleet #222

June 26 - 27 Commodore's Invitational
Huntington, CA Fleet #62

*July 17 - 18 Round Treasure Island
Alameda, CA Fleet #87

July 31 Rio Nica on the Rocks
Vallejo, CA Fleet #194

*August 14 - 15 Mile High Regatta
Huntington, CA Fleet #62

August 8 Inland Transpac
Albany, CA Fleet #87

*August 28 - 29 Coyote Point Regatta
San Mateo, CA Fleet #20

Mike Forbert
408/476-4026
Jim Gustin
916/723-1533
Jim Coddington
209/477-2156
Ed Montague
209/357-0767
George Homenko
707/887-2393
Larry Singleton
702/851-0706
Colin Filshie
408/372-4271
Alan Teixeira
209/834-5891
Mike Orloff
415/457-2029
Doug Boren
707/553-8291
Alan Teixeira
209/834-5891
Mike Orloff
415/457-2029
Russ Porterfield
408/227-1536

DIVISION 4

*May 22 - 23 Pot Hole's Points Regatta
Mosses Lake, WA Fleet #13

Jess Lawless
509/928-2633

DIVISION 6

*March 13 - 14 Ides of March
Conroe Beach, Conroe, TX Fleet #407

Ed Teske
713/383-3351

DIVISION 8

*February 27 - 28 Thrills No Frills
Lake Monroe, Sanford, FL Fleet #11

*March 20 - 21 Walt Disney World 9th Annual Regatta
Orlando, FL Fleet #11

*March 27 - 28 Women's 14' Division #8 Championships
Tampa, FL Fleet #42

*April 3 - 4 1982 Hobie Cat Division 8 Championships
Ruskin, FL Fleet #42

*April 17 - 18 Sea '82
Miami, FL Fleet #36

*May 1 - 2 Mid-Winters East Regatta
Clearwater Beach, FL Fleet #5

*May 15 - 16 2nd Annual Devil's Triangle Regatta
Ft. Pierce, FL Fleet #127

*May 29 - 30 Jetty Park 8th Annual Ocean Regatta
Cape Canaveral, FL Fleet #45

*June 12 - 13 9th Annual Cat 44 Gulfstream Regatta
Ft. Lauderdale, FL Fleet #44

*June 26 - 27 Subaru 1982 Hobie Cat Regatta
St. Augustine Beach, FL Fleet #111

*July 17 - 18 2nd Annual Colony Beach Classic
Longboat Key, FL Fleet #29

*August 21 - 22 Summer Sizzler '82
Daytona Beach Shores, FL Fleet #80

Wright Gres
305/628-2815
Jim McCann
305/855-1172
Cheryl Johnson
813/935-6881
Chuck Hollweg
813/839-4706
Bob DePree
305/385-5870
Skip Holmes
813/855-6169
Jim Sullivan
305/465-2353
Dennis Dwyer
305/632-5521
Jack Krutek
305/428-2575
Mitch Colson
904/743-3751
Charlie Tomeo
813/792-0088
Dan Heyser
904/673-1944

DIVISION 9

*May 1 - 2 Atlanta Points Regatta
Lake Lanier, GA Fleet #12

Stan Sunderland
404/945-6266

DIVISION 10

August 7 - 8 Higgins Lake Boat Club Annual Ft #144
Invitational Race Higgins Lake, MI

Ric Balesky
313/686-2062

DIVISION 12

May 29 - 30 Season Opener & Race Clinic
Arey's Marina, NH Fleet #209

*June 12 - 13 1982 Points Regatta
Gilford, NH Fleet #209

July 17 - 18 Fleet #209 Championships
by Invitation ONLY Fleet #209

August 21 - 22 Hobie Olympics
Lake Winnepesaukee, NH Fleet #209

September 18 - 19 Last Chance Regatta
Lake Winnepesaukee, NH Fleet #209

Ray & Jan Bolduc
617/388-4307
Ray & Jan Bolduc
617/388-4307
Ray & Jan Bolduc
617/388-4307
Ray & Jan Bolduc
617/388-4307
Ray & Jan Bolduc
617/388-4307

DIVISION 15

February 27 - 38 BBBB Regatta
Fort Walton Beach, FL Fleet #178

March 20 - 21 Pitch Pole Regatta
Fort Walton Beach, FL Fleet #178

*March 27 - 28 Falsies Regatta
Baton Rouge, LA Fleet #55

*April 3 - 4 April Fools Regatta
Ocean Springs, MS Fleet #70

*April 17 - 18 Batten Buster Regatta
Panama City, FL Fleet #120

*April 24 - 25 Stephen Smith Regatta
Tallahassee, FL Fleet #43

*May 1 - 2 Mid Winters East
Clearwater Beach, FL Fleet #5

*May 8 - 9 Cajun Classic
Lafayette, LA

*May 15 - 16 Dixie Invitational
Jackson, MS Fleet #235

*May 22 - 23 Hogs Breath Regatta
Fort Walton Beach, FL Fleet #178

May 29 - 30 Island Hop
Ocean Springs, MS Fleet #70

*June 5 - 6 Annual Pensacola Regatta
Pensacola, FL Fleet #35

*June 12 - 13 Gulf Coast Championships
Mobile, AL Fleet #76

*June 19 - 20 Broken Mast Regatta
Memphis, TN Fleet #134

June 26 - 27 Sand Flea Regatta
Fort Walton Beach, FL Fleet #178

June 26 - 27 Round the Sound Regatta
New Orleans, LA Fleet #41

July 3 - 4 Round Horn Island Race
Ocean Springs, MS Fleet #70

*July 24 - 25 Summer Frolic
New Orleans, LA Fleet #41

*August 7 - 8 Division #15 Championships
Pensacola, FL Fleet #35

August 21 - 22 Panama City 10th Annual
Panama City, FL Fleet #120

August 28 - 29 Heart Regatta
Fort Walton Beach, FL Fleet #178

September 11 - 12 Grand Regatta
Fort Walton Beach, FL Fleet #178

September 18 - 19 Pensacola Cat Fight
Pensacola, FL Fleet #35

September 25 - 26 Redbeards Regatta
Fort Walton Beach, FL Fleet #178

September 25 - 26 Autumn Regatta
Jackson, MS Fleet #235

October 9 - 10 Jubilee Regatta
Mobile, AL Fleet #76

October 16 - 17 Mad Dog Regatta
Tallahassee, FL Fleet #43

Larry Franzen
904/651-4272
Larry Franzen
904/651-4272
Adrian Lee
601/875-8881
George Zorn
601/875-8695
Larry Kalata
904/265-2600
Stan Derzypolski
904/386-9278
Skip Holmes
813/855-6169
Mike Hefner
318/873-4244
Bob Denton
601/362-3131
Larry Franzen
904/651-4272
George Zorn
601/875-8695
Jack Salmon
904/432-3899
Jo Gaston
205/342-4300
Paul Nolte
901/743-0965
Larry Franzen
904/651-4272
Wayne Jablonowski
504/241-2362
George Zorn
601/875-8695
Wayne Jablonowski
504/241-2362
Jack Salmon
904/432-3899
Larry Kalata
904/265-2600
Larry Franzen
904/651-4272
Jack Salmon
904/432-3899
Larry Franzen
904/651-4272
Jack Salmon
904/432-3899
Larry Franzen
904/651-4272
Jo Gaston
205/342-4300
Stan Derzypolski
904/386-9278

DIVISION 16

May 22 - 23 Madcatter Regatta
Oneida Lake, Syracuse, NY Fleet #204

June 12 - 13 Fleet #228 Regatta
Eria, PA Fleet #228

June 26 - 27 Sundance Regatta
Chautauque Lake, NY Fleet #404

July 10 - 11 Fleet #119 Regatta
Angola, NY Fleet #119

July 24 - 25 Seneca Lake Regatta
Watkins Glen, NY Fleet #86

August 7 - 8 Divisional Championships
Rochester, NY Fleet #295

Tom Korzeniewski
315/452-1862
Thomas Snodgrass
814/838-9448
Mike Cuzdylo
716/692-1633
Tim Moore
716/941-6197
Scott Welliver
607/732-3959
Paul T. Maciazek
716/924-2671

INTERNATIONAL

HOBIE CLASS ASSOCIATION SPAIN

March 19 - 20 Trofeo en Solitario
Palamos (Gerona), Spain

May 8 - 9 Regional Baleares
Mallorca, Spain

May 15 - 16 Regional Centro
Madrid, Spain

May 22 - 23 Regional Levante
Benidorm, Spain

May 28 - 30 Campeonato Espana Hobie 16'
Benidorm, Spain

May Ascenso Guadalquivir
Sevilla, Spain

June 5 - 6 Regional Andalucia
Sanlucar, Spain

June 5 - 6 Regional Cataluna
Castelldefels, Spain

June 10 - 12 Campeonato de Espana Hobie 14'
Sanlucar, Spain

June 26 - 27 Encuentro Hobie "La Sotonera"
Zaragoza, Spain

July 10 - 12 Travesia Denis (Alicante)
Ibiza, Spain

September 4 - 5 Encuentro Hobie "2Mares"
La Manga, Spain

September 4 - 5 Open Catamaranes
Calafell, Spain

FLEET NEWS

AS REPORTED BY THE FLEETS

DIVISION 3

DIVISION #3 CHAMPIONSHIPS
FLEET #222, DIVISION #3
MONTEREY, CALIFORNIA
BY: KATHY POPE & BILL WILSON
FROM THE MAINSHEET

This year Fleet #222 hosted the Divisional Championships in Monterey, California. The two-day event took place the weekend of August 22-23 at the beach adjacent to Fisherman's Wharf. Three 16s from Fleet #203 made the scene Friday, and by Saturday the beach was dotted with 127 boats. Two races were held Saturday in light to moderate air. On Sunday the fog stubbornly lifted at 2:30 so only one race was held. The final race of the weekend had seven mark courses for the A Fleeters and shorter courses for the other fleets. The air on Sunday varied from a whisper to double trap by day's end.

The organization of this regatta is worth mentioning. Registrants were greeted Saturday morning with great t-shirts, lots of competition, and digital scales to verify the minimum weight requirement. The weigh-in was in street clothes, not sailing gear. The pre-race instructions were very detailed. The race chairman even went through all of the flags that one might see out on the water (i.e. postponement, abandon race, Michelob Beer, etc). The P.A. system kept the boats on the beach aware of the directions from the race committee boat, along with supplying tunes while waiting to race on Sunday. There were two crash boats on hand all weekend, luckily they saw very little action.

The trophies were designed by a local artist and went four deep for 18's and 16's and two deep for 14's. The trophies were brass sculptures of Hobies equipped with seagulls, all mounted on wooden burls. The Concours d'Elegance in Pebble Beach, vintage car races at Laguna Seca, and the county fair were all in progress the same weekend as the Divisionals. Camping was very popular due to the lack of available accommodations. Vans, cars, and tents lined the road adjacent to the beach. One nice advantage of beach camping is the evening serenade by the sea lions on the jetty. Camping also enables venturesome 18's to sail over to Cannery Row under the moonlight with mysterious crews. With otters, seabirds, and kelp near "C" mark, the racing in the ocean was quite different than lake racing. The charm of Monterey was as prevalent as ever, with great restaurants and lots of sights to see. Hope to see more boats from Fleet #203 at the Turkey Regatta November 14 - 15.



DIVISION 4

FLEET ACTION
FLEET #130, DIVISION #4
PENTICTON, B.C., CANADA
BY: RANDY HEPPLER

The sun shines; the weather is hot; the wind blows twenty; and Fleet #130 is building. Members were hard to get, feelings hurt, and great things that were, are now coming back. It took only one race for most; and after that, the fleet was growing fast and competitive.

Our first big race was held at the beautiful sandy beaches of Kelowna, British Columbia on May 16 and 17 for their Blossom Time Regatta. A dozen Hobie's attended and the fleet took home 1st and 3rd place; followed by Jericho Beach, in Vancouver, British Columbia Labatt's Regatta. Light shifty winds with a lot of Russian obstruction did not keep us from bringing home trophies. Our Commodore, Brian Machtaler, had his traditional throw in the salt, when promoted from "B" fleet to "A" fleet, followed by brother Bruce with third place glories.

Kelowna had a serious rash of bad winds and lots of major races, but still Fleet #130 survives. Kelowna hosted their series and thanks to Calona Wines, the race was a total

success. Warm winds, sandy beaches and a lot of sun brings the fleet together even more.

Absurd costume parities and overnight campouts are great to bring back to life a Hobie fleet.

Future plans for a race exist at Lake Chelan, Washington and Osoyoos, British Columbia. One more campout is in store for the fleet to wind up the year.

DIVISION 5

ROCKY MOUNTAIN MARINE REGATTA
FLEET #61, DIVISION #5
DENVER, COLORADO
BY: ROGER & BEVERLY ECKHARDT

Dear Dean and all the other wonderful people who helped run the 1981 Rocky Mountain Regatta:

There are two quite distinct situations when it's nice to see the beer boat. The first situation occurred for us last Saturday at your points regatta at Dillon Lake when we'd finished two fluky-wind races in the Hobie 16A fleet, and the beer boat tossed us a couple of cold ones. That was just what we needed for the leisurely sail back to camp while we rehashed the races and enjoyed the beauty of the lake.

FLEET NEWS

The second situation occurred the next day in the first race on the first leg to A mark. We were turtled with Bev (my wife and crew) still hooked to the wire, her face barely out of the water--only when I had my weight off the boat and my hand on her trapeze pulling up to give her added buoyancy. That's when we both fell in love with one of your beer boats, and the guy who hopped into the lake to give us a hand.

At that point, the situation was barely stable: I hadn't been fast enough to stop the turtling with her weight pulling on the wrong side, but she'd gotten out from under the tramp. I was keeping her face out of the water at least part of the time, and I had a knife in a pocket on my life jacket so I knew I could eventually cut her loose. Unfortunately, she'd swallowed some water, already was somewhat panicked and her energy had drained away. So the situation was still marginal, and having a cool head in the water with us was a tremendous relief. We both appreciated that help immensely and would like to convey that appreciation to the person who jumped in to help--we were too excited to introduce ourselves to the people in the boat who immediately came over to check us out and to the several groups of individuals manning the beer boats. Many of the stars at a regatta are not on sailboats and do not win trophies--but they are the key to a successful and safe time for everyone!

We intend to be back next year; we hope your beer boats are back as well. We certainly owe them more than a six pack.

DIVISION 8

6TH ANNUAL LET'S STOP CANCER
IN OUR LIFETIME HOBIE REGATTA
FLEET #153, DIVISION #8
OCTOBER 3 - 4, 1981
BY: LITTLE KENNY DUFFIELD

In its most successful running yet, the 6th Annual Let's Stop Cancer In Our Lifetime Hobie Cat Regatta came off without any hitches. Sponsored by Hobie Fleet #153 of Gainesville, Florida, this event has been the single largest fund raiser for the American Cancer Society in Alachua County for the last two years. By acquiring sponsorship money from local businesses, Hobie Fleet #153 was able to contribute \$3,325.65 to the fight against cancer. These local businesses, who contribute \$15.00, \$25.00 and up, were arbitrarily paired with one of the regatta entrants. If that sailor won, his sponsor was also given a trophy. Local businesses also provided regatta supplies. In addition to a great deal of support, the Sail Shop (the local Hobie dealer) purchased the t-shirts for the re-

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gatta. We had plenty of Pabst Blue Ribbon beer and soda all weekend on and off the water thanks to St. Johns Beverage Co. Beautiful trophies were provided by the Frame Factory. This event gives us an opportunity to put something back into the community.

Although the primary function of this regatta is to raise money for charity, no effort is spared to make this a first-class racing event. Fifty-one boats came from north and central Florida to take part in the weekend's festivities. This year the date was moved from September to October in hopes of getting more wind than we have had in the past. The location was also changed to beautiful, sand bottomed Lake Santa Fe thanks to the facilities provided for us at Buddy's Landing.

As we had hoped, the wind was beautiful Saturday, and we were able to get in three exciting races. Unfortunately, our luck did not hold out on Sunday, and the best we could do was one long drifter. When the races were over, Bob Johnson (Tampa) had taken top honors in the Hobie 18 class. Gary Carlton (Gainesville) squeaked out a first place in the Hobie 16A class. In 16B M. C. Bodie (Eau Gallie) won first in his class, and Robert Brice (Orlando) easily won in the Hobie 14's.

I've never been to a Hobie regatta where the competition was not intense, but the Cancer Regatta has a reputation for being a fun regatta, and that was the case again this year. A barbecue dinner on Saturday night, coffee and doughnuts on Sunday morning and lots of beer all weekend helped to keep everyone in good spirits (and protests to a minimum). We look to next year to be an even bigger racing event and a better fund raiser.

REGATTA CANCELLED BY JAWS!
FLEET #80, DIVISION #8
DAYTONA BEACH, FLORIDA
OCTOBER 4, 1981
BY: GAULDEN REED

Just when you think you have seen everything that could possibly happen in a Hobie Regatta, you realize that you haven't. I had thought that I was prepared for anything because of my exposure to 12 wonderful years of racing Hobie Cats, I was wrong.

On October 4th we were holding a Sunday regatta (three race schedule) off of our beautiful beach. The ocean was beautiful; wind was 12 knots and onshore. Single trapeze with not too much chop.

About forty boats turned up. The course had been set up with our new 6 foot diameter orange buoys. We had a standard olympic triangle with the windward buoy about a mile offshore. Start was made at 1:00 pm and was really pumped up when I led the 18's around A mark. On the second windward/leeward leg to A mark, I thought I had the mark layed, but to my great dismay I found I was not even close. When I finally got around it I noticed what seemed to be the biggest rip-tide that I had ever seen. My friends saw my predicament and mastered the situation better than I did. I finished a disappointing third.

Back at the committee boat I couldn't wait for the next race. I suddenly noticed that the 16's and 14's composing the rest of the fleet were over two miles offshore and barely in sight. I looked for the buoy. We decided that it had sunk. I went to the beach for a replacement mark. Suddenly someone said "I see the mark. It's about two miles offshore

FLEET NEWS

and being towed in." How in the world can a buoy and its anchor take off upwind in the face of a brisk 12 knot wind?

The answer came when the boats reached the beach. Some huge sea creature had fouled in the ground tackle and taken off in the general direction of Africa. Our sailors also surmised that it was a great current and had spent about an hour trying to round the mark while down below old "Jaws" was laughing and doing his thing.

Two of our club officers rescued the mark. Max Cleland saw the buoy going up and down and finally figured it out. He pulled the anchor rope up and apparently freed our monster. Danny Heyse pulled the mark back to shore.

By this time it was almost 4:00 pm and our regatta had been cancelled by "Jaws". This is probably the first time in history that a dweller of the deep has accomplished this.

LADIES RACE
FLEET #45, DIVISION #8
COCOA, FLORIDA
BY: MARLENE SASSAMAN

Arriving on an 18 foot outboard, Helga the Horrible made her debut at Fleet 45's First Annual Lady Skippers Race. Ladies who crewed for years with their favorite skipper were to reverse roles today. One woman was to be on a Hobie for her first time. Some of the girls had sailed before, but this was to be their first race. While 16's were the most popular, the two women who had experience racing in points regattas decided to sail on 14's. No trophies were to be given, although everyone would receive a certificate of participation.

Enthusiastic sailors began arriving before noon, allowing plenty of time to set up. Even those fleet members not planning to sail showed up to offer encouragement and satisfy their curiosity. The race committee had the marks set prior to the skippers meeting. Perhaps the most difficult task was launching on a concrete ramp with no place to beach the boats. The lack of wind near the dock invited crews who were willing to paddle for the first 50 yards. Everyone was in excellent spirit, however, as the breeze picked up closer to the race course.

When the white flag was raised skippers began to concentrate on their first tactic and each seemed to have her own goal. Some of the girls would be glad if they completed at least one course, while others hoped to keep their sails dry. An experienced 18 skipper dreamed of successfully tacking a borrowed 14. The time for the blue flag to come up went by quickly as many a "good luck" echoed about the 23 Hobies.

With an average wind of ten knots everyone seemed to be off to a good start as the 16's breezed over the line leaving the 14's bobbing around in a sea of windless air. After rounding "A mark" the 14's, however, made a good comeback when a few of the 16 skippers and crew were forced to go for a dunking by the unpredictable puffs. Taking a swim in the middle of a race, however, was not a deterrent, and excitement filled the air as cheers of joy bellowed across the river as each lady eventually crossed the finish. Pat Dwyer, with her husband as crew, managed to outmaneuver the pack and impressively win the race with Cindy Baxter and her fiancé gliding into second place. Amongst themselves the 14's switched positions throughout the course, but it was on the last leg that the lead boat headed up too far while Marlene Sassaman cruised by to the finish with a few 16's just rounding "C mark."

Encouraging words from the race committee made the wait for the second round enjoyable, and it wasn't long until the white flag was raised. Vying for a good safe start, everyone chose starboard. There was only one 14 this time and she hoped to find some clean air when the horn blasted to begin the race. Rounding "A mark" was smoother this time and Dave Griese's rescue squad was less in demand. The wind picked up a little and the course #2 was sailed in good time. Janet and Dave Andrews, who placed 7th in the first race, won this one by several boat lengths. Cindy Baxter proved consistency counts with another 2nd place to her credit while the 14 finished in the middle of the pack.

It was time to head for shore as previously agreed. Beer was overflowing everyone's mug and the smell of bar-b-que burgers tempted the appetites of the hungry sailors. Deciding whether or not to have a third race was easy as several women suggested we make the third race a longer course.

In the last race of the day there was no casualness on the course. Those not wanting to compete stayed on the river's bank happily discussing their individual achievements of the day. Rigid faces, piercing eyes, and winning was on the minds of the skippers and crew while the usual between race chatter was nil. As in all Hobie races, the roles of skipper and crew were as varied as the number of entries. When the red flag came up, twelve 16's crossed the start including the two former 14 skippers on separate boats.

Leading the pack to "A mark" Marlene Sassaman was so nervous that she actually sighed in relief when she headed up too far and several of her competitors sailed by. Since this race was to be twice around the course, however, there was plenty of time to catch up. The wind was gusting up to 15 knots by now, yet everyone stayed dry. Knowing the

right of way rules paid off as the kindness shown in the previous races no longer existed.

As in the first race, Pat and Dennis Dwyer out did the rest sailing to victory. Cindy Baxter was heading for her third second place but misjudged the line making a second place easy for Marlene and Danny Sassaman.

Billed as a Fun Day, Helga's festivities certainly separated those women who wanted to simply enjoy sailing around a triangular course from those who wanted the challenge of competition and/or the glory of winning. Several women mentioned having a 2nd Annual Helga Day which indicated a successful event for all those who participated.

DIVISION 12

FIFTH ANNUAL IN-THE-SURF REGATTA
FLEET #124, DIVISION #12
EAST MEADOW, NEW YORK
SEPTEMBER 12 - 13, 1981
BY: RICHARD EARL

Nassau County Department of Recreation and Parks presented its Fifth Annual In-the-Surf Regatta on September 12 and 13th. Co-sponsored by Seamen's Bank for Savings, the event was held at Nassau Beach Park on Long Island's scenic south shore and was a national points regatta.

The In-the-Surf Regatta has grown steadily since its inception in 1976. This might be attributed to the opportunity it affords sailors to race in an ocean environment. This year was no exception as 80 boats participated.

Five classes of boats and crews competed under clear skies and in medium surf.

Dinner was served after the first day of sailing, compliments of Seamen's Bank for Savings and Lowenbrau Beer. Judges were supplied by Fleet 124.

For information about next year's In-the-Surf Regatta call Vince Catalano at Nassau County Department of Recreation and Parks, (516) 542-4441.

DIVISION 15

PENSACOLA CAT FIGHT
FLEET #35, DIVISION #15
PENSACOLA, FLORIDA
SEPTEMBER 19 - 20, 1981

It started out like any other Hobie Regatta--plenty of good

FLEET NEWS

friends and a nice breeze. After all, Pensacola always provided wind.

We didn't quite get the turnout we had expected; this was the first cold spell to hit our area. No matter what the reason we had only 26 boats attend.

Even though everyone was not quite used to the cold temperatures, most agreed that it was a nice change after a long summer. After all, the colder the weather, the better the wind.

By the time we broke for lunch it had warmed up considerably, and the wind had dropped accordingly. Back on the race course, the 2nd and 3rd races were held in very light shifty winds. Getting lighter by the hour, the 3rd race had to be shortened by two legs.

Sunday morning dawned cool, but nothing like the previous day. We started the day off with a nice breeze, and everyone looked forward to getting back out on the water.

The white flag goes up; the wind drops. Blue flag; the wind dies... An hour later and nine boats have rounded A mark. The race is abandoned.

Racing was postponed until 1:30 p.m., and at that time skippers voted to cancel racing for the day. Trophies were presented around 2:30 p.m. accompanied by a building breeze. Better late than never!

We would like to thank Pensacola Sailing Center (Whitehurst's Cat Shop) for donating the "Coast Cat" trophies and thanks also to Carolyn Salmon. Thank you also to everybody in Fleet #35 with your help, we'll make this the best year yet.

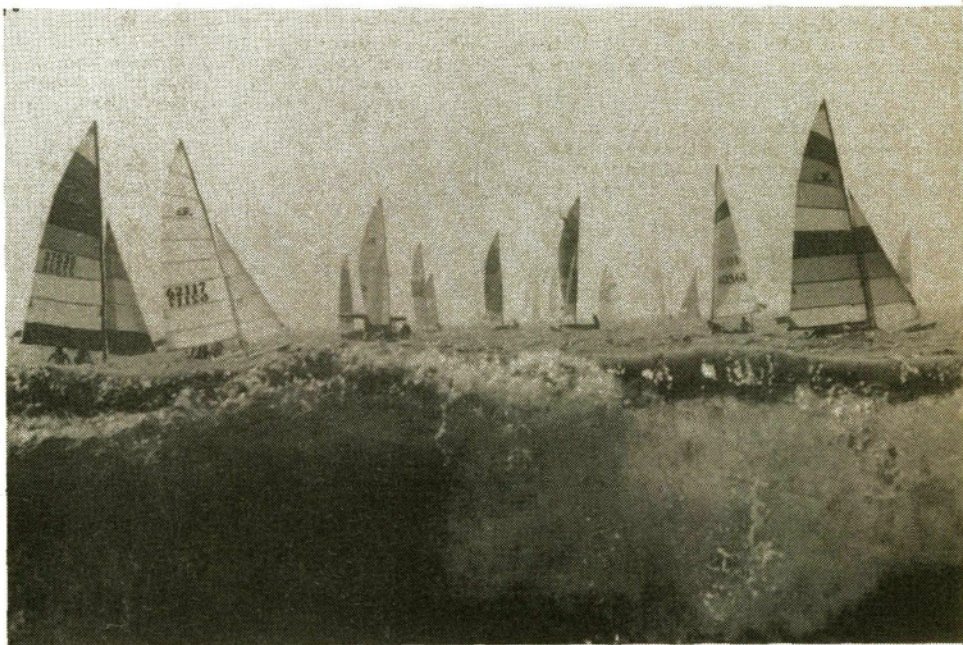
INTERNATIONAL

X HOBBIE 14' EUROPEANS
HOBBIE CLASS ASSOC. ESPANA

42 year-old Carlo Backhausen, the first European Champion back in 1972, was the real hero for this event in Alcudia, Mallorca on September 7 - 12, 1981. His partial results were most regular 2nd, 2nd, 2nd 1st and 4th. Twice he took the start last, but was first at A mark....he just seemed to fly across. His fellow-countrymen, Kappleman, Miller and Odenthal (2nd, 3rd and 4th respectively) helped him make this Championship a German triumph. There were six German sailors in the first 10!

The Spainards can not complain, however, three skippers placed in the first 15, which is not bad for our first Europeans as a team.

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Besides Germany and Spain, skippers from Holland, UK, Switzerland, France and Italy were present. The sailing was at a very high level of performance. The winds were very light the first two days, and it is very difficult to take the best of your Hobie Cat in these conditions. We were able to make only 11 races: three qualifying, six prefinals and just two finals.

As always in Hobie events, there was much fun to be had after and between races. There was a party every night. We even had a Flamenco Fiesta and a Bullfight (where skippers showed their "particular skill").

Two very young ladies-Monica Grima, 16, and Francisca Ensenat, 20, came to qualify and passed to the prefinals. Francisca had to leave the races; she cut her head with the vang wire. Monica was so light that when the wind started blowing she capsized; she just couldn't raise her Hobie with her light weight. They both arrived very seriously every morning.

The Championships took place under IYRU rules, with nine miles of triangles. Even in the light winds, which was very hard for the skippers since the sun was really hot, the nine miles of triangles were the main reason for not being able to make three races a day.

1ST ANNUAL MONTEMAR HOBBIE CAT REGATTA
FLEET #274, INTERNATIONAL DIVISION
ANILAU, BATANGAS,
REPUBLIC OF THE PHILIPPINES

Most Filipinos were cleaning up grave sites and white-washing tombstones in preparation of "All Saints Day".

But skippers and crews of Fleets 274 & 415 were readying their Hobies for the 1st Annual Montemar Hobie Cat Regatta.

Sixteen assisted Hobies were trailed north from their respective bases to Montemar Beach Club Inc., the host and sponsor of the season opener. (The peak sailing season in the Philippines is from November to July).

The folks at Montemar arranged for all of our meals to be enjoyed under the shade of giant coconut trees on an open lawn directly adjacent to a beautiful beach. In an idyllic setting we enjoyed good food, excellent service and plenty of brew.

Each of the three days of the regatta found 15 mph winds gusting to 20 immediately after breakfast and lasting till dinner...just like clockwork.

As evening approached, the water took on the appearance of a mirror really accenting the beautiful sunsets. With the steady and strong winds, the schedule of seven races made most skippers realize how badly out of shape they were. Nevertheless, the competitive spirit was keen and some of the finishes were extremely close.

Vince Herrera, our standard bearer for the Worlds in Brazil, took first overall in the 14's followed by Dave Socash, Jr., and Randy Limjoco in second and third.

The 16's were led by J. Medina, skipper and Dick Barlett, crew; 2nd "Peachie" Carmona, skipper and J. Villareal, crew and 3rd Freddie Carmona, skipper and M. Mascunana, crew.

While there were no major problems

FLEET NEWS

or injuries, a few skippers experienced the sensation of trying to sail without a sail or worse yet without a mast.

With "Montemar" as taste of things to come, everyone is anxiously awaiting the next regatta "The Aidan Lane Memorial" held November 28 - 30, 1981.

On tap for January is the Interport regatta where the Anilau "Animals" and the Tali "Turkeys" meet head on with the folks from Hong Kong.

HONG KONG HOBBIE CLUB
FLEET #179, INTERNATIONAL DIV.
BY: RUSS TROWBRIDGE

"And the last shall be first and the first shall be last"....

A group of fearless skippers and their crews braved the blazing sunshine and light to variable winds in the East Lamma Channel on September 13 to enter the Citizen Watch/Aberdeen Boat Club Regatta. Eighteen Hobies (five 18's and thirteen 16's) entered under the general group of "boats without accomodation". The catamarans composed a separate sub-category and 16's raced against 18's using the Portland Yardstick Handicap system in which 18's had a handicap of 78 and 16's a handicap of 85. Don't ask me what that means except that the 16's had about 20 minutes lopped off their adjusted time. Fortunately for the seven boats (including my own) who were too lazy to sail from the beach to the starting line near Lamma Island, being towed did not count against the handicap. (It would have been too complicated to calculate since Andy also towed a number of other boats which made it part way on their own.)

There were about one hundred boats out in the race, ranging from vessels slightly more sumptuous than the Hilton's boat, "Wan Fu", to single-handed floating bathtubs under sail. It was a 19 mile course which went from just east of Lamma, around Castle Rock, to a mark south-east of Lamma, back to the start, back to Castle Rock and then home. The course was quite clear to everyone except for me, who spent the second leg to Castle Rock looking for a non-existent mark in Stanley Bay. The three or four boats clever enough to head for shore passed the entire fleet which was sitting in a "hole" out on the horizon. Leo Harnett and Chris Holder finished first and were so far ahead that the next Hobies (two 18's) didn't even see them and momentarily thought they were first. Janey and I came in four seconds behind another 18. We were followed by Ian Petty, Gordon Neilson and the rest of the herd.

On adjusted time, we Trowbridges won, beating Leo and Chris by two minutes. Ian and Caroline came in third. For us it was a major victory. We consistently place second to last, usu-

ally as a result of what the insurance companies call "Acts of God". The last trophy I won was for fifth place in a college car rally in 1967. At last our slump is over!

NORTH-ITALY FLEET REPORTS
INTERNATIONAL DIVISION
MILAN, ITALY
BY: DARIO SORESINA

We are pleased to inform you that we have recently founded in Milan the "North-Italy" Hobie Cat Fleet.

Our fleet gathers the Hobie Cat owners from Milan, Como, Vercelli, Parma and from Canton Ticino, Switzerland, too.

This "slightly" international look, leads us to launch a busy and varied activity program on the lakes of Como, Maggiore, Lugano, Viverone and St. Moritz, where we hope to be able to organize a regatta and a sail/ski competition. All members have actively taken part, throughout the year, in all the regattas in North, as well as in some held in different parts of Italy as Marina di Pisa, Cesenatico, Bracciano.

We would like now to suggest to hold the Italian Championship HC - 16/18 on the lake of Como (Bellano, Dervio, or Domaso). For want of a nautical base, we have become one of the most "movable" fleets in Italy, always ready for Hobie sailing anywhere!

A lot of Hobie-Days!!



We're going to TAHITI for the 4th Hobie 16 World Championships in August of 1982.

Travel package information will be in the March/April issue of the Hot Line, but if you can't wait, send in the coupon to:
HOBIE WORLDS/BALBOA TRAVEL
407 Laurel Street
San Diego, California 92101
714/239-2274

ROOMS ARE LIMITED AND WILL BE AVAILABLE ON A FIRST COME FIRST SERVE BASIS!

YES, YES, YES send me more information as soon as possible on the 4th Hobie 16' World Championships in Tahiti!!

Name _____

Address _____

City _____ State _____

Zip _____

Phone _____ (Home)

_____ (Work)

REGATTA RESULTS

DIVISION 2

SINGLE-HANDED REGATTA
FLEET #3, DIVISION #2
LONG BEACH, CALIFORNIA
OCTOBER 17, 1981

HOBIE 18A	POINTS
1. Diakanja, K.	8 3/4
2. Timm, S.	9 3/4
3. Munsey, G.	11
4. May, R.	11
5. Parkins, D.	12 3/4
6. Woodside, D.	13
7. Hosford, D.	17
8. Brown, R.	24

HOBIE 18B	POINTS
1. Parker, T.	4 3/4
2. Schirm, S.	8 3/4
3. Huebner, P.	10 3/4
4. Samson, M.	17
5. Wood, R.	18
6. DeLong, T.	18
7. Schopp, C.	19
8. Powell, W.	22
9. Boost, M.	22
10. Bityk, T.	24
11. Graham, G.	27

HOBIE 16A	POINTS
1. Otlmann, D.	5 3/4
2. McGraw, J.	10 3/4
3. Hauser, J.	15
4. Christensen, K.	16
5. Shimabukuro, K.	16
6. Heath, F.	20
7. Hicks, G.	29
8. Caulder, K.	29 3/4
9. Farquhar, N.	30
10. Faucher, S.	31
11. DeLave, D.	32
12. Rathbun, P.	34
13. Payne, S.	37
14. Clements, M.	39
15. Off, B.	40
16. Kettman, D.	41
17. Douglas, D.	43

HOBIE 16B	POINTS
1. Whalen, M.	10 3/4
2. Howard, J.	14 3/4
3. Trafford, C.	16
4. McNamara, R.	16 3/4
5. Paul, A.	18
6. King, J.	19
7. Liberatore, A.	23
8. Rose, L.	24
9. Newsome, J.	25
10. Winkler, U.	31
11. Veneman, A.	31
12. Kaney, S.	33
13. Griffin, D.	33
14. Dixon, S.	35
15. McCain, C.	35
16. Corell, D.	47

HOBIE 16C	POINTS
1. Simons, L.	7 3/4
2. Wenz, J.	9
3. Pillman, D.	13 1/2
4. Daenitz, F.	17
5. Johnson, E.	17
6. Bronson, F.	19
7. Martin, G.	21
8. Hall, H.	22
9. Ericsson, B.	22
10. French, B.	22
11. Searles, H.	30
12. Tater, G.	33

4. Paulson, D.	
5. Yaeger, D.	
6. Dias, V.	
7. Francis, P.	
8. Chapman, B.	
9. Means, S.	
10. Cary, B.	
11. Devincenzi, F.	
12. Larson, J.	
13. Lloyd, W.	
14. Pitts, G.	
15. Rauschkolb, J.	
16. Walker, D.	

HOBIE 16A	POINTS
1. Boschma, B.	
2. Gustin, J.	
3. Singleton, L.	
4. Harrigan, M.	
5. Jonk, B.	
6. Johnson, D.	
7. Machado, G.	
8. Stitt, M.	
9. Rutledge, M.	
10. Thomson, J.	
11. McFarren, D.	
12. Timms, B.	
13. Reese, E.	
14. Dotsen, C.	
15. Clacher, D.	
16. Reilly, K.	
17. Skvarla, M.	
18. Carone, B.	
19. Byers, T.	
20. Friesen, R.	
21. Heath, R.	
22. Millholen, G.	
23. Starkey, G.	

HOBIE 16B	POINTS
1. Hess, P.	
2. Grewohl, R.	
3. Johnston, R.	
4. Pearce, M.	
5. Holman, M.	
6. Simpson, B.	
7. English, J.	
8. Redmond, G.	
9. Shurtis, R.	
10. Wright, W.	
11. MacDonald, S.	
12. Castaing, A.	
13. Ross, S.	
14. Weber, W.	
15. Williams, T.	
16. Allison, L.	
17. Bledsoe, B.	
18. Eber, W.	
19. Damon, J.	
20. Hinds, D.	
21. McNutt, J.	

HOBIE 16C	POINTS
1. Buck, G.	
2. Holloway, D.	
3. Rugen, B.	
4. Wentz, R.	
5. Pinato, S.	
6. Hipley, P.	
7. Soleolis	
8. Ayres, C.	
9. Van Camp, B.	
10. Moss, D.	
11. Douglass, J.	
12. Crinklaw, M.	
13. Ridgeway, C.	
14. Everett, B.	
15. Brown, B.	
16. Robinson, M.	
17. Laumann, S.	
18. Meyers, G.	
19. Haag, S.	
20. Moncibais, G.	
21. Silverman, L.	
22. Reilly, P.	
23. Cole, D.	
24. Egger, J.	
25. Ekberyer, R.	
26. McGarvey, P.	
27. Roll, R.	
28. Williams, S.	
29. Graham, J.	
30. Silvas, T.	
31. Knezovich, J.	
32. Witschel, R.	
33. Tully, E.	
34. Kennedy, J.	
35. Rall, G.	
36. Ferdinand, J.	
37. Sullivan, T.	
38. Beidleman, M.	
39. Uenaka, R.	
40. Holmes, R.	
41. Puterbaugh, D.	
42. Courtney, G.	
43. Johnson, K.	
44. Cole, M.	
45. Johnson, A.	
46. Penney, D.	
47. Pritt, L.	
48. Ross, J.	
49. Scharf, B.	
50. Schmalenbach, U.	
51. Sedergvist, M.	
52. Storey, L.	
53. Strong, J.	
54. Torres, J.	

HOBIE 14

1. Spottswood	
2. Dillow, J.	
3. Kitowski, R.	
4. Crema, A.	
5. Brenny, S.	
6. Poore, T.	

DIVISION 4

DIVISION #4 CHAMPIONSHIPS
FLEET #72, DIVISION #4
OCEAN SHORES, WASHINGTON
AUGUST 8 - 9, 1981

HOBIE 18A	POINTS
1. Salkind, E.	7 1/2
2. Severs, J.	7 1/2
3. Carpenter, D.	12
4. Butler, P.	16 3/4
5. Reed, D.	17
6. Whistler, B.	22
7. Halloran, D.	23
8. Bonica, J.	28
9. Dunn, M.	31
10. Simpson, L.	32

HOBIE 18B	POINTS
1. Chadwick, C.	5 1/2
2. Crowe, B.	6 1/2
3. Young, D.	12
4. Lee, A.	15
5. Stock, S.	15 3/4

HOBIE 16A	POINTS
1. Corris, J.	13 3/4
2. Thompson, F.	16 3/4
3. Alexander, J.	17
4. Brown, C.	18 1/2
5. Roark, B.	20
6. Skidmore, D.	22
7. Butchart, S.	25 3/4
8. White, N.	27
9. Sprague, S.	30
10. Keis, N.	33
11. Allen, D.	33
12. Butchart, I.	37
13. Woodward, R.	40
14. Kaster, D.	42
15. Middleton, K.	45
16. Ruggles, S.	45
17. Christensen, T.	51
18. Potter, J.	67

HOBIE 16B	POINTS
1. Chamberlain, M.	8 1/2
2. Chamberlain, S.	11
3. Sproul, S.	12 3/4
4. Polinger, S.	17
5. Brooks, G.	17
6. Johnson, L.	19 3/4
7. Zopolus, A.	25
8. Spriggs, P.	25 3/4

9. Purdy, J.	26
10. Lawless, J.	36
11. Wood, B.	39

HOBIE 16C	POINTS
1. Schmidt, C.	5 1/4
2. Daily, D.	10
3. Elkins, P.	14
4. Clark, N.	15 3/4
5. Norton	19 3/4
6. Zimmerman, A.	21
7. Watson, P.	21
8. Hoag, B.	22
9. Armstrong, J.	33
10. Vandrachek, J.	40

HOBIE 14A	POINTS
1. Reuter, B.	3
2. Jenkins, R.	12
3. Hansen, L.	13
4. Reuter, J.	14
5. Cross, T.	15
6. Graham, M.	24
7. Keis, P.	24
8. Ursich, G.	28
9. Klein, E.	33

HOBIE 14B	POINTS
1. Kaplick, H.	3
2. Leinum, S.	7 3/4
3. Malin, J.	12

NUTFREEZER #1
FLEET #95, DIVISION #4
LAKE SAMMAMISH, WASHINGTON
OCTOBER 10, 1981

HOBIE 18	POINTS
1. Schmidt, Willi	4 3/4
2. Reed, Doug	6 3/4
3. Ulibarri, Paul	7 3/4
4. Carpenter, Dan	9 3/4
5. Tarleton, Caleb	10
6. Rall, Steve	14
7. Johnson, Ron	16
8. Ross, Ron	21

HOBIE 16A	POINTS
1. Thompson, Frank	4 1/2
2. Skidmore, Doug	4 1/2
3. Lade, Hugh	11
4. Butchart, Stan	14
5. Butchart, Larry	14
6. Ruggles, Scott	14
7. Allen, Don	16
8. Johnson, Lee	19
9. Glover, Bill	20
10. Moore, Michael	22

HOBIE 16B	POINTS
1. Buttes, Brant	5 3/4
2. Carter, Lorraine	6 1/2
3. Sproul, Scott	7 3/4
4. Kranz, Karl	8
5. Wyant, Steve	11

6. Enos, Bob	17
7. Elkins, Pete	18
8. Gallier, Mary	19
9. Shimabukuro, M.	25
10. Wallace, Jack	25

HOBIE 14	POINTS
1. Reuter, John	3 1/2
2. Carter, Paul	4 3/4
3. Cross, Ted	6 3/4
4. Ursich, Greg	12

NUTFREEZER #2
FLEET #95, DIVISION #4
HOUGHTON BEACH, WASHINGTON
NOVEMBER 8, 1981

HOBIE 18	POINTS
1. Ling, Tom	3 3/4
2. Reuter, Bob	3 3/4
3. Carpenter, Dan	6
4. Schmidt, Willi	7
5. Johnson, Donna	9
6. Ulibarri, Paul	13
7. Reed, Doug	13
8. Ross, Ron	17
9. Welder, Dave	17

HOBIE 16A	POINTS
1. Skidmore, Doug	2 3/4
2. Butchart, Stan	6 3/4
3. Thompson, Frank	7
4. Glover, Bill	7
5. Ruggles, Scott	9
6. Allen, Don	9
7. Lade, Hugh	14

HOBIE 16B	POINTS
1. Carter, Lorraine	2 1/2
2. Orth, Bill	6
3. Roundy, Scott	6
4. Paelinger, Steve	6 3/4
5. Foreman, Bruce	9
6. Hill, Roger	10
7. Sproul, Scott	15
8. Mobley, Todd	18
9. Swanson, Paul	19
10. Ruggles, Kevin	20
11. Gallier, Mary	20
12. Elkins, Pete	20

HOBIE 14	POINTS
1. Reuter, John	2 1/2
2. Carter, Paul	5
3. Cross, Ted	5

DIVISION 3

INLAND TRANSPAC
FLEET #87, DIVISION #3
SAN RAFAEL, CALIFORNIA
SEPTEMBER 19, 1981

HOBIE 18A	POINTS
1. Timms, A.	
2. Ballard, J.	
3. Beard, K.	
4. Smith, B.	
5. Harris, M.	
6. Bradbury, E.	
7. Austin, D.	
8. Crocker, D.	
9. Forsyth, D.	
10. Hammar, R.	
11. Probst, T.	
12. Douman, S.	
13. Coddington, J.	

HOBIE 18B	POINTS
1. Whiteside, M.	
2. Porhammer, J.	
3. Sweeney, M.	



REGATTA RESULTS

DIVISION 5

FALL SERIES
FLEET #48, DIVISION #5
LAKE HERON & ELEPHANT BUTTE,
NEW MEXICO
SEPTEMBER 4 - OCTOBER 11, 1981

HOBIE 18	POINTS
1. Wilson, Keith	6 1/2
HOBIE 16A	POINTS
1. Talpas	8
2. Lederle	30
HOBIE 16B	POINTS
1. Gregory	30 1/4
2. Moseley	14 1/4
3. Ferrell	15 1/2
4. French	22
5. McKinely	32
6. Maro	44
HOBIE 14	POINTS
1. McGlacin	8
2. Wallo	12
3. Christensen	14 1/4

DIVISION 6

LAKE CANYON WURSTFEST REGATTA
FLEET #128, DIVISION #6
CANYON LAKE, TEXAS
NOVEMBER 7 - 8, 1981

HOBIE 18	POINTS
1. Wood, M.	4 1/2
2. Martinez, T.	7
3. Yapp, J.	7 3/4
4. Hine, G.	19
5. Mason, R.	19
6. Broad, R.	25
7. Berwick, G.	27
8. Yurinak, R.	30
9. Meyer, L.	32
10. Connally, M.	33

HOBIE 16	POINTS
1. Rolncik, R.	6 1/2
2. Whittington, R.	9
3. Wilson, M.	13
4. Seta, R.	13
5. Clark, R.	22
6. Henning, D.	27
7. Luce, E.	29
8. Liles, B.	29
9. Choice, W.	31
10. Peters, J.	43
11. Minerva, M.	43
12. Snell, D.	45
13. Jamieson, F.	50
14. Shaw, R.	51 3/4
15. Kilgore, R.	54
16. Thompson, J.	54
17. Wynne, R.	56
18. Johnson, M.	59
19. Scully, A.	60
20. Nelson, D.	66
21. Rose, J.	67
22. Martinez, R.	69
23. Caudle	71
24. Mallum, D.	74
25. Colby, P.	75
26. Oliver, R.	76
27. Haces, F.	86
28. Armstrong, O.	86
29. Taylor, J.	87
30. Deyo, D.	90
31. Williamson, W.	91
32. Morrison, R.	96
33. Iarussi, P.	107
34. Nesbitt, N.	108
35. Riedel, J.	110
36. Urban, B.	114
37. Lippard, B.	117
38. Richnow, B.	124
39. Borden, J.	124
40. Ferguson, I.	125
41. Love, B.	126

DIVISION 8

6TH ANNUAL "LET'S STOP CANCER IN
OUR LIFETIME" HOBIE CAT REGATTA
FLEET #153, DIVISION #8
GAINESVILLE, FLORIDA
OCTOBER 3 - 4, 1981

HOBIE 18	POINTS
1. Johnson, B.	4 1/4

2. Carlson, D.	7 3/4
3. Theoktisto, P.	16
4. Thompson, W.	16
5. Sturmark, J.	26
6. Dowsing, H.	27
7. Larkin, M.	31
8. Knoche, J.	31
9. Hill, J.	35

HOBIE 16A	POINTS
1. Carlton, G.	7 3/4
2. Duffield, L.	10 1/2
3. Dwyer, D.	16
4. Whitehill, D.	20 3/4
5. Fowler, D.	24
6. Stephens, K.	25
7. Parrish, J.	25
8. Caffee, H.	26
9. Coffee, K.	33
10. Bierema, R.	36
11. Brindle, B.	40

HOBIE 16B	POINTS
1. Bodie, M.	19 3/4
2. Werner, G.	26 1/4
3. Grenier, M.	27 3/4
4. Turbyfill, E.	28 3/4
5. Consbruck, T.	30
6. Ludeman, R.	31
7. Ebling, D.	32
8. Ryals, M.	32
9. Fivecoat, S.	33
10. Licht, G.	39
11. Dowda, M.	39
12. Oberlies, J.	42
13. Pepine, C.	43
14. Erickson, J.	43
15. Lay, L.	60
16. Pulton, M.	60
17. Mitchell, W.	67
18. Floyd, P.	68
19. Senior, D.	69
20. Mallory, L.	78
21. Chicone, J.	79

HOBIE 14	POINTS
1. Brice, R.	5 1/4
2. Brice, A.	7 3/4
3. Ferrera, J.	12
4. Snyder, B.	22
5. Hay, B.	22
6. Johnson, C.	25
7. Kirby, A.	25
8. Kirby, A.	27
9. Pease, M.	30
10. Myers, B.	39

THE MILLER MUG RACE
FLEET #116, DIVISION #8
LAKE PARKER, LAKELAND, FLORIDA
NOVEMBER 7 - 9, 1981

HOBIE 18A	POINTS
1. McCann, Jim	4 1/2
2. Duke, Johnny	5 3/4
3. Bird, Rush	13 3/4
4. McKee, Dick	15
5. Alford, Kirk	18
6. Johnson, Bob	18
7. Sturmark, John	20
8. Holmes, Skip	20
9. Duke, John	22
10. Henry, Greg	22
11. Birch, Rick	24
12. Walch, Mike	26
13. Carlson, David	27
14. Thompson, Walter	30
15. Crouse, Ruffy	31
16. Mayo, Cline	36
17. Neff, Jay	51

HOBIE 18B	POINTS
1. Crenshaw, Ralph	4 1/2
2. Sassaman, Danny	6
3. Braun, Walter	9 3/4
4. Smith, Leslie	11
5. Fuger, Simon	14
6. Halback, Skip	15
7. Frye, Pat	15 3/4
8. Cozart, Key	16
9. Gillette, Ted	25
10. Larkin, Marshall	28
11. Downing, Hal	31
12. Tomeo, Charles	35

HOBIE 16A	POINTS
1. Dwyer, Dennis	5 1/2
2. McMillen, Scott	9 3/4
3. Theiss, Paul	10
4. Martin, Keith	13
5. Schiller, Don	13
6. Rokos, George	17
7. Hackney, John	18
8. Caffee, Hollie	22
9. Raditch, Rick	23
10. Post, Dick	23
11. Carlton, Gary	25
12. Frey, Robin	26
13. Dekreek, Vel	31
14. Schandelmayer, J.	32 3/4
15. Dickson, Rick	40
16. Karan, Richard	46
17. Johnson, J.	50

HOBIE 16B	POINTS
1. Duffield, Kenny	5 3/4
2. Cleland, Maxwell	9 3/4
3. Walton, John	9 3/4
4. Anderson, Andy	12
5. Miller, Kevin	12
6. Kroemer, K.	13
7. Legrand, Ed	15 3/4
8. Andrews, David	16
9. Daniel, Robbie	18
10. Myers, Dave	26
11. Bowerfind, Jack	27
12. Selig, Ike	33

HOBIE 16C	POINTS
1. Whiteleather, C.	7 3/4
2. Schuerger, Bob	8 3/4
3. Ebling, David	11 3/4
4. Fuchs, Yossie	13
5. Bell, Bill	17
6. Touchton, Bill	18
7. Mitchell, Russ	20
8. Constance, B.	20
9. Floyd, Paul	21
10. Goetcher, Glenn	25
11. Donahue, Mary	26
12. Zulorga, Pedro	28
13. Llono, Charles	30
14. Laughlin, Dennis	34
15. Oberlies, John	40
16. Moore, C.	44
17. Lillbridge, Mike	47
18. Fisher, Don	55
19. Deeson, Lenny	56

HOBIE 14A	POINTS
1. Fontaine, Denis	4 3/4
2. Fong, Mark	10 3/4
3. Ferrera, John	12
4. Braswell, Mike	16
5. Frazier, Burrell	17 3/4
6. Brice, Robert	18 3/4
7. Moser, Bob	19
8. Cope, Woodie	22
9. Brice, Allyn	22
10. Lipka, John	23
11. Bowerfind, Kelly	25
12. Weill, Mike	29
13. Snyder, Bill	31
14. Bowerfind, Linda	36
15. Hay, Bob	37
16. Johnson, Cheryl	41
17. Marecki, Roman	43
18. Fontaine, Peter	45
19. Coss, Paul	46
20. Auger, Paul	58
21. Sharshan, Robert	59

HOBIE 14B	POINTS
1. Kirby, Alex	6 3/4
2. Boetcher, Kim	8 3/4
3. Tivnan, John	9 3/4
4. Kirby, Art	11 3/4
5. Bossie, Ken	12
6. Andras, Sam	13
7. Pritchett, C.	15
8. Anderson, Sam	15
9. Pease, Michael	21
10. Smyther, John	24
11. Gordon, Jim	29

DANGER



Extreme caution
must be observed
when launching and
sailing near over-
head wires. A mast
near a wire could
be fatal!



REGATTA RESULTS

DIVISION 12

1981 CONNECTICUT STATE
HOBIE CAT CHAMPIONSHIPS
FLEET #31, DIVISION #12
CANDLEWOOD LAKE, CONNECTICUT
SEPTEMBER 26 - 27, 1981

HOBIE 18	POINTS
1. Williams, R.	5 3/4
2. Littauer, R.	6 1/2
3. Plamer, T.	6 3/4
4. Cutillo, J.	8
5. Shea, W.	11
6. Blom, G.	16
7. Shively, N.	18
8. Miles, W.	25
9. Coccari, P.	25
10. Noyes, A.	26
11. Schwager, F.	31
12. Egan, T.	33
13. Hayes, B.	34
14. Luisi, G.	37
15. McCarty, C. Sr.	42
16. Hamshar, J.	44

HOBIE 16A	POINTS
1. McCarty, C. Jr.	2 1/4
2. Darress, W.	6 3/4
3. Laou, K.	9
4. Doyle, R.	10
5. Snyder, W.	17
6. Sindel, K.	18
7. West, E.	18
8. Warren, J.	19
9. Knight, J.	27
10. Gaal, C.	29
11. Colum, R.	31
12. Hallas, F.	32
13. Krause, H.	34
14. Cheneski, T.	34
15. Schulhard, J.	35
16. DeLuca, F.	36
17. Racenet, J.	39 3/4
18. Nindorf, G.	40

HOBIE 16B	POINTS
1. McCauley, J.	3 1/2
2. Sullivan, J.	3 3/4
3. Walsh, T.	15
4. Griffin, D.	17 3/4
5. Bliss, B.	21
6. Michalek, J.	22
7. Scranton, R.	23
8. Cocotn, P.	24
9. Fondrk, T.	25
10. Kahn, D.	27
11. Ormiston, J.	30
12. Stevens, F.	31
13. Pastore, B.	34
14. Van Huesen, R.	37
15. Letanong, D.	38
16. Portanova, P.	39
17. Mapes, H.	41
18. Jackson, S.	42
19. Lundergan, W.	43
20. Kerwin, P.	43
21. Ammon, R.	43
22. Racenet, E.	45
23. Kammerer, J.	51
24. Edgerly, D.	52
25. Fusco, R.	56
26. Markl, L.	56
27. Herrmann, P.	60
28. Bloom, W.	61
29. Klein, M.	63
30. Armour, R.	65
31. Caporuscio, J.	66
32. Linke, H.	68
33. Muth, D.	70
34. Lawless, G.	78
35. Sulkin, D.	103

HOBIE 16C	POINTS
1. Samson, A.	5 3/4
2. Reddy, T.	7 3/4
3. Europe, J. Jr.	9 3/4
4. Farrell, K.	11 3/4
5. Katt, D.	16
6. Kirmaser, M.	16
7. Hase, R.	20
8. Ryan, G.	26
9. Robinson, A.	28
10. Caisse, B.	29
11. Clayton, J.	29
12. Weisman, X.	30
13. Doub, T.	30
14. Oberrieth, R.	30
15. Mortifoglio, D.	31
16. Srenkuli, R.	35
17. Guden, M.	37
18. Mayer, S.	37
19. Mutter, J.	42
20. Gallagher, A.	42
21. Dilillo, J.	56
22. Stewart, K.	57
23. McCormack, L.	58
24. Karp, G.	61
25. McNamara, J.	61
26. Kinchelor, B.	69
27. Lundborg, S.	73

HOBIE 14	POINTS
1. Driver, J.	2 1/4
2. Pickett, R.	11
3. D'Amelio, J.	12
4. Davis, H.	13
5. Lindfors, C.	17
6. Horron, R.	18
7. Knorr, G.	18
8. Baglini, J.	23
9. McDermott, D.	23
10. Sanford, T.	24
11. Pickett, R.	24
12. Scharbavh, L.	25
13. Bailey, A.	26
14. Romanna, P.	31
15. Fairchild, E.	32
16. Pastore, S.	39

BOODLES REGATTA
FLEET #136, DIVISION #12
MADISON, CONNECTICUT
OCTOBER 3 - 4, 1981

HOBIE 18A	POINTS
1. Donnerstag, K.	5 1/2
2. Williams, B.	6
3. Cutillo, J.	7 3/4
4. Dugas, P.	9
5. Dugas, K.	14 3/4
6. Blom, G.	19
7. Littauer, R.	21
8. Keegan, M.	25
9. Mone, T.	26
10. Vizzo, V.	28
11. Flaherty, J.	28
12. Coccari, P.	31
13. Hayes, B.	32
14. Sullivan, C.	35
15. Lariviere, A.	38
16. Barber, D.	41
17. Lennon, R.	44
18. McCarty, C.	50
19. Lemmer, J.	58

HOBIE 18B	POINTS
1. Luisi, G.	3 1/2
2. Shea, B.	4 1/2
4. Noyes, A.	8
4. Gilman, E.	10
5. Miles, W.	12
6. Miller, J.	17
7. Mallory, F.	19
8. Hamshar, J.	23
9. Rhodes, S.	24
10. Harbur, E.	26
11. Friedland, K.	31
12. Mead, G.	31
13. Gilbert, G.	33

HOBIE 16A	POINTS
1. McCarty, C.	3 1/2
2. Becker, D.	11
3. Kringel, G.	13
4. Adelman, J.	13 3/4
5. Simms, A.	14
6. Knowlton, T.	18
7. Swartwood, B.	18
8. Warren, J.	21
9. Christopher, E.	22
10. McKay, W.	22
11. Campbell, A.	23
12. Hansell, G.	24
13. Roberts, J.	29
14. Ewing, R.	33
15. Colium, R.	41
16. West, E.	43
17. Schroeder, S.	45
18. Livatino, J.	47
19. Samalot, G.	48
20. Rochelle, P.	51
21. Law, P.	51
22. Deming, T.	56
23. Schuchardt, J.	57
24. Moreau, D.	63
25. Nindorf, J.	68
26. Baker, S.	70
27. Franco, B.	76
28. Sutton, J.	79
29. Schuessler, K.	81
30. Remington, P.	90

HOBIE 16B	POINTS
1. McCauley, J.	4 3/4
2. Bentson, R.	6 1/2
3. Thompson, B.	11
4. Ferguson, R.	12
5. Miller, B.	14 3/4
6. Brososofski, G.	15
7. Scranton, R.	18
8. Fondrk, T.	20
9. Crossley, R.	22
10. Barrera, H.	26
11. Rowe, F.	29
12. Samson, A.	30
13. Lesko, W.	31
14. Cocotos, P.	31
15. Johnson, W.	31
16. Hains, M.	43
17. Linke, H.	48
18. Elliot, J.	49
19. Stackhouse, K.	50
20. Hartman, J.	51
21. Ferrara, B.	55
22. Fusco, R.	56



23. Trussler, D.	56
24. Bloom, W.	57
25. Sullivan, J.	59
26. Hogen, T.	60
27. Letendre, D.	75
28. Kupferberg, M.	79
29. Clubb, J.	87

HOBIE 16C	POINTS
1. Mann, R.	12
2. Robinson, A.	12 3/4
3. Gunderson, J.	14
4. Farrell, K.	14
5. Biehn, B.	16
6. Mirylees, E.	16
7. Watts, D.	17
8. Kirmaser, M.	18
9. Mutter, J.	18
10. Long, M.	19 3/4
11. Price, W.	23 3/4
12. McNamara, J.	35
13. Smith, G.	36
14. Higbee, D.	39
15. Nelson, J.	39
16. Philbrick, J.	42
17. Karp, G.	44
18. Gibson, T.	45
19. Guden, M.	50
20. Sonnenblek, L.	55
21. Gallagher, A.	59
22. Busford, R.	59 3/4
23. McCauley, D.	61
24. Reddy, T.	84
25. Miller, M.	86
26. Caisse, B.	89
27. Europe, J.	90
28. Morgan, J.	98
29. Scott, P.	98
28. Brasel, D.	98
28. Rogers, M.	98
28. Lavery, M.	98
28. Mcandless	98

HOBIE 14	POINTS
1. Berman, P.	2 1/4
2. Knorr, G.	6 3/4
3. Nichols, C.	8
4. Pickett, B.	13
5. Kustes, T.	13
6. Baker, D.	15
7. Davis, H.	16
8. Baigert, K.	22
9. Fairchild, E.	26
10. Lindfor, C.	27
11. Pickett, R.	33

DIVISION 15

PENSACOLA CAT FIGHT
FLEET #35, DIVISION #15
PENSACOLA, FLORIDA
SEPTEMBER 19 - 20, 1981

HOBIE 18	POINTS
1. Emet, J.	3 1/2
2. Duke, T.	4 3/4

HOBIE 16A	POINTS
1. Gaston, R.	4 3/4
2. Franzen, L.	8
3. Sheehan, M.	9 3/4
4. Kalata, L.	12
5. Salmon, C.	12 3/4
6. Neal, S.	15
7. Postrozny, H.	21

HOBIE 16B	POINTS
1. Owen, R.	3 1/2
2. Myers, J.	8 3/4
3. King, K.	9
4. Guarino, J.	14
5. McNeir, M.	16
6. Linton, J.	20
7. Lambert, J.	25
8. Hamrick, S.	26
9. Eckland, E.	26
10. Lawing, B.	27
11. Carr, F.	29
12. Munion, R.	29

HOBIE 14	POINTS
1. Graves, B.	3 1/2
2. Carlee, B.	4 3/4
3. Emet, K.	10
4. Mahugh, S.	11
5. Myers, B.	15

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FLEET #274, INTERNATIONAL DIV.
BATAAN, PHILIPPINES
OCTOBER 31 - NOVEMBER 2, 1981

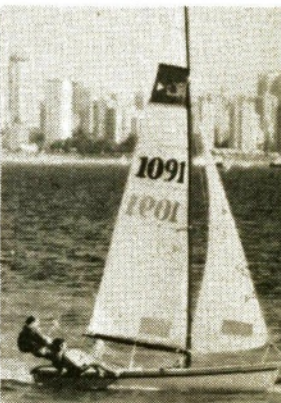
HOBIE 16	POINTS
1. Medina, J.	13
2. Carmona, P.	13 3/4
3. Carmona, F.	15
4. Delpan, L.	15 1/2

HOBIE 14	POINTS
1. Herrera, Vince	5 3/4
2. Socash, D.	12 3/4
3. Limjoco, R.	21
4. McQuinn, C.	29
5. Poste, Ed	29 3/4
6. Westwater, M.	31
7. Villareal, J.	34
8. Boadle, Allan	35
9. Strobel, C.	42
10. Limjoco, K.	51
11. Thurman, M.	66

INTERNATIONAL

1981 ANNUAL POINTS STANDINGS
FLEET #253, INTERNATIONAL DIV.
DHAKRAH, SAUDI ARABIA
OCTOBER 1981

SKIPPER	POINTS
1. Hatton, Bernie	62
2. Van Zandt, Mike	54
3. Magnussen, Nils	45
4. Brown, Trevor	43
5. Wellby, Martin	37
6. Dunlow, Brian	36
7. Mitchell, Jeff	25
8. Perzanowski, H.	19
9. Higgs, Terry	17
10. Geerlings, Ben	15
11. Hildreth, Larry	11
12. Cramp, Jim	9
13. Andrews, Paul	8
14. Thatcher, Pete	6
15. Friedman, Vic	6
16. Lambella	3



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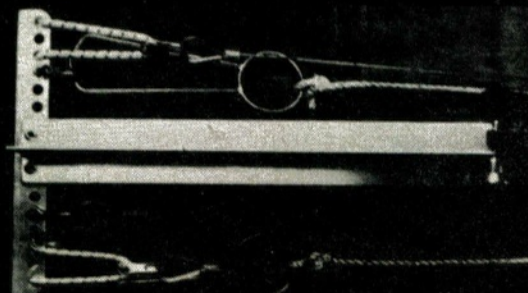
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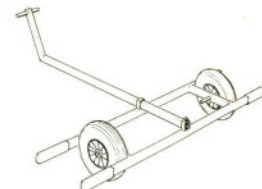
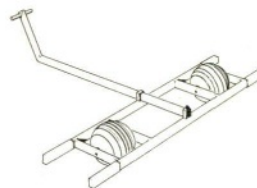


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Winners Circle

by Paula Alter

Photo by Lee Dodds

Enrique Figueroa

1981 14 World Champion

1981 U.S. 14 National Champion

Neering A mark at his first world championship seven years ago in Puerto Rico, Enrique Figueroa was in the lead. At ten years old, he had been sailing his Hobie 14 for one year, but had yet to learn how to round a mark on a race course. He slowed his boat and waited for the next racer to demonstrate the art of mark rounding. Figueroa sailed with his cousin for ballast, and many people thought the two youngsters were crazy to be sailing in a World Championship. On November 28, that same "kid" became the 1981 Hobie 14 World Champion at Fortaleza, Brazil.

Several months ago, Enrique sailed in his first U.S. Hobie 14 Nationals and won the title. This gave him the top pre-qualified position on Team USA for the upcoming 14 Worlds. He considered it an honor to be part of Team USA.

Enrique was introduced to catamaran sailing by his stepfather when he was nine years old. His stepfather had always liked catamarans — in fact, he had the fastest catamaran in his area until he saw a Hobie 14. It took several years before he brought the first Hobie Cat home, but when he did, Enrique and his cousin quickly took to it.

Enrique has been sailing in 14 World Championships since 1975, but until this year had never attended a U.S. 14 National Championship. He considers this the prime practice ground for the Worlds: "I really wanted to go there because I figured most of the good sailors were there." One of the smaller Hobie 14 sailors, at 155 pounds, Enrique's winning style was appreciated by his competitors at both the Nationals and Worlds.

Ian Bashford, the current Hobie 18 World Champion from Australia, stated, "If I could have picked our series, with the

perfect wind, this was it. If I could have beaten Enrique in anything, these would have been the conditions. . . Boy, is that guy fast." Similar remarks were made by his competitors in both the Nationals and the Worlds.

At his first World Championship in Puerto Rico, Enrique finished 59th. At the 14 Worlds in South Africa, he was 23rd.

He then surprised himself by placing third in the 16 Worlds at St. Croix, Virgin Islands last year.

Sailing against a small group of Hobie 14 sailors in Puerto Rico, Enrique has won the points in his division each year since 1979.

"The conditions at the Worlds in St. Croix as in Brazil were so much like home. Once the wind gets steady, especially a northeast wind at 15 to 20 knots, it's just like what I'm used to," comments Enrique. He feels that his fine finish at the 16 Worlds boosted his confidence when it came to sailing against the top Hobie sailors in the world. At St. Croix, he had hoped to just make the top 20. Unlike many of his competitors, Enrique did little training prior to leaving for Brazil. Being a high school senior and working at a local Hobie dealership left little time for practicing. Besides which, his home sailing territory was plagued with windless days before his departure for Brazil.

Having captured his dream of winning the 14 Worlds, Enrique's thoughts have already turned toward the upcoming 16 Worlds next year. He'll be deciding where in the states he'd like to go to study computer engineering, while looking for a crew to train in preparation for the 16 Worlds.

Enrique's immediate future includes returning to Puerto Rico as a National hero, which earns him the right to "party for a whole week!" says Enrique with a grin.

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Women's Nationals Continued



Belia Lagmay-Singh

teenagers and everyone in between. Finally the weather cleared and the first race was held. Paula Alter emerged as the winner, quickly showing she wouldn't mind making it three in a row. "I came here thinking I really didn't want to win it again, but once I got out there, I couldn't help being competitive!" The second race was won by Marjorie with Dorian second and Paula third. After a lunch break of "barkers" (hot dogs Texas style) and Lone Star beer, it was back out on the course for the third race.

Throughout the day reporters and photographers were asking questions and taking pictures. Michelle told one reporter, "Sandy's giving us these short courses (A-B-C-A-C) and I just don't have enough time. I'm a 'come from behind' sailor; I always have to catch up." Apparently she didn't do too badly in those "short" courses, because Michelle went out and won the third and fourth races.

Friday morning came all too soon. Yesterday's hiking out became today's sore spot. Out of necessity, the girls invented a new designer look, called "sailing gloves a la duct tape." Wrapping hands and gloves with layers of tape helped to ease the pain of constantly sheeting in and out.

The first race of the day was won by Paula, whose renewed vigor earned her a first, second and third on Friday. The sixth was won by Linda Leth of Rancho Palos Verdes, California. The seventh race found Linda again in the lead. On her way to C-mark, she pitchpoled. While struggling to get the mast out of the mud, half the fleet sailed by. She

righted her boat and managed to round A in eighth, finishing the race in sixth place.

Friday evening the tension ran high as the competitors realized it was almost over. There would only be one more day of racing before everyone went home until next year. It was still anybody's ballgame. Paula was only 1/4 point behind Michelle, Marjorie only points away. The final day would decide the champion.

Saturday dawned with the beach crowded with spectators, families and friends; many of the men were already

For four days it blew continuously out of the southwest, and when the ladies racing was over the wind died right on schedule.

arriving for the Open Nationals. Michelle won the first race, beating out Marjorie and Judy Popejoy, from Corpus Christi, Texas. Judy was the local favorite, a Hobie 16 sailor, who commented that the winds were stronger and more consistent than normal. She didn't seem to mind much, as she was constantly in the top ten.

Paula took a fifth and knew it was up to Michelle to make a mistake or it was all over. Marjorie edged out Michelle for first in the ninth race, but it didn't matter. Paula finished fifth, giving Michelle unbeatable points and the 1981 Women's title.

Even though the top spot had been decided, the competition remained fierce. Paula and Marjorie were vying for second and third and Dorian Goldberg and Linda Leth were battling it out for fourth and fifth.

The white flag was up for the final race, when Marjorie's halyard broke, forcing her to be towed to the beach. In an anti-climatic finish, Paula edged out

National Champion, overcoming two-time National Champion, Paula Alter. Amazingly enough, it only took nine races for Michelle's victory. She didn't have to race the final race. When asked what her strategy had been, Michelle answered, "I tried not to think of who was out there. I pretended it was just another fleet race."


This year's nationals were the toughest yet. Not only had the quality of the sailing improved, but the quantity of good sailors had too (not to mention the amount of wind the ladies sailed in). After seeing the improvement this year, one can only wonder how long it will be before we'll be saying, "You mean she is the U.S. OPEN National Champ?"

Known to be a tough heavy air sailor, Michelle Stacy finally got her kind of wind.

Linda to win the last race of the Championship.

At the Award's Banquet Saturday night, the usual reminiscing began as the women waited for the results. Finally, the trophies were handed out: silver bowls engraved with the Hobie insignia.

Michelle Stacy had won it, she was the new 1981 Hobie 14 Women's

A big Texas thank you to all those who helped make the Hobie 14 Women's and Open events a success. Special thanks to the Boatshop, Craig Garrison, Coopers Alley, the Dominys, Fleet 99, Chuck Miler and especially to that ol' armadillo racer Jerry Rentzloff and Lone Star Beer. The lady sailors loved that Lone Star Light! 

1981 WOMEN'S 14' NATIONAL CHAMPIONSHIPS

Corpus Christi, Texas
October 14 - 17, 1981

RACE BY RACE RESULTS

SKIPPER	CITY/STATE	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	TOTAL
1. Michelle Stacy	Dallas, TX	7	5	3	3	3	3	3	3	2	3	19
2. Paula Alter	Capo. Beach, CA	3	4	9	3	2	3	5	5	3	3	24
3. Marjorie Innes	London, Ont., CN	2	3	6	3	5	8	19	2	3	5	32
4. Linda Leth	Palos Verdes, CA	8	30	5	2	6	3	6	4	3	2	36
5. Dorian Goldberg	Atlantic View, PR	9	2	2	7	2	9	8	3	4	5	42
6. Judy Popejoy	Corpus Christi, TX	19	7	3	6	7	4	2	7	14	7	57
7. Nancy Bateman	Richardson, TX	4	8	12	14	4	5	5	12	6	6	62
8. Carla Mezo	Austin, TX	3	4	9	17	17	10	4	6	12	9	74
9. Linda Bowerfind	Dunedin, FL	29	6	23	8	11	7	13	9	7	4	88
10. Kelly Bowerfind	Dunedin, FL	5	15	11	12	15	19	11	10	10	10	99
11. Sheila Henning	Garland, TX	12	10	24	15	8	13	9	14	9	12	102
12. Sue Brenny	San Jose, CA	10	11	7	5	18	14	12	13	21	13	103
13. Patty McGuire	Capo. Beach, CA	15	19	13	11	10	6	14	15	11	18	113
14. Marci Moore	Kaneohe, HI	16	16	14	4	19	17	7	17	15	8	114
15. Jane Sherrod	Ft. Worth, TX	14	18	10	10	12	16	16	16	8	14	116
16. Terri Pease	Clark Lake, MI	23	13	15	13	9	15	17	11	21	11	125
17. Kelly O'Brien	Ft. Walton Beach, FL	6	9	8	27	14	12	10	23	21	31	130
18. Janet Myner	Norman, OK	11	17	17	16	13	20	21	8	13	31	136
19. Lori Klaidman	Canoga Park, CA	31	12	20	18	28	11	15	18	21	18	161
20. Ann Karnitschnig	Virginia Beach, VA	13	20	19	22	22	23	18	20	18	18	170
21. Kathy Mewhort	Clark Lake, MI	22	14	16	25	21	18	25	19	21	31	181
22. Alice Crema	San Jose, CA	18	22	25	19	23	21	22	22	20	18	185
23. Marilyn Shearer	Salt Lake City, UT	20	24	29	21	25	25	25	21	16	15	192
24. Jean Ann Baum	Casper, WY	21	25	21	20	16	22	20	21	21	31	193
25. Jill Robinson	Corpus Christi, TX	26	21	26	26	27	28	23	24	17	16	206
26. Kitty Jo Turner	Austin, TX	27	27	27	24	20	24	24	21	19	17	208
27. Gale Stout	Carrollton, TX	17	23	22	23	24	26	31	31	31	31	228
28. Nancy Boyd	Houston, TX	25	26	18	27	26	27	25	27	31	31	232
29. Jane Denielson-Loquasto	Grand Island, NY	24	28	28	27	28	29	31	25	21	31	241
30. Jenalyn Beauchamp	Corona del Mar, CA	28	29	31	31	31	31	31	31	31	31	274
30. Rosalie Myers	Tallahassee, FL	30	30	31	31	31	28	31	31	31	31	274

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January/February 1982 29

Racing Clinic

by Udo Winkler

Getting Around With a Hobie in Tow



Transportation . . . that's a major problem that many of us chronic regatta racers are forever faced with.

Participation in your normal divisional racing circuit can mean traveling to get to 8-13 regattas, some being over 300 miles away . . . and that's not counting the fun

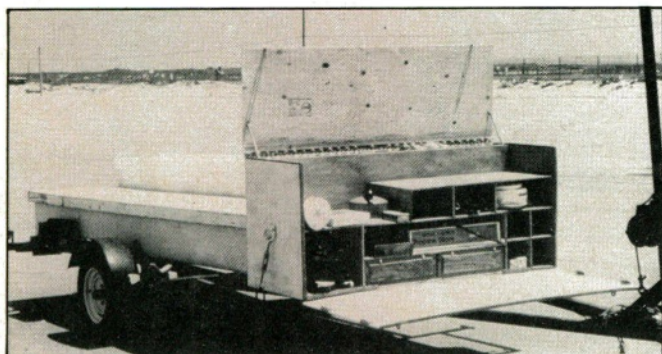
regattas or any Nationals.

Few of us Hobie Catters are independently wealthy . . . right? We all have to work to make our regatta schedule meet and try to get there as inexpensively as possible. Many of us ogle the plush GMC motorhomes that arrive at regatta sites with a Hobie in tow; but how would you

like to have his gas bill?

For about a year this writer has been researching the basic Hobie transportation question while sneaking some pictures and asking some questions. The following are the problems, alternatives and perhaps some answers.

Udo Winkler's chuckwagon box, mounted on the tongue of this boat trailer, makes for easy camping (below). Hobie rigs come in all shapes and sizes (right). For those who can afford the gas bill, traveling in luxury is a great idea (bottom).



First of all let's look at our basic regatta needs: (individual needs will differ.)

- 1.) We need a Hobie . . . the trailer is optional.
- 2.) We want to arrive at a regatta for the least gas dollars possible.
- 3.) The transportation needs enough power to go over hills.
- 4.) We need something that provides adequate repose for our bodies.
- 5.) Adequate beer storage and cooking facilities.
- 6.) Four-wheel drive is a definite plus.
- 7.) Once at the regatta, we need transportation (for beer runs).

Now that we know what our needs are, how can we put it all together? Here are interesting combinations of transportation/accommodations.

Your Hobie can be hauled with a motorhome; cringe with the gas bill and carry a couple of bicycles.

Truck/camper combinations are very popular. Most provide adequate comfort; some have four-wheel drive; gas mileage is variable; diesels are becoming more available (especially the VW pick-up)—you don't have to put up

a tent and transportation to the store can come from a bike also.

Station wagons are almost as popular as the trucks and the advantages are pretty much the same. However, the happiest wagon owner I spoke with was an owner of a Peugeot diesel.

Late model passenger cars are widely used with praises on gas mileage, how-

Many of us ogle the plush GMC motorhomes that arrive at regatta sites with a Hobie in tow.

ever lack of room to accommodate all the camping gear appeared to be the major drawback.

An interesting combination was the pick-up/fifth-wheel/Hobie rig. At first glance this appears to be the most ideal set, as you are provided with transportation, luxurious accommodations and your boat. The main disadvantages were

the horrendous gas mileage and the length of the three vehicles (50 to 65 feet).

Vans rate equally with the pick-up/camper. Big plusses include the ease of putting up and taking down the camp and a trailer is not always necessary, for you can carry your Hobie on the roof of the van. Poor gas mileage was the most common dislike.

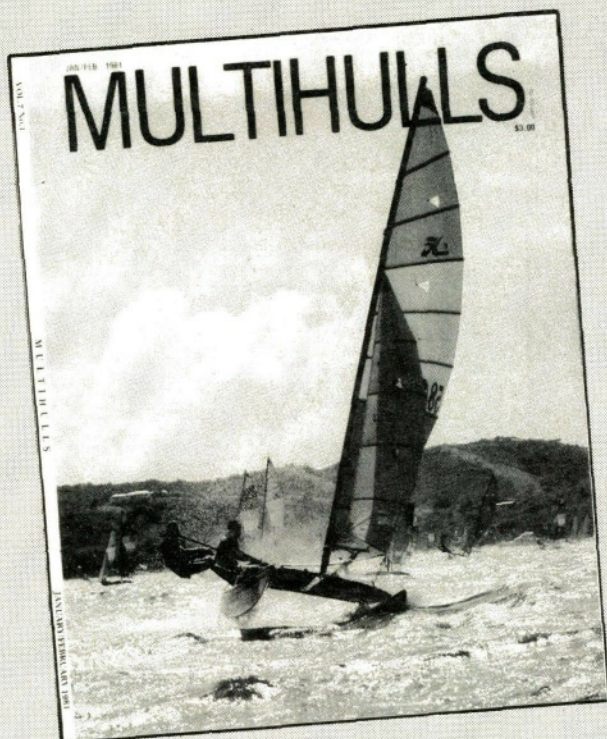
The VW campmobile is rapidly growing in popularity because of its good traction on soft sand, excellent gas mileage (a diesel version will be available in late 1981) and the rapid camp set up. Lack of room was the only minor inconvenience.

Two sail boxes on a trailer seem to alleviate some room problems, as everything but your food is always packed. However, this writer has a third box. . . a chuckwagon box that fits on the tongue of the trailer, but some strong "A" frame reinforcements are required on the trailer. This combination can be utilized by almost all imports.

Probably the easiest alternative is to drop off your Hobie at the regatta site with whatever you drive, stay in motels and eat in restaurants!!

Good Sailing . . .





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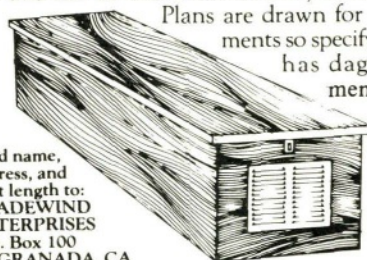
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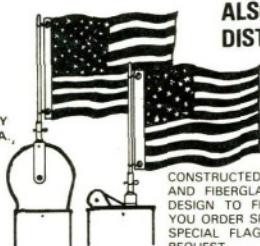
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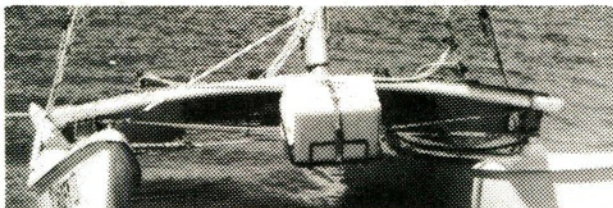
Hobie Hot Tips

Winter is upon us. If you haven't yet prepared your Hobie Cat for the cold, wet winter months ahead, here are some pointers from Fleet 131 in Oklahoma City, Oklahoma.

1. Remove the trampoline and lacing lines. Scrub the trampoline and treat it with Armour-All or something similar before storing in a dry place.
2. Remove the shrouds and trapeze wires. Winter can ruin the plastic shroud covers if left to the elements.
3. Remove all jib hardware (blocks and lines).
4. Cover carpeted side rails to prevent sun deterioration.
5. Wash and wax the hulls, then cover to prevent fading of the gel coat finish.
6. If your boat is sitting on a trailer, loosen up the tie-down straps or ropes.
7. If feasible, remove the trailer wheels and tires and block up the trailer.
8. Remove the bungee cords.
9. Store the sails inside, out of the weather.

You and your boat will notice the benefits of these pointers in the years to come. 

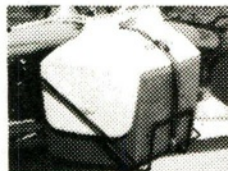
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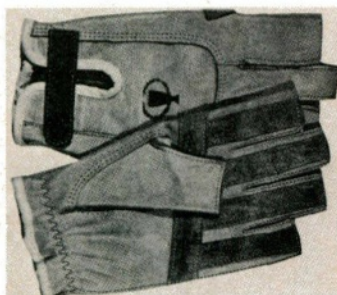
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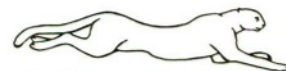
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\$100 Cash - Awarded EVERY
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Hobie Windsuit - Awarded
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How the contest works . . .

Subject matter must consist of a Hobie sailboat. Photos will be judged on a monthly basis, beginning July 1, 1981 and ending January 31, 1982. Each month a "PHOTO OF THE MONTH" will be selected from the month's entries and the winner awarded a \$100.00 cash prize; the monthly "Runner-Up" will receive a Hobie Windsuit. Photos will be judged on photo composition and photographic skill.

All entries will become eligible for the GRAND PRIZE — a brand new HOBIE CAT 16 — on February 1, 1982. The Grand Prize winner will be notified immediately following the judges' decision.

Photo Contest Rules

- 1) Subject matter must consist of a Hobie sailboat.
- 2) The contest is open to all interested photographers. Judges and their families are not eligible.
- 3) Color entries must be 35mm slides, 2 1/4 x 2 1/4, or 4 x 5 transparencies. Black and white prints must be either 8 x 10 or 11 x 14. Nonconforming entries will be ineligible for prizes.
- 4) Each entry must be labeled with the photographers' name, address, the location of shooting, and the names of any recognizable people.
- 5) 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.
- 6) All entries must be accompanied by an official entry blank or a reasonable facsimile.
- 7) 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.
- 8) 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.
- 9) Entrants may submit any number of photos each month.
- 10) The prizes include only those items specifically stated. All other expenses including any applicable taxes will be the responsibility of the winner.

Mail entries to: Hobie Photo Contest
P.O. Box 1008, Oceanside, CA 92054

To be eligible for all prizes, I hereby grant to Hobie Cat and Coast Catamaran the exclusive right to copyright, reproduce or use the accompanying photograph taken by me, or in which I appear, for purposes of illustration, promotion, advertising or publication in any manner, and waive inspection or approval of the finished product or its use.

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March/April

*Predicting the Wind/The Making of a Hobie Cat
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*Tuning the Hobie 16 by Hobie Alter Jr.

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On Saturday morning, the seas were white capping, yet the breeze seemed lighter. Tension was only noticeable by the lack of conversation as each sailor concentrated on the day ahead.

Guilherme Leite from Brazil, along with Rolf Peter Voelker, also from Brazil, took early leads but with Piccolo and Figueroa close behind, it could have been anyone's race. Downwind, Figueroa moved into second. Rounding C-mark, he stayed high on the fan-like wind, making him the high boat. For the third time in a row, he was in the lead. With this win the title was his — he wouldn't have to sail the last race of the championship. Screaming along in the lead, Figueroa did the impossible... he flipped. The gasping of the racers who were watching from the hotel balconies could be heard all the way down the beach. Figueroa had the event almost won, and now was drifting upside down as the race went on. With his adrenaline running, Figueroa righted his boat, allowing only three boats to pass him. He quickly passed two boats (probably with fire in his eyes) and finished third. Piccolo went on to win the race, with Leite in second. Bashford, Collier and Metcalf had all picked up enough points in the last two races to put them out of reach of the first place trophy. It was between Figueroa and Salmon. If Salmon won the last race and Figueroa picked up his throwout (a sixth) they would tie. Figueroa would win with a 12th or better, should Salmon win the last race.

As the first five boats rounded A-mark, neither Salmon or Figueroa were amongst them. Figueroa rounded in sixth, Salmon was eleventh. All Figueroa had to do was stay upright and in front of Salmon and the championship was his. Mark Simon finished first in the final race, Bashford second and Paulo Jose Piatti from Brazil, third.

An ecstatic 17 year old sailor from Puerto Rico was the new Hobie 14 World Champion. Kitty Salmon had again finished second in a 14 Worlds. Always one of the most inspiring of Hobie 14 sailors, Salmon will certainly be ready for the upcoming 16 worlds, which will be held on his home turf in Tahiti this summer.

That night the trophies were presented to the top 21 skippers. Thank yous and appreciations for a well run regatta were delivered. With all the races tallied, and everyone's worst race disgarded, the top ten in the 1981 Hobie 14 World Championship were:

1. Enrique Figueroa, Puerto Rico
2. Kitty Salmon, Tahiti
3. Ian Bashford, Australia
4. Gary Metcalf, Australia
5. Hiro DeMeyer, Tahiti
6. Mike Collier, South Africa
7. Nelson Piccolo, Brazil
8. Eric Paofai, Tahiti
9. Anthony Duchatel, Australia
10. Walter Dreher, Brazil

The entertainment at the awards banquet was straight from Rio. With slow Latin music playing, one person commented that this crowd could never be kept interested for very long.

Moments later dancing girls in jeweled attire (some people in the audience were in shock, there wasn't much attire) made their grand entrance. More music, a fantastic juggling/musician act and then Hobie Alter was invited onto the stage to dance with the ladies making it a historic moment in Hobie history. An appropriate finale for an excellent championship.

The rest of the celebration took place at a local disco lasting until the early morning hours. It was a fitting end to the days of wind, sunshine, parties and camaraderie.

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It was a day of celebration, the culmination of five years of designing and redesigning, with all the frustration and satisfaction that implies. We're talking, of course, about the October 29, 1981 unveiling of the Hobie 33, a 33-foot monohull racer/cruiser, at the Southern California Sailboat Show in Long Beach, CA, sponsored by the Bollinger Champagne Co. Christened with due ceremony by Hobie Alter (with a bottle of Bollinger), the Hobie 33 sat proudly, looking, according to Edmund Laviano, president of Bellpat Marine, "as if it's doing 30 knots just sitting at the dock."

Setting out to create something different in sailing, Alter came up with the 33-foot fiberglass sloop, and it's certainly out of the ordinary. Equipped with a retractable keel and an easily removable mast that lies flat on the boat, the 33 is a fast, high-performance craft that is trailerable — no slip fees!

The Hobie 33 is light (4,000 pounds) and easy to launch: Two people can rig it up and sail it away in 45 minutes. All rigging lines run to the cockpit. It has an inside-the-cockpit outboard motor well for a 10-horsepower motor.

The model unveiled at the boat show was actually the fourth one built. The first three were tested extensively off Dana Point, with modifications throughout the process. Alter entered the Hobie 33 in a Catalina-Newport-Catalina race this year and sailed to victory an hour ahead of the closest competition.

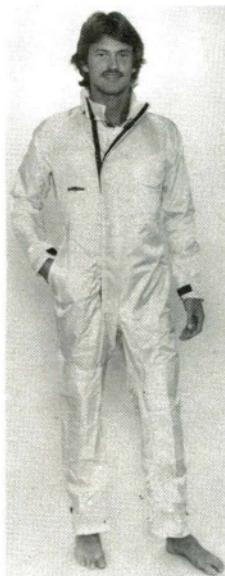
It was a special day and it's a special boat — one you're certain to be hearing more about in subsequent issues of the *Hobie Hot Line*. 

by E.S. Mitman

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Hobietorial

Rate Changes and Exciting New Ideas for 1982

The new year is always a time for reflection. The *Hot Line* staff has been looking at where we've been and what exciting new things are coming up. Several changes and a few new ideas are in the works.

Effective with this issue, the rate for U.S. *Hot Line* subscriptions will increase to \$9.00 per year. Foreign will remain the same, at \$15.00 per year. Increasing postage and printing costs make this move necessary. The *Hot Line* operates on a break-even budget; it is not a money making venture. Its purpose is to maintain a communication link between Hobie Cat sailors so that we can share information that contributes to our enjoyment of sailing.

A milestone in *Hot Line* history is the recent revamping of the circulation department. You can now expect to receive two renewal notices prior to your subscription expiring, as well as quick service from the new circulation manager, Bonnie Hepburn. If you have any problems receiving your magazine or notice that the zip code, address or name is inaccurate on your mailing label, please contact Bonnie to avoid delays in receiving your *Hot Line*.

A back issue service is now available, for those of you interested in updating your *Hotline* library. Due to the large response, we may run out of stock on certain issues. Please indicate second choices when ordering back issues.

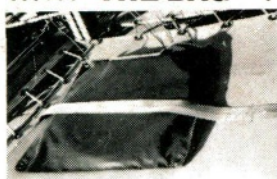
Since becoming the editor of the *Hot Line* a year ago, my main focus has been on seeking out articles with information that Hobie sailors would like to know about. In the coming year, we will continue to expand the technical articles as well as publish articles about some of the finest sailing areas in the world. If you know of such a spot please send us information on the place, including information on camping facilities, wind and weather conditions, location, photos (color slides or black and white prints). We're looking for great vacation spots that every Hobie sailor would love to discover.

We are also planning a special publication that will include the best technical, maintenance and safety articles that have been published in the *Hot Line* during the last 11 years. There is a wealth of Hobie Cat knowledge that we would like to put back in circulation.

We are continually looking for new ideas, fantastic photos and ways to maintain the *Hot Line* as an exciting sailing publication. The *Hot Line* staff looks forward to the coming year. *AL*

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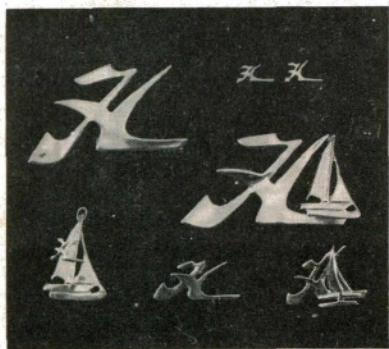
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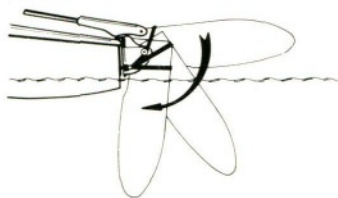
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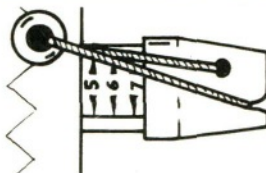
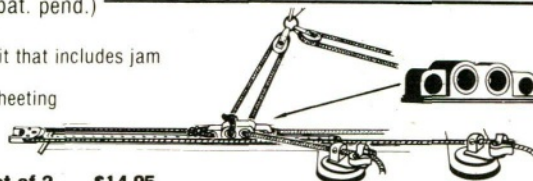
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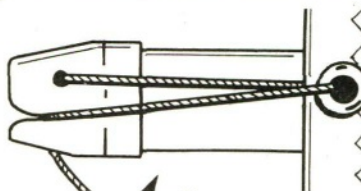
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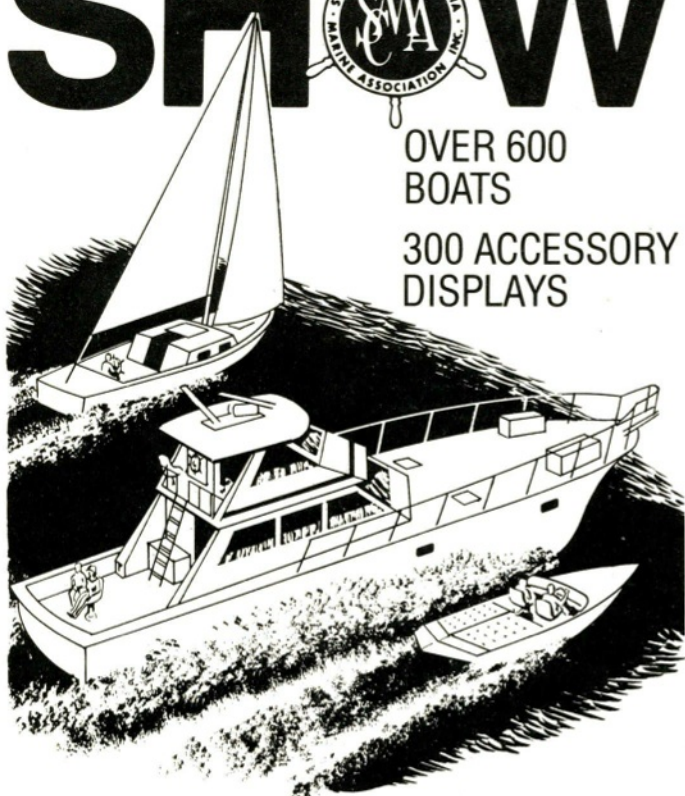
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Hobie Briefs

16 National Thank Yous

Several groups of people deserve a warm thank you for the great job they did at the Hobie 16 Nationals in Ocean City, Maryland. Thanks go to John Flanigan, Cindy Tennyson, John Sohn, Fleet 54 in Division 11, the Sheraton Fontainebleau Hotel, Carey Distributors for Stroh's Beer, and Paul Hanson for the use of his beautiful boat.

New High-Volt Wire Heights

Reprinted from the Inter/Port a publication of the National Marine Manufacturers' Association.

A sustained effort to significantly reduce the incidence of sailboat accidents resulting from contact with low overhead power lines has culminated in the inclusion in the 1981 edition of the National Electrical Safety Code of Standards for Minimum Vertical Clearance of Wires, Conductors and Cables Above Water. The standards, approved by the American National Standards Institute, apply only to new construction of power lines, unless the state administering authority requires utilities to upgrade the heights of old power lines. Many states and utility companies have in fact already upgraded most or all of their old lines that did not meet the new specifications.

—Under the 1981 standards, where wires, conductors, or cables cross over or overhang on water areas suitable for sailboating, including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of: less than 20 acres, the range is from 18 to 22 ft.; 20 to 200 acres, the range is from 16 to 30 ft.; 200 to 2,000 acres, the range is from 32 to 36 ft.; and over 2,000 acres, the range is from 38 to 42 ft.

On public or private land and water areas posted for rigging or launching sailboats, the clearance above ground shall be five feet greater than above for the type of water areas served by the launching site.


Editor's Note: This measure demonstrates that progress is being made in this area although the standard should be 32 ft. to 36 ft. for 20 acres and over. Please keep in mind that the mast height of a Hobie 14 is 22'3"; Hobie 16 is 26'; and Hobie 18 is 28'.

Bella's Back

Those of you who remember what a great job Bella Lagmay-Singh did as the Editor of the Hot Line may have noticed that her name is (once again) appearing in the Hot Line. We are extremely pleased to have Bella working with Hobie Cat doing public relations at the National Championships and writing a few stories and shooting some pictures for us from time to time. Welcome back Bella.

Have You Seen These Sails?

The following items were possibly stolen at the conclusion of the 18 Nationals in Sudden Valley, Washington. If you have any information about these please contact: John Norwood 5650 Arnheim Terrace, Nanaimo B.C., Canada VGT 2M3 —Hobie 18 Mainsail #11-red, orange, yellow and blue top panels, complete with battens, boom and blocks in orange canvas sail bag.

—Hobie 18 jib-white with a patch on the third seam at the leach, new window. 

NEW FOR '82 FROM MURRAY'S!



NEW!

KAILUA WET SUITS & SAILING BOOTS Kailua features: 2mm, nylon 2-sides, color accents, mens & ladies sizes. *Windjammer Full Suit* Nylon sleeves, ankle zippers #38-6310. *Long John Suit* Ankle zips #38-6110. *Windjammer Jacket* New! Urethane sleeves with terry lining #38-6250. *Windjammer Jacket* Nylon sleeves (not shown) #38-6210. *New Sailing Boot* (6-13) #38-5100. *Camaro Boots* (36-48) #38-5200. **SAILING APPAREL** *DeckSkin Sailing Suit* #38-5760. *Hobie® Visors* 7-colors #38-1505. *Hobie® Sweatband Visors* #38-1506. **MURRAY HARNESSSES & TRAPEZE BUCKLES** Features: 3/8" foam, adjustable shoulder with quick release, sizes S,M,L. Order buckles separately. *Murray Full Harness* #30-0300. *Murray Half Harness* #30-0200. *Sail Safe System* includes two ballend trapeze rings #01-0139. *Quick Release Buckle* #01-0132. *Standard Matson Buckle* #01-0134. **OMEGA LIFE JACKETS** *Gran Prix* Light, short, chest pocket. Specify size & color. #35GP. **CARPET KITS** Specify color: black, blue, brown, gold, green, orange. *Surefoot Kit H-14, H-16* #30-2001. *Surefoot Kit H-18* #30-2003. **DUFFLES, WATERPROOF STORAGE** *South Col Duffel* (12" x 26") Inner bag, 6 colors #30-1662. *Sports Pouch* (11" x 14") #1405. *Super Sports Pouch* (17" x 17") #30-1406. *Voyageur Bosun* (12" x 14") #30-1426. *Voyageur Skipper* (17" x 21") #30-1427A. **TELESCOPIC TILLERS, PADDLE** *Arriba FX-3* (4½' to 8') #44-FX03. *Forespar Cat Stik* Black #01-1341BK. *Paddle* (20" to 4') #01-1303. **DREAM BOOK** *Murray's '81/82 catalog* \$2.00.

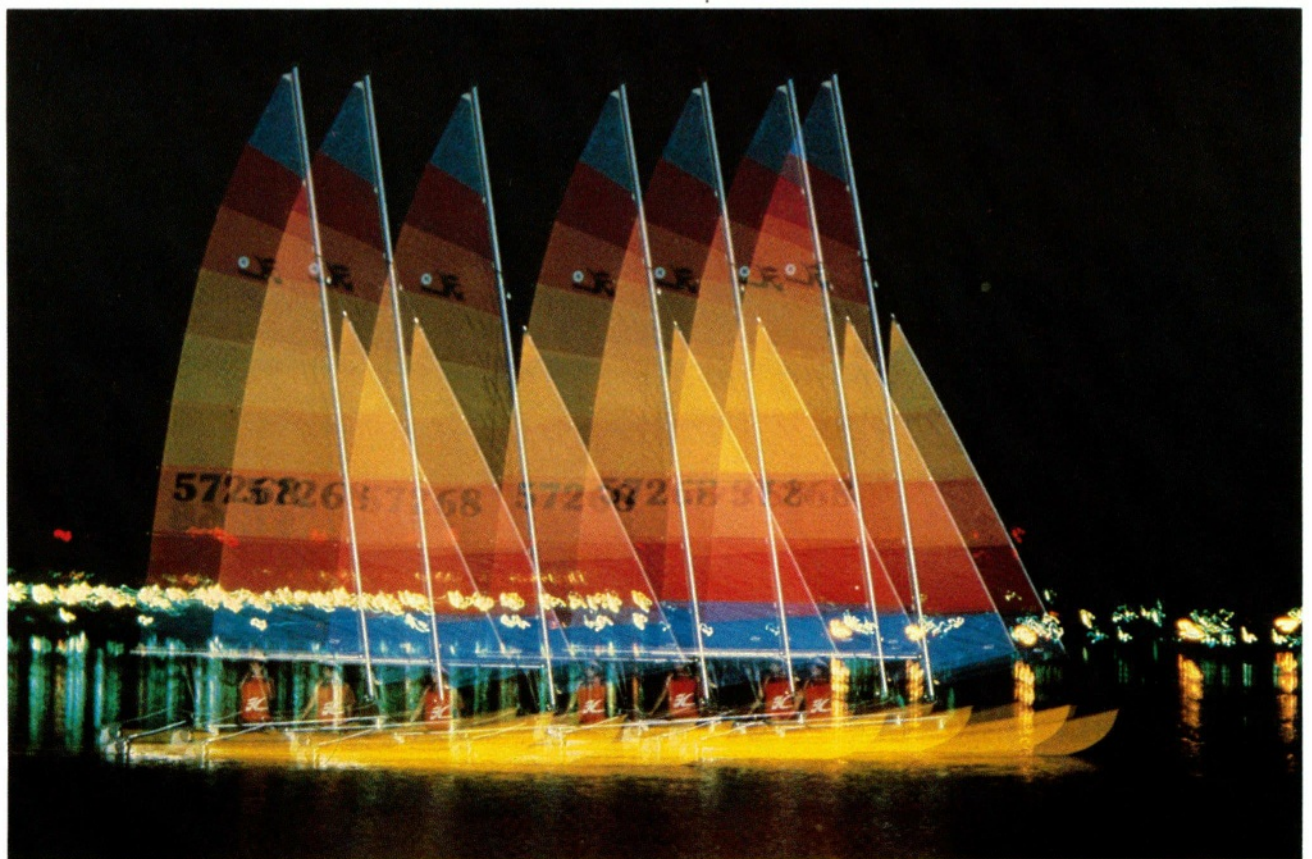
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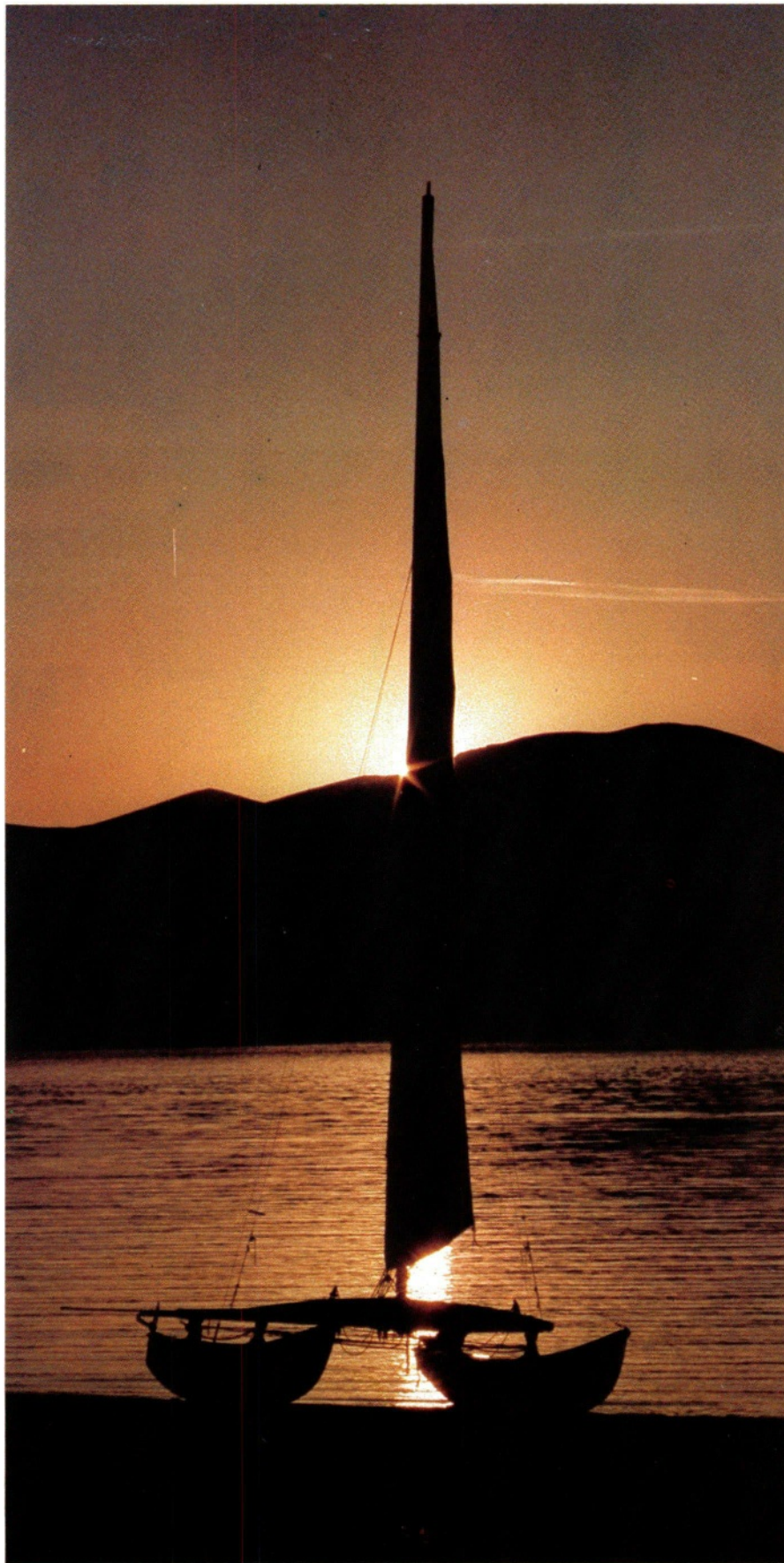
MURRAY'S



The Photo Contest response has been incredible. Photographic wonders from all over continue to pour in. January 31 will be the last day that color slides and black and white prints may be submitted.

October's winner is Michael McNamara from Fullerton, California. Look for McNamara's photograph on the cover of the March/April *Hot Line*. Second place in October goes to Robert Eustae, from Sunnyvale, California (photo top left).

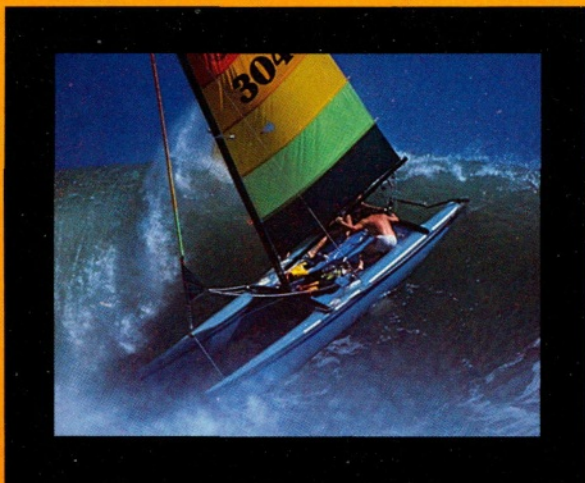
Lance Smith, from Allentown, Pennsylvania, caught the winning shot for November (bottom left). Debbie Dells backlit shot, taken at Rye Patch Reservoir in Nevada, was second (right).



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1982

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December		February			1	2
S	M	T	W	T	F	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

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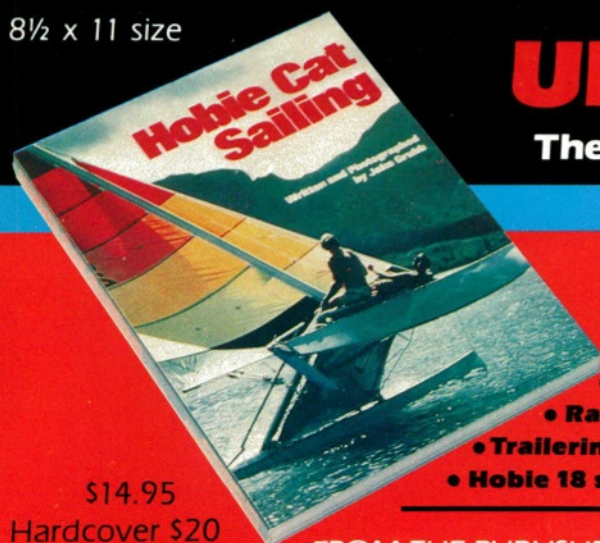
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WORLD COUNCIL MEETING

Fortaleza, Brazil November 25, 1981

Reports of the Associations:

North American Region

There are four Nationals held in the U.S. and one in Canada. The U.S. is divided into 16 geographical regions, with more than 350 fleets in the U.S. and Canada combined. Quarterly newsletters are sent to all fleet officers in the North American Region, which has led to better communications between the association and fleets. Hobie Cats are now being manufactured in Mexico. Anticipating a new association and fleet activity in Mexico in 1982.

International

The fleets in the Middle East are growing rapidly. The fleets in the Red Sea and the Caribbean are very active. Sailing is considered a national sport in Tahiti.

South America Region

There are 17 fleets in Brazil with more than 200 members. Problems between licensee and association are being resolved. This year was the first time the Brazilian Nationals were sailed on factory boats and the rotating system used. The 14' Worlds in Fortaleza were a success.

European Association

Good development, more than 2,079 members, 9 associations and 8,000 Hobie Cats in Europe. Germany has around 1,400 members. Although, Spain is a young association they are really strong and growing rapidly. This year Spain hosted the 14 Europeans. This was the first time for round-robin on the 14s. 32 people attended the 2nd Hobie 18 Europeans. Over 145 points regattas were held in Europe.

South Africa

There are seven fleets in South Africa. This year A & B fleets were sailed, and more sailing clinics were held. 147 boats attended the nationals with each area having their own champion. New boat owners are automatically members of the association. A monthly publication is put out to all the skippers. In the early part of 1982, the S.A. Class Association will be inviting Hobie Alter and the current Hobie 14, 16 and 18 World Champions to come to South Africa and compete with them. South Africa will be sending in a proposal to host the 1984 16 Worlds with the venue being Plettenberg Bay, the site of the 1979 14 Worlds.

In Attendance:

Sandy Banks, Executive Director
Michele Krcelic, Class Secretary
Hobie Alter, Permanent Life Member
Miles Wood, President World Hobie Class Association;
Skippers Rep., North American Region
Wayne Schafer, Licensee Rep., North America
Doug Campbell, Coleman International Rep.
Christian Frutig, Licensee Rep., South America

South East Asian Association

The licensee in the Philippines has been in business for one year and is pioneering sailing in the Philippines. In January of 1982, there will be a regional regatta in Manila. Hong Kong has a very active fleet and there are now two fleets in the Philippines. Manila Bay will be the site of the 1983 14 World Championship.

Future World Sites

1982 16 Worlds in Tahiti, late July or early August.

1983 18 Worlds in Riva del Garda, Italy in June.

1983 14 Worlds in the Philippines in December or early January 1984.

1984 16 Worlds (Sept.—Nov.) proposals expected from Spain and S. Africa.

1986 16 Worlds Proposal expected from Brazil.

World Constitution

An ammendment was passed that the elected officers will hold office from World Council Meeting to World Council Meeting but for no less than one year and no more than two years.

The Southeast Asian Association was accepted as the 8th Regional Association of the W.H.C.A. and will include Korea, Hong Kong, Malayasia, Burma, the Philippines, Taiwan and Indonesia.

Elections

President, Hanjo Zimmerman
Vice-President, Wayne Schafer
Executive Director, Sandy Banks

Business

The new Hobie Class Association rules were presented by the Rules Committee and ratified by the World Council.

New rules were proposed by several members. These were turned over to the Rules Committee for recommendation.

A decision was made to submit an owners' survey to Hobie 14 owners regarding a six batten main and whether or not to make trapezes class legal in A fleet races.

Discussion was held on the class rules for the new Hobie 14 Turbo. The Rules Committee was instructed to make recommendations.

Walter Cabral, Skippers Rep., South America
John Collier, Skippers Rep., South Africa
David Socash, Licensee Rep., South East Asia
Hanjo Zimmerman, Vice President World Hobie Class Association;
Skippers Rep., Europe

Observers:

Mary Jo & Damia Vallve, Spanish Hobie Class Assoc.
Tony Laurent & Geoff Pearson, Australian Skippers



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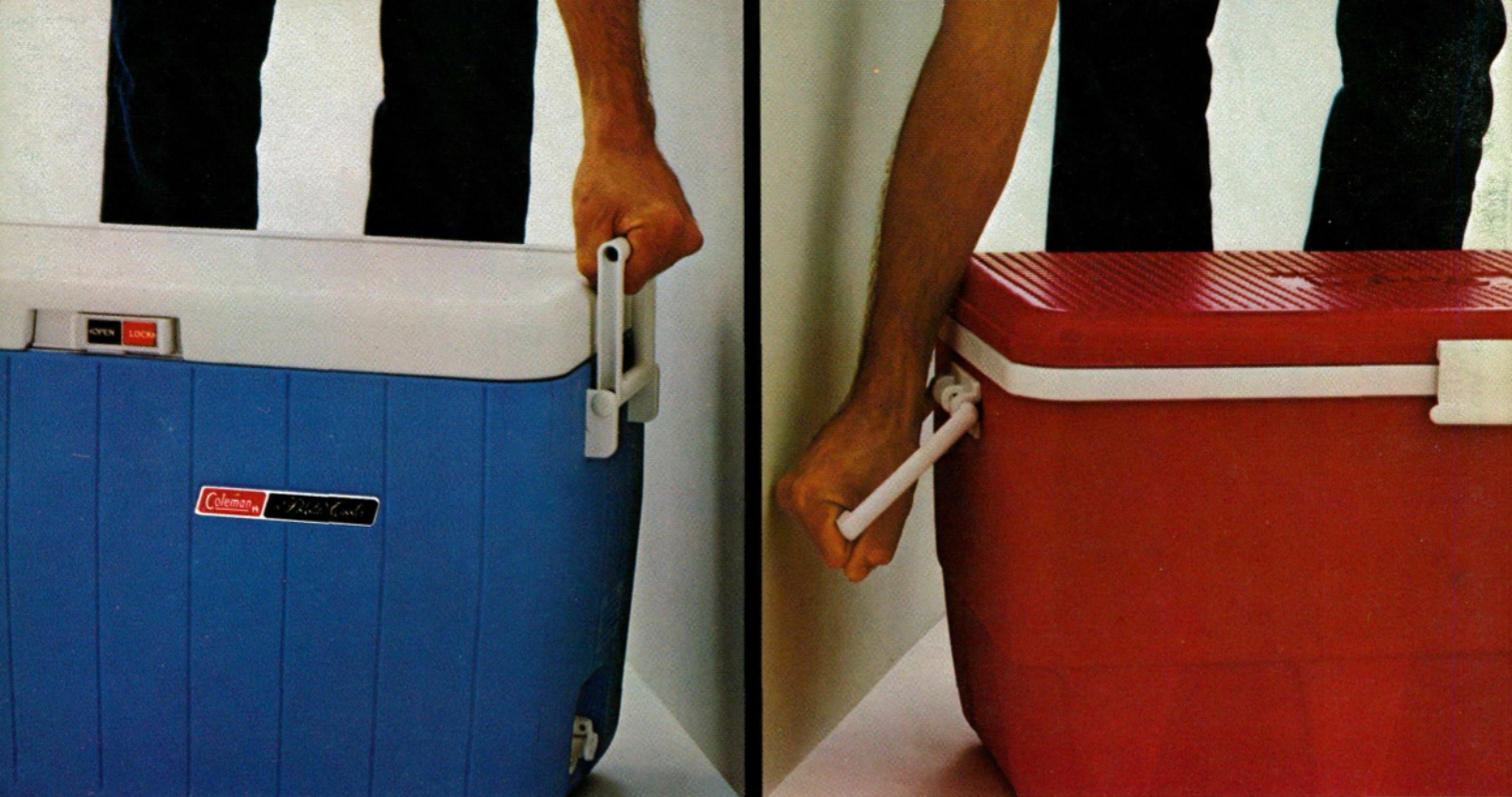
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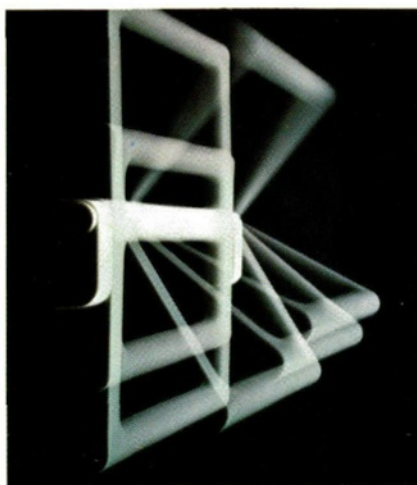
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venience and durability. The Coleman cooler has a simple recessed slide that can't get snagged, won't break off. You

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.



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