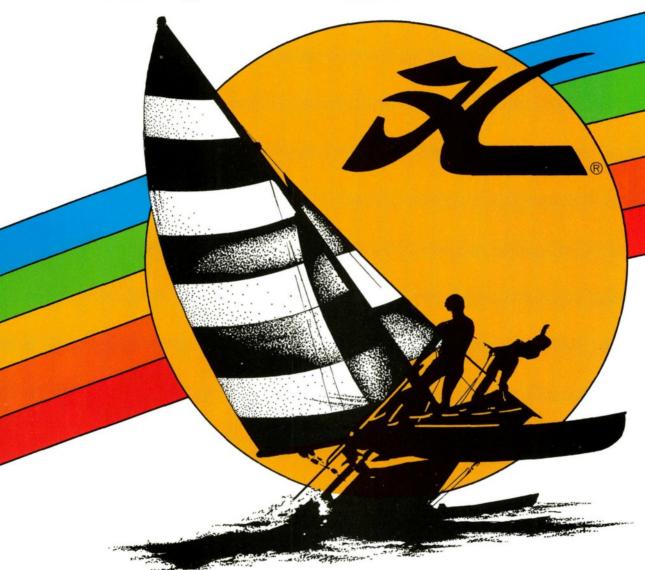


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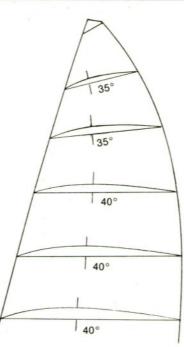


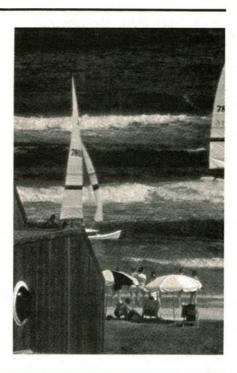
January/February 1983

Volume 12, Number 1

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Our top 16 sailors get together on the rough side of Florida
This one was in Texas, and the seas were high there, too
FEATURES
Sail Tuning Randy Smyth offers pointers on achieving the extra edge

REGATTA REVIEW

Hobie 16 Nationals

TEATORES	
Sail Tuning Randy Smyth offers pointers on achieving the extra edge	. 12
Expression Session:	
Mexico	
A little photo-escape to spice up the winter months	15
Racing Clinic:	
Setting Up a Blocker	
Set yourself up with some football-style protection on the race course	46
Rules for the Beginner	
A crash course for unsure sailors	48
Rudder Maintenance	56
An extra-hot tip to keep those systems working smoothly.	
Hypothermia	
Take a closer look at the symptoms and treatment of a condition that can	
threaten anyone	58
Malibu Yacht Club	
It's not what you're thinking	67

DEPARTMENTS

Hobieto	ri	a	1										-		. 4
Letters															. 5
Hot Tip															56
Briefs .															



ON THE COVER

Sandy Banks captured this piece of the action off the starting line at the 18 Nationals in Key Biscayne, Florida.

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Hot Line Director
Bob Brown

Executive Editor
Paula Alter

Racing Editor Michele Krcelic

> Assistant Editor Rikki Mitman Art Director

John Pilcher

Circulation Bonnie Hepburn

Contributors
Joe Flaherty
Gary Jobson
Jim Kimball
Robin La Croix
Bella Lagmay-Singh
Ron Lee
Linda Leth
Eric Sharp
Randy Smyth
Nick Von Staden
Hobie Class Association

Sandy Banks, Executive Director Michele Krcelic, Class Director, USA Rose Roberts

> Hot Line Publications P.O. Box 1008 Oceanside, CA 92054 (714) 758-9100

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Hobietorial

A Preview of the Results

I've got surveys piled up all over the office this month, and people popping in to find out what the latest comments are. Your response has been great. It's going to take a little while, though, to tabulate them into digestible form. We'll let you know what the results are as soon as we have them.

A few trends of thought from the back of the survey are already demanding our consideration. Most of you seem to love the magazine: "Keep up the good work" is the most common injunction. Thank you. We will.

Many of you want more color, more action. We intend to expand in that area—in fact, we have. Check this issue. We're ready for more and need your assistance: We need good, clear, exciting color slides. If you have some hot shots or know a photographer who's a Hobie fan, contact the Hot Line

As well as the positive feedback, we expected and received complaints. One comment that came up several times was, as one reader put it, "Why not rename the magazine the Alter Family Monitor?" I can't blame you for being tired of reading about us. I want you to know that I do keep this in mind—still, it's difficult to cover a world or national competition and not mention those among the top sailors. Whenever Hobie Jr. wins another title, I am thrilled for him, but I think to myself, "Here I go again, publishing another story about my family."

As is apparent in this issue, not only did Hobie Jr. win the 16 Nationals, my youngest brother Jeffrey won his first title—the 18 Nationals. You can count on me to represent all winners of our events, whether they're national, world or local.

For those of you who have Alteritis and are tired of hearing about us, perhaps the fabulous photos by Robin La Croix and Nick Von Staden will help make up for it.

A lot of our readers want to hear about places around the country to go with their Hobies. That information has to come from you—whether you're a racer or a daysailor, let us know of some hot spots to visit.

Indeed, the surveys have been a hot item. We received 101 of them today. I counted them and read the comments on each. Each comment is appreciated and thought about; some of them have already shaped future issues.

If you haven't filled out a survey, thinking that it wouldn't make a difference, please reconsider. We read each one. It's helpful when you're specific about what you like/dislike. Dig out that November/December issue and put a few thoughts on paper. We're listening.

Last but not least, an exciting transformation is taking place within the *Hot Line*. Be prepared for the spring surprise edition. With your help, we're growing up.

Paula Alter

Letters

Derby Detractor

I'm writing in response to your recent (July/August 1982) letter from Bob Warringer, Demolition Derby? and

the editor's note in reply.

Until recently, it has been a "given" in our fleet and division that a burdened boat damaging another boat pays for the repairs up to the insurance deductible amount, but a friend's boat was damaged during a regatta in a port/starboard incident and the offending skipper refused to pay up. His lawyer says there is no legal basis for requiring him to reimburse the owner of the damaged boat. The divisional hierarchy could not ban him from future racing because the Hobie Class Association has not established any rules about this.

When I read the recent editor's reply to a similar situation, I felt a need to express the opinion of the silent majority. Although the USYRU'S view is "the question of damage is a legal matter outside the scope of racing rules," it certainly need not be outside the scope of club membership like the World Hobie Class Association. If not for the common sense of "he who's wrong pays up," do it to be consistent with the requirements of national and

world events.

At national and world events, the association requires a \$200 deposit to cover the deductible if association boats are damaged. Doesn't it make sense to ban someone from racing in our organization if he fails to pay up at other levels of racing?

I speak for everyone in our fleet and the friends I have met from other fleets at divisional races. Let's establish a firm basis for banning members from Hobie activities if they don't assume liability for damages to others' boats. We really don't want that type of people in our organization.

I hope other fleets will take the time to join in and voice their opinions on

this matter. Let's not sit back and see this issue die from lack of interest.

Scott Morton Fleet 416 Nockamixon, PA

98.6° and Rising

I would like to express my appreciation to John and Betty Grimes, with their boat Instagator, and the friendly people of North Carolina's Fleet 257 for introducing my wife and I to the world of Hobie sailing.

I had heard the expression "Hobie Fever," but I did not know the extent of its contagion. We contracted the dread fever on a beautiful weekend in September on a Hobie 16 called Instagator. On Saturday, with the wind blowing eight to 10 knots, we learned the basics of handling the boat. After a great day of sailing, we returned home and talked of nothing but sailing. When Sunday morning came, our temperatures were already five degrees above normal. We were ready to go sailing. The water on Pamlico River had small white caps. The experienced sailors of Fleet 257 were wearing smiles on their enthusiastic faces. It seemed the wind had picked up to 15-20 knots. For our second day of sailing, this was exhilarating, to say the least. Even with

DANGER



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

the chill factor, our temperature was on the rise again. We spent the day trying to keep the fever under control with 12-ounce cans of medicine from the cat cooler. This, in my opinion, was the way to spend a weekend, or anytime, for that matter.

After returning to our home in Virginia, we began the process of finding a boat that was suited to our tastes and our budget. On October 1, we became the proud owners of a Hobie 16.

And now, with my fever back to 98.6, I suggest to anyone with a stable body temperature who would like to keep it that way: Don't ride a Hobie!

loe and Joyce Raucci Colonial Heights, VA

Turbo Minimum

I was somewhat dismayed to read in the World Council Minutes that no decision has been made on minimum weight for the Turbo 14. I'm sure many opinions were expressed on the subject last August in Papeete. I would like to share mine.

Being a normal sized American adult male at 170 pounds I may be a bit biased, but put my vote in for the upper limit or even higher. I don't think 180 would be a bad minimum. My rationale? I happen to be happily married to a lady who will not race with me. For the past five years, I have been sailing with male crews (in the interest of staying happily married) on my 16s and have always given away between 30 and 50 pounds.

After seeing the Turbo at the New Jersey State Championships this summer and talking to Charlie Carpenter from Division 12, I thought, "Wow! this is the perfect boat for me." No more hassles with finding crews, no more give-aways on light air days. This

is super!

I bought the boat. I have sailed it twice. I think I can be competitive next summer. It is a much more powerful boat than the regular 14. Let the 150 pounders sail the 14s and 16s. Give the rest of us a home to race in.

Mick Roberts Fleet 137 Lake Hopatcong, NJ

I was disturbed by the class association's action, or lack of action, on the minimum weight for the Turbo 14 class. The responsibility for making the decision was passed to each "area" on a yearly basis. Please tell me what constitutes an "area?" The reasoning that this is a developing class is illogical at best-who will buy and prepare a boat for racing when they do not know the conditions under which they will have to compete from year to year and "area" to "area?"

Four of my friends and I have recently purchased Turbos with the expectation of developing a racing class in our fleet. We did this because we assumed that there was a reason for the provisional weight of 170 pounds and it seemed foolish to reduce the weight as there is already a class (regular 14) for the young or small sailor who wishes to singlehand. It would seem to follow that the Turbo was to be a class for the older and/or heavier singlehanders.

If the young and/or small sailors wish to sail the Turbo, my suggestion is to create two Turbo classes with a 150 pound minimum and 180 pound minimum.

In this manner, sailors from 135 to 195 pounds could sail competitively by being 15 pounds over the minimum or carrying 15 pounds—neither of which would be highly significant.

If the Turbo is to become a viable racing class, a decision must be made.

Charlie Carpenter Fleet 124 Sayville, NY

Our First Year Together

Last September ('81), I bought my used Hobie and subscribed to the *Hot Line* right away. Over the year, each issue has been more informative and beautifully illustrated. Your publication is great! The photographs are exquisite!

I would like to publicly thank all the Hobie sailors we met this summer at Dewey Beach. Being new to Hobie sailing, I was always doing something that needed correcting. With their help, we had a wonderful Hobie summer.

Mike, Marley & Courtney Brown New Castle, DE

Flags Over T-Shirts

It is your tenth regatta this year, and as you register, you discover that it is also your twentieth t-shirt of the season: the wrong size, it shrinks even as the weatherman forecasts high humidity, one sleeve is longer, the neck is too small for your ears to squeeze through and your entire backside becomes exposed at your every slightest bend. This being your fifth season of sailing the Hobie, you also recall that at home all available drawers and boxes are chuck full of t-shirts, and that is after the truckloads delivered to Goodwill, the hundreds made into curtains and the several thousand the neighbor kids are wearing.

It boggles the mind to think of how many registration dollars have gone into t-shirt purchases over the years. In the beginning, and on occasions, the idea has been good, but it gets a bit overdone. Certainly the idea of a memento of the regatta is excellent.

With that in mind, allow a digression. The catamaran sailor, after many struggling years of criticisms and

locker-room snickerings, has finally come of age in the regatta circles and has earned his key to the john. The more traditional sailing things we do, the more credible becomes the boat and the sailor on it.

So, here it is. There is an old sailing tradition the Hobies should rejuvenate. No other cat and only a few one designs of any kind pursue this tradition: flags and pennants!

In years past, you could see all the boats flying their colors at major regattas. That is, they were flying their club burgee, along with their collection of position flags, or award flags. They are flown from the halyards, and when all the boats do so, it is a beautifully awesome display. T-shirts might come off looking a bit like an Arkansas laundromat.

At the ILYA Bay Week Regatta last year, the cat sailors joined in the display and flew what colors they had collected over the years, to the utter amazement of many mono sailors.

In essence, the suggestion is that we present, along with the current great trophies, blue flags for first, red flags for second and yellow flags for third. Instead of t-shirts, flags of various and assorted colors (other than the winning colors), could be presented to all entrants of the regatta. Then even the non-winning boats may fly their colors.

Should we recall this tradition to the Hobie fleets, just picture the boats lined up on a beach or in the yacht basin, all flying their colors. It would indeed be a dramatically beautiful sight. Sure, the sails on the Hobies are spectacular in themselves, but add to that the flags, and the ability to keep the flags up well after the sails must be lowered.

This could be the rebirth of a tradition that could put the Hobie Cat far ahead of all other designs in class solidarity, accomplishment, beauty, style and tradition.

Rick White Mary Wells Vail, CO

Applied Information

Bravo! I found the September/October '82 Racing Clinic (*The Australian Technique* by Ian Bashford) very informative. This weekend, I'll be applying what I've learned.

John Townsend Waitsfield, VT

She's Not a Maine-iac, But . . .

I'm a Mainer who likes to sail. Your survey came at the right time, and you did ask: Yes, I think you spend a little too much time on racing. It leaves, in my opinion, little for the rest of us, who are out for a free ride along the coast and its islands, or across the lakes.

I have absolutely nothing against racing—I make a point of entering at least one each season, but I bought my Hobie Cat for recreation and relaxation. No phones, no interruptions, no nothing but cruising. Freedom!

Enough! You've heard it before. If you're willing to work on a non-racing story, I'd be happy to give you whatever time and assistance I can.

Lorne Ellis Portland, ME

A Wish Granted

I believe I have mastered, to a reasonable extent, a few of the finer points of Hobie Cat sailing, and the effort has been worthwhile from the standpoint of added sailing enjoyment.

I am now addressing my attention to sail tuning, but I am confused about what specific functions outhaul, downhaul and leech tension (or lack thereof) have on sail shape. What happens to the magnitude and the relative position of maximum draft when outhaul/downhaul are tightened or loosened? What happens to the leech tension and what effect does a tight or loose leech have on sail shape? Under which wind/water conditions, and to what extent, should one manipulate these controls? What effect does this string-pulling have on the Hobie Cat's performance?

I have asked these questions of a number of experienced Hobie sailors, and they tell me they wish they knew the answers. As a matter of fact, they urged me to write this letter.

It would be grand if an article on this were published in the Hot Line.

Robert F. McCormack Northfield, IL

On page 13 of this issue, you'll find information from a well-known sailmaker and catamaran sailor that will answer these questions and more.
Editor



GONNA BE HOT TODAY CHILE TAMALE!

Such was the spirit forecast for the U.S. Hobie 16 Nationals hosted at South Padre Island, Texas



Stormy days and high seas rose once again to challenge Hobie racers, just as they did at the 16 Worlds in 1978, also at South Padre. A cold front, not the usual warm Texas air prevailed for the first few days. By the time the finals came around the wind dropped to a whisper.

HOT TODAY; CHILE TAMALE

CONTINUED

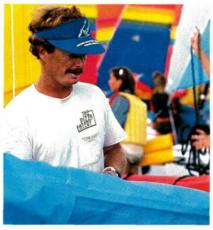
by Bella Lagmay-Singh photos by Robin LaCroix Arriving at barren Brownsville en route to the U.S. Hobie 16 Nationals, held October 10-16 off South Padre Island, Hobie Catters were overcome by the unbearable heat and humidity. Comfort came, however, with predictions of an approaching northern cold front. Forget the bikinis—bust out the foul weather gear!

Representing waters as far as Hawaii and California, Puerto Rico and the U.S. Virgin Islands, the nation's finest Hobie 16 sailors traveled to the racing site at the southernmost tip of Texas. Several teams journeyed in a caravan of RVs. After finally crossing the Lone Star state line, they were surprised when, almost 24 hours later, they were still on the road! We're talking miles and miles of desolate desert, padnah!

South Padre Island, site of the 1978 Hobie 16 Worlds, was chosen again by the World Hobie Class Association because of its fine sailing waters. High seas and powerful winds







Top left: Launching through the small shoreline surf gave sailors a diluted taste of the swells that awaited them on the course. Top right: Pat McCormick joins other Hobie hopefuls in readying the boats for the day's first race. Bottom: Finalists jockey for position at the starting line under much calmer conditions than they'd seen all week.





TAMALE! CONTINUED

tested even the most seasoned sailors then, and returning competitors anticipated more of the same action.

Qualifying races were held Sunday and Monday for the 60 teams vying for just 10 open spots in the competition fleet of 96. The official championship series of races began Tuesday as the northern front neared.

Barometric temperatures dropped to 60 degreesreportedly the coldest weather on the island since early spring. Strong winds, ranging from 10-15 knots and gusting to 20, dominated the first day of racing, to the delight of the heavy air sailors, who consistently scored in the top five.

As the winds increased to 15-20 knots in Race 3, the California boys-Tom Materna, Pat McCormick, the Alter Brothers and Team Fury (a.k.a. George Hicks and Kris Biakanja)—could hardly be contained. They couldn't have ordered better conditions. Each scored in the top 10! Materna led the pack around A and C marks in a Course 3, followed by Mike Shearer (Utah). However, Shearer soon took the lead, with Jeff Alter on his tail.

As the two battled for first place, the northerly picked up even more. Shearer prepared to trap out, realized too late that his harness wasn't fastened and fell overboard. As his boat capsized, his mast inadvertently came down across the bow of Alter's boat, tipping it over as well. Sailing through the mishap were Hobie Alter, Jr. and Materna, who took first and second. The younger Alter was able to right his boat in time to take third place while Shearer did his 360 and dropped to 13th.

After Tuesday's four Course 3 races, defending champion Hobie Jr. was tied for overall first place with brother Jeff at 3¾ points each. Finally, after years of competing in his brother's shadow, Jeff Alter was looking at possibly his first national title. However, a protest was filed agaist him in Race 2 by a skipper who claimed that Alter bumped his boat at the start. Alter lost the protest. His first place score was disqualified and he was given 49 points for his first race, which effectively diminished his chances for the championship title.

Inclement weather postponed Wednesday's races until after lunch. The occasional rain didn't dampen the sailor's enthusiasm though, at least not that of the hardcore ones. Standing by on the beach in 15-20 knots wind with puffs of 25, many sailors decided to reef their sails. A few filed for DNSs. Choppy waters and light rain persisted throughout Races 5 and 6. For Race 7, the race committee called a Course 7 for a change of pace in the increasing winds.

After Wednesday's races, Hobie Jr. remained in overall first place with 634 points while local favorite Chuck Miller (Texas) was second with 14 and Carlton Tucker (Florida) was

in third with 141/2.

With winds clocked at 10-15 knots for Thursday's races, another Course 7 was called for Race 8. Hobie Jr. burned the entire race course in first place and had more than a minute lead after crossing the finish line!

As the seas and winds calmed for Race 9, a Course 3 was called. Bob Seaman (California) showed the fleet the way around every mark, but he was edged out of an apparent victory when David Rodgers (Florida) overcame him and won the race.

Race 10 was the last chance for many before the elimination cut. Rick Rolnick, the commodore of local Fleet 102, showed his expertise on home turf and led all the way to the

Reduced by half, the top 48 teams were to race in the finals on Friday and Saturday. Not making the cut was the only female skipper, Dorian Goldberg (Puerto Rico). Other diehards included big Bob Poteat (North Carolina) whose crew was his 10-year-old daughter, Hannah.

Going into the finals, Hobie Jr. held overall first place with 7½ points (with a throw out), while "Bridesmaid" Tucker was

in his usual second place with 9½.

After such heavy air during the championship series, the winds lightened considerably for the finals. Make that died. What should have been short courses turned out to last an eternity. Starting with an 11:35 a.m. call off the beach, Race 1 of the finals finally got underway at 2:20 p.m. after three general recalls!

General recalls seemed to be the order of the day as more were called for Races 2 and 3. Entertaining the patient beach spectators during the finals were disc jockey Michael T. Parker from rock station KRIX along with Bella Lagmay-Singh providing on-the-air commentary three times each hour amid sets of Beach Boys and other great music to sail by. Racers could hear the beach interviews and race results as they neared the beach and enjoyed sailing to tunes like Christopher Cross' Ride Like the Wind-perfect inspiration on the way to the starting line!

Beach captain Harvey Giurbino continued to announce mark roundings during the races as co-emcee Hannah Poteat (Senior) initiated a "Sexy Legs" contest. Several males were recruited to bare just their legs beneath a bedsheet partition that shielded their identities. After an initial deadlock, the judges agreed upon a shapely pair of legs that belonged to "Stand Up" Miles Wood of Austin, Texas.

After Friday's three races, Hobie Jr. was still in overall first place with 24½ points, followed by Shearer, 28¾; Materna,

30; Egusa, 51¾; and Seaman, 56¾.

Saturday's final two races were again plagued by light air and general recalls. Race 5, the last race of the finals, featured flat waters and whimpering winds. After three general recalls, Mark Ralph (Texas) got a good start and led around every mark all the way to the finish. Hobie Jr. was behind him but pitchpoled at the last mark, recovering to take third.

However, Hobie Jr.'s third was enough to do the trickgiving him a comfortable edge of 11½ points over Materna, who took overall second place. At the awards banquet that night, the champion was saluted with a face-full of sour cream by his good bruddahs from Team Hawaii.

His track record is indeed awesome, yet Hobie Jr. remains modest, crediting his victories to consistent good starts throughout the championship series. "You gotta be fast to best Hobie Jr.," is common knowledge among the Hobie Cat racing circuit. Da guy sure knows his stuff!

Bella Lagmay-Singh is former editor of the Hot Line and a frequent contributor.

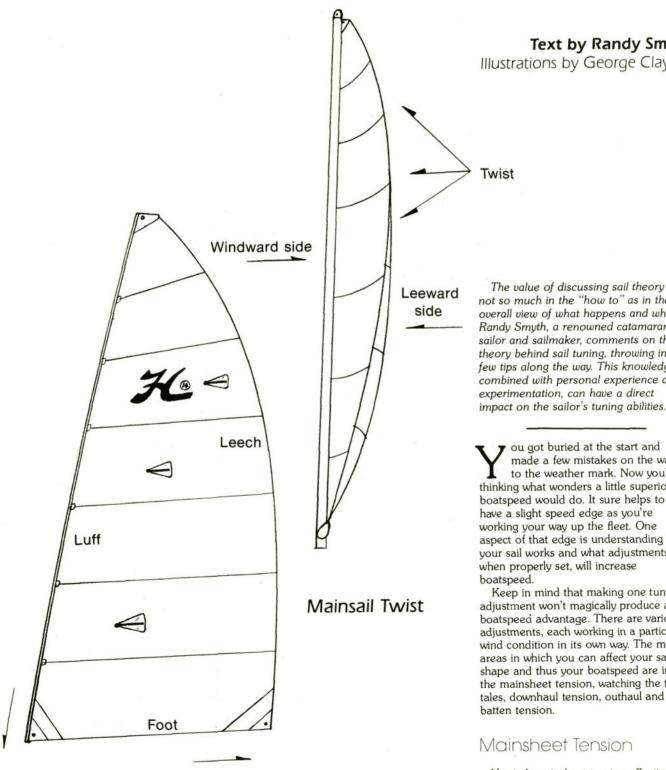
Tuning the Sail for Speed

A few tips to help you achieve that extra edge

Text by Randy Smyth

Illustrations by George Clayton

Twist



The value of discussing sail theory lies not so much in the "how to" as in the overall view of what happens and why. Randy Smyth, a renowned catamaran sailor and sailmaker, comments on the theory behind sail tuning, throwing in a few tips along the way. This knowledge, combined with personal experience and experimentation, can have a direct

ou got buried at the start and made a few mistakes on the way to the weather mark. Now you're thinking what wonders a little superior boatspeed would do. It sure helps to have a slight speed edge as you're working your way up the fleet. One aspect of that edge is understanding how your sail works and what adjustments, when properly set, will increase boatspeed.

Keep in mind that making one tuning adjustment won't magically produce a boatspeed advantage. There are various adjustments, each working in a particular wind condition in its own way. The major areas in which you can affect your sail shape and thus your boatspeed are in the mainsheet tension, watching the tell tales, downhaul tension, outhaul and batten tension.

Mainsheet Tension

Upwind, mainsheet tension effectively loads up the aftermost edge of the sail

Tell Tale Placement

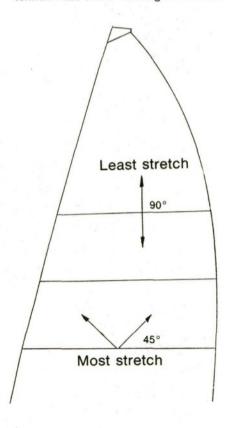
(leech), which bends the mast. On the Hobie 14 and 16, the mast bends in an even curve. On the Hobie 18, the diamond wires restrict the lower mast bend, so only the upper mast bends as mainsheet load increases.

Mast bend flattens the mainsail's entry. Flattening the entry opens the slot between the jib and main, allowing smoother air flow. Excessive mast bend starves power, resulting in sluggish performance in all but heavy air.

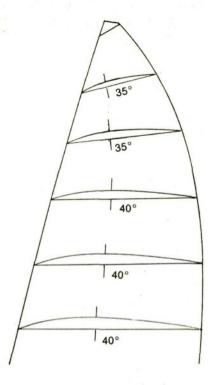
Tell Tales

The mainsheet setting determines mast bend. In light and medium air, the optimum mainsheet setting is indicated by the tell tales. In addition to the tell tales on the flying H panel, place two or three more pairs down the luff, about 10 inches aft of the mast. The pair in the H panel, also 10 inches behind the mast, are the ones to watch in light and medium air. Sheet in until the leeward (backside) tell tale twirls (stalls), then ease the sheet out until the tell tale just begins to flow back. In heavy air, ignore the tell tales and simply keep the weather hull skimming by working the mainsheet (better yet, hand the mainsheet to the crew in heavy air).

The mainsheet is under much less tension while broad reaching. Its function



Sailcloth Stretch



Batten Shape

is to adjust the mainsail twist. Here again, tell tales never lie. The bottom leeward ones should be flowing. The tell tale on the backside of the sail (leeward) is the most crucial to have flowing. If the bottom leeward tell tale is not flowing, try more mast rotation on the Hobie 18, head up slightly on the Hobie 16. If the top leeward one is stalled, your mainsheet is overtrimmed. Ease the mainsheet while holding your course steady until the top leeward tell tale begins to flow. Now the twist is properly set. Twist is necessary in a sail because the wind direction changes from the top of the sail to the bottom. At the top, the relative wind angle is more abeam (moves aft). The tell tales indicate the sail twist. Downwind, this is especially important on the Hobie 18, fairly difficult on the 16 and nearly impossible on the 14.

Downhaul

The mainsail downhaul is often ignored, its importance misjudged. Mainsail shape can be greatly improved by matching the downhaul tension to various conditions. Sailcloth has the least stretch 90 degrees to the battens (up the leech) and the most stretch on the bias, 45 degrees to the battens. Due to this bias effect, the luff stretches more than the leech. Downhaul tension stretches this bias cloth, which pulls the draft forward. When downhaul tension is combined with proper mainsheet tension (which flattens the entry), proper sail shape can be manipulated.

Excessive downhaul is fast in heavy air because the mast remains pre-bent, even when the mainsheet is eased in the puffs. Instead of the mainsail getting full in the puffs when the sheet is eased, the sail stays flat, producing steady boatspeed.

Outhaul

The outhaul should be very tight upwind. Only in light air/choppy conditions can the extra fullness provided by a loose outhaul deliver more power.

Batten Tension

Batten tension is usually a poor way to control sail shape. Loose tension leaves wrinkles, which slows the boat down. Optimum tension is enough to eliminate any wrinkles along the batten pockets. Excessively tight batten tension only causes the "hungry dog" look (an uneven sail shape with the sail full only in the immediate area beside each batten).

Batten shape can remedy some sail problems. A flexible set of battens allows sail shape versatility. When the luff is downhauled, the draft really moves. When the mainsheet is eased, the sail can fill. A good sail with flexible battens will be fast upwind and downwind.

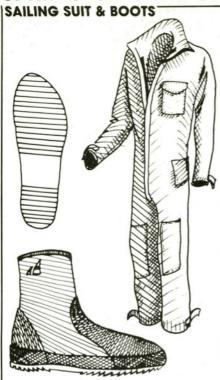
If the sail gets fuller with age, stiffer battens, especially the top three, can extend its competitive life somewhat. Even on a fast medium air sail, stiffer top battens can flatten the head, promoting more twist for less heeling and more speed in heavy air.

The point of maximum sail curve is also critical for optimum batten stiffness. A batten with its maximum bend at 35 percent back causes a round entry (sail to wind), which closes the slot upwind and develops little power downwind. After years of experimenting, I've found 40 percent to be a good all-around batten. The entry is round enough to encourage attached flow without closing the slot. Battens with stiff tails can eliminate tight leeched mains. Heavy air is where these stiff-tailed battens really perform.

Combining all these adjustments in harmony with the weather conditions adds that little bit of extra boatspeed for a winning edge. Sometimes it helps to understand why various tuning techniques work. Sometimes just copying the winners is prudent. To best the winners, it takes a little of both.

Randy Smyth is a sailmaker who specializes in catamaran sails. He's a several-time Tornado National/World Champion as well as a national champion in several other catamaran classes.

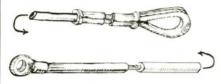
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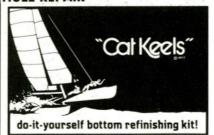
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NOTE: End fittings - Std = thimble w/2 nicropress ovals - RS = roller swaged marine eye; Wire lengths are Hobie® standard; Custom/ Competition wire lengths available; Colored tube/Covers available for 1/8" wires

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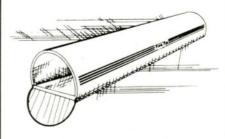
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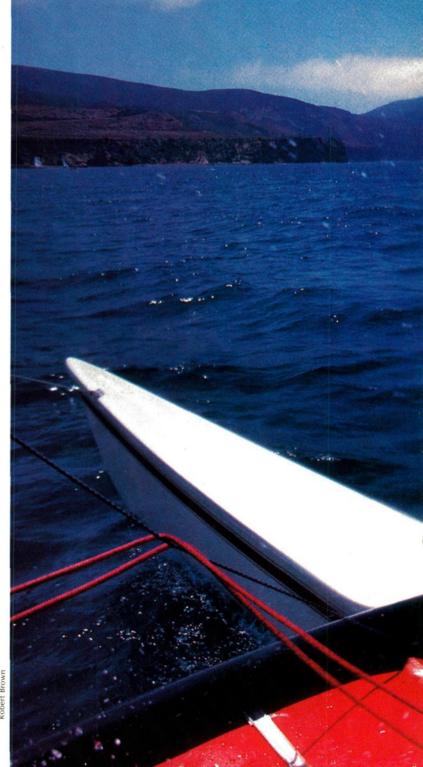
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Come take the plunge into international adventure. Travel broadens the horizons, they say (not to mention the waistline, with all those delicious new foods to try). Submerge yourself in foreign culture, get in touch with your wilder side for a while and celebrate a new experience. Come to Mexico with us!



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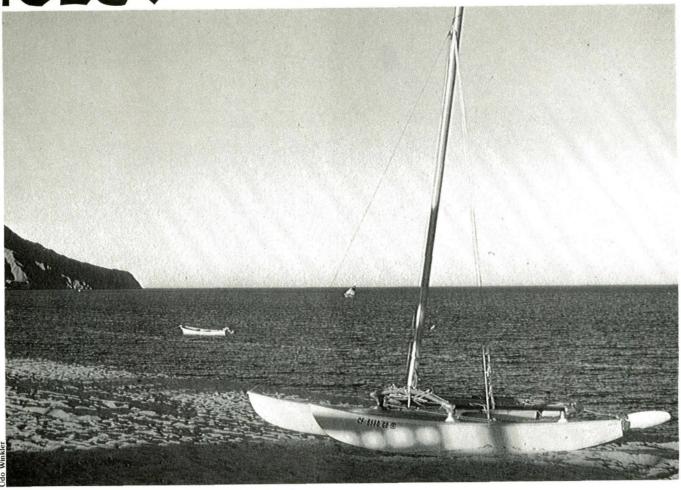




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iOLE!



Many Hobie Catters are already well aware of the wide open spaces, friendly faces and affordable accommodations Mexico has to offer. For those of you who have yet to discover the treasures that await south of the border (and those who can't wait to return), we've arranged to import a little ¡Ole! to spice up these winter months.

So sit back and put your feet up. Watch as Mexico in her many glories flashes by, and be prepared for a different sort of fever to strike—a flaming hunger that may only be satisfied by a crusty, fresh-baked *bolillo* and an icy bottle of *Corona* beer.

There's sailing to suit any tastes down there. As a general rule, the rowdiest surf and wind conditions will be found on the Pacific side of Baja California. Some of the beaches are rocky, but Punta Banda, Punta Santo Tomas and Todos Santos afford good sailing.

Mellower but still seeing plenty of good wind are the Gulf of California coasts of Baja and the mainland. Some favorite Hobie spots in those areas are San Felipe (site of the Midwinters West) and Puerto Peñasco.

On the Gulf of Mexico coast, conditions fall somewhere between the two above—good winds and sometimes choppy, but usually sailable. There are some large lagoons and long islands (similar to popular South Padre Island in Texas) that just cry out for exploration.

The drive south isn't so hair-raising as the stories you've

heard about it. Most of the roads—and especially those in the northern portion of the country—have been vastly improved over the last five years. You'll be taking it a little slower with your Hobie in tow, but that fits right in with the pace of Mexican life—easy and relaxed.

The air is clean and warm. Prices are generally lower—especially for camping or hotel accommodations. When you get to the coast of your choice (east or west, mainland or Baja), you let out a sigh of contentment, followed by a deep breath of anticipation. Whether you're an ocean or lake sailor, this is a new place, a different challenge, and you're definitely up for the change of pace.

After checking with the locals (many of whom speak enough English to help you out) about the prevalent conditions, you're ready to go. It's so warm, you won't even need your wetsuit, unless it's for protection against the sun. Sail away into something new!

You can do Mexico any way you like—get together with the gang and caravan down for a wild, kick-up-your-heels, party-down weekend in San Felipe, Baja California or pack up your honey for a romantic interlude (with time out for polishing your skipper/crew teamwork, perhaps) in some secluded hideaway just south of Brownsville, Texas. Where you go and how you enjoy it is entirely up to you. The possibilities are endless. ¡Vamonos!

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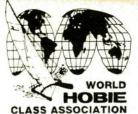
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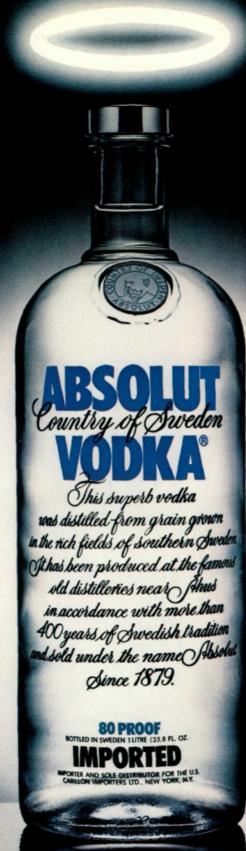
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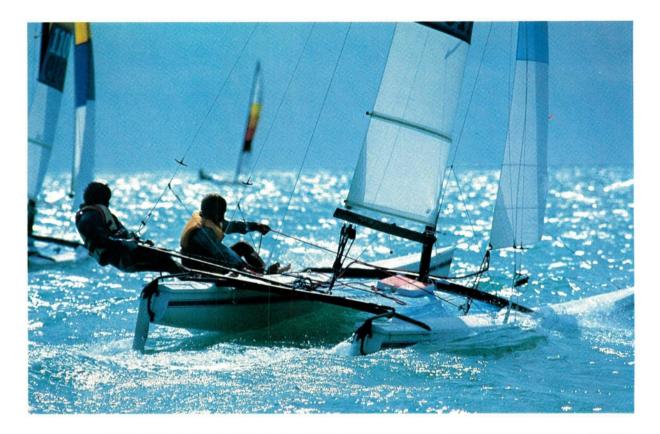
Sailing the Wild Side

The 1982
Absolut Vodka
Hobie 18
Nationals
meets the
Atlantic Ocean

Text by Eric Sharp Photos by Nick Von Staden

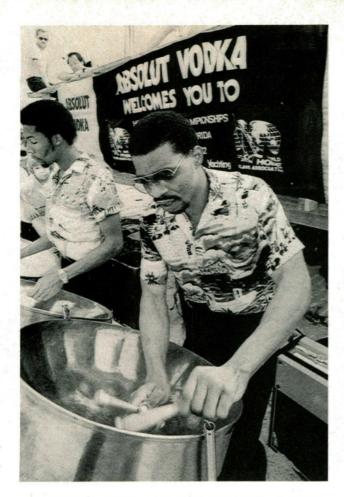








im Kimball



eff Alter needed to sail the last race to win his first major title, the Absolut Vodka Hobie 18 National Championship at Key Biscayne, Florida. Halfway through the final contest, he was sick, dizzy, hurting and wishing he hadn't had to sail.

The 20-year-old Capistrano Beach, California skipper was on the second windward leg of the sausage-triangle-sausage course (course 7) when he made the acquaintance of another October visitor to Florida—a Portuguese man-o-war jellyfish that was washed aboard by a four-foot wave and wound up with its stinging, toxic tentacles draped over Alter's left thigh.

"Get it off! Get it off!" Alter screamed at crewman Floyd White (San Diego, California), who was out on the wire and couldn't see what was wrong.

"Floyd just looked at me and said, 'What? The sheet?' He finally saw what was wrong and brushed the thing away with his gloves," Alter said.

Alter held on to finish third in the race (he lost only one place during the jellyfish scramble) and kept his overall score to 18 points for the heavy-weather event, which saw the top 10 places filled by Californians, Floridans and Hawaiians who excell in strong winds and four to six-foot seas.

Second overall was David Rodgers, 25 (West Palm Beach, Florida), who, with crew Mike Christensen, finished at 25½ points by crossing the final line in first place, a boat-length ahead of the team of Hobie Alter, Jr. and his sister, Paula. The Alters placed third in the overall standing at 26 points. Carlton Tucker and crew Rick Bennet (Fort Walton Beach, Florida) were fourth overall with 29½ points.

Forty brand-new Hobie 18s were taken out of boxes and assembled in a beachfront parking lot at the Sheraton Royal Biscayne Hotel at Key Biscayne, which is across a five-mile causeway from Miami proper. Thirty-six of the boats were assigned to skippers and four were spares. It wasn't enough, as Hobie Cat research and development foreman Harvey Giurbino found out while trying to repair boats fast enough to keep up with what at times looked like a seagoing demolition derby.

Top far left: Hawaiian sailors Mike Furukawa and crew Bob Wythes pour it on. Bottom far left: The fleet sails out to the starting line, testing their rigging and adjustments on the way. Below: Jeff Alter and defending 18 National Champion crew Floyd White are congratulated by Michel Reux of Carillon Imports (Absolut Vodka) and second place finisher David Rogers. Near left: All comers were welcomed to Key Biscayne by a steel band and ate a barbecue dinner on Monday night. Many came attired in their Absolut Vodka t-shirts. On Thursday night, everyone was once again treated to dinner and plenty of Absolut drinks. Saturday's finals featured a calypso band, which played on the beach while spectators watched the last two races from the Hobie Deck. Before trophies were handed out, Michel Reux assured the racers that 1983 will be another Absolut year. Sponsors mean a lot to Hobie regattas. T-shirts, bags, parties and vodka made for an absolutely perfect eventthe Hobie 18 Nationals, 1982.



There were spots for 72 skippers in the championship round, with 63 pre-qualified and only nine spots open for the 50 who entered the qualifying rounds October 25-26.

That qualifying field was one of the toughest ever and included Jeff Alter, Hobie Alter, Sr., Rodgers and Tucker. In fact, five of the skippers who had to qualify at Key Biscayne finished in the top 10 when it was all over.

The qualifying series was three races over two days, round-robin style, starting with 15-knot north-northeasterlies on the opening day and ending with 20-knot-plus winds that were an omen of what was to come in the championship, October 27-31.

The event was sailed on the Atlantic side of Key Biscayne (some competitors were surprised that it was not held on the more sheltered waters of Biscayne Bay).

The qualifiers ended with Rodgers and Hobie Sr. tied at 5¾; Jeff Alter and Tucker were next, both at 6¾; followed by Alan Egusa (Hawthorne, California), 10¾; Wayne Schafer (Capistrano Beach, California), 12; Burrell Frazier (Winter Haven, Florida), 16 and Miami's Clive Mayo at 16¾.

The series started with a bang for Jeff Alter, who opened up with two victories in his first two races and a second in the next. Before he could start to think about a runaway, brother Hobie, who could only manage a fifth on his first day of roundrobin racing, came back with three straight bullets in the next three.

By this point, inland lake sailors were nursing raw hands and looking a bit glassy-eyed after two days of screaming reaches and windward legs where big, salty seas washed sailors off the wire with monotonous regularity.

Mike Zettel, who traveled from Albuquerque, New Mexico with Tom Sutton, was having a good time, but he and Sutton had given up hope of a high finish.

"We're not used to this stuff," Zettel said. "We're used to sailing on lakes, where you have tricky wind shifts and light air. It's not the heavy air that bothers us so much. It's those

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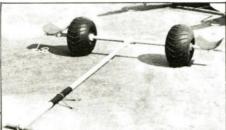
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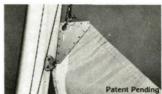


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"All of a sudden this huge wave—I swear it had to be eight feet—comes along and knocks Tom off the wire."

damned big waves. We dumped the boat once when we were reaching along at about 25 knots. We literally jumped off the top of a four-foot sea and all of a sudden this huge wave—I swear it had to be eight feet—comes along right behind it and knocks Tom off the wire.

"One minute he was out on the trapeze, the next minute he was gone. The boat went over before I could even start to uncleat the mainsheet," Zettel related.

Zettel had polio as a kid, and his right leg isn't strong enough to let him get out on the wire. This put the pair at a serious disadvantage in weather where crews couldn't hold boats down even when double trapping.

Never underestimate the ingenuity of a Hobie sailor: Carlton Tucker had brought a sailboard with him, and he rigged Zettel up with a boardsailing harness that allowed him to hike out his body from the thighs up.

"It works great," Zettel said. "We call it a hiking bra."
Jeff Alter added a third bullet to his score on day three, the end of the round-robin sailing when the field was cut from 72 teams to 36. With five races behind them, the leaders going into the last five were: Jeff Alter, 4¼ points; Hobie Jr., 7¼; Dean Froome (Kailua, Hawaii), 8¾; John Hackney (Jensen Beach, Florida), 13; David Rodgers, 14; Carlton Tucker, 14¾; Alan Egusa, 17; Burrell Frazier, 20; Bob Williams (Darien, Connecticutt), 24; Steve Broyles (Dallas, Texas), 27.

Any one of the top six still had a realistic chance of winning it, assuming the Brothers Alter's stranglehold on first-place finishes could be broken now that the round-robin sailing was over and every crew would sail every race.

What were in short supply were boats and jibs. With the strong, steady winds, speeds in this event were very high and collisions were commonplace as boats came tearing up to the marks in packs of eight and 10 at a time. About 10 boats had been damaged in crashes, and while Guirbino was able to patch enough to allow 36 teams to compete in each race, he was down to 33 the evening before the final round and worrying that on the following day, with competition intensified, sailors would be breaking them faster than he could fix them.

One sailor who didn't make the cut was Miles Wood, Hobie Cat's southeastern factory representative from Austin, Texas. However, he did go out in style: All the boats bore the legend, Hobie Alter Signature Model. Only one had Miles Wood Signature Model in greasepaint on the hulls.

It was easy to tell which one was Wood's. It was the boat with the port bow missing—knocked off in a collision that left the other boat's port hull badly punctured amidships.

Meanwhile, Carlton Tucker was beginning to feel discouraged. He has finished second in four national or international Hobie championships, and with Rodgers, Jeff and Hobie Jr. as hot as pistols, he knew that yet another chance for an elusive big-time title was slipping away.

Going into the final round, Tucker, one of America's finest catamaran sailors, said, "This year I was third in both the 14 and the 16 nationals. I'd really like to win one of these things. I'm beginning to feel like I'm doomed to be a runner-up forever.

"But, it ain't over yet. We've still got a shot at it. We've just got to have a couple of winners and we can do it," he added.

He did just that in the next race, finishing first in the sixth race, followed by Hobie Jr., Jeff and Rodgers.



Tucker hung in for third place in the seventh and eighth races, but Jeff's victory in race seven and Rodgers' bullet in race eight made the overall standings Jeff Alter, 10 points; Rodgers, 18¾; Tucker, 21½ as the sailors rigged their boats on October 30 for the last two races of the series. Hobie Jr. was fourth at 23¼ by virtue of a 13th in race eight and Froome was standing fifth with 27¾.

Once again, it was 18 knots from the northeast. Although Jeff Alter was beginning to tire after 11 races, he was still confident. He put it away with style, finishing fifth in the ninth race and almost ensuring his victory. With one breakdown average to be scored, Tucker could possibly win if he took the last race and Alter finished poorly.

Except for that, the contest was for second overall, with Tucker at 23½ points holding a slim lead over a pack that included Hobie Jr. at 24, Rodgers at 24¾ and Froome an outside possibility at 30¾.

Rodgers got some pre-race instructions from Mike Christensen's dad, Chris, a noted Florida sailor who has reputedly been campaigning catamarans since they carved them out of stone, and that advice was simple: start aggressively and go for it.

"Every time Rodgers has won the start, he's won the race," Chris Christensen said as he watched from the beach. "He's got to get right where he wants to be on the starting line and make it clear that he's not giving up his place for anyone."

When the red flag went up, there was Rodgers, starting first at the favored end with Jeff behind him and Hobie Jr. third. Rodgers' task was now very simple to understand, if not execute: He had to finish ahead of Hobie Jr., and second overall would be his.

There was a moment when it looked as if he wasn't going to make it. On the second leg of his triangle, the two Alters closed to within 20 yards of the mark.

"If that downwind leg had been any longer, one of them would have had us," Rodgers confessed, "but once we got around the corner, I knew we could hold them off."

Jeff Alter dropped back to third after being stung by the man-o-war. A chase boat kept pace with him for a while after he reported feeling nauseated and dizzy, but he soon began to feel better and decided to keep going when the chase boat relayed a radio report that the sting "probably wasn't going to be fatal."

"But boy, that hurt," Alter said on the beach after the race, swigging Absolut from the bottle while friends swabbed his leg with the standard Florida jellyfish remedy: ammonia and meat tenderizer (the papaya extract in the tenderizer neutralizes the toxin). "Somebody told me the one that stung me was just a little one. I'd hate to know what a big one feels like."

Eric Sharp is the boating writer for the Miami Herald. Nick Von Staden is a professional news photographer who photographs Hobies in his free time.

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IN THIS SECTION

Major Regattas-1983

Regatta Schedule

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

February 12-17	Southeast Asian Hobie 14 Championships Puerto Azul, Manila, Philippines	David Socash 88-48-33
March 26-27	Midwinters East Saint Augustine Beach, FL Fleet #111	Mike Walsh 904/268-3617
May 5-8	S.A.L.H.H.C.F.F.R.R. Lake Havasu City, Arizona	H.C.A. 619/758-9100
June 19-25	Second Hobie 18 World Championships Hyeres, France	H.C.A. 619/758-9100
July 29-31	Canadian Hobie National Championship Lake Winnipeg, Manitoba, Canada	Mike Starkey 204/257-1938
September 19-24	Hobie 14 National Championship Ventura, California	H.C.A. 619/758-9100
October 2-8	Hobie 16 National Championship St. Petersburg Beach, Florida	H.C.A. 619/758-9100
October 10-13	Hobie 16 Women's National Championship St. Petersburg Beach, Florida	H.C.A. 619/758-9100
October 16-19	USYRU Champion of Champions Regatta Dana Point, California	H.C.A. 619/758-9100
October 30- November 5	Hobie 18 National Championship Corpus Christi, Texas	H.C.A. 619/758-9100

Hobie Class Association Fleet Location Listing

Attention: New and Old Fleet Officers

Now that the 1983 sailing season is just beginning, old officers should 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, hull numbers and sail numbers, what your fleet has done during the last six months and what you anticipate doing the six months to follow. Last but not least, you should include a list of all fleet members, their sail numbers and hull numbers. Good sailing for 1983!

**Fleet hasn't sent in any reports for 1982 and will be put on the inactive list of January 1st (last chance!)

+Inactive Fleet

@Fleet was formed during 1982

If there is no sign next to your fleet, then your 1983 officers have already been submitted, thanks.

The following fleet listing is according to what was received from the fleets by November 12, 1982. If your fleet is active and is on the possibly inactive list or the inactive list, please send a fleet report as soon as possible so we can update our records. The reports should be sent to:

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

Point, CA 2 Beach, CA 2 Beach, CA 2 water, FL 8 au, HI 1	*20. *21. 22. *23. *24.	Russ Porterfield S Scott MacDonald Mike Kristiansen S Dennis McCredie D Wally Myers 0	COCATION ian Jose, CA todesto, CA todesto, CA tt. Albert, Flb., Canada ballas, TX Cean City, NI	DIVISION 3 3 4 14
Beach, CA 2 Diego, CA 2 water, FL 8	*21. 22. *23. *24.	Scott MacDonald Mike Kristiansen S Dennis McCredie D Wally Myers 0	todesto, CA St. Albert, Alb., Canada Dallas, TX	3 4 14
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			cean City, N.T	
ia, HI	+25			11
	~ 20.	Bill Henry T	'ulsa, OK	14
lena, CA 2	**26.	Fred Cuthbert I	indianapolis, IN	10
on, TX 6	*27.	Jan Wilson W	Michita, KS	14
Charles, LA 15	*29.	Bob Dugas N	latick, MA	12
Lake, TA 7	*29.	Bill Campbell M	Merced, CA	3
do, FL 8	*30.	John Ware R	Riverside, CA	2
ur, GA 9	*31.	Bill Haves B	brookfield, CT	12
ine, WA 4	*32.	Robert N. Taylor V	rirginia Beach, VA	9
le, WA 4	**33.	Tom Jakubik L	ake Jackson, TX	6
ra, CA 2	**34.	George Roko N	orth Palm Beach, PL	Я
	*35.	Joe Guarino P	ensacola, FL	15
s Heights, CA 3	*36.	Bob DePree M	Miami, FL	8
anti, MI 10		Bob LaCroix B	Sellingham, WA	4
				7
	Charles, LA 15 Lake, TA 7 do, FL 8 ur, GA 9 ur, GA 4 le, WA 4 s Heights, CA 3	Charles, LA 15 *28, LaKe, TA 7 *29, do, FL 8 *30. ur, GA 9 *31. ur, GA 4 *32. lee, WA 4 *33. ra, CA 2 *34. s 35. s Heights, CA 3 *36. anti, MI 10 *37.	Charles, LA 15 *28. Bob Dugas No. Lake, TA 7 *29. Bill Campbell March 160, FL 8 *30. John Ware Four, GA 9 *31. Bill Haves Bill Haves 17. Robert N. Taylor V. Robert N.	Charles, LA 15 *23. Bob Dugas Natick, MA Lake, TA 7 *29. Bill Campbell Merced, CA do, FL 8 *30. John Ware Riverside, CA Bur, GA 9 *31. Bill Haves Brookfield, CT Brokert N. Taylor Virginia Beach, VA 14 *32. Robert N. Taylor Virginia Beach, VA 14 *33. Tom Jakubik Lake Jackson, TX ra, CA 2 *34. George Roko North Palm Beach, FL s Heights, CA 3 *36. Bob DePree Miami, FL anti, MI 10 *37. Bob LaCroix Bellingham, WA

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*39.	Charles Tomeo	Bradenton, FL	8	**163.	John Hartman	Redding, CA	3
*40.	Rick Hoffman Kenny Boudreaux	Richland, MI Metairie, LA	10 15	*164. *165.	Norman D. Ellis Ollie Fredrick	Seneca, SC Mahtomedi, MN	9
*42.	Marshall Larkin	Tampa, FL	8	*166.	Scott Rafuse	Oceanside, CA	2
*43.	Jacque Myers Jack Krutek	Tallahassee, FL Ft. Lauderdale, FL	15	*167. 168.	Bill Chaney Gerald Jenkins	Bakersfield, CA Rapid City, MI	10
*45.	David A. Andrews Crofton Umbers	Cocoa, FL Auckland, New Zealand	8 Inter.	*169. +170.	Robbie Daniel	Cape Coral, FL	8
*46. *47.	Bob Smith	Cincinnati, OH	10	*171.	John Krystan	Ann Arber, MI	10
*48.	Will Tully Pete Alexander	Albuquerque, NM Clear Lake, NM	5 7	*172. *173.	Brian Price Avis Cooper	Gananoque, Ont., Canada Naples, FL	16
*50.	Steve Anderson	Loveland, CO	5	+174.			
*51. *52.	Dick Arendsen Paul McCain	Las Vegas, NV White Bear Lake, NM	2 7	*175. *176.	Sid Smith Bill Creadon	Albemarle, NC Mohnton, PA	9
*53.	Jim Miller	Isle of Palms, SC	9	*177. *178.	George Cantu Jack Pranzarone	Hitchcock, TX Fort Walton Beach, FL	6 15
*54. *55.	Cindy Freymeyer Adrian S. Lee	Baltimore, MD Baton Rouge, LA	11 15	*179.	William Addington	Hong Kong	Inter.
*56.	Richard Ferguson	Weston, CT Los Angeles, CA	12	180. +181.	Bill Wooding	Woodland Hills, CA	2
*57. **58.	Alan Egusa Dave Haehnle	Clark Lake, MI	10	*182.	John Bove	Kingshill, St. Croix, USVI	13
*59. *60.	Gary Page Bard Dielman	Springfield, MO Sandusky, OH	10	*183. *184.	Jeff Rudd Richard E. Wilcox	Toronto, Ont., Canada Milton, VT	16 12
*61.	Dennis Seabourn	Denver, CO	5	*185. *186.	Marjorie Innes Walter Kruger, Jr.	London, Ont., Canada Rowayton, CT	10
*62. *63.	Brad Partridge Greg Myner	Clovis, CA Norman, OK	14	*187.	Denis Renaud	Montreal, Quebec, Canada	12
64. *65.	Bill Crowell Mark Schelckser	Austin, TX Shore Acres, NJ	6 11	*188. *189.	Dutch LeCompte Bill Sokavich	Tampa, FL CHRB, Saipan, C.M. Guam	Inter.
*66.	Sandy DeCosta	Scottsdale, AZ	2 5	*190. *191.	Warren Kaplan Jimmy Murray	Linwood, NJ Greensboro, NC	11
*67. +68.	Cal Brubaker	Salt Lake City, UT	5	*192.	Roger Hensler	Omaha, NE	7
+69. *70.	George Zorn	Ocean Springs, MS	15	*193. *194.	Gary Hamilton Doug Boren	Eugene, OR Vallejo, CA	4 3
*71.	Rod Miller	Key West, FL	8	*195.	Charles Brown	Richland, WA Rockville, MD	4
*72. *73.	Nick Kies Bill Hiller	Portland, OR Northfield, NJ	11	*196. *197.	John Vaughan Jane Tierney	Rockport, MA	12
+74. **75.	Mike Seamen	Tamuning, Guam	Inter.	*198. *199.	John Jensen Owen R. Smith	Rapid City, SD Carbondale, IL	7
*76.	James Edwards	Fairhope, AL	15	*200.	Barry W. Barnes	Norfolk, VA	9 5
*77. *78.	Buzz Uber Al Atcheson	Vail Lake, CA Lakewood, NY	2 16	**201. *202.	Bob Fredregill Paul Johnston	Pueblo, CO Escanaba, MI	7
79.	Dick Wass	Pago Pago, American Samoa	Inter.	*203. *204.	Larry Singleton Brian Maxwell	Reno, NV Brewerton, NY	3 16
*80. +81.	Danny Heyse	Daytona, FL		*205.	Mike Eckert	Clearlake, CA	3 7
*82. **83.	T. Wapole Randy Auten	Guelph, Ont., Canada Rock Hill, SC	10	**206. +207.	Ken Fitzer	St. Paul, MN	
*84. *85.	George Kachelhoffer Joseph R. Leonard	Des Moines, IA Columbus, OH	7	*208. *209.	Ewan Mirylees Ray Bolduc	Fairfield, CT Amesbury, MA (located in NH als	so) 12
*86.	Scott Welliver	Elmira, NY	16	*210. **211.	Rick Toncray	Olivet, MI Walla Walla, WA	10
*87.	Mike Sprauge Bill Pawlowski	San Rafael, CA Lake Havasu City, AZ	3 2	*212.	Jim Beard Ken Middleton	Olympia, WA	4
**89. *90.	John Werntz Tricia Starkey	Mishawaka, IN Winnipeg, Man., Canada	10	**213. 214.	Mark A. Williams R. L. Chadwick	Hawley, PA Vancouver, B.C., Canada	11
*91.	John Alden	Fort Worth, TX	14	**215. *216.	Mike Mitchell	Cedar Rapid, IA	7
*92. *93.	Doug Collings Marty Martin	Charlotte, NC Lafayette, LA	15	*217.	Chet Evers, Jr. John Karr	Marion, IN Chattanooga, TN	10
+94.	Frank Thomson	Bothell, WA	4	*218. *219.	Louis Nosko Billy Joe Crider	Lakewood, OH Marion, KY	10
**96.	Newsom Baker	Maryville, TN	9	**220.	Ken Cartwright	Janesville, WI	7
*97. **98.	Wick Smith Mike Hutsal	Henderson, NC Clear Lake, Man., Canada	7	*221. **222.	Ponald Magee Colin Filshte	Richmond, VA Pacific Grove, CA	9
*99.	Wright Williamson Carl Stevenson	Corpus Christi, TX Salterpath, NC	6	*223. *224.	Thomas S. Zalewski Jack McAllister	Wausau, WI Penn Yan, NY	7 16
*101.	Richard M. Hersey	Wilmington, NC	9	*225. *226.	Bernie DeBuhr Dave Matyas	Mattoon, IL	10
*102.	Rick Rolnick John P. Donahue	Brownsville, TX Sioux Falls, SD	10	*227.	Jim Neiles	Anchorage, AK Pierre, SD	7
**104. *105.	Paul Stedman Craig Olson	Muncie, IN Boise, ID	10	*228. *229.	Jack Benson Michael Stockhauser	Erie, PA Remsen, NY	16 16
*106.	Jack Black	Steamboat Springs, CO	5	+230. *231.	Anthony Fisher	S. Windham, ME	12
*107	Albert Aline Tom Jacobson	Papeete, Tahiti Muskegon, MI	Inter.	*232.	Steve Guidry	Beaumont, TX	6
*109. *110.	Klaus W. Donnerstag Paul Fithian	Great Neck, NY Victoria, TX	12	**233. *234.	Jules Kahn	Cerro Del Vigia, Mazat., Mexico Millville, NJ	Inter.
111. **112.	Mike Walsh	Jacksonville, FL	8	*235. +236.	Tom Josey	Jackson, MS	15
*113.	Carl McGregor Joe Thompson	Moncton, N.B., Canada Freeport, Bahama, Grand Bahama	as Inter.	+237.	Des Mailes	Mayfield, NY	16
**114. *115.	Don Sinclair Doug Grant	Halifax, N.S., Canada Wilmette, TL	12	238. *239.	Ron Heiss Tony Ahern	Akron, OH	16
*116.	Paul Auger	Winter Haven, FL Grand Rapids, Mi	8	*240. *241.	Rick Grewohl Courtney Swindler	Bolder Creek, CA North Little Rock, AR	14
*117.	Jake Taber Bryce Bezant	Tyler, TX	14	*242.	Ed Dumonceaux	Saskatoon, Sask., Canada	4
*119. *120.	Peter G. Lymburner Larry Kalata	Angola, NY Panama City, PL	16 15	*243. *244.	Jane Loquasto Charles G. Power	Grand Island, NY Myrtle Beach, SC	16
**121.	Dean Herman Walter Cabral	Coldwater, MI Fortaleza, Ceara, Brazil	10 Inter.	*245. *246.	Jon Edblom Leo Burley	Durango, CO Grand Rapids, MN	5 7
*122. *123.	Charlie VanDyke	St. Louis, MO	10	*247.	George Holthof	Rondeau Bay, Ont., Canada Union Lake, MI	10
*124. *125.	Tim Palmer Eric K. Peterson	Bayport, NY Lake Poinsett, SD	12	*248.	James Dey David Pollitt	Nashville, TN	10
*126.	Donald J. Bidwell	Chesterton, IN	10	*250. *251.	John W. Sullivan Tom Neiswonger	Middletown, NJ Lawton, OK	11
*127. 128.	Judy Soule Eliot Mallach	Jensen Beach, FL San Antonio, TX	6	*252.	Noel Kilner	Lami, Fiji	Inter.
*129. *130.	William Fretz Brian Machtaler	Thunder Bay, N. Ont., Canada Penticton, B.C., Canada	7	*253. **254.	Cleveland Pratt, Jr. Randy Ruttger	Dhahran, Saudi Arabia Bemidji, MN	Inter.
*131.	Barry Selke	Oklahoma City, OK	14	*255. *256.	Thomas D. Ogden Sam Loquasto	New Albany, IN Grand Island, NY	10 16
*132. 133.	Gary Sinden Pedro Colon	Kalimantan Timur, Indonesia Isla Verde, Puerto Rico	Inter.	**257.	Mayo Boddie, Jr.	Washington, NC	9
*134. *135.	Paul A. Nolte Kenneth Bradford	Memphis, TN Hewitt, NJ	15 12	**259. *259.	David Barkman Rudi Lokkart	Holland, MI Arroyo Grande, CA	10
*136.	Ron Mazzacane	Enfield, CT Hopatcong, NJ	12	*260. +261.	Michael Schonbach	Jensen Beach, FL	8
*137. *138.	Tom Deming Manfredo Topke	Guatemala City, Guatemala	Inter.	+262.			
+139. **140.	Gary Swangler	Levittown, PA	11	*263. *264.	Ron Rubadeau Bill Beglin	Kelowna, B.C., Canada Brookville, IN	10
*141.	Roger Woomer	Columbia, SC Louisville, KY	10	+265. +266.			
*142. +143.	Al Wolczyk		10	*267. *268.	Gary Kirschenmann	Philadelphia, PA	11
*144.	Jim Henning Dana Parker	East Lansing, MI Ft. Smith, AR	14	+269.	Glen Bielss	Lubbock, TX	14
*146. +147.	Cynthia Dickerson	Wichita Falls, TX	14	+270. +271.			
**148.	John Owen	Bangkok, Thailand	Inter.	*272. *273.	Mark Parmenter	Rock Creek, IA	7
*149. *150.	Bill Schlanker Helen Parnham	Parkville, KS Orillia, Ont., Canada	16	*274.	Tom Burrows Randy Limjoco	Florissant, MO Manila, Philippines	Inter.
*151. *152.	Art Clark Jerry Latvala	Decatur, IL St. Simons Island, GA	10	**275. *276.	Frank Mallory Brian Oakes	Millis, MA Roseville, MI	12
*153. +154.	Ken Duffield	Gainesville, FL	8	*277. *278.	Jim Brock Lionel Conacher	Birmingham, AL Cambridge, Ont., Canada	15 16
*155.	Gerald D. Knierum	Brooklyn, MI	10	*279.	Larry Van Tuyl	Ann Arbor, MI	10
156. *157.	Cheryl Rooney John Sturmark	Casper, WY Ocala, FL	5 8	*280. *281.	Joe Hanson Johnathan M. DeBooy	Stockton, CA Santa Rosa, CA	3
*158. +159.	Dan Mandli	Springfield, IL	10	*282. *283.	Scott Brubaker John T. Frey	Birmingham, MI Springfield, OH	10
*160. *161.	Dave Fricke Roy Underwood	Grand Junction, CO Bryan, TX	5	*284. *285.	Verdin C. Stuckey G. J. de Vries	West Liberty, OH Curacao, Netherlands, Antilles	10
*162.	Stan Jarosz	Waco, TX	14	*286.	Gordon Lawson	Gondola Point, N.B., Canada	12

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
**287.	John R. Medler	Saginaw, MI	10	*411.	R. J. Wilkinson	Dubai, United Arab Emirates	Inter.
*288.	Dennis Henderson	Marquette, MI	7	*412.	G. S. Walker	Jeddah, Saudi Arabia	Inter.
*289.	Luis Jose Cabral	Santo Domingo, Dominican Repub		*413.	Wayne Fischer	Green Bay, WI	7
*290. *291.	H. C. Pace, III	Union Hall, VA	9	*414.	John Treacy	Conneaut Lake, PA	11
*292.	Jim Brewer Al Balazovic	Yankton, SD	7	*415.	Jahn Koedt	Tali Beach, Philippines	Inter.
*293.	Dave Chick	Traverse City, MI Bathurst, N.B., Canada	10	*417.	Richard W. Davis Bill Gill	Hatfield, PA Amherst, N.S., Canada	11
*294.	Bert Barrett, Jr.	Savannah, GA	9	**418.	Michael Harr	Eureka, CA	3
*295.	Gary Johnson	Rochester, NY	16	*419.	Cameron Ferguson	Peoria, IL	10
+296.				**420.	Mike Whitworth	Lakeport, CA	3
*297.	Stephen L. Sherman	Emporia, KS	7	421.	Ray Espinosa	Calafell, Spain	Spain
*298.	Charles Smith	Ottawa, Ont., Canada	16	422.	Antoni Catala	Tarragona Sur, Spain	Spain
*299.	Bill Cabel	Fredericton, N.B., Canada	12	423.	Joan Nuviola	Barcelona, Spain	Spain
301.	Ron Marshall Manfred Dangel	Westerville, OH Wolfratshausen, Germany	10 Europe	424. 425.	Joan Romeu Felipe Bellini	Costa Brava, Spain	Spain
302.	Umberto D'Eramo	Rome, Italy	Europe	426.	Ramon Pino	Mallorca, Spain Valencia, Spain	Spain
303.	Patrick Bechet	Paris, France	Europe	427.	Mateo Campillo	Alicante, Spain	Spain
304.	Ruud Vissher	Amsterdam, Holland	Europe	428.	Pedro Garcia	Sanlucar De Barrameda, Spain	Spain
305.	Cees Wapenaar	Vlaardingen, Holland	Europe	429.	Antonio Munoz	Sotogrande, Spain	Spain
306.	Chris Minee	Katwijk, Holland	Europe	430.	Antonio Oriol	Cadiz, Spain	Spain
307.	Han van Leeuwen	'S-Gravehage, Holland	Europe	431.	Jose Ignacio Asensi	Pantanos Madrid, Spain	Spain
308.	Rob Kamp	Zaandam, Holland	Europe	*432.	Ed Parma	Ponca City, OK	14
309.	Guy Paquier Sigurd Maxwell	Toulon, France Geneve, Switzerland	Europe	**433. *434.	Larry Walker	Columbia, MO	7
311.	M. Harrin	Nantes, France	Europe	*434.	Karlton Spindle Jay D. Jones	Lake Arrowhead, CA	14
312.	Jean-Pierre Foucauld		Europe	**436.	Pichard Baldassi	Amarillo, TX Mammoth Lakes, CA	2
313.	Marc Gautier	Le Havre, France	Europe	*437.	Gene Kendrick	Asheville, NC	9
314.	Christian Gimet	Noumea, New Caledonia	Europe	*438.	John Guye	Manama, Bahrain	Inter.
315.	Dieter Zehethofer	Vienna, Austria	Europe	*439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12
316.	Martin Schuitema	Wassenaar, Holland	Europe	440.	Jim Majka	Hampton, VA	9
317.	Dieter Braun	Hamburg 63, Germany	Europe	*441.	Chris W. Walker	Burlington, Ont., Canada	16
318.	Dr. Michael Rust	Stuhr, Germany	Europe	442.	Tomas Irizarry	Mayaguez, Puerto Rico	13
319.	Heiner Knopp	Krefeld, Germany	Europe	*443.	Doug Ackroyd	Town Bank, NJ	11
320. 321.	Claude Leroux Guy Delmas	St. Mihiel, France St. Medard En Jalles, France	Europe	*444.	Brian Nelson Pat Stokes	Spicer, MN	7
322.	Helmar Haubi	Oetwil Am See, Switzerland	Europe	*446.	Greg Josiak	Madison, OH Calgary, Alb., Canada	4
323.	Colin White	Plymouth Cornwall, England	Europe	*447.	John Sorby	Fox Lake, IL	10
324.	Joseph Perrissaguet	Ban St. Martin, France	Europe	*448.	Joe Boulay	Pawtucket, RI	12
325.	Rinus van de Haak	Noordwijk, Holland	Europe	*449.	Rick Weaver	Pinellas Park, FL	8
326.	Osten Nilsson	Lund, Sweden	Europe	*9450.	Sara A. Shoman	Whitmore Lake, MI	10
327.	Jurgen Klein	Durmershein, Germany	Europe	*0451.	Vince Wachter	Klamath Falls, OR	4
328.	Pierre Molia	Biarritz, France	Europe	*0452.	Buck Fleming	Barnegot Bay, NJ	11
330.	Walter Steiner Erik Nienstaedt	Altenrhein, Switzerland Charlottenlung, Denmark	Europe	*8453. *8454.	Paul Pocock	Quesnal, B.C., Canada	4 7
331.	Dario Soresina	Milano, Italy	Europe	*8455.	Mark Tryggestad Cheryl Mathey	Amery, WI Marblehead, MA	12
332.	Bino Bani	Marina Di Pisa, Italy	Europe	*8456.	Glenn R. Reber	Norristown, PA	11
333.	Fred Paasch	Middelfart, Denmark	Europe	*8457.	Vaughn Costa	Brownwood, TX	14
334.	Peter Jannack	Hamburg, Germany	Europe	8458.	Carlos Bueno	Murcia, Spain	Spain
335.	Friedrich Schiebel	Vienna, Austria	Europe	0459.	Salvador Barrachina	Castellon, Spain	Spain
336.	Erich Minarik	Graz, Austria	Europe	0460.	Carlos Hernandez	Sevilla, Spain	Spain
337.	Martin van de Bunt	Amsterdam, Holland	Europe	9461.	Joao Dias-Machado	Portugal	Spain
339.	Serge Lecouteau Jean-Marc Niedergang	Le Cap d'agde, France Montpellier, France	Europe	*0462.	John F. Konefal	Rock Hill, NY	12
340.	M. Chincholle	La Rochelle, France	Europe	*0463.	Fred Jodts	Titusville, FL	8 7
341.	Werner Wittwer	Denges, Switzerland	Europe	*0465.	Pat Benson C. Everett Thompson	Duck Lake, MN Elizabeth City, NC	9
342.	Steve Lovegrove	Brocton, Stafford, England	Europe	*0466.	Bob Saterfield	Pymatuming, PA	11
343.	Bram van Straalen	S'Gravezande, Holland	Europe	*9467.	Michael Kirmaier	Milford, CT	12
344.	Denis Auckenthaler	La Napoule, France	Europe	*0468.	Boyd Bass	McAlester, OK	14
345.	Mario Businco	Cagliari, Sardinia	Europe	*9469.	Poncho Limon	San Felipe, Mexico	Inter.
346.	Manolis Pallas	Rhodos, Greece	Europe	*0470.	R. C. Draeger	Whitefish, MT	4
347.	Xavier Kiefer Donald Aubin	Ajaccio, Corse	Europe	*0471.	Claus C. Nimb	Christchurch, New Zealand	Inter.
349.	Klaus Wegner	Brunnthal, Germany Koln 50, Germany	Europe	*0472. *0473.	Scott McClain	Madison, WI	7
350.	Rainer Kellermann	Velbert 1, Germany	Europe	*0474.	George Brosofske Kirt Rasmussen	Niantic, CT Spirit Lake, IA	12
351.	Karl-Fried. Hesemann	Leverkusen-Obladen, Germany	Europe	*8475.	Scott Russell	Storm Lake, IA	7
*400.	Glen R. Blohm	Toledo, OH	10	*8476.	Jim Murray	Leesburg, IN	10
*401.	John Allred	Shreveport, LA	6	*8477.	Neal D. Houx	Tahoe City, CA	3
*402.	Keith Jordan	Lagos, Nigeria	Inter.	*0478.	Debbie Blackburn	Walker, MN	7
*403.	Jim Trask	Lynn, MA	12	*0479.	Mark Tracy	Kahului, Maui, HI	1
*404.	Mike Cuzydlo	Angola, NY	16	*0480.	Gary Dotty	Cordorva, IL	10
*405.	Ian Mackay	Boroko, Papua, New Guinea	Inter.	*0481.	Chuck Druckenmiller	New Lisbon, WI	7
*406.	Mark Fuehrer Roger E. Nouveau-ne'	Rockford, IL	10	*0482.	James T. Walrath	Puget Sound, WA	4
*408.	Karen Bath	Humble, TX Littlestown, PA	11	0483. 0484.	Fernando Tapia Bruce T. Johnston	Alicante, Spain	Spain 15
*409.	Daron Mackey	Racine, WI	7	8485.	Jane Brown	Montgomery, AL Elkhart, IN	10
+410.					- and brown		



REGATTA SCHEDULE

* POINTS REGATTAS

Division 6

April 9 - 10	Sixth Annual Olympic Regatta	Tom Nix
	Corpus Christi, TX Fleet #99	512/851-1729
July 9 - 10	Seveth Annual Sand Dune Regatta	Tom Nix
	Corpus Christi, TX Fleet #99	512/851-1729
August 6 - 7	Dvision 6 Regatta	Tom Nix
	Corpus Christi, TX F1-et #99	512/851-1729

Division 8

*May	28	-	29	Divis	ion	#8	Cha	mpionsh	ips
				Jetty	Par	k,	FL	Fleet	#45

Division 10

May 14	Fleet Race		John Brink
	Kalamazoo, MI F.	leet #117	616/381-422
May 28	Fleet Race		John Brink
	Kalamazoo, MI F	leet #117	616/381-422
June 18	Fleet Race		John Brink
	Kalamazoo, MI F:	leet #117	616/381-422
July 9	Floet Race		John Brink
	Kalamazoo, MI F.	leet #117	616/381-422
August 6	Fleet Race		John Brink
2.00	Kalamazoo, MI F:	leet #117	616/381-422

International

GUATEMALA

		Manfredo Topke
	Fleet #138	
Heavy Weather Cup		Manfredo Tooke
Guatemala City, Guatemala	Fleet #138	
Training Races		Manfredo Tooke
Guatemala City, Guatemala	Fleet #138	310329
Training Races		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
Training Races		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
Training Races		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
Training Races		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
Nationals		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
		Manfredo Topke
Guatemala City, Guatemala	Fleet #138	310329
		Manfredo Topke
	Fleet #138	
	Heavy Weather Cup Guatemala City, Guatemala Training Races Guatemala City, Guatemala Nationals Guatemala City, Guatemala Training Races Guatemala City, Guatemala Training Races Guatemala City, Guatemala Training Races	Guatemala City, Guatemala Fleet #138 Heavy Weather Cup Guatemala City, Guatemala Training Races Guatemala City, Guatemala Nationals Guatemala City, Guatemala Training Races Guatemala City, Guatemala Training Races Guatemala City, Guatemala Fleet #138 Training Races Guatemala City, Guatemala Fleet #138

AUSTRALIA January 1

January 2 - 4 January 5 January 6 - 8

John Brink
616/381-4227
John Brink
616/381-4227

David Andrews 305/725-5733

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
Fort Phillip Bay, Australia



FLEET NEWS

AS REPORTED BY THE FLEETS

Division 4

1982 British Columbia Championships Fleet 130, Division 4 Penticton, British Columbia, Canada September 4–5, 1982 by: Glen Larson

On the Friday night before the races, our fleet weatherman predicted winds of 40 mph, temperatures of 80 to 90 degrees, lots of sunshine and an alcohol content of .08 to .30 for the entire regatta. He made this forcast during thunderstorms and a torrential downpour. Everyone loves an optimist.

Racing started on Saturday with cloudy skies, light winds and a frantic search for A mark. Someone had placed it more than a mile up the lake, so most of us didn't see it until we were halfway there. The clouds blew away during the first race but, unfortunately, so did the wind, leaving 16B and 16C fleets with a cancelled race.

So, back to the beach for lunch and refreshments, generously supplied by Old Fort Brewing Company. Waiting for wind is old hat for Hobie sailors: we didn't have any trouble entertaining ourselves. Frisbees were flying everywhere and a touch football game was going strong, while the free beer was going as fast as we could open it. With only 63 Hobies registered, we somehow managed to go through 70 cases of our favorite brew that afternoon. People just didn't seem to care much that there wasn't any wind.

Even after all that brew, a hungry crowd descended on the dinner buffet and made short work of the basted and barbecued suckling pigs, baked potatoes, salads, soup and buns.

Then we did something that may be a first for Hobie regattas: We called an after-dinner points race. The inspiration came from two Hobie 16 skippers who flew their hulls just a little too high, right in front of the dinner area. We just couldn't stand to let all that wind go to waste. The course was shortened along with the number of starts and when it was all over, we still had the right number of boats. That race was so much fun, we may just do it again next year.

To top off the day, a wild generator party at a lake in the hills took care of most of the crowd. Those of us who stayed at the regatta site were entertained by singing and guitar



playing at the campfire until the wee hours of the morning.

Sunday morning brought clear blue skies and sunshine, but no wind. This proved to be a fine time for a no-wind Hobie race won by Greg Knight and friends of Vancouver. We couldn't pick a winner for the most people on a Hobie 18 contest, as only one boat entered and it sank. It seems someone pulled the inspection cover on it. Don't worry, Rick, I won't tell.

Luckily the wind showed up in time for three races. A and B fleets were started together to speed things up and as expected, most A fleeters proved that they belong there.

Trophies were handmade wooden Hobie flying H emblems for points and stained glass Hobies for the B.C. Championships, all made by Fleet 130 members. Additional trophies were donated by Murrays Marine, Old Fort and General Fabricating. Cassabello Wines of Penticton sponsored a great wine and cheese party for the awards presentation.

Everyone seemed to have such a good time that I don't think it will be too tough to talk the rest of the fleet into doing it again next year.

Division 6

Third Annual Broad's Reach and Drag Race

Fleet 8, Division 6 Houston, Texas by: Fleet 8 Newsletter

The Third Annual Fleet 8 Broad's

Reach and Drag Race was a victory for all the women who participated. There were one 14, two 14 Turbos and ten 16s entered, for a grand total of 13 boats.

The women laid down their hot dog tongs, put dad in charge of the kids and took to the water with a gleam in their eyes. In spite of light air and a rather strange course, the women kept the faith and trudged on in search of marks and finish lines.

The committee boat was manned by Cesar Elizondo and Wofford Dillard. Surprisingly enough, they remained relatively unscathed throughout the three races. Tommy Delesandri (Fleet 8's own "hot dog cookin' fool") prepared gourmet hot dogs with the inebriated assistance of Delroy Ziese and Ira Ferguson. Our very special thanks go to Mary Katherine Elizondo for her exquisite trophies. Karen Wilson added to the excitement by providing prizes for the raffle.

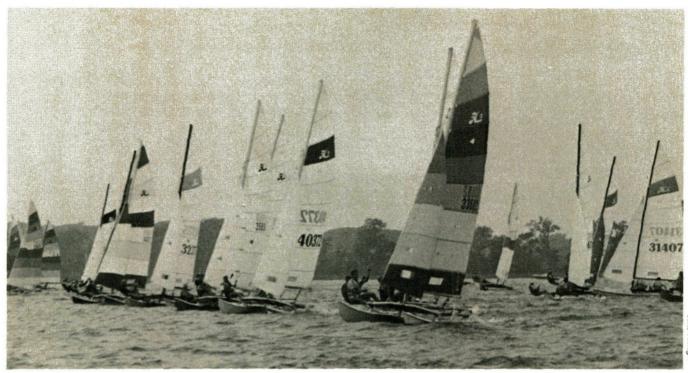
Fleet 407 was grandly represented by Sham Schmitz and Julie Howard with their lovely crews. We welcome the participation of our neighbor fleet in this and future races. Now it's time to start practicing for next year. However, there have been rumors that there may be a women's series on the agenda in the future.

Division 7

Division 7 Championships

Fleet 10, Division 7 Clear Lake, Iowa August 14-15, 1982 by: Kirk Kraft

FLEET NEWS



Single-trapping off the start line at the Division 7 Championship on Clear Lake, Iowa.

Hobie Fleet 10 and the Clear Lake Yacht Club of Clear Lake, Iowa were the hosts of the Hobie Division 7 National Championships on August 14 and 15. 143 boats and crews converged on Clear Lake State Park Beach for the six-race series. Hobie Catters from Kansas, Nebraska, North Dakota, South Dakota, Minnesota, Iowa, Illinois, Missouri, Colorado, Wisconsin and Manitoba, Canada were in attendance, making up the six fleets that sailed the two courses set up by the Clear Lake Yacht Club judges. A course was sailed by 22 18s, 47 16s and 13 14s. B course was sailed by eight 18s, 28 16s and 25 16s.

Four races were held Saturday and two on Sunday morning. Saturday morning dawned hazy and still but the wind picked up by the 9 a.m. skippers' meeting. By the 10:20 18A start time, the breeze was 140 degrees at 8-10 mph, coming up slightly to 10-12 mph for the second morning race. Both courses broke for lunch, heading for the beach and a cold brew furnished by Pabst Blue Ribbon. The Saturday afternoon races saw the A and B fleets switch ends of the lake and a wind shift to 160 degrees with the velocity gradually increasing to a peak of 22 mph, then dropping to 9-10 by the end of the fourth race. The racers then retired to the beach for more beer, supper and a night out at some of the local watering holes.

Sunday morning brought more haze, though most contestants may have

thought it to be the aftereffects of the night before. The wind and sun took care of the mist by 10 a.m. race time, which was run in 6-8 mph breezes at 90 degrees. The second race of Sunday was held up temporarily as a 10-degree wind shift to 100 degrees required a resetting of A mark. The generally light winds necessitated shorter courses and

quick judging to get the scheduled six races in.

A special thanks to the Clear Lake Yacht Club for its expert race committee, Blue Ribbon Distributing for its ample supply of beer and the local RC/7up bottler for helping to sponsor the regatta.



Beached cats wait patiently while skippers and crews take a break during the Division 7 Championship on Clear Lake, Iowa.

Jane Melugii

FLEET NEWS

Division 12

Fifth Annual Boodles Gin With a Slice of Lime Regatta

Fleet 136, Division 12 Madison, Connecticut September 18-19, 1982 by: Bob Biehn

Two warm, sunny September days and 147 entries made a 10 Hobie weekend. This year's regatta was held again at the Madison Surf Club. Our thanks go to the town of Madison for making this great facility available.

As boats began to arrive early Saturday and set up, the air was light and of no specific direction. Forecasts predicted 10-15 knots out of the southwest. As the skippers' meeting got underway, the wind freshened to about 20 knots. A couple of boats blew over on the beach, and one went sailing on its own. With all this excitement, the racers were really getting their adrenalin up.

Soon the course was set and they were off racing. The wind held fairly well through the first race, but steadily decreased and shifted west all afternoon. Even with the wind shifts and resetting of marks, three races were run and finished by 4:30 p.m. That first beer tasted great after an afternoon at sea. Thanks, Pedal & Sail of Madison, for that wonderful contribution.

Dinner was held at Bill Miller's with chicken as the main course. Entertainment was great and of a broad variety that would suit anyone's fancy. For example, we had music by The Brian Lee Band, belly dancers, a Hobie movie, and a birthday celebration for a past commodore (now on the far side of 30). Congratulations, Vinnie Vizzo, and don't worry. My wife says, "My 30s were my best years."

Well, even with all that Saturday night fun, Sunday morning was bound to arrive-and so it did. Its crystal clear air and a spectacular mirage dancing on the horizon kept everyones' interest as they rigged their boats and waited for wind. Soon it filled in from the north at 10-15 knots. After a brief skippers' meeting, the fleet was off sailing with the first gun at 10 a.m. During the first race, the wind lightened to less than 10 but gave the appearance of holding steady. However, after getting well into the sequence for the second race, the wind died. This, along with A mark being the one nearest shore, gave everyone on the beach front row seats to one of the most hilarious sailing situations you could imagine. 16A shortly caught 18A and then it was the 14s and 18Bs, all

trying to round A mark at once. A puff came and several boats almost rounded, but then it died and the current pulled them into the mark. A couple of beach walkers with binoculars gave the crowd a lively commentary on all the action, in terrible slow motion. Before long, it looked like half the fleet was stuck at A waiting for the wind. In about 20 minutes, it filled in northwest and quickly back to the west at 15 knots. This gave all the boats a screaming reach from C mark to the finish line and kept the race committee on their toes recording all those speeding sail numbers.

The course was reset for a great third and final race, which everyone enjoyed. That gave the regatta six races in all, which wasn't too bad. Quick action by the protest and result committees kept the wait for awards down to a minimum.

Special thanks to Boodles Gin and Dave Wadanoli for again sponsoring our regatta. We couldn't have done it without your help. Thanks are also in order for those who helped with the coffee and doughnuts, the committee boat, the chaseboats, results, protests and awards. We had a lot of new members helping out for the first time and they did a fine job. It takes a lot of dedicated people to run a regatta, and we appreciate you. Thanks!

Division 14

Keystone Battle of The Hobie Sailors

Fleet 25, Division 14 Tulsa, Oklahoma September 5, 1982 by: Fleet 25 Newsletter

Have you ever been sitting around on a Friday evening with nothing good on television, finally settling in to watch the *Battle of the Network Stars?* As you watched all those he-men and jiggly women, did you think to yourself, "I could do better than any of those people?"

Some of us had a chance to prove it to ourselves and to our pals. The event was originally slated as a "battle" between Fleet 25 sailors. However, as some of our members were sailing near Windy Crest, they encountered a number of Hobie Catters from Fleet 27 out of Wichita, Kansas, who had come to Keystone for a Labor Day weekend of sailing. Fleet 25 extended an

invitation to the Fleet 27 visitors to join us in our fleet races on Saturday and our Keystone Battle on Sunday. They accepted en masse on Sunday morning to join our activities.

Starting off the day with several rousing volleyball games, it was obvious that Fleet 27 had been doing more than just sailing at Lake Cheney.

After a breather and some chow, the egg toss was on, and the eggs were on a lot of people. Five teams of two tossers each from Fleet 25 and 27 lined up on the beach, tossed a raw egg to their partner and waited for the call to move back a step if their catch was complete.

The beer-chugging relay was the last event; probably a good idea. Six people from Fleet 25 competed against six Fleet 27 members. Each person was required to chug one can of beer. The next person in line would do the same until all six had finished. Then the sequence would start again until each person had consumed two cans of beer, which was courteously provided by Fleet 25's sponsor, Tulsa Sail-Craft.

The contest was close, but it appeared that the first Fleet 27 chugger had more beer on him than in him. We'll give the title to Fleet 25.

After a couple more exhausting volleyball games for the road, we had all made a lot of new friends and shouts of "Let's do this again next year!" and "Jungle Ball!" filled the air and summed up the great time had by everyone. It looks like next year's event will be titled The Second Annual Keystone Battle of the Hobie Sailors!

Thanks again to Tulsa Sail-Craft for providing the beer for sipping during the day and for getting even more beer for the chugging relay. We really appreciate it!

FOREIGN REPORT

1982 Canadian National Championships Canadian Hobie Class Association Bathurst, New Brunswick, Canada August 4-6, 1982

The 1982 Canadian Hobie Cat Championships, held off Bathurst, New Brunswick, on August 4-6, was a light air affair. The abbreviated schedule of six races provided some fine tactical racing in all fleets as well as ample opportunity to savor the welcome refreshing product of the major sponsor, Moosehead Breweries.

John Liefeld and Jim Terpstra of



Left to right: Mark Summerfield, Canadian Hobie 14 Champion; Leland McGaw, Minister of Tourism, New Brunswick; John Liefeld, Canadian Hobie 16 Champion; Dave Chick, Canadian Hobie Cat Championship Regatta Chairman.

Guelph, Ontario, notched their second 16 National Championships by nipping Ron Woodward and Mike Karassowitch of Victoria, B.C., by 2.75 points in the 24-boat 16A fleet. Although Woodward's three wins were tops in the fleet, it was Leifeld's consistancy in starting well and reading the significant currents that seemed to make the difference. The next six boats were separated by just 10 points, giving these crews hindsight, sidesight, foresight and even in-(side) sight (port hull) into the character of their foe. Prairie sailors Paul Gray and Rick Sullivan performed well in the ocean surf but were just as happy ridding themselves of the briny residue with clear New Brunswick water and Moosehead.

Paul Marner of Whitby, Ontario, dethroned 1981 Hobie 18 Champion Mike Starkey of Winnipeg, Manitoba with a masterful display of sailing in the small six-boat fleet. Tactics resembling those used in match racing were prevelent throughout the series, making for exciting spectator viewing.

Mark Summerfield of London, Ontario, had little problem registering six straight bullets to take the Hobie 14 class gold.

The 16B fleet trophy was solidly packed away by Johan Koppernaes of Halifax, Nova Scotia, after a last day's effort of three straight firsts.

The risk of entries being down is part of the CHCA strategy to promote the Hobie Class throughout the country by rotating the site of the event from region to region. This

recent change is expected to yield benefits for the class over the next few years. The number of entries was the only disappointing feature as regatta chairman, Dave Chick, and the host, Chaleur Sailing Association, put on a first rate show.

The week-long event began on Saturday with guest commodore Tim France of Guelph, Ontario conducting a race committee clinic for local committee members in preparation for the nationals. The clinic, sponsored and supported by the New Brunswick Sailing Association through Sport New Brunswick, continued throughout the next three days in conjunction with a Maritime Summer Series regatta, the "Bag." Local distributors Phil Wasson and Laurie Corbett of Windsport Saint John made available the lease boats to regional prequalifiers for this warm-up event. New friends and reacquaintances had a chance to become familiar with new boats and unfamiliar water, which was appreciated by locals and visitors alike. Mike Starkey won this preliminary event, which was operated under a handicap system.

Tuesday evening was reserved for a fleet/regional/national executive meeting and was an excellent opportunity to hear from all parts of the country on Hobie Cat news and needs

On Wednesday evening, the entire entourage was hosted to a welcoming reception at the beautiful Gowan Brae Golf Club in Bathurst, complete with a five-piece local band. Sing-along folk songs in both English and Acadian

French as well as a variety of dances were enjoyed by all. An interesting and much photographed Moosehead "tin tower" was constructed from table-top to ceiling over the evening with thanks to Mike (B.C.) and Mike (N.B.) and friends. Who said the east and west can't work together?

Thursday's racing program was calmed out, but not before the 18s managed to finish within the time limit. The afternoon was used to hold the CHCA annual meeting, following which most normal people went home early to recover from Wednesday.

Following the final races on Friday, it was back to the Gowan Brae for a chicken and ribs dinner before the presentation of prizes. Along with the championship trophy, wood carvings by Bouline and drawings by Sharon Olscamp, both local artisans, were presented by the Provincial Minister of Tourism, Leland McGaw and an area representative for Moosehead Breweries, Jean Claude Picard.

Eleventh European Hobie 14 Championships

European Association St. Jean de Luz-Ciboure, France September 26-October 2, 1982 by: Sig Maxwell

For seven days, 80 Hobie 14s from throughout Europe sailed to their heart's content among the waves off the coast of St. Jean de Luz-Ciboure, France, at Sainte Barbe. The welcome given by the Basque people made up for the lack of wind during the first few days. Exceptional parties kept participants on the go until dawn, even though they had to face waves up to 15 feet high the next day.

The sea was a challenge for sailors used to lakes or the Mediterranean. Although the wind blew normally on the crest, it would stall and shift by 30 degrees at the bottom of the wave. This was especially noticeable on the last day, when the Hobies had to confront irregular winds between force 6 and 7 and a turbulent sea.

It was in these forever changing conditions that the most experienced sailors were able to prove themselves. The first race was won by Dierk Reinhard (Germany). Although that was his only first, it was enough to edge out his fellow countryman, Hans Odenthal, with a difference of only 1.3 points.

Third place went to Josefus de Bakker (Holland), who beat Australian champion Anthony Laurent, who was in turn followed by Ricardo Rovira (Spain).

This was a true Hobie Cat event—impeccably organized. All participants will keep a fond memory of the Eleventh European Hobie Cat 14 Championships.

egatta results

Division 4

NORTH WEST CHAMPIONSHIPS FLEET #14, DIVISION #4 GOLDEN GARDENS, WASHINGTON AUGUST 14 - 15, 1982

	HOBIE 18A	POINTS
1.	Ling	7 1/2
2.	Norwood	10 1/4
3.	Reed	19
4.	Severs Schmidt Salkind Marshall	19 3/4
5.	Schmidt	20
6.	Salkind	25
7.	Marshall	28
8.	Engstrom	37
70	Dunn	40
10.	Dunn Baggerly Tarleton	43
12.	Frankenfield	52
	HOBIE 18B	POINTS
1.	Olmsted	6 1/4
2.	Totten	7 1/2
3.	Chadwick	12 3/4
4.	Teutsch	19
5.	Anderson	21
0.	Rogers	21
7.	#6165	35
	HOBIE 16A	POINTS
1.	Thomson	7 1/4
2.	Corrie	16
3.	Kaster	18
4.	Brooks	21 3/4
5.	Trucano	23
6.	Sprague	24 3/4 26 3/4
7.	Guptil	28
9.	Dailey Ruggles	31
	HOBIE 16B	POINTS
1	Knight	10 1/2
1.	Glover	10 1/2
3.	Christianson	15
4.	Christiansen Thornton	16 1/2
5.	Gallier	32
6.	Foreman	35
7.	Allen	37 37 38
8.	Zopp	37
9.	Freeman	38
10.	McCarthy	40
11.	Minomura	44
12.	Elkins Blankenship	48 56
	HOBIE 16C	POINTS
2.	Wilke Hoag	6 1/4
3.	Chinn	15 3/4
4.	Chinn Burns	27
5 -	Dickenson	27 28
6.	Jones Benjamin Lindstrom	33
7.	Benjamin	34
8.	Lindstrom	37
9.	Keldman	40
10-	Muller	41
11. 12. 13.	Sears	42
12.	Cheifety	45
13.	Porter Ingersoll	46 61
	HOBIE 14A	POINTS
,		5 1/4
2.	Ulibarri Jenkins	5 1/4
3.	Rueter	13
9.	Cross	13 17
5.	Gorman	23

PEACH ORACHED BEACH REGATTA BRITISH COLUMBIA CHAMPIONSHIP FLEET #139, DIVISION #4 SUMMERLAND, BRITISH COLUMBIA SEPTEMBER 4 - 5, 1982

POINTS

3 3/4

HOBIE 14B

1. Blankenship

	HOBIE 18A	POI	NTS
1.	Ulibarri, P.	8	1/4
2.	Norwood, J.	8	1/2
3.	Worsfold, S.	11	
	Rubadeau, R.	11	
5.	Lawton, J.	16	
6.	Martlin, W.	17	
7.	Gant, G.	27	
	Walton, R.	32	
	HOBIE 18B	POI	NTS
1.	Bircham, F.	7	1/2
2.	Buck, H.	7	3/4
3.	DeBosch-Kemper,	B.8	3/4
4.	Johnson, R.	10	3/4
5.	Dandeneau, D.	17	
	HOBIE 16A	POI	NTS
1.	Woodward, R.	3	
	Karassowitsch	M . 6	3/4

3.	Machtaler, B. Knight, G. Trucano, J.	12	
4.	Knight, G.	16	
5.	Trucano, J.	17	
6.	Larson, G.	24	
	HOBIE 16B	POIN	NTS
1.	Barnes, A.	4	1/2
2.	Carrington, J.	9	
3.	Dunbrack, M.		3/4
4.	Denny, J.		3/4
5.	Machtaler, B.	14	
6.	Denny, J. Machtaler, B. Wager, G. Wielke, K. Dietz, L. Druet, M. Stones, C.	16	
7.	Wielke, K.	16 17	
8.	Dietz, L.	17	
9.	Druet, M.	20	
10.	Stones, C.	23	
11.	Pearce, M.	29	
.2.	Dietz, L. Druet, M. Stones, C. Pearce, M. Wallace, J.	29	
		POI	NTS
1.	Goh, J. VanWoerkom, B. McLaren, R.	7	3/4
2.	VanWoerkom, B.	8	1/2
3.	McLaren, R.	11	3/4
		15	
5.	Burns, D.	16	
6.	Burns, D. McLellan, T.	18	
7.	Hepple, R. Thomson, G.	20	
8.	Thomson, G.	22	
9.	Jensen, A. Nicholson, D. Dickinson, D.	23	
.0.	Nicholson, D.	23	
ıl.	Dickinson, D.	25	
2.	Zelmer, R.	26	
3.	Llovd, T.	26	
9.	Basford, P.	34	
5.	Zelmer, R. Llovd, T. Basford, P. Bancroft, B. Hermann, D. Lee, M. Martin, R.		
0.	Hermann, D.	36	
0	Markin P	45	
a.	Tougond P	45	
10.	Towgood, R. Meadows, L.	50	
1	Coombs, J.	50	
2	Harvey S	52	
3.	Harvey, S. Plamondon, M.	54	
4.	Petley-Jones, G.	55	
5.	Dunn, G.	55	
6.	Van Winklen, C.	70	
17.	Leeper, P.	70	
		POIN	TS
1.	Johnstone, T.	3	
4.	Domingo, E.	6	3/4
3.	Kotylak, G.	11	

Division 5

SPRING FIESTA FLEET #48, DIVISION #5 ELEPHANT BUTTE, NEW MEXICO APRIL 17 - 18, 1982

	HOBIE 18	POINTS
1.	Rogers	4 1/4
2.	Carnell	5 1/2
3.	Crofut	12
	HOBIE 16A	POINTS
1.	Nelson	5 1/2
2.	Tully	6 1/2
3.	Eckhardt	7 3/4
4.	West	16
	HOBIE 16B	POINTS
1.	Gregory	6 1/2
2.	Smith	7 3/4
3.	Yestnexx	11 3/4
4.	Moseley	14
5.	Ferrell	19
6.	Fuge	20
7.	Kleist	21 3/4
8.	French	25

COCHITI NOVICE RACE #1 FLEET #48, DIVISION #5 COCHITI, NEW MEXICO APRIL 25, 1982

HOBIE 16	POIN	NTS
Pflanz, Nancy	3	1/2
White, Bennett	6	3/4
Enholm, Bill	10	
McLaughin, Mike	12	
Precit, David	13	
Uher, Butch	18	
HOBIE 14	POIN	NTS
McLaughlin, Mike	2	1/4
PHANT BUTTE REGA	TTA	
ET #48, DIVISION	#5	
PHANT BUTTE, NEW	MEXT	CO
1 - 2, 1982		
	Pflanz, Nancy White, Bennett Enholm, Bill McLaughin, Mike Precit, David Uher, Butch HOBIE 14 McLaughlin, Mike PHANT BUTTE REGAL ET 448, DIVISION	Pflanz, Nancy White, Bennett Enholm, Bill Order McLaughin, Mike 12 Precit, David 13 Uher, Butch 13 HOBIE 14 POIT McLaughlin, Mike 2 PHANT BUTTE REGATTA ET #48, DIVISION #5

POINTS 4 1/4 5 1/2 12

HOBIE 16A

			į
4.	Rogers	15	
	HOBIE 16B	POINTS	1
3.	Gregory Smith Moseley Payne Fuge Yestness Perrell Chappell Beske	5 1/2 11 3/4 11 3/4 12 3/4 14 18 28 31	
FLE	HITI NOVICE RACE ET #48, DIVISION HITI, NEW MEXICO 9, 1982	#2	
	HOBIE 16	POINTS	1
2	Heck, Greg Moseley Pflanz, Nancy Fuge, Pate Driscoll	3 1/2 5 1/2 9 9	
	HOBIE 14	POINTS	1
1.	McLaughlin, Mik	e 2 1/4	ı
CON FLE CON MAY	CHAS LAKE REGATT ET #48, DIVISION CHAS LAKE, NEW N 15 ~ 16, 1982	A #5 EXICO	
	HOBIE 16A	POINTS	
40	Nelson, Tom Jones, Jay Eckhardt, Roger	4 1/2 8 3/4 9	
	HOBIE 16B	POINTS	
1.	Ferrell, John Fuge, Pat	4 1/4 5 1/2	ı
МЛҮ	ET #48, DIVISION HITI, NEW MEXICO 23, 1982		
1	HOBIE 16	POINTS e 2 3/4	
5.	Kleist, Marjori Kettle, Bo Duran, Kim Pflanz, Nancy Fuge, Pat Enholm, Bill Chapelle, Ed Johnson, Mark Simmons, Ted	9	
	HOBIE 14	POINTS	
1.	McLaughlin, Mik	e 2 1/4	
HEF FLE HEF JUN	RON LAKE RECATTA EET #48, DIVISION RON LAKE, NEW ME NE 12 - 13, 1982	* #5 KICO	
	HOBIE 18	POINTS	l
1.	Hassman, Rich	2 1/4	
	HOBIE 16	POINTS	
2.	Zettel, M. Fuge, P. Gregory, P. Enholm, B.	8 10 3/4 16	
5.	Enholm, B. Blackwood, J. French, F.	19 22 23	
HES FLE HES JUI	RON LAKE REGATTA EET #48, DIVISIO RON LAKE, NEW ME. LY 3 - 4, 1982	N #5 KICO	
	HOBIE 18	POINTS	
1.	Rogers, Scotty Franzetti, Joe Lawson, Cam	3	
3.	Lawson, Cam	9	

HOBIE 16

1. Jenkins, Gary
2. Smith, Don
3. Moseley, Craig
4. Enholm, Bill
5. Lederle, Frank
6. Hughes, Marty

16 22

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ABIQUIU LAKE REGATTA
                                                                                FLEET #48, DIVISION #5
ABIQUIU LAKE, NEW MEXICO
AUGUST 14 - 15, 1982
                                                                                                          HOBIE 16
                                                                                      1. Schraishuhn, A.
                                                                                                         Nelson, T.
Zettel, M.
Precit, D.
Eckhardt, R.
                                                                                      6. Cole, D.
                                                                                                         HOBIE 14
                                                                                     1. Cummings, J.
                                                                                                            Division 7
                                                                                DIVISION 7 CHAMPIONSHIPS
FLEET #10, DIVISION #7
CLEAR LAKE, IOWA
AUGUST 14 - 15, 1982
                                                                              HOBIE 18A PC

1. Starkey, Mike 1
2. Glick, Dave 1
3. Craven, Gary 2
4. Fischer, Wayne 2
5. George, Tom 2
6. Metzger, Daryl 28
7. Hohn, Bill 30
8. Killeen, Warren 42
9. Powell, Doug 45
1. Senesac, Shelly 46
1. Friesth, Lon 51
3. Mitchell, Mike 52
1. Miller, David 53
3. Sherman, Stephen 53
3. Sherman, Stephen 53
5. Dage, Bruce 60
6. Kenworthy, David 68
6. Eaton, Bruce 73
8. Beauregard, John 80
6. Anderson, Randy 94
6. Kenworthy, Jim 104
6. HOBIE 18B POINT
                                                                                  1. Recker, Gary
2. Nelson, Curt
3. Newport, Tom
4. Evans, Sarah
5. Ray, Bruce
6. Pendergaat, Ed
7. Smith, Vernon
8. Drake, Richard
                                                                                                         HOBIE 16A
                                                                        1. Coe, Don 13
2. Jagger, Ted 34
3. McCain, Paul 40
4. Brewer, Dennis 41
5. Hartman, Bill 46
6. Stayner, Larry 48
8. Sohn, Jim 51
9. Preller, Gordon 52
10. Donahue, Steven 54
11. Levins, Joe 71
12. Levins, Joe 71
13. Levins, Joe 71
14. Fisher, Jim 75
15. Brittain, Kim 76
16. Willott, Steve 79
17. Rasley, Jim 75
18. Hensley, Brian 82
19. Hensley, Brian 82
10. Chamberlain, M. 84
21. Minette, Dick 90
23. Reader, William 90
24. Watson, Chuck 101
25. Miller, John 105
27. Campbell, Pich 106
27. Campbell, Pich 106
28. Moore, Fred 106
29. Hegre, Don 117
30. Bosse, Kren 122
31. Fox, Lolyd 127
32. Berry, Rich 133
33. Horton, John 135
4. Chorlton, Tracy 137
35. Dankle, Jon 136
8. Baker, Ron 145
37. Rine, Tom 149
38. Winniger, Tom 157
39. Jameson, John 105
40. Van Natta, Mike 168
41. Fillmore, Rick 169
42. Burke, John 172
43. Zachas, Jaime 149
44. Mortensen, Dave 188
45. Frederick, 0. 191
44. Mortensen, Dave 188
45. Frederick, 0. 191
46. Meyers, Rob 221
POINTS
      6 1/2
6 3/4
8 1/2
15
                                                                                1. Stayner, Jeff 6 1/4
2. Christensen, Jim 24
3. Hall, Karl 25
4. Cook, Terril 30 3/4
5. Schik, Ed 31
6. Wilson, Bill 37
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0	Lenz, Marci Van Brunt, Jane McAy, Nathan	46	3/4
9.	McAy, Nathan	49	
19.	Phipps, Rod	49	
12.	Mellicker, Bud Secebrecht, C. Penple, Rolf Bensen, Pat Hoath, Dave Swanson, Pon Shultz, Rick Mau, Jeff Clausen, Marc Mart, James	57	
13.	Pepple, Rolf	60	
14.	Bensen, Pat	69	
16.	Swanson, Pon	69	
17.	Shultz, Rick	74	
18.	Mau, Jeff	75	
20.	Mart, James	81	
21.	Mart, James Sogun, David	81	
22.	Hildebrant, C. Hauser, Bart Gaulke, Greg Lord, Steve	84	
23.	Hauser, Bart	85	
25.	Lord. Steve	95	
27.	Wilson, Paul Pearson, David	133	
28.			
		POI	
1.	Royal, Rob McWilliams, Jack	9	
2.	McWilliams, Jack	18	
4.	Cox, Dick LeHew, Larry Curtis, Scott Frideres, Duane Buckingham, Dave Clixie, Dennis	22	
5.	Curtis, Scott	23	3/4
6.	Frideres, Duane	26	2/4
8.	Clixie, Dennis Chitkowski, Jim	39	3/4
9.	Chitkowski, Jim	40	
10.	Johnson, Gary	45	
12.	Taenzler, Jeff	53	
13.	Holmes, Drew	59	
14.	Barber, Neal	59	
16.	Hinds, Larry	73	
17.	Eaton, John	77	
18.	Wold, Kermit	83	
19.	Murray, Harley	91	
21.	Neis, Frank	95	
22.	Rogers, Rick	99	
23.	Schares, B.	101	
25.	Chitkowski, Jim Johnson, Gary Walker, Ken Taenzler, Jeff Holmes, Drew Barber, Neal Slocum, Jed Hinds, Larry Eaton, John Wold, Kermit Murray, Harley Tateosian, Mark Neis, Frank Rogers, Rick Schares, B. Struchen, Don Bryant, Jeff	118	
	HOBIE 14A	POI	NTS
1.	Tyler, Steve Andrysik, Rich Brown, David Durkee, Susan Determan, Joe Craven, Pat Williams, Steve Price, Scott Phipps, Chris Kraft, Kirk Craven, Casey Elsberry, Ken Bergo, Jeff	14	3/4
2.	Andrysik, Rich	15	1/2
4	Durkee Sugar	20	3/4
5.	Determan, Joe	22	2/4
6.	Craven, Pat	32	
9.	Williams, Steve	32	
9.	Phipps, Chris	37	
10.	Kraft, Kirk	37	3/4
11.	Craven, Casey	40	
13.	Bergo, Jeff	55	
	Division 1		
	DIVISION	0	
SEAS	SON RACES 1982		

POINTS

20

POINTS

POINTS 16 1/4 19 3/4 25 3/4 27 3/4

POINTS

6 1/4 9 1/2 13 3/4 17

POINTS

13 1/2 34 40 3/4 41 3/4

48 3/4

71 3/4

2 1/4

SEASON RACES 1982 FLEET #144, DIVISION #10 ROSCOMMON, MICHIGAN

	SKIPPER	POI	NTS
1.	Balesky, Ric	10	
2.	Brems, Bill	11	
3.	Johnson, Bob	23	
4.	Busemeyer, Nancy	28	3/4
5.	Page Rick	29	
6.	Schaper, Earl	30	3/4
7.	Schreck, Wayne	31	

Division 11

YACHT CLUB OF PLEASANTVILLE PLEET #73, DIVISION #11 PLEASANTVILLE, NEW JERSEY JULY 24 ~ 25, 1982

	HOBIE 18	POI	NTS
1	Anglin, C.	3	3/4
	Burkewitz, B.		3/4
	Harrington, G.	16	
	Moois, B.	17	
	HOBIE 16A	POIN	NTS
1.	Myers, W.	3	3/4
	Pagels, B.	15	
	Glanden, J.	16	
4.	Dees, B.	26	
5.	Maser, F.	29	
6.	Hiller, B.	30	
	Kopp, D.	33	
	Schmidbauer, G.	34	
9.	Sikora, D.	36	
10.	Jennings, J.	41	
	Yeutter, K.	52	
	Faulders, D.	52	
	Sersen, S.	54	
	Cloud, C.	56	
	Phillips, C.	70	

PECATTA RESULTS

3 - d C		NTS
Andrews, C.		1/4
Lowe, M. Sullivan, J.	14	3/4
Jose, M.	18	
Krause, J.	24	3/4
Davis, R.	35	3/4
Busby, J.	38	, .
Cuvella, P.		
McCavill, W.		
Gouza, J.	53	
Rochelle, P.		
Luig, 5.	91	
HOBIE 16C		
McCool, M.	7	1/4
Carlstrom, V.	12	1/2
William, J.	25	1/2
De'Smyter, S.	27	
Naness, N.	43	
Sanner, D.	50	
Dawnes, J.	56	
Wentzel, K.	60	
Apparella, Z.	62	
Matier, J.	62	
Bullock, D.	71	
DeHall, M.	71	
Hawn, H.	72	
Dougherty, T.	73	
Arata, H.	79	
Appleby, F.	94	
Ney, R.	104	
Miller, J.	106	
Williamson, M.	109	
Frank, M.	120	
Piper. B.	146	
Wellock, B.	151	
HOBIE 14	POIL	
Glassey, J.	3	3/4
Steet, J.	11	3/4
Boyer, J.	20	
HOBIE 14 Turbo	POI	NTS
		3/4
	McCool, M. Carlstrom, V. Carlstrom, V. D'Agostino, J. William, J. De 'Smyter, S. Naness, N. Kanner, D. Dawnes, J. Sanner, D. Dawnes, J. Sanner, D. Dawnes, J. Sanner, D. Dawnes, J. Matier, J. Butlock, D. Conover, R. Deffall, M. Hawn, H. Dougherty, T. Buttner, J. Arata, H. Appleby, F. Ney, R. Wagner, B. Wagner, B. Willer, J. Williamson, M. Frank, M. Wood, F. Piper, B. Wellock, B. HOBIE 14 Glassey, J. Shaffer, C. Steet, J. Boyer, J.	HOBIE 16C POIN

AUGUST 28 - 29, 1982

	HOBIE 18A	POI	NTS
1.	Mone, T.	7	1/4
2.		11	
3.	Coccari, P.		3/4
4	Dugas, P.	13	3/4
5	Trunca, E.	21	-, -
6.	Bowen, J.	28	
7.		35	
	HOBIE 18B	POI	NTS
1.	Finn, W.		1/4
2.	Dunn, T.	8	1/2
3.	Belisle, J.	16	3/4
	Germagian, M.	22	3/4
5.	Cushman, R.	26	
6.	Hart, R.	26	
	HOBIE 16A	POI	NTS
1.	Thatcher, J.		1/2
2.	Crossley, R. Knowlton, T.	11	3/4
3.	Knowlton, T.	15	
4.	West, E.		3/4
5.	Mullen, S.	22	
6.	Simms, A. Ponte, B.	27	
7.	Ponte, B.	32	
8.	Kimball, T.	33	3/4
9.	Fitzpatrick, R.	39	
	HOBIE 16B	POIN	ITS
1.	Watts, B. Thompson, B.		3/4
2.	Thompson, B.		1/2
3.	Baker, S.	14	3/4
4.	Linke, H.	19	
5.	Ferwood, C.		3/4
6.	Kostes, T. Piermattei, G.		3/4
7.	Piermattei, G.	26	
8.	Venegas, J.	37	
9.	Gibson, B.	44	
10.	Mais, A.	47	
11.	Baigert, K.	48	
12.	Hoage, A.	49	
13.	Beck, P.	63	
14.	Hoage, A. Beck, P. Trask, J.	64	
15.	Collins, M.	75	
	Beach, W.	79	
16.			
16.	Christopher, T.	81	
16.	Christopher, T. Myers, G.	81 84 95	

Silverstein, S.		
	8	
Casey, K.	9	
Garvery, M.	24	3/4
Kraeuter, L.	26	3/4
Gallagher, A.	27	
Wilson, G.		
Smith, G.		
Samaras, B.		
Bronmkamp, D.		
Kalerguis, N.		
Woodbury, G.	46	
Jones, R.	73	
Finarson, S.	74	
Sabean, R.		
Decalo, R.		
Foster, C.		
Mahoney, B.		
Gallahue, B.		
Williamson, G.		
Gamache, B.		
Sullivan, J.		
Mahan, S.		
		ITS
Fairchild, E.		3/4
Bonia, R.		
		3/4
Hastings, P.	22	
	Kraeuter, L.	Kraeuter, L. 26 Calladper, A. 27 Wilson, G. 28 Smith, G. 30 Samaras, B. 35 Bronmkamp, D. 44 Kalerquis, N. 44 Moodbury, G. 46 Jones, R. 73 Finarson, S. 74 Imbier, W. 96 Roulanger, R. 105 Decalo, R. 106 Foster, C. 107 Mahoney, B. 129 Gallahue, B. 120 Williamson, G. 124 Gamache, B. 125 Sullivan, J. 129 Mahan, S. 125 Sullivan, J. 129 HOBIE 14 Pickett, B. 5 Fairchild, E. 10 Bonia, R. 15

1.	Adelman, J.	3	3/4
2	Mone T		
3.	Dugas, P.	TG	
4.	Dugas, K.		
5:	Dugas, P. Dugas, K. Trunca, E.	24	
6.	Finn, W.	29	
7.	Finn, W. Cocari, P.	30	
8.	Bowen, J.	33	
	HOBIE 18B	POIN	
1.	Dunn, T.	6	1/4
2.	Downing, J. Belisle, J.	14	1/4
3.	Belisle, J.	15	
4.	Olsiewski, M.	14 15 15	
5.	Friedland, K.	22	
6.	McCarthy, J.	23	
7.	Olsiewski, M. Friedland, K. McCarthy, J. Marino, P. Brown, W.	32	
8.	Brown, W.	38	
		POIN	TS
1.	Thatcher, J. Knowlton, T.	7	1/4 3/4
2.	Knowlton, T.	10 11 25 29	3/4
3.	Stone, P.	11	1/2
4.	Crossley, R.	25	
5.	Simms, A.	29 29	
0.	Thompson, B.	30	
0	Ponte B	34	
9	Christopher E.	37	
10.	Bowers, B.	44	
11.	Knowlton, T. Stone, P. Crossley, R. Simms, A. Thompson, B. Franco, B. Ponte, B. Christopher, E. Bowers, B. Moreau, D.	52	
		POIN	lūc.
1.	Mais. A.	11	1/2
2.	Mais, A. Barrera, H.	11	3/4
3.	Lundergan, B.	16	
4.	Fondrk, T.	16	3/4
5.	McNall, R.	24	3/4 3/4 3/4
6.	Baigert, K.	31	3/4
/.	Cooper, P.	34	3/4
9.	Lundergan, B. Fondrk, T. McNall, R. Baigert, K. Cooper, P. Ferkler, C. Christopher, T.	35	
10	Track J	35	
11.	Christopher, T. Trask, J. Ciavlante, F.	43	
12.	Ciavlante, F. Silverstein, S.	56	
	HOBIE 16C	POIN	ime
	HOBIE 100		
1.	Tibbets, P.	3	3/4
2.	Saunders, W.	10	
3	Kendall, R. Kraeuter, L.	20 22 23	
4.	Kraeuter, L.	22	
5.	Marrion, C. Kassaraba, M. Williamson, G.	31	
6.	Williamson C	34	
8.	Chin. G.	38	
9.	Johudrew, R.	46	
10.	Weigold, G.	48	
11.	Chin, G. Jobudrew, R. Weigold, G. Schepsis, T. Gallagher, A.	48 52	
12.	Gallagher, A.	54	
		POIN	NTS
1.	Bradley, B.	9	1/2
2.	Davis, H. Baker, D. Kustes, T.	9	1/2 3/4 3/4
3.	Baker, D.	10 16	3/4
4.	Kustes, T.	16	3/4
5 -	Pickett, B.	21	
6.	Fall, B.	28	
	Danie D	20	
1.	Fall, B. Bonia, R.	30	

12TH ANNUAL CONNECTICUT CHAMP FLEET #31, DIVISION #12 CANDLEWOOD LAKE, CONNECTICUT SEPTEMBER 25 - 26, 1982

HOBIE 18

POINTS

	HOBIE 19	POINTS	HOBIE 18A
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22.	Palmer, Tim Shivley, Nina Adelman, Jim Noyes, Andy Williams, Bob Blom, Gerard Cutillo, John Shea, Bill Farmer, David Miles, Ward Walkler, Colon Johnson, Chuck Barber, Drake Magnusson, Kurt Sanford, Tom Campbell, Bart McCarty, Sr. C. Palatnick, Gary Friedlord, Karl Hayes, Jeff Marino, Rick Senftleber, F.	5 3/4 9 3/4 10 3/4 11 14 19 23 26 30 30 31 33 33 35 37 40 47 49 55 57 65	1. Adelman, Jim 2. Cutillo, John 3. Mazzacane, Ro 4. Buckman, Jerr 5. Barber, Drake 6. Shea, Bill 7. McCarty, C. J 8. Bonner, Ted 9. Hodson, Bob 10. Flaherty, Sea 11. Finn, William 12. Coccari, Paul 13. Vizzo, Vinnie 14. Hayes, Bill 15. Blum, Gerard 16. Long, Dave 17. Lazuriaga, Ja 18. Noyes, Steve 19. Mone, Tom 20. Managanello, 21. Luisi, Gary HOBIE 18B
	HOBIE 16A	POINTS	1 Bowen Tim
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Schuchardt, Jeff Kringel, G. W. McCarty, Jr. C. Warren, Jeff Snyder, Bill Colum, Bob Daress, Warren Bilss, Woody Conroy, Bill Gaal, Chris Portanova, Pote: Nindorf, Jerry Doyle, Ron Ponte, Bob Sullivan, John McCauley, Jim Fianco, Brian Cheneski, Tom	6 9 1/2 16 17 3/4 18 19 3/4 21 22 22 24 24 26 29 30 31 32 38	2. Caiati, Rich. 3. Noyes, Andy 4. Farrell, Kevi 5. Grauer, Rick 6. Walkert, Coli 7. Friedland, Ka 8. Mead, George 9. Schwager, Fra 10. Whitney, Bud 11. Wydan, Larry 12. Coles, Al HOBIE 16A
18.	Cheneski, Tom	43	4. Christopher, 5. Campbell, Al
1. 2. 3. 4.	Kammerer, Steve Samson, Alain Mapes, Harold Griffen, Doug Lundergan, Bill Aellissen, Chrir Redwood, P. Linke, Howard Wolf, Sandy Pastore, Bob McNall, Rick Mirylees Way, Bruce Wilson, Gary Ormiston, Doug Bloom, Bill Price, Wayne	5 3/4 7 8 3/4 9 3/4	1. Pagels, Bill 2. Carpenter, Br 3. Becker, David 4. Christopher, 5. Campbell, Al 6. Kringle, Geor 7. McCawley, Jim 8. Warren, Jeffr 9. Simms, Art 10. Sturmann, Kai 11. Thompson, Bra 12. Morrison, Gle 13. Conroy, Bill 14. Crossley, Pal 15. Ferrara, Bob 16. Colum, Robert 17. Swartwoot, Bil 18. Bliss, Woody 19. Snyder, Bill 20. Way, Bruce 21. Flaherty, Joh 22. Kane, Michael 23. Sullivan, Joh 24. Franco, Brian
	HOBIE 16C	POINTS	HOBIE 16B
19. 20. 21. 22. 23. 24.	Clayton, John Johnson, David McNamara, Jay Gallager, Andy Wydan, Larry Karp, Jerry #43587 MacCormack, L. Racenet, David Gibson, Tom Kincheloe, Bill Oberrieth, Rich O'Keefe, Jim Caisse, Bob Kieth, Barbor Ryan, Gerard Carlson, Walter Franceski, Alan Arcuri, Don Daugherty, W. Edgerly, Dave Colosi, Wayne Diillo, Jim Pear, Thomas Plotke, Douglas Love, Jim	50 50 3/4 55 56 70	1. Kirmaier, Mik 2. Samson, Alain 3. Rowe, Fred 4. Moore, Doug 5. Baigert, Kevi 6. Mirylees, Ewn 7. Schlanner, Ma 8. Pedwood, PH. H 9. Muth, Douglas 10. Cocotos, Paul 11. Linke, Howard 12. Finnerty, Bri 13. Papp, Laszlo 14. Hains, Michae 15. Kammerer, Ste 16. Metall, Ronal 17. Casey, Kristi 18. Lunderqan, Bi 19. Gibbson, Tom 20. Manzella, Bob 21. Ferguson, R. 22. Van Hoesen, P. 23. Watts, Daniel 24. Clubb, Jonath 25. Jackson, Skip 26. Watson, John 27. Armour, Don
	HOBIE 14	POINTS	HOBIE 16C
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Berman, Phil Lindfors, Carl Morrison, Jack Knorr, Gil D'Amelio, Jerry Bradley, Bob Baker, Scott Driver, John Pastore, Sue Scharbach, L. W Bailey, Albert Pastore, Stan Fairchild, Edwi Romano, Paul Pickett, Bob	16 17 17 18 21	1. Rosenfield, S 2. Gallagher, Am 3. Cahill, F. T. 4. Kearney, Rick 5. Bonnett, Crai 6. Karp, Gerald 7. Nelson, Terry 8. Love, Jim 9. Smith, Gary 10. Long, Michael 11. Daughterty, P 12. Kinchloe, Bil 13. Mann, Ricky 14. Boulanger, Rc 15. Perry, Reed B 16. Argenta, Bart 17. Belluscio, Al

	HOBIE 18A	POI	
1.	Adelman, Jim Cutillo, John Mazzacane, Ron Buckman, Jerry	8	3/
3	Mazzacane, Ron	15	3/
4.	Buckman, Jerry	17	3/
5.	Buckman, Jerry Barber, Drake	20	
6.	Shea, Bill	21	3/4
7.	McCarty, C. Jr.	23	
9.	Hodson, Bob	29	
10.	Flaherty, Sean	36	
11.	Finn, William,	1.41	
12.	Coccari, Paul	41	
14	Vizzo, Vinnie	50	
15.	Blum, Gerard	55	
16.	Long, Dave	57	
17.	Lazuriaga, Jay	57	
18.	Noves, Steve	60	
20.	Managanello, Jos	72	
21.	Barber, Drake Shea, Bill McCarty, C. Jr. Bonner, Ted Hodson, Bob Flaherty, Sean Finn, William, Coccari, Paul Vizzo, Vinnie Hayes, Bill Blum, Gerard Long, Dave Lazuriaga, Jay Noyes, Steve Mone, Tom Managanello, Jo Luisi, Gary	79	
	HORTE 188	POTI	JTS
1.	Bowen, Jim	7	3/
2.	Caiati, Rich. J.	. 3	1/:
3.	Noyes, Andy	15	3/
5	Craver Rick	17	3/1
6.	Walkert, Colin	19	-/
7.	Friedland, Karl	24	
8.	Mead, George S.	27	
9.	Schwager, Frank	30	
11.	Wydan, Larry	38	
12.	Bowen, Jim Caiati, Rich. Ji Noyes, Andy Farrell, Kevin Grauer, Rick Walkert, Colin Friedland, Karl Head, George S. Schwager, Frank Whitney, Bud Wydan, Larry Coles, Al	42	
	HOBIE TON	- OI	A V O
1.	Pagels, Bill Carpenter, Brad Becker, David Christopher, E. Campbell, Al	4	1/
2.	Carpenter, Brad	10	3/
4.	Christopher, E.	18	3/
5.	Campbell, Al	20	
6.	Kringle, George	30	
7.	McCawley, Jim	31	
9	Simms, Art	35	
10.	Sturmann, Kai	43	
11.	Thompson, Brad	44	
12.	Morrison, Glenn	45	
13.	Conroy, Bill	46	
14.	Crossley, Ralph	54	
16.	Colum, Robert	61	
17.	Swartwoot, Bill	62	
18.	Bliss, Woody	63	
19.	Snyder, Bill	64	
20.	Way, Bruce	69	
22	Kane, Michael L.	. 75	
23.	Campbell, Al Kringle, George McCawley, Jim Warren, Jeffrey Simms, Art Sturmann, Kai Thompson, Brad Morrison, Glenn Conroy, Bill Crossley, Malph Ferrara, Bob Colum, Robert Swartwoot, Bill Bliss, Woody Snyder, Bill Way, Bruce Plaherty, John Kane, Michael L Sullivan, John	76	
24.	Franco, Brian	78	
	HOBIE 16B	POI	
1.	Kirmaier, Mike Samson, Alain Rowe, Fred	24	-
2.	Samson, Alain	27	3/
3.	Moore, Doug	29	
5.	Moore, Doug Baigert, Kevin	29	3/

	Kane, Michael L.	75	
	Sullivan, John	76	
	Franco, Brian	78	
	HOBIE 16B	POI	1TS
	Kirmaier, Mike	24	
	Common Minin		3/4
	Rowe, Fred	29	2/ "
	Moore, Doug	29	
	Moore, Doug Baigert, Kevin Mirylees, Ewan Schlanger, Mark Redwood, PH.H.S. Muth, Douglas Cocotos, Paul	29	3/4
	Mirulos Ewan	30	3/4
	Schlanger Mark	31	1/2
	Pedwood PH H S	31	3/4
	Muth Douglas	32	3, 4
	Cocotos, Paul	36	
•	Linke Howard	37	
	Linke, Howard Finnerty, Brian	42	
	Pann Laszlo	44	
	Papp, Laszlo Hains, Michael	44	
	Kammerer, Steven	48	
	Metall Ronald	50	
	Metall, Ronald Casey, Kristin	52	
	Lundergan, Bill	5.2	
	Gibbson, Tom	55	
	Manzella, Bob Ferguson, R. Van Hoesen, Rich	59	
	Van Hoesen, Rich	.60	
	Watts, Daniel M.	61	
	Clubb, Jonathan	62	
	Jackson, Skip	66	
	Watson, John	78	
	Watts, Daniel M. Clubb, Jonathan Jackson, Skip Watson, John Armour, Don	89	
			TIME
		POIN	
	Rosenfield, S. Gallagher, Andy Cahill, F. T.	10	1/2
	Gallagher, Andy	14	10000
١.	Cahill, F. T. Kearney, Rick	17	
	Kearney, Rick	21	3/4
	Bonnett, Craig	23	
	Karp, Gerald	23	
1	Nelson Terry	24	3/4
	Love, Jim	26	
١.	Smith, Gary	28	3/4
١.	Long, Michael	29	
	Daughterty, Bill	32	
	Love, Jim Smith, Gary Long, Michael Daughterty, Bill Kinchloe, Bill	34	
١.	Mann, Ricky	39	
١.	Boulanger, Ron	41	
	Mann, Ricky Boulanger, Ron Perry, Reed H. Argenta, Barry Belluscio, Al	55	
	Argenta, Barry	56	
		59	
3.	Arcuri, Don	61	
	HOBIE 14A	POI	NTS

1. Baker, Scott

6 1/2

2.	Baker, Douglas	10	1/2
3.	Bradley, Bob	14	
4.	Driver, John	16	
5.	Scharbach, L. W.	17	3/4
6.	Pastore, Stan	20	
7.	Bartels, Rob	20	
8.	Fairchild, Edwin	25	
9.	Morrison, Jack	30	
10.	Pujioka, Jim	31	
11.	Clark, Ron	34	
	HOBIE 14 Turbo	POI	CTS
1.	Carpenter, C.	4	1/2
2.	Nichols, Charles	7	3/4
3.	Duncan, Skip	7	3/4

Division 15

1982 NEW ORLEANS REGATTA FLEET #41, DIVISION #15 NEW ORLEANS, LOUISIANA JULY 24 - 25, 1982

	HOBIE 18A	POI	NTS
1.	Jablonowski	5	1/2
2.	Stapleton	5	3/4
	Suares	7	
4.	Riche	10	
5.	Ederer	12	
	Holland	14	
7.	Sunkel	16	
8.	Brewer	19	
9.	Wild	25	
10.	Duke	25	
11.	Rapp	36	
	Welchley	36	
	Bernd	40	
	Morse	49	
15.	Phelan	58	
	Lentz	73	
	Sculock	76	
	Davis	76	
	HOBIE 16A	POINTS	
	Zorn		1/2
	Schweger	4	3/4
3.	Lewis		3/4
4.	Soryan	13	
5.	Ingram Bourdreaux	13	
6.	Bourdreaux	13	
7.	McDaniel	19	
8.	Kernion	22	
9.	Carr	26	
10.	Carr Wilson	26	
11.	Pujals	31	
12.	Brennan	34	
13.	Tuilter	35	
14.	Richardson	40	
15.	Pujals Brennan Tuilter Richardson Notacker Tracey	43	
16.	Tracey	44	
	HOBIE 14A	POI	NTS
1.			1/4
2.	Porter		3/4
3.	Smith	7	3/1

AUTUMN REGATTA FLEET #235, DIVISION #15 JACKSON, MISSISSIPPI SEPTEMBER 25 - 26, 1982

	HOBIE 18	POIN	ITS
1.	Weedon, Ray	3	
2.	Britton, Scott	7	3/4
	Martin, Mandy	10	
4.	Stevens, Nick	29	
	HOBIE 16A	POIN	ITS
1.	Schweizer, Alber	t 4	1/2
	Cochran, Robert		
3.	Currie, Dale	13	1/4
4.	Josey, Jim	16	
5.	Jackson, Dennis	17	
6.	McGinnis, Kelly	18	1/2
	HOBIE 16B	POIN	ITS
	Cumby, Corky	3	
2.	Levanway, Scott		3/4
	Leyens, Louis	11	
	McDaniel, Bryan	15	
	Manning, Chris		
6.	Ramsey, Don	22	
	Mulren, Paul	25	
8.	Jones, Hal	25	
	BIE JUBILEE '82	#15	

HOBIE 18 POINTS 1. Whitehurst, Bill 2 1/4 2. Gaston, Chance 5 3/4 3. Duke, Tom 11

REGATTA RESULTS

-	Stapleton, John Hefner, Mike Gaston, Bill Henley, George Springett, Ted	12	
6.	Gaston, Bill	14	
7.	Henley, George	20	
8.	Springett, Ted	23	
9.	Martin, Marty	24	
10.	Martin, Marty Emlet, John Edwards, James Denson, Roger Harmon, Mark Maddox, Bruce	25	
2	Denson Roger	30 30	
13.	Harmon, Mark	33	
14.	Maddox, Bruce	41	
5.	Thompson, Rich.	45	
	HOBIE 16A	POI	STV
1.	Lattman, John	2	1/4
2.	Cumby, Rick	6	3/4
3.	McRoe Mike	10	
5.	Putman, Sherman	14	
6.	Schweizer, A. E.	16	
7.	Edwards, Jim	18	
8.	Salmon, Jack	19	
9.	Cumby, Rick Kalata, Larry McRee, Mike Putman, Sherman Schweizer, A. E. Edwards, Jim Salmon, Jack McDonald, Lee McCants, Plug	25	
.0.			
	HOBIE 16B	POI	VTS
1.	Brooks, Todd	8	
3	Stone, Lynn	12	3/4
4.	Place, Rob	16	1/2
5.	Lambert, Brian	18	
6.	Guarind, Joe	18	
7.	Blais, Rick	20	
9.	Spears, Cam	22	
0.	Brooks, Todd Thornton, Charl. Stone, Lynn Place, Rob Lambert, Brian Guarind, Joe Blais, Rick Duhaime, Dennis Spears, Cam Booth, Gene	30	
		POI	
1.	Rabalais, Keith	6	1/2
2.	East, Joe	12	
4.	Ladas, Steve	14	3/4
5.	Muluaney, George	15	.,
6.	Daams, Doug	16	
7.	Carlson, Tim	21	
8.	Watson, Roy	25	
0.	Marcella, Barry	27	
1.	Rabalais, Keith East, Joe Rutler, Caroll Ladas, Steve Muluaney, George Daams, Doug Carlson, Tim Watson, Roy Richardson, F. Marcella, Barry Gough, Dennis	28	
	HOBIE 14	POI	ITS
1.	Neal, Steven Dick, Paul Carlee, Bill Groves, Bill	3	
-	Dick, Paul	10	3/4
4.	Carlee, Bill	11	
3.	Eckland Elliott	13	
3.	beniand, billott	18	
3.	Caraher, Mark		
6.	Caraher, Mark Myers, Babe	18	
6.	Groves, Bill Eckland, Elliott Caraher, Mark Myers, Babe Eudy, Joe Mitchell, Robert	18 22	

	HOBIE 18A	POIN	ITS
	Patton, Bill Morena, Ed		1/4
	HOBIE 16A	POIN	ITS
1.	Laney, Tim Suares, John	6	1/4
3.	Zorn, George Verhoeven, Gary Brooks, Todd		1/2
6.	Record, Bruce Cumby, Corky	17 22	
	HOBIE 16B	POI	NTS
	Stone, Lynn Lambert, Brian		1/4
4.	Cantrell, Jim Spears, Cam Sasser, Joe	12 17	1/2
	HOBIE 16C	POIN	NTS
3.	Mulvaney, George Ulland, Roy Carlson, Tim Daams, Doug Bounds, Craig	6	1/4 3/4 3/4
6.		23	

Division 16

11TH ANNUAL SUNDANCER REG DIVISION #16 LAKE CHAUTAUQUA, NEW YORK JULY 17 - 18, 1982

	HOBIE 18	POIN	NTS
1.	Marner, Paul	2	1/4
2.	Marner, Bill	9	
	St. John, Paul	11	
4.	Snodgrass, Tom	12	
	a ee a	2.0	

6.	Adams, Dave	15	
7.	Caster, Jim	15	3/4
9.	Lemmer, John	29	
10.	Adams, Dave Caster, Jim Tierson, Dave Lemmer, John Slattery, Dave	31	
	HODER 161	DOTA	
1.	Caster, Pat Block, Dave Elve, Charlie Korzeniewski, T. Klahr, Chad Dittmar, James Beck, Ralph Evert, Brad Demaline, Terry Adans, Wally Stockhouse, Ken. Emerson, Jim McNamara, Mike Pihlblad, Danny Sinclair, Dave Rickloff, John Meyer, Dougals	5	1/2 3/4
3.	Elve. Charlie	6	3/4
4.	Korzeniewski, T.	15	.,.
5.	Klahr, Chad	20	
5.	Bock Palph	21	
8.	Evert, Brad	22	
9.	Demaline, Terry	23	
10.	Adams, Wally	25	
12.	Emerson, Jim	27	
13.	McNamara, Mike	27	
14.	Pihlblad, Danny	30	
15.	Sinclair, Dave	40	
17.	Meyer, Dougals	47	
	HOBIE 16B	POIN	NTS
1.	Donnalley, Chris	4	1/2
2.	Doyle, Ron	12	3/4
3.	Mapes, Harold	16	3/9
5.	Pfohl, Jim	17	
6.	Kusche, Jim	18	
7.	Maxwell, Brian	20	
9.	Lee, Rick	23	
10.	Saulsgiver, Jon	29	
11.	Davidson, Alex.	29	
13	Potter David	31	
14.	Goslin, Tim	32	
15.	Walker, Pamela	33	
16.	Rhodes, Tim	36	
18	Vielhauser C.	46	
19.	DeGule, Yvies	48	
20.	Kelly, Mike	48	
21.	Moynihan, Steve	51	
23.	Charles, Robert	59	
24.	Wheeler, Mike	59	
25.	Rogers, Chuck Kramer, Rick	63	
	HOBIE 16B Donnalley, Chris Doyle, Ron Mapes, Harold Atchensen, Al Pfohl, Jim Kusche, Jim Kusche, Jim Kusche, Jim Kusche, Jim Lee, Rick Saulsgiver, Jon Davidson, Alex. Cuzydlo, Michael Potter, David Goslin, Tim Walker, Pamela Rhodes, Tim Thames, Archie Vielhauser, C. DeGule, Yvies Kelly, Mike Moynihan, Steve Jaczak, Gary Charles, Robert Wheeler, Mike Rogers, Chuck Kramer, Rick HOBIE 16C	POI	NTS
2.	Bellohusen, Ron DelRosa, Jeff Hearn, Jim	6	3/4
3.	Hearn, Jim	7	3/4
5	Hearn, Jim vielhauser, Eric Blakely, Mike Nagle, Tom Fromen, Paul Curtis, Gary Herring, Rich Berry, Andy Platt, Corky Eckhardt, Dave	14	
6.	Nagle, Tom	14	
7.	Fromen, Paul	15	3/4
8.	Curtis, Gary	23	
10.	Berry, Andy	26	
11.	Platt, Corky	26	
12.	Eckhardt, Dave	39	

International

1. Rosenberg, George 4 1/2 2. LoQuasto, Jane 4 3/4 3. Horton, Ralph 5 3/4 4. Braun, Doug 13

POINTS

HOBIE 14

11th EUROPEAN HOBIE 14 CHAMPIONS EUROPEAN ASSOCIATION ST. JEAN DE LUZ-CIBOURE, FRANCE SCETEMBER 26 - OCTOBER 2, 1982 (TOP 20 FINISHERS ONLY)

	SKIPPER	COUNTRY
1.	Reinhard, Dierk	Germany
2.	Odenthal, Hans	Cermany
3.	de Bakker, J.	Holland
4.	Laurent, Anthony	Australia
5.	Rovira, Ricardo	Spain
6.	Manvis, Peter	Holland
7.		Holland
	Drews, Ronald	Germany
	Foucaud, Jean-P.	
	Saldou, Jean-F.	
	Spellen, Yan van	Holland.
	Wyker, Jan	Holland
	Fabre, Andre'	France
	Dallmann, Rolf	
	Gabronsky, Helmut	
	Voquer, Jacques	
	Robert, Michel	
	Maxwell, Sig	Switzerlan
	Chielmetti, A.	
	Maubourguet, B.	



1982 Hobie 16 National Championships South Padre Island, Texas October 10–16, 1982

Skipper/Crew	Home Town	1st 2n	d Tre	4th	5th	6th	7th	Reh	0th	10th	Total		Skipper/Crew Semi-Finals Home	Town Total (5 races
		3 3		3/4		4			12	3	461/2	40	Inha Flaniana (Chia Baralan Baltin	nore, MD 93
Hobie Alter, Jr./Ray Marchan Town Marchan	Capistrano Beach, CA	5 2		2		20					58			
2. Tom Materna/Nancy Bateman	Sherman Oaks, CA	34 13					10		17	4	631/2			
3. Carlton Tucker/Rick Bennett	Ft. Walton Beach, FL							41	2		643/4			
4. Mike Shearer/Carol Whitmore	Salt Lake City, UT	3 13		6	5	3/4	4	7		29				
Dave Sloan/Craig Whiteleather	Clearwater, FL	28 8		2	6	18	3/4	6	8	7	80¾			nbia, SC 98
6. Richard Karran/Wright Gres	Tampa, FL	8 6	-	9	7			11		19	83		Robert Wythes/Karen MacCarthy Kailua	
7. Pat McCormick/Sue St. Sure	Long Beach, CA	5 5		13	9		14			26	85		Turner Whitted/Cathy Whitted Lincro	
8. Bob Seaman/Bruce Fields	Los Angeles, CA	17 14		14		43	5	3/4	3	27	86¾			e, WA 102
Chuck Miller/Jim Pinkston	Corpus Christi, TX	2 5		3			38			17	90			e, WA 104
10. Alan Egusa/Mike Leneman	Hawthorne, CA	12 3		16		39	9	8	34	6	92	58.		
11. David Rodgers/Terri Crary	West Palm Beach, FL	4 16		11	3/4					15	973/4			ore, NY 107
12. John Myhre/Pattie Paul	Kaneohe, HI	13 2			12		10		30	16	102		Charles Elve/Melissa McElroy Clay,	
13. Don Balthaser/J.D. Holmes	Richardson, TX	6 23		18	6			24	5	10	110			ton, TX 108
14. Jeff Alter/Scott Ward	Capistrano Beach, CA	49 3		7				13	4	12	111		Richard Hill/Nancy Hill Mobil	
Wayne Schafer/Scott McManus	Dana Point, CA	30 18	-	5				22	15	5	121			ton, TX 110
16. Wally Myers/Lynn Pearson	Ocean City, NJ	15 7	_	3/4				_	31	21	121			c Palisades, CA 111
17. Dale Henning/Denny Tynan	Dallas, TX	9 4		6	24	6				25	123			intonio, TX 112
18. David Becker/Knute Bysheim	Brightwaters, NY	4 11					40		19	28	133			nazoo, MI 112
19. Phil Collins/Beverly Stark	Oklahoma City, OK	11 14		28		25		29	7	2	142			mont, TX 112
20. Rob Perrin/Andy Stagg	Lake Arrowhead, CA	12 10		11					21	36	147		Mike Jernigan/Mary Beth Gilbert Chest	
21. Steve Leo/Marci Moore	Del Mar, CA	10 3	_							23	152			nsville, TX 115
22. Mike Furukawa/Peter VanDeVerg	Kailua, HI	24 17		12		38		-	11	29	162			ington, NC 115
23. Mark Ralph/Cindy Fritzenmier	Dallas, TX	32 22			22				18	3/4	164¾		Ray Howard/Carolyn Howard Tustin	
24. Mike Lemon/Nick Bailey	St. Thomas, USVI	7 9							44	8	164¾			alton Beach, FL 118
25. Pat Porter/Laurie Robertson	Homewood, CA	8 11		9						24	166		0	ha, NE 119
26. Rick Rolnick/Brant Wenty	Brownsville, TX	31 33		13		15			-	20	173%			os Angeles, CA 121
27. David Freed/Darlene Jonte	Fort Worth, TX	30 12				35			38	18	178			erde, Puerto Rico 123
28. Gary Russell/Ed Reese	Santa Cruz, CA	2 15			41					22	180			nazoo, MI 124
29. J. Bruce Williams/Greg Allen	Richland, MI	49 16		10		34			27	14	191			Ilton, TX 125
30. David Block/Bob Kulp	Angola, NY	35 6			39					40	193	78.		a, CO 125
31. Philip Pairitz/Chip Maxwell	Mishawaka, IN	15 4				33		32	22	41	194	79.		sh, NC 128
32. Andy Shearer/Marilyn Shearer	Salt Lake City, UT	25 17		4				28		37	202			ul, MN 129
33. Bill Myrter/Mike Winterhalter	Dana Point, CA	32 20			16					45	202			Ville, MI 138
 Merrick Endres/Kelly Bowerfind 	Palm Harbor, FL	10 18		8			44			35	202			tersburg, FL 139
35. Brian Boschma/Mike Harrigan	Campbell, CA	7 36		37		22			-	13	205			trano Beach, CA 139
36. Greg Hansell/Heidi Hansell	Ann Arbor, MI	21 20		14		27		36	16	9	205	-		and, MI 144
37. Noel L. Kelley III/Johnny Bush	Carrollton, TX	16 9		36	36		42			34	206			n Springs, MS 147
38. Doug Grant/Lisa Gareis	Evanston, IL	9 21		35	26			34	3/4		2123/4	86.		dbridge, VA 150
David Shearer/Sue Brenny	Salt Lake City, UT	20 26				32			25	32	218		George Schmidbauer/Marty Schmidbauer Berlin	
40. John Hackney/Carol Hackney	Jensen Beach, FL	23 10	13	38	28		34	40	26	38	219	88.	Brad Carpenter/Diane Carpenter New	Providence, NJ 153
41. Al Campbell/Tiger Coles	Great River, L.I., NY	11 21		49				44	37	33	225			stridge, CO 154
42. Don Oltmans/Jean Baum	Huntington Beach, CA	25 12		19		47		33	29	31	228		John Grosskopt III/Mike Deterding Energ	y, IL 159
43. Jim Glanden/Jim Montgomery	Newark, DE	22 7				23		39	48	30	243			e Bear Lake, MN 160
44. Chris Veneman/Rex McNamara	Garden Grove, CA	38 22	27	24	15	44	35	10	36	44	251	92.	Don Coe/Kirk Kraft Ventu	ira, IA 162
45. Cesar Elizondo/Jack Ezell	Houston, TX	18 42						38		42	251			n Springs, MS 166
46. David Balfour/Cindy Balfour	Austin, TX	27 28							47	48	255			Falls, SD 168
47. Dan Breeden/Wick Smith	Mt. Pleasant, SC	24 19			23				40	43	264	95.	. Mack Andrews/David Kent Lafaye	ette, LA 172
48. George Hicks/Krist Biakanja	Torrance, CA	35 8	11	17	30	26	45	47	46	47	265	96.	Scott Ruggles/Cindy Lloyd Merce	er Island, WA 176
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The Absolut Vodka 1982 Hobie 18 National Championships Key Biscayne, Florida October 24–30, 1982

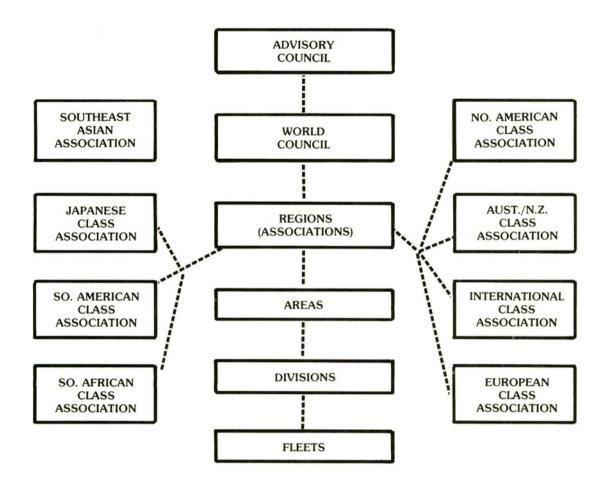
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2. David Rodgers/Mike Christensen 3. Hobie Alter, Jr./Paula Alter 4. Carlton Tucker/Rick Bennett 5. Dean Froome/Tom Culbertson 6. Alan Egusa/Don Oltmans 7. John Driscoll/Pattie Paul 8. Jim Davis/Joe Davis 9. Wayne Schafer/Pat Porter 10. Bill Whitehurst/Mike Sheehan 11. Burrel Frazier/Kevin Miller 12. John Hackney/Carol Hackney 13. Bob Williams/Jan Miller 14. Steve Broyles/Noel Kelley 15. Clive Mayo/Vivienne Softley 16. Alan Egusa/Don Oltmans 17. John Driscoll/Pattie Paul 18. Jim Davis/Joe Davis 19. Wayne Schafer/Pat Porter 19. Wayne Schafer/Pat Porter 19. Wayne Schafer/Pat Porter 19. Burrel Frazier/Kevin Miller 10. Bill Whitehurst/Mike Sheehan 11. Burrel Frazier/Kevin Miller 12. John Hackney/Carol Hackney 13. Bob Williams/Jan Miller 14. Steve Broyles/Noel Kelley 15. Clive Mayo/Vivienne Softley 16. To a value and the Mark Alan Egus and the Markey Clarible Miner, FL 16. To a value and the Markey Value	Jacksonville, FL West Palm Beach, FL Grapevine, TX Annapolis, MD Garland, TX Englewood, CO er Sayville, NY an Malibu, CA	65 67 68 68 70 71 73
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15. Clive Mayo/Vivienne Softley Miami, FL 8 4 32 20 15 22 8 8 16 22 123 51. Miles Wood/Larry Chisholm	Pensacola Beach, FL	85
	San Rafael, CA	85
	Leander, TX	85
16. Paul Parizeau/Karen Sodil Oceanside, CA 6 21 8 25 10 19 10 27 12 14 125 52. Stephen Haynsworth/Cindy Hayn	sworth Mt. Pleasant, SC	86
17. Bob Thomas/Wendy Thomas Oceanside, CA 26 18 9 3 2 26 19 26 13 11 127 53. Rush Bird/Laura Bird	Tampa, FL	91
18. Steve Cary/Tom Doore Livermore, CA 21 5 18 6 2 18 21 7 30 30 128 54. Chuck Anglin/Vince Orgovan	Takoma Park, MD	92
19. John Stapleton/Billy Mason New Orleans, LA 23 17 15 18 11 10 13 31 15 7 129 55. Richard Burleson/Sid Wells	Blacklick, OH	93
20. Mike Furukawa/Bob Wythes Kailua, HI 18 9 23 2 11 11 7 25 25 27 131 56. Lance Dunn/Karen Dunn	Mathew, NC	95
21. John F. Duke/David Duke Orlando, FL 4 31 7 9 29 14 9 14 27 24 137 57. Garland Ayscue/Danny Howard	Henderson, NC	96
22. John Duke III/Kathy Hudson Orlando, FL 10 20 5 21 16 31 29 22 10 12 145 58. Mike Rayfuse/Michelle Mestiche	Sacramento, CA	96
23. John Hromadka/Mitchell Butler Dallas, TX 13 23 14 12 14 15 16 15 28 30 150 59. Mark Ederer/Helene Ederer	Ocean Springs, MS	99
24. Robert Brice/Allyn Brice Orlando, FL 19 12 13 9 8 36 27 34 23 5 150 60. Rafael Yahalom/Zafi Yahalom	Sunnyvale, CA	103
25. Paul Marner/Regan Kerry Whitby, Ont., Canada 19 7 8 24 8 34 28 18 21 19 152 61. Charlie Akers/Cleta Akers	Midlothian, VA	105
26. Martin Willard/Richard Johnson Wilmington, NC 15 25 5 24 17 16 6 21 31 29 158 62. Wayne Fischer/Lynn Filipiak	Green Bay, WI	110
27. Rutty Crouse/Chipper Griffin Riviera Beach, FL 8 28 37 14 5 24 17 29 9 26 160 63. Tom Ling/Frank Moore	Bellevue, WA	113
28. Chris Sundberg/Scott Kogge Kalamazoo, MI 17 37 22 13 4 23 22 19 14 28 162 64. Dave Adams/Michael Stephen	Whitby, Ont., Canada	113
29. Jim McCann/Harold Downing Orlando, FL 11 10 12 22 21 27 25 20 32 15 163 65. Michael Acquart/Carmen Abinsa	San Antonio, TX	117
30. Steve Timm/Sue Brown Long Beach, CA 9 12 12 26 5 13 32 30 24 36 163 66. Tom Sutton/Mike Zettel	Albuquerque, NM	118
31. John Barnett/Sheri Shaw Clark Lake, MI 22 30 16 16 10 20 26 23 19 20 172 67. Chuck Brown/Nancy Ficken	San Juan Capistrano, CA	119
32. Bob Johnson/Linda Bowerfind Tampa, FL 10 20 19 31 12 21 33 28 22 10 173 68. Mike Vernon/Bill Stimson	Bahamas, Grand Bahama	
33. Ray Gauthier/Sandy Gauthier Haymarket, VA 6 15 23 19 20 30 34 34 35 36 182 69. Bill Marner/Duncon Giaholt	Whitby, Ont., Canada	120
34. Jim Caster/John Anderson Syracuse, NY 16 8 19 17 13 28 35 32 34 30 197 70. Robert Thiessen/Kim Thiessen	Richland, MI	121
35. Tom Mone/Steve Provix Hanover, MA 12 28 11 16 9 35 30 33 33 30 202 71. Gordon Isco/Gina Isco	Carbondale, IL	127
36. Rick White/Mary Wells Port Clinton, OH 29 3 11 8 37 29 36 36 36 36 225 72. Mike Mitchell/David Benson	Cedar Rapids, IA	138

1983 MID-WINTERS WEST

SAN FELIPE, MEXICO



THE WORLD HOBIE CLASS ASSOCIATION ORGANIZATIONAL CHART



HISTORY OF THE WORLD HOBIE CLASS ASSOCIATION

It all started with an idea, a drawing in the sand, a waterborne trampoline driven by the wind, a light handsome boat with no mystery, no hassles. The Hobie Cat story is legend amond old time Hobie Catters and a fantastic experience for new Hobie sailors.

In September of 1968, the first official Hobie regatta was held in Newport Beach, California - the Ancient Mariner Regatta. A fleet of five boats turned out for the competition...quite a crowd in those days! Today, the Ancient Mariner Regatta is considered the nostalgic "Granddaddy" of all Hobie Cat regattas for it marked the beginning of what has become the largest multi-hull fleet in the world.

Since that first race in Newport Beach, the racing program has seen such Nationals sites as Florida, California, Texas, Utah, Illinois, Virginia, Nevada, South Carolina, Hawaii, Michigan and Massachusetts. Hobie enthusiasts from around the world have travelled to the exotic lands of Hawaii, Tahiti, Puerto Rico, Canary Islands, South Padre Island, South Africa, the Virgin Islands and to Brazil to compete in the World Championship events.

Since its inception, the Hobie Class Association has expanded rapidly, boasting over 300 fleets in the North American Region alone and over 20 foreign associations.

In May of '81, Hobie 18 skippers from 9 countries gathered in Daytona Beach, Florida, for the 1st Hobie 18 World Championships. Although 8 of the top ten teams were from the U.S., Ian Bashford from Australia took number 1.

The Class Association through the years has maintained the original philosophy -- to extend each Hobie owner's enjoyment of his boat through organized activities for families and friends; novice and experts.

Innovations have been made in racing procedures and the regatta structure. A policy of including the whole family in the activities was developed to assure that everyone would have fun at a Hobie regatta.

Today the World Hobie Class Association operates one of the largest and most competitive racing programs in the yachting world. But even with the fierce competition among skippers, our regattas are still family-oriented, with the main goal being to promote fun and sportsmanship among people sharing a common interest, the "Hobie Way of Life".



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DE US fastners and autek, motor required access. SSI Super Sail Box UV resistant PVC PIPE SSI's low cost: freight Waterproof end Cap with rubber lip seal JDFZUS Fasteners SSI Wellie Grapele Glariness Foun laminate fabric gives a luxurious feel and fountingert gives von supreme comfort SUPER insert gives you supreme comfort.

Bouble waist and but straps give it hurts!

Double waist and but straps where it hurts!

and eliminate pinching where it hurts! BUX and eliminate pinching where it hurts!

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Racing Clinic

Use a Blocker

Applying football strategies to the sailing race course

Wouldn't it be great if you could use a blocker in racing to knock your competition out of the way? The fact is, every competitor on the race course is a potential blocker. Just like a runner will run down a football field with blockers ahead of him, you should try to organize a blocker when you are sailing on the race course.

Whether you are on a header, on the lay line, clearing your wind or avoiding unfavorable currents, set up a blocker—another boat that is at least five boat lengths to leeward and slightly ahead of your course—every time you plan to tack. This boat sails across oncoming boats whether you are on port or starboard tack, clearing a shielding zone by blanketing the boats it crosses or forcing these boats to dip behind, all the time leaving you in the clear air and smoother waters.

Valuable distance can be gained by tacking less than your competitors. Using a blocker helps cut down the number of tacks you must use on the race course.

Use a set of "tacking lines," drawn either on your trampoline or on the deck of the boat, to help judge whether you are ahead of or behind your competitors. For example, if you are tacking through 90 degrees, you should draw a tacking line perpendicular to the center of your boat, with one line 45 degrees forward of that line and another 45 degrees aft. By sighting down this line, you can determine whether a competitor that is to leeward and ahead will be able to cross you or whether a competitor that is windward and behind is one you may cross (see Diagram A). Tacking lines are particularly helpful

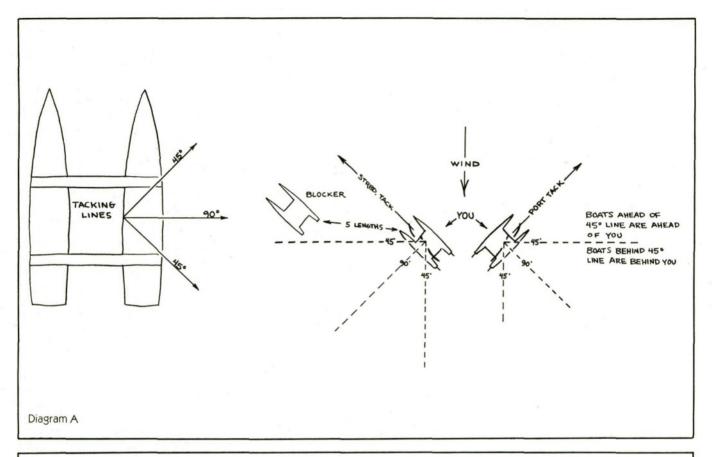
when using a blocker because you can tell if you are even on the race course with that boat and see how close other boats will be to you by knowing whether they passed ahead or behind your blocker.

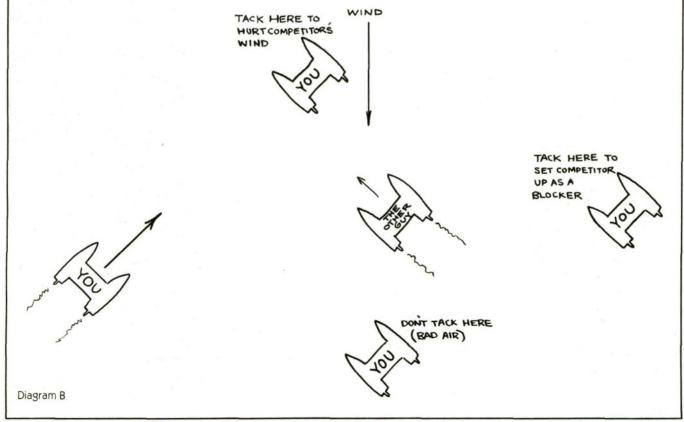
When setting up another boat as a blocker, be sure to allow yourself enough time to tack so you do not end up sailing in the dead air of that boat. It takes considerable judgment to do this. One of the most important times to have a blocker is when approaching the finish line, particularly on port tack, or when coming off the start. Most sailboat races are won and lost in the first 20 minutes after the start. Use a blocker to help avoid unnecessary tacks.

It is even more effective when you have two boats to leeward of you to act as blockers. When sailing on the windward leg, it is important that you tack on a competitor to hurt, either by throwing blanketed wind or by ending up in a safe leeward position. However, avoid tacking well to leeward of a competitor because once you put yourself in this position (see Diagram B), you'll end up being a blocker for him and you'll be trapped, since you cannot tack without having the boat to windward of you having the option of tacking on top of your wind. To avoid this situation, it is preferable to dip behind the competitor and stay on opposite tack.

The blocking technique works with all boats. It is a simple matter of thinking your tactics in advance.

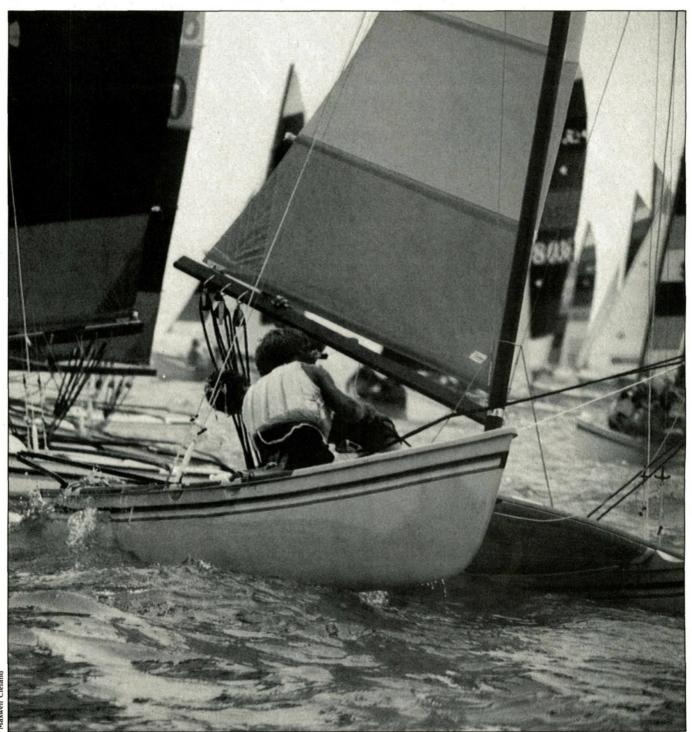
Gary Jobson is a world renowned sailor and author. He has raced in many classes and holds eight national titles.





Sailing Without Protests

Novice? Go around those marks with a firm grip on the rules



axwell Cleland

You've finally made it to your first race and some A fleet sailor starts yelling about some rule you've never heard of. You thought you were doing all right, but that guy is certain you fouled him.

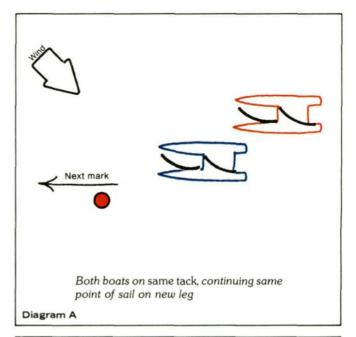
Perhaps your lack of understanding of the rules has kept you off the race course altogether, for fear you'd hit something or otherwise make a fool of yourself.

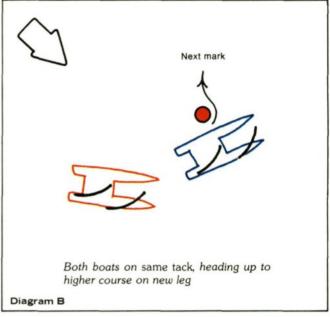
Joe Flaherty's article on rules for the beginner may seem like difficult reading at first. Perhaps you'll only learn one or two things from it the first time around. However, this is the kind of material that's worth keeping around to reread after the next race and the one after that. It's the kind of material that will reveal new angles on regulations each time you go over it. Dig in!

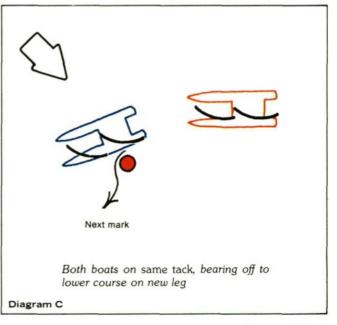
ark roundings can be daunting experiences for the beginning sailboat racer. Basically, the beginner is practicing conflict avoidance while trying to get oriented to the confusing but somehow promising world of sailboat racing. It seems that conflicts are more easily avoided in all other parts of a race than mark roundings. At the start, the beginner can lay back and not mix it up on the line—a sure way to get a less than adequate start, but it avoids conflict. Simply sailing out of anyone's way while the beginner is on port or to windward may not be the best way to execute good tactics, but it will tend to keep him out of harm's way. Whether the veteran remembers it or not, whether it was at age seven, 17 or 27, he was in this tenuous state of conflict avoidance at the beginning of his sailing career. If he reflects on his experiences during that time, the veteran may remember that mark roundings invoke the gruffest shouts and the most intimidating maneuvers from the then-reigning veterans, all without an easy escape route for the unsuspecting beginner.

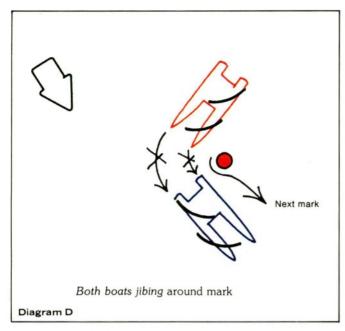
This article is not an exhaustive analysis of mark rounding tactics. It is intended to help the beginner deal with mark roundings with a fundamental understanding of the rules and enough tactical information to assess the development of a situation as he nears a mark—the windward, leeward and jibing marks of the course. Assessing the development of situations is the key to good tactical sailing. The earlier one recognizes the game that will unfold boat lengths ahead, the more time one has to gain position with smooth and efficient sailing maneuvers. The positioning and maneuvering we'll be discussing emphasize staying out of trouble. As the beginner develops his skills, he learns to take risks based on his observations, and the goal switches from staying out of trouble to gaining advantage. The principles apply to any type of sailboat. In each diagram, the blue boat is the boat that can essentially maneuver at will; the red boat is the one in danger of fouling and has to be cautious to avoid a collision.

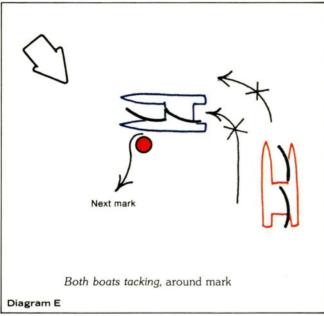
Sailboats may round marks in one of three ways: sailboats may simply round a mark on the same tack as the leg previous to the mark. In doing so, they may maintain the same point of sail on the new leg as they had on the previous leg (Diagram

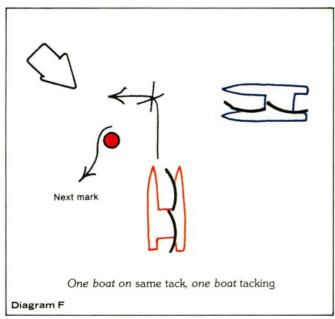


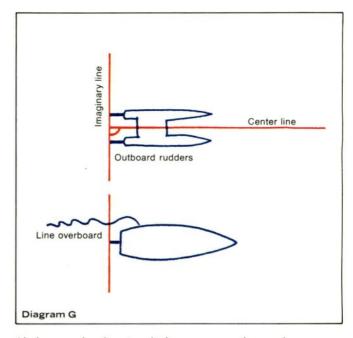












A), they may head up to a higher course on the new leg (Diagram B), or they may bear off to a lower course on the new leg (Diagram C); they may change tacks in the process of rounding the mark by jibing (Diagram D) or by tacking (Diagram E).

If sailboat racing was done with only one boat on the course at a time, the rules would be simple—round marks in a specified direction and don't hit them. Some uniform penalty, such as re-rounding, could be implemented in the case of a boat hitting a mark. Downhill slalom skiers have this simplicity of rule. Sailors participate in fleets with multiple contestants, so we have to establish rules to keep them from hitting each other as well as from hitting the marks. To the three ways of rounding marks I am now going to add the variable of a second boat leaving us with the following list of situations:

1) both boats rounding on the same tack (Diagrams A, B, C);

2) both boats rounding by jibing (Diagram D);

3) both boats rounding by tacking (Diagram E);

4) one boat on same tack, one boat tacking (Diagram F).

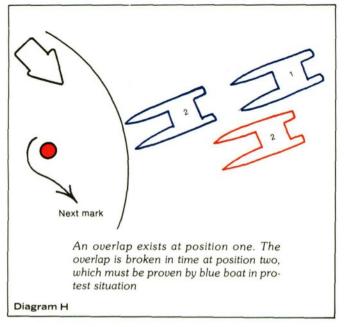
To complete our groundwork for a discussion of the rules that apply to rounding marks, I must add one final variable. As these two boats of ours approach the mark, they may be in one of two relative positions. They may be overlapped, or one may be clear ahead of the other. A boat is clear ahead if an imaginary and infinite line across her stern is not broken by any part of the trailing boat. This line is perpendicular to the center line of the boat and positioned just aft enough that all operating equipment in its normal position is in front of the line, incuding outboard rudders (Diagram G).

An overlap exists as soon as the trailing boat breaks this imaginary line. This overlap continues to exist until one or the other boat sails sufficiently far ahead so that its imaginary line is no longer broken by the boat left behind.

It is important to note that for purposes of mark rounding, the imaginary line is infinite. This is not the case when we discuss overlapping in situations other than mark rounding. In those cases, the line only extends two boat lengths either side of the boat in question, but that's another subject. For mark rounding purposes, the line is infinite.

If a mark rounding situation results in a protest, we get into the theory of "onus." If overlap is an issue of the protest, that is, whether one existed or not, the onus of proof is on the inside boat if there clearly was not an overlap before the situation, and on the outside boat if there clearly was an overlap before the situation and the outside boat is claiming that she has broken the overlap in time.

This, of course, raises the question of defining "in time." Fortunately, the rules are quite specific on this point. Overlaps,



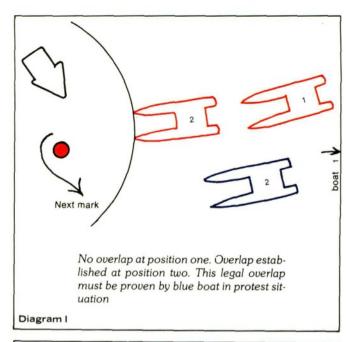
for purposes of rounding marks, only count if they exist at the instant the leading boat's bow hits an imaginary circle around the mark, the radius of which is two boat lengths of the longest boat. Although the rule is specific, assessment of the situation is difficult. This imaginary circle around the mark is not drawn with chalk-like football yard lines or baseball foul lines, so the beginner has to develop techniques for estimating the two-boat-length circle. Remember the point that's crucial is when the lead boat's bow hits the imaginary circle. The skipper of the lead boat may be two-and-a-half boat lengths from the mark at that instant, and the skipper of the trailing boat may be as far as three-and-a-half boat lengths from the mark at that instant.

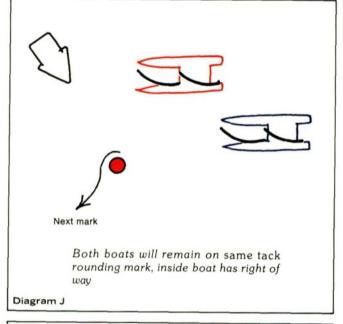
A trailing boat may have an overlap as the lead boat approaches the two-boat-length circle. If, just before reaching that circle, the lead boat sails clear of the overlap, then sails into the imaginary circle, even if the trailing boat re-establishes the overlap in the circle, for mark rounding purposes the overlap doesn't exist, but that fact must be proven by the lead boat—onus (Diagram H).

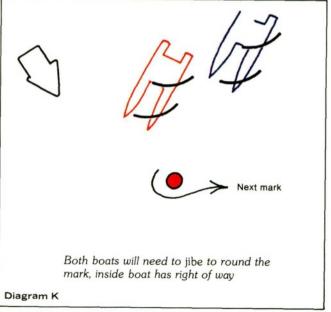
A trailing boat may not have an overlap as the lead boat approaches the two-boat-length circle. If, just before the lead boat reaches the circle, the trailing boat sails so as to break the lead boat's imaginary line and thereby establish an overlap, for mark rounding purposes an overlap exists, even if the lead boat manages to sail clear of the overlap after entering the circle. In this case, however, the trailing boat has the onus of proof (Diagram I).

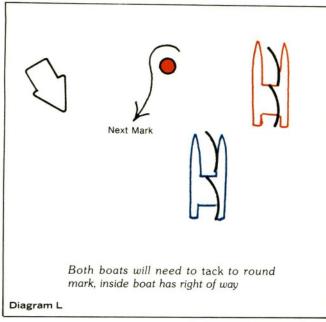
I think we have most of the ground work laid for our discussion of the rules that apply while rounding marks. The rule we'll be discussing is rule 42, contained in Part IV, Section C of the rules. Although all of that sounds like so much legal mumbo jumbo, there is a method to the organization. Part IV of the rules is titled *Right of Way Rules*, that is, rules designed to prevent boats from colliding with one another. All rules pertaining to two boats on potential collision courses are contained in Part IV. How to start, how to protest and other subjects are clearly not covered in Part IV. Section C of Part IV is titled *Rules Which Apply at Marks*. So, the mere organization of the rules suggests that we're dealing with rules to prevent collisions between boats when those boats are near marks of the course.

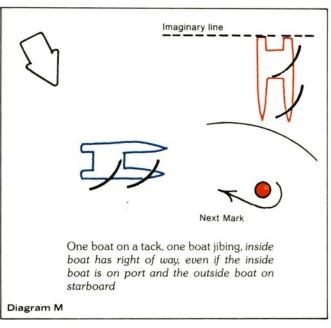
Rule 42 is written concisely. In my copy of the official 1981–1984 International Yacht Racing Rules, Rule 42 occupies less than two full pages, has four major headings and 12 subparagraphs. The point is that it is relatively little to understand. Once put into the context of possible sailing maneuvers and tactics, it should be much less intimidating to the beginner.

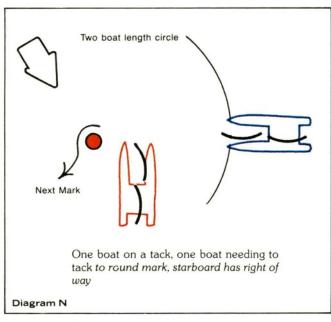


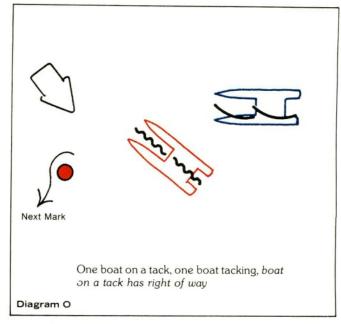


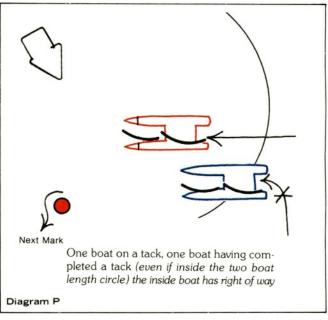


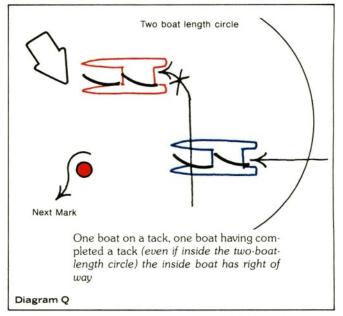












When both boats are on the same tack while rounding the mark and remaining on the same tack (Diagram J), or when both boats must jibe (Diagram K) or tack (Diagram L) to round the mark and an overlap exists, the inside boat has right of way. This is covered by Rule 42.1(a)—the heart of Rule 42. If you are referring to the wording of the rule, disregard the exceptions for the moment. I will deal with them later.

Tactically, establishing an inside overlap by virture of this rule is of much greater significance at the jibe mark and leeward mark than it is at the weather mark. At the jibe mark and the leeward mark, the inside boat will end up on the next leg blanketing the outside boat, thereby slowing her down while the inside boat sails in clear air. At the weather mark, however, the inside boat will be blanketed by the outside boat, counterbalanced by the fact that the inside boat sails a shorter distance in rounding the mark than the outside boat. The advantage will be determined by the sailing skills of each sailor, not by their positioning. So, as a beginner, don't overconcern yourself with an inside overlap at the weather mark, but do try to establish inside overlaps at jibe marks and leeward marks.

If one boat is on a tack and the other boat has to jibe to round the mark, the inside boat (usually the jibing boat) has right of way. This is true even if the inside boat is on port and the outside boat is on starboard. Remember, one boat on same tack, one boat jibing, not tacking.

If a leeward mark is to be left to starboard (the course is clockwise) and two boats are approaching the mark, one on port, the other on starboard, the port boat is the inside boat. Remember, the imaginary line is infinitely long for mark rounding purposes, so the port boat is clearly forward of the starboard boat's imaginary line, and possibly the imaginary lines of the entire fleet. In this case, the port boat has right of way around the mark including whatever reasonable room she needs to jibe (Rule 42.1(b)). Rule 42.1(a) is again applicable

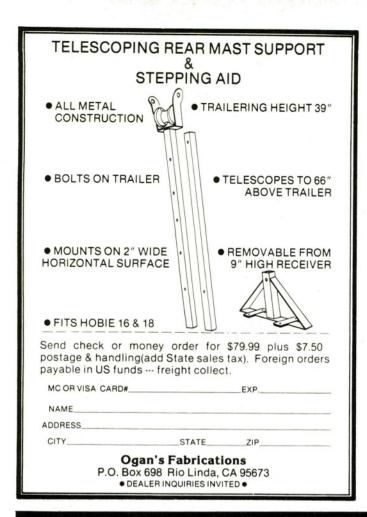
here since the rule only refers to the inside boat and doesn't require the boats to be on the same tack (Diagram M).

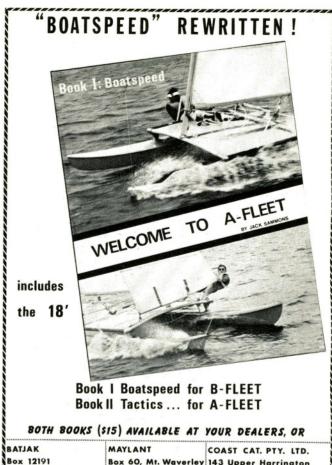
Referring to the exceptions to Rule 42.1(a), so as not to be fooled by the fine print, we find that the exceptions refer to: 42.1(c) boats "on opposite tacks on a beat" (not likely to jibe to round an upcoming mark); 42.1(d) "outside leeward" boats (implying that both boats are on the same tack so that if one has to jibe both have to jibe to round the mark. This is a special situation that must develop before the lead boat reaches the two-boat-length circles); and 42.4 "at a starting mark" (clearly not the windward, leeward or jibing marks of the course).

Considering the exceptions, when rounding marks, the inside boat has right of way when both boats round on the same tack, when both boats jibe, when both boats tack and when one boat rounds on the same tack and one boat jibes. For cases in which boats are overlapped, therefore, we have one remaining practical possibility and that is one boat on the same tack and one boat tacking. Up until the tacking boat has completed its tack, Rule 42.1(c) says that Rule 42 does not apply. Conceptually, you may disregard the presence of the mark and operate by whatever rule would apply in the absence of the mark. Fortunately, there are only two rules applicable here: Rule 36, which says that a port tack boat shall stay clear of a starboard tack boat (Diagram N) and Rule 41, which says that a tacking boat shall stay clear of a boat on a tack (Diagram O). The definitions of "tacking" and "on a tack" are crucial to understanding the implications of this rule. Basically, a boat is on a tack whenever it is not tacking (Diagram P) or jibing. A boat is tacking from the time it is head to wind to the time it is positioned on a close-hauled course (not necessarily moving).

After the tacking boat has completed its tack within the twoboat-length circle, whichever overlapped boat (either the

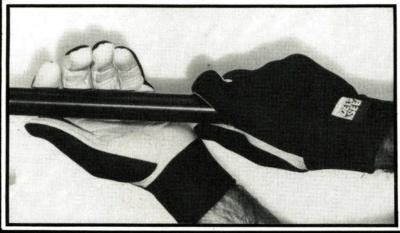
	Situation	Right of Way Boat	Kule(s)	Tactical Considerations
O ₁ (1)	verlapped: Both boats rounding on same tack.	Non-tacking boat. Inside boat.	00.0A(j) 42.1A	If inside boat establishes overlap just prior to two-boat-length circle, inside boat has the onus. If outside boat breaks overlap just prior to circle outside boat has onus.
				At jibe and leeward marks, inside boat blankets outside on next leg; at windward mark, outside blankets inside.
(2)	Both boats rounding by jibing or tacking.	Inside boat.	42.1A 42.1B	Same as item 1, plus reasonable room.
(3)	One boat on same tack, one boat jibing.	Inside boat.	42.1A 42.1B	Same as item 2.
(4)	One boat on same tack, one boat tacking.	Non-tacking boat.	42.1C, 36, 41	Be sure you know the definitions of "tacking" and "on a tack."
(5)	One boat on same tack, one boat having completed a tack inside the-two-boat length circle.	Inside boat.	42.3A(i) & (ii)	Either the tacking or non-tacking boat may end up as the inside boat.
Cle	ear Astern/Clear Ahea	d:		
(A)	Both boats rounding on same tack.	Boat clear ahead.	42.2A	
(B)	Both boats rounding by jibing.	Boat clear ahead.	42.2A	
(C)	Both boats rounding by tacking.	Boat clear astern.	42.2B, 41	The boat clear ahead must keep clear of the boat clear astern. Cannot tack at will.





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Next mark

Both boats rounding the mark on the same tack, with no overlap, the lead boat has the right of way

Diagram R

tacking or non-tacking boat (Diagram Q) ends up on the inside shall be given room to round the mark if the other boat is able to give the required room (42.3(a)(i) and (ii)).

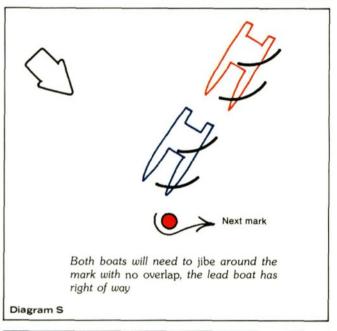
Remember that tactically, even if you're the inside boat rounding the weather mark, the outside boat will probably end up on your wind on the next leg. So, the risk of not fetching the mark after tacking under a boat already on the lay line may be too great if the result is that she ends up on your wind on the next leg anyway. However, tacking just ahead of a boat on the lay line is tactically sound, since her helmsman will need to point up and slow her speed to try to get outside or sail into your blanket and risk not fetching the mark himself if he decides to sail below you for an inside overlap. As a beginner, your emphasis should be on sailing in clear air as you approach the weather mark and being the inside boat at jibe and leeward marks.

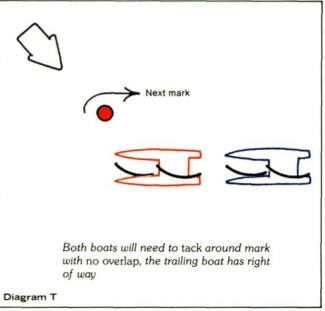
In dealing with a boat clear ahead and a boat clear astern, we will discuss three practical situations: 1) both boats rounding on the same tack; 2) both boats rounding by jibing; 3) both boats rounding by tacking.

With both boats rounding on the same tack (Diagram R) or jibing (Diagram S) to round the mark, the boat clear ahead has right of way (Rule 42.2(a)). However, when both boats have to tack to round the mark (Rule 42.2(a)), the lead boat is subject to Rule 41, which says that a boat tacking shall keep clear of a boat on a tack (Diagram T). The boat clear ahead has to wait until the boat clear astern either tacks or bears away, so that the tacking maneuver of the lead boat won't interfere with the trailing boat. A tactical situation that could develop here is the trailing boat remaining on the tail of the lead boat, effectively sailing her off the course and down in the standings. The trailing boat must be wary of the fact that this tactic, if carried to extreme, will necessitate the trailing boat sailing off the course and down in the standings as well, although her relative position to the leading boat should improve-an effective move late in a series, when all you have to do is finish ahead of a particular competitor to bring home all the marbles.

I thought it appropriate to end my discussion on a rather esoteric bit of sailing tactics to whet the appetite of the beginner for the chess-like possibilities that exist in advanced sailing endeavors. It's a fascinating aspect to a many faceted sport. So, beginner, for now stay out of trouble, later think it out. It's part of the fun.

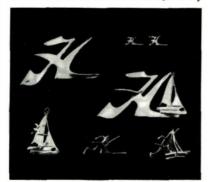
Joe Flaherty has been racing for five years and currently sails a Hobie 18. He considers himself "a tail ender at best" when it comes to racing, but he sure knows his rules.





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Preventing and solving problems for the Hobie 14, 16 and 18

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Hobie 14 and 16

The rudder kick-up assembly on these boats is simple to operate, if you know the correct procedure.

Raise and Lower

Always raise and lower one rudder at a time. To lower a rudder, raise the tiller arm and push it back as far as it will go, lowering the rudder until it stops, completely down. Then push the tiller arm down firmly so it locks in place. Repeat to lower the other rudder.

The rudder must be all the way down before the tiller arm will latch. If the tiller arm isn't latched, the rudder will not be locked down. It will kick back while sailing, which makes steering difficult.

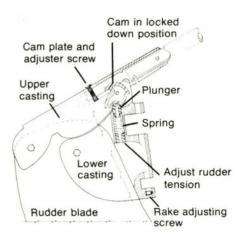
To raise the rudders, lift one tiller arm, unlocking the rudder, and pull it all the way forward to the locked position. Repeat to raise the other rudder. The rudders will stay kicked-up when the tiller arm is pulled all the way forward and down. When kicking up the rudders, it's helpful to rest the tiller extension across the tiller arm about half way down. When the extension rests on the trampoline, the rudders won't kick down as easily.

The rudders will automatically kick up if they hit the beach or some heavy obstacle in the water. They can be locked down again by following the procedure above. However, if they should kick up too easily or fail to kick up when necessary, the problem calls for a simple tension adjustment.

Tension Adjustment

First, make sure the cam is clean (particularly on older boats). Check for build-up of grease, dirt or sand. Many rudder problems stem from a dirty cam,

Rudder Assembly With Rake Adjustment





Rudder Tension Adjustment

To adjust the rudder tension, locate the nylon screw up inside the lower casting. Tighten the bolt one turn at a time. Be careful not to overtighten.

Continued on page 65

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Hypothermia

Would you know it if you felt it?

by Linda Leth

couple of years ago, I was sailing in Santa Cruz, California. It was a sunny April day and one of the first regattas of the season. On Sunday morning, right after the start of the first race, I managed to be caught on the wrong side of the 14 and found myself in the chilly Northern California ocean, looking up at a capsized Hobie.

"No problem," I thought. I'd been sailing for years and knew exactly how to right the boat. Unfortunately, the mast seals hadn't been checked in years. It filled with water immediately, and I mean so fast I was in shock, and there I was, out of the race on a turtled 14, wondering where the heck the chase boat was. I wasn't going to freeze to death: I had booties, a wetsuit, a breezebreaker and wool cap on, but I was acutely aware of the cold water and the brisk wind that was whipping up some nice size swells.

Little did I know the only chase boat for the regatta was busy with an 18 that was sinking. Half an hour passed. I watched as the other 14s lapped me on their way to completing a course 7. I watched as I drifted past the committee boat, about a mile to port. An hour passed, then two. My teeth started chattering and my hands were numb. It was blowing a good 15 knots; some of the novice sailors were heading for the beach. Luckily, one of them sailed by and dropped off his crew to help me try to right the boat. I'd guess this guy weighed close to 200 pounds, but even together we couldn't get the boat on its side.

I was getting upset. It was a borrowed boat and I worried about the damage that could occur should we have to tow it in upside down. Besides, I was into mu third hour on the boat and there was still no sign of a chase boat. Lucky for us, a coast guard auxiliary boat appeared, helped de-rig the boat and towed us in. The man with me had to be taken aboard immediately, as he was experiencing dizziness and extreme cold. I was handed a cup of coffee and after I drank it, I was able to make the boat towable. When I finally was taken aboard, I couldn't stand and was unable to feel my arms or legs. I was confused and couldn't answer coherently when asked a question. I was so cold I wasn't shaking, and I felt so tired, I just wanted to close my eyes and take a nap. I remember thinking, "If only I were home by a warm fire."

I was a victim of hypothermia. I didn't even know it at the time, and still would have been entirely ignorant about it had I not researched this article. Hypothermia is a condition everyone who sails must be aware of. Even if you don't sail and only help out on the chase boat, you must understand this condition, be able to recognize the symptoms, and know how to treat a

victim of hypothermia. Not unlike the drunk who fails to recognize his own intoxication, a victim of hypothermia rarely knows he is suffering from it. And hypothermia kills.

The clinical definition of hypothermia is a lowering of the body core temperature. The symptoms vary but can include numbness, lack of flexibility, chattering teeth, sluggishness and a decrease in mental alertness. It leads to unconsciousness and then death due to heart failure or drowning. Your body has a natural defense system against this condition, called the Mammalian Diving Reflex, which acts like a thermostat. The flow of blood is restricted near the surface of the skin and is slowed down and then stopped into the extremeties. This allows the core of the body to remain warmer, concentrating on the vital organs. That's what hypothermia is and what it does. You may have had it and not known about it.

Hypothermia doesn't just affect people in the water. You can get it while in the mountains, while walking on a chilly evening or even while racing in a nationals. One of the symptoms I mentioned was a decrease in mental alertness. Have you ever been sailing and felt cold, then noticed you weren't moving as quickly as you could? Felt sluggish, had your teeth chatter, gotten a little lightheaded? You were probably suffering from hypothermia. As a crew, have you ever noticed your skipper concentrating extra hard, trying to keep his attention on the race? Hobie Cat racing is demanding, and may sometimes put you in a position where you must protect yourself from the effects of hypothermia, regardless of whether the racing is monitored or not. The best way to protect yourself and your friends is to be aware that it can happen to you and take steps to prevent it.

Preventing Body Heat Loss

Keeping your body warm is a matter of maintaining a cushion of warm air between your outer layer of skin and your innermost layer of clothes. In more extreme climates, it becomes necessary to keep several layers of air between you and the wind, water and outside conditions. The best way to achieve either is to dress in layers. Simple enough on dry land. When you board a catamaran, the situation becomes more complex.

You have to look at all of the elements involved in sailing and determine what type of clothing is best for you. Since a Hobie is naturally a wet boat in winds of more than eight knots, you will have to deal with water. That translates as waterproof material. You have a number of choices. Basically, everyone who sails in cool water (I consider all of North America to have cool water at some time



The H.E.L.P. Position

This position reduces the amount of heat lost through the head, neck, sides and groin. In cold water, it can more than double survival time compared to traditional drownproofing, but it cannot be practiced without a life preserver. The position resembles the fetal position, with the arms crossing the chest and the legs drawn up as high as possible while keeping the head free for breathing.



The Huddle

When several people are in the water together, this position helps preserve body heat. This position cannot be maintained without a life preserver.



Drownproofing

Drownproofing is the traditional method taught by the Red Cross for preserving oneself for long periods of time when overboard. The drownproofing position actually reduces survival time in cold water because it calls for the head to be put under water regularly, inducing rapid heat loss. In cold water, without a lifejacket on, treading water is recommended over drownproofing.

during the year) owns a wetsuit. The best type to buy is one that fits snugly, is comfortable to wear, doesn't bind or bunch up and is of the long john style. This allows the owner the option of wearing it alone in warmer conditions or being covered up in more severe weather.

The second waterproof option is a foul weather suit. You've seen them: yellow, jumper-like, usually with a hood. These suits are not designed to be worn alone, but rather in company with either dry clothes or a wetsuit. A foul weather suit is great, as long as you are dealing with a light spray, but should you immerse yourself totally in water, the suit does little to protect. Therefore, I recommend you wear it over a wetsuit. It also has excellent wind-breaking qualities.

Finally, for waterproofing, you can't beat a plain old plastic set of raingear. Back when I was learning to sail, I bought a used wetsuit. I wore a couple of sweatshirts under it, followed by a bright orange slicker jacket and pants over the wetsuit. My dad would tape the arm and leg openings and off I'd go. Don't laugh. It worked. I was warm and dry, but movement was limited.

Besides a wetsuit and waterproof layer, you can also add a thermal undershirt or sweatshirt. But do remember, you have to be careful not to get soaked through, or the sweatshirt can actually steal heat from your body. A cotton undershirt will reduce the warming factors of a wetsuit. Cotton holds the moisture against the body,

creating a wet layer on the skin that acts as a cooling vehicle. Wool works in the opposite way: It picks up the moisture and pulls it away from the body, forming a layer of air that allows body heat to generate and be trapped. The only things that will keep you warm when wet against your skin are wool, pile or Patagonia-style polyproplene fabrics.

On top of those, add a wetsuit-type jacket and a lifejacket. Don't forget a wool hat, booties and some kind of gloves. The booties are easy to find, but a good pair of gloves are harder to get. What you're looking for is something that is warm, won't bunch up, will last a while and allows some movement. At the 14 Nationals in Texas, Enrique Fiqeroa started a trend which has caught on nationwide. He wears a pair of \$1.98 Playtex rubber gloves underneath his leather Trophy gloves to be warm and have dexterity.

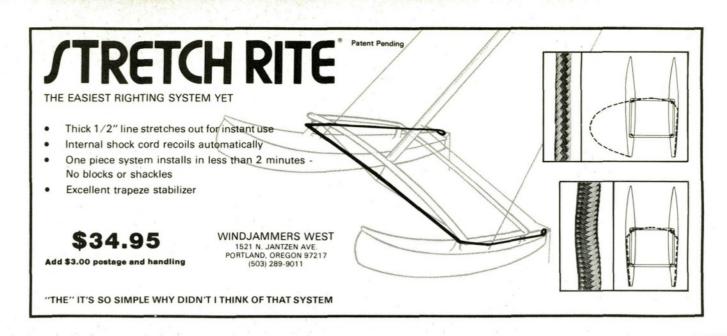
The main thing is to do whatever works for you. Try new things, talk to other fleet members, read the articles about people in Alaska who sail yearround, but whatever you do, prepare yourself against the cold and don't go out unless you are well protected.

If you get cold and your teeth start chattering, remember you will be the last to know that you're in trouble. If you notice your movements are sluggish or you begin to feel numb, it's best to head for the beach. Not finishing a race won't kill you, but if you're hypothermic and an accidental jibe knocks the boom into your head, the resulting accident just might.

While in the Water

When I capsized in Santa Cruz, the last thing on my mind was the effect of being in the water. I thought it would only be temporary, but I ended up out there over three hours. Luckily, I was sitting on the hull, so I was only in the water up to my knees. If it had been like the chubasco in San Felipe last March (Hot Line, March/April 1982), I could have been left without anything to sit on or hold onto. That's why it's so important that everyone who is on the water wear a lifejacket at all times. I never thought I'd be advocating a rule on life jackets, but after seeing what can happen if you aren't prepared, I think the time has come to make it mandatory to wear one at all times. Not only does it keep you afloat, but it provides added insulation that can allow you 50 percent more time in the water. The following tips will also increase survival time while in the water.

Your survival time is affected by the following three things: who you are, how you behave, and what you're wearing. In this instance, who you are is based largely upon your sex, age, size and body type ... things you have limited control over. We've already discussed what you're wearing, but what about what you do? How can you add time to your life? The longer you have, the greater your chances of survival. The first thing you can do is maintain the right attitude. The will to live is one of the strongest means of warding off hypothermia. Keep your mind alert. don't drift off, concentrate on keeping



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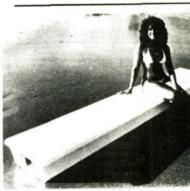


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you body temperature up.

The early stages of hypothermia, when the body goes into shakes, can be caused by dehydration or the body temperture cooling down too fast. This can be stopped by putting on a hat or anything to cover the head. The head works like a radiator. A person can keep warm by covering the trunk, head, ankles and wrists. Bare legs or arms will survive the cold with these areas covered.

The next thing you can do is position yourself in such a way that you conserve your body heat. The major amounts of heat are lost through the head, armpits, sides of the body and the groin. The first position is called the H.E.L.P. position, and is done by a single person. All you do is bring the knees to the chest and cross the arms across the chest. It looks just like a fetal position and can more than double your survival time in the water, but you *must* be wearing a life jacket.

If you and another person are together in the water, the best method of conserving body heat is called Huddle. You simply hug the other people close, touching as many areas of each other as possible. By touching, you eliminate an open area where heat can escape, and you also transfer any heat your body does give off to another person.

Finally, if you're alone and without a lifejacket, the best method of maintaining body heat is to tread water. Drownproofing, taught by the American Red Cross, is fine in warm water, but actually increases body heat loss in cold water. By treading water, you keep the head up and therefore lose heat less quickly.

Treating a Hypothermia Victim

I will be forever grateful to the lovely couple who saved me that cold day in April, yet I now know they treated me in exactly the wrong way. You should never give anyone whose body temperature is below normal a hot drink, especially coffee. Coffee and alcohol cause the capillaries of the skin to expand, therefore losing more heat than before. So as not to shock the system, anything you give to a hypothermia victim to drink should be no more than 98 degrees. A good way to test this is to dip your elbow in the drink. It should feel warm but not burn.

Any shock to the system can kill the victim. More than one hypothermia victim has survived a bout in cold water, only to die of "afterdrop" while being revived. Afterdrop is a sudden lowering of the body's core temperature. How? Improper warming techniques cause a rapid return to the heart of the cold blood from the "shut down" extremities and the heart is literally shocked, triggering a heart attack and death. So, you must take extreme care when reviving a hypothermia victim.

First of all, assume anyone who has been exposed to severe conditions for any amount of time is a potential hypothermia victim. They may deny it up and down, but remember, judgement is one of the first things to go. I should have been removed from that boat and taken to shore by the skipper of the 16 that sailed by. Yet, I remember thinking, "I've got to save the boat." You may encounter people like that, too. Be persistent. Tell them you will be responsible for the boat and make sure it is taken care of. Whatever you do, do not allow a hypothermia victim to remain in the cold. Get him off the boat and onto shore, into a warm van or building.

Be careful when transporting the victim. As in my case, they may not be able to stand or might be very clumsy. Support them, don't patronize them, simply help without making them feel helpless. Do not let them exercise, do not give them hot drinks, and do not encourage them to "get their circulation going again." This must be done slowly and gently, from the inside out. Remember, they might not know what's best for themselves, so be firm. Give warm liquids and get them out of the cold as soon as possible.

Once inside, they must remove all of their wet clothing. They then should be wrapped in a sleeping bag or warm blanket and allowed to generate their own body heat. Should they have trouble warming the blanket themselves, it might be necessary to have a friend undress, climb in with them and help to warm the covers. An electric blanket is ok, but be sure to exercise care and do not shock their system.

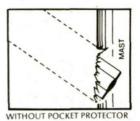
The person should not be allowed to move, even when he feels better. Wait until the entire body is back to normal temperature. It will take a number of hours. During the entire rewarming phase, the victim should be watched.

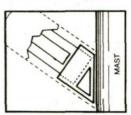
Remember: be gentle, don't shock the system.

With winter still upon us, it's even more important to be aware of the causes and effects of hypothermia. I used to think it could only happen to people who sail in those lakes surrounded by snow-capped peaks. I was wrong. It can happen to you. If it does, will your family and friends know how to take care of you? Pass this article on to the people you sail with, or take it to your next fleet meeting and recommend a small discussion on the topic. There is nothing worse than putting yourself at the mercy of others, only to find out they are unable to take care of you. I found that out the hard way. So, from now on, I am not going out without adequate protection, and if I do get caught out in the cold, I'll know what to do. Will you?

Linda Leth is a frequent contributor and increasingly competitive Hobie sailor.







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The Six-Batten Main Introducing 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 24 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:

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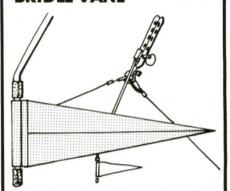
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The 18 Worlds Goes Continental

The Second Hobie 18 World Championship will be held at Hyeres, France, June 19-25, 1983. Located on the French Riviera, Hyeres is one of the two major sailing areas of Europe. Commonly referred to as Cote d' Azur (Sunshine Coast), the area boasts 300 days of sunshine a year. Hyeres is also known for its flowers and wines.

The sailing area is enclosed on three sides and protected by the Iles d' Hyeres, which are a short sailing distance away.

Detailed package information is being compiled at this time and will be published in the March/April Hot Line. As soon as it's available, this information will also be sent to the various associations around the world.

Rudder Maintenance

Continued

which will not rotate properly.

To adjust the rudder tension, locate the nylon screw up inside the lower casting. Tighten the bolt one turn or more clockwise to increase tension. Be careful not to overtighten. If the rudders can't kick up when they hit something, they may be damaged. Loosen the bolt one turn or more to decrease tension.

Use a large-head screwdriver to make these adjustments. New rudders are preset to the proper tension, but they may need adjustment after some use.

If a rudder still won't lock down, it may be that the cam is pushed down. To raise it, take one end of a screwdriver in each hand or use a loop of rope. Put it under the hooked part of the cam and pull it up.

New Rudder System

The French-inspired rudder system has two new features. One allows rake adjustment without having to redrill the bolt holes on the blade. The other tightens the blade against the casting. To adjust these new rudders, raise the upper arm. On the bottom of the blade, push forward until it stops. The rudder will stop against a screw in the bottom of the lower casting. The depth of the screw determines the angle of the blade.

The amount of rudder rake needed depends on how far back the mast is raked and how much weight is being carried. Excessive weather helm (when you must pull hard on the hiking stick to keep the boat from heading up) can be corrected by cocking the rudders farther under the boat. If you have too much lee helm (very little pull on the hiking stick, with the boat tending to bear off), this is corrected by unscrewing the adjustment and cocking the rudders back.

Once the rudder is pushed forward in the casting, lock down the upper casting and loosen the screw that holds the cam plate (a long metal piece inside the upper casting). Push the cam plate forward into the cam until it's snug and tighten the screw.

Hobie 18

If you have problems with the kick-up action on a Hobie 18 rudder system, it may also be caused by dirt or lack of lubrication. Clean and lubricate the cam and the roller with WD-40.

Cleanliness and lubrication are essential to the smooth performance of the Hobie 18 rudder system.

The procedure for locking down the 18 rudders is similar to that for the 14 and 16, with a little farther to push the tiller arm back before the rudder is in its proper lowered position.



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Presented By HOBIE FLEET III, JACKSONVILLE, FL

Friday - Registration 7-9 PM Lobby, Holiday Inn Saturday - Registration 8-11 AM Lobby, Holiday Inn Skippers' Clinic by Bob Curry for B&C Fleeters 10:15 AM Skippers' Meeting 11 AM Poolside, Holiday Inn First of 3 Races Starts 12 PM

Bar-B-Q Dinner, Racing Clinic, Party with Live Band Saturday Evening

Sunday - Skippers' Meeting 10 AM First of 2 Races 11 AM

Race Headquarters: Holiday-Inn-By-The Sea, St. Augustine Beach (904) 471-2626 (I-95 to 206; East to A1A; left to Holiday Inn) Other Nearby Accomodations: Ramada Inn (904) 471-2555 / La Fiesta (904) 471-2220 Surf Village (Smaller) - (904) 471-3131 / Sheraton Inn (904) 471-2575 / The Beachcomber Campground (904) 824-4853

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Malibu Yacht Club: An Innovative Approach

by Rikki Mitman



o anyone who's familiar with California and her gilded mystique, "Malibu" conjures an image of the idle rich, of sleek Barbie girls on the beach and sunshine forever. Some of it is like that.

On this same trek of imagination, "Malibu Yacht Club" must surely be most exclusive, a sparkling marina of high-priced monohulls, teak and brass dining rooms and elegant weekend skippers in perfect blue blazers. None of it is like that.

On the drive up Pacific Coast Highway through Malibu, one peers around the curves of the coastline, looking for marinas or other such signs of organized yachting. Upon arrival at the club, one needs a few moments to get used to the relaxed environment. There are no monohulls—primarily, there are Hobies and some other brands of modern, fiberglass-type catamarans. There are a few experimental/backyard boats and some miscellaneous dinghies, but no 40-footers—just downhome catamaran sailing.

The Malibu Yacht Club was incorporated in 1948 by a small group of Sabot sailors. Another membership was forming up at the same time: the Malibu Catamaran Club. One of that group's founders was Warren Seaman, designer of the Malibu Outrigger.

The Malibu Outrigger, an 18-foot, 10-inch canoe of fiberglassed mahogany plywood with 192 square feet of sail, was created specifically for the sailing conditions of the area. A fairly popular forerunner of the modern catamaran, she was relatively safe in the surf and very fast. Seaman eventually donated the rights to the plans to the club that grew up around his design, and they are still available to intrepid backyard builders for just \$30.

Continued



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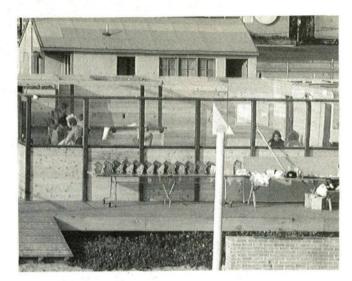
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*Brackets also available for other catamarans. For prices send for FREE brochure or see your local dealer.

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The Malibu Yacht and Catamaran Clubs eventually merged as the Malibu Yacht Club, but what remains is far from "yachty." The club facilities consist of a chain-link-fenced boat yard (permanent storage for members' boats); a roofless clubhouse that nevertheless features a refrigerator, picnic tables, wet bar, pay phone, restrooms, lights and hot showers; a large brick barbecue; a volleyball pit and tons and tons of sand—right on the beach: Plenty of open space from which to launch and the basic necessities for beach parties in comfort.

The club is organized in a manner similar to a Hobie fleet: They have elected officers, dues, luaus, work parties (for cleaning up around the clubhouse), regular regattas, a newsletter, cookouts and everybody's kids chasing frisbees. There is also a lot of casual daysailing, with a couple of members meeting for a few hours of relaxing recreation whenever they have the time.

During the late summer/early fall season, the area sees warm, dry winds from the eastern deserts—Santa Anas, they're called, winds that blow hard and steady, carrying smog out to sea, changing the sailing scene radically. Not for beginners, those winds, but exhilarating to some experienced sailors.

It's a new twist in an old concept: a yacht club for catamaran sailors. From time to time we hear whispers, rumors of the clubhouses some of our Hobie fleets have built, but there's also a lot of potential in this idea for non-racers, many of whom would still like a place to get together with friends, do some sailing and socializing, maybe have an occasional competition of some sort. Sure, it takes some money and commitment, but one recognizes its worth on a visit to the Malibu Yacht Club, where the spirit is warm and unpretentious.



Hobie sailors: You can count on finding copies of the latest Hot Line at the Hobie dealers listed below. Hobie dealers: Get the Hot Line into your store today! It's a sure way to increase store traffic and other sales. Call Bonnie Hepburn at (619) 758-9100 x 263 for details, or write to the Hot Line Circulation Department, P.O. Box 1008, Oceanside, CA 92054.

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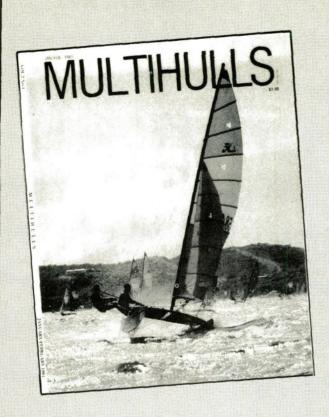
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Hobie Briefs

Transfer of Hobie Cat Warranty to Subsequent Owners

On Hobie Cats with an original purchase date after September 1, 1982, the new Five-Year Limited Warranty may be transferred to second owners for a mere \$10. This warranty will be good for the remainder of the five years, although the coverage is somewhat less. For details and a copy of the complete warranty statement, see your local Hobie Cat dealer.

Championship of Champions

The 1983 USYRU Championship of Champions will be sailed on Hobie 18s in Dana Point, California. It was sailed on Lido 14s (monohulls) last year, and was last sailed on catamarans in 1979. The championship sailors liked catamarans so well, they requested them again.

When national and world champions from some 23 classes gather to compete for the coveted title in 1983, we'll be sure to see some of our own among them. Go get 'em, Hobie sailors!

Correction

In the July/August Hot Line, an advertisement for Outrigger Sailing gear featured a photo of a sailing Hobie 18. Through an error, the photograph used showed two women with Straight Arrow trapeze harnesses on. We regret any inconvenience caused to Straight Arrow, Outrigger Sailing Gear or Hot Line readers.

Hobie 18 Nationals Thank-Yous

A big thanks goes to a few key people for making this event happen. First of all, Bob Depree, Commodore of Fleet 36 (Depree's a schoolteacher and coach—organization is his middle name). All you have to do is ask, and Bob will do or delegate it. Sailaway, the hosting dealer, deserves recognition for assemblying boats and donating employee Debbie Eng to run the shop at the beach, along with Joe Oberman to help out on the water. Before a location is chosen for an event the caliber of a national competition, the local fleet and dealer must pledge their support. Fleet 36 and Sailaway pledged and came across. Thanks again, everyone.

Hobie 16 Nationals Thank-Yous

What would the 16 Nationals have been without Chick, Barbara and Bob of Padre Marine Sports? This is the second time Padre Marine and Fleet 102 have hosted a major event, and it was even better than the first time. These guys know how to welcome everyone Texas-style! Fleet 102, Rick Rolnick and Rob and Kathy Whittington put a lot of time and effort into organizing and running the event, and they even found time to race! Thanks and congratulations to Fleet 102 and Padre Marine for another great event.



A NEW DIMENSION

The first thing you want to know is, is she fast? The Hobie 33 as a concept was remarkable—in reality, she lives up to that vision. Check her record:

Event	Entries	Conditions	Finish
Labor Day—Trailered from L.A. to Salt Lake City for the Reynolds Cup.	32	2-35 kts.	1st overall 1st PHRF A
July 4—Trailered from Dana Point to San Francisco for California to Kauai (Hawaii) Race (2,200 mi., top speed 23 kts., no equip. failure). 1st boat under 52 ft. to finish.	22	5-50 kts.	5th to finish 3rd overall
July 17—Port Huron to Mackinaw Race.	185	25 kts.	2nd PHRF A 2nd to finish
October 1—San Diego to Ensenada Race. 2nd boat to finish (1st was a Santa Cruz 50)	70	10-15 kts.	1st PHRF A 1st overall

Among small ULDBs, the Olson 30 is the boat to be compared with. In the races above, the Hobie 33 outdistanced the nearest Olson by these times:

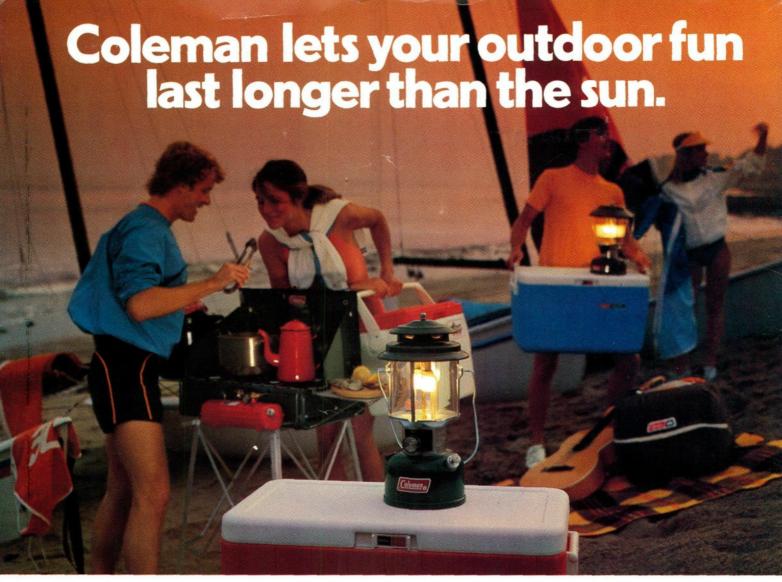
California-Kauai (Hawaii): 12 hours Mackinaw: 2 hours, 45 minutes

San Diego-Ensenada: 4 hours

But there's got to be more to a boat you'd want to own than speed. Discover the dimensions of the Hobie 33.

Speed isn't the only thing she does well.

HOBIE 33



No need to limit your outdoor activities to the daylight hours. Coleman® lanterns give you great reasons to stay out after dark!





We give you brighter nights.

With a brilliant Coleman lantern burning in your camp or on the beach, you'll see your way clear to keep the party going. Fix the rigging on your sailboat. Or get the dune buggy ready for tomorrow's run.

Plus a 100-ft. circle of light.

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Coleman lanterns
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provide eight
times the output of
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battery lights.
Output you can
count on for a full
eight hours once
you fill the lantern



with fuel. Compare that to battery power, where you're never sure how much light is left!

You know Coleman makes it right.

Finally, every Coleman outdoor appliance is built tough enough to last year after active year...one more way that we make sure your fun lasts longer, too.

Just try a Coleman lantern. You'll see!



