

# HAVE A HOBIE DAY!



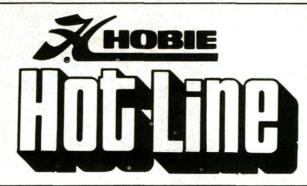
MENS AND BOYS SWIMWEAR, JACKETS, WALK SHORTS, WOVEN SHIRTS, KNIT SHIRTS, SCREEN TEES, PANTS AND ACCESSORIES.

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### November/December 1982

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#### ON THE COVER

A multiple image of Hobie Heaven, as seen through the enchanted camera lens of Roger Scruggs. For more Scruggs, see this issue's Expression Session.

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# Hobietorial

### Let Us Hear from Y'all

When we sit down to discuss the next issue of the *Hot Line* and what we're going to put in it, we are faced with the task of defining the elusive y'all, that collection of individuals across the nation and worldwide who have at least one major thing in common: Hobie sailing. In our effort to publish a magazine that will excite, inform and satisfy most of you as often as possible, we are forever looking for clues to who Hobie people currently are and what you want from your magazine.

In these times of hurry-up living and the unresponsiveness of many large organizations to the individual, it may seem less than worth the time and effort to give your input. We do get letters, of course, but we want to know more of y'all as well as mass communication permits. Hence, the reader survey opposite.

We've set the questionnaire up to allow individual expression as well as the collection of facts about the majority. If you remain unconvinced that we're really interested in your opinion, please consider the time we spent in putting together our survey. Why waste it?

I hope you will give us a little of your time and help us learn about you. We really want to know.

#### Paula Alter

# Hot Line Reader Survey

Your participation in filling out the Hot Line survey and sending the completed survey back to us will provide the Hot Line staff with information for planning and improving 1983 Hot Lines. We've come a long way in the last two years and are excited to find out what you think.

Please assist us in achieving 100 percent participation. Take 10 minutes, fill out the survey, fold it in thirds and mail it to us today! We will pay the postage, so don't wait. Send your opinion in today!

1	Sex: M F	10	Do you belong to a Hobie fleet?	Voc	□No
	Age: a. ☐ 19 or under b. ☐ 20-24 c. ☐ 25-29 d. ☐ 30-34	10.			umber
	e. □35-39 f. □40-50 g. □51-over	11	Do you race Hobie Cats? ☐ Yes [		amber
3.	Marital: ☐ Single ☐ Married		If not, do you plan to race in the fut		□ Yes □ No
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	Spouse's occupation				
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	e. \$76,000-100,000 f. more than \$100,000	17.			
		15	☐ Beginner ☐ Intermediate ☐ Adv		
	I live in (state/country)				
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# Please take a few minutes to fill out the survey beginning on the preceding page. The Hot Line staff looks forward to receiving your input.

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51.	What do you like best about the Hot Line?
52.	What do you like least about the Hot Line?
53.	Do you plan to renew your subscription to the <i>Hot Line</i> ? ☐ Yes ☐ No  If not, why?
54.	What other boating publications do you read?   Sailing   Yachting   Yacht/Racing Cruising   Multihulls
55.	Do you have any comments on advertisements in the Hot Line?
56.	Do you have any comments on anything else in the Hot Line?

Thank you for your contribution and support. The Hot Line staff looks forward to using your input.

Happy Sailing, The Hot Line Staff

# Letters

#### Warm Words from a Cold State

Just thought I'd send a note on how much I enjoy the *Hot Line*. Nowhere else can I get so much enjoyable reading for the price.

Keep printing those informative articles and Hobie snapshots, which bring smiles to the faces of everyone — especially in the middle of a cold Rochester, New York winter.

Ed Magin Rochester, New York

#### Where are the 14s?

I have just returned from the Division 2 Hobie 14 Championships. It was a great weekend of sailing and companionship with sailors who excel at sailing and sportsmanship.

Why aren't there more people sailing the 14? It's a great boat: tough, fast and easy on the eye. Depending on the wind, one can fly a hull, flirt with disaster on a screaming reach or cruise the bay with a friend or two. My opinion is that reduced regatta participation is the result of the 14's image as a child's boat. This image is an effect of the established weight limits, not the result of some inherent fault in the 14's concept or performance. This image is furthered by sales personnel who, realizing the frustrations of the heavy sailor competing at regattas, do not offer the 14 as an alternative to prospective buyers.

Sailing success, to some extent, is important to us all. However, the lighter sailors are competitive, and the heavier sailors aren't. Witness Jeff Alter's failure to qualify for the 1981 14 Nationals. Did he miss the cut because of his boats or from lack of ability? No. He was too heavy for the sailing conditions. We need to review the method of establishing classes for the 14, and to consider changing to a system similar to that used in sailboard competition, using more than one weight class.

By making this change in 14 class structure, it is probable that interest in 14 racing will increase and that the resultant change in image will improve sales. What is needed is not a new boat, but a better way of using the present boat. Let's get some people together to discuss the alternatives.

Dick Lantz Fleet 4 San Diego, California

#### Something Great

Something great is sailing a Hobie. My name is Jennifer Sparger and I'm 10 years old. I've just started to sail my family's Hobie 16. I think it's quite enjoyable. We sail it at Smith Mountain Lake and have a Cat Fever sail. I crew with my father in the fleet regattas and last year we won first place. It was terrific! Dad got a silver trophy and I won a silver cup.

Our fleet, 290, sponsors a race each year called the Spring Fever Regatta. We invite fleets from all over to come race. My dad and I won second place for B fleet.

My fleet has a Junior Fleet. We have swimming contests and play a game called Fiss Ball, but the thing I like best are the

#### DANGER



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

races. The organizer of the Junior Fleet is Ed Neal. He put a lot of time and thought into it and works hard for the kids to have fun—thanks, Ed.

My dad really enjoys sailing and so does my brother, Jonathan, but about a year ago he didn't seem the least bit interested. Now you'd never know that. I'm afraid he's going to take my place as crew. Oh, well! My mom likes sailing pretty much, too. She loves to heel over our big boat that we stay in at the lake. I have a sailing family!

Sailing is my favorite hobby. I like to do ballet and gymnastics, read and design Hobie sails.

Jim Byrly, a fleet member, says when you buy a Hobie you don't realize what else comes with it, and that is very true! Have a Hobie Day!

Jennifer Ann Sparger Salem, Virginia

#### Pricing the Points

I am writing to express my concern about the escalating cost of points regattas in our area. We recently attended a regatta with a pre-registration cost of \$18 per boat, regardless of size. In addition, it cost \$4 per night to use the park facility. For that, we got T-shirts (donated), beer (donated) and trophies. It was a super regatta, but the host fleet made out like bandits!

Our own fleet charged a \$14-18 preregistration fee (based on size of Hobie). That cost included use of the facility (jacuzzi, restrooms, etc.), T-shirts (not donated), beer (½ donated), dinner (less the meat) and trophies. It, too, was a super regatta. We broke even.

It's not as easy to get total sponsorship in the Reno area, but if we did, we'd charge a lower entry fee. I was under the impression that Hobie Fleets were non-profit organizations! A points regatta should make the host fleet a little money which, when added to dues, can help sponsor local events. However, the incredible profit some fleets rake in is unnecessary.

I hope that in making plans for next year's regattas, fleets carefully consider how much they need to charge participants and won't charge more than is needed.

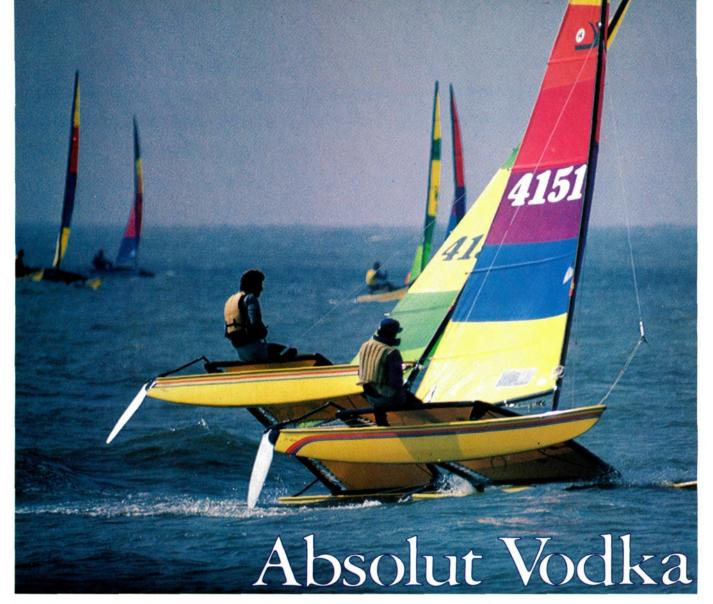
Kathy Freeman Fleet 203 Reno, Nevada

#### Eulogy for a Sailor

Florida sailors have suffered a great loss with the recent death of Spencer Manrodt. Spencer, who had been an active member of Division 8 since 1975, belonged to Fleet 42 (Tampa) and Fleet 45 (Cocoa Beach), though he made claim to more. It was Spencer who coined the phrase, "We only came for the beer."

While snorkling at Moorea after the 16 Worlds in Tahiti, Spencer died of natural causes. He will be remembered as the man who found good in all things and gave the regatta circuit a sense of humor. When circumstances seemed out of control, "Mr. Mellow" would add a few one-liners of candid wit and put the situation back into perspective. He saved many a regatta chairman from ulcers. I can speak for my fellow sailors when I say we'll all miss Spencer.

Amalie Ash-Duvan Division 8





Top: Enrique Figueroa and compatriot Enrique Torres (better known as E.T.) reaching along the shoreline to B mark. Photo by Paula Alter. Bottom, left to right: Bob Curry, Enrique Figueroa and Carlton Tucker, the top three finishers, enjoy some tasty treats from the sponsors. Photo by Bob McDonald. Top right: Racing downwind. Photo by Sandy Banks.

# Open

The second week of the Absolut Vodka Hobie 14 racing series opened on Tuesday, September 28 with the first race of the 14 Open National Championship. There were 76 men and women entered in the event, sailing in winds ranging from two knots to a howling 20. It was warm and sunny all week, offering defending national and current 14 World Champion Enrique Figueroa perfect conditions under which to defend his title. In fact, the conditions were so good that the Puerto Rican sailor had the title wrapped up after the fourth race of the finals. He didn't even have to sail the last race.

Up to that point, the racing had been tight. Take two world champions (Figueroa and Hobie Alter, Jr.) and four national champions (Bob Curry, Wayne Schafer, Alter and Figueroa), add Carlton Tucker and stir: you have one formidable group of racers, all looking for the same position —first.

Continued on page 12



# Women's

by Linda Leth

Showcasing some of the best women's racing in the history of the sport, the Absolut Vodka Hobie 14 Women's Nationals was held at the Wild Dunes Beach and Racquet Club in Isle of Palms, South Carolina from September 22 through September 25. Perhaps the most impressive things about this event were the number of new competitors, the improvement in the returning sailors and the number of women who returned to compete after having missed one or two nationals.

The story begins with the Bowerfind sisters, Linda and Kelly. The Bowerfinds sailed their first nationals in St. Petersburg, Florida in 1980. According to their mom, "Those poor girls were involved in a protest every single day."

It was a learning experience for them both. After it was over, they went home and practiced, which must have paid off, because they sailed like pros this year. In the first practice race on Wednesday, September 22, Kelly went out and smoked the fleet. Not to be outdone by big sis, Linda won the first and the second races of the actual nationals, which began on Thursday, September 23.

At that point, Paula Alter laughingly told me, "She can't win three races in a row." So, during the third race, Alter, Linda Bowerfind and Patti McGuire of Capistrano Beach, California were battling for first place. McGuire, who recently returned from the 16 Worlds in Tahiti, where she crewed for Hobie Alter, Jr. and became the first woman to win a worlds, was ahead for most of the race. Then Bowerfind passed her, and it looked like she'd make it three in a row.

As Alter and McGuire rounded C mark to head for the finish, Alter hollered at McGuire, "Go get her!" As it turned out, Bowerfind tacked too early for the finish. Alter, McGuire and four other women finished ahead of Bowerfind. The end of the first day of racing saw Paula Alter in the lead by 1½ points.

Day two was a carbon copy of day one. The sun was shining, the winds were a medium eight to 10 knots out of the northeast and there was a bone-jarring chop that annoyed everyone. After a long-distance pep talk, I managed to win the first race of the day and get a second in the next. The last race was won by Kelly Bowerfind.

The interesting thing was that by the end of day two, first, second and third place would fall among the already-established top three. However, from fourth to tenth place, the point spread went from Dorian Goldberg of Puerto Rico with 31 points (with throwout) to me in tenth with 34%. Only 3% points separated seven women! The final day would decide the top ten.

When racing was done for the day, so was the competition. On Continued on next page

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Right: Many momings were dead calm until the ocean breeze began moving the sea oats, just in time for racing. Middle left: Nancy Bateman, one of the original Women's Nationals sailors, (she's never missed one), prepares her boat for the next race. Middle right: One of Florida's hottest sailors, Linda Bowerfind, gave the women a run for the money. Bottom: The camaraderie is always something special at the Women's Nationals. Photos by Bill Howell.











Left: Team Texas ladies Cindy Fritzenmeier, Sheila Henning and Marylyn Morris discuss the day's races. Below left: Lunchtime features Fifth Avenue Franks, Stroh's Beer and lots of conversation. Photos by Bill Howell. Below right: The action at the starting line is always intense. Photo by Sandy Banks.





# All the sleep in the world couldn't have prepared us for the change in the weather.

Thursday evening, we were all treated to a cruise down the inland waterway to Charleston, courtesy of the Wild Dunes Beach and Racquet Club. During the cruise, conversation turned to how well we were being taken care of. Alice Crema of San Jose, California commented, "Where else for \$40 can you get three dinners, three T-shirts, a hat, a harbor cruise and the opportunity to meet such great people?"

The highlight of the cruise was newlywed Terri Baker, who was spotted consuming large quantities of Absolut Vodka and cranberry juice while dancing the shag on the top deck of the boat. She was outdone only by Linda Bowerfind and Marylyn Morris, who were seeing who could stuff more grapes into her mouth. The record was 25, set by Bowerfind. I'm not sure how that compares to the 20 large red ones I found in my own mouth. Either way, we all enjoyed the cruise and were home early enough to get a good night's sleep for the last day of racing.

All the sleep in the world couldn't have prepared us for the change in the weather. Overnight, it turned cold and windy as the Atlantic showed her ugly side. The wind picked up to a good 15 to 20 knots and the temperatures dropped to the high 60s. Large rollers were breaking on shore and an occasional squall dropped a light rain on us.

Sandy Banks, head of the race committee, decided to have two long races, and the women suited up in wetsuits and booties. Another phone call and another first were in store for me, but the

real contest was between Paula Alter and Linda Bowerfind. It became a who beat who situation for them—Bowerfind led by ¼ point going into the day. After the first race (Bowerfind finished third, Alter fourth), her lead was increased to 1¼ points. Bowerfind just needed to beat Alter, while Alter needed a first or to finish ahead of Linda Bowerfind with at least one boat between them.

The last race of the nationals would decide the champion. Apparently that was no problem: Alter took off at the start and led for the entire race, capturing her third women's nationals title.

Linda Bowerfind took second, and sister Kelly took third. Was Linda disappointed that she hadn't won? "No way!" said she. "I'm just so happy to be able to sail against y'all. I've had so much fun just being here."

The event was fun, and different than an open event. The women were all friends, they helped each other out and learned from one another. There were only two protests. From the participants' point of view, the sailing was very clean. Most of the women cleared themselves during the races by doing their 360s.

More women than ever came to the races thinking they could win, and even though Paula Alter did win again, everyone knew it was a much closer race.

"Every year, the group as a whole has improved," says Alter, "but this year was amazing. A lot of these women were beating the guys at home this year. I talked to a lot of women who in previous years had finished last, maybe a whole leg behind the fleet and this year were in the middle, and they were stoked."

We're all excited about the upcoming Women's 16 Nationals, to be held at St. Petersburg Beach. Forecasts are for more women and tougher competition. If the story of the Bowerfinds is any indication, all of us who are heading home to practice may just find ourselves in the running next year.

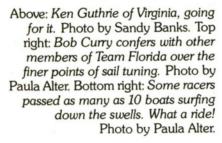
Linda Leth is a frequent contributor to the Hot Line. She finished fourth in this year's Women's Nationals.

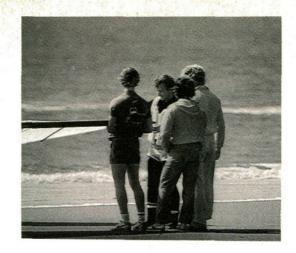
Results on page 69



When the wind picks up, travel out and hike out. Photo by Sandy Banks.









Tucker, Figueroa, Alter, Curry and newcomer Burrell Frazier from Florida kept the point spread tight through the round robin portion of the series. Each had some combination of firsts, seconds and thirds.

For the rest of the racers, competition was also tough. Each day brought a constant shuffling of points and positions as they fought it out to the finish.

Instead of qualifying, two practice races were held. The beach crew was able to come up with two extra boats, so that everyone who registered could race. Bob Curry (McDill Air Force Base, Florida) won the first race, and Geoff Walsh (Beverly Hills, California) won the second. An Absolut Vodka welcoming party was held in the cabana at the Wild Dunes Beach and Racquet Club, the event's headquarters there in Isle of Palms, South Carolina.

It was obvious from the beginning this wasn't going to be a repeat of last year's wild times. For one thing, there was no central location for the racers to gather. The competitors who stayed at the Wild Dunes were put up in beautiful condos that were spread out behind the dunes and sea oats

or nestled back into the woods. Most of the Team Florida sailors had driven up the coast and were staying in the budget area of town, about three miles down the island.

The round robin racing went quickly. The wind blew out of the northeast Tuesday at 10 to 15 knots, so Sandy Banks decided to run four races. He gave each heat a course 3 or 4 (ACABC), finishing the day with time and wind to spare. There were another three races on each of Wednesday and Thursday.

The constant wind was beginning to wear some folk down, though others reveled in the heavy air. Everyone was tired and bruised. Most racers spent the evenings indoors, watching TV and rubbing Ben Gay into sore shoulders. Intense racing during the day and slow Southern comfort in the evening made this nationals a new experience for some.

On Thursday night, everyone emerged long enough to attend the cut party and receive boat assignments for the finals. Banks announced the qualifiers from the top 37 down. There was more than one shocked sailor who couldn't believe he'd made

the finals.

Three races were scheduled for Friday. Though some of the heavier skippers lamented the loss of wind, others were relieved when it died to a calm five knots. Unfortunately, it also got very shifty, especially close to A mark. Currents began to play a stronger role in the game, and the lead would change hands four or five times before the first boat rounded.

As the wind began to shift, the standard favored course of sailing into the shoreline, tacking between waves and riding the lift out to A mark began to change. No weather report, local knowledge or intuition could predict these shifts.

One start found a large group of sailors stranded at the port end of the line, unable to lay the pin, tack or do anything about it. The lack of wind seemed to make every direction a header. The last two races of the day were more of the same. By the time it was over, Figueroa had taken a large lead, while only a few points separated second from fifth.

Continued on page 19

# Racing Clinic

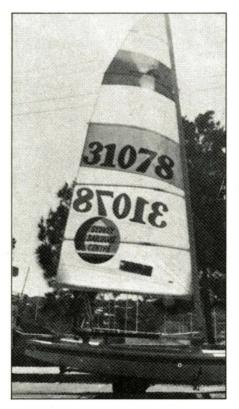
# <u>Tuning</u> the Hobie 14

# More tuning secrets from that astonishing Aussie

# Tuning the Hobie 14 with Ian Bashford

Most catamaran sailors are familiar with the Hobie 14. What I want to do in this article is explain how to turn your Hobie 14 into a boat you would take to a national title series, rather than for just a Sunday afternoon sail. I will also give a brief explanation of why the changes are being made and their influence on other areas.

Before we start cutting wires, measuring pylons and drilling holes, let me say that the 14 in its stock form is adequately set up for Sunday sailing.



Mast rake on the standard Hobie 14 is adequate for weekend sailing.



Lengthening forestay and shortening sidestays will increase mast rake, which is an advantage, particularly in strong breezes.

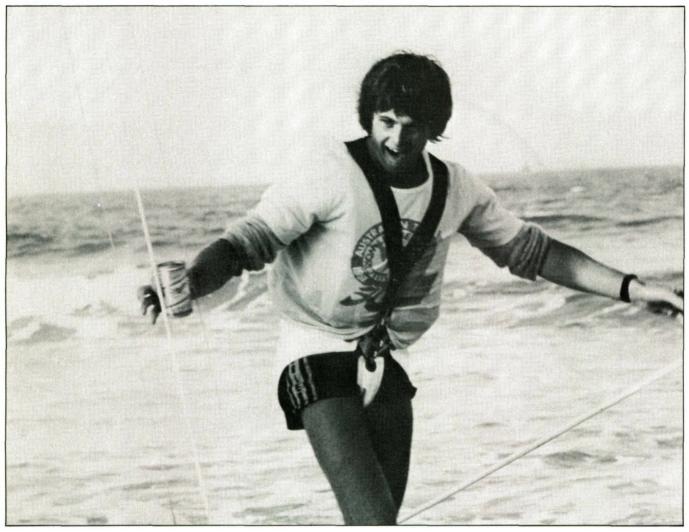
#### Mast Rake

The first racing improvement and probably one of the most important modifications is to increase mast rake. This involves cutting and re-swaging the forestay

and sidestays.

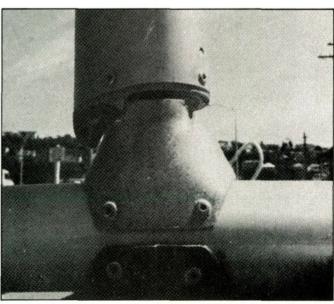
The forestay will have to be lengthened by 180-200mm. This can be achieved by adding a large number of shackles or buying a new forestay of the right length. The sidestays will have to be shortened 75-90mm, which involves cutting and re-swaging.

14 Hobie Hot Line





Straight line extended through fore and aft axis of mast extrusion should line up between front corner casting and sidestay chainplate.



Cutting the rotation stops will allow more rotation, making the boat faster and easier to handle.

# Get through the winter...



# and take your friends!

Your ticket to spring is only \$9 +1 friend \$16 +2 friends \$23 +3 friends \$29

Give gift subscriptions to the Hot Line this Christmas and you'll be giving more than a magazine. You'll be giving hope for spring, as well as the inside news on Hobie sailing, tuning, racing and, of course, the growing community of Hobie people. And what an easy way to give: Just fill out the attached subscription envelope, tuck in a check or money order and drop it in the mail. We'll see to the delivery of a gift that lasts all year.

With the shrouds modified to this length, the chainplates will give all the adjustment necessary in varying wind and sea conditions.

We need this rake because:

- The boat can be driven a lot harder on both a beam reach and a broad reach, with less chance of burying a lee bow.
- The leech of the sail tends to work (i.e., open and close efficiently in the gusts) a lot more, tending to keep the boat flat and making it easier to sail in the groove.

The only two drawbacks with radical rake are:

- The boat is a little slower in light downwind conditions.
- Tacking becomes more difficult. However, for the majority of racing conditions, the advantages of mast rake far outweigh the disadvantages.

The next step toward winning races involves increasing mast rotation. This is done by cutting back the stops on the mast step. The bearing surfaces that form the step should be cut back so that a straight line drawn down from the mast sail track lines up between the front corner casting and the sidestay chainplate.

If you are close to the minimum weight of 150 pounds, cutting the stops a little more to give more rotation will make the boat faster and easier to handle, both upwind and reaching in heavy conditions.

The reason for this is to produce a mast that will bend easily, allowing the leech to open and close in gusts. This makes the boat a lot easier to sail in that elusive groove.

So far, our improvements haven't hurt the pocketbook much. Bad luck! This next one could; by increasing mast rake, sheeting distance has been reduced, thereby reducing the effectiveness of the leech tension.

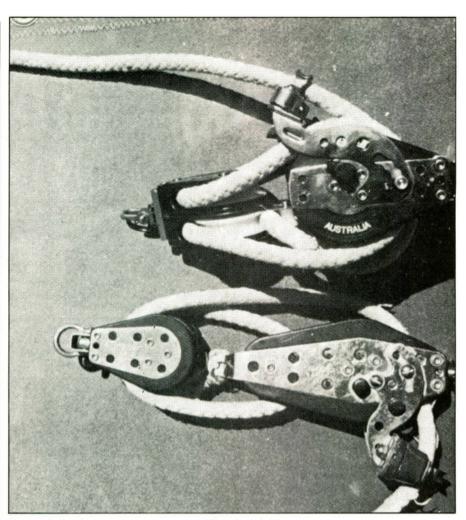
With the standard mainsheet system, 75-100mm of sheet tension is lost. Although this much sheet tension may not be required in lighter conditions, it will be found advantageous in both reaching and working conditions over 10 knots, because the center sheet tension bends the mast to produce a flatter sail.

Now, mainsheet systems seem to hit the Hobie dealers' shelves every week, so their advice should be sought in buying the lowest-profile blocks available.

#### Rudders and Helm

In my opinion, a boat should have a slight weather helm. Excessive weather helm can be rectified by filling and re-drilling the bolt holes in the rudders so the tips of the rudder blades move forward. If lee helm suits, the rudder tips are moved back.

Balancing of the rudders should be done after alterations to the mast rake, as this will have an effect on the helm (with the mast raked forward, lee helm is achieved;



New mainsheet system can save up to 100mm in height.

raking aft will give weather helm).

Rudder alignment is just as important as rudder rake. A misaligned rudder not only causes drag, but cavitates more readily in a high speed situation. This is caused by greater suction effect on one side of the foil.

The alignment is easily fixed by measuring the distance between the leading and trailing edges of the rudders. This should be done with the boat rigged with slight mainsheet tension. The tiller crossbar length should then be altered to give the leading edges of the rudder 4mm toe-in.

Never sail with the rudders toed-out it's like sailing with a bucket over the side.

#### Rudder Shapes

There are many different fiberglass rudders on the market designed to meet Hobie specifications. Most of them are slightly better than the stock blades supplied with the boat.

However, they offer both good and bad points. They are an expensive addition to the already mounting bill of tuning, and the lack of lateral flexibility tends to strain the rudder assembly, sometimes resulting in broken rudder gudgeons.

I prefer to re-shape the stock blades by grinding down the trailing edge and generally fairing imperfections with wet and dry sandpaper. After fairing, performance is greatly improved.

#### Hull Rigidity

If the boat feels sloppy or loose, the four corner castings should be removed, cleaned and glued to their old partners with an epoxy glue. This will give the boat a rigid feeling on the water, thereby increasing boat speed and improving handling qualities.

#### Sail Shape

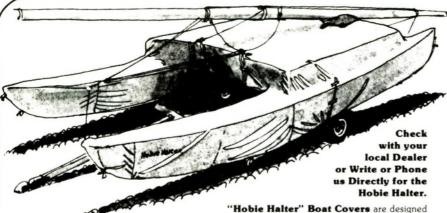
I believe that there is so little difference between sails after six months that slight batten modifications will bring them to about the same racing standard.

With the 14's sail, I find that the top two battens are usually too stiff. By filing down the top two battens, more fullness will be induced into the top section of the sail.

The maximum depth position should be about 45 percent, with the minimum about 35 percent. All battens should be tied in with a lot of tension to create an even depth line down the sail.

All the alterations mentioned in this article are class legal and will improve handling and boatspeed.

The most enjoyable improvement to me will be to see you and your Hobie on the race course along with the rest of the crowd.



to protect your boat from the evils of weekend to weekend storage. They will protect your gel coat, trampoline & lines from the damaging ultra violet rays emitted by the sun. They will also protect your boat from leaves, dirt, berries, etc. They are constructed of a 65% polyester and 35% cotton material. They are warrantied by us for two years! Our Towable covers are constructed of sunbrella acrilan (the toughest marine canvass) they are designed to protect your boat from road tar, dirt and rocks that could

damage your boat while trailering to and from your favorite sailing spot and protect it from the sun, etc.

Hobie Halter by NORTH COAST

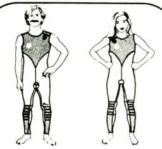
COVERS WITH MAST UP OR DOWN COVERS WITH RUDDERS ON OR OFF VELCRO FASTENINGS FOR EASY INSTALLATION

"Hobie Halters" Covers. . .

Hobie 18	One piece full coverage	#H-18-1	\$164.60
Hobie 16	One piece full coverage	#H-16-1	140.50
Hobie 16	Three piece full coverage	#H-16-3	126.50
Hobie 16	Trampoline cover	#H-16-TC	42.95
Hobie 14	One piece full coverage	#H-14-1	114.50
Hobie 14	Trampoline Cover	#H-14-TC	38.50

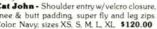
#### Towable Covers. . .

Hobie 18 One piece towable	#H-18-1TOW <b>379.00</b>
Hobie 16 One piece towable	#H-16-1TOW 319.00



Men's Cat John (left) and Women's Sun John (right) are constructed of 2mm neoprene sandwiched between layers of colorfull nylon

Cat John - Shoulder entry w/velcro closure. knee & butt padding, super fly and leg zips. Color. Navy. sizes XS, S, M, L, XL **\$120.00 Sun John** - Shoulder entry w/velcro closure. knee padding and leg zips. Color. Navy, sizes 8. \$114.00



Harken Blocks - Quite simply the best!! Patented Hexaratchet and Cam-matic hardware combine to give you ease of sheeting and long life! Warrantied for five years by Harken

Hobie 14 upgrade 4:1 purchase \$ 95.00 Hobie 16 upgrade 6:1 purchase

low profile system) \$133.00 Hobie 18 upgrade 7:1 purchase 160.00

Suunto Tactical Compass - This compass can help you find the desired side of the race course or help you find the beach! Once set it will give you all the headings on an olympic triangle. 234" diameter & 3/4" thick. Compass \$26.50; Teak mount for 14 & 16 front cross har \$4.50



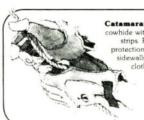




Men's Breeze Breaker (left) and Women's Breeze Breaker (right) are constructed of 2mm neoprene sandwiched between layers of colorfull nylon jersey. They have water proof nylon sleeves for easy movement, zippered pockets, front zipper entry, adjustable velcro cuffs and wind collar. Color. Navy w/blue sleeves

Men's sizes: XS, S, M, L, XL Women's sizes: 8, 10, 12, 14 \$94.00

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Catamaran Glove cut from top grade cowhide with sewn-on palm and finger strips. Reinforced seams for better protection against rope burns. Finger sidewalls and back are 100% nulon cloth, assuring a snug fit when glove is wet or dry. Velcro Men's sizes S. M. L & XL Ladies' sizes S. M & L. \$17.95

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Duffle bags with the Hobie logo! These tough bags are constructed of cordura nylon with nylon strap handles and with zipper closure.
They come in brite attractive colors: Blue, Tan Rust, Red & Black with the Cat Equip. Hobie logo in white on two sides.

10"x17" two compartment bag \$18.95 10"x17" single compartment bag
12"x24" single compartment bag 12.95 18.95 Shoulder strap



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CITY		STATE	ZIP	

#### **Hobie 14 Nationals**

Continued from page 13

Carlton Tucker, known for his flair in finishing second, was mildly upset at the thought of it happening again. "Hey, Paula," he said, peering over Paula Alter's shoulder while she figured scores, "you're good at this kinda stuff. What do I have to do tomorrow to win this thing?"

Unfortunately for Tucker and the rest of the fleet, there was very little anyone could do. Figueroa took a second in the first race Saturday, thereby capturing his second national championship. Hobie, Jr., who was in the top four, remarked, "Well, I just sailed my second throwout." The light, shifty winds were taking their toll. The pressure was on, and it was funny to see how the top sailors handled it.

Figueroa looked undisturbed. He checked his boat carefully, then went to help his fellow Puerto Ricans tune theirs. Then he took a ride on his rented bike, whistling down the beach.

Tucker was quite the opposite. He blew off steam by celebrating at the banquets and was rarely at a loss for words. Hobie, Jr. was relaxed, checking his boat and those around him, walking around and chatting with friends.

Bob Curry was like the proverbial cat on the hot tin roof: constantly moving, checking, rechecking, asking questions: "You think Enrique is going to sail his boat that way? You know, he's always last off the beach, so he can change without anyone seeing."

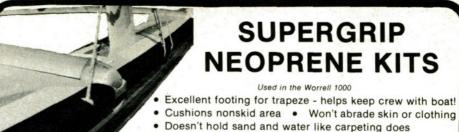
Finally, there was Burrell Frazier, the good ol' boy from Florida, who was sailing his first 14 nationals and was so nervous because of the company he was keeping in front of the fleet that he didn't eat, sleep or go to the bathroom for five days straight.

Like every national and worlds, it was over too soon. Two course 7s were run Saturday. Soon after, the points were tallied and the places names. It was the first year a woman broke into the top 15—Paula Alter placed 13th overall. This was also the year Carlton Tucker took third place instead of second. Last but not least, it was the first year a Hobie 14 National Champion successfully defended his title.

Results on page 62

A sponsor's contribution to a regatta such as our Nationals deserves special thanks. Absolut Vodka contributed greatly to the enjoyment of the racers by sponsoring the banquets and parties. The Wild Dunes Beach and Racquet Club did a fabulous job of organizing and housing the group, and not to be forgotten is Stroh's beer for keeping the racers well fed with hot dogs and beer come lunch time.

Running the event requires assistance from both the local fleet and Hobie dealer. Many thanks to Timeout and Fleet 53 and the numerous assistants that made the week turn out, Absolut-ly.



H-14 Supergrip Kit \$19.95 H-16 Supergrip Kit
H-14 SG Turbo Kit \$21.95 H-16 SG Race Kit
H-14 SG Tbo Race Kit \$26.95 H-18 Supergrip Kit

KITS CONTAIN: Neoprene, adhesive, applicator and instructions RACE KITS CONTAIN: Extra strips for deck aft of rear x-bar

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A real advantage in heavy air!

System w/Seaway jib cars (standard starting w/late model 1981 16's).........\$74.95
System w/Trentec jib cars (low-profile).......................\$59.95

Kits contain two swivel cam cleats w/mounting pads, traveler cars, fasteners and instructions.

#### LANCE CLEAT JIB TRAVELER SYSTEM

Race-proven, lightweight, independently operated barberhaul system. Stock equipment on National & World's Hobie 16's. Kit includes shock cord, line, lance cleats, fasteners and instructions. Will function with all existing jib sheeting systems.......\$27.95

Harken Cam-matic Cleats \$14.95

Adjuster Plate for Harken Cleats \$3.50

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Doubles number of grommets across rear of trampoline, where load is greatest. Tightens trampoline and reduces flexing of frame. Spreads weight load - lengthens life of trampoline. Extra lacing keeps mainsheet from slipping thru trampoline. Makes trampoline taut and bouncy - water doesn't pool. Renews life of old trampolines.

DELUXE KIT ......\$25.95

Double grommets both centerline AND rear lacing.

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#### DELUXE SNAP-BACK REACHING-RIGHTING SYSTEMS H-14 \$29.95 H-16 \$40.95 H-18 \$44.95

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MEN'S CAT JOHN 2mm. Features shoulder strap w/Velcro closure, relief closure and reinforced knees and seat. Sizes S-M-L-XL. \$107.00

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BREEZEBREAKERI 2mm. Features front zipper for easy entry and exit. Sleeves are made of waterproof nylon for easy movement. Side pockets and high collar.

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SPORT BOOT 3mm. Has EASY entry w/Velcro closure and hard neoprene sole. Sizes 5-13 \$31.95

SPORT SOCK 2mm. Great inside shoes or boots! Sizes 5-12 \$20.00

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# Hobie Class Association World Council Meeting Minutes

Papeete, Tahiti • August, 1982

#### In attendance:

Hobie Alter, Permanent Life Member
Sandy Banks, Executive Director, WHCA
Michele Krcelic, Class Secretary
Doug Campbell, Coleman International Representative
Wayne Schafer, Licensee Representative, N. American Region
Miles Wood, Skippers' Representative, N. American Region
John Dinsdale, Licensee Representative, European Region
Sig Maxwell, Skippers' Representative, European Region
(non-voting)

Jorge Murietta, Mexican Licensee (observer)
John Collier, Skippers' Representative, South Africa
Mark Pryke, Skippers' Representative, Australia
Malcolm McCartney, Licensee Representative, Australia
Hiro Imano, Licensee Representative, Japan
Ricardo Essinger, Skippers' Representative, Brazil
Mary Jo and Damia Vallve, Hobie Catamaran Spain (observers)

**Future World Championships** 

Second Hobie 18 Worlds: June 19-26, 1983 in Hyeres, France Seventh Hobie 14 Worlds: January, 1984 in Manila, Philippines Fifth Hobie 16 Worlds: September, 1984 in Ibeza, Spain South Africa and Brazil have proposed hosting the 16 Worlds in 1986. No decision was made.

#### Class Rulings

Jib Batten Hinge: Class legal as optional equipment.

Hobie 18 mast pad eye: A pad eye on the Hobie 18 mast

**Hobie 18 mast pad eye:** A pad eye on the Hobie 18 mast, no more than one meter up from the base of the mast, to be used in conjunction with a shock cord will be class legal as a preventer for the jib sheets.

**Hobie 18 tack block:** A block may be added to the 18 main at the tack for the downhaul. The downhaul purchase shall not exceed the standard purchase.

Turbo 14 minimum weight: It was determined that as this is a developing class, each area association shall set its own minimum weight based on the needs of the class. The weight shall be between 150 and 170 pounds. These minimum weights shall be reviewed at each world council meeting, with the ultimate goal being to establish a worldwide minimum weight.

Sails and sail material: Licensee sails other than those manufactured by Coast Catamaran Corporation, the Hobie Cat patent holder, shall only be class legal in the license territory of that licensee unless approved by other area associations and ratified by the world council.

**Hobie 14 Six-Batten Main:** All associations are in favor. See announcement for more information on this and a special offer from Hobie Cat to North American skippers purchasing the new sail.

# The Six-Batten Main for the Hobie 14

The proposed six-batten mainsail for the Hobie 14 dominated the agenda at the Hobie Class Association World Council meeting, which was held at the Hobie 16 Worlds in Tahiti last August.

Each country had polled its Hobie 14 owners, and all countries were in favor of the change. In the North American region, the vote was six to one in favor of the six-batten main.

The new sail was introduced to Hobie dealers at the annual Hobie Cat dealer meeting in September. The effective class legal date for points regattas is January 1, 1983. The five-batten main is, of course, still class legal.

The six-batten main will be a nicer-looking sail, one that is easier to tune and holds better shape. It will have the same sail area as the current 14 sail. This new design will not necessarily be faster, though theoretically, its consistent shape should make it minutely superior.

Hobie Cat will be offering a special purchase price until March 1, 1983 through your local Hobie dealer.

The pricing will be as follows:

1982 Price Special Price
White \$335.70 \$215
Full Color 490.70 260

Allow four-six weeks for delivery Special colors not available Special sail number \$25 extra

Check with your local Hobie dealer for more information on this new sail.



#38-5100 \$30.00 • MURRAY/
DECKSKIN SAILING SUIT Best buy for durable, dry shelter from wind and spray. Yellow. Sizes XXS-XL #38-5760 \$79.95 • 1983 HOBIE®
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kippers and crews from France, Great Britain, Germany, Denmark, Austria, Switzerland, Holland and Italy participated in the 8th 1982 European Hobie Cat 16 Championships. Even three Americans (namely, Hobie Alter, Jr., Phil Berman and Even Borges) made the long trip to join in.

The event took place July 11-18 in the beautiful bay of Toulon, which is also the major French naval base in the Mediterranean. We had the spectacle of a major naval review on July 14 (Bastille Day), making it impossible to race on the 13th and 14th.

On-land activities and evenings were organized in true Hobie lifestyle by the Young Economic Chamber of Toulon. These included a Tahitian folkloric evening and dinner, a typical French dinner, open air movies, a buffet supper, a ball with orchestra (to which were invited 150 summer university language students), a finalist party with the election of Miss European Championships and an awards cocktail and buffet.

This was the first time that a Hobie 16 championship was held in Europe on 36 equal factory boats, allowing the participation of more than 120 teams. As the race took place at the same time as the French national holiday commemorating the 1789 revolution, all boats and sails were in blue, white and red. It was quite a sight from the beach!

The non-qualified skippers had a parallel

B-fleet competition, which was run on a different race course with the sailors using their own boats.

The first race took place in a force three to four-knot wind and was won by Peter Spijker of Holland. In the second race, with less wind, Hobie, Jr. and his French crew won their series. On the second day, only one race was held due to the lack of wind. This was won by Christian Stoll of Germany.

To have at least three valid races for each series, the race committee had to get in three races on Saturday, which was not easy, considering all the circumstances. That evening, the last boats were still coming in as search lights lit up a huge Hobie Cat hot air balloon, property of Mr. Corradi of Rome, which was suspended high above the beach. The fourth race was won by Herbert Gradl of Austria, the fifth by Phil Berman and the sixth by Joel Escarret of France.

Shifty winds were characteristic of the finals. The first race was won by Hobie, Jr., before Tony Oeveren and Paul Cuanillon of Switzerland. In the last race, Hobie, Jr. was in the lead again when a thunderstorm broke out and he dismasted, giving the race to Peter Spijker in front of the two Germans Christian Stoll and Hans Bress.

Due to a complete lack of wind after the storm, a third finalist race could not be run. Six races would have been necessary to have a throwout. It was therefore the teams that had the most regular results in all the races and all conditions that won the show. One of them, Joel Escarret and his 12-year-old son, came overall third. Hobie Alter, Jr. was second. With a fourth, a first, a second, a seventeenth and another second, Christian Stoll became the 1982 European champion.



24 Hobie Hot Line





The Cat Trax handle makes it easy for one person to pick up a catamaran and move it across the beach. A roller bearing in the handle allows the axle to spin under the hulls as the boat slides onto the Cat Trax. The handle is then fastened to the rear beam for 3point support and the boat can be easily pulled over pavement, sand, and rocks,

#### **NEW!** Cat Cradles for round bottoms

These form fitting hull scoops provide more support for rounded hulls. Using the handle, they slip under the boat with ease and cradle the hulls for added protection.

Roller bearing handle \$85 Cat Cradles \$99/pair -add 5% for freight in Cont. U.S.A.





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#### You don't have to hand-feed your sail anymore!

Sail Trax is the answer for sails that jam in the track. Just start the head of your sail through a Sail Trax - stand back and pull the sail up, all the way to the top of the mast! Sail Trax is a pair of stainless steel guides with spherical tips that lead your sail smoothly into the track. They are easily installed on each side of the mast in a few minutes. Full instructions are provided.

Sail Trax fits all catamaran masts and monohull masts with built-in sail grooves.

Save you time and temper · get Sail Trax .... \$12.95 Most sailboat shops and sailboat makers have Sail Trax.

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# December 15-31, 1982

At Your Local Participating Hobie Cat Dealer

# Great prices on these selected Hobie Cat products and accessories!

2-Piece Hobie Windsuits	were	\$ 49.95	NOW	\$ 41.35
Hobie Visors	were	5.50	NOW	3.75
Hobie Towels	were	20.95	NOW	16.70
Hobie 33 Steins	were	5.75	NOW	3.95
Van Decal Kits	were	125.00	NOW	49.95
Flamer Hull Stripe Kits	were	49.95	NOW	16.95
5:1 Harken Block Sets	were	113.85	NOW	102.95
Hobie "Carumba" Life Vests	were	45.95	NOW	38.50
FasGlas Protective Coating	was	14.95	NOW	7.95
Hobie Rudder Covers (pair)	were	29.50	NOW	21.95
Hobie Sailing Gloves	were	21.95	NOW	17.50
Croakie Eyeglass Straps	were	4.25	NOW	2.80

(supplies limited on some items)

Want to find out where the nearest participating Hobie dealer is? Call Hobie Cat at (619) 758-9100 and ask for customer service... we'll be glad to locate him for you.

### **A Growing Affliction**

ne of the joys of sailboat racing is that it takes more than a fat wallet to win. One's knowledge of meteorology, tactics, aerodynamics, tides, physics, psychology and one's physical conditon have a direct effect on the final standings.

Among the most cherished aspects of sailing is tactics. Tactics relate to one's ability to use conditions, positions and the rules to gain advantage. This facet of our sport could conceivably disappear if certain trends are not arrested. Specifically, I refer to the lack of respect for certain rules that is appearing in some classes of both monohulls and catamarans. This is tantamount to destroying our own enjoyment—rules define the game, regardless of the sport.

Sure, sailing has many rules, and a few of them appear complex. However, ignoring the rules, whether done tactically by a group ("We don't worry about that rule on this lake,") or scornfully by an individual ("Quit complaining, you didn't have to bear off that much to miss me,"), reduces our magnificently complex game to a series of bullying incidents. Gone is the thrill of using the gray matter to outfox an opponent at a mark, to box in a rival on a tight reach or to keep three boats ahead from tacking until the layline is passed. There are few satisfactions in racing more delicious than beating a boat known to be faster through good use of tactics, yet this could vanish.

Catamarans, as a whole, have not suffered much of this yet, but the symptoms are appearing. As with monohulls, the more sophisticated and high-performance cat classes, usually sailed by more experienced crews, enjoy more disciplined racing, but even here, one notes lapses.

To my mind, we hurt our sport most flagrantly through deliberate abuse of Rule 33, which requires that a yacht retire (or fulfill the prescribed penalty, such as a 720) when it infringes a rule.

It's a severe penalty. I know you had to trailer a long distance to compete, and of course, it's understood that this is a major championship, and to be sure, you only broke the rule a little bit. Yes, retiring or doing 720s can be as painful as divorce or amputation (my own recent experience

I know you had to trailer a long distance to compete, and of course, it's understood that this is a major championship, and to be sure, you only broke the rule a little bit.

includes a dreadfully long sail home after retiring from a race of the on-going Canadian Olympic Trials), but we must learn to swallow the pill and do our circles when we blow it on the course. To do otherwise teaches competitors a great deal about one's personality, encourages further lawlessness and reduces tactics to pure bullying.

There is no loss of face or reduction of status in doing penalties. If you must race hard, you'll make mistakes. It's as simple as that. It's what's done after the mistake is realized that separates the true racer from the grasping plebes, and Rule 33 makes everything crystal clear.

#### Protests should only be made when a genuine question exists in your mind as to whether you were at fault.

While catamarans are the most recent, most modern component of the sail racing spectrum, it still behooves us to proudly uphold the long tradition of the game. Sailing is a sport of "gentlemen," and while the word may not be in vogue, the ideas that are its origins are the basis of our sport. Race your cat hard (it's expected you will), but if your superb decision-making, razor-sharp reflexes or cool judgement should flag during the heat of the battle and you make a tiny boo-boo, bite the bullet and do your 720. To do otherwise cheapens the sport. Protests should only be made when a genuine question exists in your mind as to whether you were at fault.

Most people who purchase cats do not decide to lay out the required large wad of hard-earned discretionary just to race. They purchase a cat because it is exciting, fast, sexy and a good value. Typically, they back into racing. Maybe some smart aleck kid from down the street blew them away with a similar boat and they yearn to return the favor; perhaps they enjoy the camaraderie of their fellow cat addicts and the weekly regatta is the vehicle to a satisfying social calendar. Whatever the cause, the fact remains that many come to cat racing untutored in the complexity of the racing rules, and they're not likely to be motivated to digest them without experiencing. firsthand, the joys and frustrations of racing. As every good teacher knows, most of us learn best when in real situations and/or when highly motivated. Here are a few ways in which racing is enhanced.

- Distribution to beginners of little plastic cards titled Simplified Racing Rules. These might include:
  - If you foul another boat, do a 360 or 720.
  - Starboard tack has the right of way over port.
  - · If upwind of another boat, keep clear.
  - If behind another boat, keep clear.At marks, the boat on the inside usu-
  - ally has right of way.

    There are other rules—if in doubt,
  - keep clear and read about it later.
  - Ask loads of questions after each race.
- Sponsor rules seminars for beginners.
   Include reviews of rules, rules puzzles and other "thought-starters" in the class or fleet newsletter.
- 4. Hold "the way it was" discussions after each day's racing ("I was just reaching in for the mark when he...").

There are dozens of other possibilities, of course. Whatever the method, in the end, it is the real experiences that deeply etch the rules and the importance of adhering to them in our collective minds.

Larry Woods, a Canadian, is an Olympic Tornado sailor and writes a regular multihull column for Yacht Racing/Cruising.

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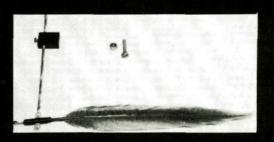
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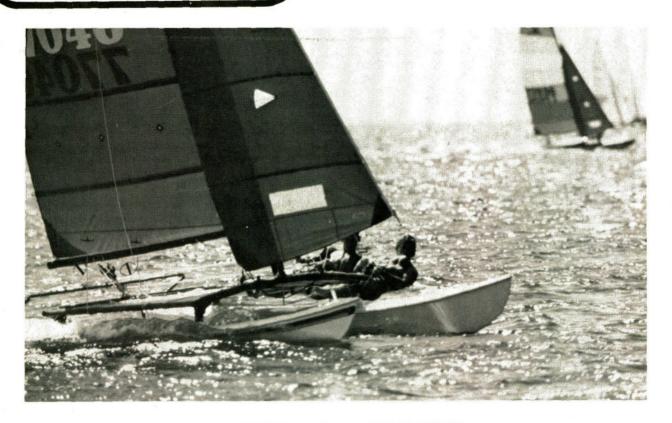
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#### November/December 1982

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#### IN THIS SECTION

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Regatta Schedule—end of 1982

Fleet News

Regatta Results

Fleet Listing—Check yours

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 black and white glossy photos only. Return of photo contributions can not be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.



#### MAJOR REGATTAS FOR 1983

June 19-26

Hyeres, France

H.C.A. 714/758-9100

Feb. 12-17

Second Hobie 18 Worlds

South East Asian Hobie Championships Puerto Azul, Philippines

David Socash 88-48-33

Date To Be Announced 16 Women's Nationals St. Petersburg, Florida

H.C.A. 714/758-9100

Date To Be Announced

16 Open Nationals

H.C.A.

Date To Be Announced St. Petersburg, Florida 18 Nationals

714/758-9100

Date To Be

Corpus Christi, Texas

H.C.A. 714/758-9100

Announced

14 Nationals Ventura, California H.C.A.

October 16-19

**USYRU** Champion of Champions Regatta

714/758-9100

Dana Point, California

#### 1982 DIVISION CHAIRMEN

#### DIVISION 1

Mike Rothwell 508 Kaiemi Street Kailua, Hawaii 06734 808/262-7975

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Doug Mihoky 3748 Wowona Drive San Diego, California 92107 714/223-8445

#### DIVISION 3

Rodger Neathery 275 Orchard Street Boulder Creek, California 95006 408/338-4172

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#### **DIVISION 15**

lack Salmon 4120 Monteign Pensacola, Florida 32504 904/432-3899

#### **DIVISION 16**

Charlie Elve 8921 Shellman Drive Clay, New York 13041 315/699-3431

#### CANADIAN HOBIE CLASS ASSOCIATION

John Liefeld, President 47 Callander Drive Guelph, Ontario, Canada N1E 4H6 519/823-1066

#### Hobie Class Association Fleet Location Listing

#### **Attention New and Old Fleet Officers**

Now that the 1983 sailing season is just beginning, old officers please remember to pass along all the records of your fleet, such as rules, regulations, how to run a regatta, etc. to the new officers to help them keep your fleet running smoothly; new officers please remember that all fleets must send in a Bi-Annual report every January and July to the Hobie Class Association and your Division Chairman. The reports should consist of: a list of your new officers names, addresses and phone numbers, along with what your fleet has done during the last six months and what you anticipate doing the six months to follow. You need to also include a list of all fleet members, their sail numbers and hull numbers. Good Sailing!

\*\*Fleet hasn't sent in any reports for 1982 and will be put on the Inactive list December 1st.

+Inactive fleet

@Fleet was formed during 1982.

The following fleet listing is according to what was received from the fleets by September 24, 1982. If your fleet is active and is on the possibly inactive list or on the inactive list, please send a list of the officers names, addresses and phone numbers to:

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

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	John Cook	Dana Point, CA	2	88. **89.	Bill Pawlowski	Lake Havasu City, AZ	2
+2.	Bill Moore	Tone Bonch Ch	2	90.	John Werntz Tricia Starkey	Mishawaka, IN Winnipeg, Man., Canada	10
4.	Greg Weaver	Long Beach, CA San Diego, CA	2	91.	John Alden	Fort Worth, TX	14
5.	Ron Hood	Clearwater, FL	8	92.	Doug Collings	Charlotte, NC	9
6.	Mike Rothwell	Kailua, HI	1	93.	Marty Martin	Lafayette, LA	15
7.	Dan Ketterman	Pasadena, CA	2	+94.	1102 02 1102 0211	bateletee, pu	13
**8.	Kevin LeGrand	Houston, TX	6	95.	Doug Skidmore	Bothell, WA	4
+9.				**96.	Newsom Baker	Maryville, TN	9
10.	Mark Chamberlain	Clear Lake, IA	7	97.	Wick Smith	Henderson, NC	9
11.	Wright Gres	Orlando, FL	8	**98.	Mike Hutsal	Clear Lake, Man., Canada	7
12.	Ann E. Lipscomb	Decatur, GA	9	99.	Wright Williamson	Corpus Christi, TX	6
14.	Jess Lawless Paul Ulibarri	Spokane, WA Seattle, WA	4	101.	Carl Stevenson Richard M. Hersey	Salterpath, NC Wilmington, NC	9
15.	Ron Grimaud	Ventura, CA	2	102.	Rick Rolnick	Brownsville, TX	6
+16.			-	103.	John P. Donahue	Sioux Falls, SD	7
17.	Jim & Janice Gustin	Citrus Heights, CA	3	**104.	Paul Stedman	Muncie, IN	10
18.	Jack Soullier	Ypsilanti, MI	10	105.	Craig Olson	Boise, ID	4
+19.	P P	0 2 01	3	106.	Jack Black	Steamboat Springs, CO	5
20.	Russ Porterfield Scott MacDonald	San Jose, CA Modesto, CA	3	108.	Albert Aline Tom Jacobson	Papeete, Tahiti	Inter.
**22.	Paul Talbot	St. Albert, Alb., Canada	4	109.	Klaus W. Donnerstag	Muskegon, MI Great Neck, NY	10
23.	Dennis McCredie	Dallas, TX	14	110.	Paul Fithian	Victoria, TX	12
24.	Wally Myers	Ocean City, NJ	11	111.	Mitch Colson	Jacksonville, PL	8
25.	Bill Henry	Tulsa, OK	14	**112.	Carl McGregor	Moncton, N.B., Canada	12
**26.	Fred Cuthbert	Indianapolis, IN	10	113.	Joe Thompson	Freeport, Bahama, Bahamas	Inter.
27.	Jan Wilson	Wichita, KS	14	**114.	Don Sinclair	Halifax, N.S., Canada	12
28.	Bob Dugas Bill Campbell	Natick, MA Merced, CA	12	115.	Doug Grant Paul Auger	Wilmette, IL	10
30.	John Ware	Riverside, CA	2	117.	Dennis Buckmaster	Winter Haven, FL Grand Rapids, MI	8
31.	Bill Hayes	Brookfield, CT	12	118.	Bryce Bezant	Tyler, TX	
32.	Robert N. Taylor	Virginia Beach, VA	9	119.	Peter G. Lymburner	Angola, NY	14
**33.	Tom Jakubik	Lake Jackson, TX	6	120.	Larry Kalata	Panama City, FL	15
**34.	George Roko	North Palm Beach, FL	8	**121.	Dean Herman	Coldwater, MI	10
35.	Joe Guarino	Pensacola, FL	15	122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.
36. 37.	Bob DePree Bob LaCroix	Miami, FL Bellingham, WA	8	123.	Charlie VanDyke Tim Palmer	St. Louis, MO	10
**38.	Steven Lowrie	Watertown, SD	7	125.	Eric K. Peterson	Bayport, NY Lake Poinsett, SD	12
39.	Charles Tomeo	Bradenton, FL	8	126.	Donald J. Bidwell	Chesterton, IN	10
40.	Rick Hoffman	Richland, MI	10	127.	Judy Soule	Jensen Beach, FL	8
41.	Kenny Boudreaux	Metairie, LA	15	128.	Eliot Mallach	San Antonio, TX	6
42.	Marshall Larkin	Tampa, FL	8	129.	William Fretz	Thunder Bay, N. Ont., Canada	7
43.	Jacque Myers	Tallahassee, FL	15	130.	Brian Machtaler	Penticton, B.C., Canada	4
44.	Jack Krutek David A. Andrews	Ft. Lauderdale, FL Cocoa, FL	8	132.	Barry Selke Gary Sinden	Oklahoma City, OK	14
46.	Crofton Umbers	Auckland, New Zealand	Inter.	133.	Pedro Colon	Kalimantan Timur, Indonesia Isla Verde, Puerto Rico	Inter.
47.	Bob Smith	Cincinnati, OH	10	134.	Paul A. Nolte	Memphis, TN	15
48.	Will Tully	Albuquerque, NM	5	135.	Kenneth Bradford	Hewitt, NJ	12
49.	Pete Alexander	Clear Lake, NM	7	136.	Ron Mazzacane	Enfield, CT	12
50.	Steve Anderson	Loveland, CO	5 2	137.	Tom Deming	Hopatcong, NJ	11
52.	Dick Arendsen Paul McCain	Las Vegas, NV White Bear Lake, MN	7	+139.	Manfredo Topke	Guatemala, Guatemala	Inter.
53.	Jim Miller	Isle of Palms, SC	9	**140.	Gary Swangler	Levittown, PA	11
54.	Cindy Freymeyer	Baltimore, MD	11	141.	Roger Woomer	Columbia, SC	9
55.	Adrian S. Lee	Baton Rouge, LA	15	142.	Al Wolczyk	Louisville, KY	10
56.	Richard Ferguson	Weston, CT	12	+143.		and the second second	
57. **58.	Alan Egusa	Los Angeles, CA	2	144.	Jim Henning	East Lansing, MI	10
59.	Dave Haehnle Gary Page	Clark Lake, MI Springfield, MO	7	146.	Cynthia Dickerson	Wichita Falls, TX	14
60.	Bard Dielman	Sandusky, OH	10	+147.	Cynchia Dickerson	wichita rails, TX	14
61.	Dennis Seabourn	Denver, CO	5	**148.	John Owen	Bangkok, Thailand	Inter.
62.	Brad Partridge	Clovis, CA	3	149.	Bill Schlanker	Parkville, KS	7
63.	Greg Myner	Norman, OK	14	150.	Helen Parnham	Orillia, Ont., Canada	16
64.	Gary Currier	Austin, TX	6	151.	Art Clark	Decatur, IL	10
66.	Mark Schleckser Sandy DeCosta	Shore Acres, NJ Scottsdale, AZ	2	153.	Jerry Latvala Ken Duffield	St. Simons Island, GA	8
67.	Cal Brubaker	Salt Lake City, UT	5	+154.	Men Marriela	Gainesville, FL	8
+68.	cur brabaner	base bane orej, or		155.	Gerald D. Knierum	Brooklyn, MI	10
+69.				156.	Cheryl Rooney	Casper, WY	5
70.	George Zorn	Ocean Springs, MS	15	157.	John Sturmark	Ocala, FL	8
71.	Rod Miller	Key West, FL	8	158.	Dan Mandli	Springfield, IL	10
72.	Nick Kies	Portland, OR	11	+159.	David Prints	C	-
+74.	Bill Hiller	Northfield, NJ	11	161.	Dave Fricke Roy Underwood	Grand Junction, CO	5
**75.	Mike Seamen	Tamuning, Guam	Inter.	162.	Stan Jarosz	Bryan, TX Waco, TX	6
76.	James Edwards	Fairhope, AL	15	**163.	John Hartman	Redding, CA	3
77.	Buzz Uber	Vail Lake, CA	2	164.	Norman D. Ellis	Seneca, SC	9
78.	Al Atcheson	Lakewood, NY	16	165.	Ollie Fredrick	Mahtomedi, MN	7
79.	Dick Wass	Pago Pago, American Samoa	Inter.	166.	Scott Rafuse	Oceanside, CA	2
80. +81.	Danny Heyse	Daytona, FL	0	167. **168.	Bill Chaney Gerald Jenkins	Bakersfield, CA	2
82.	T. Wapole	Guelph, Ont., Canada	10	169.	Robbie Daniel	Rapid City, MI Cape Coral, FL	10
**83.	Randy Auten	Rock Hill, SC	9	+170.	Daliter	cape Corar, FD	8
84.	George Kachelhoffer	Des Moines, IA	7	171.	John Krystan	Ann Arbor, MI	10
85.	Joseph R. Leonard	Columbus, OH	10	172.	Brian Price	Gananoque, Ont., Canada	16
86. 87.	Scott Welliver	Elmira, NY	16	173.	Avis Cooper	Naples, FL	8
0/.	Mike Sprauge	San Rafael, CA	3	+174.			

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
175. 176.	Sid Smith Bill Creadon	Albemarle, NC Mohnton, PA	9	299. **300.	Bill Cabel Joe Maze	Fredericton, N.B., Canada Westerville, OH	12
177.	George Cantu Jack Pranzarone	Hitchcock, TX Fort Walton Beach, FL	6	301 302.	Manfred Dangel Umberto D'Eramo	Wolfratshausen, Germany Rome, Italy	Europe Europe
179. 180.	William Addington Gary McMahon	Hong Kong Woodland Hills, CA	Inter.	303.	Patrick Bechet Ruud Vissher	Paris, France Amsterdam, Holland	Europe Europe
+181.				305.	Cees Wapenaar	Vlaardingen, Holland	Europe Europe
182.	John Bove Jeff Rudd	Kingshill, St. Croix, U.S.V.I. Toronto, Ont., Canada	16	307.	Chris Minee Han van Leeuwen	'S-Gravehage, Holland	Europe
184.	Richard E. Wilcox Marjorie Innes	Milton, VT London, Ont., Canada	12	308.	Rob Kamp Guy Paquier	Zaandam, Holland Toulon, France	Europe
186. 187.	Walter Kruger, Jr. Denis Renaud	Rowayton, CT Montreal, Quebec, Canada	12	310. 311.	Sigurd Maxwell M. Harrin	Geneve, Switzerland Nantes, France	Europe
188.	Dutch LeCompte Bill Sokavich	Tampa, FL CHRB, Saipan, C.M., Guam	Inter.	312. +313.	Jean-Pierre Foucauld	Hyeres, France	Europe
190.	Warren Kaplan Jimmy Murray	Linwood, NJ Greensboro, NC	11	314. +315.	Christian Gimet	Noumea, New Caledonia	Europe
192. 193.	Roger Hensler Gary Hamilton	Omaha, NE Eugene, OR	7 4	316. 317.	Martin Schuitema Dieter Braun	Wassenaar, Holland Hamburg 63, Germany	Europe
194.	Doug Boren Charles Brown	Vallejo, CA Richland, WA	3	318.	Dr. Michael Rust Heiner Knopp	Stuhr, Germany Krefeld, Germany	Europe
196. 197.	John Vaughan Jane Tierney	Rockville, MD Rockport, MA	11 12	320. 321.	Claude Leroux Guy Delmas	St. Mihiel, France St. Medard Fn Jalles, France	Europe
198.	John Jensen Owen R. Smith	Rapid City, SD Carbondale, IL	7	322. 323.	Helmar Haubi Colin White	Oetwil Am See, Switzerland Plymouth Cornwall, England	Europe Europe
200.	Barry W. Barnes	Norfolk, VA	9 5	324. 325.	Joseph Perrissaguet Rinus van de Haak	Ban St. Martin, France Noordwijk, Holland	Europe
202.	Bob Fredregill Paul Johnston	Pueblo, CO Escanaba, MI	7	326.	Osten Nilsson	Lund, Sweden	Europe
203.	Larry Singleton Brian Maxwell	Reno, NV Brewerton, NY	16	327. 328.	Jurgen Klein Pierre Molia	Durmershein, Germany Biarritz, France	Europe
205. **206.	Mike Eckert Ken Fitzer	Clearlake, CA St. Paul, MN	7	329. 330.	Walter Steiner Erik Nienstaedt	Altenrhein, Switzerland Charlottenlung, Denmark	Europe
+207.	Ewan Mirylees	Fairfield, CT	12	331. 332.	Dario Soresina Bino Bani	Milano, Italy Marina Di Pisa, Italy	Europe
209.	Ray Bolduc Rick Toncray	Amesbury, MA (located in NH al: Olivet, MI	10	333. 334.	Fred Paasch Peter Jannack	Middelfart, Denmark Hamburg, Germany	Europe
**211.	Jim Beard Ken Middleton	Walla Walla, WA Olympia, WA	4	335. 336.	Friedrich Schiebel Erich Minarik	Vienna, Austria Graz, Austria	Europe
**213. **214.	Mark A. Williams Maria Riffel	Hawley, PA Vancouver, B.C., Canada	11	337. 338.	Martin van de Bunt Serge Lesuteun	Amsterdam, Holland Le Cap d'agde, France	Europe
**215. 216.	Mike Mitchell Chet Evers, Jr.	Cedar Rapids, IA Marion, IN	7	339. 340.	Jean-Marc Niedergang M. Chincholle	Montpellier, France La Rochelle, France	Europe
217.	John Karr Louis Nosko	Chattanooga, TN Lakewood, OH	9	341. 342.	Werner Wittwer Steve Lovegrove	Denges, Switzerland Brocton, Stafford, England	Europe
219.	Billy Joe Crider Ken Cartwright	Marion, KY Janesville, WI	10	343.	Bram van Straalen Denis Auckenthaler	S'Gravezande, Holland La Napoule, France	Europe Europe
221.	Ronald Magee	Richmond, VA	9	345. 346.	Mario Businco	Cagliari, Sardinia	Europe
223.	Colin Filshie Thomas S. Zalewski	Pacific Grove, CA Wausau, WI	7	347.	Manolis Pallas Xavier Kiefer	Rhodos, Greece Ajaccio, Corse	Europe
**224. 225.	Jack McAllister Bernie DeBuhr	Penn Yan, NY Mattoon, IL	16	348. 349.	Donald Aubin Klaus Wegner	Brunnthal, Germany Koln 50, Germany	Europe
226.	Dave Matyas Jim Neiles	Anchorage, AK Pierre, SD	7	350. 351.	Rainer Kellermann Karl-Fried. Hesemann		Europe
228.	Jack Benson Michael Stockhauser	Erie, PA Remsen, NY	16 16	400.	Glen R. Blohm John Allred	Toledo, OH Shreveport, LA	10
+230.	Anthony Fisher	S. Windham, ME	12	402.	Keith Jordan Jim Trask	Lagos, Nigeria Lynn, MA	Inter.
232. **233.	Steve Guidry	Beaumont, TX Cerro Del Vigia, Mazat., Mexico	6 Inter.	404.	Mike Cuzydlo Ian Mackay	Angola, NY Boroko, Papua, New Guinea	16 Inter.
234.	Jules Kahn Tom Josey	Millville, NJ Jackson, MS	11 15	**406. 407.	Mark Fuehrer Roger E. Nouveau-ne'	Rockford, IL Humble, TX	10
+236. +237.		accident, the		408.	Karen Bath Daron Mackey	Littlestown, PA Racine, WI	11 7
238.	Heinz Krauss	Mayfield, NY Akron, OH	16 10	+410. 411.	R. J. Wilkinson	Dubai, United Arab Emirates	Inter.
240.	Tony Ahern Rick Grewohl	Bolder Creek, CA	3	412.	G. S. Walker	Jeddah, Saudi Arabia	Inter.
241.	Courtney Swindler Ed Dumonceaux	North Little Rock, AR Saskatoon, Sask., Canada	14	413. 414.	Wayne Fischer John Treacy	Conneaut Lake, PA	11
243.	Jane Loquasto Charles G. Power	Grand Island, NY Myrtle Beach, SC	16	415. 416.	Jahn Koedt Richard W. Davis	Tali Beach, Philippines Hatfield, PA	Inter.
245.	Jon Edblom Leo Burley	Durango, CO Grand Rapids, MN	5 7	417. **418.	Bill Gill Michael Harr	Amherst, N.S., Canada Eureka, CA	12
247.	George Holthof James Dey	Rondeau Bay, Ont., Canada Union Lake, MI	10	419. **420.	Cameron Ferguson Mike Whitworth	Peoria, IL Lakeport, CA	10
249.	David Pollitt John W. Sullivan	Nashville, TN Middletown, NJ	15	421.	Ray Espinosa Antoni Catala	Calafell, Spain Tarragona Sur, Spain	Spain
251. 252.	Tom Neiswonger Noel Kilner	Lawton, OK Lami, Fiji	14 Inter.	423. 424.	Joan Nuviola Joan Romeu	Barcelona, Spain Costa Brava, Spain	Spain
253. **254.	Cleveland Pratt, Jr. Randy Ruttger	Dhahran, Saudi Arabia Bemidji, MN	Inter.	425. 426.	Felipe Bellini Modesto Grima	Malorca, Spain Valencia, Spain	Spain
255. 256.	Thomas D. Ogden Sam Loquasto	New Albany, IN Grand Island, NY	10	427.	Mateo Campillo Miguel Bilbao	Alicante, Spain Sanlucar De Barrameda, Spain	Spain Spain
**257. **258.	Mayo Boddie, Jr. David Barkman	Washington, NC Holland, MI	9	429.	Antonio Munoz Antonio Oriol	Sotogrande, Spain Cadiz, Spain	Spain Spain
259. 260.	Rudi Lokkart Michael Schonbach	Arroyo Grande, CA Jensen Beach, FL	3	431. 432.	Jose Ignacio Asensi Ed Parma	Pantanos Madrid, Spain Ponca City, OK	Spain 14
+261. +262.	nzondez benombaen	Jensen Beastry 12		**433. 434.	Larry Walker Karlton Spindle	Columbia, MO Lake Arrowhead, CA	7 2
263. 264.	Ron Rubadeau Bill Beglin	Kelowna, B.C., Canada Brookville, IN	10	435. **436.	Jay D. Jones Richard Baldassi	Amarillo, TX Mammoth Lakes, CA	14
+265.	bili begiln	BIOOKVIIIE, IN	10	437.	Gene Kendrick John Guye	Asheville, NC Manama, Bahrain	9 Inter.
+266.	Gary Kirschenmann	Philadelphia, PA	11	438. 439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12
268. +269.	Glenn Bielss	Lubbock, TX	14	440.	Mike D. Doyle Chris W. Walker	Hampton, VA Burlington, Ont., Canada	16
+270. +271.				442.	Pedro Colon Doug Ackroyd	Mayaguez, Puerto Rico Town Bank, NJ	13
0272. 273	Mark Parmenter Tom Burrows	Rock Creek, IA Florissant, MO	7	444.	Brian Nelson Pat Stokes	Spicer, MN Madison, OH	10
274. **275.	Randy Limjoco Frank Mallory	Manila, Philippines Millis, MA	Inter.	446.	Greg Josiak John Sorby	Clagary, Alb., Canada Fox Lake, IL	10
276.	Brian Oakes Jim Brock	Roseville, MI Birmingham, AL	10	448.	Joe Boulay Rick Weaver	Pawtucket, RI Pinellas Park, FL	12
278. 279.	Lionel Conacher Larry Van Tuyl	Cambridge, Ont., Canada Ann Arbor, MI	16 10	@450. @451.	Sara A. Shoman Vince Wachter	Whitmore Lake, MI Klamath Falls, OR	10
280. 281.	Joe Hanson Johnathan M. DeBooy	Stockton, CA Santa Rosa, CA	3	0452. 0453.	Buck Fleming Paul Pocock	Barnegot Bay, NJ Quesnal, B.C., Canada	11
282. 283.	Scott Brubaker John T. Frey	Birmingham, MI Springfield, OH	10	8454. 8455.	Mark Tryggestad Cheryl Mathey	Amery, WI Marblehead, MA	7
284. 285.	Verdin C. Stuckey G. J. de Vries	West Liberty, OH Curacao, Netherlands, Antilles	10	0456. 0457.	Glenn R. Reber Vaughn Costa	Norrisotwn, PA Brownwood, TX	11
286.	Gordon Lawson John R. Medler	Gondola Point, N.B., Canada Saginaw, MI	12	0458.	Carlos Bueno	Murcia, Spain	Spain
288.	Dennis Henderson Luis Jose Cabral	Marquette, MI Santo Domingo, Dominican Repub	7	0459. 0460.	Salvador Barrachina Carlos Hernandez	Castellon, Spain Sevilla, Spain	Spain Spain
290. 291.	H. C. Pace, III Jim Brewer	Union Hall, VA Yankton, SD	9 7	@461. @462.	Joan Dias-Machado John F. Konefal	Portugal Rock Hill, NY	Spain 12
292.	Al Balazovic	Traverse City, MI	10	0463. 0464.	Fred Jodts Pat Benson	Titusville, FL Duck Lake, MN	8 7
293. 294.	Dave Chick Bert Barrett, Jr.	Bathurst, N.B., Canada Savannah, GA	9	0465. 0466.	C. Everett Thompson Bob Saterfield	Elizabeth City, NC Pymatuming, PA	9 11
295. +296. 297.	Gary Johnson	Rochester, NY	16	0467. 0468.	Michael Kirmaier Boyd Bass	Milford, CT McAlester, OK	12 14
298.	Stephen L. Sherman Charles Smith	Emporia, KS Ottawa, Ont., Canada	16	0469. 0470.	Poncho Limon R. C. Draeger	San Felipe, Mexico Whitefish, MT	Inter.

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
@471.	Claus C. Nimb	Christchurch, New Zealand	Inter.	@477.	Neal D. Houx	Tahoe City, CA	3
@472.	Scott McClain	Madison, WI	7	@478.	Debbie Blackburn	Walker, MN	7
0473.	George Brosofske	Niantic, CT	12	0479.	Mark Tracy	Kahului, Maui, HI	1
@474.	Kirt Rasmussen	Spirit Lake, IA	7	@480.	Gary Doty	Cordorva, IL	10
@475.	Scott Russell	Storm Lake, IA	7	0481.	Chuck Druckenmiller	New Lisbon, WI	7
0476.	Jim Murray	Leesburg, IN	10				

#### \* POINTS REGATTAS

#### Division 3

November 6 - 7

Turkey Regatta Montery, CA Fleet #222

Jesse Guerrero 408/394-5280

#### Division 8

November 26 - 28 Keys Cat Challenge Joan Gregory Smathers Beach, Key West, FL Fleet #71 305/294-2696

#### Division 13

November 7 December 12

Sunday Series Boqueron, Puerto Rico Fleet #442 Sunday Series IV Puerto Rico Fleet #133

Dorian Goldberg 809/726-5794 Dorian Goldberg 809/726-5794

#### Division 14

November 14 December 5

Fleet Regatta
Lake Brownwood, TX Fleet #457
Fleet Regatta
Lake Brownwood, TX Fleet #457

Vaughn Costa 915/656-8215

#### International

#### SANTO DOMINGO

Diciembre 4 - 5

VIII Regata Hobie Cat '82 Andres, Boca Chica

Luis Jose Cabral 688-5838

#### SAUDI ARABIA

November 5

Fall Series II

Dhahran, Saudi Arabia Fleet #253 Winter Series I Dhahran, Saudi Arabia Fleet #253 December 3, 10 & December 17

EUROPEAN REGATTA

November 11 - 14 Grand Prix Armistice H14 Maubuisson, France Essener Eispokal November 20 - 21

Baldeneysee, Germany Stage et regate December 26 - 31 Hyeres, France

GUATEMALA

Training Races
Guatemala, Guatemala
Training Races
Guatemala, Guatemala
Training Races
Guatemala, Guatemala
Fleet \$138
Training Races
Guatemala, Guatemala
Fleet \$138
Training Races
Guatemala, Guatemala
Fleet \$138
Fleet \$1 November 7 November 21

December 5 December 19 January 9, 1983

January 23 February 6 February 20

March 6 March 20

April 10 April 24 Nationals Guatemala, Guatemala Fleet #138

Training Races
Guatemala, Guatemala Fleet \$138
Training Races
Cuatemala, Guatemala Fleet \$138 May 8 May 22

#### AUSTRALIA

December 28 December 29 - 31 January 1

January 2 - 4 January 5 January 6 - 8 Tomm Vigushin
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Hobie 14 Invitational
Port Phillip Bay, Australia
Hobie 14 Title
Port Phillip Bay, Australia
Hobie 18 & Hobie 14 Turbo Invitational
Port Phillip Bay, Australia
Hobie 18 & Hobie 14 Turbo Title
Port Phillip Bay, Australia
Hobie 16 Invitational
Port Phillip Bay, Australia
Hobie 16 Invitational
Port Phillip Bay, Australia
Hobie 16 Title
Port Phillip Bay, Australia



### **FLEET NEWS**

# AS REPORTED BY THE FLEETS

#### Division 2

Hobie 16 Division II Championships Fleet 3, Division 2 Long Beach, California July 31-August 1, 1982 Taken from *The Mainsheet* 

Light to medium winds greeted the 131 boats that turned out for the 1982 edition of our Hobie 16 Division II Championships. Forty boats had already arrived by Friday night as Bill and Vicki settled into the Apollo for a weekend at Homan Beach. Now it no longer just seemed like they lived there! Ray and Carolyn Howard arrived later, their van loaded with regatta necessities: food and drink for the race boats, T-shirts and giveaways. The shirts were unveiled, Hobie Newport and The Pizza Eatery sharing the honors. Many thanks to these sponsors!

Early Saturday, the Woodsides awoke to discover Carolyn's sandwich operation underway. Once again, Joyce Petti's recipe, Pizza Eatery-donated rolls and the committee's hard work combined to keep our on-water crew well-fed. Far removed from this scene of residential tranquility, the parking lot at Homan began to fill. Fleet 3 treated the 6:30 a.m. parking committee arrivals to coffee and donuts as Charlie High got his operation in shape. Several people spent some long hours on that gate, including Charlie, Margie, Craig Wright, Jerry Harding and others. Registration opened with Jan Ketterman, Carol Huebner, Wendy King and Marie Lodigiani processing racers and pushing raffle tickets. A new set of Hobie 16 sails awaited the winner. Thank you to Regatta Sailboats and Mike Whalen for donating this super giveaway!

New to Divisionals this year was the communication team organized by Tim Sawyer and computer scoring by Jack Higgins. No sooner had the committee and chase boats been loaded and sent on their way than our "net control" man Ernie Schultz arrived, the Apollo sprouted an antenna and our race nerve center was born. Messages snapped over the airwaves while Jack worked over his computer, forming the entry print-out, and the start boat coordinated the mark setting as we listened. We were easily ready for that 11:30 a.m. start!

Aboard the start boat, the beautiful McGregor 36 (owned by Rich May and Jock McGraw), Rich and his excellent team were at work. For chase boats, Jim Weaver, Doug Hosford, Guy Young, Ray Petee and Ollie Phifier donated their boats and weekends to watch over the course and set and adjust marks. The only problem occurred when a large freighter near A mark started to swing toward it during the race, making a starboard approach almost impossible. This, of course, benefitted the Long Beach natives, who know that half of sailing here is playing the obstacles!

Our finish team, headed up by Jim Raffetto, stood ready and waiting on Russ Tobler's Catalina 27. Russ, apart from being a ham radio operator, turned out to be an old hand at yacht racing from the Seal Beach Yacht Club. He delivered another Hobie first by radioing the scores directly to race headquarters and Jack's



computer. As in years past, the Hobie 18 sailors turned out to man the committee boats: Ed Halloran, Dick Woodside, Kelly Pike, Michel and George Munsey and Krist Biankanja.
Others on the finish boat included Ronnie Raffetto and Mary King; on the start boat, Al Rovner was our ham operator. Other 18 sailors helped out on the chase boats: Hartmut Walter and Tom DeLong. Many thanks to our race committee chairmen, Rich and Jim, and to all the people who helped on the water.

Sunday was a repeat of Saturday's mild conditions. Once again we were ready for an 11:30 a.m. start, but the response to our hailing off the beach was affected by the Sunday slows. The first race was delayed a bit. During this time, the race committee fine-tuned the course.

After the final race, Doug Hosford hopped off his chase boat to put together the protest committee. As the finish boat sailed in, the last scores were radioed to the computer. All this electronic sophistication didn't prevent the human element from prevailing: protests tied up the results long after the last giveaway!

#### Division 4

Fifth Annual Labatts Hobie Cat Regatta Fleet 214, Division 4 Vancouver, British Columbia, Canada June 19-20, 1982

If ever there was a perfect weekend for a

Hobie Regatta, the weekend of June 19 and 20, 1982 was it. For the first time in five years, the Annual Labatts Hobie Cat Regatta had sun and wind... at the same time.

The 91 Hobies that registered took part in five races over the two-day period. Competition was fierce, especially in the A Fleet divisions. Don Garry of Kamloops sailed his Hobie 18 to victory with two firsts, two seconds and a seventh as his throw-out, to beat Doug Reed of Mercer Island, Washington, who had three firsts, a fourth and a thirteenth for throw-out.

In the Hobie 14-class, each of the top three boats won at least one race, although John Rueter, the Silver Fox from Kirkland, Washington, finished up with three firsts and a second to take first place.

One sailor who really cleaned up in his class was John Corrie of Mercer Island, Washington, who took first place in 16-A with four firsts, and a second for his throw-out! Now that is consistent sailing.

The steady westerly breeze and strong incoming tide combined to create challenging racing for everyone.

Fleet 214 would like to thank all those who helped make the regatta such a great success, notably J.T., Ric, Dave N., Mike K., the race committee, the shore crew and Labatts. And, of course, the Powers that Be, for the weather.

Division 6

### **FLEET NEWS**

#### Second Annual Gatorbait Regatta

Fleet 401, Division 6 Lake of the Pines, Texas May 22-23, 1982 by: Tom Bjork

Sailors and sailboats started pouring into Big Cypress Marina at 3:00 p.m. Friday were still arriving after midnight. Rumor had it that 30 Hobies were coming from Dallas. The final count was 62 boats and more than 150 people camping—twice as many as at the first Gatorbait Regatta.

Saturday morning had predictable light and variable winds, and many long faces were seen in anticipation of drifter type races. Just as the white flag went up, so did the winds. In the scramble to don harnesses and life jackets, half the Hobies wound up capsized. Bubba Stewart set the record with four cartwheels. With many boats upside down, the start was a little confused, but most everybody finally got going. Getting around C mark was the real trick. It had drifted all the way to the dam, and with it was a Hobie 18 that was in real trouble. Two to three foot chop was threatening to smash it into scrap. The race was canceled and the damsel in distress was rescued.

After a brief regrouping, the rest of the races were run like clockwork, except for one sorry sailor who kept asking for directions to the next mark. I'm lost too, Bubba.

With all the hard work and prior planning, Gatorbait II was a huge success. Maybe next year we'll get to try our hand at a real points regatta—Fleet 401 is ready!

#### Hill Country Regatta Fleet 64, Division 6

Austin, Texas June 26-27, 1982

From: Cat Tales Newsletter

Hill Country has come from the dream of a few hard working Hobie racers to truly the best little regatta in Texas, a real Fleet 64 event. This year, 39 Fleet 64 boats were entered in the races and another six to ten members were either on the race committee or crewing. We couldn't begin to thank each one, but we simply could not have done without our four teenage girls, Kim and Kristen Gilliland, Meg George and Bonnie Pomeroy's sister, who started helping set up Friday night, worked on registration, dinner and scoring, then organized the clean-up Sunday!

We said the wind in June would be our biggest problem, since it tends to be available early in the morning and late in the afternoon. However, with daylight savings time and our indispensable experts from Alamo Yacht Club, Commodore Arturo Santero and his wife Charlotte and Don and Louise Yena (skipper and first mate extraordinaire of the Nutshell II, who have won nine trophies in 14 months), we managed to fool Mother Nature and sneak in four races. True, it was necessary to abandon a race Saturday morning, but that just proved there was no wind. The Yenas sail Canyon every weekend; they know the channel, currents, and wind patterns perfectly, so when the wind finally began to fill in from the southeast, the marks

were reset and three races were run before sunset, with one 4-II course for A-fleet.

Our fantastic dinner crew, lead by Byron Warren, had our Texas cook-out ready to serve as soon as the weary, hungry racers hit the beach. Lone Star kept the National Beer of Texas flowing 'til the last skipper and crew toddled off to bed. Our gang of gals on the scoring committee worked by the flickering light of Coleman lanterns until almost midnight, uncomplaining. Most of them had already done registration and dinner and were either on the race committee or racing.

Sunday dawned with a good early morning wind, but due to some pitchpoling and turtling, the start was delayed and the mutable Miria dropped to a gentle breeze before all eight fleets could start. Race Commander Bob McClure pulled off a superior salvage by shortening early courses at C-mark, which neatly converted 7s to 3s and 4s to 2s, giving everyone a throwout for the fourrace series.

While protests were heard by the Miles Wood Seven Committee, final standings were tabulated, and everyone helped themselves to yet more Lone Star. Regatta Chairman Greta Rymal gave away 50 doorprizes valued at \$650, which included two \$45 trap harnesses and more than \$200 in other Hobie accessories from Murrays Marine; \$100 in sportswear from our new Pat Magee's in Highland Mall; a \$67 14K gold Hobie charm from Custom Designers of Lyford, Texas; \$80 in stained glass suncatchers from Buda Glass Works and generous contributions from Tren Tec, Sculptures by Claire and Bob Hall, Add to this suntan lotion from Walgreens, Murrays catalogues, Pat Magee's visors and Lone Star goodies for all, and you have more than \$1000 in giveaways. It's safe to say there were no losers at Hill Country!

With cash support from Lone Star, Motorola Inc., NL McCullough, Austin Sail and our "always ready to lend a hand" Sailboat Shop, Hill Country '82 will produce a healthy cash contribution to Big Brothers/Sisters of Austin. Thank you all!

#### Divisional Championships

Fleet 128, Division 6 Canyon Lake, Texas July 24-25, 1982 by: Ray Seta

On the weekend of July 24-25, as one stood in the registration line, every now and then a local generic brand catamaran would roll up to the beach and stand in amazement at seeing 130 Hobies ready to race! Soon they would realize something BIG was going on and that was not the place to be that weekend. Yes, something BIG was going on alright: the 1982 Division 6 Championships, hosted by Fleet 128 of San Antonio. Fleet 128 has always provided any Hobie sailor the fun, beer, wind and sometimes crews at all their events. This time was no exception. Well, three out of four isn't bad; the wind was a little scarce this weekend. The ol' saying "you should've been here last weekend"

was being relayed by the Fleet 128 members. As 10:00 a.m. approached, it was time for the typical Fleet 128 skippers' meeting. Who says skippers' meetings are boring? Not these. As Fleet 128 has done in the past, the regatta had not even started and already there were winners. This regatta had a HI-LOW sail number winner with Tim Shurtleft with the lowest sail number of 3, and Bill Choice with a sail number of 77777 for the highest. The big award, and don't use that loosely, was the low rider award. This award was presented to the skipper and crew who registered with the most combined weight. The winners were L. Dee Thornton, Jr. and John Osborn, weighing in at 490 lbs. on their Hobie 16.

After the skippers' meeting, it was out to the separate race courses: one for the 16s, the other for the 18s and 14s. The response was great. The 16 sailors expressed compliments, saying it sure was nice to round C mark and not have a 14 stalling out at the mark, or be discouraged when an 18 outpoints you to A mark. Now, on the other course, the reaction was mutual; not having all the 16A people yelling at you seemed to be appreciated.

Saturday's races were slow and long with positions changing constantly, mostly due to the lack of wind. This tired everyone out, but the reward was, as Saturday drew to a close, a huge meal for everyone to enjoy. It basically turned into an all you can eat, or all that could be put on your plate thing, Texas barbecue style. After this, a big bonfire was lit and the giveaway session took over and it was great. Thanks to The Sailboat Shop of San Antonio, Pat Magee's Surf Wear and Murray's Marine for supplying all the great giveaways.

At about 2:00 a.m., a nice little breeze of 15-20 mph came through, and the very few people who were up said, "We should have white flag in 10 minutes. This might be the only wind we'll get all weekend." They were so right. Sunday rolled around and that's what it was—a sun-day. Again not enough wind to make ripples on a bird bath. However, somehow the race committee did manage to get two races off that day, and still tow people in, and even toss beer to the finishers as they crossed the line.

As the results were being tabulated, Lone Star Beer kept the festivities going with great music to help us de-rig our boats.

This year's 1982 Divisional Championships might not have been the fastest on the water, but they sure were the greatest on the shore! Leave it to the people of Fleet 128, the Alamo Cats, to pull off yet another great regatta. Special kudos goes to Jerry Retzloff of Lone Star Beer, Tom Lobin of The Sailboat Shop, Pat Magee's Surf Shop and Murray's Marine for their support and helping us pull it off again!

#### Darin' Darlings Regatta and Second Annual Ice Cream Crank-off

Fleet 407, Division 6 Lake Conroe, Texas August 21-22, 1982 by: Carol Schmitz and Cindy Griffin

The third annual Darin' Darlings Regatta (Fleet 407's women only regatta) kind of took place on August 21-22 at Lake Conroe. There were six sets of darlings. Sham tried to crew with her "Darling" Lehigh, but even though he was

### **FLEET NEWS**

well disguised, the race committee saw straight through it! But not before Mark Mayo had asked her (or was it him?) for a date.

The first races were a no-wind situation, with Cathy Weaver and her crew, Peggy Scott, jockeying with Sham and Beth Whitney for last place. After several helpful hints from the race committee, the races were underway. Laura Smith and Nancy Bateman seemed to have little motors on their boat and managed to finish first place every time on their Hobie 18. Slow down, you guys! Cindy Griffin and sister-in-law Sharon Griffin battled with Pat Teske and Rachel Feist for first place, but Cindy managed to edge ahead. The third race was cancelled due to a lack of wind ... which immediately picked up to a steady five to 10 mph so the men could fly hulls and have beer races to and from the dam. (Can't keep the guys from their toys!) Rick and Todd Morrison held their own regatta with Todd's new radio controlled sailboat, using swimmers' heads as the marks. Personally, we think this is an excellent idea. We could get a little fleet of these boats together and have the best of both worlds, being able to sail while sitting on the shore drinking beer in the shade. Anyone interested?

The second annual Ice Cream Crank-off was held on Saturday evening, following the last race. Four terrific secret recipes were entered in the contest. Everyone thoroughly enjoyed tasting and devouring the cold ice cream after the long, hot, slow races.

Don and Joyce Flyckt cranked out their private recipe, adding a strange unknown liquid during the last 25 cranks. It turned out to be a scrumptuous orange ice cream. They never told what the unknown ingredient was. Roger Nouveau'ne and Cathy Weaver entered a delicious homemade vanilla ice cream with pecans and bananas mixed in. Unfortunately, the heat got to their ice cream in a hurry! Pat Teske and Cindy Griffin entered a new variety of last year's winning sherbet. This year it was strawberry placed in the running. Finally, last but not least, Marilyn and O.J. Armstrong came through with the most alcoholic ice cream. It turned out to be the winner. This is the recipe: Vanilla ice cream (homemade is best), sprinkle of Hershey cocoa, dash of Meyer's Rum. O.J. kept saying something about it being the total concept when eating the ice cream, but the whole gang agreed (and there was quite a gang) after a loud applause voting, that the rum was the major ingredient that won the prize! The couple will receive the "Spoon" trophy at the up and coming Christmas party.

On the second day of races, Mary Beth Cornelius and crew Carol LaCroix put on a brilliant display of sailorship and finished second place overall. Nicely done, ladies! Pat Teske probably wanted to hit Gerri Ewing, who was playing in his S-2 monohull and stole all of her wind with his nasty spinnaker. Sue ended up taking third place overall. Trudy and Joyce Flyckt took fifth place overall and Trudy and Susie Ewing took sixth place overall. Trudy Ulrich certainly gets around on those boats. All in all, the races were really a lot of fun. The trophies, made by Pat Teske, Rachel Feist and Jerry Hall, were great. Everyone got one, and that was even better!



#### Division 8

#### Women's Race

Fleet 5, Division 8 Clearwater, Florida August 1, 1982 Taken from Fleet 5 Newsletter

Unlike most summer races, the Women's Race was blessed with good winds. The women took full advantage of them. Both A and B fleeters were double trapping and no one capsized, not even Linda (Daredevil) Bowerfind! In fact, Linda Bowerfind and Paula Raditch deserve the Blow-em-Away award for four bullets in 16A, but they didn't corner the market, because Shelly Hood and Mother Marilyn cleaned 16B with three firsts and Shirley Kaufhold walked off with three firsts in the 14s. Don't underestimate the competition; there were some close races and the scores reflect it.

The day was not without incident. Skee and Merrick would like to acknowledge certain Special Recognition Awards to Jan Thompson and Sandy Baker for their creativity in sailing downwind with the top of the jib batten tied to the shroud, to Barbie and Sue Weaverob for rounding C mark without a mast or sails, and to the Danner/Piper team for slippery hands and feet (next time, Betty, hook up so you won't have to swim while trapezing).

I would like to thank all the women who turned out for the race. Fleet 116 of Lakeland, Fleet 42 of Tampa, Fleet 449 of St. Pete and our own Fleet 5 were well represented. It is this type of support and sailing enthusiasm that makes the women's races the good fun they are.

The preparation and the race itself was a team effort. Trophies were stitched by crafty Marilyn Hood, Betty Piper, Janis Gallagher, Becky Danner, Sam Rector, Kelly Bowerfind and Bernie Bowerfind with frames handcrafted by Merrick Endres and Skee Danner. The flyer was designed by Janis Gallagher and Jack Bowerfind brought along the beer. Merrick and Skee were the race committee. Thanks to all of you and last, but not least, thanks to the men who stayed off the course!

#### Hobie Cat Poem Fleet 45, Division 8

Cocoa, Florida by Marlene Sassaman

It's been two years now since I bought that boat

And after a night on the town I discovered it would float,

As we rounded A mark, the sterns did bog down,

Obscenities were spoken, since I left the plugs on the ground.

At my first meeting I giggled and joked, As the commodore spoke and pointed and poked

At the pictures he drew on the board with his chalk,

I wanted to sail, not hear all this talk. When the next day came, I was out on the lake

Just me on my 18, I didn't know what was at stake

My life sure did change, for the better, you'll see

Cuz I learned about sailing and what it takes to succeed.

When I advanced to the river for a threemile race.

Alone on my 18, I failed to keep pace. When a puff blew me over I knew I'd be

But flipping I discovered can be a real blast.

When rescue arrived, on a screaming 16, A suntanned young man came out of my dream

It didn't take long to get the boat upright, And we sailed into the sunset, on into the night.

Our life as a team began this new day, Striving to improve in our own special way.

We made a firm pact to switch off our roles.

And how it pays off, soon will be told. Our wall's filled with trophies and pictures and plaques,

And we constantly talk of improving our

### **FLEET NEWS**

tacks.

Though our chances for points are weakened, it's true,

There's much to be learned when you skipper and crew.

The laughter and joy, the frustration and tears,

Just make us both stronger as we strive to improve.

Through the roughest of waters and days with no wind,

We'll go hand in hand, whether we lose or win.

And not a day does go by, that I look to the sky,

And wonder about what the weather will be;

So I can plan a day full of fun in the sun, For Danny, my lover, our Hobie and me.

### Division 9

### The Fifth Annual Virginia Beach Points Regatta

Fleet 32, Division 9 Virginia Beach, Virginia May 22-23, 1982 by: Bob Taylor

Although threatening weather forecasts kept some away, 58 boats turned out May 22-23 for the Fifth Annual Virginia Beach Points Regatta. Starting just three days after the end of the Worrell 1000, it was the perfect way to cap off an exciting week of sailing.

The event was sponsored this year by WNOR-FM99. It simply would not have been possible without them, or the many volunteers who donated their time and effort. Thanks to Mike Worrell for providing us with excellent communications (via Motorola) and a top-notch race committee that included Phil Stewart, Bill Streeter and Mike's wife Betsy. Thanks also to Dave Nelson for a fantastic job as Beach Captain; to Dave Hangen for his help in setting up the reception at the Dome; to Carter and Ellen Sinclair for producing the T-shirts and putting the trophies together; to Patty Dulka and Judi Hangen for a smooth registration; to John and Barbara Barrett for providing the computer scoring and to all the others who helped us with chase boats, committee boats, T-shirt sales, boat loading, etc. I hope I haven't forgotten anyone.

Out on the water, Mike's committee got in three good races before the thunder storm hit Saturday; not an easy task in the light, shifty winds that prevailed. Sunday brought fairer skies and a bit more wind for the final two races of the regatta.

Thanks again to all those who helped. We hope to see everyone back again next year.

### **Hobie Fun Day**

Fleet 175, Division 9 Lake Tillery, North Carolina July 11, 1982

Fleets 175, 83 and 92 staged their second in a series of Fun Days on July 11, 1982 at Lake Tillery, North Carolina. Thanks to the great turn-out by visiting fleets from Lake Wylie and Lake Norman, the Fun Day was most successful. Planned as an event to get area fleets together for fun, Hobie style, the program has exceeded all hopes. The format for the day was a Poker Hand Scavenger Hunt: Sail to five checkpoints and pick up a sealed card. The best five-card hand for the day wins.

Congratulations to Jimmy Reeves and Terrie Wright (Fleet 83), winners with a Royal Flush. Can you really see through the sealed envelopes, Jimmy?

After the race, skippers and crews participated in a Fleet 175-hosted cook-out and a great time was had by all.

Thanks go to Les and Joanne Sutcliffe of Boats for Sail in Charlotte and Whitton Distributors of Salisbury for the T-shirts, prizes and Michelob beer.

### Wrightsville Beach Ocean Regatta

Fleet 101, Division 9 Wrightsville Beach, North Carolina July 17-18, 1982 by: Rick Hersey

Wrightsville Beach Ocean Regatta was held by Fleet 101. They organized a team of hard working people to pull off one of the best regattas ever in Division 9.

With the permission of the City of Wrightsville Beach and Holiday Inn, Fleet 101 conducted the ultimate in Hobie regattas. We had an ocean side room at the Holiday Inn which doubled as a committee and protest room. It was very professional.

All participants were delighted with Michelob beer, which was donated by Jackson Beverage Company and met by many a smile.

Although bad weather persisted for one week before the regatta, the sun broke out just in time for a gorgeous beginning. The boats registered at this time were 143, a Division 9 record! The races on Saturday went off on schedule and we finished all three by 5:30 p.m.

The beer kept flowing and protests were handled with care. The fleet had a buffet dinner for the first 80 boats registered and charged a minimum fee for any extra meals. The dinner was a huge success due to the professional staff at the Holiday Inn. They also had an ice sculpture of a Hobie Cat for all to see. After everyone was full, they cleaned up and the band came in. All participants came to hear the band,

which was well received.

On Sunday a storm held up the start for an hour, but all went well after it blew over. After the races were over, scoring was done and trophies were given out at 5:30 p.m. All boats were packed up and all were on their way back home by 6:00 p.m.

After cleaning up the area and packing up, goodbyes were said to the best regatta ever. Fleet 101 does it again!

### First Annual Emerald Isle Ocean Regatta

Fleet 191, Division 9 Emerald Isle, North Carolina July 24-25, 1982

Hobie Fleet 191, of the Piedmont area in North Carolina, moved its headquarters 250 miles east (to Emerald Isle, NC) to host its First Annual Emerald Isle Ocean Regatta. Those sailors arriving early Friday afternoon were all grins as they took a look at the fierce Atlantic Ocean. Winds were 25 to 30 mph and seas were six to eight feet. Several skippers were frantically searching for heavy weather crews. However, by Saturday morning, the big guys had lost out to the light weight crews. The Atlantic was calm and winds were eight to 10. A total of 81 boats were rigged and ready to race.

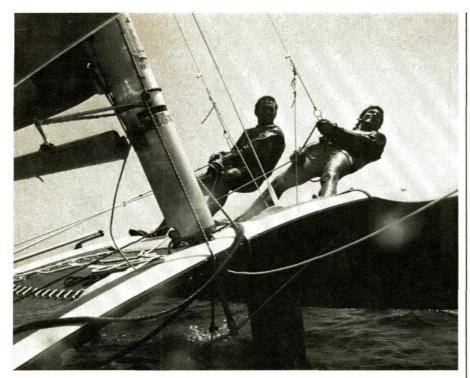
Because of a mechanical failure on the race committee boat and the threatening dark clouds that were moving in on the race course, only two races were completed on Saturday. Sailors headed back to the beach to those kegs of Stroh's Beer and The Islander Motel's swimming pool. Meanwhile, the race committee had given the Coast Guard a call for assistance, and they were enjoying a three-hour guided cruise back to the docks.

Sunday morning's race committee sat out on the course in luxury on a 48-foot charter boat, complete with an air-conditioned cabin. The sailors' biggest challenge of the day came as they left the beach and attempted to make it through the huge series of breakers with no wind. By the start of the fourth race, the winds increased to 15 mph to provide the sailors with ideal ocean racing conditions. (Of course, we won't mention those dark, black clouds that came right along with the wind!)

Despite those threatening clouds, good



### **FLEET NEWS**



weather held out for the door prize drawings and the awards presentations. Pewter tankards were presented to the top five skippers and crews in all 18 and 16 classes, the top two 14 skippers, and a 14 Turbo.

Hobie Fleet 191 would like to take this opportunity to thank its sponsors: Sailor's Haven of High Point, NC and Stroh's Beer-Bryan Distributors of New Bern, NC. A special thanks to Regatta Chairman Ken Keller, who did a super job with this first regatta. Fleet 191 would also like to thank Steve Hicks and the Islander Motel along with the Holiday Trav-L-Park for providing us with one of the finest race sites on the East Coast. Thanks to Fran Austin of Emerald Isle for encouraging the local businesses of Emerald Isle and Swannsboro to support this event. And finally, thanks to all of the Division 9 sailors who supported our first regatta by your attendance. Hope to see more of you next year at an even bigger and better Emerald Isle Ocean Regatta!!

### Midsummer Sizzler Regatta

Fleet 32, Division 9 Virginia Beach, Virginia July 31-August 1, 1982 by: Bob Taylor

When Fleet 32 decided to hold a points regatta at the end of July, everyone told us we wouldn't have any wind. We heard it so much, we halfway believed it, but we went ahead with plans for our Midsummer Sizzler anyway. The event was held at the Dam Neck military base, just 10 minutes away from Virginia Beach's resort strip and less than five minutes from two nearby campgrounds.

On Saturday morning, Mother Nature served up her standard fare of Fleet 32 weather: threatening skies and a terrible forecast. There was a little wind, however, out of the northwest. During the skippers' meeting, the Shore Patrol drove up to tell us the storm

warning had been upgraded from a one to a two, and that it only goes up to three. That prompted great curiosity about what the Abandon Race flag looks like. Everyone was determined to give it a go, however, and try to get in at least one race.

With the race committee poised for a noon start, we were hit with a 120-degree wind shift at 11:45 a.m. As we hurried to set the marks under the postponement flag, the winds, now coming from the east, continued to build, and so did the swells. When the 18s started, it was blowing about 20 mph with two to three-foot seas. By the time the last of the 16s had gotten off, the wind was up to about 25 mph with the swells now at three to four feet. At the finish, approximately 40 minutes later, the winds were now up to between 30 and 35 mph, with seas over six feet! The storm clouds were really moving in now, so all the boats were sent directly to the beach after finishing, as the chase boats scurried around helping out the stragglers.

After all the boats were safely ashore and we'd picked up the marks, Lee Queensberry treated the race committee to a sleigh ride back to shore. With the winds now at 35+ mph and the seas at six to eight feet, creating at the top, Lee surfed our Stiletto committee boat down the face of one wave after another, all the way to the safety of Rudee Inlet. What a trip home!

The next day brought us much lighter winds under continued overcast skies, but with less threat of rain. The first race started at 11:00 a.m. sharp in a five to 10 mph northerly breeze. At least the light winds gave everyone a chance to recover from Saturday's shroud-snapper. The second race started a little after noon in somewhat more consistent 10 to 12 mph winds. The sea-breeze finally kicked in about 1:15 p.m., just in time for the start of the third race. The wind speed picked up to between 15 and 20 mph from the northeast, making for a brisk ending to a wild weekend.

With the Division Championships only two weeks away, the last major points regatta of the

1982 season found many of the leaders in Virginia Beach fighting for points.

A big thanks to Phil Stewart, Bill Streeter, Lee Queensberry, Carter Sinclair, Judi Hangen, Dave Hangen, Patty Dulka, and Dave Nelson for all their help in making our first Midsummer Sizzler Regatta a big success. We're looking forward to an even better one next year.

### Division 16

### Race Training Week

Fleet 441, Division 16 Lake Couchiching, Canada June 26-July 2, 1982 by: Chris Walker

This year's Race Training Week was held during the week of June 26 at Geneva Park on Lake Couchiching, just outside Orillia. The purpose of Race Training is to teach the Hobie Cat sailor how to race his boat, right? Not necessarily. The purpose is to teach him how to sail and handle his boat effectively, and it happens that the best way to do that is by applying racing techniques and preparation to his present ability.

This year's guest expert was Phil Berman, author, storyteller and Hobie 14 World Champion. The facilities at Geneva Park were once again perfect, with all of the Hobie sailors housed in one building called the Wigwam, which was in fact our own personal cottage, complete with facilities for keeping the beer cold. The actual training course was run by the Ontario Sailing Association at their training center, a short walk away.

Each day began with a light workout (not mandatory) in the gym, followed by a hearty breakfast in the cafeteria. Afterward, down in the sailing center for a lecture on the morning's objectives on the water and then out on the boats for drills. At noon, a quick break for lunch and then back to the center for more drills or lectures. Some of the drills seemed tedious, but after several hundred tacks or jibes, we could all see ourselves improving. We practiced literally every technique required to race the boat: starts, mark rounding, tacking, jibing and even righting the boat. On the Wednesday of the course we had a chance to practice survival on the boat, with winds up to 30 mph plus. Each evening after dinner, while relaxing with a few beers, we were treated to lectures on tactics or rules or even just stories of world class competition.

By the end of the week we all felt like experts, so we decided to sail down the length of the lake to Tudhope Park for the regatta to be held that weekend. It was a perfect screaming reach, double trap, all the way down the lake and only took 20 minutes. We figured that we would all clean up that weekend.

Saturday and Sunday provided absolutely perfect conditions for drifting. We pulled our hair out. Anyway, Race Week was fabulous and if you haven't been before, sign up for next year now (it's already in the works). If you have been before, you will probably be going back. What better way to have a holiday than sailing, thinking about sailing and talking about sailing with a bunch of friends? I have signed up for year three and so have several others. We hope to see you there next year. For more information, please contact Steve Reid.

### **FLEET NEWS**

### First Annual Burlington Beach Burn Regatta

Fleet 441, Division 16 Burlington, Ontario, Canada July 17-18, 1982 by: Chris Walker

Fleet 441 was formed only one short year ago by a few enthusiastic Hobie sailors. During our first season, we had several fun days. Word spread quickly about our beautiful beach and ideal sailing conditions. During the cold winter months, we were asked to host—in fact, coerced into hosting—an Ontario Hobie Cat Association Points Regatta. A pretty tall order for a very small, new club.

The fleet executive took up the challenge, formed a regatta committee and began to make plans. Having attended several other regattas, we all knew things that we liked and things that we did not. We decided if we were going to do it at all, we would try to make it the best regatta of the year. We were faced with two major problems: finding a race chairman and a sponsor. We succeeded on both counts with Mike Vollmer of Vollmer Yacht Designs volunteering himself as chairman and Molsons Breweries offering sponsorship. Other than that, it was easy. All we had to do was scrounge everything from marks and flags to a committee boat.

Up at dawn Saturday morning, the race committee began making final preparations for arrival of the boats from out of town. Boats began arriving at 8:00 a.m. and by the 10:30 a.m. gun, we had 42 boats on the beach, ready to race. Unfortunately, racing was not in the cards for Saturday morning. We had to dodge several thunder storms. We finally got one race around with good wind and water conditions, if you ignore finishing the race in an absolute downpour.

Not letting this dampen our spirits, we partied on schedule with plenty of Molson product. As we served dinner, the sky cleared and the sun actually came out. Several fun prizes were awarded to sailors who had accomplished something worthy. For example, the McRaes neglected to bring the centerboards for their boat.

Also worthy of mention was the special presentation made to "Disco T" for his enthusiasm for the sport.

Sunday morning began with clear skies and winds offshore 15 to 20 mph. In these near perfect conditions, two races were held. We broke for lunch and then held one more, making a total of four, which allowed us one throw out. After hearing the inevitable protests, Molsons trophies were awarded three deep in all fleets which included 18A, 18B (first time), 16A, 16B and 14. I would also like to mention that both Jim Reid 18B and yours truly, Chris Walker 16B, moved up to A Fleet.

We learned a lot about hosting a regatta and are already beginning plans for next year. We have decided not to invite the rain. I would like to take this opportunity to thank the people and businesses involved with the regatta: Bob and Sandi Lloyd for use of their beautiful beachfront home for the party and Sandi's work with Molsons, the Houlahans for providing lunch, Molsons for their total involvement, Float and Flag, Duncan and Wright, Cedar Springs and Burlington Imports for fun prizes and support, Lundy's Marine for two crash boats, Phil and CO King for their new Aloha 27 as committee boat. Mr. Vollmer and his race committee (Sheena. John, Paul and Blair) need to be thanked and most importantly, all those who came out, raced and had fun. Personally, it was worth all the work to see all those boats lined up on our beach. I hope to see you all and more next year at the Second Annual Burlington Beach

Bum Regatta.

We'd also like to give a *big* thanks to the commodore's wife for all of her help in getting the whole thing underway.

### FOREIGN REPORT

### Marlboro Regatta

Fleet 179, International Division Hong Kong by: John Amoore

Everything was looking great; a fresh north easterly was blowing into Stanley Main Beach and enthusiastic regatta competitors were accumulating. The time was 9:00 a.m. and apprehensions were mounting as the steady wind forced a short chop into the area where we expected the Hobie ferry. The ferry? Great wind, two races to go for the day, and we all waited until 10:15. What a start. Some mumbled excuses from Andy (since departed) when he arrived about lack of petrol; however, no sympathies were forthcoming from the mob of highly tuned Hobie sailors. Arriving at the beach, Ray Walker made a quick summary of prevailing weather, declaring it too windy! Signs of dismay from heavy-weight Peter Reimann, who had imported his American crew, Ed Kindy, renowned New York Hobie 16 ability. There was some conjecture and finally the course was ordered, despite the threat of huge seas at the mouth of the bay. White-faced Amoore and boat boy Andy arrived back with declarations that there was no guarantee that the marks would be in the same place at the start of the race. Some were seen to make last-minute panic adjustments which included the inevitable Holder/Harnett highly scientific discussion on batten tensions. The fleet headed across the bay.

The start of race one was a meager two hours late, with the wind looking less threatening. However, it was a good start (as Fleet 179 starts go) on an unbiased line with boats opting for port or starboard. Some confusion reigned at the buoy end, which was subsequently resolved in an hour-long session in the Club House. Anyway, it was a fizzer (as far as wind goes) dropping off to light and variable halfway through the race. (So what else is new in Tai Tem Bay?)

The second race was very much like the first, with the wind looking a little more uncertain and a toss-up whether to head for shore or go off on a tangent and head out for the windward mark. Those who went down the middle—well, make up your minds. It's not a car in Hong Kong, it's a Hobie!

The series was wide open, with the 18s sorting themselves out fairly predictably. However, the 16s could be anybodies and the 14s looked mobile.

Race three Sunday (at least we're on schedule and on top of the tensions for the regatta) was the last race in the Dragon Boat Series. The wind was variable, in parts gusty, now every boat was competitive. Good sailing skills were demonstrated by the fleet rounding an occasional very gusty top mark. The 18s showed obvious boat speed for the tight reach wing with Walker/Lees Holder/Harnett clearing the way. The finish was interesting, at least the last 200 gusty meters.

The fourth and final race, the wind abating



### eet new

for lunch, however and the afternoon breeze looked ominous. Stueber didn't think so, the light crew was called, however, on the line it was a different story; all classes wide open and the strain could be sensed. There were a few strange sights, like Amoore/Heidi Lai capsizing three minutes before the start purported to be pathetic attempt to get a front page splurge on the SCMP, rank outsiders were hustling the line however the right way was down the middle this time but most bedraggled themselves against the coast. The wind freshened and the last legs became critical.

This regatta went down well and it is evident that the so-called boys at the top had better starts looking over their shoulders. They're all there as evidenced by a few I can think of: Reimann/ Lorrain McLoid stuck with it, and now in the A Fleet and nine out of 10 first out of the gate. Mike Hill and daughter Leonie show occasioned

flashes of speed you wouldn't believe and as a newcomer to sailing is highly competitive and will no doubt be right amongst it shortly. Angela's impressive style in the 14 as was seen on numerous occasions carving the 18 and 16 feet is of course a constant reminder that no position is certain. In fact, there is a deserved mention for all: six 18s, 26 16s and three 14s turning out. That's impressive!

1982 TODOS SANTOS REGATTA FLEET #4, DIVISION #2

Keep doing it on a Hobie!

Schott, Ron Conner, Jeff Montoya, Rick Rogers, John Perlmutter, Jeff Twelves, Steve

83

18. Perlmutter, Jeff
19. Twelves, Steve
20. Wilson, Howard
21. Racz, Joseph
22. Ericsson, Bob
23. Brulee, Rudy
24. Krall, Bill
25. Muszynski, Jerry
26. Flood, Donn
27. Benson, Bill
28. Grimaud, Andy
29. Cook, John
30. Cochran, Joe
31. Herzog, David
32. Williams, Bart
32. Williams, Bart
32. Williams, Bart

### DECLIETE

### Division 2

1982 WOFFORD HEIGHTS REGATTA FLEET #167, DIVISION #2 LAKE ISABELLA, CALIFORNIA JULY 24 - 25, 1982

POINTS

POINTS

HOBIE 18A

1.	Myrter, Steve	1	1/2
2.	Poitras, Rob	5	
3.	Poitras, Rob Aucreman, Corky Pnic, Tom	5	
4.	Pnic, Tom Lindley, Ted Brown, Chuck	10	
5.	Lindley, Ted	11	
		18	
8.	Brown, Roger	19	
9.	Munsey, George	20	
10.	Munsey, George Churchill, Dave	22	
11.	Ruiz, Rick Timm, Steve	23	
12.	Timm, Steve	24	
14.	Crocker, Dave	27	
15.	May, Richard Crocker, Dave Woods, Wayne	29	
	HOBIE 18B	POIN	ITS
1.	Wells, Jim Mark, Robert	6	
2.	Mark, Robert	6	3/4
3.	Wooding, Bill	7	3/4
4.	Walter, Glenn	8	
5.	DeLong, Tom	9	
6.	Walter, Glenn DeLong, Tom Covey, Ken	11	
7.	Huebner, Paul	12	
R	Alden, Steve	15	
9.	Samson, Marc Bertik, Bab	16	
10.	Bertik, Bab	18	
11.	Dall, Jim	23	
12	Harric Tim	26	
13.	Cline, Brad	27	
14.	Eby, Shea Myrann, Bob	28 30	

HOBIE 16A	POIN	TS
Seaman, Bob	1	1/2
McCormick, Pat	13	
Oltmans, Don	13	
Ganbwey, Marv	14	
Porter, Pat	19	
Alter, Jeff	20	
Shafer, Wayne	22	
Casher, Jeff	22	
Howard, Ray	24	
Liberatore, Alan	30	
Hicks, George	30	
Christensen, K.	30	
Williams, S.	31	
Warrum, Noble	31	
Materna, Tom	32	
Hauser, John	32	
Egusa, Alan	32	
Harris, John	35	
Pocin, John	35	
Krueger, Dave	35	
Bose, Len	35	
Calder, Kathleen	40	
Wagniere, Ron	45	
DeLave, Dan	46	
Hernandez, Phil	46	
MacDonald, Scott	48	
Dockstader, Lee	51	
Tilley, James	51	
King, John	56	
Poitras, Lou	57	
	Seaman, Bob Walsh, Geoffrey McCornick, Pat Oltmans, Don Ganbwey, Marv Porter, Pat Alter, Jeff Shafer, Wayne Casher, Jeff Howard, Ray Liberatore, Alan Hicks, George Christensen, K. Williams, S. Warrum, Noble Materna, Tom Hauser, John Egusa, Alan Harris, John Krueger, Dave Bose, Len Calder, Kathleer Wagniere, Ron DeLave, Dan Hernandez, Phil MacDonald, Scott Dockstader, Lee	

HORTE 164

31.	Poitras, Lou	57	
	HOBIE 16B	POIN	ITS
1.	Winkler, Udo	6	
2.	Rogers, Terry	7	
3.	Howard, Jim	9	3/4
4.	Agre, Larry	10	
5.	Hernandez, Craig	11	3/4
		12	
	Stordahl, Dean	13	
8.	Moe, Carter	15	
9.	Hammond, Marshall	17	
10.	Carlson, Al	20	
11.	Elenz, Jonathan	22	
		25	
	Butler, Randy	25	
	High, Charles		
	Ware, John	30	

L	<u> </u>	1	<u> </u>
16. 17. 18. 19. 20. 21. 22. 23. 24.	Tervort, Harold King, William Teeters, Charles Newsome, Jeffrey Rendler, Bill Phendler, Dennis Corell, Darrell Johnson, Chuck Doyle, Lloyd Edward, Gary	31 34 37 40 42 44 45 50	
	HOBIE 16C	POI	NTS
1 2 3 4 7 8 9 10 112 123 14 15 16 17 18 19 20 21 22 27	Ensor, Mark Winterhalter, M. Pattern, Pat Olson, Mike Spraker, S. C. Hall, Herb McGowan, Bob Chaney, Bill Burge, Guy Conner, Jeff Rauch, Harry Lockwood, Pete Price, Bruce Bronson, Fred Olson, Tim Rodberg, Jon Alkema, Gary Harker, Jim Krall, William Bowles, Dennis Ase, Don Hundley Spencer, Gary Harris, Richard Stark, Dan Christopher, T. Miller, Alan HOBIE 16 Novice	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 22 27 27 27 27	3/4
1.	HOBIE 16 Novice	POIN 6	NTS
2.	Elder, Mike Braught, Don	8	
4.	Prusa, Jeff Hooker, Mike	10	3/4
6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Lobre, Frank Elder, Mike Braught, Don Prusa, Jeff Hooker, Mike Selzam, Dave Blanchetta, Mike DelHino, Carl Wheeler, Faul Smith, Brian Danforth, Gene Hallier, Buzz Middleworthy, R. Harlow, Jeff Derubertis, Mike Dermer, Bill Bevavae, Chuck Chadwick, John	11 13 15 20 21 25 27 30 36 36 36	3/4
	HODIE 14	FOL	410
1. 2. 3. 4.	Fields, Bruce Hillard, Cliff Kovacs, Karen Eggen, Armon	1 4 7 7	1/2
	HOBIE 14 Turbo	POIN	
1. 2. 3. 4.	Johnson, Ron Pratt, Rod Woods, Dennis Brooks, Henry	1 4 6 8	1/2

1982 DIVISION II HOBIE 16 FLEET #3, DIVISION #2 LONG BEACH, CALIFORNIA JULY 31 - AUGUST 1, 1982

POINTS

37 38

HOBIE 16A

Materna, Tom Hauser, John Mihoky, Doug Heath, Frank Chris & Keith

Alter, Jeff Mulvey, Doug Ketterman, Dan

9. Egusa, Alan 10. Myrter, Steve

11.	Porter, Patrick	53	
13.	Douglas, David	53	
14.	Leo, Steve	55	
16.	Walsh, Geoff	69	
17.	Montague, Mike	70	
19.	Warrum, Noble	70	
20.	Gantsweg, Marvin	71	
22.	McGraw, Jock	78	
23.	Shimabukur, Ken	80	
25.	Poncin, John	91	
26.	Dockstader, Lee Boschma, Brian	93	
28.	Folgner, George	95	
29.	Stagg, Andy Hernandez, Phil	96	
31.	Martin, Gary	98	
33.	McNamara, Rex	103	
34.	Liberatore, A.	115	
36.	McCormick, Pat	121	
37.	Shibata, Daryl	123	
39.	Porter, Patrick Schafer, Wayne Douglas, David Leo, Steve Crider, Don Walsh, Geoff Montague, Mike Myrter, William Warrum, Noble Gantsweg, Marvin Howard Ray McGraw, Jock Shimabukur, Ken Perrin, Rob Poncin, John Dookstader, Lee Boschma, Brian Folgner, George Stagg, Andy Hernandez, Phil Martin, Gary Christensen, T. McNamara, Rex Liberatore, A. Ziclkowski, J. McCormick, Pat Shibata, Daryl Wagniere, Ron Oltmans, Don Olson, Jami Delave, Dan Casher, Jeff Fogerty, Fred Jeavons, Rob King, John Whalen, Mike Winkler, Udo Howard, Jim Rathbun, Pat Tilley, Jim Calder, Kathy Parizeau, Paul Reese, Ed MacDonald, Scot Weaver, Greg	131	
40.	Olson, Jami	135	
42.	Casher, Jeff	144	
43.	Fogerty, Fred	147	
45.	King, John	156	
46.	Whalen, Mike	160	
48.	Howard, Jim	165	
49.	Rathbun, Pat	172	
51.	Calder, Kathy	179	
52.	Parizeau, Paul	185	
54.	MacDonald, Scot	195	
55.	Weaver, Greg	202	
57.	Shields, Jon	208	
58.	Thomas, Bob	212	
	B	212	
59.	Rose, Ben Vandervort, G.	214	
59. 60. 61.	Rose, Ben Vandervort, G. Trafford, Chuck	214 229 241	
	weaver, Greg Nichols, Scott Shields, Jon Thomas, Bob Rose, Ben Vandervort, G. Trafford, Chuck HOBIE 16B	POIN	NTS
	HOBIE 16B	POIN	NTS 1/2
	HOBIE 16B	POIN	1/2 3/4
	HOBIE 16B	POIN	1/2 3/4
	HOBIE 16B	POIN	1/2 3/4
	HOBIE 16B	POIN	NTS 1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8.	HOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott	7 13 15 20 24 24 28 32	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8.	HOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott	7 13 15 20 24 24 28 32	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8.	HOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott	7 13 15 20 24 24 28 32	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8.	HOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott	7 13 15 20 24 24 28 32	NTS 1/2 3/4 3/4
1. 2. 3. 4. 5. 6. 7. 8.	HOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott	7 13 15 20 24 24 28 32	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell	7 13 15 20 24 24 28 32 35 36 40 46 47 49 54 56	1/2 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Pillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom	POIN 7 13 15 20 24 28 32 35 36 40 46 47 49 49 54 65 66 65 66 68 68 88 89 96	1/2 3/4 3/4 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 19. 20. 22. 23. 24. 25. 26.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Pillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom	7 13 15 20 24 28 32 35 40 46 47 49 54 65 64 68 83 85 99 96	1/2 3/4 3/4 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 17. 18. 19. 22. 22. 22. 22. 22. 22. 22. 22. 22. 2	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Forgrave, John Fields, Bruce Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Fillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C Gifford, Kent Walker, Jr., M.	7 13 15 20 24 28 32 32 33 40 40 47 49 54 65 64 68 76 68 76 88 99 96	1/2 3/4 3/4 3/4 3/4 1/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 220. 223. 224. 225. 226.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Forgrave, John Fields, Bruce Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Fillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C Gifford, Kent Walker, Jr., M.	7 13 15 20 24 28 32 32 33 36 40 47 49 49 55 64 65 66 65 66 67 67 67 67 67 67 67 67 67 67 67 67	1/2 3/4 3/4 3/4
1. 2. 3. 4. 4. 5. 6. 7. 8. 9. 1. 12. 11. 11. 11. 11. 11. 11. 11. 11.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Fillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette	7 13 15 20 24 24 23 35 36 40 46 47 49 54 65 64 68 68 68 88 99 6 88 99 6	1/2 3/4 3/4 3/4 3/4 3/4 3/4
1. 2. 3. 4. 5. 6. 6. 7. 11. 12. 13. 14. 115. 117. 118. 119. 221. 222. 223. 244. 255. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6.	BOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Frilman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C  Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette Smith, Dean	7 13 15 20 24 24 23 35 36 40 46 47 49 54 65 64 68 68 68 88 99 6 88 99 6	1/2 3/4 3/4 3/4 3/4 3/4 3/4
123455667889112131451121222122222425526	BOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Filman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C  Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette Smith, Dean Drake, John Young, Ed	POIN 7 13 150 244 248 232 336 400 447 499 556 64 65 668 763 885 899 90 IN 5 133 182 232 333 4	1/2 3/4 3/4 3/4 3/4 3/4 3/4
1. 2. 3. 4. 4. 5. 6. 7. 8. 9. 9. 11. 22. 23. 22. 23. 225. 26. 1. 2. 3. 4. 5. 6. 6. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Pillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette Smith, Dean Drake, John Young, Ed Searles, Hobie	POIN 7 13 15 20 24 24 22 32 35 64 40 46 76 58 89 96  POIN 5 13 13 12 22 33 34 37	1/2 3/4 3/4 3/4 3/4 3/4 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 112. 122. 224. 225. 6. 7. 8. 9. 10. 11. 12. 12. 12. 12. 12. 12. 12. 12. 12	BOBIE 16B Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Pillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette Smith, Dean Drake, John Young, Ed Searles, Hobie Hopkins, Mike Hall, Herb	POIN 7 13 15 20 24 28 32 33 36 40 47 47 45 66 67 67 67 83 85 96 67 13 11 18 22 23 33 34 37 39 39	1/2 3/4 3/4 3/4 3/4 3/4 3/4
1. 2. 3. 4. 4. 5. 6. 7. 8. 9. 9. 11. 22. 23. 22. 23. 225. 26. 1. 2. 3. 4. 5. 6. 6. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	BOBIE 16B  Burton, Chris Chee, Mike Forgrave, John Fields, Bruce Rendler, Billy Petti, Paul Barbarika, Harry Dixon, Scott Ward, David Carlson, Al Buchana, Rick Weismann, Ray King, William Hammond, Marshal Feher, Ken Corell, Darrell Moe, Carter Harper, Fran Pillman, David Newsome, Jeff Booth, Wally Lewis, Bill Grimes, Ed Stordahl, Dean Johnson, Chuck Patterson, Tom HOBIE 16C  Gifford, Kent Walker, Jr., M. Orr, Leisha Bullock, Fred High, Bette Smith, Dean Drake, John Young, Ed Searles, Hobie Hopkins, Mike	POIN 7 13 15 20 24 4 28 22 33 36 40 447 49 49 56 64 65 56 68 76 38 85 89 6 POIN 5 3 13 12 2 3 2 3 3 3 4 3 7 9	1/2 3/4 3/4 3/4 3/4 3/4 3/4

31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42.	Herzog, David Williams, Bart Proiette, Perry Onderwyzer, S. Doubleday, J. Ward, Tom Blanchette, M. Simons, Larry Willey, Rod Reese, Hawk Olson, Tim Moore, Vicki Johnson, Eric Pattern, Pat	118 120 127 129 136 138 140 154 170 171 172 176	
_	2 DIVISION II HOE ET #166, DIVISION ANSIDE, CALIFORNI UST 7 - 8, 1982		
	HOBIE 18A	POIN	VIS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24.	Myrrer, Steve Veneman, Chris Steele, Nick Thomas, Bob Timm, Steve Brown, Chuck Aucreman, Corky Ruiz, Rick Myrter, Bill Kimball, Jim Grimshaw, Steve Lindley, Ted Egusa, Alan Porter, Patrick Mubley, Doug Brown, Roger Parizeau, Dave Wright, Craig Biakanja, Krist Halloran, Ed Erway, Brian Lewis, Jim Wells, Jim HOBIE 18B	5 6 9 16 12 3 26 36 39 39 41 42 43 45 51 75 77 77 82	1/2 1/2 3/4
	HOBIE 18B	POIN	ITS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Mande, Wayne Mande, Wayne McKee, Ron Drake, Steve Furtado, Victor Delong, Tom Eggen, Randel Rudman, Bruce Huebner, Paul Young, Guy Haket, Ferdinand Hershfeud, John	3 4 9 11 12 15 15 20 20 24 33 33	3/4
	HOBIE 18C	POIN	VTS
1. 2. 3. 4. 5. 6. 7. 8. 9.	Mark, Robert Harding, Jerry Beck, Tom Bernard, Richard Wickens, Perry Sisco, Jerry Anderson, Andy Graham, Gene Vandenberg, Ray Foss, Gene Jamison, Mike Walker, Bob	2 6 11 11 12 13 13 21 26 28 31	1/4 3/4

MEXICO AUGUST 13 - 15, 1982 POINTS HOBIE 18A 1. Thomas, B. 2. Myrter, S. 3. Carpenter 4. Lindley, T. 5. Munsey, G. 6. Rafuse, S. Brown, R. Aucreman, C. 19 21 27 28 29 31 9. Aucreman, 6 9. Kimball, J 10. Biakanja, 1 11. Brown, C. 12. Brown, R. 13. Hurwitz, S 14. Ruiz, Ri. HOBIE 18B POINTS 1. Mark. R.
2. Furtado, T.
3. McKee, R.
4. Mande, W.
5. Samson, M.
6. Schirm, B.
7. McCurry, C.
8. Anderson, A.
9. Atkeson, E.
10. Ritenour, F.
11. O'Brien, B.
12. Kaplan, D. 12. Kaplan, D. 13. Hershfeld 42 14. Jamison, M. 15. Wood, T. 16. DeBolt, B. 16. Heyer, L. 16. Parks, D. 44 45 54 54 HOBIE 16A POINTS Mihoky, D. Leo, S. Oltman, D. 3/4 3. Oltman, D.
4. Miller, M.
5. Christensen
6. Douglas, D.
7. Dockstader
8. Martin, G.
9. Fogerty, F.
10. Hernandez 11. Brown, G. 12. Christensen 12. Christensen
13. Weaver, G.
14. Liveratore
15. Greer, B.
16. Bose, L.
17. McNamara, R.
18. Hernandez
19. Howard, J.
20. Trafford, S.
21. Vandervort 34 37 38 42 44 44 51 58 21. Vandervort 22. Burton, C. 23. Off, B. 24. Shields, J. 61 67 72 HOBIE 16B POINTS 1. Hutton, K.
2. Jeavons, R.
3. Farguhar, N.
4. Forgrave, J.
5. Newsome, J.
6. Hernandez
7. McCall, K.
8. Tisch, M.
9. Johnson, W.
10. Chee, M.
11. Pillman, D.
12. Shimabukur Shimabukur Shimabukur Hicks, G. Tilger. B. Corell, D. Wheaton, W. Buchanan, R. Nash, W. Rendler, B. Grimes, J. Grimes, E. Galchrist Niggli, M.

24.	Sica, G. High, C. Hammond, M. Butts, F. Shibley, B. Moore, B. Feher, K. Patterson Poulos, R. Veneman, A.	74 77 77	
26.	Hammond, M.	77	
28.	Shibley, B.	82	
30.	Feher, K.	99	
30.	Patterson Poulos, R.	99	
30.	Veneman, A.	99	
	HOBIE 16C	POIN	_
1.	Day, R. Hall, H.	9	3/4
3.	Wolcott, P. Luckey, O.	12	
5.	Weaver, S.	19	1/2
7.	Herzog, D.	23 23 25	3/4
9.	Norton, J.	25	,,,
11.	McFadden, T.	34	
13.	Carpenter	36	
14.	Fujimoto, C. Navarro, A.	39	
16.	Bloomer, T. Nicolle, P.	42	
18.	Jernigan, C.	49	
20.	Pain, R.	54	
22.	Perkins, R.	61	
23.	Fricke, D. Dyer, J.	70	
25.	Paulson, E. Pasterkiew	72	
27.	Aspray, R.	95	
29.	Harscheid	100	
31.	Velasquez	103	
33.	Hutchins, T.	111	
34.	Benson, B. Ramirez, R.	112	
36.	Ward, T. Weaver, D.	116	
38.	Popoff, M.	118	
40.	Von Leden	127	
42.	Beeler, T.	130	
44.	Donesley, D.	150	
44.	Ingram, J. Nasser, B.	150	
44.	Schilling Soto, R.	150	
44.	Day, R. Hall, H. Wolcott, P. Luckey, O. Keaver, S. Munsey, H. Herrog, D. Hess, G. Norton, J. Ericcson, B. Kreaden, T. Elder, M. Carpenter Fujimoto, C. Navarro, A. Bloomer, T. Nicolle, P. Jernigan, C. Blackwell Perkins, R. Prestridge Perkins, R. Pricke, D. Pyer, J. Paulson, E. Pasterkiew Aspray, R. Leyen, T. Harscheid Miller, S. Velasquez Foster, D. Hutchins, T. Benson, B. Ramirez, R. Ward, T. Ward, T. Ward, T. Ward, T. Von Leden VanAssche Beeler, T. Conesley, Ingram, J. Nasser, B. Schilling Soto, R. Twardy, R. Uber, B.	150 150	
		POIN	TS
1.	Vogt, M.	2	1/4
3.	Vogt, M. Muto, K. Aparicio, D.	9	3/4
5.	Whitney, G. Cook, J.	11	
6.	Rossetti, M. Gilb. S.	11 17 19 24	
8.	Sanchez, S.	24	
10.	Aparicio, D. Whitney, G. Cook, J. Rossetti, M. Gilb, S. Sanchez, S. Coate, S. Carmichael Aubain, J. Jordan, K.	26	
12.	Aubain, J. Jordan, K. Carlson, J.	27	
13.	Carlson, J. Jernigan, D.	34	
15.	Jernigan, D. Morris, J. Olson, J. Collins, M. Twomey, T. Frncis, B. Tegardine Encoe, J. Nash, K. Otis, M.	52 72	
17.	Collins, M. Twomev. T	74	
19.	Frncis, B.	75 76	
21.	Encoe, J.	90	
21.	Nash, K. Otis, M.	90	
21.	Prior, A. Rudnick, M.	90	
21.	Otis, M. Prior, A. Rudnick, M. Schisler, J. Stires, J.	90	
21.	Willey, R. Wilson, H. Zanchetta	90	
		90	
1	Fields, B.	POIN'	1/4
2.	Deschamps	4	3/4
4.	Hilliard, C. Blount, D.	9	
5.	Eggen, A.	13	
6.	Blount, D. Colp, T. Eggen, A. Roberts, J. Stevens, N.	17 25 27	
6. 7. 8.	Donesley, P.		PC
9.	HOBIE 14 Turbo	FOIN.	10
1.	HOBIE 14 Turbo Brooks, H. Stries, J.	1	1/2

HOBIE 14A

1. Christensen, K. 5 1/2

POINTS

RESULTS			
2. Veneman, Chris 8 3/4 3. Fields. Bruce 12 1/2	HOBIE 16C	POI	NTS
2. Veneman, Chris 8 3/4 3. Fields, Bruce 12 1/2 4. Linn, Jack 16 5. Sherrifff, Burt 19 6. Olson, Jami 22 7. Blount, Dick 25 8. Bush, Marty 26 9. Deschamps, Paul 27 10. Legge, Jim 30 11. Hilliard, Cliff 44 12. Lantz, Dick 46 13. Gantsweg, Marv 46 HOBIE 14B POINTS 1. Lantz, Jim 3 2. McNamara, Rex 6 3/4 3. Roberts, Joseph 11 HOBIE 14 Turbo POINTS 1. Brooks, Henry 3 2. Woods, Dennis 8  Division 3  'ROUND TREASURE ISLAND REG FLEET #87, DIVISION #3 ALAMEDA, CALIFORNIA JULY 17 - 18, 1982	1. Jones, Tom 2. Paterson, Bob	19	1/2 3/4
7. Blount, Dick 25 8. Bush, Marty 26	4. Bozarth, Ray 5. Elliott, Mark	24 25	
10. Legge, Jim 30 11. Hilliard, Cliff 44	6. Anderson, David 7. Rutledge, Robb 8. Tarr. Steve	31 31 31	
12. Lantz, Dick 46 13. Gantsweg, Marv 46	9. Hatfield, Chris 10. Brown, Russ	33	1/2
HOBIE 14B POINTS	12. Eustace, Bob 13. Sheets, Cheri	41 44	
2. McNamara, Rex 6 3/4 3. Roberts, Joseph 11	14. Cronin, Bob 15. Houx, Neal 16. Jessup, Mark	44 45 46	.8
HOBIE 14 Turbo POINTS	17. Kopcynski, Joe 18. Fisher, Hank	51	
1. Brooks, Henry 3 2. Woods, Dennis 8	20. Gilmore, Don 21. Hill, Jack	53 56	
District 0	22. Wagenfohr, Carl 23. Weber, Bill 24. Douglass, Jim	64 65	
Division 3	25. Bowen, Walter 26. Brougher, Randy	68 76	
'ROUND TREASURE ISLAND REG FLEET #87, DIVISION #3	28. Ellingson, Erry 29. Goddard, Gordon	90 92	
ALAMEDA, CALIFORNIA JULY 17 - 18, 1982	30. Holmes, R. 30. Siewert, Mike 30. Welch, Mike	96 96 96	
### AUTOM   AUTOM   AUTOM    ### AUTOM    #### AUTOM    ##### AUTOM    ###################################	HOBIE 16 Novice	POIN	ITS
1. Timms, Allan 5 1/2	1. Aiton, Mark 2. Rhodes, Rocky 3. Ueker, Jim 4. Harris, Roger 5. Roncancio, Chuck 6. Elliott, Roon 7. Martinez, F.	3	3/4
3. Austin, Dave 8 3/4 4. Dousman, Steve 12	4. Harris, Roger 5. Roncancio, Chuck	8	
5. Orsi, Ni 19 6. Chaney, Vic 20 7. Rayfuse, Mike 24	6. Elliott, Ron 7. Martinez, F.	13	
8. Cary, Steve 24 9. Jeffries, Kirk 30	HOBIE 14A	POIN	ITS
11. Probst, Tony 30 12. Yahalom, Rafic 34	2. Kitowski, Ron 3. Neathery, Roger	8 8	3/4 3/4
13. Coddington, Jim 34 14. Riddle, Drew 39 15. Skvarla, Mark 39	4. Gross, Randy 5. Crema, Alica 6. Dillow, John	11 14 15	
HOBIE 18B POINTS	1. Nelson, Steve 2. Kitowski, Ron 3. Neathery, Roger 4. Gross, Randy 5. Crema, Alica 6. Dillow, John 7. McFarlane, Jack 7. Britt, Mike	22 22	
1. Jesse, Michael 4 1/2 2. DeBooy, John 7 3. Giguere, David 7 4. Villa, Mike 10 3/4 5. Haag, Steve 14 3/4 6. Dias, Vern 14 3/4 7. Boyce, Robert 15 8. Wagner, Lloyd 19 9. Hicks, Rob 31 10. Neister, Raymond 31	HOBIE 14B	POTA	PC
4. Villa, Mike 10 3/4 5. Haag, Steve 14	1. Darrow, Lee 2. Wynne, Joe 3. Christenson, D.	7 8	1/2
6. Dias, Vern 14 3/4 7. Boyce, Robert 15 8. Wagner, Lloyd 19			
9. Hicks, Rob 31 10. Neister, Raymond 31 11. Rauschkolb, John 32	MILE HIGH REGATTA FLEET #62, DIVISION HUNTINGTON LAKE, CAL AUGUST 14 - 15, 1982	#3 TEOD	NITA
HOBIE 16A POINTS	AUGUST 14 - 15, 1982		
1. Porter, Patrick 4 1/2 2. Tobie, Paul 11 3. Clacher, Dave 17	HOBIE 18A	POIN	TS
3. Clacher, Dave 17 4. Schulthess, John 29 5. Schneider, Robt 30	1. Faxon, Rob 2. Crocker, Dave 3. Gabbard, Dan 4. Woods, Wayne 5. Poitras, Lou	7	1/2 3/4
4. Schulthess, John 29 5. Schneider, Robt 30 6. Hoffman, Howard 30 7. Matthews, Wyatt 31 8. Thomson, John 33	4. Woods, Wayne 5. Poitras, Lou	11	3/4
9. Montague, Mike 33	7. Yahalom, Rati 8. Riddle, Drew	14 15 22	
10. Lowe, Rick 34 11. Duoos, Dick 37 12. Cole, Douglas 37 13. McFarren, Rich 41 14. Putledge, Morran 43	10 Dauleon Dave	28	
14. Rutledge, Morgan 43 15. Dotson, Charles 43 16. Byers, Telford 44 17. Layer, Les 44	11. Stapp, Richard 12. May, Rich 13. DeBooy, Jonathan	31 35	
17. Layer, Les 44 18. Peterson, Larry 46 3/4	HOBIE 18B	POIN	
18. Peterson, Larry 46 3/4 19. Johnson, Doug 50 20. Poncin, John 50 21. Stitt, Marty 50	1. Mosher, Dave 2. Murray, Steve 3. Wooding, Bill 4. Fortune, Jim	4	1/4 3/4
23. Reese, Ed 60 24. Williams, Steve 68	4. Fortune, Jim 5. Hamilton, Rick 6. Clark, Ashford 7. Haket, Ferdinand	12 14 18	
25. Pope, John 72 26. Faxon, Rob 76	7. Haket, Ferdinand 8. Giguere, Dave	20	
HOBIE 16B POINTS	Tot Helianden, but	25 26	
1. Grewohl, Rick 9 2. English, Jim 11 1/2 3. Stuber, Ken 15	13. Cline, Brad 14. McMahon, Garv	27	
5. Ayers, Sim 19	15. Rossi, Jim 16. Borris, Chris	41	
6. Hinds, Dave 26 7. Barnes, Kerry 31 8. McCutchen, Jay 33 3/4 9. McNutt. Jerry 34	HOBIE 16A	POIN	TS
7. Barnes, Kerry 31 8. McCutchen, Jay 33 3/4 9. McNutt, Jerry 34 10. Nicholas, Jeff 36 11. Stone, Greg 40	1. Warrum, Noble 2. Tobie, Paul	3 7	1/2 3/4
13. Padilla, Robert 43 14. Redmond, Gary 43	<ol> <li>Provost, Henry</li> <li>Boschma, Brian</li> </ol>	7 11 12	3/4
	6. Lowe, Rick 7. Clacher, Dave	16 19 22	
17. Parseghian, Van 46 18. Clack, Cal 49 19. Sims, Louisa 50 20. Monicibais, G. 51	9. Olson, Jami 10. Cole, Douglas	25 28	
20. Monicibais, G. 51 21. Tantillo, Jim 52 22. Simpson, Bill 54 23. Krause, Gary 55 24. Quinn, Frank 55	5. Kun, Richard 6. Lowe, Rick 7. Clacher, Dave 8. Dotson, Chuck 9. Olson, Jami 10. Cole, Douglas 11. Stitt, Marty 12. Williams, Steve 13. Harris, John 14. Arth, Ray 15. Johnson, Douglas	28 31 33	
23. Krause, Gary 55 24. Quinn, Frank 55 25. Pearce, Mark 63	14. Arth, Ray 15. Johnson, Douglas 16. Miller, Roger 17. Mathews, Wyatt	36 36	
	16. Miller, Roger 17. Mathews, Wyatt 18. Duoos, Dick	43 45	

19. MacDonald, Scott 50 20. Thomson, John 53 21. Montague, Ed 54 22. Bush, Jan 62	HOBIE 14 Tu
21. Montague, Ed 54 22. Bush, Jan 62 23. Taylor, Jim 64	1. Johnson, Ro 2. Woods, Denn
HOBIE 16B POINTS	<b>5</b>
1. Davis, Randall 6 1/2 2. Ensor, Mark 7 3/4 3. Edge, Dennis 18 4. Smith, Dean 22 3/4 5. Guenther, Eric 24 3/4 6. Sook, Jim 27 7. Ferrell, Linda 35 8. Cosby, John 38 9. Carlson, Alan 40 10. Ronemus, Rehg 43	Divisio
3. Edge, Dennis 18 4. Smith, Dean 22 3/4	C.J. STRIKE REG
6. Sook, Jim 27 7. Ferrell, Linda 35	FLEET #105, DIV C.J. STRIKE RES APRIL 17 - 18,
8. Cosby, John 38 9. Carlson, Alan 40 10. Ronemus, Rehg 43	
9. Carlson, Alan 40 10. Ronemus, Rehg 43 11. Benelli, Bill 45 12. Webber, Francis 47 13. Bunter, Randy 49 14. Prather, Steve 50 15. Hinds, Dave 50 16. McNutt, Jerry 53 17. Teeters, Charles 56 18. Pedersen, Dick 58 19. Lopez, Ernie 60 20. Padilla, Robert 64	HOBIE 18
14. Prather, Steve 50 15. Hinds, Dave 50	1. Insinger 2. Wills 3. Rudin
16. McNutt, Jerry 53 17. Teeters, Charles 56	4. Armstrong HOBIE 16A
19. Lopez, Ernie 60 20. Padilla, Robert 64	1 P-11
20. Padilla, Robert 64 21. Atkins, Robert 66 22. Strombotne, C. 68 23. Swann, Jim 73 24. Smith, Jay 79 25. Fields Pick 90	2. Hanson 3. Brandon 4. Bowen 5. Entwistle
24. Smith, Jay 79 25. Fields, Rick 90	HOBIE 16B
24. Smith, Jay 79 25. Fields, Rick 90 26. Jeffries, Don 99 27. Tory, Stan 99 28. Cole, Dennis 100	1. Olson
	2. Elliott 3. Hemphill 4. Richard
30. Quinn, Frank 113 31. Johnson, Don 120 32. Parseghian, Van 121 33. Teixeira, Allen 126 34. Curry, Bill 131 35. Sears, Jim 132	
34. Curry, Bill 131 35. Sears, Jim 132 36. Bogan, Linda 138	LAKE LOWELL REG FLEET #105, DIV LAKE LOWELL, ID
HOBIE 16C POINTS	MAY 1 - 2, 1982
1. Jewett, Jim 12 3/4 2. Brown, Byron 14 3. Bonner, Gus 15 3/4 4. Kinnear, Bob 16 3/4 5. DeKoning, Tom 17 6. Howard, Tom 19	HOBIE 18
2. Brown, Byron 14 3. Bonner, Gus 15 3/4 4. Kinnear, Bob 16 3/4 5. DeKoning, Tom 17 6. Howard, Tom 19 7. Colfer, Pat 20 3/4 8. Steele, Pat 24 3/4	1. Insinger 2. Armstrong
	3. Wills 3. Rudin
8. Steele, Pat 24 3/4 9. Wetherington, D. 32 10. Twelves, Steve 36 11. Gillett, Bruce 37 12. Dragoo, Rick 44	HOBIE 16A
11. Gillett, Bruce 37 12. Dragoo, Rick 44	1. Polhemus 2. Hanson
13. Zickefosse, Dave 45 14. Strem, Eric 47 15. Wilson, Monty 53 16. Hain, Paul 56	3. Entwistle 4. Itami 5. Woodard
16. Hain, Paul 56 17. Gibson, Ed 71 18. Van Verst, Carol 76	6. Shuff HOBIE 16B
17. Gibson, Ed 71 18. Van Verst, Carol 76 19. Spencer, Gary 76 20. Modesti, Terry 78 21. Chaney, Bill 79 22. Blanchard, Verne 80 23. Arnerich, Mike 85 24. Mello, Paul 86 25. Fisher, Hank 90 26. Hamel, Cal 90 27. Murphy, Bob 94 28. Case, Don 95	1. Olson 2. Masterson
22. Blanchard, Verne 80 23. Arnerich, Mike 85	
24. Mello, Paul 86 25. Fisher, Hank 90 26. Hamel, Cal 90	4. Hamphill 5. Burke 6. Quick 7. Richards
27. Murphy, Bob 94 28. Case, Don 95	8. Miracle
28. Case, Don 95 28. Case, Don 95 29. Bowen, Walter 106 30. Brougher, Randy 109 31. Padilla, Ralph 111 32. Teixeira, M. 121	LAKE LOWELL REGA
HOBIE 16 Novice POINTS	FLEET #105, DIVI LAKE LOWELL, IDA MAY 22 - 23, 198
1. Hatmaker, Robert 6 1/2 2. Touya, John 12 3. Overzet, Ray 12 3/4 4. DeLaney, Tom 12 3/4 5. Hunter, Dave 15 3/4 6. Sakaguchi, Rod 22 7. Katz, Alan 30	HOBIE 16A
6. Sakaguchi, Rod 22 7. Katz, Alan 30 8. Villa, Deane 31	1. Insinger 2. Woodard 3. Polhemus
8. Villa, Deane 31 9. Elling, Don 35 10. Askin, Marvin 36	4. Brandon 5. Entwistle 6. Hanson
8. Villa, Deane 31 9. Elling, Don 35 10. Askin, Marvin 36 11. Biskup, Steve 36 12. Hauff, Bob 45 13. Gorham, Jeff 51 14. Mowles, Dennis 52	HOBIE 16B
14. Mowles, Dennis 52 15. McCabe, Jim 52	1. Olson 2. Hemphill 3. Sanders
15. McCabe, Jim 52 16. Violet, Mark 55 17. Britten, Scott 56	4. Christensen 5. Quick
18. Chase, Jeffrey 57 19. Weldone, Jim 71 20. Rentsch, Harvey 81 21. Rhodes, Rocky 83	
21. Rendes, Rocky 83 22. Hoosten, Dave 83 23. Steele, Tim 85	C.J. STRIKE REGA FLEET #105, DIVI C.J. STRIKE RESE
24 Cohh Michael 88	JUNE 5 - 6, 1982
25. Hutton, Ken 93 26. Roncancio, C. 96 27. Baerg, Randy 107 28. Sawyer, Donald 109 29. Gaines, Sandra 112 30. Kaehler, Thom 117	HOBIE 16A
	1. Polhemus 2. Bowen 3. Entwistle
HOBIE 14 POINTS  1. Bush, Marty 2 1/4	4. Brandon 5. Olson
2 Cullivan Pric 9	6. McMahon HOBIE 16B
3. Gross, Randy 8 4. Russell, Harry 11 5. Kitowski, Ron 11 6. Sullivan, Corbet 14	1. Sanders
7. Christenson, D. 19 8. Wand, Eric 25 9. Eisberg, C. 25 10. Morris, Bob 28	2. Rasmussen 3. Elliott 4. Hofstetter
10. Morris, Bob 28	5. Richard 6. Quick 7. Miracle, D.

	HOBIE 14 Turb	o POINTS
	1. Johnson, Ron 2. Woods, Dennis	
3		
12	Divisio	
4	C.J. STRIKE REGAT FLEET #105, DIVIS C.J. STRIKE RESEF APRIL 17 - 18, 19	TA SION #4 EVOIR, IDAHO
	HOBIE 18	POINTS
	1. Insinger 2. Wills 3. Rudin 4. Armstrong	4 3/4 5 3/4 8 3/4
	4. Armstrong HOBIE 16A	10 POINTS
		4 1/2 7 3/4
	1. Polhemus 2. Hanson 3. Brandon 4. Bowen	7 3/4 9
	5. Entwistle HOBIE 16B	12 POINTS
	1 01eon	4 3/4
	2. Elliott 3. Hemphill 4. Richard	5 1/2 9 10
	LAKE LOWELL REGAT FLEET \$105, DIVIS LAKE LOWELL, IDAH MAY 1 - 2, 1982	TA ION #4
4	HOBIE 18	POINTS
4	1. Insinger 2. Armstrong 3. Wills 3. Rudin	5 1/4 8 1/2
4		10
	HOBIE 16A  1. Polhemus 2. Hanson	POINTS 6 3/4
	2. Hanson 3. Entwistle 4. Itami 5. Woodard 6. Shuff	6 3/4 11 3/4 12 3/4 13 3/4 15 25
	HOBIE 16B	POINTS
	1. Olson 2. Masterson 3. Elliott 4. Hamphill 5. Burke 6. Quick 7. Richards 8. Miracle	6 3/4 8 3/4 11 3/4 12 14 18 25 27
	LAKE LOWELL REGAT: FLEET #105, DIVIS: LAKE LOWELL, IDAH MAY 22 - 23, 1982	TA ION #4
2	HOBIE 16A	POINTS
4	1. Insinger 2. Woodard	6 1/2 6 3/4 7 1/2
	3. Polhemus 4. Brandon 5. Entwistle 6. Hanson	19
	6. Hanson HOBIE 16B	22 POINTS
	1. Olson	4 1/4 5 1/2
	2. Hemphill 3. Sanders 4. Christensen 5. Quick	10 23 32
	C.J. STRIKE REGAT: FLEET #105, DIVIS: C.J. STRIKE RESER JUNE 5 - 6, 1982	FA ION #4 /OIR, IDAHO
	HOBIE 16A	POINTS
	1. Polhemus 2. Bowen	6 1/2 7 1/2 8 3/4
4	3. Entwistle 4. Brandon 5. Olson	12 17
,	6. McMahon HOBIE 16B	POINTS
	1. Sanders	7 3/4
	2. Rasmussen 3. Elliott 4. Hofstetter 5. Richard	8 3/4 14 3/4 20 20 3/4
- [	5. Richard 6. Quick	20 3/4

CASCADE RESERVOIR REGATTA
FLEET #105, DIVISION #4
CASCADE RESERVOIR, IDAHO
TUNE 19 - 20, 1982

	HOBIE 16A	POINTS
1.	Woodard	3
	Hanson	11 3/4
3.	Brandon	12
4.	Bowen	14
5.	Entwistle	15
6.	Olson	17
	HOBIE 16B	POINTS
1.	Rasmusson	6 3/4
	Sander	8 1/2
3.	Hemphill	8 3/4
4 .	Elliott	15
	Hofstetter	18
6.	Miracle	28
7.	Barnes	30
8.	Ritter	32
9.	Hastings	35
10.	McNair	38
11.	Bowden	42
12.	Richard	45

SUDDEN VALLEY REGATTA FLEET #37, DIVISION #4 BELLINGHAM, WASHINGTON JULY 17 - 18, 1982

	HOBIE 18A	POI	NTS
1.	Norwood, John	4	1/4
2.	Norwood, John Garry, Don Schmidt, Willi Bergsma, Mark	6	3/4
3.	Schmidt, Willi	16	
4.	Bergsma, Mark	18	
		18	3/4
6.	Alexander, John Lawton, John	21	-,
7.	Lawton, John	21	
8	Carpenter Dan	22	
9	Chadwick Ric	31	
10	Frankenfield D	38	
11	Martlin Wayne	40	
12.	Carpenter, Dan Chadwick, Ric Frankenfield, D. Martlin, Wayne Dunn, Mike	44	
	HOBIE 18B	POI	NTS
1.	Haugen, Karen Johnson, Ron Olmsted, Terry	3	
2.	Johnson, Ron	8	3/4
3.	Olmsted, Terry	9	
4.	Chadwick, Chris	14	
		POI	
1.	Woodward, Rob Ruggles, Scott Worsfold, Shawn Thomson, Frank Baker, Gary	8	3/4
2.	Ruggles, Scott	13	3/4
3.	Worsfold, Shawn Thomson, Frank Baker, Gary Karassowitsch, M Skidmore, Doug Butchart, Larry Trucano, Jean Eaton, Merv Knight, Sherman Potter, John Waclawski, Ellen Allen, Don	13	3/4
4.	Thomson, Frank	17	3/4
5.	Baker, Gary	19	3/4
6.	Karassowitsch, M	.25	
7.	Skidmore, Doug	29	
8.	Butchart, Larry	30	
9.	Trucano, Jean	34	
10.	Eaton, Merv	36	
11.	Knight, Sherman	36	
12.	Potter, John	45	
13.	Waclawski, Ellen	45	
14.	Allen, Don	46	
15.	Nordan, Dave	50	
16.	Chamberlain, M.	52	
17	Christensen, T.	52	
18	Larson, Glen	52 56	
19	Middleton, Ken	60	
20.	Waciawski, Ellen Allen, Don Nordan, Dave Chamberlain, M. Christensen, T. Larson, Glen Middleton, Ken Purdy, John	70	
		POI	NTS
	Brooke George	0	2/1
1.	Brooks, George	9	3/4
2.	Brooks, George Gerbrandt, Brian	9 12	3/4
2.	Brooks, George Gerbrandt, Brian Denny, Johnny	9 12 13	3/4 3/4 1/2
1. 2. 3. 4.	Brooks, George Gerbrandt, Brian Denny, Johnny Glover, Bill	9 12 13 15	3/4 3/4 1/2
2. 3. 4. 5.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob	12 13 15 21	1/2
2. 3. 4. 5.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob	12 13 15 21	1/2
2. 3. 4. 5.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob	12 13 15 21	1/2
2. 3. 4. 5.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob	12 13 15 21	1/2
2. 3. 4. 5.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob	12 13 15 21	1/2
2. 3. 4. 5. 6. 7. 8. 9.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo	12 13 15 21 22 22 23 30	1/2
2. 3. 4. 5. 6. 7. 8. 9.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo	12 13 15 21 22 22 23 30	1/2
2. 3. 4. 5. 6. 7. 8. 9.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo	12 13 15 21 22 22 23 30	1/2
2. 3. 4. 5. 6. 7. 8. 9.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo	12 13 15 21 22 22 23 30	1/2
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John	12 13 15 21 22 22 23 30 30 37 40 45 48	1/2
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don	12 13 15 21 22 22 23 30 30 37 40 45 48 50	3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C	12 13 15 21 22 23 30 30 37 40 45 48 50	3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C	12 13 15 21 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Gob Joseph	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN 15 19 20 23 23 23 23 23 24 25 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POII 19 20 23 28 30 30 23 23 23 24 25 26 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoaq, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POII 19 20 23 28 30 30 23 23 23 24 25 26 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2.3.4.5.6.7.8.9.10.115.13.14.5.6.7.8.9.10.115.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby wieve, Ken	12 13 15 21 22 22 23 30 30 37 40 45 48 50 POIN 19 20 23 28 23 28 20 20 20 20 20 20 20 20 20 20 20 20 20	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby Wieve, Ken Benjamin, Steve	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Gerbrandt, Brian Denny, Johnny Glover, Bill Chamberlain, Bob McHugh, Peter Freeman, Ron Pollinger, Steve Zopolos, Angelo Sproul, Scott Silver, Kipp Elkins, Pete Thomas, Kevin Hoag, John Buzzard, Don HOBIE 16C  Bassett, Kathy Wray, Tim Pazan, Steve Goh, Joseph Dickinson, Dean Pilger, Robert VanPoelgees, D. Rooney, Brian Harris, Bobby wieve, Ken	12 13 15 21 22 22 23 30 30 45 48 50 POIN 9 9 9 15 19 20 23 28 30 23 23 23 23 23 23 24 25 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3/4 1/2 3/4 NTS 1/2 3/4

	HOBIE 14 Turbo	POIN	NTS
1.	Cross, Ted	4	1/4
2.	Raven, Gary	5	1/2
3.	Danly, Peter	12	
	HOBIE 14	POIN	NTS
1.	Cohn, Scott	3	
2.	Jenkins, Roger	7	3/4
3.	Rueter, John	10	
4.	Karassowitsch,	H.15	
5.	DenAdel, Kurt	18	

### Division 5

ALCOVA RENDEZVOUS FLEET #156, DIVISION #5 CASPER, WYOMING AUGUST 7 - 8, 1982

	HOBIE 18A	POI	NTS
1.	Anderson, Steve	4	1/2
2.	Zabel, Dan McCrady, Ken	4	3/4
4.	Griesemer, V.	10	3/4
		POI	NTS
1.	Curtis, Hoyle Brown, Parry	2	1/4
3.	Brown, Parry Stolle, Jerry	9	3/4
	HORTE 16A	POI	NTS
1.	Shearer, David	6	3/4
2.	Shearer, Andy	12	
4	Beck Bart	12	3/4
5.	Hitch, Todd	13	3/4
6.	LaVallee, Woody	15	3/4
7.	Baeverstad, H.	16	
8.	Tracy, Sean	18	
9.	Baker, Bruce	18	3/4
11	Cherrington, Cal	23	
12.	Cook. Don	27	
13.	Bochmann, Roger	31	
14.	Johnson, Mike	32	
15. 16.	Shearer, David Shearer, Andy Bengtson, Paul Beck, Bart Hitch, Todd LaVallee, Woody Baeverstad, H. Tracy, Sean Baker, Bruce Fulton, Ed Cherrington, Cal Cook, Don Bochmann, Roger Johnson, Mike Booton, Eric Bollig, Bryan	40	
	HOBIE 16B	PO1:	NTS
1.	Berblick, Bill Valdez, Ron	5	3/4 3/4 3/4
2.	Valdez, Ron	10	3/4
4	Pooney Coorge	11	3/1
5.	McCombs. Rich	13	3/4
6.	Kaphammer, Robt.	16	
7.	Carness, Charles	19	3/4
8.	Cheatham, Goode	20	
9.	Nichols, Dave	22	
10.	Henderson, Doug	22	
12	Rowen Mike	27	
13.	Larsen, Len	29	
14.	Berblick, Bill Valdez, Ron Leonard, John Rooney, George McCombs, Rich Kaphammer, Robt. Carness, Charles Cheatham, Goode Nichols, Dave Henderson, Doug Hahn, Stan Bowen, Mike Larsen, Len Kelly, Charles	31	
	HOBIE 16C	POI	NTS
	Metscher, Craig		3/4
3.	Sobol, Bob Maddox, Glenn Knorr, Bill Aleccia, Joseph	10	3/4
4.	Knorr, Bill	13	3/4
5.	Aleccia, Joseph	17	-, -
6.	Nordlander, Ken	20	
7.	Beavergard, Bill	22	
8.	Washburn, Rick	24	
10.	Simonson, Dave	26	
11.	Mencimer, Garv	27	
12.	Carter, Gary	28	
13.	Major, John	32	
14.	Pearson, Bill	34	
16	McKay Bruce	37	
17.	Johnson, C. D	30	
18.	Foote, Russell	41	
	Wohh Toff	43	
19.	Menn' nerr		
19.	Sobol, Bob Maddox, Glenn Knorr, Bill Aleccia, Joseph Nordlander, Ken Beavergard, Bill Washburn, Rick Holland, Richard Simonson, Dave Mencimer, Gary Carter, Gary Major, John Pearson, Bill Cool, Bryce McKay, Bruce Johnson, C. D. Foote, Russell Webb, Jeff Cheesman, Dave Spackman, Paul Fowkes, Jon	52	

### Division 6

1. Hill, Stuart 4 3/4 2. Fite, Walter 7 3/4 3. Gorce, Marty 8 3/4 4. Baum, Jean 10 5. Moyle, Pat 10 6. Cox, John 10 3/4 7. McCusker, Rich 18

HOBIE 14

POINTS

2ND ANNUAL GATORBAIT REG. FLEET #401, DIVISION #6 LAKE O' THE PINES, TEXAS MAY 22 - 23, 1982

	HOBIE 18	POINTS
1.	Palmer, N.	2 1/

2.	Simpson, T. Baur, J. Bezant, B. Escobar, J.	4 3/4 10 11 11 16
4.	Bezant, B.	11
6.	Ouganick, J.	16
8.	Denny, J. Fladmauk, M.	20
9.	Denny, J. Fladmauk, M. Stuatton, B. Danielson, M.	33
		POINTS
1.	Kelly, N.	3 1/2 3 1/2
3.	Balthaser, D. Rankin, N. Lyles, B.	8
5.	Ralph, M.	11
7.	Lyles, B. Ralph, M. Jones, D. Eagle, J.	14 21
		POINTS
1.	Hoover, A. Pllard, W. Jensen, A.	5 1/2
3.	Jensen, A. Przylucki, T.	10 3/4 13 13
5.	Grady, B.	13 14 3/4
7.	Hester, C.	15
9.	Jensen, A. Przylucki, T. Grady, B. Kocsis, B. Hester, C. Bjork, T. Sparks, S. Stewart, B.	16
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1	Bodkin, M.	POINTS 2 1/4
2.	Smith, D.	8 3/4
4.	Prakop, T.	8 3/4 11 14 14 16
6.	Dunn, D. Boose, J.	14
7.	Plum, D. Burt, B.	19 20
9.	Martinez, D. Cronkhite, D.	21 24
11.	Kelsey, B.	25
13.	Drew, G.	30 31
15.	Williamson, D.	32 44
16.	Bodkin, M. Smith, D. Sawyer, R. Prakop, T. Dunn, D. Boose, J. Plum, D. Burt, B. Martinez, D. Cronkhite, D. Kelsey, B. Nezat, S. Drew, G. Mahan, J. Williamson, D. Wade, J. M. Tharpe, B.	46 46
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1. 2. 3.	Ferrao, F. Buxton, T. Phillips, G.	2 1/4 4 3/4 10
		POINTS
1.	Smith, L.	3 1/2
2. 3. 4.	Matson, A. Field, T. Phillips, M.	3 1/2 6 3/4 13 17
2. 3. 4.	Matson, A. Field, T. Phillips, M. WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982	
2. 3. 4.	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982	
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982 HOBIE 18A	POINTS
WAY FLE HOU JUN	WARD WIND REGATT ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Roll, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B.	POINTS
2. 3. 4. WAYY HOUL JUN 1. 2. 3. 4. 5. 6. 7. 7. 8. 11. 12. 13. 14. 15. 17. 18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  HOBIE 18B  HOBIE 18B	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 30 32 339 45 46 48 85 55 58 63 POINTS
2. 3. 4. WAYFLE HOU. JUN	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P.	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63 POINTS  7 1/2 7 3/4
2. 3. 4. WAYFLE HOU. JUN	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P.	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 30 32 39 45 46 48 55 55 8 63 POINTS  7 1/2 7 3/4 9 3/4 11 3/4
2. 3. 4. WAYFLE HOU. JUN	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P.	POINTS  10 1/2 10 3/4 12 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23
2. 3. 4. WAYFLE HOU. JUN	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P.	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 555 558 63 POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27
2. 3. 4. WAYFLE HOU. JUN	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P.	POINTS  10 1/2 10 3/4 12 3/4 12 3/4 20 3/4 22 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27 33 39 40
2. 3. 4. WAYFLE HOU. JUN	ward wind regatt ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Roll, Lee Feist, J. Smith, M. Escobar, V. Smy, T. Shurtleff, T. Maynard, B. HOBIE 18B  Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. Wurinak, R. Yurinak, R. Yurinak, R. Verckhoff, V. Roy, L. Mulera, D. Fuller, G.	POINTS  10 1/2 10 3/4 113 3/4 20 3/4 22 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27 33 39 40 48
2.3.4. WAYFEHOU JUN 1.2.3.4.4.5.6.6.7.8.99.112.134.15.115.117.18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. MacArthur, R. Yurinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G.	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 555 555 558 63 POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27 33 39 40 48 POINTS
2.3.4. WAYFEHOU JUN 1.2.3.4.4.5.6.6.7.8.99.112.134.15.115.117.18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. MacArthur, R. Yurinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G.	POINTS  10 1/2 10 3/4 12 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 11 3/4 17 3/3 39 40 48 POINTS  7 3/4 8 1/2
2.3.4. WAYFEHOUJUN 1.2.3.4.4.5.6.6.7.8.99.112.134.15.115.117.18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. MacArthur, R. Yurinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G.	POINTS  10 1/2 10 3/4 12 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 855 58 63  POINTS  7 1/2 7 3/4 11 3/4 17 21 23 27 33 39 40 48 POINTS  7 3/4 48 8 1/2 9 3/4
2.3.4. WAYFEHOUJUN 1.2.3.4.4.5.6.6.7.8.99.112.134.15.115.117.18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Jakubik, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Rell, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. MacArthur, R. Yurinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G.	POINTS  10 1/2 10 3/4 12 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 855 58 63  POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27 33 39 40 48 POINTS  7 3/4 9 3/4 12 3/4 17 21 23 27 33 39 40 48 POINTS
2.3.4. WAYFEHOUJUN 1.2.3.4.4.5.6.6.7.8.99.112.134.15.115.117.18.	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Hobie, T. Schlig, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Roll, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B  Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. Wurinak, R. Yurinak, R. Yurinak, R. Yurinak, R. Wulera, D. Fuller, G. HOBIE 18C	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 11 3/4 17 21 23 39 40 48 POINTS  7 3/4 8 1/2 9 3/4 11 21 23 37 39 40 8 1/2 9 3/4 12 13 3/4
2.3.4	ward wind regatt ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Schilg, D. Winblad, D. Palmer, N. Huber, T. Martinez, T. Smith, C. Nouveau-ne, R. Roll, Lee Feist, J. Smith, M. Escobar, J. Shurtleff, T. Maynard, B. HOBIE 18B  Folck, J. Tucker, P. Mason, R. Jarosz, S. Gentles, W. Borel, G. Mason, R. Jurinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G. HOBIE 18C  Wilson, D. Martin, M. Broad, R. Phillips, N. Bradley, J. Peters, C. Myers, M. Scurlock, T. HOBIE 16A	POINTS  10 1/2 10 3/4 12 13 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 11 3/4 17 21 23 39 40 48 POINTS  7 3/4 8 1/2 9 3/4 11 3/4 12 13 3/4 19 27 30 POINTS
2.3.4	WARD WIND REGATT ET #8, DIVISION ET #8, DIVISION STON, TEXAS E 12 - 13, 1982  HOBIE 18A  Walton, J. Hromadka, J. Broyles, S. Hobie, J. Wainblad, D. Palmer, N. Huber, T. Martinez, T. Martinez, T. Martinez, T. Martinez, T. Smith, C. Nouveau-ne, R. Roll, Lee Feist, J. Smith, M. Escobar, J. Vanya, T. Shurtleff, T. Maynard, B. HOBIE 18B  HOBIE 18B  Tucker, P. Mason, R. Jarosz, S. Gentles, W. Gentles, W. Furinak, R. Kerckhoff, V. Roy, L. Mulera, D. Fuller, G. HOBIE 18C  Wilson, D. Martin, M. Broad, R. Phillips, N. Bradley, J. Peters, C. Myers, M. Scurlock, T.  HOBIE 16A  Miller, C.	POINTS  10 1/2 10 3/4 12 3/4 20 3/4 22 26 26 26 30 32 39 45 46 48 55 58 63  POINTS  7 1/2 7 3/4 9 3/4 11 3/4 17 21 23 27 33 39 40 48 POINTS  7 3/4 8 1/4 8 1/2 9 3/4 11 3/4 12 7 3/4 8 1/2 9 3/4 11 3/4 12 7 3/4 8 1/2 9 3/4

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7.	Trimble, J. McNally, D.	23 25
8.	Whittington, R.	28 33
0.	Henning, D. Liles, B. Kelley, N. Wilson, M. Applegate, B. Clark, R. Popejoy, J. Leveritt, C. Goodman, R. Peters, J. Shaw, R. McConigle, R. Armstrong, O. Scully, A. Hausmann, C. Jones, D. Geisler, B. Shaddock, J. Elizondo, C. Hill, R. Richnow, B.	34
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7.	Goodman, R.	61
9.	Shaw, R.	62 65
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2.	Scully, A.	82
3.	Hausmann, C.	85
5.	Geisler, B.	85 92
6.	Shaddock, J.	93 97
8.	Hill, R.	110
9.	Richnow, B.	116
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2.	Jamieson, M.	14 17
4.	Bell, S.	20
5.	Bryant, B.	21 26 3/4
7.	Bell, S. Bryant, B. Eckenroth, P. Whittaker, T. Nix, T.	28
8.	Nix, T. Gregg, D	30 31
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1.	Thompson, J.	44 45
3.	Buck, S.	53
4.	Hester, C.	53 54
6.	Stout, D.	56
7.	Love, B. Binder, D	56 67
9.	Woodcock, B.	72
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1.	Gregg, D. Cantu, G. Thompson, J. Hoover, A. Buck, S. Hester, C. Hester, E. Stout, D. Love, B. Binder, D. Woodcock, B. Ryland, T. Jonte, D. Schaf, R. Nute, B.	92
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3.	Fitch, J.	25
4.	Dunn, B.	26
6.	Jackson, D.	27 29
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6.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliand, T.	29 29 3/4 36 43 3/4 46
6. 7. 8. 9. 0.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R.	29 29 3/4 36 43 3/4 46 47 48
6. 7. 8. 9. 0. 1. 2.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L.	29 29 3/4 36 43 3/4 46 47 48 53
6. 7. 8. 9. 0. 1. 2. 3.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T.	29 29 3/4 36 43 3/4 46 47 48 53 56 58
6. 7. 8. 9. 0. 1. 2. 3. 4.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vera, P. Sponseller B.	29 29 3/4 36 43 3/4 46 47 48 53 56 58 60
6. 7. 8. 9. 0. 1. 2. 3. 4. 5.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vera, P. Sponseller, B. Johnston, J.	29 36 43 46 47 48 53 56 58 60 66 68 3/4
6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6. 7. 8.	Jackson, D. Volmert, J. Mallum, D. Hullum, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Sponseller, B. Johnston, J. Zahersky, T. Mayersky, T. Mayersky, T.	29 36 43 36 47 48 53 56 58 60 66 68 3/4 68 3/4
6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6. 7. 8. 9. 0.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vera, P. Sponseller, B. Johnston, J. Zahersky, T. Meyers, M. Irwin, G.	29 36 43 36 47 48 53 56 58 60 66 68 3/4 68 3/4 71
6. 77. 89. 00. 11. 22. 33. 44. 56. 77. 89. 99. 11.	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vera, P. Sponseller, B. Johnston, J. Zahersky, T. Meyers, M. Irwin, G. Scott, G.	29 3/4 36 43 3/4 46 47 48 53 56 60 66 8 3/4 68 3/4 71 73 75
6. 7. 8. 9. 1. 2. 3. 4. 5. 6. 7. 8. 9. 0. 1. 2. 3. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	Jackson, D. Volmert, J. Mallum, D. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Yeakop, T. Vera, P. Johnston, J. Zahersky, T. Meyers, M. Irwin, G. Scott, G. Czarneski, D. Thornton, L.	29 3/4 36 43 3/4 46 47 48 53 56 58 60 66 3/4 68 3/4 71 73 75 81 86
6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6. 7. 8. 9. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	Jackson, D. Volmert, J. Mallum, D. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vora, P. Sponseller, B. Johnston, J. Zahersky, T. Meyers, M. Irwin, G. Scott, G. Czarneski, D. Thornton, L. Stephens, P. Mitchell J.	29 36 43 46 47 48 53 56 66 68 3/4 68 3/4 71 73 81 86 89
6. 7. 8. 9. 0. 12. 34. 56. 77. 88. 90. 12. 34. 56. 77.	Jackson, D. Volmert, J. Mallum, D. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Vera, P. Sponseller, B. Johnston, J. Zahersky, T. Meyers, M. Irwin, G. Scott, G. Czarneski, D. Thornton, L. Stephens, P. Michell, J. Minnland, D. Manninga, D.	29 3/4 36 43 3/4 46 47 48 53 56 60 66 83/4 71 73 75 81 88 89 89 99 99 99 99 99 99 99 99 99 99
6. 7. 8. 90. 12. 3. 4. 5. 6. 7. 8. 90. 12. 3. 4. 5. 6. 7. 8. 90. 12. 13. 14. 15. 16. 16. 16. 16. 16. 16. 16. 16. 16. 16	Jackson, D. Volmert, J. Mallum, D. Hullman, C. Saylor, R. Gilliland, T. Milne, R. Stretz, L. Mar, D. Peakop, T. Sponseller, J. Johnston, J. Johnston, J. Zahersky, T. Meyers, M. Irwin, G. Scott, G. Czarneski, D. Thornton, L. Stephens, P. Mitchell, J. Nanninga, D. Dunn, D. Koop, K.	29 3/4 36 43 3/4 46 47 48 53 56 60 66 68 3/4 68 3/4 71 71 86 88 9 9 9 105
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0.	Blankenship, J.	132 3/4
0.	Blankenship, J.	132 3/4 153 154 157
0. 1. 2. 3. 4.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4. 6. 6. 6.	Blankenship, J. Gochnauer, R. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Devo, C. R.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4. 5. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Devo, C. R.	132 3/4 153 154 157 158 160
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J.	132 3/4 153 154 157 158
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Iarussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo  Ferraro, F.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Iarussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo  Ferraro, F.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Devio, C. R. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Dayo	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 177 177
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6.	Blankenship, J. Gochnauer, R. Iarussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Devio, C. R. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Dayo	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 7.	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.  HOBIE 14 Turbo  Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 7.	Blankenship, J. Gochnauer, R. Larussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.  HOBIE 14 Turbo  Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 177 177
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 6. 7. 8.	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 6. 7. 8.	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 2. 3. 4. 5. 6. 6. 6. 6. 6. 6. 6. 6. 7. 8.	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0.1. 2.3. 4.5.66.66.66.66.66.66.66.66.66.66.66.66.6	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.  HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A Whitehead, R. Morris, M. George, B. Diamond, S. Canella, M.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0. 1. 23. 45. 66. 66. 66. 66. 66. 66. 66. 66. 66. 6	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.  HOBIE 14 Turbo  Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A  Whitehead, R. Morris, M. George, B. Diamond, S. Canella, M. Fritzenmeier, C. Sedraves, D.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0.1. 23.4. 56.66.66.66.66.66.66.66.66.66.66.66.66.6	Blankenship, J. Gochnauer, R. Larussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M. HOBIE 14 Turbo  Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A  Whitehead, R. George, B. Limbellah Whitehead, R. George, B. Limbellah Fritzenmeier, C. Segraves, D. Crain, G. Crain, G. Crain, G. Crain, G. Crain, C. Crain, G.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176
0.1. 23.4. 56.66.66.66.66.66.66.66.66.66.66.66.66.6	Blankenship, J. Gochnauer, R. Iarussi, P. Larussi, P. Edelmon, T. Whitener, M. Warren, J. Murphy, M. Griffin, C. Warren, H. Walker, C. Denicola, K. Deyo, C. R. Frederick, J. Gonzales, R. Burdit, M.  HOBIE 14 Turbo Ferraro, F. George, J. Heefner, C. Deyo, D. Wallo, G. Morrison, R. Burrington, J. Efird, C. HOBIE 14A Whitehead, R. Morris, M. George, B. Diamond, S. Canella, M. Fritzenmeier, C.	132 3/4 153 154 157 158 160 176 176 176 176 176 176 176 176 176 176

4. Forsyth, J.

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SAND DUNE REGATTA FLEET #99, DIVISION #6 CORPUS CHRISTI, TEXAS JULY 10 - 11, 1982

HOBIE 18A Acquart Smith	POIN 2	
Acquart		
SINILLII	5	3/4
Nouveau-ne Williams	7	
HOBIE 18B	POIN	Ime
Tucker Broad	5	1/2
Wheeler	8	
Wilson	15	
McClain Bradley	21	
HOBIE 16A	POIN	NTS
Rolnick	4	1/2
Elizondo	10	3/4
Whittington Seta	11	
Carstens	20	
Choile	21	
Hill Trimble	26 27	
Wood	27	
Clark	37	
Colby Rankin	38	
Humphries	39	
Shaw	42	
Brown	45	
Taylor	51	
McGonigle	60	
Heaney Hunt	5	1/2
Nix	10	
McConathy	15	3/4
Whittaker	15	3/4
Hamilton	20	-/ -
Weick	27	
Donica Dominy	28	
Binder	32	
Dobson	41	
Fitch Delesandro		
Bjork	48	
Rose	51	
Jordan Slowik, Jr.	7	3/4
Kopp		3/4
Hullman	12	
	19	
Nagel Urband	20	
Smyth	27	
Styczynski	35	3/4
HOMIG	36	
Putman	40	
Irwin	41	
Grounds Staffel	44	
Pidii	66	
Ference	72	
Tim	72	
HOBIE 14A	POIN	
Morris	4	1/2
Dominy Diamond	6	
	15	
Bateman	16	
Kitchen Turner	24 25	
	POIN	TS
Morrison	2	1/4
Richnow	6	3/4
Rymal Minerva	10	
Matach	16	
	Yurinak Wilson McClain Bradley HOBIE 16A Rolnick Miller Elizondo Miller Elizondo Whittington Seta Carstens Popejoy Choile Hill Wilson Clark Colby Rankin Humphries Wallion Clark Colby Rankin Humphries Wallion Seta Million Shaw Brown Jamieson Taylor Serpa McGonigle HOBIE 16B Heaney Hunt Nix Bryant McConathy Whittaker Lankfora Hamilton Mayo Weick Donica Dominy Binder Fithian Dobson Fitch Color Caticchio Rose HOBIE 16C Jordan Slowik, Jr. Kopp Cook Hullman Cantarno Mayoth Martino Nagel Hobie 16C Jordan Slowik, Jr. Kopp Cook Hullman Cantarno Martino Nagel Howie Myer Ference Gray Tim Hobie 14A Kuc Morris Dominy Diamond Smyth Martino Rose Gray Tim Hobie 14A Kuc Morris Dominy Diamond Schul Staffel Man Ference Gray Tim Hobie 14 Turbo Morrison Deyo Richnow Rymal	Yurinak 9 Wilson 15 McClain 17 McClain 11 Seta 11 Carstens 20 Popejoy 21 Choile 21 Hill 26 Trimble 27 Wilson 35 Clark 37 Colby 38 Rankin 38 Humphries 39 McGolide 60 McGolide 60 McGolide 60 McGolide 7 Milson 55 Jamieson 49 Taylor 51 Serpa 60 McGolide 60 McGolide 60 McGolide 7

DIVISION 6 CHAMPIONSHIPS
FLEET #128, DIVISION #6
SAN ANTONIO, TEXAS
JULY 24 - 25, 1982

	ET #128, DIVISION ANTONIO, TEXAS Y 24 - 25, 1982		
	HOBIE 18A	POI	NTS
1.	Kollman, Robert	9	1/4
3.	Jakubik, Tom	13	,
5.	Smith, Charles	13	
6.	Huber, Tighe Brown, Jim	26	3/4
8.	McKenzie, Barb Vanya, Tim	28	
10.	Kollman, Robert Nouvea-ne, Roger Jakubik, Tom Shurtleft, Tim Smith, Charles Huber, Tighe Brown, Jim McKenzie, Barb Vanya, Tim Folck, Jeff	32	
			NTS
2.	Broad, Richard	14	
4.	Bradley, Jason	18	
6.	Wilson, Don Kerckoff, Don	24	
7.	McReynolds, M. Yurinak, Randy	27	
9.	Phillups, N. Roy, Louis	30	
11.	Hart, Jeff	33	
13.	Borel, Gary Broad, Richard MacArthur, Rick Bradley, Jason Wilson, Don Kerckoff, Don McReynolds, M. Yurinak, Randy Phillups, N. Roy, Louis Hart, Jeff Bradenburg, Ed Card, G. Gary Fontenat, Glenn	40	
15.	Fontenat, Glenn Wreyford, Ron Gillians	52	
16.		64 POIN	מידיכ
1.	Rolnick, Richard	2	
3.	Rolnick, Richard Elizondo, Ceasar Woods, Miles Balfour, Dave Trimble, Jim Hill, Richard Howe, Bob Carstens, Chris Luce, Etnie Armstrong, G. Goodman, Rusty Seta, Ray Mayo, Mark Parrish, Bobby Clark, Rodney Choice, Bill Whittington, Rob Teske, Ed Wilson, Mike Jamison, Marty Williamson, Marty	7	3/4
4.	Balfour, Dave Trimble, Jim	13	
6.	Hill, Richard	17	
8.	Carstens, Chris	22	
10.	Armstrong, G.	32	
11.	Goodman, Rusty Seta, Ray	33	
13.	Mayo, Mark Parrish, Bobby	35	
15.	Clark, Rodney	37	
17.	Whittington, Rob	38	
18.	Teske, Ed Wilson, Mike	40	
20.	Jamison, Marty Williamson, W. Popejoy, Judy	49 66	
21.	Popejoy, Judy	66	
1.	HOBIE 16B	POIN 9	NTS
2.	Prank, Jim Hoover, Andy Eckenroth, Paul Schnorr, Dan Shows, David McConathy, Steve Cantu, George Rose, Jimmy Schaf, Robert Schiele, Carl Heefner, Gary Buck, Steve Hightower, Leightower, Leightower, Leightower, Leightower, Leightower, Schiele, John Slowik, Tony Peagio, Pat	11	3/4
4.	Schnorr, Dan	13	3/4
6.	McConathy, Steve	19	3/4
7.	Cantu, George Rose, Jimmy	20	3/4
9.	Schaf, Robert Schiele, Carl	23	3/4
11.	Heefner, Gary Buck, Steve	28	
13.	Hightower, Leigh	29	
15.	Mejlaender, G.	33	
17.	Replogle, John Slowik, Tony	40	
		43	
20.	Sternberg Mike	50	
22.	Dunn, Bill Smith Jim	53	
24.	Dunn, Bill Smith, Jim Nix, Thomas Currier, Gwen	61 72 72	
24.	Chambers, Larry	72	
1	HOBIE 16C Eckenroth, Phil	POIN	TS
2.	Lynn, Dave Shade, Ron	15 19 21	3/4
5.	Worley, Robert	24	3/4
6.	Kruciak, James Cornelius, Ken	26	3/4
8.	Cornelius, Ken Gilliand, Tom Kopp, Kevin Nagel, Dave Schweitzer, Bob Smith, Ken Beran, John Ferguson, Ron	28 30	
10.	Nagel, Dave	37	3/4
12.	Schweitzer, Bob Smith, Ken	40 41 47	
13.	Beran, John Ferguson, Ron	47	
15.	Ferguson, Ron Martin, John Campbell, Walter	40	
17.	Urband, Bruce	55	
19.	Summerer, Larry	57 58	
20.	Neilaus, Peter	60	
22.	Sheck, Steve Denicola, Kevin Thorton, Dee Nelson, Dave	63	
24.	Nelson, Dave	81 89	
26.	Gray, David Irwin, Greg Gramig, Nick	89	
28.	Culebreth, John	95 105 112	

	HOBIE 14 Turbo	POI	NTS
	Geisler, Bill		1/4
	Morrison, Rick	8	3/4
	George, Bill		3/4
	Weick, Marty		
5.		21	
6.		23	
	Snell, Doug	27	
	Minerva, Mike		
	Currier, Gary		
10.		38	
	Byers, Dean		
		52	
13.	Fischer, Marlene	52	
	HOBIE 14A	POIN	NTS
1.	Dorchester, Bob	7	1/2
2.	Kuc, John	7	3/4
3.	Dominy, Bill	9	3/4
4.	Diamond, Stuart	12	
5.	Peffer, Brent	13	3/4
6.	Bateman, Nancy	22	
7.	Frazier, Jim	31	
8.	Turner, Kitty	33	
9.	Massey, Bill	44	
9.	Benton, Mark	44	
	Mezo, Carla	44	

DIVISION 7 POINTS REGATTA FLEET #125, DIVISION #7 LAKE POINSETT, SOUTH DAKOTA JUNE 5 - 6,1982

1. Dage, Bruce 2 1 2. Harper, Mike 4 3	11
2. Harper, Mike 4 3	
3. Mitchell, Mike 8	
4. Jensen, John 9	
5. Sylvester, Clyde 15	
HOBIE 16A POINT	S
1. Kruse, David 3	
2. Hensler, Roger 7 3	14
<ol><li>Levins, Joe 15</li></ol>	
4. Fox, Lloyd 17	
5. Jamison, Dick 18	
6. McCain, Paul 18	
7. Donahue, Steve 23	
8. Haufschild, Bob 30 9. Peterson, Eric 37	
8. Haufschild, Bob 30 9. Peterson, Eric 37	
10. Mandsager, Chuck 40	
II. Anderson, Mark 41	
12. Song, David 44	
12. Song, David 44 13. Roark, Brad 53	
14. Stoffel, Bob 53	
HOBIE 16B POINT	S
1. Myers, Rob 4 1	/4
<ol> <li>Mau, Jeff</li> <li>1</li> </ol>	12
3. Peirce, Ralph 12	
4. Gorley, Rick 19	
5. Kruse, Dale 20	
6. Stokke, Ron 20	
HOBIE 16C POINTS	5
1. Torgeerson, Rod 10	
2. Sterk, Paul 3	
3. Bommersbach, P. 10	

DIVISION #7 POINTS REGATTA FLEET #52, DIVISION #7 LAKE WACONIA, MINNESOTA JUNE 19 - 20, 1982

	HOBIE 18A	POI	NTS
1.	Glick, D.	3	1/2
2.	Senesac, J.	3	1/2
3.	Fisher, W.	11	
4.	Fisher, W. Easton, B. Pwell, D.	11	
5.	Pwell, D.	11	
6.	Hohn, B. Mitchell, M.	14	
7.	Mitchell, M.	14	
		26	
9.	Coomes, J. Sylvester, C.	29	
	HOBIE 16A	POI	NTS
1.	Kruse, D.		1/2
2.	Jagger, T.	9	3/4
3.	Hensler, R.	12	3/4
4.	McCain, P.	19	
5.	Jameson, D.	20	
6.	David, D.	22	3/4
7.	Levins, J.	25	
	Hartman, B.	25	
	Brewer, D.	29	
	Carlson, B.	42	
11.	Fox, L.	43	
12.	Donahue, S.	44	
13.	Klemz, J.	47	
14.	Donahue, S. Klemz, J. Watson, C.	50	
15.	Peterson, E.	52	
16.	Myers, R.	53	
17.	Ness, J.	56	
	Rine, T.	57	
	Song, D.	61	

	HOBIE 16B	POI	NTS
2. 3. 4. 5. 6. 7.	Knowles, G. Donahue, J. Falk, J. Hildebrandt, C. Ebbing, P. Lepel, K. Swanson, R. Nichols, R. Jentzech, J. Wanless, S. Barber, N. Tryggestad Elsberry, K.	0	1/2 3/4 3/4 3/4
DIV	2 PRAIRIE REGIONA ISTON #7 NIPEG BEACH, MANI Y 3 - 4, 1982	това	_
		POIN	
5.	Starkey, Mike Killeen, Warren Fuller, Peter Christianson, M. Loeb, Leo Anderson, Doug	17	1/2 3/4
	HOBIE 16A	POIN	ITS
1. 2. 3. 4.	Gray, Paul Jameson, Dick Borecky, Don Johnson, Robin Magnusson, Mikel	4 7 10 11 18	1/2 3/4
7.	Magnusson, Mikel Harrison, Pryce Anderson, Chuck Nowicki, Frnak Bell, Kim	19 20 29	
7.	Anderson, Chuck Nowicki, Frnak Bell, Kim	19 20 29 POIN	ITS
7. 8. 9.	Anderson, Chuck Nowicki, Frnak Bell, Kim	POIN 4 4 9	1/2
1. 2. 3.	Harrison, Pryce Anderson, Chuck Nowicki, Frnak Bell, Kim HOBIE 16B Sullivan, Rick Anderson, Bob George, Lamont Mahalko, George	POIN 4 4 9	1/2 3/4

### Division 8

2ND ANNUAL COLONY BEACH FLEET #39, DIVISION #8 LONGBOAT KEY, FLORIDA JULY 17 - 18, 1982

POINTS

HOBIE ISA

	HODIE TON	LOLI	120
1.	Bird, Rush		1/2
2.	Curtiss, Jorn		3/4
3.	Brice, Robbie	7	3/4
4.	Duke, John F.	9 16 18	3/4
5.	Duke, John B. Thompson, Walter	10	
0.			
0	Knight, Jeff	20	
0.	Braun Walter	21	
10.	Braun, Walter Foss, Denyven	22	
11.	Blakeman, Ted	25	
12.	Crowse, Rutty	25	
13.	Blakeman, Ted Crowse, Rutty Sassaman, M.	33	
14.	Wiley, Michael	36	
15.	Theoktisto, P.	36	
16.	Larkin, Marshall	43	
	Gillette, Ted	49	
	HOBIE 18B	POIN	NTS
1	Terrel, John	4	1/2
2.	Woods, Tom	6	3/4
3.	Smith, Leslie	9	3/4
4.	Winton, Ben	11	
5.	Woods, Tom Smith, Leslie Winton, Ben Fuger, Simon	11	
6.	Appen, Rich	12 13 20	
7.	Frye, Patrick	13	
8.	Johnson, Greg Downer, Byrns Visnoski, Bill	20	
9.	Downer, Byrns	23	
10.	Visnoski, Bill	27	
11.	Hoeft, Tom	29	
12.	Parker, Rob Ronan, Steve	36 38	
13.	Ronan, Steve		
14.	Dolamore, Phil	43	
14.	Buckley, Ken	43	
	HOBIE 16A	POIN	NTS
1.	Sanchez, Phil	2	1/4
2.	Sammons, Jack	9	
3.	Sloan, Dave		3/4
4.	Hackney, John	12	
5.	Endres, Merrick Dickson, Rich	14	
6.	Dickson, Rich	14	
7.	Yandow, Craig	20	
8.	Gres, Wright Duffield, Kenny Hill, Robert	20	
9.	Duffield, Kenny	26	
10.	Weaver, Rick	30	
11.	McMillen Scott	31	
13	McMillen, Scott Schiller, Don	32	
13.	beniliter, bon	34	

14.	Raditch, Richard	32
15.	Caffee, Hollis	35
16.	Andrews, David	39
	Post, Dick	
18.	Martin, Keith	41
19.	Wood, Stephen	48
20.	Merritt, Rick	55
21.	Gruber, Mark	57
	Dickenson, Ron	
	Whiteleather, C.	
	Goad, Skeet	
	Whitehill, David	
26.	Dekreek, Vel	64
	Sullivan, Hal	
	HOBIE 16B	POINTS
1	Dickson Tim	7 1/2

1.	Dickson, Tim	7	1/2
2.	Walton, John	8	3/4
3.	Linton, John	9	3/4
4.	Fontaine, Peter	10	
5.	Conaty, Kevin	17	
6.	Geier, Mark	17	
7.	Timmons, Kenny	22	
8.	Phillips, Mike	23	3/4
9.	Ryals, Mike	28	
10.	Rector, Lau	28	
11.	Moinen, Jim	30	
12.	Hull, Eric	34	
	Zoumberos, S.	34	
	Keitel, Chris		
15.	Elder, Bud	40	
16.	Bowerfind, Jack	41	
	Pead, David	45	
18.	Keysor, Clark	44	
		45	
20.	Lewis, Doug	47	
21.	Bodie, Mike	48	
22.	Gregg, David	54	
23.	King, Lawson	55	
24.	Ebling, David	56	
25.	Conley, Steve	59	
26.	Kennedy, David		
27.		62	
28.	Ehlers, Bob	80	
	DeBartolo, Joe		
	Gregory, John	88	

	HOBIE 16C	POIN	MTS
1.	Liebel, Chris	9	3/4
2.	Fontaine, Greq	16	
3.	Meric, J.	17	
4.	Carlson, Gail	18	
5.	Jones, Dennis	21	
6.	Bennett, Tom	21	
7.	Buzby, Robert	24	
	Warringer, Bob	26	
9.	Roberts, Sue	31	3/4
10.	Bridges, Carig	32	
11.	Coile, Craig	36	3/4
12.	Werner, George	38	
13.	Goodman, Kevin	39	
14.	Morton, Mark	43	
15.	Taylor, Robert	46	
16.	Proctor, John	47	
17.	Lowery, Ron Ryan, Bob	48	
18.	Ryan, Bob	49	
19.	Boetcher, Glenn		3/4
20.	Assalone, Larry	52	
21.	Wood, Palmer	52	
22.	Pittman, Ed	53	
23.	Bougher, Harold	58	
24.	Naticchia, Fred		
25.	Darsey, Dave	62	
26.	Britton, Pete	65	
27.	Stone, Kevin	66	
28.	Armentrout, Dane		
29.	Rowe, Ralph	72	
30.	Earl, Jeff Popper, Steve	75	
31.	Popper, Steve	76	
32.	Rasmussen, Wayne	77	
33.	Wortman, Gary	78	
34.	Blue, William	80	
35.	Coryell, Mario	88	
36.	Belpuppa, Pete Bibbee, Brian	88	
37.	Bibbee, Brian	88	
38	Busselli Boh	9.0	

26.	Britton, Pete	65
27.	Stone, Kevin	66
28.	Armentrout, Dane	68
29.	Rowe, Ralph	72
30.	Rowe, Ralph Earl, Jeff	75
31.	Popper, Steve	76
22	Daemuscon Wayne	77
33.	Wortman, Garv	78
34.	Wortman, Gary Blue, William Coryell, Mario	80
35.	Corvell, Mario	88
36.	Belpuppa, Pete	88
37.	Bibbee, Brian	88
38.	Bibbee, Brian Buzzelli, Bob	90
39.	Haufe, Scott Smith, Ken	90
40.	Smith, Ken	96
41.	Dew, Ted	97
42.	Ball, Richard	97
43.	Ball, Richard Long, Gordon	99
44.	Skukowski, Bill	103
45.	Sheppard, Rick	104
46.	Sheppard, Rick Hauser, Raymond	117
47.	Lettew, Larry Ewing, Robert Phillips, Jerre	120
48.	Ewing, Robert	122
49.	Phillips, Jerre	125
50.	Donaldson, C.	129
51.	Donaldson, C. Schmetz, Fred Robinson, Chris Bourton, Hugh Kaufmann, Chris	136
52.	Robinson, Chris	137
53.	Bourton, Hugh	142
54	Kaufmann, Chris	158
55.	Costa, Frank Hanes, William Bertucci, Joey	159
56.	Hanes, William	163
57.	Bertucci, Joey	173
		173
59.	Curry, Parris Perez, Jesse	181
60.	Bobowski	184
61.	Horn, J. Harvey Farlinger, Jim McCune, Daniel	187
62.	Farlinger, Jim	191
63.	McCune, Daniel	194
64.	Barry, Glenn	197
65.	Barry, Glenn Hartzog, David	199
66.	Lombardi, Guy	213
67.	Lombardi, Guy Abbott, Doug Seren, Mike Cox, Ron	213
68.	Seren, Mike	213
69.	Cox, Ron	213
70.	Ganassi, Gene	213
71.	Morris, Bob	214

HOBIE 14A

1. Curry, Bob 2. Brice, Allyn

POINTS

3.	Cope, Woodie	9	
4.	Buie, Buddy Weill, Mike	10	
5.	Weill, Mike	15	
6.	Karran, Richard	18	
7.	Kirby, Alex	19	
8.	Johnson, Cheryl	20	
9.	Bowerfind, Linda	21	
10.	Braswell, Mike	24	
11.	Snyder, Bill	26	
12.	Snyder, Bill Lipka, John	35	
13.	Ferrera, John	37	
14.	Becker, Steve	38	
15.	Kirby, Art	39	
16.	Kirby, Art Ton, Mark	47	
	HOBIE 14B	POI	NTS
1.	Floyd, Paul	4	3/4
2.	Keysor, Chris	10	
3.	Brooks, Bill	10	3/4
4.	Stalls, William	11	
5.	Hull, Kathy	12	
6.	Johnson, John	12	
7.	Sammons, Jenny	12	3/4
8.		15	3/4
9.	Cowfer, Dave	26	
10.	Corliss, Pete	28	
11.	Spenner, Linda	31	
12.	Nelson, John	31	
13.	Green, Kelly	40	
14.	Green, Kelly Emerman, Phil	46	
15.	Blank, Nancy	48	
16.	Howard, Denice	48	

WOMEN'S RACE FLEET #5, DIVISION #8 CLEARWATER, FLORIDA AUGUST 1, 1982

	HOBIE 16A	POINTS
1.	Bowerfind	2 1/4
	Bowerfind	7
	Boetcher	8
	Danner	13
5.	Sloan	13
6.	Weaverob	13
	Johnson	15
8.	Hudgins	22
	HOBIE 16B	POINTS
	Hood, S.	2 1/4
2.	Thompson	7
3.	Tauber	7
4.	Rector	7 3/4
5.	Brown	11
	HOBIE 14	POINTS
1.	Kaufhold	2 1/4
2.	Hull	6
3.	Spenner	6 3/4
4.	Shows	12

SUMMER SIZZLER '82 FLEET #80, DIVISION #8 DAYTONA BEACH SHORES, FL AUGUST 21 - 22, 1982

	HOBIE 18A	POINTS
	McCann	6 3/4
	Knight	12 3/4
	Duke	25
	Brice	25
5.	Alfrod	27 3/4
6.	Carlson	28
7.	Thompson Sassaman	30
8.	Sassaman	31
9.	Deans	31
10.	Wiley	32
II.	Johnson	33
	Duke	35
	McKee	37
	Mayo	39
	Blakeman	42
	Cope	45
	Parks	46
	Birch	48
	Caffee	56
	Crouse	57
21.	Reed	57
22.	Ussery	59
	Bird	59
24.	Braun	62
25.	Riley	65
	Larkin	72
27.	Whitaker	77
	HOBIE 18B	POINTS
	Reed	5 3/4
2.	Borek	6
3.		8
4.		9
	Adams	14
	Fuger	18 3/4
7.	Cawley	20
	Knoche	20
9.	Downing	20
	ATRIORKI	21
1.		21
	Hohenhausen	21
	Hull	22
	Downer	22
	Williamson	24
6.	Dolamore	26

NEO/		V KEOU							
17. Blake 18. Paterson	33 34	42. Boetcher	90	HOBIE 16C	POINTS	3. Livingstone	12 11/20	29. Coupland	100
HOBIE 16A	POTNTS	43. Shirey 44. Farlinger 45. Bellonzi	94 95 96	1. Lamb	5 1/2	4. Sunderland 5. Williams	15 22	30. Holland 31. Brown	108 116
1. Rodgers	2 3/4	46. Massfeller 47. Hargrove	99	2. Rigo 3. Bransford 4. Vance	10 3/4 12 12 3/4	6. Newsome 7. Akers 8. Haight	25 26 27	32. McNorton 33. Watson	122
<ol> <li>Yandow</li> <li>Schiller</li> </ol>	2 3/4	48. Roberts 49. Carlson	103	5. Barnes 6. Coleman	19 3/4	9. Grant 10. Beverage, D.	28 31	HOBIE 14	POINTS
4. Thiese 5. Anthony 6. Post	18 18 19	50. Nolan 51. Greer 52. Ridenour	107 108 109	7. Shifflett 8. Nelms	25 25	11. Shaw 12. Beverage, P.	35 41	1. Lowrance 2. Hunter	7 1/2 8 3/4
7. Raditch 8. Gray	20	53. Lay 54. Jordan	110	9. McMahon 10. Apperson 11. Talman	32 33 39	13. Payne 14. Graham 15. Cruse	46 48 53	3. Efird 4. Myers	12 3/4
9. Dickson 10. Gruber	22 23	55. McKee 55. Clark	118	12. Russell 13. Vieszczad	40	16. Price	62	5. Miller 6. Merrell 7. Hall	20 3/4
11. Duffield 12. Gres 13. Sloan	24 24	55. Gudger 55. Ward	118	HOBIE 14	POINTS	HOBIE 18B	POINTS	8. Kilpatrick 9. Wellons	21 24 25
14. Ponder 15. Dwyer	25 27 28	55. Davies HOBIE 14A	118 POINTS	1. Goforth 2. Thompson	4 1/4	1. Sifford 2. McLean	3 9	10. Moore 11. Karnitschnig	34 35
16. Goad 17. McMillen	29 33	1. McIntosh	2 3/4	3. Hall 4. Karnitschnig	6 1/2 11 11	3. Phillips 4. Rogers 5. Coffman	11 3/4 14 19	12. Wheeler 13. Looney	47 50
18. Myers 19. Whitehill	35 35	2. Ferrera 3. Buie	9	5. Deaver 6. Dodd	21 23	6. Lawson 7. Johnson	20 23	HOBIE 14 Turbo	POINTS
29. DeKreek 21. Weaver 22. Walter	38 38 38	4. Heil 5. Weill 6. Dando	10 11 24			8. Hurt 9. Copley	32 38	1. Moseley 2. Deaton	4 1/4 5 1/2
23. Bennett 24. Frey	39 42	7. Lipka 8. Curry	18 18 3/4	MID-SUMMER SIZZLER		10. Richmond 11. Hoyt 12. Rippy	39 41 48	<ol> <li>Winberry</li> <li>Plunkett</li> </ol>	14 16
25. Martin 26. Miller	43 47 52	9. Bowerfind 10. Walsh	22	FLEET #32, DIVISIO VIRGINIA BEACH, VI JULY 13 - AUGUST 1	RGINIA	13. Sheppard	52	5. House 6. Smith 7. Ritch	16 26 26
27. Gallagher 28. Dickenson	57	11. Braswell 12. Furman 13. Haley	22 26 26	JULY 13 - AUGUST 1	, 1702	HOBIE 16A	POINTS	8. Frank	32
HOBIE 16B	POINTS	14. Kirby 15. Johnson	26 27	HOBIE 18A	POINTS	1. Humphrey 2. Poteat 3. Walters	6 3/4 8 3/4 13 3/4	DIVISION NINE CHAMP	TONSHIPS
1. Weinsier 2. Rogers	7 3/4	16. Conaty 17. Floyd	28 29	1. Ayscue 2. Williams	2 1/4 4 3/4	4. Kroger 5. Blount	15 17	FLEET #53, DIVISION ISLE OF PALMS, SOUT	#9 H CAROLINA
3. Cleland 4. Barnes 5. Murdoch	9 3/4 13 16	18. Snyder 19. Boetcher 20. Kirby	31 32 37	3. Akers 4. Allmond	8 12	6. Middleton 7. Price	17 3/4 21	AUGUST 14 - 15, 198	2
6. Keysor 7. Walton	19 20	21. Coss	42	5. Doerfler HOBIE 16A	20 POINTS	8. Smith 9. Bell 10. Needham	22 23 25	HOBIE 18A	POINTS
8. Combs 9. Coffee	21	HOBIE 14B	POINTS	1. Barrett	4 3/4	11. Auten 12. Breeden	25 28	1. Willard, Martin	9 1/4
10. Brown 11. Parrish 12. Powell	26 27 29	1. Hull 2. Corriss	5 3/4 6 3/4	2. Middleton 3. Breeden	6 3/4 7 3/4	13. Jernigan 14. Woomer	30 31	2. Johnson, Bob 3. Haynsworth, S. 4. James, Squeeky	10 11 3/4 16
13. Tommons 14. Murph	32 35	3. Johnson 4. Anderson	7 13	4. Bell 5. Jernigan 6. Eason	11 3/4 14 15	15. Willard 16. Eflund 17. McRoy	32 40 41	<ol> <li>James, Squeeky</li> <li>Akers, Charlie</li> <li>Williams, Mark</li> </ol>	21
15. Cunningham 16. Gardiner	36 36	5. Keysor 6. Soule 7. Welch	14 14 16	7. Nelson 8. Smith	18	17. MCROY 18. Lee 19. MacDonald	45 45	7. Estapa, Don 8. Stevenson, L.	27 3/4 32
17. Gallagher 18. Young 19. Baker	38 40 43	8. Pritchett 9. Miller	17 20	9. Watson 10. Blount	20	20. Wilkens 21. Richardson	46 57	9. Shaw, Harry 10. Lipka, John 11. Ayscue, Garland	36 39 42
20. Rukin 21. Lewis	44 45	10. Lynch 11. Brooks	20 20 21	11. Eure 12. Fentress 13. Kroger	26 29 32	22. Plyer 23. White 24. Parr	57 62 66	12. Dunn, Lance 13. Saunders, John	53 56
22. Pead 23. Rector 24. Nash	46 46 46	12. Walter 13. Lester 14. Krolekoerski	23	HOBIE 16B	POINTS	25. Quattlebaum 26. Kidder	66 71	<ol> <li>Sifford, Robert</li> <li>Patterson, Hayes</li> </ol>	5 5 9
25. Dunn 26. Liebel	47 53	15. Stalls 16. Krutek	28 28	1. Krause 2. Koch	4 3/4	27. Styron 28. McCulloch	73 82	<ol> <li>Strickland, Jim</li> <li>Height, Joe</li> <li>Graham, Doug</li> </ol>	60 65
27. Ryals 28. Koehler	55 58	17. Kelly 18. Bonney 19. Whitsett	32 33 38	3. Wiley 4. Kitchin	8 3/4 9 1/2	HOBIE 16B	POINTS	<ol> <li>Kendrick, Gene</li> <li>Grant, Jim</li> </ol>	66 72
29. Gregory 30. LeGrand 31. Berry	59 61 61	17. 111.00000	-	5. Vitez 6. Healy	12 16	1. Hersey 2. Wessell	14 3/4 14 3/4	21. McKay, Bill 22. Coates, T. 23. Karr, John	74 83 84
32. Corson 33. Broomfield	62	Division	9	7. Shade 8. Rigo 9. D'Allessandro	21 21 22	3. Baggett 4. Robinson	16 1/2 18 3/4 25	24. Harper, Rick 25. Shepherd, Clyde	85
34. Diaz 35. Bowerfind	65 65			10. Crawley 11. Yee	23	5. Jones 6. Curtis 7. Daum	26 27	26. Price, Bill	92
36. Bodie 37. Hecht 38. Bream	66 67 68	5TH ANNUAL VIRGINI FLEET #32, DIVISIO	A BEACH	12. Quail 13. Hockett	28 28	8. Carig 9. Taylor	29 35	HOBIE 18B	POINTS 6 3/4
39. Elder 40. Momier	70 72	VIRGINIA BEACH, VI MAY 22 - 23, 1982		14. Hangen 15. Jiminez 16. Corner	30 35 36	10. Garner 11. Lee 12. Smith	35 45 48	<ol> <li>Beveridge, Odin</li> <li>Whiteside, Tommy</li> </ol>	7 1/4
41. Vasiliades 42. Davidson	74 77			17. Bransford	46	12. Smith 13. Russell 14. Rudd	49 61	4. Owens, Bill 5. Phillips, Frank	16 3/4
43. Hamilton 44. Stubbe 45. Havener	77 78 84	HOBIE 18	POINTS	HOBIE 16C		15. Sutton 16. Abbott	61 64	<ol> <li>Johnson, Richard</li> <li>Knoll, Andy</li> <li>Hurt, David</li> </ol>	23
46. Meric 47. DeBartolo	84 94	1. Dunn 2. Akers	4 1/4 6 1/2	1. Vance 2. Warwick	4 1/2 5 3/4	17. Rubright 18. Burns	65 66	9. Brooks, Braxton	34
HOBIE 16C	POINTS	3. Williams 4. James 5. Wyay	11 14 17	3. DeSmyter 4. Owens 5. Shifflett	12 12 3/4 15	19. Hutchings 20. Thaxton 21. Greene	66 70 71	HOBIE 16A	POINTS
1. Jones 2. Goodman	6 3/4	6. Phillips 7. Markel	24	6. Propster 7. Swann	15 20	22. Everest 23. Miller	71 73	<ol> <li>Wilkins, Wally</li> <li>Poteat, Bob</li> <li>Humphrey, Jim</li> </ol>	4 1/4 9 3/4 12 3/4
3. Straker 4. Detrick	13 17	8. Kirkwood	29	8. Kerrigan 9. Nelms	23 25 25	24. Tomlinson 25. Haynes	78 85 92	4. Bell, Rock 5. Middleton, J. P	17
<ol> <li>Zuloaga</li> <li>Turbyfill</li> </ol>	17 17 3/4	HOBIE 16A	POINTS 4 1/4	10. Holden 11. Hutinson 12. Walsh	26 31	26. Blair 27. Becker 28. Welles	98 105	<ol> <li>Walters, Greg</li> <li>Price, Jake</li> </ol>	22 26 27
7. Werner 8. Tamm 9. Dunn	21 22 22	2. Myers 3. Middleton	9	13. Pauh 14. Templeton	34 35	29. Howe 30. Hayes	110 121	8. Jernigan, Mike 9. Smith, Wick 10. Woomer, Roger	28
10. Rupp 12. Afflerbach	23 26	4. Smith 5. Eason	21 3/4 22 3/4	15. Barnes 16. Frazee	37 38 39	31. Crouch	124	11. Blount, John 12. Auten, Randy	35 39
<ol> <li>Mansfield</li> <li>Baker</li> </ol>	31 32	6. Barrett 7. Blount 8. Guthrie	26 26 26	17. Bohannon 18. Moore 19. Ramey	50	HOBIE 16C	POINTS 8 1/2	<ol> <li>Parr, David</li> <li>Claussen, Chris</li> </ol>	59 59
15. Senior 16. Moore 17. Morrison	33 34 37	9. Clayton 10. Jernigan	27 29	20. Abbey 21. Reis	58 63	2. Morton 3. Guin	12 12 3/4	15. Black, Ben 16. Fox, David 17. Magee, Ron	63 67 68
18. Pittman 19. Anderson	37 41	11. Wiedeman 12. Lutton	33 35	HOBIE 14A	POINTS	4. Denniss 5. Rigo	13 3/4 16 3/4	18. Haynsworth, G. 19. McCrackin, Sid	68 70
20. Assalone 21. Blue	43 45	13. Bell 14. Richardson 15. Hinson	38 43 53	1. Goforth 2. Kilpatrick	3 1/2 3 1/2	6. Avant 7. Pope 8. Smith	17 30 32	<ol> <li>Stephens, Dave</li> <li>Guthrie, Ken</li> </ol>	70 75
22. Craig 23. Emmett	45 47 47	16. Propster 17. McDriscoll	62 64	3. Hall 4. Miller	10	9. Moore 10. Ferris	39 43	22. Hamm, Ryan 23. Kidder, Cyril	84 93 96
24. Caffee 25. Morley 26. Rowe	48 49	HOBIE 16B	POINTS	5. Heune 6. Karnitschnig 7. Dulka	13 15 21	11. Spines 12. McCahan 13. Graves	44 44 46	24. Topping, Sam HOBIE 16B	POINTS
27. Fries 28. Meyers	51 54	1. Bobbitt 2. Krause	10 3/4 12 3/4	8. Furniss 9. Oertel	22 24	14. Howerton 15. Ivester	48	1. Robinson, Johnn	9 1/2
29. Keeney 30. Biggs 31. Warringer	58 60 61	<ol> <li>Crawley</li> <li>Bush</li> </ol>	12 3/4 16			16. Long 17. Edwards	60 63	<ol> <li>Broadway, Joel</li> <li>Mueller, Ken</li> <li>Walker, Bill Jr</li> </ol>	18 3/4
32. Ritter 33. McKenzie	64	5. Wiley 6. Blair	16 3/4 17 3/4 22	WRIGHTSVILLE BEACH FLEET #101, DIVISION		18. Resmond 19. Rollins 20. McCollough	70 77 77	<ol> <li>Blair, J. S. II</li> <li>Curtis, Bob</li> </ol>	27 31
34. Davis 35. O'Connell	73 73	7. Sinclair 8. Sutton 9. Jimenez	24 26	WILMINGTON, NORTH ( JULY 17 - 18, 1982	CAROLINA	21. Fowler 22. Hollinsheck	80	<ol> <li>Everest, Don</li> <li>Dayhoff, Bob</li> <li>Green, William</li> </ol>	35 39 45
36. Derby 37. Ewing 38. Sheppard	73 74 78	10. Ashby 11. Vitez	29 39			23. Kirkley 24. Queen	82 91 91	<ol> <li>Graves, Jim</li> <li>Land, Jackson</li> </ol>	46 46
<ol> <li>Virden</li> <li>Croak</li> </ol>	81 87	12. Swenson 13. Chipley 14. Cordova	50 40 50	HOBIE 18A	POINTS 5 1/2	25. Morgan 26. Whitley 27. Astrologow	93 99	<ol> <li>Elus, Norman</li> <li>Crawford, Matt</li> </ol>	51 51 1/2 53
41. Ball	89			2. Ayscue	12 1/2	28. Hill	99	14. Bradley, Bill	20

15. Smith, Leo 53 16. Roe, Roy 53 17. Craig, Marilyn 54 18. Todd, Bill 54 19. Hausman, Eric 59 20. Cummins, Harvey 69 21. Wessels, Kirk 69 22. Healy, Matthew 70 23. Kimele, Steven 79 24. Smith, Dave 81 25. Porter, Bill 94 26. Hodgkiss, Rich 95 27. Power, Chuck 96 28. Beucer, John 112  HOBIE 16C POINTS  1. Johnson, Ernie 9 3/4 3. Johnson, Daniel 15 1/2 4. Spires, Arthur 16 5. Schuster, Ken 21 3/4 6. Whitley, Myron 21 3/4 7. Giles, Robby 24 8. Carl, Bill 28 9. Brunnemer, F. 29 10. Bowles, Betty 36 11. Burke, Dwight 36 12. Prikazsky, Cy 43 13. Rollins, Jim 49 14. Payne, Charles 52 15. Crowl, Chris 55 16. Ivester, Mark 68 17. Reynolds, Edward 68 17. Reynolds, Edward 68 18. Hobse 14A POINTS 10. Curry, Bob 4 1/4 2. Frzier, Burrel 9 3/4 3. Breeden, Dan 4 1/4 2. Frzier, Burrel 9 3/4 3. Breeden, Dan 20 6. Goforth, Bob 22 7. Kilpatrick, Pat 24 8. Miller, Kevin 25 9. Vail, Bob 26 10. Hunter, Alan 29 11. Kirby, Alex 32 12. Merrell, Kaye 43 13. Looney, Joe 48 14. Benbow, Liz 50 15. Miller, Jim 50 16. Efird, Larry 50 17. Hall, Denny 50 18. Wheeler, Kay 43 19. Karnitschning, A.65 20. Johnson, Tom 80 21. Morken, Jeff 6 3/4 22. Kirby, Art 10 23. Galloway, Tommy 12 24. Loyd, Fred 15 25. McNorton, E. A. 23 26. Codespoti, Pete 24  Division 10  SOUTHERN BAKE POINTS REGATTA PLEET 4199, DIVISION 410 2. Rabon, J. E. 7 1/2 2. Kirby, Art 10 3. Galloway, Tommy 12 4. HOBIE 14B POINTS 4. HOBIE 14 Turbo POINTS 5. McNorton, E. A. 23 6. Codespoti, Pete 24  Division 10  SOUTHERN BAKE POINTS REGATTA PLEET 4199, DIVISION 410 2. Reacon, Jeff 6 3/4 3. Ward, Charles 12 4. Loyd, Fred 15 5. McNorton, E. A. 23 6. Codespoti, Pete 24  Division 10  SOUTHERN BAKE POINTS REGATTA PLEET 4199, DIVISION 410 2. Reacon, Jeff 6 3/4 3. Ward, Charles 12 4. Loyd, Fred 15 5. McNorton, E. A. 23 6. Codespoti, Pete 24  Division 10	19. Kellogg, J. 68 20. Burrows, T. 69 21. Dodson, L. 70 22. Groh, P. 73 23. Murphy, M. 85 24. Kidder, M. 88 25. Boren, D. 97  HOBIE 16B POINT  1. Nolte, P. 21 2. Deterding, M. 21 3. Mencin, J. 22 3. 4. Cleaver, D. 26 3. 5. Sutt, W. 28 6. Lanowski, D. 29 7. Campbell, S. 30 8. Humphries, A. 32 9. Considine, P. 32 9. Considine, P. 32 10. Vickery, B. 34 11. Poling, W. 34 12. Smith, O. 35 13. Kuca, T. 38 14. Minne, C. 41 15. Carlson, D. 42 16. Morse, R. 45 17. Rode, J. 49 18. Shafter, L. 56 19. Mandli, D. 60 20. Fulling, M. 62 21. Wooling, R. 62 22. Atherton, R. 73 3. Allen, T. 10 4. Page, G. 15  MAY DAY REGATTA FLEET #47, DIVISION #10 COMAN LAKE, MICHIGAN MAY 1 - 2, 1982  HOBIE 18 POINT  1. Isco 4 1, 4. Page, G. 15  MAY DAY REGATTA FLEET #47, DIVISION #10 COMAN LAKE, MICHIGAN MAY 1 - 2, 1982  HOBIE 18 POINT  1. Isco 4 1, 4. Lubkemann 16 5. Tannet 23 3, Shettle 10 3, Settle 10 3, Settle 10 3, Settle 10 4, Lubkemann 16 5, Tannet 23 6, Frederick 26 8, Downing 32 9, Singletary 32 9, Singletary 32 10. Lewis 33 11. Fanley 33 12. Fanley 33 13. Fanley 33 14. Shaeffer 48 15. Summers 55 16. Hill 59 14. Shaeffer 48 15. Summers 55 16. Hill 59 17. King 60  HOBIE 16B POINTS  18. Frederick 26 18. Findlay 27 19. Beglin 30 10. Block 32 11. Grant, D. 20 12. Bohm 32 13. Flender 41 14. Leuer 42 15. Kamphake 49 16. Lievestro 49 16. Frey 24 17. Frey 24 18. Hobie 16B POINTS 18. Frey 24 19. Lederer 32 24. Barth 22 37. Frey 24 38. Wortman 28 39. Rooks 30 30. Mincey 31 31. Fearley 38 31. Fasley 38 32. Minne 39 33. Rober 34 34. Pasley 38 34. Pasley 38 36. Mortman 28 37. Frey 24 38. Wortman 39 39. Rooks 30 30. Mincey 31 31. Lederer 32 32 31. Lederer 32 32 32 33. Block 32 34 34. Lederer 32 34. Blobm 33 36. Pressel 36 36 37. Frey 24 37. Frey 24 37. Frey 38 38 38. Wortman 38 39. Rooks 30 30. Mincey 31 31. Lederer 32 31. Lederer 32 32 32 34. Lederer 32 34. Lablom 33 36 36. Frederick 36 36 37. Frey 37 38. Block 32 38. Wortman 38 39. Rooks 30 30. Mincey 31 31. Lederer 32 41. Lederer 32 42 43. Frey 47 47 47 47 47 47 47 47 47 47 47 47 47 4	MAY 15 - 16, 1982    HOBIE 18	18. Hartman, T.   55	31. Cleveland, D. 32. Aldridge, J. 33. Swann, D.  HOBIE 16A  1. Bonesteel, D. 3. Herbert, R. 4. Woodruff, S. 5. Pairitz, P. 6. Wills, M. 7. Laura, M. 8. Williams, B. 9. Higgs, K. 10. Werntz, J. 11. Grant, D. 12. Cary, S. 13. Grosskopf, J. 14. Strauss, B. 15. Findley, R. 16. Laurer, T. 17. Brown, K. 18. Swanson, C. 19. Seleno, R. 20. Seelman, J. 21. McIntyre, M. 22. Campbell, S. 23. Clemons, B. 24. Baidas, R. 25. Sinclair, R. 26. Frakes, R. 27. Harhnle, D. 28. Werntz, P. 29. Perry, D. 30. Nokus, J. 31. Bidwell, M. 32. Kellogg, J. 33. Hoffman 34. Lemaitre, F. 35. Fris, J. 36. Murphy, B. 37. Vermeulen, L. 38. Rudland, R. 39. Vercruysse, D. 40. Coombs, C. 41. Goodman, V. 42. Welch, T. 43. Hanaker, B. 44. Bruni, R. 45. Behymer, L. 46. Hartman, T. 47. Dirksee, R. 48. Eisele, T. 49. Holden, H. 50. Pearce, K. 51. Sale, K. 52. Hoffman, R. 54. Behymer, L. 54. Wilkes, H. 55. Wilkes, H. 56. Wilkes, H. 57. McCallum, S. 58. Ziolkowski, J. 59. Gillman, M. 60. Field, S. 61. Weissert, J. 62. Jacobs, A. 63. Fischer, R. 64. Grant, J. 65. Oehler, R. 66. Quinn, D. 67. Falar, G. 68. Skrel, J. 69. Vickery, B. 40. Vickery, B. 41. Firtier, T. 42. Jacobs, A. 43. Haaye, B. 44. Firtier, T. 46. Grant, J. 67. Falar, G. 68. Skrel, J. 69. Vickery, B. 40. Vickery, B. 41. Firtier, T. 42. Jacobs, A. 43. Haaye, B. 44. Firtier, T. 45. Griffee, M. 46. Holler, R. 47. Holden, G. 48. Skrel, J. 49. Vickery, B. 40. Vickery, B. 41. Firtier, T. 42. Jacobs, A. 43. Haaye, B. 45. Firtier, T. 46. Ouinn, D. 67. Falar, G. 68. Skrel, J. 69. Vickery, B. 40. Vickery, B. 41. Firtier, T. 42. Holden, F. 43. Baker, T. 44. Holder, R. 45. Baker, T. 46. Jacobs, A. 47. Holden, R. 48. Eigele, M. 49. Vickery, B. 40. Vickery, B. 41. Vickery, B. 42. Leonard, J. 43. Haaye, B. 44. Firtier, T. 44. Holden, R. 45. Scalard, R. 46. Grant, J. 47. Vickery, B. 48. Eigele, G. 49. Vickery, B. 40. Vickery, B. 41. Firtier, T. 42. Holden, R. 43. Eigele, G. 44. Rethered T. 44. Holden, R. 45. Eigele, G. 46. Skrel, J. 47. Holden, R. 48. Eigele, G. 48. Eigele, G. 49. Vickery, B. 40. The Commity	
6. Hicks, G. 21 7. Bussche, C. 25 8. Tomko, T. 32 9. Lochmandy, J. R. 34 10. Hansen, S. 38 11. Longueville, J. 41 12. Swain, K. 43 13. Brown, M. 44 14. Weiss, J. 54 15. Merriman, R. 55 16. Slusser, E. 56 17. Evans, S. 59	3. Clark 22 4. Barth 22 3, 5. Frey 24 3, 6. Russell 25 3, 7. Porfeli 28 8. Wortman 28 9. Rooks 30 10. Muncey 31 3, 11. Lederer 32 12. Blohm 33 13. Reber 36 14. Pasley 38 15. Dorger 41	5. Wall, R. 13 6. Glenn, G. 21 7. Mack, L. 25 8. Wall, P. 31 9. Mack, B. 33 4  ILLINOIS STATE CHAMPIONSH FLEET \$123, DIVISION \$10 LAKE CARLYLE, ILLINOIS MAY 22 - 23, 1982  HOBIE 18 POINT: 1. Longueville, J. 51, 2. Rahn, F. 10, 3. Isco, G. 12, 4. Hinze, P. 12, 3, 5. Gentile, D. 16, 3, 6. Greenwald, H. 16, 3, 7. Lochmandy, J. R. 27 8. Brown, M. 29 4. Swain, K. 34	HOBIE 18B POINTS  1. Laure, J. 15 3/4 2. Pippen, P. 18 3. Duncan, G. 18 4. Frederick, J. 20 5. Czinder, J. 26 3/4 6. Slusser, B. 38 7. Doren, D. 40 8. Vanderberg, E. 42 9. Hennessey, B. 42 10. Klingler, J. 42 3/4 11. Crabb, R. 43 12. Bristol, R. 46 3/4 12. Bristol, R. 46 3/4 13. Dehlin, C. B. 47 14. Koch, M. 48 16. Pell, N. 53 17. Nelson, D. 56 3/4 18. Drost, K. 58 4 19. Norberg, D. 59 20. Folger, J. 65 21. Brisbois, J. 65 22. Verhoven, J. 66 23. Auxier, W. 73 24. Simon, G. 75 25. Lifsey, B. 75 26. White, M. 78 4 27. Dewberry, D. 79 4 28. Anderson, J. 65 26. White, M. 78 4 27. Dewberry, D. 79 4 28. Anderson, J. 65	15. Haist, M. 16. Mencin, J. 17. Young, R. 18. Baker, T. 19. Porfeli, J. 20. Huber, R. 21. Brown, T. 22. Johnson, D. 23. Wassenaar, S. 24. Barth, S. 25. Gallagher, L. 26. Marsh, W. 27. Perkins, S. 28. Richmond, R. 29. McDougal, B. 30. Cook, T. 31. Gay, D. 32. Moses, J. 33. Frey, J. 34. Peterson, J. 35. Cockron, R. 36. Beyer, S. 37. Fischer, W. 38. Kovach, J. 39. Cuthbert, F. 40. Hanna, G. 41. Allen, H. 42. Russell, D. 43. Kusanke, K. 44. Minne, C.	

### regatta results

47.	Spaly, R. Noel, D.	157
40.		
		POINTS
1.	McCullen, K.	11 3/4
2.	Waite, T. Goetz, R. Daub, T. Mette, R.	12 3/4
3.	Goetz, R.	14
4.	Daub, T.	1/ 3/4
6.	Walker M	24 3/4
7.	Lindner, R.	30
8.	Parker, D.	32 3/4
9.	Haller, S.	34
10.	Goetz, R. Daub, T. Mette, R. Walker, M. Lindner, R. Parker, D. Haller, S. Herrado, R. Perkins, G. Mette, K.	35
11.	Perkins, G.	37
2.	Mette, K.	45
13.	Buckingnam, T.	50
5	Brown D	5.8
6.	Haist, D.	58
7.	Noel, M.	65
18.	Malker, R. Parker, D. Haller, S. Herrado, R. Herrado, R. Buckingham, T. Pierce, J. Brown, D. Haist, D. Noel, M. Cyr, R. Schwartz, R. Ruiz-Turon, F.	71
20.	Ruiz-Turon, F.	73 75
21.	Walsh, D.	76
22.	Suttmiller, H.	76
24	Lashbrook, T.	77 77 78
25.	Mortlock, M.	78
26.	Hans, H.	81
27.	Schwartz, J.	89
28.	Muncey, M.	94
29.	Seward, R.	100
30.	Golec, R.	101
31.	Kinziger, R.	101
32.	Markall, H.	108
	Ruiz-Turon, F. Walsh, D. Suttmiller, H. Lashbrook, T. Sheulchuck, B. Mortlock, M. Hans, H. Schwartz, J. Muncey, M. Seward, R. Golec, R. Kinziger, R. Markail, H. Woloveck, M. HOBIE 14 Turbo	
1.	Horthrop, D.	3
2.	Uptegraff, C.	10 3/4
3.	Herrel, M.	16
5.	Horthrop, D. Uptegraff, C. Herrel, M. Losego, L. Maze, J.	16
-	Herrel, M. Losego, L. Maze, J. HOBIE 14  Driggs, M. Bird, M. Jenkins, G. Storer, J. Glenn, G. Storer, J. Glenn, G. Briggs, K. Mack, L. Bidwell, D. Bradford, J. Bishop, G. Gander, N.	DOTNES
,	nobio 14	7.1/2
1.	Driggs, M.	9 1/2
3.	Jenkins, G.	11 3/4
4.	Storer, J.	13 3/4
5.	Proctor, J.	18
6.	Glenn, G.	21
7.	Shaw, S.	22
8.	Driggs, K.	25
9.	Mack, L.	32
	Bidwell, D.	30
	Bradford, J.	38
12	Dishop, G.	43
12.	Cander N.	
12.	Cander, N. Mack, L.	47
12.	Glenn, G. Shaw, S. Driggs, K. Mack, L. Bidwell, D. Bradford, J. Bishop, G. Cander, N. Mack, L. Williams, J.	49

HIGGINS LAKE ANNUAL INVIT FLEET #144, DIVISION #10 HIGGINS LAKE, MICHIGAN AUGUST 7 - 8, 1982

	HOBIE 16A	POIN	TS
2. 3. 4.	Johnson, Bob Balesky, Ric Boyle, Chris Brems, Bill Klintworth, R.	8 9 12 18 25	3/4
	HOBIE 16B	POIL	ITS
2. 3. 4.	Page, Richard Creeger, Gordon Visser, Sidney McPharlin, Jim Lentz, Steven	12 15	3/4
	HOBIE 16C	PÒIN	ITS
2. 3. 4.	Williams, J. Whittlesey, R. Schreck, W. Bussenger, T. Horvath, R.		
6.	Holmes, Mark Teeter, R. Olson, Walter	27 28 37	

### Division 11

1982 DIVISION 11 CHAMPIONSHIPS FLEET #54, DIVISION #11 ELK NECK STATE PARK, MARYLAND JULY 10 - 11, 1982

	HOBIE 18	POINTS
1.	Gauthier	2 1/4
2.	Morton	6 3/4
3.	Smith	8
4.	Hoover	9
5.	Burkewitz	14
6.	Anglin	14
7.	Morris	16
8.	Williams	21

9.	Cowan	27
10.	Clay	27
		POINTS
2.	Myers Glanden Flanigan	3 1/2 12
3.	Flanigan Faulders	13 3/4 14
4.	Trevarthen	17
		20 21 3/4
8.	Sikora	22 23
10.	Dees Yeutter	23
11.	Moser Heretick Schmidbauer Smith	24 27
13.	Schmidbauer	29
15.	Pagels	29 31
16.	Kopp Cloud Rochelle	40
18.	Rochelle	50
		POINTS
1.	Ackerman Sersen Hutchinson	4 1/2 8 3/4
3.	Hutchinson	9
4.	Smith	14
6.	Arata	15 20 3/4
8.	Arata Andrews Jose McLaughlin Lundergan	22 22
9.	McLaughlin Lundergan	23 29
11.	Lundergan Frink	30 31
13.	Davis	32
14.	Frink Antonovich Davis Hayes Kvech	39 43
16.	Deiling	39
17.	Deiling Flanigan Hall Luig	42
19.	Luig	49
		51 51 53
22.	Castwirth Fries Iredale	53 54
24.	McCarvill Hamill	58
26.	Scheier	64 65
	HOBIE 16C	POINTS
1.	Hanna	10 3/4 14
3.	Hawn Buttner Rieber	17 3/4
4.	Rieber McCann	18 24
6.	McCann Olinski Smith Haness	25 25 3/4
8.	Haness	26
10.	Summer DeHoll Creadon	26 3/4 27 27
11.	Creadon DeSmyter	27 30
13.	McCool	38
15.	Ertel Downes Renegar Carlstrom	39 39 39
16.	Renegar	39 42
18.	Williamson Zapperella LeFevere Rohrer Richardson Moores	42 45
20.	Zapperella	51
21.	LeFevere Rohrer	52 55
23.	Richardson	55 56
	Darker	56
26. 27.	D'Agonstino Brown	58 64
28.	Wright	65 68
29. 30.	Kahn Kincheloe	71
31.	Wagner Klinger	73
32. 33. 34.	Klinger Fithian	74 76 80
35.	Zajac Shimp	81
36.	Fies Rieber	85 86
38.	Firth	87 98
40.	Mayer Rock	103
41.	Maher	106
	HOBIE 14	POINTS
1. 2. 3.	Ruck Biddle	3 1/2 4 3/4
3.	Holland Flanigan	9 3/4

### Division 12

1. White 2. Kuebler

HOBIE 14 Turbo POINTS

DIVISION #12 CHAMPIONSHIPS FLEET #124, DIVISION #12 HECSHER STATE PARK, NEW YORK JULY 17 - 18, 1982

	HOBIE 18A		POINTS
1.	Carpenter,	c.	3

				1
47.	Davis, Bruce	188		1
		POIN		
1.	Finnerty, Brian Breuer, John Breuer, John D'Agostino, Jim Brill, Mike Moore, Craig Osmon, Dick Luig, Glenn Ammann, Steve Abramazyk, Mark Rosenfield, S. Weiss, A. J. Dwyer, C. A. Wolf, John Mutter, John Redwood, P.H.S. Gibson, Tom Giangrasso, Carl Kupferberg, Mark Hahne, Bill Nelson, John Partt, Robert Jones, Roland, Bustard, Robert Marcisak, Ron Karp, Gerald Morgan, Jay Doxsee, John Havewyer, H. O'Keefe, Jim Grimm, Chris Schneider, Jim Grimm, Chris Schneider, Jim Grimm, Chris Schneider, Berward, Peter Gallagher, A. Lafeverer, T. Higgins, Mike Edwards, Rohert Marcischen, P. Maher, John Perry, Reed Hanbury, Harry Luetse, Ray Lavery, Michael Sinder, Bruce Weinstein, Ken Patrick, Cas Szymanski, R. Quarti, Al Stanton, John Travis, Todd Dilworth, L. Wheatley, Don Beer, Lenny McCarthy, Todd	4	1/4	
3.	D'Agostino, Jim	9	3/4	
4.	Brill, Mike Moore, Craig	25		
6.	Osmon, Dick	31		
8.	Luig, Glenn Ammann, Steve	31	3/4	
9.	Abramazyk, Mark	32		
11.	Weiss, A. J.	35		
12.	Dwyer, C. A. Wolf, John	38 41		
14.	Mutter, John	43		
16.	Gibson, Tom	57		
17.	Giangrasso, Carl Kupferberg, Mark	57		
19.	Hahne, Bill	64		
21.	Partt, Robert	74		1
22.	Jones, Roland, Bustard, Robert	81		1
24.	Marcisak, Ron	88		
26.	Morgan, Jay	98		
27.	Doxsee, John	104		
29.	O'Keefe, Jim	111		
30.	Grimm, Chris Schneider, Jim	111		
32.	Serenita, Pete	119		
34.	Lafevere, T.	120		
35.	Higgins, Mike Edwards, Rich	123		1
37.	Featherstone, P.	135		
39.	Perry, Reed	146		
40.	Hanbury, Harry Luetse, Ray	180		
42.	Lavery, Michael	188		
44.	Weinstein, Ken	193		
45.	Patrick, Cas	195		
47.	Quarti, Al	208		
47.	Stanton, John Travis, Todd	208		1
47.	Dilworth, L.	208		
47.	Baer, Lenny	208		
47.	McCarthy, Todd	208		
	HOBIE 16 Novice	POIN	ITS	
1.	Long, Michael	6	1/2	
		6	211	1
3.	Higbee, Doug Lawson, James	6	3/4	
3.	Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Inc	6 8 21 22	3/4	
2. 3. 4. 5.	Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard	6 8 21 22 28	3/4 3/4	
3. 4. 5. 6. 7.	Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg	6 8 21 22 28 37 39	3/4 3/4	
3. 4. 5. 6. 7. 8. 9.	Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen	6 8 21 22 28 37 39 40 42	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 10.	Highee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robt	6 8 21 22 28 37 39 40 42 44	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Highee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robt Eisman, Richard Rose, Brian	6 8 21 22 28 37 39 40 42 44 46 47	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Highee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robt Eisman, Richard Rose, Brian Meany, Denis Schubert, James	6 8 21 22 28 37 39 40 42 44 46 47 49	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Long, Michael Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robt Eisman, Richard Rose, Brian Meany, Denis Schubert, James Wydan, Larry	6 8 21 22 28 37 39 40 42 44 46 47 49 50	3/4 3/4	
2. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	Higbee, Doug Waitvilee, Doug Moslin, Ken Waitvilet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robt Eisman, Richard Rose, Brian Meany, Denis Schubert, James Wydan, Larry Maloney, Pete Pernbach, Gary	8 21 22 28 37 39 40 42 44 46 47 49 50 54 58 60	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 17. 18.	Higbee, Doug Lawson, James Moslin, Ken Waitvliet, Ine Zimmer, Richard Werner, Marilyn Ostheimer, Greg Dipalma, Tony Penny, Stephen Cunningham, Robteisman, Richard Rose, Brian Meany, Denis Schubert, James Wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken	8 21 22 28 37 39 40 42 44 46 47 49 50 54 8 60 2 68	3/4 3/4	
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21.	Higbee, Doug Waitvliet, Ine Zimmer, Richard Wenner, Marilyn Ostheimer, Greg Dipalma, Tony, Penny, Stephen Cunningham, Robt Eisman, Richard Rose, Brian Meany, Denis Schubert, James Wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg	8 21 22 28 37 39 40 44 46 47 49 50 62 68 69 69	3/4 3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4 3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4 3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4 3/4	
16. 17. 18. 19. 20. 21.	Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin	58 60 62 68 69 70	3/4 3/4	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forresi Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus	58 60 62 68 69 70 74 78 82 83 86 90 91	3/4 3/4	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forresi Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus	58 60 62 68 69 70 74 78 82 83 86 90 91	3/4 3/4	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forresi Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus	58 60 62 68 69 70 74 78 82 83 86 90 91	3/4 3/4	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forresi Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus	58 60 62 68 69 70 74 78 82 83 86 90 91	3/4 3/4	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forresi Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus Buyari, Gus	58 60 62 68 69 70 74 78 82 83 86 90 91	3/4	
16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 22. 23. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forrest Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Jack Friedman, Mark Vanweele, Davis Morvis, J. V. Fryry, Bob Regan, John	54 58 60 62 68 69 74 78 82 88 88 90 91 91 92 93 94 95 97 99 99		
16. 17. 19. 20. 21. 22. 22. 22. 23. 24. 25. 26. 27. 28. 29. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forrest Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Friedman, Mark Vanweele, Davis Morvis, J. V. Fury, Bob Regan, John HOBIE 14	54 58 60 62 68 69 70 74 78 82 88 88 90 91 91 92 93 94 95 96 97 97 98 99 99 99		
16. 17. 19. 20. 21. 22. 22. 22. 23. 24. 25. 26. 27. 28. 29. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forrest Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Friedman, Mark Vanweele, Davis Morvis, J. V. Fury, Bob Regan, John HOBIE 14	548 560 622 688 699 70 744 788 828 838 900 91 91 91 92 93 94 95 96 99 99 99 99		
16. 17. 19. 20. 21. 22. 22. 22. 23. 24. 25. 26. 27. 28. 29. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Pruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forrest Spadoni, Gildo Kinsey, David Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Friedman, Mark Vanweele, Davis Morvis, J. V. Fury, Bob Regan, John HOBIE 14	548 560 622 689 70 74 788 82 83 888 890 911 912 93 94 95 97 97 98 99 99 99 99 99	NTS	
16. 17. 18. 19. 20. 22. 22. 22. 22. 22. 23. 24. 25. 26. 27. 28. 33. 33. 34. 35. 37. 38. 39. 40. 40. 40. 40. 40. 40. 40. 40	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Fruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forres' Spadoni, Gildo Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Jack Friedman, Mark Vanweele, David Wondwele, David Worvis, J. V. Fury, Bob Reyan, John HOBIE 14 Smith, Steve Bradley, Bob Knurr, Gil Davis, Harvey Baker, Scott	548 560 662 668 774 788 82 83 890 991 992 993 995 997 998 999 999 999 999 999 999 991		
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16. 17. 18. 19. 20. 22. 22. 22. 22. 22. 23. 24. 25. 26. 27. 28. 33. 33. 34. 35. 37. 38. 39. 40. 40. 40. 40. 40. 40. 40. 40	wydan, Larry Maloney, Pete Fernbach, Gary Scheeti, C. A. Frank, Ken Fruntis, Greg Mayer, Kevin Stoddard, Clint Peters, David Baugh, Herb Giordano, Joe Roberts, Forres' Spadoni, Gildo Woodworth, Dave Bubari, Gus Davis, Bunny McClare, Brian Doe, John Cassedy, Jack Friedman, Mark Vanweele, David Wondwele, David Wondwele, David Wandwele, David Wandwele, David Wandwele, Boh Korvis, J. V. Fury, Bob Regan, John HOBIE 14 Smith, Steve Bradley, Bob Knurr, Gil Davis, Harvey Baker, Scott	548 60 62 66 69 70 74 78 82 88 88 90 91 92 93 94 95 97 99 99 99 13 115 16 34	NTS	
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2. Hastings, Pamela 9 THE BUZZARD REGATTA
FLEET #28, DIVISION #12
MATTAPOISETT, MASSACHUSETTS
JULY 24 - 25, 1982 HOBIE 18A POINTS noble loa

1. Adelman, J.
2. Dugas, P.
3. Coccari, P.
4. Williams, B.
5. Dugas, K.
6. Mazzacane, R.
7. Miller, J.
8. Shea, B.
9. McCarty, C.
10. Mone, T.
11. Flaherty, J.
12. Snyder, S.
13. Lennon, D.
14. Gable, J. 3 3/4 13 17 3/4 33 13. Lennon, D.
14. Gable, J.
15. Lariviere, A.
16. Bowen, J.
17. Trunca, E.
18. Levy, J.
19. Dupuis, G.
20. Noyes, S.
21. Hayes, B. 63 64 71 71 74 POINTS HOBIE 18B HOBIE 18B

1. Blom, G.
2. Olsen, B.
3. Gilman, E.
4. Hoffen, P.
5. Taylor, J.
6. Laiho, R.
7. Eaton, G.
8. Finn, W.
9. Campbell, B.
10. Harbur, E.
11. Katz, J.
12. Dunn, T.
13. Rodomista, G.
14. Mead, G.
15. Belisle J.
16. Smith, S.
17. Germagian, M.
18. Hart, R.
19. Para, S.
20. Lagasse, M.
21. Brown, W.
22. Cushman, B.
23. Gale, J.
24. Lalli, C. 7 1/2 22 32 32 32 32 34 36 36 39 42 42 43 43 120 HOBIE 16A POINTS 1. Hansell, G. 1. Hansell, G.
2. Bliss, D.
3. Warren, J.
4. Knowlton, T.
5. Campbell, A.
6. Charistopher, I.
7. Simms, A.
8. Higaschool, E.
9. Johnson, W.
10. Schuchardt, J. 20 3/4 10. Schuchardt, J.
11. Lesko, W.
12. Eckblom, J.
13. Brosofske, G.
14. West, R.
15. Stone, P.
17. Sears, G.
18. Franco, D.
19. Bowers, B.
20. Ackinson, J.
21. Clerkin, C.
22. Moreau, D.
23. Thatcher, J. 85 88 98 106 HOBIE 16B

1. Santos, E.
2. Crossley, R.
3. Ferguson, D.
4. Ponte, B.
5. Price, G.
6. VanHoesen, R.
7. Watts, D.
8. Lundergan, B.
9. Thompson, B.
10. Griffin, D.
11. McNall, R.
12. Boulay, J.
13. Kustes, T.
14. Watts, B.
15. Dahl, C.
16. Gendersen, I.
17. Ferkler, C.
18. Linke, H.
19. Fondrk, T.
20. Kammerer, S.
21. Garber, A.
22. Gibson, B.
24. McRyles, E.
25. Jackson, S.
26. Christopher, T.
27. Wolf, S.
28. Hoffman, G.
29. Manning, D.
30. McWilliams, M.
31. Smith, T.
32. Ranaldi, R.
33. Herring, A.
34. Marchand, B.
35. Ammon, R. HOBIE 16B POINTS 22 25 1/4 29 3/4 31 38

3/4

3/4

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	TREGOLIO			
36. Cassidy, K. 151 37. Price, W. 155 38. Becker, C. 156 39. Letorne, D. 168 40. Lillquist, M. 170	3. Davis, H. 10 3/4 4. Smith, S. 20 5. Jaques, T. 23	11. Heath, Jim 29 12. Holmes, J. D. 32 13. Wallo, George 36  HOBIE 14B POINTS	HOBIE 14A POINTS  1. Sanders, A. 2 1/4 2. Whitehead, R. 8 3. Griffice, R. 10 4. Welsh, J. D. 15	5. Williams, G. 17 6. Cox, D. 18 7. Eaton, J. 19 8. Bright, B. 22 9. Weilert, T. 24 10. Royse, M. 27
HOBIE 16C POINTS  1. Kirmaier, M. 22 2. Good, J. 28 3/4 3. Nichols, P. 32 3/4 4. Gibson, T. 33 5. Robson, D. 33 6. Weigolef, G. 41 3/4 7. Casey, K. 48 8. Franceski, A. 49 3/4 9. Jones, R. 52 10. Silverstein, S. 53 11. Grush, J. 53 12. Kraeuter, L. 62 13. Myers, G. 68 14. Curran, D. 70 15. Driscoll, J. 70 16. Gallagher, A. 76 17. McDonald, P. 77 18. Garvey, M. 78 3/4 19. Samborn, G. 81 20. Smith, G. 83 21. Imbier, W. 94	Division 14	1. Petersen, David 2 1/4 2. Twyman, Bill 7 3/4 3. Beaver, George 8 4. Taylor, Debbie 11 5. Trotter, Phil 11 6. Duke, Steve 12 7. Osborn, Karen 17  HOBIE 14C POINTS  1. Vogt, Brian 4 1/2 2. Bates, Allen 4 3/4 3. Lancaster, Chet 9 3/4 4. Madden, Greg 10 5. Blackwell, Gus 14 6. Cawiezai, Kay 14 7. Engle, Murray 18 8. Puckett, Jim 27 9. Reed, Bill 28 10. Long, Mike 30	5. Bass, B. 18 6. Sherrod, J. 19 7. Ferraro, F. 20 8. Henning, S. 24 9. Howell, B. 25 10. Lewis, H. 25 11. Holmes, J. D. 29  HOBIE 14B POINTS 1. Smith, L. 2 1/4 2. Totter, P. 7 3. Ray, B. 9 4. Smith, M. 12 5. Bonner, R. 15  HOBIE 14 Turbo POINTS 1. Wallo, G. 2 1/4 2. Pausman, J. 6 3. Sonnenburg, M. 8	11. Garcia. G. 29 12. Hixon, D. 32 13. Duty, L. 35 3/4 14. Germanprez, K. 38 3/4 15. Haverer, D. 16. Angell, T. 45 17. Buffinaton, J. 50 18. Liston, D. 58 19. Rainbow, K. 60 20. Stech, K. 65 21. Conner, N. 65 22. Being, B. 65 22. Sherrod, L. 66 24. Gooch, R. 71 25. Mower, R. 72 26. Smith, S. 74 27. Hopping, G. 90 27. Gilbert, S. 90 27. Gilbert, S. 90 27. Wagoner, B. 90 HOBIE 14A POINTS
22. Redden, K. 96 23. Wescoat, A. 99 24. Rook, M. 100 25. DiPalma, A. 101 26. Carlson, W. 107 27. Daugherty, B. 115 28. Toolan, J. 116	HOBIE 18B POINTS  1. Nicola, Chuck 3 1/2 2. Burrows, A. 3 1/2 3. Waldrop, Skip 9 4. Decocq, Ed 11 5. Jones, David 15	13TH ANNUAL POINTS REGATTA FLEET \$23, DIVISION \$14 LAKE LEWISVILLE, TEXAS JULY 10 - 11, 1982	PRAIRIE REGATTA FLEET #27, DIVISION #14 CHENEY RESERVOIR, KANSAS JULY 17 - 18, 1982	1. Webb, D. 4 1/2 2. Sanders, A. 4 1/2 3. Barry, S. 8 4. Rainbow, B. 10 5. Whitehead, R. 11 6. Curtis, P. 17 7. Tyler, S. 19
29. Green, P. 116 30. Child, B. 132 31. Landrey, P. 146	6. McCleene, Kade 15 7. Herndon, Mark 21	HOBIE 18A POINTS	HOBIE 18A POINTS	8. Welsh, J. 20 9. Sherrod, J. 22 10. Peterson, D. 30
32. Boulanger, R. 150 33. Hill, J. 153 34. Cusec, C. 157 35. Woodsey, G. 177 36. Philbrick, J. 175 37. DiCarlo, D. 175 38. Bliss, R. 179 39. Leonard, C. 185 40. Lefevere, T. 187 41. Palermo, W. 205 42. Jerabek, F. 207 43. Jay, D. 208 44. O'Donnell, J. 226 45. Arneson, W. 239 46. Giard, A. 241 47. Argenta, B. 243	HOBIE 16A   POINTS	1. Broyles, S. 5 3/4 2. Hromadka, J. 11 3/4 3. Schlig, D. 11 3/4 4. Powell, D. 15 5. Kollman, R. 17 6. Walton, J. 18 7. Falmer, N. 22 7. Curtis, J. 22 7. Barns, D. 22 10. Fields, D. 28 11. Roll, L. 32 HOBIE 18B POINTS 1. Cobb, R. 4 3/4 2. Bezant, B. 9 3/4	1. Powell, D. 5 1/2 2. Blanchet, G. 6 1/2 3. Wilson, R. 8 4. Ranz, M. 14 5. Andrews, D. 14 6. George, T. 15 7. Harris, J. 17 8. Hutchinson, C. 17 9. Weihe, C. 18 10. Beddow, P. 25 11. Cornett, J. 29 12. Carter, V. 33 HOBIE 18B POINTS	HOBIE 14B POINTS  1. Twyman, B. 3 1/2 2. Trotter, P. 4 3/4 3. Riggins, B. 9 4. Stolz, L. 9 3/4 5. Simpson, C. 12 6. Taylor, D. 14  HOBIE 14C POINTS  1. Bentz, A. 2 1/4 2. Capes, D. 5 3/4 3. Bishop, D. 8 4. Friesen, B. 10
48. Sullivan, J. 247 49. Sommer, F. 249 50. Gamache, B. 254 51. Rogers, M. 266 52. Ford, J. 274 53. Sudmyer, R. 285 54. Harding, T. 285	15. Wilson, Dan 43  HOBIE 16B POINTS  1. Henry, Bill 5 3/4 2. Gryder, John 7 3/4 3. Vockrodt, Robert 9 3/4	3. Burrows, A. 11 4. Metzger, L. 11 3/4 5. Waldrop, S. 17 6. Dewney, S. 19 7. Dudley, D. 22 7. Martin, B. 22 9. Danielson, M. 23	1. Heaton, J. 4 3/4 2. Waldrop, S. 5 3/4 3. Wright, G. 6 3/4 4. McClure, K. 11 5. Johnson, M. 12 3/4 6. Hoffman, J. 13 HOBIE 18C POINTS	5. Brothers, K. 15  HOBIE 14 TUTDO POINTS  1. Galemore, J. 2 1/4 2. Lawrence, J. 6 3. Schniepp, E. 8
54. O'Connor, G. 285 54. Campbell, A. 285 54. Mahan, S. 285 HOBIE 14 POINTS 1. Baker, S. 6 1/4 2. Baker, D. 10 3/4 3. Davis, H. 12 3/4 4. Pickett, B. 21	4. Bridgman, Bob 12 5. Reyes, Manny 18 6. Robinson, Andy 18 3/4 7. McIntosh, Ken 20 8. Gregar, David 22 9. Sparks, Scott 23 10. Nigus, David 23 11. Kocsis, Bill 26 12. Buford, Chris 27 13. Keefte, Doug 30	10. McClure, K. 24 11. Boeser, J. 33  HOBIE 16A POINTS  1. Kelley, N. 2 1/4 2. Balthaser, D. 8 2. Ralph, M. 3 4. Forsythe, J. 15	1. Mitchell, S. 2 1/4 2. Teddar, S. 5 3/4 3. Reimer, G. 6 4. Perry, C. 14 5. Fedderson, R. 16 6. Carlson, J. 19 7. Rayl, R. 24 7. Germonprez, B. 24	DIVISION 14 CHAMPIONSHIPS FLEET #131, DIVISION #14 FONCA CITY, OKLAHOMA AUGUST 7 - 8, 1982
5. Bonia, R. 31 6. Reuland, J. 31 3/4 7. Gable, C. 32 8. Paul, S. 33 9. Fairchild, G. 35 10. Hastings, P. 51 11. Jackie, B. 58 12. Cook, S. 60	14. Cedar, Paul 36 15. Stahlschmidt, D. 36 16. Gregg, David 38 17. Frank, Keith 40 18. Przylucki, Tom 40 20. Trent, Creg 45 21. Hess, Fred 49 22. Mills, Roger 57	5. Freed, D. 17 6. Liles, B. 20 6. Jones, B. 20 8. Rankin, N. 22 9. Leveritt, C. 26 10. Walker, R. 31 11. Henning, D. 33 12. Simpson, T. 37 13. Luce, E. 38 14. Giles, J. 40	HOBIE 16A POINTS  1. Ralph, M. 6 2. Kelley III, N. 9 3/4 3. Henning, D. 9 3/4 4. Freed, D. 9 3/4 5. Liles, B. 11 3/4 6. Collins, P. 15 7. Fuller, T. 20	HOBIE 18A POINTS  1. Broyless, S. 6 1/2 2. Walton, J. 8 3/4 3. Howeth, R. 8 3/4 4. Fowell, D. 10 3/4 5. Schlig, D. 17 6. Wilson, R. 27 7. Blanchett, G. 29
LAKE CHAMPLAIN REGATTA FLEET #184, DIVISION #12 SANDBAR STATE PARK, VERMONT AUGUST 28 - 29, 1982	19. Hadley, Jeff 43  HOBIE 16C POINTS  1. Long, Steve 13 2. Koller, Tim 17 3/4 3. Parker, Ron 16 4. Main, Freddie 17 3/4 5. Greene, John 20	15. Grider, J. 47 15. Eagle, J. 31  HOBIE 16B POINTS  1. Sparks, S. 13 3/4 2. Przylucki, F. 15 3/4 3. Williams, G. 16	8. Forsyth, J. 20 9. Lattman, J. 22 10. Wilson, M. 25 11. Miller, J. 27 12. Loewen, R. 36 13. Ramos, D. 36 14. Downbam, S. 38 15. Means, R. 39 16. Rankin, N. 39	8. Fields, D. 30 9. Seidel, T. 30 10. Andrews, D. 33 11. Winblad, D. 46 12. McGuire, H. 48 13. Overman, D. 49 14. Didlake, J. 49 15. Curtis, J. 56 16. Escobar, J. 64
HOBIE 18A POINTS  1. Weiss, R. 10 1/2 2. Lemmer, J. 10 3/4 3. Fritz 16 4. Olsen, B. 16 1/2 5. Kixmiller 18 3/4 6. Crowley, J. 20  HOBIE 16A POINTS  1. Parr, R. 6 1/4	6. Gooch, Rex 21 7. Kotoun, Beat 21 8. Brewer, Dan 22 9. McClung, Rick 22 3/4 10. Fry, Jim 25 11. Montgomery, S. 29 12. VanSickle, N. 31 13. Garcia, Gilvert 32 14. Chicoine, Noel 33 15. Cross, John 38 16. Ettner, Fred 39 17. Gibbens, Mike 40	4. Kocsis, B. 18 5. Buford, C. 18 3/4 6. Stout, D. 19 7. Gregg, D. 20 8. Vockrodt, R. 23 9. Bloodgood, M. 26 10. Lanier, J. 28 10. Robinson, A. 28 10. Oliver, J. 28 13. Gregar, D. 30 14. Keeton, J. 33	17. Stuart, K. 40 18. Proller, G. 41 19. Hatten, D. 43 20. Wilson, D. 48 21. Henry, B. 53 22. Bass, B. 55 23. Campbell, R. 55 24. Sparks, S. 56 25. Giles, J. 60 HOBIE 16B POINTS	HOBIE 18B POINTS  1. Mitchell, S. 6 1/4 2. Carlson, J. 9 1/2 3. Waldrip, S. 12 4. Lawrence, N. 12 5. McClure, K. 14 6. Decoe, E. 16 7. Jones, D. 27
2. Dittmar, J. 6 1/4 3. Treadwell, S. 18 4. Putre, P. 22 5. Ramaden, R. 23 6. Flora, N. 24 7. Garcia, R. 30 HOBIE 16B POINTS 1. Lundergan, B. 6 1/4	17. Gibbens, Mike 40 18. Smith, Susan 42 19. Sharp, Jim 45 20. Foote, Jr. 50 21. Collier, Stan 51 22. Taylor, J. B. 53 23. Osborn, Jim 53 24. Jordan, R. 55 25. Johnson, Gary 70 26. Heister, Vic 73 27. Hanson, Mark 81	15. Trent, G. 43 16. Brown, B. 48  HOBIE 16C POINTS  1. Saylor, R. 6 3/4 2. Snoyer, J. 7 3/4 3. Greene, J. 11 3/4 4. Yarbrough, B. 18 5. Peden, M. 19 6. Plum, D. 23	1. Bufford, C. 4 3/4 2. Stout, D. 6 1/2 3. Shoffner, D. 7 4. Cedar, P. 7 3/4 5. Henry, R. 14 6. Long, S. 17 7. Moore, J. 19 9. Milligan, T. 22	HOBIE 18C POINTS  1. Tynon, A. 3 2. Wehrle, T. 10 3/4 4. Wixon, B. 14 5. Paushia, J. 16 HOBIE 16A POINTS
1. Lunderjan, B. 3 1/2 2. Vielhauer, S. 8 1/2 3. Blanchard, B. 17 4. Ormiston, D. 21 3/4 5. Green, P. 24 6. Way, B. 31 7. Owen, R. 34 8. Colomb, E. 36 9. Putre, A. 37 10. Portoanova, P. 46	HOBIE 14A POINTS  1. McCredie, Dennis 5 1/2 2. Sanders, Allen 7 3. Myner, Greg 8 4. Webb, Dave 8 3/4 5. Whitehead, R. 15 6. Sherrod, Jane 17 3/4	7. Young, D. 24 8. Nesbitt, N. 25 9. Meek, J. 27 10. Barker, T. 28 11. Main, F. 32 12. Beatty, D. 33 12. Davis, M. 33 14. Sangrin, K. 34 15. Wade, M. 44	10. Mills, R. 23 11. Carver, R. 28 12. Reyes, M. 31 13. Vockrodt, R. 35 14. Brewer, D. 48 14. O'Bryan, M. 48 14. Seiber, T. 48 HOBIE 16C POINTS	1. Blathser, D. 7 3/4 2. Kelley, N. 15 3/4 3. Freed, D. 16 3/4 4. Collins, P. 17 3/4 5. Ralph, M. 17 3/4 6. Lattman, J. 19 7. Liles, B. 19 8. Henning, D. 25 9. Wilson, M. 26 10. Downham, S. 34
HOBIE 14A POINTS  1. Smith, S. 6 2. Nelson, G. 9 3/4	7. Rainbow, Bryan 19 8. Bass, Boyd 19 9. Ferraro, Fred 24 10. Myner, Janet 26	16. Wylie, H. 51 16. Dennison, K. 51	1. Beatty, D. 4 3/4 2. Segebrecht, C. 13 3. Unruh, B. 15 4. Royce, B. 16 3/4	11. Leveritt, C. 48 12. Roach, B. 51 13. Fuller, T. 52 14. Ingram, R. 53

NEC/ III/	KLOOLIO			
15. Loewen, R. 53 16. Stout, D. 57 17. Simpson, T. 57 18. Rankin, J. 58 19. Sparks, S. 66 20. Freeman, S. 66 21. Vockrodt, R. 71 22. Buford, C. 80 23. Rainos, D. 80 24. Giles, J. 96 25. Woodworth, W. 108 26. Cryder, J. 129 HOBIE 16B POINTS  1. Edwards, J. 20 3/4 2. Pryzlucki, T. 21 3. Hadley, J. 21 3/4 4. Gregg, D. 24 5. Cregar, D. 24 6. Saylor, Jr., R. 26 7. Kinnyback, J. 27 3/4 8. Beatty, D. 29 3/4 9. Bodkin, M. 30 10. Briagman, B. 33 11. Cedar, P. 34 12. Willis, G. 35 13. McIntosh, K. 41 14. Keeffe, D. 42 15. Reyes, M. 43 16. Robinson, A. 46 17. Nesbitt, N. 54 18. Hess, F. 54 19. Kacsis, B. 58 20. Moore, J. 64 21. Snoyer, J. 66 22. Mills, R. 66 23. Long, S. 72 24. Frank, K. 86 25. Oliver, J. 92  HOBIE 16C POINTS	2. Ederer, Mark 3 1/2 3. Stapleton, John 8 4. Webre, Steve 9 5. Williams, Dee 14 6. Vise, Mike 19 7. Duhe, David 21  HOBIE 16A POINTS  1. Verhoever, Gary 4 1/2 2. Zorn, George 4 3/4 3. Britton, Scott 9 4. Nolte, Paul 12 5. Josey, Jim 15 6. Stinson, Jack 16 7. Rozen, Doron 22 8. Cochran, Robert 24  HOBIE 16B POINTS  1. Humphries, Andy 4 3/4 2. Levanway, Scott 8 3/4 3. Clemmer, David 10 4. Leyens, Louis 10 3/4 5. Cantrell, Jim 17 6. McVean, John 21 7. Kernion, Brad 22 8. Ramsey, Don 24 3/4 9. Brumfield, H. 26 10. Jackson, Dennis 27 11. Quiter, Steve 31 12. Ingram, Declis 32 13. Andrews, Mack 35 14. Cumby, Corky 37 15. Neely, Jr., W. 38 16. Manning, Chris 38 17. Jones, Hal 44 18. Lea, Tommy 45 19. Jones, Terry 46 20. Johnson, John 47 21. Dean, Patrick 47 22. Johnson, Brian 48 23. Mulvenin, Paul 49 44. Clarke, Ricky 62 25. Shumaker, Chris 68 26. Wheeler, Craig 73 27. Gooch, Bill 81	19. Wells, Mike DNS  HOBIE 16C POINTS  1. Lambert, Brian 3 2. Edwards, Rick 13 3. Lawing, Bill 1 4. Mulvaney, George 18 5. Davenport, C. F. 24 6. Smith, Kendel 26 7. Schlicher, Gene 27 8. Kernion, Brad 30 9. Cockcroft, Bruce 32 10. Dietrich, Karl 35 11. Stapler, Randy 36 3/4 12. Shirley, Steve 37 13. Pelham, Wayne 42 14. McCracken, Ben 43 15. Carlson, Tim 51 16. Preble, Greg 54 17. Self, Robert 57 18. Snider, Ken 61 19. Vansson, Dan 70  HOBIE 14 POINTS  1. Bennett, Rick 5 1/4 2. Groves, Bill 10 3. Carlee, Bill 11 3/4 4. Rees, John 16 3/4 5. Matranga, Joey 18 6. Vail, Bob 20 7. O'Brian, Kelley 22 8. Mahugh, Kathy 27 9. Myers, Jacque 30 10. Eckland, Elliott 32 11. Carter, David 41 12. Stovall, Sam 46 13. Eudy, Joe 46	5. Williams, Randy 19 6. Beardslee, Roger 20 3/4 7. Baglini, John 22 8. Marciniak, Bob 26 9. Cummings, Gary 29 10. Reynolds, Keith 36 11. Cummins, J. A. 41 12. Slattery, David 47 HOBIE 16A POINTS  1. Elue, Charlie 5 1/2 2. Meyer, Douglas 11 3/4 3. Cross, Buddy 13 3/4 4. Blook, Dave 14 5. Kalahr, Chad 20 6. Dittmar, Jim 24 7. Beck, Ralph 36 8. Koreniewski, Tom 36 3/4 9. Stackhouse, K. 40 10. Peelle, Sandford 41 11. McAllister, Jack 41 12. Johnson, Tom 41 13. Emerson, Jim 44 14. Perkins, Jim 44 15. Doyle, Ron 44 16. Betts, Chris 47 17. Mapes, Harold 48 18. Schamel, Guy 55 19. Hallick, Marty 11 22. Demaline, Terry 78 HOBIE 16B POINTS  1. Hallock, Marty 11 2. Messinger, John 12 3/4 3. Streeter, Chas 22 4. Marciniak, Adam 22 3/4 5. Maxwell, Brian 29 6. Thames, Arch 31 7. Salzek, John 31 8. Wielhauer, Skip 34 9. Bellohusen, Ron 38 10. Walsh, Tim 39 11. Daivdson, Alex 41 24. Manyinan, Steve 44	14. Rudd, J. 33 15. Hewitt, J. 35 16. Illi, T. 41 17. Harris, P. 43 18. Lemmer, J. 44 19. Tierson, D. 47 20. Moyer, J. 49 21. Weiss, R. 49 22. McMaster, T. 59  HOBIE 18B POINTS  1. Maclaverty, J. 5 1/2 2. Knauer, D. 6 1/2 3. Thaeler, B. 12 4. Obersheimer, C. 16 5. Kratz, R. 19 6. Wilson, R. 27 7. Slattery, D. 28 HOBIE 16A POINTS  1. Korzeniewski, T. 5 1/2 2. Klahr, C. 13 4. Chamberlin, R. 16 6. Meyer, D. 16 10. Elve C. 18 11. Demaline 25 12. Caster, P. 26 12. Emerson, J. 33 13. Beck, R. 35 14. Britton, P. 35 15. White, M. 35 16. Perkins, J. 41 17. Hansel, J. 42 18. Phillips, C. 49 19. McAllister, J. 53 20. Dally, J. 53 21. Sinclair, D. 53 22. McMamara, M. 55 23. Krauss, H. 56 24. Hallock, M. 63 25. Donnelly, C. 63 26. Meyer, C. 63
6. Ettner, F. 23 7. Cross, J. 24 8. Foote, J. 26 9. Turner, J. 26 9. Turner, J. 26 10. Wadley, S. 29 11. Taylor, J. B. 40 12. Wade, M. 45 13. Johnson, G. 52 15. Collier, S. 69 16. McClung, R. 73 17. Cable, D. 84 17. Selke, D. 84 17. Selke, D. 84 17. Parma, S. 84 17. Parma, S. 84 18. Parker, D. 64 HOBIE 14A POINTS 1. McCredie, D. 5 1/2 2. Sanders, A. 11 1/2 3. Myner, G. 15 3/4 4. Whithead, R. 20 5. Welsh, J. 20 6. Hamilton, G. 24 7. Webb, D. 24 8. Sherrod, J. 25 9. Curtis, P. 32 10. Henning, S. 32 11. Rainbow, B. 33 12. Myner, J. 35 13. Bass, B. 35 14. Thuman, B. 47 15. Ferraro, F. 55 HOBIE 14B POINTS  1. Trotter, P. 6 1/2 2. Riha, O. 7 3/4 2. Riha, O. 37 9/4 3. Page, G. 15 3/4	DIVISION 15 CHAMPIONSHIPS   FLEET #35, DIVISION #15   PENSACOLA, FLORIDA   AUGUST 7 - 8, 1982	HOBIE 18A POINTS  1. Stapleton, J. 6 1/2 2. Gaston, B. 7 1/2 3. Kaeding, G. 10 3/4 4. Record, B. 12 5. Tucker, L. 14 6. Ruthven, J. 18  HOBIE 16A POINTS  1. Brock, J. 7 1/2 2. Salmon, J. 8 1/2 3. Fitzsimons, C. 8 3/4 4. Gaston, S. 9 5. Sencil, A. 17  HOBIE 16B POINTS  1. Carr. L. 10 3/4 2. Adams, D. 13 3. Davidson, A. 16 4. Kernion, B. 16 3/4 5. Muse, S. 17 6. Stapler, R. 19 3/4 7. Watson, R. 21 8. Cockcroft, B. 23 3/4 9. Eastabrooks, K. 27 10. Self, R. 27 10. Self, R. 27 11. Durborow, S. 31 12. Davis, M. 52 12. Packer, J. 52  HOBIE 14A POINTS  1. Kalata, L. 4 1/4 2. Carlee, B. 6 3/4 3. Dick, P. 9 3/4 4. Myers, B. 15	12. Moynihan, Steve 44 13. Hale, Fred 44 13. Hale, Fred 44 15. White, Mike 46 16. Pfohl, Jim 46 17. Atcheson, Al 50 18. Skinner, David 52 19. Marks, Ted 52 20. Willis, Red 67 21. Urbanick, Greg 76 22. Cuzdlo, Mike 78 23. Stockhauser, M. 80 24. Potter, David 81 25. Gridley, Rich 90 26. Marinadcio, Lou 94 27. Widynski, D. C. 107  HOBIE 16C POINTS  1. Laffer, Stephen 8 3/4 2. Wielhauer, Eric 13 3/4 3. Blakely, Michael 44 3/4 4. Reagen, Beth 17 3/4 5. Delrossa, Jeff 21 3/4 6. Melella, Eagen 26 7. Derimiggio, John 28 8. Thompson, George 29 9. Schwerzmann, P. 29 10. Taylor, Robert 31 11. Wilgus, Jennifer 38 12. Walher, Michael 44 3/4 13. Miles, R. Doug 49 14. Perdue, Matt 51 15. Ford, Harold 52 16. Barager, Wes 52 17. Polovick, David 60 18. Webster, Robert 63 19. Montanye, Jerry 71  HOBIE 14 Turbo POINTS	26. Meyer, C. 63 27. Wiedel, M. 64 28. Stackhouse, K. 74 29. Evert, B. 80 30. Welliver, S. 87  HOBIE 16B POINTS  1. Messinger, J. 7 1/2 2. Ptohl, J. 17 3. Maxwell, B. 20 3/4 4. Sparque, G. 22 6. Bilsback, R. 26 7. Goshin, T. 27 8. Bellohusen, R. 28 9. Saulsgiver, J. 29 10. Harvey, R. 30 11. Thames, A. 34 12. Mellsien, C. 34 13. Kusche, J. 35 14. Root, R. 38 15. Marinaccio, L. 43 16. Jaszczak, G. 44 17. Hale, F. 44 18. Potter, Z. 51 19. Vielhauer, S. 51 20. Sleeman, L. 53 21. Rhodes, T. 25 22. Evielauer, E. 56 23. Lee, R. 58 24. Zydek, S. 58 25. Cuzydlo, M. 59 26. Blakely, M. 60 27. Potter, D. 62 28. Young, D. 62 29. Kramer, R. 67 30. Milella, G. 72 31. Kassirer 72 31. Wheeler, M. 75 31. Hore, J. 75
4. Ticu, J. 20 5. Voyt, B. 21 6. Feuerbron, C. 22 7. Ray, F. 23 3/4 8. Echols, K. 24 9. Osborn, K. 25 10. Beaver, G. 32 11. Lancaster, C. 35 12. Ritchie, D. 36 13. Taylor, D. 56 HOBIE 14C POINTS 1. Bentz, A. 4 1/4 2. Blackwell, G. 6 1/2 3. Friesen, B. 10 4. Camp, D. 16 HOBIE 14 Turbo HOBIE 14 Turbo DIVISION 15 5TH eath, J. 3 2. Trent, G. 8 3. Galemore, J. 12 DiVISION 15  STH DIXIE INVITATIONAL FILEET #235, DIVISION #15 JACKSON, MISSISPIPI	6. Zorn, George 22 7. Gaston, Shane 25 8. Cook, Don 31 9. Record, Bruce 32 10. Laney, Tim 34 11. Gaston, Ronnie 37 12. McNeir, Mike 44 13. Kalta, Larry 45 14. Boudreaux, Kenny 48 15. Russell, Andy 51 16. Salmon, Jack 54 17. Peters, Alan 57 18. Phillips, Frank 59 19. Turk, Quill 70 20. Neal, Steve 77  HOBIE 16B POINTS 1. Brock, Jim 6 1/2 2. Stillman, Stuart 7 3/4 3. Leobold, Tom 16 3/4 5. Cumby, Corky 17 6. Stone, Lynn 23 7. Huppman, Joe 24 8. Thornton, C. 28 9. Cahoon, Bob 35 10. Dalton, Sam 37 11. Guarino, Joe 38 12. Bonnette, Rich 46	Division 16	1. Ferguson, Mike 3 2. Bohe, Keith 6 3/4 3. Iszard, Sara 12  HOBIE 14 POINTS  1. Ivancie, Paul T. 3 2. Loquasto, Jane 10 3. Avery, Ray 11 4. Horton, Ralph 12 5. Kovzeniewski, S. 15 6. Edwards, Richard 23  DIVISION 16 CHAMPIONSHIPS FLEET #295, DIVISION #16 ROCHESTER, NEW YORK AUGUST 7 - 8, 1982  HOBIE 18A POINTS  1. Marner, B. 2 1/4 2. Adams, D. 9 3. Caster, J. 12 4. Marner, P. 16 5. Harrigton, D. 17 6. Holgate, B. 17 7. Hall, J. 17 3/4	34. Treacy, J. 83 35. Knighton, B. 85 36. McCombs, C. 86 37. Houghton, D. 86 38. Shimshack, J. 91 39. Petry, S. 106 40. Way, B. 106 41. Barager, W. 112 42. Settenbe, R. 127 43. Gizzi, P. 132  HOBIE 16C  1. Ormiston, D. 14 2. Schwerlmann, P. 30 3/4 3. Kusmiert, M. 34 4. Hopson, B. 34 5. Wakefield, J. 39 6. Weiss, R. 47 7. Riedman, D. 55 8. Derimiggio, J. 61 9. Tori, M. 62 10. Kraft, B. 67 11. Marus, J. 71 12. Dombrowski, M. 82 13. Krystofik, R. 83 14. Schmid, F. 86 15. Castle, R. 86 16. Maciaszek, P. 87 17. Moss, R. 88 18. Clinkunbomer, D. 89
HOBIE 18 POINTS  1. Weedon, Ray 3 1/2	13. Butler, Don 48 14. Postrozny, Hank 51 15. Grimes, Paul 51 16. Hayes, Larry 51 17. Weaver, Buddy 59 18. Thornton, Jr., C.68	HOBIE 18B POINTS  1. Hoag, Jim 4 1/4 2. Tierson, Dave 11 3/4 3. Wehrheim, Phil 14 4. Doud, Tom 16	8. Hall, J. 17 3/4 9. Hoag, J. 19 10. St. John, P. 25 11. Snodgrass, T. 26 12. Barbee, G. 26 13. Ballard, J. 30	19, Flatt, C. 98 20. Golbbiewski, N. 107 21. Cameron, D. 108 22. Chapman, D. 113 23. DeLuke, T. 115 24. Butler, M. 124

	Rohn, C.	126	
26.	Sukiennik, J.	128	
	HOBIE 14A	POI	NTS
1.	Ivancie, P.	4	1/2
2.	Rosenberg, G.	14	
3.	Loquasto, S.	20	
4 .	White, D.	21	3/4
5.	Thaeler, R.	24	
6.	Gamble, W.	29	
	Braun, D.	41	
	HORTE 14 Turbo	POTE	ITTS

### HOBIE 14 Turbo POINTS

1.	Fergson, M.		4	1/:
	Ryan, D.			3/4
3.	Kovceniewski,	S.	16	

### International

1982 SUMMER PACES FLEET #138, INTERNATIONAL GUATEMALA, GUATEMALA JANUARY - MAY, 1982

	SKIPPER	POINTS
1.	Maegli, Chicho	3
	Quesada, Pepe	15
	Delgado, Tono	17
4.	Dorion, Roberto	19
5.	Topke, MAnfredo	21
	Lamport, Peter	
7.	Guirola, Tono	24
8.	Van Blerk, Mario	30
9.	Toriello, Al.	34
10.	Daniels, Gilbert	41
	Palomo, Pololo	48
12.	Wunderlich, Juan	50
	Aquilar, Alex	52
14.	Orive, Enrique	56
	Maegli, Juan	58

1982 NATIONALS FLEET #138, INTERNATIONAL GUATEMALA, GUATEMALA MAY 2, 1982

	SKIPPER	POIN	NTS
1.	Maegli, Chicho	5	3/
	Delgado, Tono	12	3/
	Quesada, Pepe		
	Villagran, Ed.		3/
	Lamport, Peter		
	Dorion, Roberto		3/
	Springmuhl, Cali		
	Zachrisson, H.		
	Palomo, Pololo		
10.	Van Blerk, Mario	45	
	Daniels, Cilbert		
	Wunderlich, Juan		
13.	Lacape, Juan	63	
14.	Orive, Jose	71	
15.	Asensic, Javier	77	
	Janssens, Frank		
17.	Lowenthal, Fern.	91	

1982 EUROPEAN CHAMPIONSHIPS INTERNATIONAL DIVISION TOULON, FRANCE JULY 11 - 19, 1982

	SKIPPER	POINTS
1.	Stool, Chris	37
2.	Alter, Hobie	39.7
	Escarret, Joel	57.7
4 .	Bress, Hans J.	63.7
5.	Spijker, Peter	64
6.	Cuanillon, Paul	68.4
	Bardram, Torst.	70
	Oeveren, Tony	74
	Schroder, R.	76.7
	Cattin, Raymond	
	Berman, Phil	84
	Massafero, Ber.	84.7
	Baeninger, J. P.	
14.	Muller, Karl	92.4
	Lange, Son	95
	Lener	98
	Delius, Kay	99
	Pasquier, Guy	102
	Foucaud, J.P.	102.7
	David, Frank	103
	Dangel, Joach.	104
	Bresson, Guy	106
	Gimeno, Juan	107
	Dinsdale, John	108
		114
		120
		121
28.	Alonso, Rafael	122
28.	Manvis, P.	122
		123.7
	Heuer, P.	127.2
	Leontieff, A.	131
	Gradle, Herbert	

35.	Schmidt,	Burk.	137.7
36.	Edwrads,	Gord.	143

1982 CANADIAN NATIONAL CANADIAN HOBIE CLASS ASSOC BATHURST, NEW BRUNSWICK, AUGUST 3 - 6, 1982

POINTS

HOBIE 18

1.	Marner, Paul	7		
2.	Starkey, Mike	11	1/2	
	Marner, Bill			
4.	Conacher, Lionel	20	3/4	
	Lotta, David			
6.	Gill, Bill	33		
	HOBIE 16A	POI	NTS	
1.	Liefeld, John	9	1/2	
	Woodward, Robert			
	Haraim, Terry			
4.	Gray, Paul	29		
5.	Sullivan, Rick	31		
6.	Damecour, Gaston	32		
7.	Machardy, David	35		
8.	Allen, Bill	36		
9.	Howie, Dave	40		
10.	Buckley, Bill	40	3/4	
11.	Fraser, Mac	51		
12.	Chick, Dave	59		
	Sinclair, Alan			
14.	Lawson, Gordon	65		
15.	Sollosy, Dennis	67		

1	6.	Sheppard, Jim	71	
1	7.	Morley, Tony	74	
1	8.	Gammon, Mark	75	
1	9.	Clipston, Wayne	80	
2	0.	Seaman, Al	87	
2	1.	Roy, Don	96	
2	2.	Atkinson, Dave	101	
		Corbett, Laurie		
2	4.	Roy, David	105	
		HOBIE 16B	POI	NTS
	1.	Koppernaes, John	an 6	
	2.	Smith, Michael	11	1/2
	3.	Findlay, John	13	
	4.	House, J.	16	
	5.	Janes, Greg		
		Van Snick, Rick		
		HOBIE 14	POI	VTS
		HOBIE 14	POIN	V

SAILING TROPHY OF TOULON INTERNATIONAL DIVISION CITY OF TOULON, FRANCE

	SKIPPER		POINTS
1.	Visser,	Rudi	35

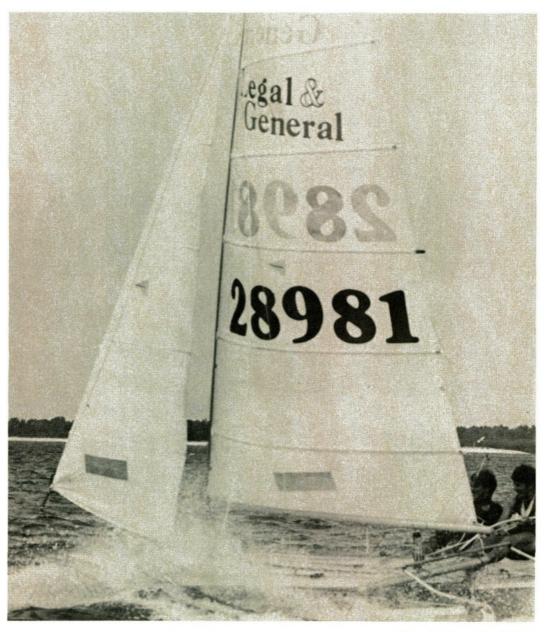
1. Summerfield, Mark 3 3/4 2. Terpstra, David 11 3. Fairchild, Edwin 15 4. Cane, Garth 18

	Vogel	36.7
	Kleamt	54
4.	Ardin	58.7
5.	Michel, Robert	59.7
	Bienengrasber	
7.	Von Hoffmann	
8.	Maguin	72.4
9.	Debruyne	88
10.	Bommeli	90
11.	Beimert	96.7
	Hostein	98
13.	Paschke	99
13.	Simon	99
	Cohu	101
	Rey	102
17.	Knopp	103
	Mas	106.7
19.	Klay	107
20.	Brouqueyre	111
21.	Gernot	112
22.	Vittadini	135

MARLBORO REGATTA FLEET #179, INTERNATIONAL HONG KONG

	HOBIE 18	POINTS
1.	Walker, Ray	3.5
2.	Holder	4.75
3.	Smythe	5.75
4.	McQueen, Nick	10
5.	Ussher, Anthony	11
6.	Croft, David	16

	HOBIE 16	POINTS
1.	Amoore, John	6.67
2.	Gibson, Malcolm	9.75
3.	Forster, Marcus	11.05
4.	Newcombe, Tony	12
	Stueber, Werner	
	Doubal, Roger	
7.	Peddie, Jan	17
8.	Broadley, Jane	20.3
9.	Ashton, Hugo Huang, Peter	24
10.	Huang, Peter	26
11.	Suess, Manfred	28
2.	Levinge, Bryan	28
3.	Reimann, Peter	30
4.	Randall, Peter Rudd-Jones, J. King, Don Neilson, Gordon	32
5.	Rudd-Jones, J.	34
6.	King, Don	36
7.	Neilson, Gordon	39
8.	Hodson, Peter	42
9.	Clayton, Stephen	46
20.	Blower, David	49
1.	Quigley, Mike Rooth, Isobel	50
2.	Rooth, Isobel	56
	Hill, Mike	
	McCubbin, Tom	
25.	Nicholson, Robin	61
	HOBIE 14	POINTS
	Lefknecht, Angel	
2.	Scales, Mike	4.75
3.	Addington, Bill	6.75

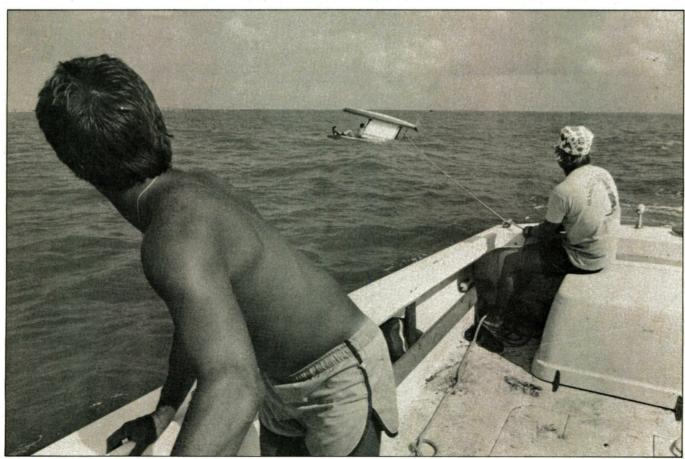


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November/December 1982 51



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ne exclamation that's always heard when a Hobie sailor takes someone out who has never been on a Hobieis, "Go faster, fly a hull!" June 5, 1982 was a day filled with these shouts: Hobie Fleet 61 of Denver, Colorado took a bunch of first-timers out for a sail. That in itself isn't a big deal, but these first-timers were special: They were paraplegics, quadraplegics and head injury patients from Craig Hospital—43 of them. These folks affectionately refer to themselves as "gimps," hence the name of the event, Hobie Sailors and Other Gimps.

The day was ideal. The sun was out, the temperature was mild and there was a gentle breeze. The aides from Craig had everyone on the beach at Cherry Creek Reservoir by the time the nearly 60 Hobies were assembled. Kegs were tapped, popiced and charcoal started for hot dogs. Everything was ready. The sailors were timid, they didn't want to hurt anyone, but the "wheelers" were rarin' to go, so with trained aides assisting, each wheelchair sailor was placed on a boat when he was ready. Some sat on shore for a while to see how things were done, but many were anxious to get sailing.

Hobie skippers carefully instructed their crews/passengers on what to do before they left the shore, so nothing would be misunderstood. The wheelers gave the skippers some idea of what they could and could not do, then Hobie skippers and their Craig crews hit the waters of Cherry Creek.

Early afternoon conditions continued mild and sunny. Everyone got a chance to go out under controlled conditions, even the brain-injured, who are totally paralyzed. Those sailors went on 18s with special pads to keep them from bruising themselves, cutting off circulation or chafing, which are common problems of the spinally injured, since they have little or no feeling in the limbs affected by injury.

As the day progressed, second and third rides were given, all under gradually increasing breezes. By mid-afternoon, the wind was up to 15-20 knots. It was time for a little boat speed and hull flying. John Cox and his para-crew, Larry Sidebottom, were out on Cox' 14 when Sidebottom lost his hat. Cox jibed to retrieve the hat and got hit by a puff—instant bath for Cox and Sidebottom. It was then that Sidebottom learned of Cox' fleet nickname, "Dr. Turtle."

The rescue boat was out quickly to help, but by that time Sidebottom, with his immense upper body strength, had easily helped Cox right the boat. They were both back on board, wet and cold, but none the worse for wear. They returned to shore quickly to make sure that Sidebottom didn't get too chilled (again, due to the absence of feeling), but they were more concerned about getting a fresh beer for Sidebottom and a new cigar for Cox.

Meanwhile, Eric Steinruck and his crew were flying a hull on his 18 for the benefit of all on shore. Whoops and hollers went



Photos by Jan Brabant

by Marty Gorce

# Hobie Sailors and Other Gimps

# Sailing back into the world

down the beach as a wheeler hung himself off the side of an 18. The wind continued to pipe up. No one was concerned, but nevertheless, boats were returning to shore. The last boat in was Dan Zable on his 18,

with his disabled crew, Scott Quinn. When they were just 100 yards out, a gust hit that sent them screaming for shore, with the only avenue out a slam jibe. Zable hollered, Quinn moved, and one of the greatest "The wheelers are not looking for sympathy they are looking for participation."



Stuart helps set-up for the day of sailing.

high-wind jibes ever seen was executed. That tickled Quinn, who was rewarded with a healthy "thanks!" The only problem was that Quinn wanted to do it again!

After that, we settled down to some serious eating and drinking. We got to know some super people, finding that they can and want to be involved. They're not only interested in riding on the boats, but



Bob Gardner and his sweetheart, Rochele, take a few moments out to relax.



in crewing and skippering. They want to be a part of Fleet 61. As Doug Campbell, president of Hobie Cat says, "The wheelers are not looking for sympathy—they are looking for participation."

The story, of course, is participation. It is the philosophy of Craig that as soon as a patient is able, he is reintroduced to the ambulatory (AB) world. The paras and quads need to adapt to and be a part of the world, not withdraw from it. They need to be integrated into society, and they need to do things with their AB family and friends, not just with others who are wheelchair-bound.

As a sport, sailing is especially good. With water sports, the handicapped can leave their wheelchairs behind. That's important. Water is also a friendly environment. They can cool down, and since the inactive limbs assume the temperature of the surroundings, comfortable water is ideal. Furthermore, they get out in the sun, get a tan on those legs, and in water they are much more mobile.

The Hobie is a very suitable sailing craft because it isn't tippy, there aren't many obstacles to prevent movement and the flat surface of the trampoline is easy to scoot around on. For several years, Fleet 61 has had regular para skippers in Peter Hershorn and Peter Axelson, and most Hobie sailors are familiar with the remarkable story of John Ross-Dugan who, after a severe auto accident that broke his neck, returned to

Above: John Cox makes ready to sail off with Craig patient Sherryl Lin. Below: Steve French is settled onto the trampoline.

competitive sailing.

Competition is a key word in the program. One has to remember who many of these people are; very few wheelchair patients were hurt sitting in their living room chair when they were 75. They were young, active people, generally male, who were hurt in sport or activity. As a consequence, there is a desperate need to be active and compete again—to be vital. Craig never says "no" to any suggested activity. They say, "Let's look at it and see if there is a way we can do it."

The proposal for Hobie Sailors and Other Gimps came from Jan Brabant, a recreational therapist at Craig who also happens to be a Hobie 18 sailor. He had rigged his 18 with pads and taken several

Continued on page 59



### Getting Involved

If questions arise concerning how to stage an event, how to handle disabled persons or how a dealer may become involved, we have volunteered to serve as a clearing house for the questioning and the interested. Take it from us, it's one of the best things you can do—for yourself and for others.

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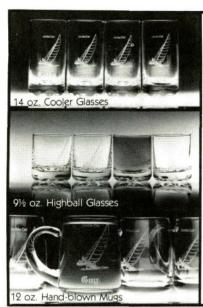
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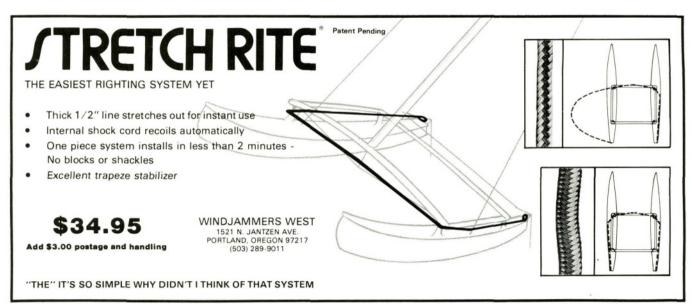


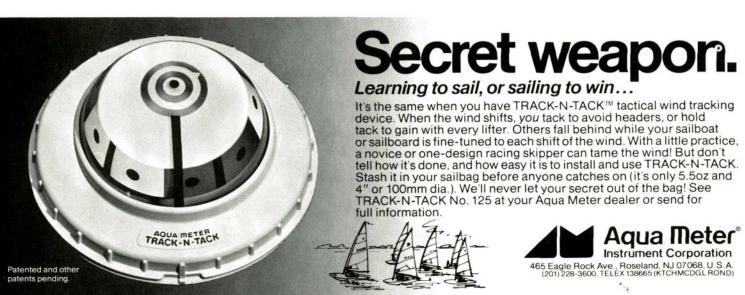
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### Hobie Sailors and Other Gimps

Continued from page 55

wheelers out for rides, but one man and one boat were just not enough. He decided to involve the whole fleet. In 1981, Brabant proposed his idea to the fleet officers and the owner of Rocky Mountain Marine, Geof Chappell.

The first step of that involvement was to make Craig Hospital the beneficiary of a boat show initiated by Dean Lueck of Rocky Mountain Marine. As store manager, Lueck shared his partner's enthusiasm. Not only did he convince three other dealers to participate in the show, he convinced the Craig patients to come and sail their radio-controlled boats against teams made up of all the Denver sailboat fleets. The event was well-attended, involving more than 40 of Craig's patients. The patients won the first two places in the sailing competition.

Hobie Sailors and Other Gimps was the second step toward involving the wheelchair-bound in sailing. The Hobie sailors were stimulated by an excellent film by Barry Corbet called Outside, funded by the North American Reinsurance Corporation. Corbet himself is disabled. The local fleet newsletter, The Main Sheet, also helped convince Fleet 61 members to come out and sail.

The final step was back in the hands of the Craig staff. Jan Brabant, Sam Andrews and the other Craig people worked to entice as many wheelers as possible to come to the event. The results were fantastic: Several wheelers from out-ofstate showed up, and many who were not in-patients participated.

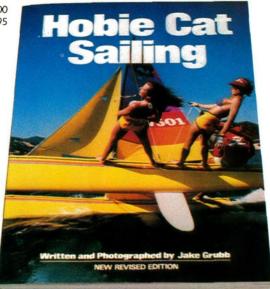
As the event drew near, the fleet officers decided to give T-shirts at the event, just as we do at races. Doug Campbell arranged for Craig to use a Hobie 14 Turbo during the entire season. Nothing was more treasured or looked more beautiful than the brand-new blue and white Turbo sitting on the beach for all to see and sail.

Craig Hospital is the Rocky Mountain Regional Spinal Injury Center, and as such is responsible for the seven Rocky Mountain States, as well as patients who choose to be treated there from other portions of the United States and from Europe and South America. One of the few progressive rehabilitation centers in the world, its patients eventually go home. Not all of them stay or live in Denver. Craig Hospital, Rocky Mountain Marine, Coast Catamaran and Hobie Fleet 61 hope that by demonstrating that spinal cord and brain trauma patients can safely be involved in sailing, other fleets and other disabled sailors or potential sailors will come together.

Marty Gorce has been sailing Hobie Cats since 1975. He is a high school English teacher as well as a freelance writer for sports and recreational publications.

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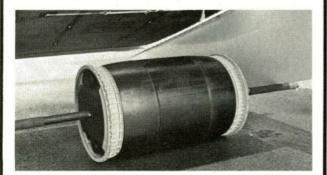
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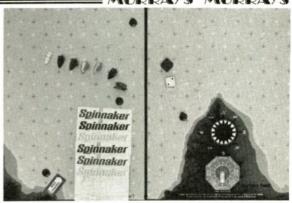
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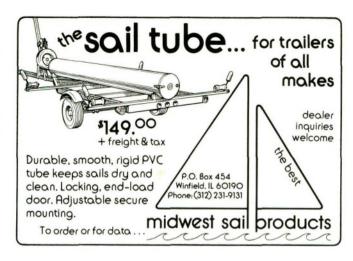
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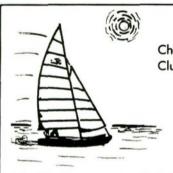
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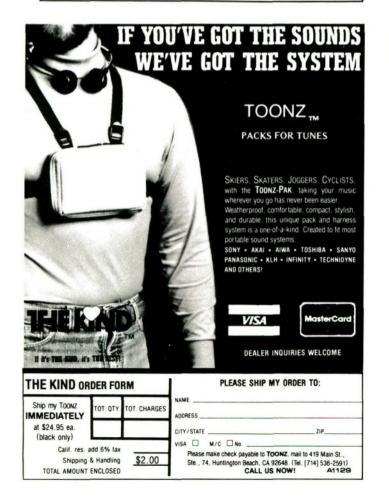
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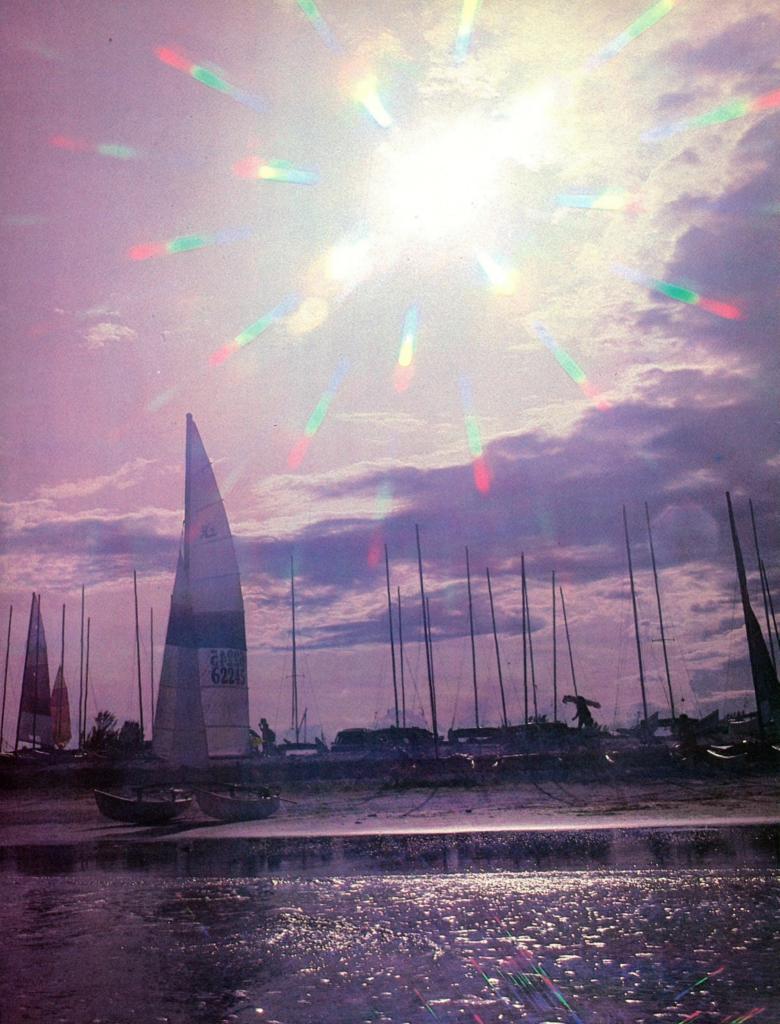




# A Touch of Magic

Hobic sailing is many things to many people. It's exciting, comforting, quiet, romantic, sometimes wild. Through the lens of Roger Scruggs, though, Hobic sailing is something different—it's magic!







Above: Scruggs captures the essence of a very early morning checkpoint in this eerie shot, presenting us with a Hobie encounter of the Worrell kind. Below: The glamorous life of an action photographer is more myth than reality—Scruggs must often brave water, weather and worse things to get the picture.



Scruggs, a Florida photographer, uses special lenses to achieve a fantasy effect.

"I videotape wrecks, robberies and recession for WMOD TV News. When it comes to R and R," he told us, "I look forward to weekend opportunities to get creative. Hobie Fleet 45 provides a rainbow of potential."

Scruggs can be found at many of the local regattas, capturing the action on film, but he always saves a little time to catch some of his more innovative Hobie shots.

As well as shooting footage for the news, Scruggs has a freelance operation, Roger Scruggs Films, in Cocoa Beach. He does commercial and industrial work behind the camera: sales films, training films and the like.

Let's hope Roger Scruggs keeps finding time to turn his whimsical eye in our direction!

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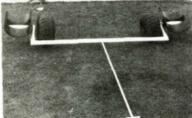
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	1982 Hobie 1	4' Women's	National	Champio		ace By Ra	Ce			
Skipper	Home Town	1st	2nd	3rd	4th	5th	6th	7th	8th	Total
1. Paula Alter	Laguna Hills, CA	3	2	2	3	3/4	4	4	3/4	151
2. Linda Bowerfind	Dunedin, FL	3/4	3/4	7	2	4	3	3	8	201
3. Kelly Bowerfind	Dunedin, FL	6	5	5	11	3	3/4	5	4	28
4. Linda Leth	El Segundo, CA	9	11	13	3/4	2	12	3/4	2	37
5. Marilyn Morris	Dallas, TX	8	8	8	4	6	10	2	16	46
6. Patti McGuire	Capistrano Beach, CA	14	7	3/4	5	11	8	6	10	47
7. Sheila Henning	Garland, TX	4	3	3	10	14	15	9	5	48
8. Dorian Goldberg	Atlantic View, Puerto Rico	2	9	9	6	5	13	12	7	50
9. Jacque Myers	Tallahassee, FL	10	10	4	7	12	2	27	6	51
10. Kay Wheeler	Charlotte, NC	13	4	6	8	7	9	16	15	62
1. Nancy Bateman	Houston, TX	5	6	17	12	16	6	10	19	72
2. Kaye Merrell	Charlotte, NC	11	12	11	9	23	19	8	17	87
3. Kim Boetcher	Lakeland, FL	18	13	14	15	15	31	13	9	97
4. Janet Myner	Norman, OK	15	14	20	17	8	17	15	12	98
5. Eliz Benbow	Charlotte, NC	17	15	15	19	20	5	18	11	100
6. Alice Crema	San Jose, CA	12	22	18	24	13	11	11	13	100
7. Jeanette Kellogg	Denver, CO	16	20	10	14	9	26	23	22	114
8. Terri Baker	Jackson, MI	7	17	30	22	19	27	20	3	115
9. Kathy Hull	Lake Alfred, FL	20	23	23	18	10	7	21	21	120
0. Jane Sherrod	Joshua, TX	23	30	19	20	24	24	7	14	131
1. Ann Karnitschnig	Virginia Beach, VA	19	16	16	13	21	25	24	24	133
2. Cindy Haynsworth	Mt. Pleasant, SC	21	18	12	16	29	22	31	25	145
3. Cindy Fritzenmeier	Dallas, TX	29	25	21	29	28	14	19	20	156
24. Barbara Bullock	Estell Manor, NJ	24	19	24	25	25	16	31	26	164
5. C. Elyse Leonard	Vail, CO	26	21	29	27	30	21	22	18	164
6. Patricia Dulka	Virginia Beach, VA	27	28	22	21	26	18	29	27	169
7. Karen Dunn	Matthews, NC	29	24	27	23	17	23	29	28	171
8. Jane Danielson-Loquasto	Grand Island, NY	22	27	26	26	27	29	25	23	176
9. Rosalie Myers	Tallahassee, FL	25	26	25	28	18	28	28	30	178
30. Jane Brown	Elkhart, IN	28	29	28	30	22	30	26	29	192

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Order Form Please ship:

NAME: ADDRESS: COLOR: WHITE, SKY-BLUE, BANANA YELLOW (please circle) SIZE: SMALL, MEDIUM, LARGE, X-LARGE (please circle) NUMBER OF SHIRTS:

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# Reefing the Hobie 16 Main

Being able to quickly reef the main on your Hobie 16 in overpowering conditions can change high wind days from terrifying to exhilarating. Because reduced sail area increases control under heavy conditions, reefing may help you get home safely at the approach of a squall or make it easier to singlehand on a windy day.

Setting the boat up for quick reefing and the actual reefing process are outlined below. With just a little practice on the beach or in moderate conditions, you should be ready to reef quickly at sea when conditions get rough.

### MATERIALS REQUIRED

One eye strap
One cleat
Four pop rivets
12½ feet of ¼-inch line
Two feet of ¼-inch cord

### SETTING UP THE BOAT

- 1. Rivet the eye strap and cleat to the boom as shown in Fig. 1.
- 2. Tie one end of the 12½-foot reefing line to the eye strap with a bowline. Pass the other end under the boom, through the reefing grommet and back through the eye strap to the cleat, as shown in Fig. 2.
- 3. Tie an overhand knot in the middle of the two-foot line. Pass the line through the space between the gooseneck slider and the gooseneck swivel. Tie a second overhand knot to hold the line in place.

### REEFING DOWN FROM FULL SAIL

- 1. Head the boat up to about 45 degrees to the wind on a starboard tack (if your eye strap and cleat are on the starboard side). Ease the mainsheet way out, but keep the jib sheeted in to keep the boat moving forward and to maintain steerage way.
- 2. Ease the downhaul all the way off.
- 3. Release the halyard from the halyard lock and pull the sail down until the *reefing halyard lock* can be engaged. Cleat the halyard.
- 4. Use the ¼-inch line on the gooseneck to tie the reefing grommet in the luff of the sail down tightly to the gooseneck.
- 5. Tighten the downhaul.6. Pull the reefing line to pull the reefing grommet in the leach of the sail down tight to the boom.
- 7. Use the nine-foot cord to secure the loose sail to the boom. Sheet in, and you're on your way with much better control and little, if any, loss of speed. To shake out the reef, just reverse the above steps.

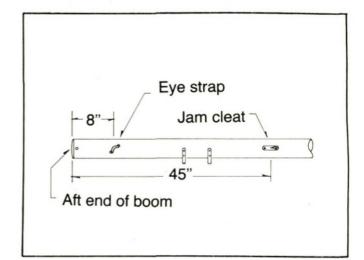
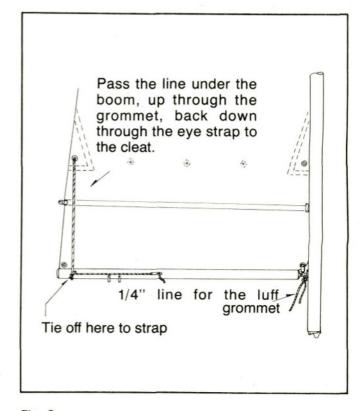
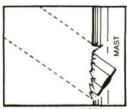


Fig. 1

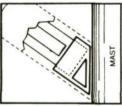


Eric Witte is an engineer in the Hobie Cat Research and Design Department. He has been sailing various types of boats most of his life.

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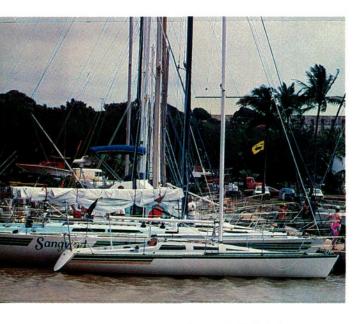
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# Next Stop, Hawaii!

Four intrepid sailors enter a boat untested on the open seas in a TransPac race and find her—and themselves—worthy

### Text by Lewie Wake Photos by Linny Morris

ailing across the Pacific from San Francisco to Hawaii is definitely an experience of a lifetime. To do so in a race adds an all-inclusive purpose: go as fast as possible at all times, within the realm of safety (a sometimes difficult judgement).



At her berth in Nauwiliwili Harbor on Kauai, the Hobie 33 Robin shows herself small but sleek next to the 48-foot Sangvind.

On July 4, 1982, 26 boats lined up at the start, just outside the Golden Gate Bridge, to sail the 2,157-nautical-mile race to Kauai, Hawaii (one nautical mile is equivalent to 1.15 statute miles).

There were four of us on the Hobie 33 Robin. The boat was brand new; she had only been sailed for a total of two hours before the start of this long race. In fact, we were ripping the plastic wrapping off the winch handles and blocks on the way to the starting line.

Our preparation began a scant two weeks before the race. Fortunately, three of the four crew had sailed previous TransPac races. There is no substitute for that kind of experience: It teaches you to put non-waterproof equipment (radios, charts, sextant, etc.) in Tupperwaretype containers. It teaches you to tape carpet around the bow pulpit where the lifeline terminates, to prevent the jib from chafing through. Most importantly, experience teaches you what items to bring for personal comfort to keep fatigue at a minimum. A silly little \$3 pad to sit on becomes a prized possession after eight days on hard decks. Ear plugs make the difference between sleeping and not sleeping. Wet gear that really keeps the water out determines the difference between comfort and misery.

Of course, each item is carried at a price—weight. Weight is the enemy. Robin weighs only 4,000 pounds without crew or gear. It's amazing how much equipment, food, water and gear is necessary to support life and brave the ocean. We brought 15 gallons of water per person, a total of 60 gallons. That's 500 pounds of water!

Even though we were careful about weight, we probably weighed 6,000 pounds, fully loaded, at the start. Our waterline stripe disappeared. However, we'd get lighter each day as we ate our freeze-dried food, fruit, vegetables and water.

The Kauai Yacht Race requires Category 1 safety equipment, as defined by the Offshore Racing Council. This list includes eight pages of things like a life raft, flares, first-aid kit, emergency steering gear, bilge pumps, life jackets, man overboard pole-in other words, it's very complete. Safety inspectors from the Ballena Bay Yacht Club went over everything. They paid particular attention to the boat herself. It was the first time a Hobie 33 had entered a Category 1 race. The 33 is trailerable - we'd trailered her from Southern California just a few days earlier. Since she has a retractable keel, the safety inspectors were very interested in how we secure the keel and keep the water out. Once they saw the massive stainless steel keel bolts and unique O-ring seal, they were satisfied that Robin was ready for the trip.

So there were four excited sailors,

all suited up in foul weather gear, sailing under the Golden Gate Bridge. What a feeling—next stop Hawaii! It was blowing 30-35 knots, and we were going to start on a dead beat

Arriving at the starting area an hour early, we checked out the

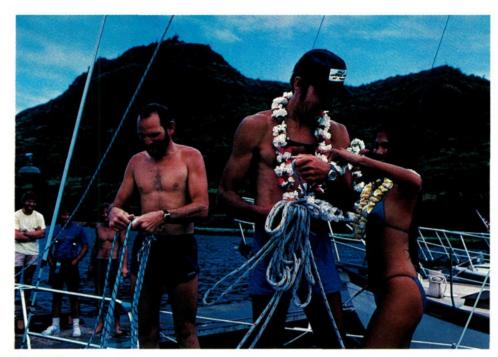


competition. Most of the boats were much larger than ours. The smallest was a 30-footer and the largest was *Merlin*, a 67-foot custom sloop that holds the current elapsed time record to Hawaii.

The boats were reaching back and forth alone the line, waiting for the start. In retrospect, this was the least fun of the race. We were all so eager to get going.

During that hour, we questioned one another's sanity. Tom Kornrumph, our cook and host in San Francisco, had been asking to sail on a Hobie 33 for the last six months. Now there was no getting off. Bob Boyes, our navigator, was talking about how cold, wet and miserable it was going to be that night. John Wake had never sailed across the ocean and was pondering how much of it would be beating into 35 knots of wind. I was thinking all a skipper's worry-thoughts: Did we forget anything? What are we going to break in this race? Do we have enough food? How's the rudder? Will the mast stay up?

John and I were involved with the development of the boat. We knew each part intimately, yet she hadn't been tested in the "real world" of the ocean, not in such a long and demanding race. We looked at Merlin





Although the boat didn't knock down, we had a plan of what to do if she did. After the race, we found every crew we spoke to experienced severe knockdowns. One crew member even joked about \$3,000 days, when they destroyed that much gear in one day.

and the other big boats like *Great Fun* (49 feet), *Swiftsure* (58 feet), *Zamazzan* (52 feet) and *Sangvind* (48 feet), knowing how comfortable it must be on those big boats.

We finally got started. The weather end was favored. We managed to snatch the start about five feet from the pin and five feet back at full speed. Our glory was short-lived, as the big boats rolled us one by one. After a couple of clearing tacks, we were able to sail comparable to the 40-foot boats.

Our compass course was about 185 degrees. The straight course to Hawaii is about 225 degrees, but the fastest course is rarely the straight course. Our game plan was to drop toward the south and pick up the northeast tradewinds early. This allows the boat to sail farther off the wind for more speed.

That first night was cold and wet, just as Bob predicted. Spray came over the bow every third or fourth wave. Dinner was spinach quiche—cold, of course. During the night, we changed to a #3 jib and full main. Early next morning, we put up the #1 jib. We were able to ease the sheet more and more on starboard tack as we went along.

Dawn was beautiful. Just the sight of that great big warm sun coming up was enough to comfort cold sailors.

The boat was performing well. We were jamming along at about nine knots. The spray subsided; only an occasional splash would buck over the bow. Our watch system brought a new man on deck every two hours. Individually, that means sailing four hours, then resting four hours. Two



Top: John Wake receives floral congratulations from a Hawaiian lovely, while Bob Boyes pretends to coil rope as he waits for his turn. Above: Unruffled by her maiden voyage across the unfathomable Pacific, Robin makes her entrance to Hawaii. men on deck were enough to do any maneuver except jibing in heavy air.

Crew work consisted mostly of steering. Sail changes were far apart. We set the full 3/4-ounce tri-radial spinnaker with the pole on the headstay 26 hours after the start. We would leave this spinnaker up for the next 2,000 miles of sailing. The only thing we did in the next 10 days was pull the pole back and jibe a few times.

The helmsman is responsible for making the boat go as fast as possible at all times. Each wave brings a decision. Should I go up for speed, or drop in and surf? How about the pole — can it come back? Where should the crew weight be?

The routine of sailing was established on our second day. We had only two boats in sight. We were passing Quamichon (44 feet) and Blue Streak (39 feet) all day. These were the last boats we saw until Hawaii, except one freighter the second night. It's amazing how little one sees in the ocean. Our only tie to land was our electronics.

The third day of sailing brought less wind and warmer temperatures. We were running with the pole all the way back. Windspeed was six to 10 knots; boatspeed was five to seven knots. This condition was to hold more or less steady for the next week.

We took our first showers of the trip on the third day—a real necessity by then. A shipboard shower entails standing bare on the foredeck with a bucket and rope. The bucket is dipped quickly into the ocean and the cold water is poured over the head. Lathering with bar soap is

nearly impossible. Liquid soap is the only way to go.

Life is more pleasant on a small boat than you might imagine. The bunks were comfortable and dry. The work was easy. Most important of all, the crew was compatible. The space available to live in 24 hours a day is admittedly small, but a deep and satisfying camaraderie developed between the men on board. Each contributed to the effort to sail fast, stay comfortable and stay happy.

The wind began to build on the eighth day. We were fully into the trade winds with blue skies, puffy clouds and a crystal blue ocean. The

# Tom would bring the bottle out for the skipper's approval. As the cellar was very limited, we never sent a bottle back.

long ocean waves built to 10-15 feet; the winds were 15-25 knots. The Hobie 33 finally had her ultimate point of sail, surfing along at speeds greater than 10 knots. Our 24-hour run jumped to 215 miles—an average speed of nine knots. There were times when we sailed quite a bit faster than that to compensate for the light air we usually had from 6:00 a.m. until noon.

Words fall short of describing sailing a steady 10 knots, feeling the boat lift up 15 feet with the approaching swell, then having the bow incline down the wave and the boat cut loose to 15 knots, with spray shooting out the sides. Approaching the bottom of the wave, the boat seemed like she was about to submarine into the backside of the next one, but just at the bottom, the bow would make a quick dip and pop right back out, every time.

The evening happy hour was the

highlight of each day, with the only luxury we afforded ourselves: one bottle of good wine per day. Great pomp was associated with this daily event. Tom would bring the bottle out, with a towel draped over his arm, for the skipper's approval. As the cellar was very limited, we never sent a bottle back.

Night usually brought a complete cloud cover. Once the sun went down, it got very black. It was impossible to see the difference between water and sky. To augment this scary situation, the wind invariably picked up. When we cut loose on those waves, we couldn't see what was ahead. The helmsman had to rely on the lighted compass to keep the course and pray there was nothing out there to hit. It was like taking a freight train into a black hole. Disorientation was a problem.

We made a position report each morning at 9:00. Huddled around the radio, we'd listen to other boats report their latitude and longitude, then we'd plot their positions on the chart. Strategy was discussed. Are we too far north or south? Is there more wind ahead?

The tenth day saw our longest 24-hour run: 255 miles. Since we had jibed several times during that day, our actual distance sailed was 275 miles — an incredible 11.5 knot/hour average!

The most I have ever sailed in 24 hours was 285 miles. That was on a 75-foot, \$1 million boat. This little boat is truly a rocket ship. The sensation of speed was twice as strong on the Hobie as it was on the 104,000-pound. 75-foot boat.

Steering took a lot of concentra-

tion. There was little room for error at those speeds, with that much wind. The boat always responded to the change in helm. A one-inch push or pull on the tiller at 15 knots would immediately jam the bow over

We never had a knockdown, round up or all standing jibe. This is a testimonial to superb helmsmanship and a boat design that is responsive and safe. We pushed the boat as hard as possible and never reduced sail area. The noise below was loud as the water rushed by the hull, making sleep nearly impossible. The lurching, vibrating and thunder romping added up to the equivalent of having someone shake you as you tried to get some rest.

The Robin went the whole race with breaking only one boom vang shackle (worth about \$2). We also chafed an after guy line, so we had to cut it back a foot.

The tenth day of sailing saw the most wind and the biggest waves. Some swells were up to 30 feet. The surfing was beyond belief. We were sometimes picked up at the top of a wave and hurled sideways down the wave under the foaming cap of the crest. There were puffs of wind so strong we could sail down a wave, right up the backside of the next wave and down again, sailing that way for several minutes at a time.

We knew we were smoking the competition. Grins became permanent fixtures on our faces. The helmsman usually had the biggest smile, sitting at the tiller under the headphones, listening to a favorite tune while guiding the careening ship down the waves.

The last night was by far the most radical sailing. I went off watch at midnight, turning the helm over to Bob Boyes. We were blasting along at 13 knots. Hawaii was only 250 miles away. The sky was black with squalls.

I went below for some rest. Even though I was exhausted, it was impossible to sleep. I hadn't slept in two days, what with the screeching and jostling of the boat. After an hour, John and Bob said they never saw the knotmeter go below 13 knots.

### A silly little \$3 pad becomes a prized possession after eight days on hard decks.

They suggested we change to the 1.5-ounce, smaller shouldered spinnaker. We were all victims of freeway burnout syndrome, the result of going too fast for too long with too little sleep. It was all hands on deck for this maneuver, our only weak point in the whole race. It took about 30 minutes to complete a change that takes three to five minutes on a Sunday afternoon sail, and much of the time we went with main only. Still, our speed was eight to nine knots. It is interesting that the boat was hardest to steer during the change.

The new spinnaker went up with a loud crack, followed shortly by a lurch in boatspeed to 15 knots. I had a second wind, so I offered to steer a while. After an hour, the biggest, blackest cloud of the trip appeared behind us. I knew the cloud meant more wind—and we were already doing a steady 13 knots. That was the only time during the race that I was really scared. I didn't want to break anything or round up, especially after coming so far with a clean record.

Tom was on the aft deck. We both had safety harnesses on. As the big black cloud came overhead, the

wind hit at near 50 knots. The bow lifted a foot higher than I'd ever seen it. We hit 17.8 on the knotmeter. For the next half hour, I never went below 15 knots. I have never had a ride like that before.

I can't say I was enjoying the ride as much as Tom. He was hooting and hollering—I was just shaking from fear, and concentrating as hard as I could. A slip of the tiller for even a second could spell disaster. When the cloud passed, we slowed back to 12 knots, which felt very mellow.

On the last morning, we all suffered channel fever, being anxious to finish the race. Seeing the rolling hills of Hawaii after 12 days at sea is a blessing. The remainder of the sail was uneventful, except for a brief squall just before the finish.

We arrived at Nauwiliwili Harbor at two in the afternoon and saw Hobie and Kahala waving from the finish line. It was fantastic to have our own greeting party, complete with champagne and pupus (Hawaiian for hors d'oeuvres).

We sailed 2,250 miles in 12 days, four hours and 41 seconds for an average speed of 7.7 knots. We finished fifth boat for boat, beating all boats under 52 feet long, including some formidable racing yachts costing 10 times the price of the Hobie 33. On corrected time, we were third overall out of the 26 boats. We felt victorious and very happy. I hope I get a chance to do it again.

Lewie Wake is Director of Research and Design at Hobie Cat. He has had two wins as tactician in the Congressional Cup and is an accomplished Hobie 16A sailor.

# Qantas South Pacific Championships

Papua, New Guinea



nce again, the Royal Papua Yacht Club was host to the Second Qantas South Pacific Championships. Held in Port Moresby, the races ran June 12-20.

The series attracted 41 entries, including 18 from Australia and Singapore, with Fiji, Noumea, Tahiti and Guam preferring to stay at home in preparation for the Worlds in August. The fleet was quality plus, however, with Australians Brett Dryland and Ian Bashford attending along with Gary Medcalf, Kellor Knights, Laurient, Corlett and Sykes, to name a few.

In contrast to last year, the series saw southeast winds of 12-25 knots each day, with two-hour courses to sail. Set by O.O.D. Claud Clark, the courses were near perfect, as was the organization during the event. Mark Pryke (Australia) summed it up at the awards: "It was the best regatta I've

ever attended."

The main sponsor, Qantas, provided tickets to overseas competitors. Also sponsoring were San Mig Brewery, Carpenters and Nottage Hill Holdings (a Queensland real estate company that packaged together a deal for Dryland). Of 41 boats competing, 39 carried sponsored rags, which the Australians were amazed to see. No doubt they will endeavor to get their sponsorships sorted out properly.

The overseas competitors arrived by Qantas on Friday, June 11. By midnight, after the briefing and a calcutta (which had a kitty of more than US \$15,000), most of the overseas contingent was nicely primed on the sponsor's brew. They decided a brief rest was in order before the Invitation Race on Saturday afternoon.

On Saturday, Bruce Tardrew motored away from the start to take this race, with

Corlett, Bashford and Waterhouse (all Aussies) following. Tardrew took the race easily, as he did last year.

Heat One started on Sunday morning. Tardrew repeated his result with a clear margin from Knights (Queensland), Bashford (New South Wales), Dryland (NSW), Corlett (NSW) and Craig (Qld). The overseas guys had some homework to do now, and by the start of the afternoon race, the wind had picked up to 18 knots with Bashford, Dryland and Tardrew romping away from the fleet. Corlett, Medcalf and Waterhouse led the second bunch. Bashford cleared away and Tardrew passed Dryland to take second.

Heat Three on Monday morning had yet another winner, when Dryland took the flag. Bashford, Tardrew and Dryland were producing boatspeed to burn on the works, so it was a question of who went

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where. Bashford was doing slightly better downwind.

The afternoon's fourth race started in winds of 15 knots that were expected to build, but they dropped for the first couple of works before picking up again. By this stage, the port side of the course was slightly favored. Bashford easily won this race from Dryland and Medcalf, with Corlett, Craig and Knights finishing in a blanket after two hours. Tardrew finished last after leaving his bungs undone, for which he later received a suitable but unprintable reward.

Tuesday was a lay day. Most of the overseas group did tourist things. With only one race on Wednesday, Bashford wanted to get in early to get to the brewery tour on time. He took the heat comfortably from Tardrew and Dryland but was rubbed out by a protest for changing crew—the new one's weight was way off the mark. (Bashford's

crew had taken ill and informed him an hour before the start that he couldn't sail.) Queensland's Corrie Marcus showed glimpses of form at last, coming in fourth ahead of Knights and Corlett.

The brewery tour and barbecue that afternoon produced a lot of ill people for the next day's finals.

Once again, Bashford won but didn't get a sound signal at the finish. He was disqualified this time for being over early and not going back. Tardrew, who was also over early, did go back, and took the race from Dryland and Waterhouse. Corlett grabbed another fourth from Laurient and Knights.

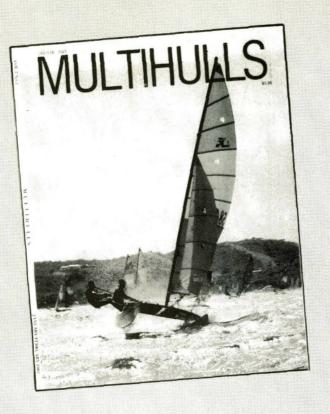
A large crowd watched the final race from Paga Point. They saw Bashford's mast come down only a mile from the finish and unbeatable. Dryland and Tardrew were at it again, with Dryland grabbing the gun just a few seconds in front of Tardrew, who had

come from eighth after a poor first work. Kellor Knights finished third and Corlett added another fourth to his list, finishing ahead of Medcalf and Craig.

So, after seven races and one throw-out, Tardrew, who finished third overall last year, took the South Pacific Championship title away from the current World Champion Brett Dryland.

All the overseas entrants expressed their wish to return again next year, and our other major sponsor, San Mig, has already donated a considerable amount of loot to have the South Pacific Championship here again.

To Claud Clark and his committee, our thanks from Fleet 405.



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# **Hobie Briefs**

### Boaters Group Offers Plan to Coast Guard

Concerned that a Coast Guard review of its policy of assisting disabled vessels might recommend abandoning the recreational boater to the commercial sector, the Boat Owners Association of the United States has proposed a new search and rescue plan designed to meet the long-term needs of the recreational boater and the budget-starved Coast Guard.

Calling on the Coast Guard to develop a national search and rescue pool using commercial vessels in a role similar to that filled by the Coast Guard Auxiliary, the BOAT/U.S. proposal would ensure qualified help to boaters at no charge or at a reasonable cost.

With this pool of vessels, the Coast Guard could send whichever vessel was closest or most appropriate. Assistance missions would be classified as non-charge or charge, the non-charge being life or property-threatening situations not caused by negligence and charge situations being clearly preventable incidents such as running out of gas.

Commercial vessels assisting non-charge cases would be reimbursed from the National Search and Rescue Fund.

### Lost, Strayed or Stolen

Walt Mundy, Jr's Cat Fever sails, together with the boom and battens, disappeared en route from Patoka Wharf, Indiana to Louisville, Kentucky. His sail number is 59455. If you see these sails, please notify him at 1515 Knight Rd., Louisville, KY 40216.

Bill Simmons of Houston, Texas thought he had his Hobie safely stored under lock and key, but clever thieves managed to whisk it away, leaving another stolen boat in its place. Simmons had a 16 with light blue hulls and trampoline, black anodized metal and Tequila Sunrise sails.

Simmons' hull number is CCML8479M79I; his sail number is 45270. Should you spot his missing cat, you may contact him at (713) 972-5875 or 440-3709.

### Righting Line System

Randy Barcomb of Winooski, Vermont wants to know how to rig up the Hawaiian righting line system. Here is a simplified version of that: Drill two holes in each flange toward the stern (large enough for a ¼-inch line) about ½-inch apart. Cut a piece of ¼-inch line 3 feet long. Insert each end through a hole and knot the ends. Attach a piece of ¾-inch line to the ¼-inch loop by knotting the heavy line and tying a half-hitch around it with the ¼-inch line. Run the heavy line around the front pylon and underneath the trampoline. Shackle two pulley blocks to the trampoline lacing at the stern and one to the lacing forward. Run a piece of ¼-inch shock cord through the blocks and knot to the line at the stern blocks (check diagram). Repeat the same procedure on the other side. The shock cord should be tight enough to hold the righting line in when not in use and the line long enough to right the boat when extended.



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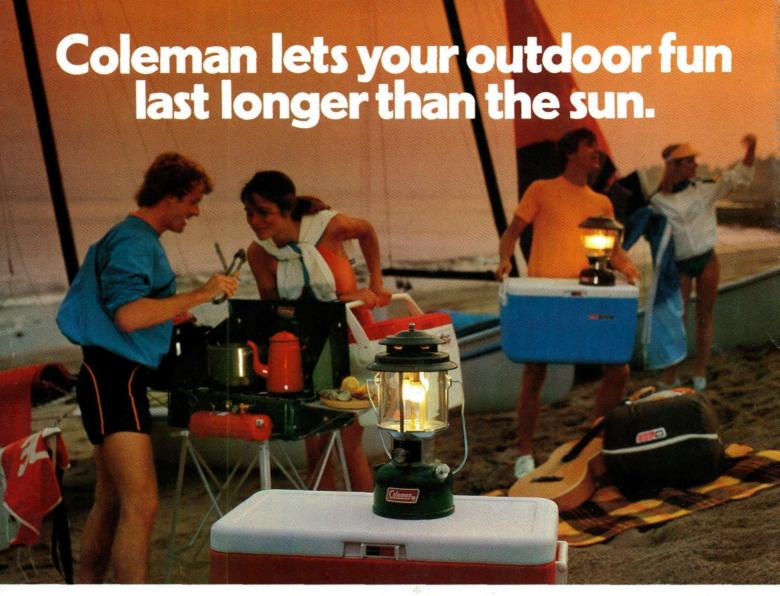
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