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March/April 1983

Volume 12, Number 2



Lake Mead/22

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Paul Ulibarri (Seattle, Washington) raises a little hull on a Turbo. Photo by Paul Kennedy.

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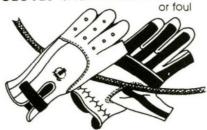
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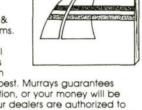


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by Phil Berman

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#### HOBIETORIAL

## A STYLE IS BORN

This issue has been two years in the making.

Granted, we haven't been working on it for two years, but we have been working toward presenting Hobie Cat sailing—the thrills and the facts—in the best way.

Our new style is the work of Jerry Hardy, a prominent graphic designer. It feels like fresh rain, clearing the air, making colors a little brighter and uncovering more of the beauty that's been there all along.

Our new typestyle was chosen for its simplicity, which makes it easier to read. We've unified the look of the magazine by using this one typestyle throughout.

You'll see improved consistency in other areas, as well. The layouts of the regular departments have been redesigned to follow a cohesive style, and we're refining the way we attend to the details, as well.

There's going to be a lot more space allotted to big, beautiful color photos in future issues of the *Hot Line*. We hope to have some of that space filled by the local fleet camera buffs—you do come up with some wonderful shots. Keep those color slides coming!

We're excited about our new look, and we hope you'll enjoy it, too. Your response to the survey had an influence on its planning. (For the full results of the survey, see page 50.)

We also have some new special features, based on your requests. A new department, *Reader's Forum*, was created to answer your technical, tuning and maintenance questions. We found ourselves a hot racer/researcher to find those answers: Scott Ward has a lively personality and is interested in every detail. He has a good sense of what's happening in the world of Hobie sailing.

In addition to his Reader's Forum duties, Ward took on the task of locating the top Turbo sailors in the United States to answer one of our most frequent questions of late: "What's the best way to tune a Turbo?" Turbo Power, on page 15, will fill you in on the latest thinking

among Turbo sailors.

Women sailors everywhere are gaining respect for their knowledge of tactics and strategy and their ability to handle their Hobie Cats. Linda Leth wanted to feature some of these key women so we might share their experience of learning to sail, of racing and, most of all, their love of Hobie sailing. On page 10, Leth presents what she likes to refer to as the skippers in nail polish, or the ladies of the '80s.

Rikki Mitman took her polished nails out for a sail on Lake Mead in Nevada. While others must wait out the winter snows for their first sail of 1983, some of the diehards of Las Vegas and Boulder City braved Lake Mead in the dead of winter. For those lucky sailors, that only meant wetsuits and hot coffee to warm them up. It doesn't snow much in the high desert. If you're looking for an early spring vacation, see page 22. Lake Mead may be just your spot.

Author/sailor Rick White presents us with a new way to look at sail shape (page 28). It takes a minimum of math, but White's method may just take some of the guesswork out of that flat sail of yours (and mine).

Back by popular demand, Joe Flaherty brings us the rules for starting and an overview of the starting line. On page 71, Flaherty's clear yet eloquent style of communication and his knowledge of the rules make this an easy bit of education for the beginning or intermediate sailor. Check him out, especially if you missed him last time.

Finally, Sheila Henning gives us a rundown on how to prepare our boats for the upcoming season. With the Midwinters only a few days away, many a garage will be seeing Hobie activity of another sort. Don't let the season catch you unprepared.

In closing, we know that change can take one by surprise and may be difficult to accept. However, we believe most of you will find our new look growing on you in no time at all.





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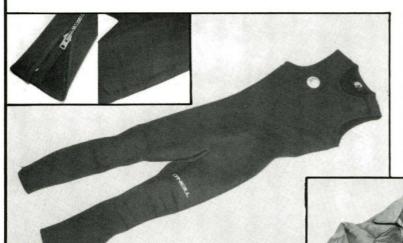
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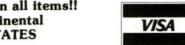
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#### LETTERS

#### **A Word on Safety**

I just watched the part of 60 Minutes that dealt with the history of Hobie Alter. I was refreshed to see the master wearing his life jacket while sailing the 16. It seems that we could all take note of his safety idea—especially when pictures in the Hot Line show hardly anyone wears one!

Maybe my pictures will never get published, but I sure wear a life jacket while on my 18.

Ernie Ekberg Fleet 268 Lubbock, Texas

After reading your September Hobietorial regarding masts contacting high-voltage lines, I feel compelled to write.

Electric utilities throughout the U.S., Canada and elsewhere have overhead electrical lines in areas where accidental contact may be made by the general public. Many people are injured or killed each year by contacting lines with TV antennae, irrigation pipe, kites and sailboat masts.

Utility company representatives are like anyone else—unless they are sailors, they probably don't know much about sailboats. The same holds true for sailors—most probably don't know or care much about electricity, except that it makes life a little more luxurious. This is unfortunate. Everyone knows that electricity can kill, but we don't think about it much.

Consider this: contacting your mast with an overhead house service that might have worn insulation can easily kill you, especially if you're barefoot. That is only 120 volts. Contacting a distribution line of 7,200 volts or a transmission line of 69,000 to 115,000 volts—well, you can imagine the effect.

With this in mind, it behooves all sailors to familiarize themselves with electrical lines and to do everything possible to make their sailing areas safe. I would like to suggest that Hobie fleets do the following:

Find someone who's familiar with electrical utility construction. Your fleet may have members who are.

Survey your sailing areas, parking and loading areas and areas along the shore where boats might beach. If you find any hazards, take pictures and draw diagrams.

Armed with the above, personally contact the Operations Manager or Customer Affairs Manager of the utility in question. Explain the problem—quite possibly, this person is not familiar with

the mast heights of smaller boats. Keep in mind that any line can be raised, rerouted or placed underground. Overhead conductors can be replaced with overhead cable, depending on the voltage.

With lawsuits awarding astronomical sums today, I can't see that any utility would be unwilling to cooperate, especially when contacted by a group (your fleet).

If they don't cooperate, check the state standards set for electrical utility construction. These standards may have rules governing line clearances in recreational areas. Don't, however, expect changes overnight. Most utilities operate on very tight budgets.

If all else fails, petition your local state representative for assistance. Keep in mind that the utilities aren't bad guys. Be willing to work with them. There are many things your fleet can do, like educating area sailors and erecting warning signs.

**DANGER** 



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

There's an old saying in the electric utility industry: "Look up and live." Good luck.

Mike Van Zandt Fleet 253 Saudi Arabia

Mike Van Zandt, former commodore of Fleet 253, has 18 years of experience with electric utilities.

On two occasions, Hobie Cat has written to every power company in the United States. Personal input from fleets and individuals on specific hazards is what's needed to keep the issue alive.— Editor

## Tracking Turbo Techniques

This last summer, I purchased a new

Hobie 14 Turbo. Since that time, I have been looking for either magazine articles or books on how to tune and race this particular boat.

I haven't had much success. I'd appreciate any information you could pass on about where I might find the material I am looking for.

Forrest M. Amsden Cheney, Washington

Scott Ward did some research, calling Turbo sailors across the country to discover what the current thought on tuning a Turbo is. Check page 15 for his findings.—Editor

#### Thanks, But No Thanks

Thanks for the offer, but at 80 years old, I no longer sail Hobies. It was a heck of a lot of fun while it lasted and I'll never forget it. But—ya gotta be *agile* to sail a Hobie.

Best regards, and thanks for developing the Hobie Cat. I had four of them before I quit.

Edward G. Tillitson Grosse Point, Michigan

The above was inscribed on the reverse of a subscription renewal offer from the Hot Line. As the first Hobie (the 14) went on the market in 1968, Mr. Tillitson could have been no younger than 66 when he started sailing them.—Editor

#### **Learning at the Nationals**

This is my first season of sailing my Hobie 18 on the race course. With my attitude firmly on positive, I set out to qualify at the 18 Nationals down in Key Biscayne.

Well, positive is a good thing, but it did not turn out to be enough against the more experienced sailors who were also out to qualify. I did not make the cut. However, I stuck around to see how things went, and positive paid off when I approached those experienced sailors for pointers and explanations.

I'd like to send my thanks to all of you who had the time and patience to talk to a beginner who was too big for his britches at the outset. I learned a lot just being there, and I expect to be a great deal more ready next time. Look out!

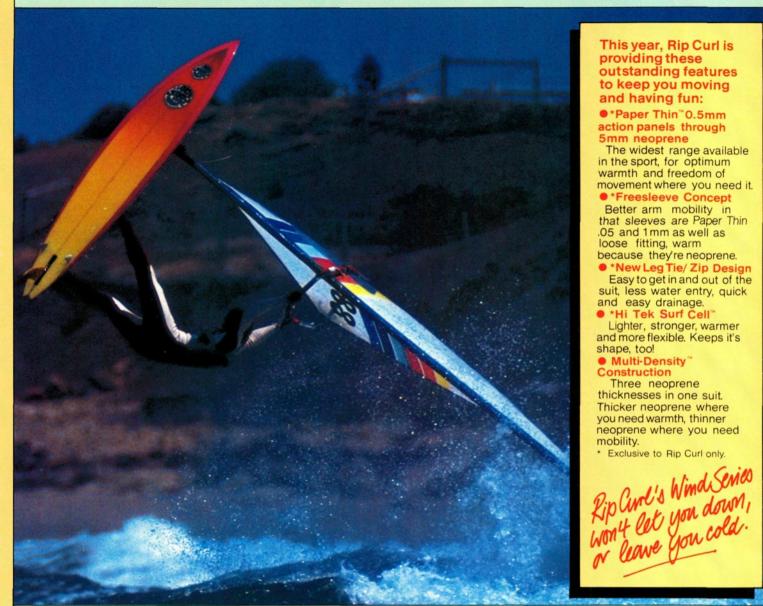
Jack Hardy Chicago, Illinois

#### Yes, But—Is It Legal?

Maybe this is the wrong place to bring Continued on page 68

March/April 1983 7

# A New Look at Rip C



Boardsailing is my life, and My boards and sails

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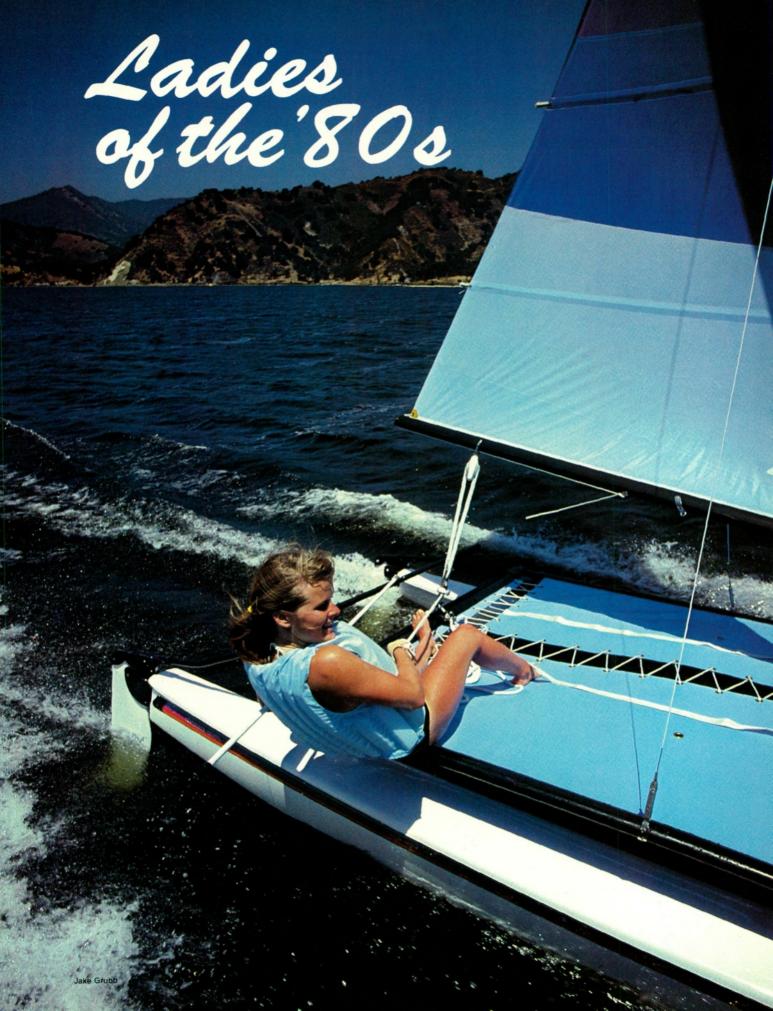
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#### The Skippers Wear Nail Polish

ail polish? You bet—nail polish, perfume, even waterproof mascara. She's a lady, and she's not satisfied with being a beach bunny anymore. She's picking herself up, adjusting the straps on her bikini and heading out to sea.

Not only is she sailing, she's racing. And winning. Throughout this adventure, she's kept her femininity. She's not the muscle-woman you might expect. In fact, most Hobie racing ladies are simply that—ladies. They like sailing, they enjoy racing and they're ready to help other women who may be a little shy about taking those first steps.

Let me introduce you to some of the United States' most prominent women sailors. They all race, but most enjoy day sailing as much. They have all been sailing a few years, but each remembers well what it was like that first time.

As for other similarities, there aren't any. They range in age from 17 to 51. They live all over the country. Some go to school, others have careers. The one thing they share is a love for Hobie sailing—and they'd like to share that with you. Here they are: The ladies of the '80s.



#### Patti McGuire Capistrano Beach, Calif

The first woman to ever win a world championship was once so embarrassed about her sailing that she couldn't face returning to her class.

"I learned to sail in San Diego in an eight-foot Sabot. I was out on the bay," she recalls, "and I accidentally jibed. The boat flipped over and sank! I was so embarrassed. I never went back."

Patti McGuire got into sailing Hobies when she met Wayne Schafer in 1976. They sailed together for five years, and McGuire credits Schafer with teaching her the basics. Her first women's race was in San Diego in 1978. She took a fifth. The following year, she returned to begin a five-race winning streak of women's races. She thinks her crew, Janie Mahoki, is one of the reasons she did so well.

McGuire is just starting her career as a skipper. "I'm going to participate in the 1983 16 Nationals in St. Petersburg. My goal is to finish in the top half." That's not a women's nationals she's talking about, mind you, but the open.

After that, McGuire would like to see the Hobie Class Association plan international competition for women. "I'd like to see a worlds for women. Women in general are very competitive. It's going to be interesting to see how women handle the 16 Nationals."

One of the major differences between McGuire and other women lies in her attitude. "I feel better cheering them on," she says of her competitors. "My sailing buddy and I have been known to do that during a race—cheer other people on. I don't get upset if other people do well. I try to be supportive." McGuire says her win in Tahiti is based on open communication and crew support. "The skipper and crew have to sit down and decide the responsibilities of each. They have to communicate and work well together."

In the real world, Pattie McGuire is president/partner of a market research and information brokerage.

McGuire has but one message for her male counterparts: "Watch out, men! Here we come. Women are on the move!"



#### Sheila Henning Dallas, Texas

So how did Sheila Henning get into skippering? "Nancy Bateman pushed me into going to the Women's Nationals in 1979," she says.

Henning spent her first four years of sailing crewing for her husband, Dale. "Dale and I bought our first 16 and learned to sail together. I was the crew, but I gradually started taking the helm in series races. One day, I'd like to win a Women's Nationals."

Sheila Henning is 26. She works parttime for the Dallas Hobie dealer, and the rest of the time she's a housewife. Asked about hobbies other than sailing, she replies, "Are there any other hobbies? I thought you either sailed and raced or you worked on your boat."

Henning is a strong supporter of women's sailing, like most of the ladies from Texas. She'd like to see the United States develop a national women's sailing team, similar to the one in Canada.



#### Dorian Goldberg Puerto Rico

"I, too, would like to see international competition among women," says Dorian Goldberg. "Perhaps a women's world championship."

At the moment, Goldberg would settle for being number one in Puerto Rico. She's currently running a very close second to World Champion Enrique Figueroa. Goldberg enjoys sailing—she's been at it since she was seven years old.

While attending college in Puerto Rico and majoring in secretarial sciences, Goldberg is partner in a sailboard company. Her favorite crew? "My boyfriend. He used to race with me, and we fell in love."

#### Nancy Bateman Dallas, Texas

Five years ago, Nancy Bateman got on her Hobie 16 and went out to race, with little more than four weekends sailing experience.

"Marilyn Morris told me I was going to drive my boat—I wanted to crew," Bateman says. "She went out and found me a crew who was nearly as green as I was. She wouldn't trapeze, so she steered and I hung out and did the sheets. We should have gotten the long distance award: We rounded each mark with one city block to spare! About half an hour after all the other boats had finished the first race, Don Balthaser sailed out to talk us through that last tack. Oh, well; live and learn."

Learn's what Nancy Bateman did: The 29-year-old sailor placed seventh at the Women's Nationals in 1979 and 1980. Her only regret? "I started sailing when I was 26. I sure am jealous of the ladies who started in adolescence."

In her spare time, Bateman plays racquetball and volleyball. She also lifts weights occasionally. Employed at SOHIO Petroleum in Dallas, Bateman works in research and development. She has a degree in math and is busy fixing up a new house she recently bought.

Besides wanting to win the Women's Nationals at least once, one of Bateman's goals is to be a good "sharer" of sailing Hobies.



#### Marjorie Innes Ontario, Canada

Canadian Marjorie Innes isn't waiting around for a women's world championship. She's already competed in two world championships on the Hobie 14. She represented Canada in Puerto Rico in 1975 and in South Africa in 1978.

How did she come to represent her country? By winning the Canadian National Championship three times. Innes was the first woman ever to qualify for a world championship. How did a mother of two come to such international rating?

Innes and her husband Derek fell in love with sailing in the summer of 1963. During the following winter, they read up on it. They bought a boat the following spring. The two taught themselves to sail, and in 1972, they bought one of the first Hobie Cats in Canada.

In 1974, they started racing. Each skippered a Hobie 14, and they'd sail along, side by side, sitting in different places on the boats and changing the shape of the sails, trying to see what would make the boats go fastest. They raced all summer, then entered their first national competition.

Innes won the four-race series, securing the right to represent Canada at the worlds in Puerto Rico.

Innes is an avid 14 fan. She doesn't sail a 16 because, she says, "I prefer the high-performance of the sporty, single-handed 14. It's a fine boat, and it should have the full support of the Hobie Class Association." Her goal is to win the US Women's National Championship on the 14.

Marjorie Innes is 41 years old, the mother of a boy and a girl. Her daughter loves to sail, often borrowing mom's 14. Husband Derek is a teacher, which allows the family to spend summers together.

Innes teaches badminton and referees volleyball games. She is also a private tutor. She enjoys sewing, tennis, curling, swimming, cross-country skiing, windsurfing and, of course, racing Hobies.

She believes the caliber of women's sailing is improving as more women are getting involved.



#### Sue Brenny San Jose, California

Crazy Sue, as she's known to many national competitors, is actually a very dedicated student. She's studying to be a pilot at San Jose State University. Brenny already has her pilot's license; she hopes to fly for a commercial airline in the future.

The whole Brenny family is involved with the local Hobie fleet. She credits her father for teaching her to sail. "He really loves the sport, and his enthusiasm rubbed off," she says.

The Brennys have been sailing around Northern California since the early '70s. They were some of the first racers to come out of the area. Encouraged by her father to train on the family's 14 for 1979 Hobie 14 National Championship at Lake Tahoe, Brenny entered and placed eighth. She's been high points earner for her division two years in a row.

"My proudest finish is in the sixth place I made at the 16 Worlds in Tahiti with Jeff Alter," Brenny says. "Eventually, I'd like to be a national contender in my own right—I'd like to be the female version of Hobie Alter, Jr."



#### Kay Wheeler Charlotte, North Carolina

Kay Wheeler's initiation to racing was a fleet race in Charlotte.

"I probably finished third out of three. I remember just trying to follow another woman around the course, until she jibed going downwind and started yelling at me. After that, I just tried to stay out of her way." That's still the advice she gives to new racers, though: "Find someone to follow around the course until you get the hang of it."

Wheeler loves sailing alone on her 14, being solely responsible for how she sails. One of her main goals is to do well at a national competition.

"I guess I want to prove you don't have to live at the beach to be good at this sport," she says. Wheeler echoes the feeling of the others about women sailors: "There is definitely a different feeling. Women seem to pull for each other. We don't have the cutthroat attitude of some men."

Recalling one race during last year's Women's Nationals, Wheeler says, 'I'd just passed the leader, and my mind was saying, 'You're in front! What are you doing here?' I really felt at a disadvantage, an inland lake sailor against some full-time ocean sailors with years of experience. It was a great feeling, though, to think I could be competitive after having been out of sailing for two years.''

Like many of our '80s ladies, Kay Wheeler is more than a sailor. She played basketball at the University of North Carolina and is currently training for a marathon. Recently named Charlotte Sportswoman of the Year, she also competes in soccer and volleyball.

Her words to other women? "I'd like to see more competition, more women learning to break away from being 'just a crew' and realizing they can skipper."



#### Kelly and Linda Bowerfind Dunedin, Florida

What the Brennys are to Northern California, the Bowerfinds are to Southern Florida. The whole family became involved in Fleet 6, so naturally the girls took up sailing. Dad was responsible for buying the first boat, a Hobie 16, and gets most of the credit for teaching them to sail.

Kelly adds, "Randy Gdovin was the one who actually taught me to sail. My dad will say he did, but for the first year-and-a-half we sailed, he never let me touch the tiller."

Linda remembers the first race she sailed in with her dad. "We didn't really understand the starting flags, so we just kinda sat there during the first race. We never did race in it. The second and third races we started, but didn't do that well."

Kelly's first experience at skippering was a little different. "It was light air for the first day. I watched as everybody passed me. The second day it was heavy air, maybe 15 knots. I chickened out and ended up 14th out of 15 boats."

Both sisters agree, however, that while it's fun to be competitive on the race course, it's more important to have a good time on the beach and meet new friends. They learned to sail when they were young—15 and 17 years old—and have seen a lot of changes in their division since they first began.

"Something is happening to women's sailing. Since I've started winning, the guys don't laugh like they used to," says Kelly. "Instead, they are terrific and supportive; always volunteering to help when I'm in trouble or when I'm tuning my boat. There're always there, too, when I need moral support."

Both sisters are in college, Linda at St. Petersburg Junior College, where she's studying toward a degree in engineering; and Kelly at the University of South Florida in Tampa, where she's studying computer science.



#### Jean Baum Casper, Wyoming

According to Jean Baum, a Rocky Mountain sailor, there's more to life than racing. "I enjoy the quiet of pleasure sailing," Baum says. "My family likes to sail, too."

Baum started out crewing and eventually took the helm: "I got tired of just sitting on the boat, so I started having friends crew for me. I finished midway through the pack in my first race. I was shocked."

Baum travels during the summer months to four other states to race, so the flexibility of her hours as a dental hygenist is a plus. During the winter, she likes cross-country and downhill skiing, and needlepoint in front of the TV. And the future of women's sailing?

"Competition among women has improved immensely the last couple of years. During divisional races, we're beginning to stay up with the guys." However, Baum feels the greatest reward of sailing is not the winning. "I enjoy sailing," she says, "and all the many friends I've met around the country."



#### Ann Karnitschnig Virginia Beach, Virginia

One of the friends Jean mentions is Ann Karnitschnig. Ask anyone who knows her—and they'll tell you what an interesting person she is. Karnitschnig is 51 years old, a physician in family medicine. She speaks with a slight English accent and is always willing to lend a hand. I asked her why she learned to sail

"I started because, as a child in England, we always managed to find some old wooden boat with a canvas sail, and somehow we sailed it," says Karnitschnig. "We survived in spite of tides and other hazards. Often the boat leaked, and one person had to bail.

Now, you might ask, with a sailing background like that, how'd she ever get into Hobie sailing? It was a gradual progression, beginning with Aqua Cats and ending up with Hobies. Would you believe Karnitschnig started when she was 40? She first sailed with her daughters, but recalls, "Eventually they got too heavy and too sensible to sail with me. I'd go out in some crazy storms. One day, I just left my daughter on the beach and raced without her." But, she quickly adds, "It's more fun to either goof around with a friend on the boat or go out with a group of 14s or 16s. I have often gotten myself into tricky situations, shrouds breaking, capsizing, more wind or waves than I expect, and friends can help friends. I have met so many interesting people."

Ann Karnitschnig is a very verbal supporter of women's sailing. "I think the women are adventurous, interesting, intelligent people who like traveling and accepting new challenges. By challenging themselves, women learn to rely on their own resources and I think that strengthens us. In an unexpected situation, one has to think quickly and clearly, and then calmly decide on a course of action. The women I have met sailing are super. Very different, very resourceful and fun to be with, on and off the water. I love sailing, the feel of my boat, the wind, watching a Hobie on a screaming reach at sunset."

ow you've met them: Some of the outstanding women in Hobie Catting today. Not too different than, say, the lady next door. Or the lady at work, or the lady sitting in your chair.

Have you always wanted to get involved? To get off the beach and at the helm? Are you a closet skipper: afraid to take the tiller? No one can force you. You have to make the decision yourself. You have to really want to do it. Above all else, you have to have the support of family and friends. A couple of years ago, women were laughed off the course, but things are changing.

The women in this article and countless others are out there, sailing, having a good time, and ready to support you. Why not give it a shot? I'm not saying you should race, I'd just like to encourage you to try it. If you don't like it, don't worry. There are times I wish I'd chosen to stay on the beach and watch. Still, if you decide to stick with it, I'm sure you'll have a great time, meet new people and get a new perspective on the meaning of a Hobie Day.

Linda Leth is an accomplished sailor in her own right. She finished fourth in last year's Women's 14 Nationals. Leth is a frequent contributor to the Hot Line.







# TURBO POWER

CONTINUED



#### by Scott Ward

around the Turbo, which gets more popular with each regatta around the United States. In many areas, it's the heavier sailors (165 + pounds) that are turning on to the Turbo.

The concept behind the 14 Turbo was to add a jib and trapeze for more power. The idea caught on as such companies as Climax started selling modifying parts for the Hobie 14. As the system grew more popular, Hobie Cat answered the demand and went into production on the Hobie 14 Turbo.

The Turbo is more similar to the Hobie 16 than to the 14 in its tuning theory. The boat comes with some mast rake but can have a lot more, depending on conditions.

It's important to tune to wind and wave conditions, for rig tension and rake are critical to boatspeed. In light air and choppy seas, most racers feel that tight rigging works well on the Turbo, both upwind and down. As the wind picks up, gradual loosening of the rig helps dump power, keeping the boat flatter for more drive, which works well for lighter sailors. When it really starts to blow, loosen the rig as much as possible, depowering the boat to the point that there's no tension at all on the mainsheet, and the boat will move well upwind. [For more on tuning according to wind, water and weight, see Rick White's article, The Three W's, on page 28 of this issue.]

Rake moves the center of effort back onto the rudders, which are the center of lateral resistance. The CE is the total of all forces as produced by a sail and imagined acting through a single point.

ke Grub

#### The Turbo is more similar to the Hobie 16 than the 14 in its tuning theory.

The CLR is the total lateral area that counters the leeway component of the sail force and discourages the boat from slipping sideways (to leeward). To achieve directional balance, the total driving force (CE) must act through the same vertical plane and in the opposite direction of the CLR.

Skipper's weight distribution is another important factor. Going upwind in light air, you should be at the middle of the trampoline, as far forward as possible, keeping a balanced boat. As wind increases, move back toward the rudders and the windward side. As the boat begins to heel, hiking out or trapezing will be necessary. When trapezing and sailing upwind, keep an eve on how far the bow is out of the water and get a general feel for the boat. If you are too far forward, the rudders will stall out. Going upwind in heavy air, it's most efficient to keep your weight on the rudders.

When reaching high, the farthest forward you should ever be is about two feet back from the front crossbar. In moderate to heavy air, hiking back on the rudders works well. In heavy air, trapeze action is in order, but watch that leeward bow and keep your weight well back on the rudders.

The Turbo is an exciting boat to race. The boat is lightweight in comparison to skipper's weight, is easier to steer in waves, is faster on reaches and downwind legs and is generally easier than other catamarans for the single-hander to handle.

As on all cats, the main battens should be as snug as possible in light



air. This makes the sail a little fuller, which is most efficient in those conditions. In moderate to heavy air, ease the tension so the battens are less snug, but leave no wrinkles in the sail. The jib, in all conditions, should not have any wrinkles in the luff.

Tacking the Turbo is much easier than tacking the standard Hobie 14. As the

bows come head-to-wind, leave the jib cleated on the leeward side for a few moments to help blow the bows around to the opposite tack. It's just like tacking a Hobie 16.

The slot (the opening between jib and main when they're sheeted) is especially critical upwind and on reaches. Most racers feel the jib should be sheeted in tightly for a small slot in heavy air, while the slot should be kept fairly wide open in lighter air, allowing an efficient air flow over the main. On reaches, oversheeting the jib can reduce boatspeed. (By oversheeting, you move the apparent wind angle back, forcing you to reach higher.)

Racers also agree that the Turbo performs well wing-on-wing dead downwind. This is when the mainsail is all the way out on one side and the jib is on the other. Both the 14 and the Turbo sail well dead downwind, though they don't respond as well as the 16 and 18 to reaching up.

The Hobie 14 Turbo is the perfect boat for the heavier person who wants to race or just go out and have some fun without having to find a crew all the time. The lighter sailor will enjoy trapezing and the ease of tacking the Turbo. He/she can race at all the Hobie Cat regattas or just go for a Sunday afternoon fly-hull session. Either way. the Hobie 14 Turbo is a blast!

Scott Ward is a new contributor to the Hot Line. He's been sailing for five years, during which he's sailed in numerous national and international events on various types of boats.

## Canada's Boating Family of the Year

# Hobie Sailors Take the Title



Michael and Moya Taylor, their son, David and their daughters, Jackie, Louise and Rachel of Brandon, Manitoba have been selected to reign as Canada's Boating Family of the Year for 1983.

The honor was bestowed upon the Taylor family by the Allied Boating Association of Canada, representing most major Canadian boat builders, engine and accessory manufacturers and distributors of boating products

The Taylors are Hobie 16 enthusiasts. They own a Hobie 16, on which Louise usually crews with her dad in races. David, who's currently away at college, also enjoys racing the 16. The rest take their turns on the Hobie as well, except for Moya.

The Taylors have accepted an invitation from Hobie Cat to attend the Seventh Annual Lake Hayasu Hobie Cat Family Fun Recreational Retreat, where they plan to race (if there's wind).

The Taylors attended the Toronto International Boat Show in January, as guests of Canadian National Sportsmen's Shows, where they received a cash award of \$1,000 and other gifts at a special luncheon held in their honor

The Boating Family of the Year program is conducted annually by Allied Boating-Canada to recognize those families who are distinguished from others by the totality of their boating experience. Boating occupies a major part of their leisure time and benefits every member of the family. The Taylor family was nominated by Charles Hope, freelance outdoors writer for the Brandon *Sun*.

In selecting the Taylor family for this honor, the ABC Selection Committee noted

that they all participate fully in local and regional sailing events; that the mother and father are executives of the local yacht club and active in the cottager's association; that the family cruised the Lake of the Woods area together this past summer; and that they plan to charter a six-berth yacht to compete in the Cowe's Regatta in England in 1983.

Charles Hope, who nominated the Taylor family, says, "When people are as unselfish about doing things for others as this family is, hopefully something nice can happen for them also. The many people they take for rides or stop to answer the many questions asked about sailing for take a lot of their time."

Allied Boating-Canada believes Michael, Moya, David, Jackie, Louise and Rachel Taylor truly represent Canada's ideal boating family.

### WINNER'S CIRCLE



### Jan Miller

# A man in love with challenge

Jan Miller, a newcomer to Hobie Cat racing success, is certainly not a newcomer to achievement. Remarkable for the numerous awards he's won as well as for the healthy way in which he's gone about winning them, 33-year-old Miller is a most welcome addition to the Hobie Cat class.

Miller's achievement list is similar to Interstate 45endless, or seemingly so. His illustrious career began at the early age of three. Teamed up with his father, Bill, and traveling in a circus, young Jan captivated audiences throughout America by leaping from great heightsunaided by ropes-through the air and into his father's arms. The Miller act was so exciting that Jan and his dad performed on the popular TV show, You Asked For It, during the early 1950s.

Years later, as a student at Oneonanta University in upstate New York, Miller continued to captivate audiences. This time, he did so as one of the most versatile college athletes in the nation. Miller was captain of the track and diving teams, as well as a wrestler and gymnast. In each of these sports, he was voted as one of the state's best. Miller's forte, however, was diving. During his senior year at Oneonanta, he represented New York state at the US National Diving Championship, finishing with a ninth place. As a result of all these athletic achievements, Miller's name

Jan Miller is no stranger to the patient detail work it takes to keep sporting equipment in top shape. Photo by Phil Berman.

was permanently placed on a plaque in the All-American Hall of Fame for Sports.

After leaving college, Miller put his athletic and academic skills to work as a seismic surveyor in the Arctic. For nearly two years, Miller and a team of scientists trekked hundreds of miles across the northern snowfields. Often walking for days on snowshoes in below-zero temperatures, Miller reveled in the challenges of Arctic survival. A regular Clint Eastwood of the north, Miller's indefatigable energy and daring were an unending source of inspiration and amazement to those he worked with.

Two years in the land of polar bears were enough for Miller. Tired of his monastic existence, he worked his way south to Wyoming. There, he became a mountain climber, eventually scaling every peak in northwest North America. On one of his climbs, he even saved the life of a fellow climber who had been buried by an avalanche and paralyzed with broken bones. Miller singlehandedly dug him out, then descended one of the largest peaks in the Canadian Rockies to seek help. He found a helicopter and the man was saved.

His funds depleted by all the climbing but still crazy about a challenge, Miller rode a 10-speed bike across the US in 1979 to return home to Madison, Connecticut. Once there, he went to work for his sister, Cheri, in her rapidly-growing dance troupe. She gave him the title of "Man-Gram" and sent him throughout Connecticut, carrying singing telegrams to parties and entertaining people with his dancing and

stunts. Miller became famous once again. He soon appeared on national TV and found himself with a thriving business. Most importantly, Miller's new success enabled him to buy a Hobie 18 and gave him the days free to sail it.

Instantly hooked on Hobie sailing, Miller joined the local Hobie fleet and became an active racer. It didn't take him long to realize that sailboat racing was his next great challenge. His ascendance in Hobie Cat racing is remarkable, to say the least. Miller made it to A Fleet just this last summer and then went on the race in the Hobie 18 Nationals, which were recently held in Key Biscayne, Florida. Up until the last day of the finals, Miller and his crew, Bob Williams, were running in the top 10. They finished the series with a most respectable 13th.

Perhaps what is most amazing about Jan Miller is that he's unassuming, courteous and intense, all at the same time. Miller is always ready to give a hand with the fleet, help someone lift a boat up the beach, share his sailing knowledge and pass on a good word of encouragement or congratulations to his fellow competitors. Miller epitomizes the healthy competitor-he works just as hard at winning as he does at making sure that he, and all others around him, have a good time.

What's next for Miller? We can only guess: The nationals, the worlds, and then, perhaps, the stars—if ET can be found, Jan Miller will find the way. I simply hope that some of you can one day find Miller.

### Expression Session:

# Winter Sailing On Lake Mead

Text by Rikki Mitman Photos by Randy Tunnell

Only a few hardy souls turned out for the January sail at Lake Mead, Nevada. After all, the temperatures were in the 50s. This may not sound too bad to folks who sail in the Dakotas, but the Lake Mead sailors have 80-degree water and 110-degree air for sailing in the summertime. One can understand how they might get spoiled.

In fact, they're spoiled by several good things: Warm temperatures, uncrowded facilities, clean air and the perfect balance of open space with civilized conveniences not too far away.

As we drove the two-lane highway out to the lake, John Dickin (my skipper) and I didn't talk much. Something about the desert settles a quiet mood on people; one wants only to look out the window at this alien environment and contemplate.

Big, black ravens, birds of mystery and the occult in many cultures, are a common sight in the Nevada desert. They seem incongruous there—the sight is a contrast: so shiny, so black and so big, the birds look out of place among the many muted, dusty colors of the hills, the flats and the scrubby flora.

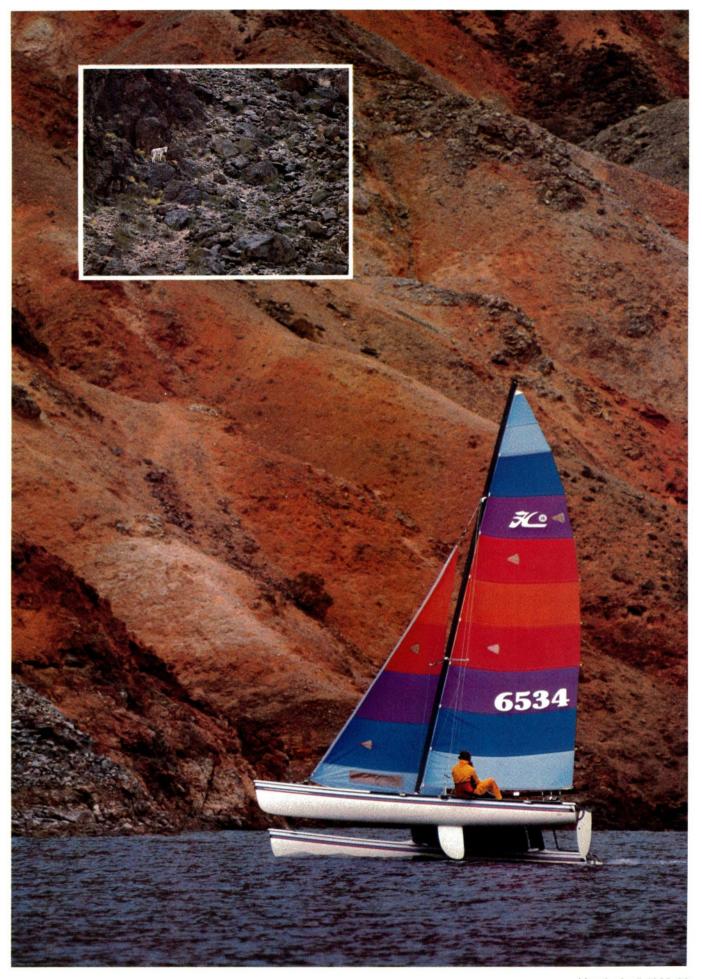
It didn't look bad when we first arrived at the lake. There was a good-sized patch of blue in the sky and the breeze seemed to be freshening. The folks from Fleet 51 came along and we set up our boats.

The clouds covered the blue spot and the breeze was fitful as we set out on the lake, but we made it over to a canyon with gorgeous soil coloration up its walls, and managed to fly a little hull. In between times, we took turns pulling silly stunts.

As a man-made lake, Mead hasn't had enough time to develop real beaches. In many places, the desert hills come steeply down to meet the water, and they don't get any greener, even at the water's edge. What beaches there are tend to be coarse and gravelly. It's a rugged countryside, stark and challenging. The beauty of it dawned on me slowly. As I stopped looking for trees and began seeing the land as itself, I found a lot to appreciate.

Around the lake are restrooms, several campgrounds with showers and one bungalow-style motel. There are three marinas that extend overnight docking privileges for a minimal fee. A cruise on the lake and tours of the nearby Hoover Dam and Lake Mead Fish Hatchery are available, as well. Best of all, there's lots of open water for sailing.

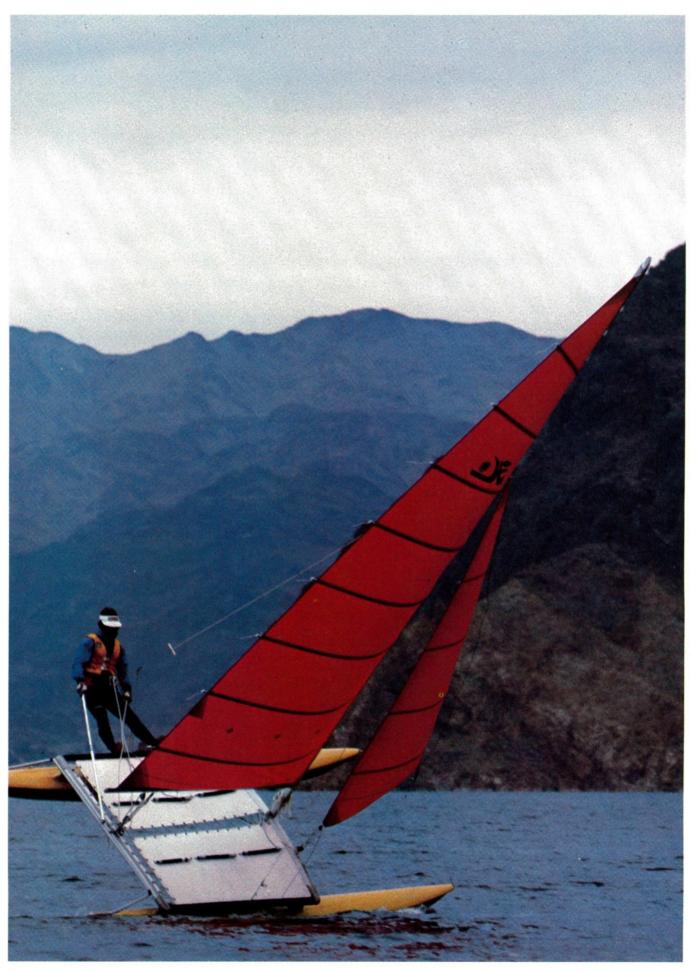
Whith a quizzical glance at the waterborne antics below, a wild burro pauses for a break, less than halfway up the rugged hill (inset). Flying almost into the canyon wall before tacking, Peggy Donnelly handles her Hobie 18 like a sports car (right).



Steve Smith and his pretty crew, Niccole Anderson, maneuver patiently across the lake, headed for a windier canyon that lies just beyond the outcropping. The vivid colors in the background change tone as the lighting changes during the day.



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John Dickin teases his boat up in the light air, unmindful of the chill, his smooth, brilliant sails a sharp contrast to the dark, rocky hills and somber sky in the background. Spring is lovely at the lake, when temperatures haven't gotten too hot yet and wildflowers grace the rough hills. The fishing is always good, and there are petroglyphs to be seen, scratched into the rock by primitive peoples thousands of years ago.

In the summertime, certain precautions should be taken before setting out to enjoy the frequently very good sailing of Lake Mead: Be prepared for the heat. Don't sail without something cold to drink—in spite of the vast amount of water, it's very dry out there, and you will get thirsty. Bring a paddle, and keep an eye on the horizon for thunderstorms. They appear quickly from behind the mountains, and you'll need a few minutes to get to shore. The winds get shifty as a storm approaches.

Avoid the lee sides of the islands and bluffs, as the wind tumbles over them in strange patterns and may push you into them. The canyons can be tricky, too, and there may be high ground, reef-like, near shores.

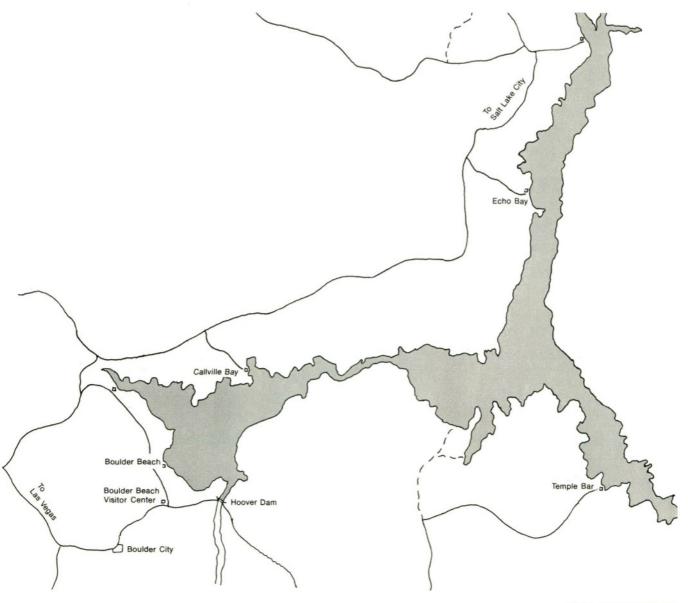
Bring padding if you're going to

camp. Beach chairs are a good idea, as well. While the ground is mostly rocky, there are good launch ramps, and a place called Sandy Cove is just that. Ask the locals how to get there.

There is a telephone number for local weather forecasts—(702) 736-3854. These forecasts are updated every three hours, so you can get the latest on wind and weather anytime.

For those who love the desert or would love to discover it, Lake Mead is a perfect vacation spot. There is plenty of hiking in the area (with information on trails available from the ranger station) and that big lake to cool off in when you're done. What better way to end a day of desert adventure than with your Hobie on the cozy water of Lake Mead? Oh, and I almost forgot: Las Vegas is just 40 minutes away.

We would like to express a very special thank-you to Jeff and Beth Anderson, whose assistance was essential to the taking of these pictures.





# WHITE'S THREE W'S FORMULA

# A method of judging conditions and tuning your sails for them

by Rick White

The following is taken from a chapter of Rick White's upcoming book, which is as yet untitled. The book will be published by Dodd, Mead and Company in late summer or early fall 1983.

While working on my last book, I searched for a simple way to analyze the kind of sail (or sail shape) needed for any of the infinite combinations of racing conditions.

Drawing on my own years of experience, I came up with a great solution: Coining the term "Three W's," I described a method for determining the best sail shape for beating to weather based on the three conditions that affect sail shape: wind, water and weight conditions.

Since my introduction of the Three W's in *The Complete Manual of Catamaran Racing* in 1974, I have seen numerous articles and books using the Three W's. Apparently, it helps everyone describe when and where to use what sail

Everything pertaining to sailing has become more precise. Therefore, I have devised a new version of this aid: White's Three W's Formula for Desired Sail Shape going to weather.

In the original version, we determined what shape of sail was needed for each of the three influencing conditions and then decided how the sail should be to best accommodate all three conditions. If two conditions called for a flat sail and the third called for a full sail, one would come up with something like "pretty flat," or "moderately flat."

My new formula is designed to get away from those vague, abstract descriptions. In a sport as infinitely filled with variables and abstracts as sailboat racing, the more things we can pinpoint, the better.

Therefore, we have assigned numerical values to sail shape, ranging from a low of 10 for a flat sail to a high of 30 for a full sail, and covering all the variations in between.

The numbers are assigned as follows:

Flat sail	10
Moderately flat	15
Moderate	20
Moderately full	25
Full	30

Then we may use White's Three W's Formula for Desired Sail Shape:

Wind + Water + Weight

= Desired Sail Shape

In place of wind, water and weight, we insert the appropriate numerical value of the sail shape required for each condition (independent of the others). Adding the three figures and dividing by three results in the average shape that should work best for this particular combination of conditions.

"We sail, not by means of the impact of wind on the sail, but by means of the 'suck' on the leeward side."

The sail shape values that are to be assigned for each of the conditions are based on the following theories:

For light wind a full sail; for heavy wind a flat sail.

For heavy waves or chop, a full sail; for flat seas, a flat sail.

For heavy crew weight, a full sail; for a light crew, a flat sail.

Nothing can replace experience for knowing whether your sail should be set full, flat, moderately, or whatever, but we all need, no matter what the degree of our experience, a basic rule of thumb. That is what the formula is all about.

Now let us study the basic rules that tell us what sail shape we need for the Three W conditions.

#### Wind

When the air is very light, a relatively full sail propels the boat easier than would a flat sail. Some theories try to negate this basic principle but the ageold proven fact is that it takes less wind to drive a full sail than to drive a flat sail.

A slight digression is in order here, to briefly present the case for the flat sail in light air. Advocates of this theory claim that the full sail will not be able to bend the wind quickly enough, nor allow the wind to attach all the way along the sail, to provide power. They further claim that the full sail offers too much friction, while the flat sail offers less resistance to what little air is stirring.

Obviously, the theory goes much deeper than what I have just outlined, but my vote for the full sail is based on much older and what I consider more reliable evidence.

Take a look at birds. Slow-flying birds (light air) have a great deal more arch or camber in their wings than do the fast-flying birds (heavy air).

Another good comparison is the contrast in wing configurations of such slow-flying aircraft as the Ford Trimotor or the DC3, with their tremendous wing arch, whose landing speeds are below 50 miles per hour (light air), as opposed to the high-speed jet aircraft with flat wings that cannot land at speeds less than 150 miles per hour (heavy air).

In other words, the lighter the wind, the more need for power to get the boat moving.

Another argument for the full sail in light air is in the basic theory of what makes a sailboat go forward.

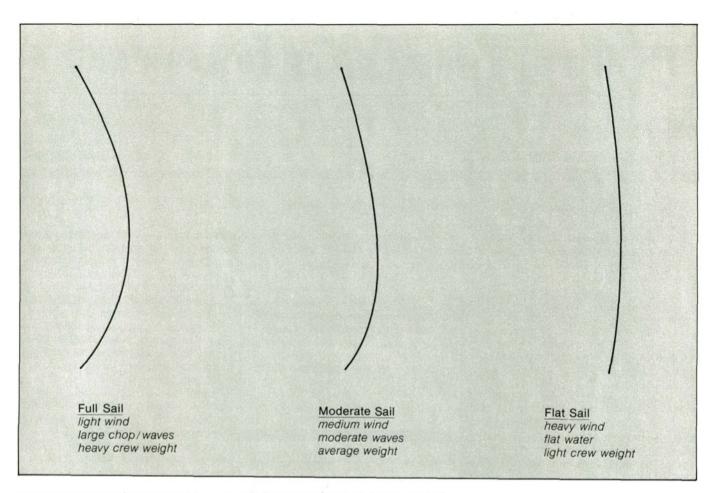
There are two pressures on the sail. On the lee side of the sail is a negative pressure or a suction effect. That negative pressure can amount to three to four times the positive pressure, which is on the windward side of the sail.

To quote a turn-of-the-century sailor, Dr. Manfred Curry, "We yachtsmen sail, properly speaking, not by means of the pressure which arises from the impact of the wind on the sail, but chiefly by means of the 'suck' which acts on the leeward side of it. A sailboat is sucked, not driven, forward." The deeper the draft or arch in the sail, the more "suck" (and, therefore, power) is created.

Of course, if the sail is too radically full, the shape becomes inefficient.

In light air, I usually start with the mainsheet somewhat loose. Once the boat begins to move forward at a desirable speed, slowly sheet in, flattening the sail and creating your own apparent wind.

Even though I am using sheeting to



have a full sail and then flatten it, the sail is set relatively full, compared to the way I would set it for a heavy air race.

So, the rule is: A full sail in light air. On the other hand, when the air is heavy, you need a flat sail. It's obvious that when there's a lot of wind, you'll be overpowered if you have a full sail. There'd be way too much "suck" for the boat to handle. Since you do not need or cannot use the power, flatten the sail, reducing the negative pressure in relation to the positive pressure.

Between light air and heavy are a vast number of different wind strengths and, therefore, as many different sail settings. If two knots of wind is light (a full, 30-point sail), and 20 knots is heavy (a flat, 10-point sail), for example, then 11 knots would be exactly moderate (20 points). Too bad it can't be that easy: moderate can run from lightly moderate (a 25-point sail) to heavily moderate (a 15-point sail). Here we have to make a judgment call.

The rule of thumb for wind conditions looks like this:

Wind	Sail Num	erical
Condition	Description	Value
Light wind	Full sail	30
Moderately light	Moderately full	25
Moderate wind	Moderate sail	20
Moderately heavy	Moderately flat	15
Heavy wind	Flat sail	10

Each condition is to be considered entirely on its own merits, without regard to the other two conditions.

#### Water

The second condition that affects sail shape is water. A lot of judgment and guesswork are needed for this one, since it's often difficult to determine in advance what the conditions are.

We all know what a flat sea is. If you can comb your hair and shave using it for a mirror, it's flat.

For flat seas, you want a flat sail (one of those perfect 10 sails). The reason should be obvious. The water is offering less resistance to the forward motion of your boat; therefore, you need less power to get you through it. Take advantage of this lower resistance to go for speed with the flat sail rather than power with the full sail.

At times, you may run into large ground swell waves. Although they may seem huge, particularly as you watch them crash on the shoreline, the surface of the water is smooth. In other words, if the troughs are long and the tops are not breaking, you could be dealing with flat water in your judgment of the wave condition.

On the other end of the wave spectrum is the extremely choppy, turbulent sea. This condition requires a full sail (a definite 30-pointer) to drive through extreme resistance offered by the rough water. In short, due to the fact that wave action will slow you down and knock you around, you need more power to blast through the tough going.

Again, between these two extremes are many other wave configurations, which leave you still another judgment call. Let us say the waves are choppy, but not really hurting boatspeed much; or say that the water is somewhat on the flat side but with a lot of powerboat chop. Then you could refer to that wave condition as being moderate (a 20-point sail).

In summation, the formula ingredient concerning wave condition is determined as follows:

Water Condition	Sail Nume Description Va	
Heavy waves	Full sail	30
Moderately heavy	Moderately full	25
Moderate waves	Moderate sail	20
Moderately flat	Moderately flat	15
Flat water	Flat sail	10

#### Weight

The third and final condition affecting desired sail shape is weight. In the case of one-design racing, where all boats are equal, this condition refers to crew weight and extra equipment you may carry aboard.

(Note: Inasmuch as the Three W's Formula is not restricted to catamarans, if you ever find yourself sailing on one of the big racers, you want to consider boat displacement as well as crew weight.)

Axiom: A heavy crew needs a full sail; a light crew needs a flat sail.

A heavy crew will be depressing the boat more deeply into the water, creating more wetted surface and, therefore, more friction and drag. They will need the additional power provided by a fuller sail to counteract that weight and drag.

A light crew, not needing the power, can go with a flatter sail (which is a more efficient and faster sail).

Let us assume that you and your crew total up to the minimum weight for your class. It would seem, then, that you have a light weight condition and therefore require a flat sail (the perfect 10).

On the other end of this scale we may have Team Beef, running 100 pounds over class minimum weight. These folks will definitely need more power for their weight conditions: a full sail (the nice round 30).

The weight condition is somewhat easier to judge than the other two. Everyone knows what he weighs, whereas we usually have to estimate wind velocity and wave height. Light weight, obviously, is close to the class' minimum weight, while sailors in each class generally have a consensus of what "heavy" is. You have merely to figure out where your weight falls between those two figures.

Hence, our point scale for determining the best sail shape based on the weight condition:

#### Weight Condition

Heavy weight Moderately heavy Moderate weight Moderately light Light weight Sail Numerical

Description va	lucs
Full sail	30
Moderately full	25
Moderate sail	20
Moderately flat	15
Flat sail	10

Now we have discussed finding the appropriate sail shape for each of the three conditions that affect it. Remember, each condition is to be considered entirely on its own merits, without regard to the other two conditions.

Just rate the desired sail shape at somewhere between flat and full (between 10 and 30) for the wind condition, then for the wave condition and then for your weight condition.

Add the three numbers and divide by three. The result will be the best sail shape for all three conditions together.

Here are some examples to try out the formula:

Boat A has a crew weight of only five pounds above the class minimum. Today they are sailing in Sandusky Bay, Ohio. As usual, it is choppy, but the air has dropped off to less than five miles per hour. What sail shape do they use?

Wind is light, requiring a	
full sail	.30
Water is choppy, requiring a	
full sail	.30
Weight is light, requiring a	
flat sail	.10

Using the formula:

Wind + Water + Weight = 3

Desired Sail Shape

We have:

$$\frac{30 + 30 + 10}{3} = \frac{70}{3} = 23.33$$

Therefore, the desired sail shape would be 23.33, which on our numeric scale makes the sail almost a moderately full sail.

Another example was offered by David Rodgers and Mike Christiansen when they competed in the Hobie 18 Nationals in Key Biscayne, Florida, summer of '82. Rodgers and Christiansen are pretty light. Although I don't know their weight, I say they're close to minimum. The seas for most of the races were choppy and turbulent, and the wind was 20 knots on this particular day. Using the formula, then:

Wind, heavy—flat sail: 10 Waves, choppy—flat sail: 30 Weight, light—flat sail: 10  $\frac{10 + 30 + 10}{3} = \frac{50}{3} = 16.67$ 

The desired sail shape for them in that particular race was 16.67, almost half-way between flat and moderate, so a moderately flat sail.

Yet another example: The air has just died, the waves are still choppy and you and your crew have been getting chubby by overdoing pizza lately. All the W's require full sails (30s), so you just add them up and divide by 3 and you have 30, which means a full sail.

How about a tricky one?

Problem: The wind is blowing 10-15; the sea is large swells, but flat; you and your crew weigh 315 (minimum weight is 285).

Answer:

Wind-Let's assign it an 18 sail.

(The mean wind speed may be considered blowing slightly above moderate by our earlier description, although it is important to remember that all these numbers are simply relative figures.)

Water-Let's use a number 12 sail.

(Although the sea is still flat, we have added a couple points to cover the swells.)

Weight—Let's assign an 18 sail shape.
(Thirty pounds over minimum weight, for the sake of this example, is a little lighter than moderate.)

Wind + Water + Weight = 3

Desired Sail Shape

18 + 12 + 18 = 48 = 16

Therefore, the desirable sail shape is numerically a 16, or about moderately flat.

As you can see, you can make it easy by assigning nice round numbers for flat, moderate and full, 10, 15, 20, 25 or 30, or you can make the formula as precise as you wish. If the wind is 17 knots, maybe that's a 13-point sail instead of a simple 10-pointer.

I must keep repeating that all these findings are relative. Who really knows what "moderate" means? How flat is "flat?" Or how full is "full?" Each person's use of the formula and assignment of numbers will vary slightly, depending on what that person considers to be the upper and lower ranges of wind, wave action and weight. My "heavy air" could be your "moderate."

Alongside other boats, either in or out of race conditions, is the place to figure some of these things out in your own mind, when you have a ready measure of boatspeed.

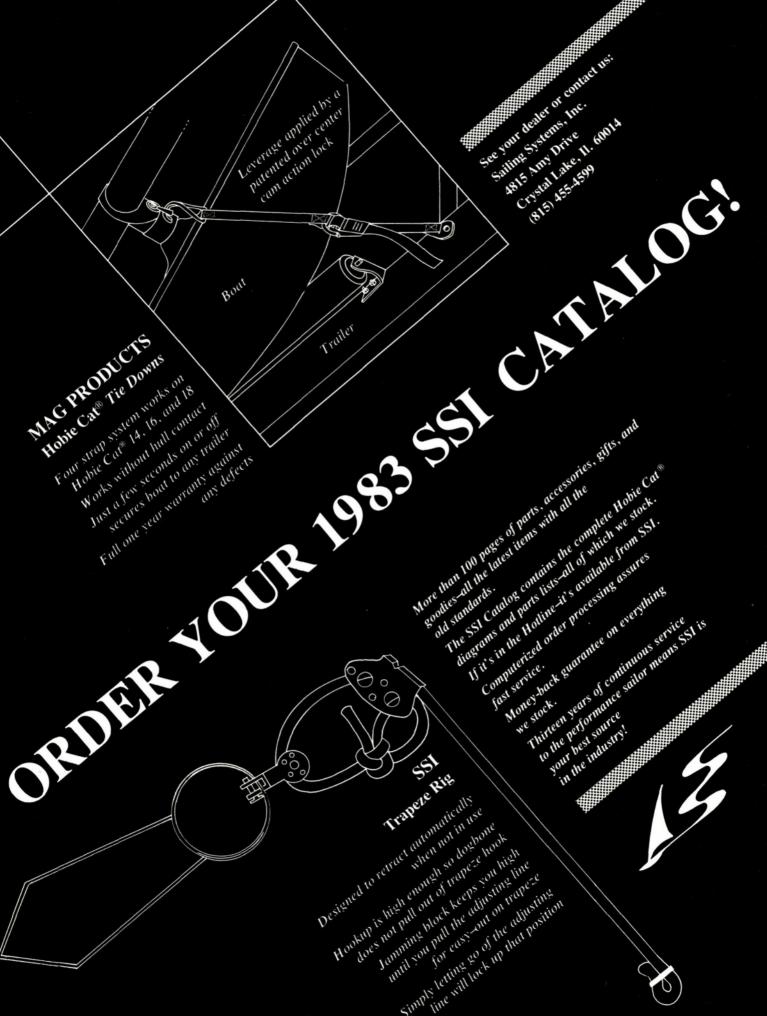
White's Three W's Formula is a rule of thumb, a foundation on which to build your sail shape. Use of the formula will also help increase your awareness that every race is unique and conditions are seldom identical; it will get you thinking about what you may really need in sail shape.

This overall formula is to be used basically for going to weather; off the wind, you want a full sail in nearly all conditions. For a close reach, all you need is what you had going to the weather mark, and then just ease the sheet a bit; this will allow the sail to become relatively full for close reaches.

Even on beam reaches, in any air at all, you probably won't have to worry about getting the sail any fuller than what you can create by using a soft main sheeting, as your apparent wind goes so far forward you certainly don't want to be overly full in the mainsail.

Try using White's 3 W's Formula before each race for a while and you will notice an overall improvement from your normal standings.

Rick White has been sailing catamarans since 1965. Former Shark National Champion and Tornado Midwest Champion, White has been sailing a Hobie for three years. He writes for Soundings and Yachting magazine.



# HOBIE RACING

MARCH/APRIL 1983

#### IN THIS SECTION:

Major Regattas Regatta Schedules Fleet News Regatta Results



#### WORLD HOBIE CLASS ASSOCIATION

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 cannot be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

## **MAJOR EVENTS**

## MAJOR REGATTAS FOR 1983

March 5-6

March 26-27

May 5-8

June 4-5

June 11-12

June 19-25

July 30-31

July 29-31

September 18-24

October 2-8

October 10-13

October 16-19

October 31-November 5 **Midwinters West** 

San Felipe, Mexico Midwinters East

Saint Augustine Beach, Florida

S.A.L.H.H.C.F.F.R.R.

Lake Havasu City, Arizona

Atlantic Coast Championship

Virginia Beach, Virginia

**Gulf Coast Championship** 

Mobile, Alabama
Second Hobie 18 World Championship

Hyeres, France

North West Championship

Golden Gardens, Seattle, Washington

Canadian Hobie National Championship Lake Winnipeg, Manitoba, Canada

Hobie 18 National Championship

Corpus Christi, Texas

**Hobie 16 National Championship** 

St. Petersburg Beach, Florida

Hobie 16 Women's National Championship

St. Petersburg Beach, Florida

**USYRU Champion of Champions Regatta** 

Dana Point, California

Hobie 14 National Championship Ventura, California

ntura, California

619/758-9100
Mike Walsh
904/268-3617
H.C.A.
619/758-9100
Robert Taylor
804/460-3716
Jim Edwards
205/476-6190
H.C.A.
619/758-9100
Dan Carpenter
206/827-8080
Mike Starkey

H.C.A.

H.C.A. 619/758-9100 H.C.A.

204/257-1938

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

The Race Section of the *Hot Line* is devoted to the fleets around the world. This is the part of the *Hot Line* where you can see your name in print, whether it be in first place or last.

You'll notice the amount of 1982 points regatta results and stories. Why, you're wondering? No, we're not behind in our typing and no, we didn't lose them. It's because we just received them.

We try to keep the information in the Race Section as up to date as possible, but we can't do that without your help. I would like to take this time to reemphasize the importance of getting your race results, schedule information and fleet news articles to us in a timely manner.

The phone calls to our office are numerous. The most asked question is, "How come our results weren't in the *Hot Line*?" Our standard answer is, "Because the race chairman or the divisional officers haven't sent them to us yet!"

It's your responsibility as a Hobie racer to remind the race chairmen and/or the hosting fleet to send in the results. Everyone likes to see their name. It's their claim to fame in the Hobie world!

Good sailing in 1983!!

Michele Krcelic Racing Editor

#### **REGATTA SCHEDULE**

\*POINTS REGATTA

#### **DIVISION 1**

March 12 - 13 March 27 April 16 - 17 May 1 May 7

May 14

Kokokahi Regatta
Kokokahi, HI Fleet #6
Single Season Points Regatta
Kailua, HI Fleet #6
Kualoa Invitational & Campout
Kualoa Beach, HI Fleet #6
2nd Annual Portlock Regatta
Hawaii Kai, HI Fleet #6
Pearl Harbor Invitational
Pearl Harbor, HI Fleet #6
Maritime Day Regatta
Waikiki, HI Fleet #6

Al Ching 808/941-8700 May 15
May 28 - 30
June 5
June 12
June 25 - 26
July 4
July 10
July 24

August 6 - 7

Don Ho Tunc Up Regatta
Kailua, HI Fleet #6
13th Annual Don Ho Regatta
Kailua, HI Fleet #6
Mid Summer Invitational
Kaneohe Bay, HI Fleet #6
Hawaii HCA SSP Regatta
Kailua, HI Fleet #6
Froome's Sailing Company Campout
Waimanalo, HI Fleet #6
Kaneohe Class Invitational
Kaneohe Bay, HI Fleet #6
Hawaii HCA SSP Regatta
Kaneohe Say, HI Fleet #6
Commodore's Regatta
Kailua, HI Fleet #6
Commodore's Regatta
Kailua, HI Fleet #6
State Championships, 16's & 14 Turbos
Kaneohe Bay, HI Fleet #6

Al Ching 808/941-8700 Al Ching 808/941-8700 Al Ching 908/941-8700 Al Ching 808/941-8700 Al Ching

# REGATTA SCHEDULE

August 13 - 14	State Championships, 18's & 14's	Al Ching
-	Kaneohe Bay, HI Fleet #6	808/941-8700
August 20 - 21	Masagi Tamura Invitational	Al Ching
	Waikiki, HI Fleet #6	808/941-8700
August 28	Hawaii HCA SSP Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
September 3	Hawaii HCA Awards Banquet	Al Ching
	(place to be announced) Fleet #6	808/941-8700
September 11	Hawaii HCA GrudgeMatch/Handicap	Al Ching
	Kailua, HI Fleet #6	808/941-8700
October 15 - 16	Outrigger Canoe Club Regatta	Al Ching
	Waikiki, HI Fleet #6	808/941-8700
October 22 -23	Duke Kahanamoku Regatta	Al Ching
	Waikiki, HI Fleet #6	808/941-8700

# **DIVISION 2**

*March 5 - 6	MID-WINTERS WEST	H.C.A.
	San Felipe, Mexico	619/758-9100
*March 12 - 13	Ides of March	Sandy DeCosta
	Puerto Penasco, Mexico Fleet #66	602/948-4241
March 27	Wojecki X. Ratzlaff Memorial Cup	Dennis Woods
	Buena Vista, CA Fleet #167	805/589-4920
*April 9 - 10	Michelob Port Hueneme	Kathy
	Port Hueneme Beach, CA Fleet #15	805/487-9087
April 9 - 10	I.R.S. Cup	Dennis Woods
	Lake Isabella, CA Fleet #167	805/589-4920
April 16 - 17	3rd Annual Dual Regatta for Charity	Patti Coe
	San Diego, CA Fleet #4	619/292-1360(bus)
*April 23 - 24	Dana Point Regatta	Don Crider
	Dana Point, CA Fleet #1	714/661-7506
*May 5 - 8	S.A.L.H.H.C.F.F.R.R.	H.C.A.
	Lake Havasu City, AZ	619/758-9100
*May 14 - 15	Castaic Lake Regatta	Les Luby
	Castaic Lake, CA Fleet #180	213/365-4531
*May 21 - 22	Hurricane Gulch	Charlie High
inaj ez ee	Cabrillo Beach, San Pedro, CA Fleet #3	
*June 4 - 5	Lake Perris Regatta	Hobie Riverside
ounc 4 o	Lake Perris, CA Fleet #30	714/656-4793
*June 11 - 12	Long Beach Hobie Grand Prix	Windy Sails/Brad
Julie 11 12	Long Beach, CA Fleet #7	213/357-8775
*June 18 - 19	San Diego Classic	Orval Luckey
June 10 - 19	San Diego, CA Fleet #4	619/574-5331 (bus)
*June 25 - 26	Big Bear Regatta	Larry Cooke
June 25 - 26	Big Bear Lake, CA	714/866-7717
*July 9 - 10	Del Rey Regatta at the 'Gulch'	Chuck or Marilyn
-July 9 - 10	Cabrillo Beach, San Pedro, CA Fleet #57	
4 7 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 .	Wofford Heights Points Regatta	Dennis Woods
*July 16 - 17		805/589-4920
4-1 00 01	Lake Isabella, CA Fleet #167	
*July 23 - 24	Todos Santos Regatta	Ron Poulos 619/942-5263
	Camp La Jolla, Mexico Fleet #4	
*August 6 - 7	Hobie 16 Divisionals	Charlie High
	Homan Beach, CA Fleet #3	213/865-1812
*August 13 - 14	Hobie 14 Divisionals	Chuck or Marilyn
	Cabrillo Beach, CA Fleet #57	213/919-4682
*August 20 - 21	Lowenbrau Hobie 18 Divisionals	Scott Rafuse
	Oceanside, CA Fleet #166	619/433-4020
September 17 - 18	Lake Arrowhead Regatta	Nicole Huguenin
	Lake Arrowhead, CA Fleet #434	714/337-6531
September 24 - 25	Single Handed & Ladies Regatta	Tonny Christensen
	Homan Beach, CA Fleet #3	213/597-0546
October 1	Division 2 Picninc	Jami Olson
	Dohenney Beach, Dana Point, CA	213/597-0546
October 8 - 9	16th Annual Ancient Mariner	Dave Kofahl
	Newport Beach, CA Fleet #3	714/898-7056
October 22	Octoberfest - Fleet 1's Fun Regatta	Don Crider
	Dana Point, CA Fleet #1	714/661-7506

# DIVISION 3

\*August 13 - 14 \*August 20 - 21

*March 5 - 6	MID-WINTERS WEST
*March 26 - 27	San Felipe, Mexico O'Niell's Kick Off
-March 26 - 2/	
+>/3 0 30	Santa Cruz, CA Fleet #240
*April 9 - 10	Lowenbrau's Breakaway Regatta
2	Folsom Lake, CA Fleet #17
April 16 - 17	Fleet #203 Series #1
42	Lahontan, NV Fleet #203
*April 23 - 24	Clear Lake Regatta
	Clear Lake, CA Fleet #205
*May 5 - 8	F.A.L.H.H.C.F.F.R.R.
	Lake Havasu City, AZ
May 7 - 8	Fleet #203 Series #2
	Washoe, NV Fleet #203
*May 7 - 8	Wet & Wild Regatta Fleet #2
4W 14 15	Woodward Reservoir, Oakdale, CA
*May 14 - 15	Shark Feed Regatta
23	Bodega Bay, CA Fleet #281
May 21	Transdelta Coors Cup
	Stockton, CA Fleet #280
*May 28 - 29	Silver State Invitational
* 14	Washoe Lake, CA Fleet #203
June 14	Rio-nicia on the Rocks Regatta
47 11 12	Rio Vista, CA Fleet #194
*June 11 - 12	Michelob Otter Regatta
7 30 30	Monterey, CA Fleet #222
June 18 - 19	Fleet #203 Series #3 - 4
	Donner Lake, NV Fleet #203
*June 25 - 26	Playland in the Sky
- 1 - 2 - 2	Lake Tahoe, CA Fleet #477
July 2 - 3	Lake Lopez Regatta
	Lake Lopez, CA Fleet #259
*July 9 - 10	'Round Treasure Island Regatta
NORTH DID 199	Crown Beach, Alameda, CA Fleet
July 16 - 17	Fleet #203 Series #5
	Eagle Lake, NV Fleet #203
*July 23 - 24	Roaring Twenties Regatta
	Coyote Point, San Mateo, CA Flee
August 6 - 7	Hobie 16 Women's Division 3 Cham
	Location to be announced
August 6 - 7	Fleet #203 Series #6 - 7
	Topaz Lake, NV Fleet #203

H.C.A. 619/758-9100 Mike Corbett 408/429-9638 Mark Skvarla 916/332-6514 Randy Duncan 702/849-0286 Mike Eckert Mike Eckert 415/828-3191 H.C.A. 619/758-9100 Randy Duncan 702/849-0286 702/849-0286 sheldon Spencer 209/524-2644 John Schulthess 707/544-5636 Jim 209/477-2156 Information 702/322-4853 Ed Heffernan 707/557-0606 Jesse Guerrero 408/394-5280 Randy Duncan 21 408/394-5280 Randy Duncan 702/849-0286 Neal Houx 916/583-9283 Windy Sails 805/481-5881 805/481-5881 Steve Cary 415/447-5007 Randy Duncan 702/849-0286 Ed Reese set #20 408/730-9543 Mike Montaque 707/526-2742 Randy Duncan 702/849-0286 Bob Kinnear 209/431-6261 Fleet #203 Series #0 - / Topaz Lake, NV Fleet #203 Mile High Regatta Buntington Lake, CA Fleet #62 Hobie 16 & 18 Division Championships San Francisco Bay, CA Mike Montague 707/545-1195

*August 27	_	28		Hobie 14 Division 3 Championships	Mike Montague
nugust 21		20		San Francisco Bay, CA	707/545-1195
September	10	) -	11	Trophy Regatta Donner Lake, NV Fleet #203	Randy Duncan 702/849-0286
*September	1	7 -	18	Hamm's "Bear" Able Regatta ('84 Pts.) Brannan Island, CA Fleet #194	Ed Heffernan 707/557-0606
September	2	4		Indian Summer Regatta Santa Cruz, CA Fleet #240	Mike Corbett 408/429-9638
*November	5 .	- 6		Casa Maria's Turkey Regatta ('84 Pts. Monterey Bay, CA Fleet #222	)Jesse Guerrero 408/394-5280

# **DIVISION 4**

*April 23 - 24	Sandpoint Regatta	Frank Thomson
	Lake Washington, WA Fleet #95	206/243-5990
*May 7 - 8	Victoria Regatta	Jim Vosburg
_	Victoria, B.C., Canada Fleet #261	604/652-4207
*May 14 - 15	Fort Worden Regatta	Frank Thomson
	Port Townsend, WA Fleet #95	206/243-5990
May 28 - 29	Ski to Sea	Gary Baker
	Bellingham, WA Fleet #37	206/734-9471
*June 5 - 6	Vancouver Regatta	Pat Lloyd
	Vancouver, B.C., Canada Fleet #214	604/685-1787
*June 18 - 19	Eugene Regatta	Paul Butler
	Eugene, OR Fleet #293	503/935-3772
June 18 - 19	Everett Open Hobie Regatta	Bob Enos
	Everett, WA Fleet #482	206/659-5035
*July 2 - 3	Kelowna Regatta	Ron Rubadeau
	Kelowna, B.C., Canada Fleet #263	604/763-0514
*July 16 - 17	Sudden Valley Regatta	Gary Baker
	Bellingham, WA Fleet #37	206/734-9471
July 16 - 17	Oregon City Championships	Gary Hamilton
	Eugene, OR Fleet #293	503/895-4094
*July 30 - 31	North West Championships	Dan Carpenter
	Godlen Gardens, Seattle, WA Fleet #14	
*August 13 - 14	Division 4 Championships	Doug Reed
	Lake Quinalt, WA	206/288-2867
*September 17 - 18	Whitefish Regatta (1984 Points)	Jenny Draeger
	Whitefish, MT Fleet #470	406/892-2459

# **DIVISION 5**

Ski/Sail Regatta	Anita Moyle
Cherry Reservoir, CO Fleet #61	303/798-3847
Lake Heron Regatta	Anita Moyle
Lake Heron, NM Fleet #48	303/798-3847
Racing Clinic	Anita Moyle
Steamboat Springs, CO Fleet #106	303/798-3847
	Cherry Reservoir, CO Fleet #61 Lake Heron Regatta Lake Heron, NM Fleet #48 Racing Clinic

# **DIVISION 6**

*March 12 - 13	Ides of March	Mark Mayo
	Lake Conroe, TX Fleet #407	713/376-6706
*March 26 - 27	Crosswinds Regatta	Roy Underwood
	Lake Somerville, TX Fleet #161	713/846-6788
*April 9 - 10	Olympic Regatta	Tom Nix
-	Corpus Christi, TX Fleet #99	512/851-1728
*April 23 - 24	Hill Country Regatta	Bill Crowell
	Canyon Lake, TX Fleet #64	512/250-1785
*May 7 - 8	Ghost Fleet Regatta	Paul Fintian
2002 200 100	Indianola, TX Fleet #110	512/576-4658
*May 21 - 22	Long Neck Regatta	Ray Seta
-	Canyon Lake, TX Fleet #128	512/342-0765
*May 28 - 30	Mid-Americas	Jer Giles
	Lake Texoma, TX Fleet #23	214/227-5714
*June 11 - 12	Windjammer	Lou Kellogg
	South Padre Island, TX Fleet #103	512/428-2629
*June 25 - 26	Wayward Winds	Tom Delesandri
	Galveston, TX Fleet #8	713/388-1702
*July 9 - 10	Sand Dune Regatta	Tom Nix
	Port Aransas, TX Fleet #99	512/851-1728
*August 6 - 7	Division 6 Championships	Tom Nix
	Corpus Christi, TX Fleet #99	512/851-1728

# **DIVISION 7**

May 7	Long Distance Regatta	Vivian McGinnis
	Lake Stockton, MO Fleet #59	417/833-1098
May 21	Memorial Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Ft 59	417/833-1098
May 28 - 30	Mid-Americas	Jer Giles
-	Lake Texoma, TX Fleet #23	214/227-5714
July 3	Independeance Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Ft 59	417/833-1098
July 29 - 31	Canadian National Championships	Mike Starkey
	Gimli, Mantioba, Canada	204/257-1938
August 27 - 28	Labor Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Ft 59	417/833-1098

# **DIVISION 8**

*March 12 - 13	10th Annual Walt Disney World Regatta	Jim McCann
-natch 12 - 13	Disney World, FL Fleet #11	305/855-1172
*March 26 - 27	1983 Subaru Mid-Winters East	Mike Walsh
	St. Augustine Beach, FL Fleet #111	904/396-1123
*April 9 - 10	Tampa Bay Subaru Classic	Mike Weill
	Tampa, FL Fleet #42	813/876-0421
*April 30 - May 1	Lance Anderson Memorial-Sea 1983	Bob DePree
	Miami, FL Fleet #36	305/385-5870
*May 14 - 15	3rd Annual Devil's Triangle Regatta	Jim Sullivan
	Ft. Pierce, FL Fleet #127	305/465-2353
*May 28 - 29	Michelob - Division 8 Championships	Don Schiller
Annual Control	Cocoa Beach, FL Fleet #45	305/784-5283
*June 11 - 12	10th Annual Cat 44'/Gulfstream Regatta	Rich Robbie
	Ft. Lauderdale, FL Fleet #44	305/971-4989

# **REGATTA SCHEDULE**

\*July 16 - 17 July 30 - 31

\*August 27 - 28

October 1 - 2

Fleet 5 Points Regatta St. Petersburg, FL Fleet #5 3rd Annual Colony Beach Classic Bradenton, FL Fleet #39 Women's Division 8 Hobie 16 Champion. St. Petersburg, FL Fleet #5 1983 Michelob Summer Sizzler Dayton Beach, FL Fleet #80 King & Prince Hobie Classic St. Simons Island, GA Fleet

Paula Raditch 813/392-1804 Charlie Tomeo 813/792-0088 Paula Raditch 813/392-1804 Jimmy Deans 904/253-8592 Jerry Latvala 912/638-5960

John Saunders 404/923-5455 Rick Harper

803/882-1038

John Saunders 404/923-5455 Harry Worden 919/223-4161

Clyde Shepherd 404/962-0335

Mike O'Conne 704/372-7089

# **DIVISION 9**

March 12 \*March 19 - 20 April 2 \*April 2 - 3 \*April 9 - 10 \*April 16 - 17 \*April 23 - 24 \*April 30 - May 1 \*May 7 - 8 \*May 14 - 15 May 15 May 21 \*May 21 - 22 \*May 28 - 29

May 29

June 18

June 18

Fleet #12 Rigging Clinic Atlanta, GA Fleet #12 Bare What You Dare Regatta Seneca, SC Fleet #164 Tune up and Beginners Race Atlanta, GA Fleet #12 Bogue Blowout Regatta Morehead City, NC Fleet #100 Atlantic Points Regatta Morehead City, NC Fleet #100
Atlantic Points Regatta
Lake Lanier, Atlanta, GA Fleet #12
1983 Belk Points Regatta
Lake Noveman, Charlotte, NC Fleet #92
4th Annual Pam Walker Memorial Regatta
Lake Morray, Columbia, SC Fleet #141
Choo-Choo Classic Regatta Fleet #217
Lake Chickamauga, Chattanooga, TN
3rd Annual Lake Wylie Regatta
Lake Wylie, Rock Hill, SC Fleet #83
Spring Fever Regatta
Kerr Lake, VA Fleet #290
Spring Series Race #1
Atlanta, GA Fleet #12
Fleet Race
Norfolk, VA Fleet #20
North Carolina State Championships
Morehead City, NC Fleet #257
Spring Series Race #2
Atlanta, GA Fleet #12
1983 Atlantic Coast Championships
Virginia Beach, VA Fleet #32
6th Annual Sandlapper Regatta
Isle of Palms, SC Fleet #53
Spring Series Race #3
Atlantia, GA Fleet #12
Fleet Race
Norfolk, VA Fleet #257
Spring Series Race #3
Atlanta, GA Fleet #12

\*June 4 - 5 \*June 11 - 12 \*June 18 - 19

Spring Series Race #3
Atlanta, GA Fleet #12
Fleet Race
Norfolk, VA Fleet #200
Sth Virginia State Championships
Gwynn's Island, VA Fleet #221
Savannah Points Regatta
Tybee Island, GA Fleet #224
Fleet Race
Norfok, VA Fleet #200
Emerald Isle Ocean Regatta
Emerald Isle Ocean Regatta
Emerald Isle, NC Fleet #191
1983 Division Nine Championships
Wrightsville Beach, NC Fleet #11
Plenty of Thrills but no Frills Regatta
Henderson Point, NC Fleet #97
Anheuser-Busch Backwoods Regatta
Badin Lake, NC Fleet #175
Myrtle Beach Regatta
Myrtle Beach, SC Fleet #83 & #141
Fleet Race \*June 25 - 26 July 2 \*July 9 - 10 \*July 16 - 17

\*July 30 - 31 \*August 6 - 7 \*August 20 - 21

Sunbake Regatta

Fleet Race Norfolk, VA Fleet #200 September 17 Fleet Open Race Norfolk, VA Fleet #200

**DIVISION 10** 

\*April 23 - 24 \*April 30 - May 1 May 14

\*May 14 - 15 \*May 21 - 22

May 28 June 4 \*June 4 - 5

\*June 11 - 12

June 18 \*June 18 - 19

\*June 25 - 26 July 9

\*July 9 - 10 \*July 16 - 17

\*July 23 - 24

\*July 30 - 31 August 6

\*August 6 - 7 \*August 13 - 14

\*August 20 - 21

Lake Carlyle, IL Fleet #125 Fleet Raco, MI Fleet #117 Michelob - Hobie Sport Center III Richland, MI Fleet #40 Alum Creek Regatta Alum Creek, OH Fleet #85 Alum Creek, OH Fleet #85 Sandusky Bay Regatta Sandusky, OH Fleet #60 Fleet Race Kalamazoo, MI Fleet #17 Longest Day Regatta Diamond Lake, MI Fleet #89 Dam Regatta Hoover Reservoir, OH Fleet #300 Hoover Reservoir, OH Fleet Fleet Race Kalamazoo, MI Fleet #117 Clementine's Saloon Regatta South Haven, MI Fleet #40 Indiana State Championships Eagle Creek, IN Fleet #26 Crane Creek, Regatta Crane Creek, OH Fleet #400 Caseville Regatta Caseville, MI Fleet #18 Fleet Race Kalamazoo, MI Fleet #117 Kalamazoo, MI Fleet #117 Hobiefest Hobiefest
Wilmette, IL Fleet #115
Higgins Lake Annual Invitational
Higgins Lake, MI Fleet #144
Division Ten Championships
Traverse City, MI Fleet #292

Sunbake Regatta
Crab Orchard Lake, IL Fleet #199
Cowan Lake May Day Regatta
Cowan Lake, OH Fleet #47
Fleet Race
Kalamazoo, MI Fleet #117
Icebreaker Regatta
Clark Lake, MI Fleet #58
Illinois State Championships
Lake Carlyle, IL Fleet #123
Fleet Race

Bill Settle, Jr. 513/961-0395(bus) John Brink 616/381-4227 Stoney Green 517/787-7080 (bus) James Mencin 314/394-1799 John Brink 616/381-4227 Russ Hoffman 616/665-9364 Steve Spitler 419/797-4870 John Brink 616/381-4227 John Werntz 219/289-0155 Ron Marshall 614/548-4040 John Brink 616/381-4227 Chris Sundberg 616/345-9480 John Swenby 317/297-2096 Glen Blohm 419/841-4142 Mike Garrett 313/482-5851 John Brink 616/381-4227 Dave Hutchings 312/729-5816 Ric Balesky 313/686-2062 Murrays Boat 800/632-5597

**DIVISION 11** 

\*May 7 - 8 \*May 14 - 15 \*June 4 - 5

\*April 30 - May 1

\*June 11 - 12 \*June 18 - 19

\*June 25 - 26 July 3 \*July 9 - 10

\*July 16 - 17 \*July 30 - 31

August 7

Lake Hopatcong Regatta
Lake Hopatcong, NJ Fleet #137
Rehobeth Regatta
Rehobeth, NJ Fleet #271
Maryland State Championships
Gunpowder, MD Fleet #54
Annual Barnegat Bay Regatta
Shore Acres, NJ Fleet #65
Beach Marina Regatta
Waretown, NJ Fleet #452
Spring Winds Regatta
Ocean City, NJ Fleet #24
Division Eleven Championships
Cape May, NJ Fleet #24
Division Eleven Championships
Cape May, NJ Fleet #250
Northern Bay Regatta
Elk Neck, MD Fleet #250
Northern Bay Regatta
Elk Neck, MD Fleet #54
Atlantic City, NJ Fleet #190
Yacht Club of Pleasantville
Pleasantville, NJ Fleet #73
Corson Inlet Distance Race
Ocean City, NJ Fleet #27
Long Beach Island Rounding
Waretown, NJ August 14 \*September 10 -11 New Jersey State Championships Sandy Hook, NJ Fleet #250 \*September 24 - 25 Goombay Smash Budd Lake, NJ Fleet #137

\*May 14 - 15

\*May 21 - 22

704/372-7089 Ron Woodcock 803/772-6072 Bill Robertson 615/757-3070 Bob Curtis 704/825-5735 John Kain 703/989-4639

703/989-4639 John Saunders 404/923-5455 Barry Barnes 804/771-2924 David Thaxton 919/489-0267 Gray Deans 919/946-8956 John Saunders 404/923-5455 Robert Taylor 804/460-3716

John Saunders 404/923-5455 Barry Barnes 804/771-2924 Ron Magee 804/794-8736 Joe Short 912/944-6030

Bob Curtis 704/825-5735

Barry Barnes 804/771-2924

Barry Barnes 804/771-2924

John Grosskoff

616/988-1414

Barry Barnes 804/771-2924 Pete Richardson

Ship's Store 919/256-4445 David Thaxton 919/489-0267 \*October 1 - 2 Steve Dixon 919/439-5223

6th Annual Long Island Sound Champs.
Wesport, CT Fleet #56
9th Annual Polar Bear Regatta
New Haven, CT Fleet #136
Nantucket Sleigh Ride Regatta
Chatham, MA Fleet #28
Westchester Hobie Classic
Playland, Rye, NY Fleet #439
LRCCAMMC Regatta
Winnipesaukee, NH Fleet #209
WNLC Whaling Cay Regatta
New London, CT Fleet #472
Division 12 Championships
Hacksher, Long Island, NY Fleet #124
6th Annual Buzzard Regatta
Mattapoisett, MA Fleet #28
Nahant Beach Regatta
Nahant Beach, MA Fleet #135
6th Annual Boodles Gin & Tonic Reg.
Madison, CT Fleet #136
Mew England Championships
Fairfield, CT Fleet #208

Tom Deming 201/335-5172 Tom Hagy 302/328-0733 Dan Freymeyer 301/437-7589 Mark Schleckser 201/477-3530 Wally Myers 609/399-9575 Ric Davis 215/674-5075 John Sullivan 201/566-1247 Dan Freymeyer Warren Kaplan 609/822-0053 Bill Hiller 609/641-9083 Chuck Allison 609/399-7974 Bob Dees 609/654-4484 John Sullivan 201/566-1247

**DIVISION 12** 

Waretown, NJ

6th Annual Long Island Sound Champs.

\*May 28 - 29 \*June 4 - 5

Lake Hopatcong Regatta

\*June 11 - 12 \*June 18 - 19

\*July 16 - 17

\*July 30 - 31 \*September 10 - 11

\*September 17 - 18

Sailing Seminar

\*September 24 - 25

John Driver 203/227-5355 Joe Manganello 203/421-3614 Bob Pickett 617/336-9450 Kevin Farrell 212/572-2424 Ronald Peaco 603/253-4115 Mark Yukant Tim Palmer 516/472-3366 Art Simms 617/599-5946 Art Simms 617/599-5946 Roger Barnes 201/337-6942 Joe Manganello 203/421-3614 Bob Williams 203/259-2449

**DIVISION 14** 

March 2 March 5 - 6 March 9

March 12 - 13 March 16

March 19 - 20 March 20

March 23

\*March 26 - 27

April 2 April 9

April 10 \*April 9 - 10

April 16 April 17

\*April 16 - 17 April 23 - 24

\*April 30 - May 1 April 30 - May 1

May 6 - 7 May 7

May 7 - 8 May 8 \*May 14 - 15

May 21 May 21 - 22

Tulsa, OK Fleet #25 3rd Winter Regatta Dallas, TX Fleet #23 Sailing Seminar Tulsa, OK Fleet #25 Tulsa, OK Fleet #25
4th Winter Regatta
Dallas, TX Fleet #23
Boat Tuning Seminar
Dallas, TX Fleet #23
St. Patrick's Day Intra-divisional
Dallas, TX Fleet #23
Fleet Regatta
Lake Brownwood, TX Fleet #457
Intro. to Regatta Sailing Seminar
Dallas, TX Fleet #23
Dallas Regatta
Dallas, TX Fleet #23
Sailin Sea on "Warm-up" (one on one)
Tulsa, OK Fleet #25
Fleet Picnic
Lake Brownwood, TX Fleet #457 Fleet Picnic
Lake Brownwood, TX Fleet #457
Fleet Regatta
Lake Brownwood, TX Fleet #457
McAllester Regatta
McAllester, TX Fleet #468
Fleet Series #1
Tulsa, OK Fleet #25
Hobie Day
Tulsa, OK Fleet #25
Waco Regatta
Waco, TX Fleet #162
List Spring Regatta & Chili Cook-off
Dallas, TX Fleet #23
Oklahoma City, OK Fleet #131
Open Regatta
Brownwood, TX Fleet #457
Boat Tuning Hands On Seminar
Dallas, TX Fleet #23
Tulsa, OK Fleet #25
Tulsa, OK Fleet #25
Tulsa, OK Fleet #25
Fort Worth Points Regatta
Dallas, TX Fleet #25
Fort Worth, TX Fleet #91
Fleet Series #3
Tulsa, OK Fleet #35
Fort Worth, TX Fleet #91
Fleet Series #3
Tulsa, OK Fleet #25 Lake Brownwood, TX Fleet #457

Fleet Series #3 Tulsa, OK Fleet #25 3rd Spring Regatta Dallas, TX Fleet #23 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Vaughn Costa 915/646-8215 Manny Reyes 918/336-2242 Manny Reyes 918/336-2242 Bobby Allen 817/799-8391 Mendy Whiteh 214/596-8794 Debbie Taylor 405/341-7845 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242

David Spout 817/292-6418

Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794

# EGATTA SCHEDUL

May 22	On-the-Water Seminar for Beginners
*May 28 - 30	On-the-Water Seminar for Beginners Tulsa, OK Fleet #25 Mid-Americas Lake Texoma, TX Fleet #23 Fleet Race
May 30	Lake Texoma, TX Fleet #23 Fleet Race
June 4	Lake Hefner, OK Fleet #131
Tune 4	Lake Brownwood, TX Fleet #457
June 4	Tulsa, OK Fleet #25
June 4 - 5	White River Lake, Lubbock, TX Flt #268
June 5	Fleet Series #4 Tulsa, OK Fleet #25
June 4 - 5	4th Spring Regatta Dallas, TX Fleet #23
*June 11 - 12	Fleet Race Lake Hefner, OK Fleet #131 Fleet Regatta Lake Brownwood, TX Fleet #457 Hobie Day Tulsa, OK Fleet #25 Sticker Patch Regatta White River Lake, Lubbock, TX Flt #268 Fleet Series #4 Tulsa, OK Fleet #25 4th Spring Regatta Dallas, TX Fleet #23 Norman Points Regatta Norman, OK Fleet #63 Racing Seminar for beginners
June 18	Racing Seminar for beginners
June 18 - 19	Camping
June 18	5th Spring Series
June 19	Spring Fling
June 19	Fleet Series #5
*June 25 - 26	Wichita Falls Points Regatta
July 2	Wichita Falls, TX Fleet #146 Fleet Series #6
July 2 - 3	Tulsa, OK Fleet #25 Forth of July Intr-divisional
July 2 - 3	Dallas, TX Fleet #23 Forth of July Race
July 4	Lake Hefner, OK Fleet #131
*Tuly 9 - 10	Lake Hefner, OK Fleet #131
July 9 - 10	Tulsa, OK Fleet #25
July 16 - 17	Ath spring segata Dallas, TX Fleet #23 Norman Points Regatta Norman, OK Fleet #63 Racing Seminar for beginners Tulsa, OK Fleet #25 Camping Lake Proctor, TX Fleet #457 Sth Spring Series Dallas, TX Fleet #23 Spring Fling Dallas, TX Fleet #23 Fleet Series #5 Tulsa, OK Fleet #25 Wichita Falls Points Regatta Wichita Falls, TX Fleet #146 Fleet Series #5 Tulsa, OK Fleet #25 Forth of July Intr-divisional Dallas, TX Fleet #23 Forth of July Intr-divisional Dallas, TX Fleet #23 Forth of July Race Lake Hefner, OK Fleet #131 Fun Day Lake Hefner, OK Fleet #131 Catfight Regatta Tulsa, OK Fleet #25 Hobie Day Tulsa, OK Fleet #25 St Summer Regatta Dallas, TX Fleet #23 Evening at the Lake Lake Hefner, OK Fleet #131 Ponca City Points Regatta Dallas, TX Fleet #23 Evening at the Lake Lake Hefner, OK Fleet #131 Ponca City, OK Fleet #432 Hobie Day Tulsa, OK Fleet #25 Tulsa, OK Fleet #25 Fund Summer Regatta Dallas, TX Fleet #23 Fleet Series #7 Tulsa, OK Fleet #25 High Heels Regatta (Ladies) White River Lake, TX Fleet #268 Lawton Points Regatta Lawton, OK Fleet #25 Fund Now Fleet #25 Fund Summer Regatta Lawton, OK Fleet #25 Fund Summer Regatta Lawton F
July 16 - 17	Dallas, TX Fleet #23
July 20	Lake Hefner, OK Fleet #131
*July 23 - 24	Ponca City Points Regatta Ponca City, OK Fleet #432
July 30	Hobie Day Tulsa, OK Fleet #25
July 30 - 31	2nd Summer Regatta Dallas, TX Fleet #23
July 31	Fleet Series #7 Tulsa, OK Fleet #25
August 6 - 7	High Heels Regatta (Ladies) White River Lake, TX Fleet #268
*August 6 - 7	Lawton Points Regatta
August 7	Fun Day at the Lake
August 13	Fleet Series #8
August 13 - 14	3rd Summer Regatta
August 14	Dallas, TX Fleet #23 Hobie Day
August 17	Tulsa, OK Fleet #25 Evening events at the Lake
*August 20 - 21	Lake Hefner, OK Fleet #131 Divisionals
August 27 20	Wichita, KS Fleet #27 Division 14's Womens 16 Nat. Qualifying
	Dallas, TX Fleet #23
August 28	Hobie Day Tulsa, OK Fleet \$25 Hobie Day Tulsa, OK Fleet \$25
September 3	Hobie Day Tulsa, OK Fleet #25
September 4	Battle of the Hoble Saliors
September 5	Tulsa, OK Fleet #25 Labor Day Race Lake Hefner, OK Fleet #131
September 3 - 4	4th Summer Regatta Dallas, TX Fleet #23
Septmeber 5	Fleet Series #9
*September 10 - 11	Tulsa, OK Fleet #25 Texas Shoot Out Dallas, TX Fleet #23 & #91
September 17 - 18	lst Fall Regatta Dallas, TX Fleet #23
September 24	Fleet Series #10
September 24 - 25	Tulsa, OK Fleet #25 Nationals Tune-up Regatta Dallas, TX Fleet #23
September 25	Hobie Day
October 1	Tulsa, OK Fleet #25 Border Clash Regatta
October 1 - 2	White River Lake, TX Fleet #268 2nd Fall Regatta
October 1 - 2	Dallas, TX Fleet #23 Oklahoma Championships
October 8 - 9	Lake Hefner, OK Fleet #131 3rd Fall Series
*October 15 - 16	Dallas, TX Fleet #23 Tyler Points Regatta (1984 Points)
	Tyler, TX Fleet #118 Great Pumpkin Chase Regatta
	White River, Lake, TX Fleet #268

405/341-7845
Vaughn Costa 915/646-8215
Manny Reyes 918/336-2242
918/336-2242 Woody Orr
Woody Orr 806/792-9358
Manny Reyes 918/336-2242
Mendy Whitehead 214/596-8794
214/596-8794 SteveLong
SteveLong 405/329-8627
Manny Reyes 918/336-2242
Vaughn Costa
915/646-8215 Mendy Whitehead
Mendy Whitehead 214/596-8794
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405/341-7845
Debbie Taylor
Manny Reyes
918/336-2242 Manny Reves
918/336-2242
Mendy Whitehead
Debbie Taylor 405/341-7845
405/341-7845
Neil Lawrence 405/762-0004
Manny Keyes
Mendy Whitehead 214/596-8794
214/596-8794
Manny Reyes 918/336-2242
Woody Orr 806/792-9358
Woody Orr 806/792-9358 Tom Neiswonger
Woody Orr 806/792-9358 Tom Neiswonger 405/353-7492
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Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Manny Reyes 918/336-2243
Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Manny Reyes 918/336-2243
Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Mendy Whitehead 214/596
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Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Manny Reyes 918/336-2244 Manny Reyes 918/36-8794 Ma
Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Mendy Whitehead 214/596-8794 Debbie Taylor 405/341-7845 Mendy Whitehead 214/596-8794
Debbie Taylor 405/341-7845 Manny Reyes 918/336-2242 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Debbie Taylor 405/341-7845 Bob Bridgeman 316/788-3994 Mendy Whitehead 214/596-8794 Manny Reyes 918/336-2242 Manny Reyes 918/336-2244 Manny Reyes 918/36-8794 Ma

Manny Reyes 918/336-2242 Jer Giles 214/227-5714 Debbie Taylor 405/341-7845

April 9 - 10	Cresent City Classic	Kenny Boudreau
	New Orleans, LA Fleet #41	504/758-1504
April 16 - 17	Falsies Regatta Baton Rouge, LA Fleet #55	Adrian Lee 504/926-1733
April 23 - 24	Batten Busters Regatta	Greg Keading
	Panama City, FL Fleet #120	904/769-6747
April 30 - May 1	Stephen C. Smith Regatta	Jacque Myers
	Shell Point, FL Fleet #43	904/877-2467
lay 7 - 8	Dixie Invitational Regatta	Don Ramsey
	Jackson, MS Fleet #235	601/956-6026
lay 7 - 8	Night Town Regatta	Jack Panzerone
	Ft. Walton Beach, FL Fleet #178	904/244-0971
lay 14 - 15	Cajun Classic Regatta	P. Martin
	Lafayette, LA Fleet #93	504/384-3233
lay 21 - 22	Hog's Breath Regatta	Jack Panzerone
	Ft. Walton Beach, FL Fleet #178	904/244-0971
ay 28 - 29	Island Hop Regatta	Bruce Record
	Ocean Springs, MS Fleet #70	601/875-7544
une 4 - 5	10th Annual Pensacola Regatta	Jack Salmon
	Ft. Pickens Gate, FL Fleet #35	904/432-3899
une 11 - 12	Gulf Coast Championships	Jim Edwards
	Mobile, AL Fleet #76	205/476-6190
une 18 - 19	Broken Mast	Paul Nolte
	Memphis, TN Fleet #134	901/332-0881
une 25 - 26	Sand Flea Regatta	Lynn Stone
	Ft. Walton Beach, FL Fleet #178	904/231-4250
uly 2 - 3	Around the Island Regatta	Bruce Record
	Ocean Springs, MS Fleet #70	601/875-7544
uly 23 - 24	Panama City Open Regatta	Greg Keading
	Panama City, FL Fleet #120	904/769-6747
ugust 6 - 7	Division 15 Championships	Jacque Myers
	Tallahassee, FL Fleet #43	904/877-2467
ugust 27 - 28	Hobie for Heart	Eric Gisser
agase s. so	Ft. Walton Beach, FL Fleet #178	904/862-3782
entember 17 - 18	Poor Ol' Kowaliji	Bruce Johnson
epecamer in io	Montgomery, AL Fleet #484	205/265-0714
ctober 1 - 2	Autumn Regatta	Don Ramsey
ctober 1 2	Jackson, MS Fleet #235	601/956-6026
ctober 8 - 9	Jubilee Regatta	Jo Gaston
c cober o	Fairhope, AL Fleet #76	205/342-4300
ctober 15 - 16	5th Mad Dog Regatta	Jacque Myers
ctober 15 - 10	Shell Point, FL Fleet #43	904/877-2467
ctober 29 - 30	Cat Capers Regatta	Jim Brock
CCODEL 29 - 30		205/833-4357
ovember 12 - 13	Birmingham, AL Fleet #277 3rd Ann Turkey Trot	
Ovember 12 - 13	Shell Point, FL Fleet #43	Susie Falk 904/562-2365
	Shell Point, FL Fleet #43	904/362-2363

# **DIVISION** 16

May 7	Spring Thaw Seminar	Craig MacKenzi
	Orillia, Ont., Canada Fleet #150	705/326-6613
May 21	Icebreaker Regatta	Gerry Pringle
	Orillia, Ont., Canada Fleet #150	705/325-1713
*May 21 - 22	Mad Catter Regatta	Pat Caster
	Syracuse, NY Fleet #204	315/699-7985
*June 11 - 12	9th Annual Couchi-Cat (Canadian Pts)	Bob MacKenzie
	Tudhope Park, Ont., Canada Fleet #150	705/326-3127
*June 25 - 26	Michelob - Open Regatta	Tom Snodgrass
	Erie, PA Fleet #228	814/868-5191
*July 9 - 10	Wendt Beach Regatta	Bruce Cowe
	Wendt Beach, Angola, NY Fleet #119	716/549-5060
*July 23 - 24	Seneca Lake Regatta	Scott Welliver
	Watkins Glen, NY Fleet #86	607/732-3959
August 6 - 7	Division 16 Championships	Gary Johnson
	Rochester, NY Fleet #295	716/326-3678
August 20 - 21	Family Fun Camping & Catting	Helen Parnham
,	Orillia, Ont., Canada Fleet #150	705/325-8435
*August 20 - 21	Great Sacandaga Regatta	Ron Weiss
	Gloversville, NY Fleet #238	518/869-5759
*September 10 - 11	Toronto Cat Club Regatta	Steve Reid
	Toronto, Ont., Canada Fleet #183	416/665-5960

# INTERNATIONAL

GUATEMALA					
March 6	Training Races			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	
March 20	Training Races			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	
April 10	Training Races			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	
April 24	Nationals			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	
May 9	Training Races			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	
May 22	Training Races			Manfredo	Topke
	Guatemala City, Guatemala	Fleet	#138	310329	

# ITALIAN HOBIE CLASS ASSOCIATION

Regate	di	Qualificazione	a	Punti	1983

Regate di Qualif	icazione a Punti 1983
Marzo 26 - 27	Regata Nazionale
Aprile 2 - 4	Circolo Velico Sabaudia Circeo Vele di Pasqua (internazionale)
Aprile 2 - 4	Congrega Velisti Cesenatico
Aprile 3 - 5	Regata Nazionale
	Flotta 345 Cagliari
Aprile 9 - 10	Cat Weekend (internazionale)
	Associazione Svizzera H.C.
Aprile 16 - 17	Regata Nazionale
	Lago Lugano (Flotta 331 Milano)
Aprile 24 - 25	Regata Nazionale
	Stabilimento Bagno Lido Tirrenia
Maggio 1	Regata Nazionale
	Centro Nautica Sport Anguillara
Maggio 14 - 15	Regata Nazionale
	Flotta Venezia
Maggio 14 - 15	Regata Nazionale
	Flotts 345 Cagliavi

**DIVISION 15** 

March 19 - 20 Pitchpole Pitchpole Ft. Walton Beach, FL Fleet #178 Mid-Winters East St. Augustine Beach, FL April Fools Regatta Ocean Springs, MS Fleet #70 \*March 26 - 27 \*July 16 - 17

Jack Panzerone 904/244-0971 Mike Walsh 904/268-3617 Bruce Record 601/875-7544

# **REGATTA SCHEDULE**

Maggio 20	- 22	Campionato Italiano 18' (int.) Flotta Fregene
Giugno 4	- 5	Regata di Pentecoste (internaz.) Camping Punta Ala
Luglio 22	- 24	Campionato Italiano 14' - 16' (int.)
Agosto 26	- 28	Flotta 302 Bracciano 3º Trofeo Benacus (internaz.) Fraglia della Vela Riva del Garda
Settembre	3 - 4	4º Trofeo Torre Pendente Tirrenia
Settembre	25	Regata Nazionale Fregene albergo La Conchiglia

#### Regata estere importanti

Giugno 11 -	16	Campionato Europeo 18'
		Hyeres, France
Giugno 19 -	25	Campionato Mondiale 18'
		Hyeres, France
Fine agosto	circa	Camionato Europeo 16'
		Olanda
Fine agosto	circa	Campionato Europeo 14'
		Olanda

#### Altre regate ufficiali Hobie Cat

Marzo 2	20				Regata di S. Giuseppe
					Lago Bracciano
Marzo 1	19 .	- :	20		Regata di apertura
					Cagliari Flotta 345
Aprile	23	-	25		2º Campionato Sardo H.C.
					Flotta 345 Cagliari
Aprile	20	-	May	1	Criterium Catamarani
			-		Maccagno Flotta 331 Milano
Maggio	28	-	29		Criterium Cisalpino Catamarani
					Dervio Flotta 331 Milano
Maggio	29				Regata Nazionale
					Marina Cala Galera
Giugno	5				Long Distance
					Flotta 345 Cagliari
Agosto	15				Sabaudia Ponza Sabaudia
					Club Velico Sabaudia Circeo
Settemb	ore	1	1		Regata Nazionale
					Stab. Bagno Lido Tirrenia

#### NEW GUINEA

MAY	7	-	14	3RD	QUANTAS	SOUTH	PACIFIC	HOBIE	CHAMP:	IONSHIP
				Port	Morachy	Dani	a New Co	iinaa	Floor	4405

#### HOBIE CLASS ASSOCIATION OF SPAIN

March 19 - 20	Criterium Solitarios
	C. V. Palamos
March 19 - 20	Trofeo Hobie
	C. N. Sanlucar
April 2 - 3	Trofeo Hobie
307	Regata Madrid

April 9 - 10  April 16 - 17  April 17  April 17  April 30 - May 1  April 40 - 1  April 30 - May 1  April 40 - 1		
April 16 - 17  April 17  April 30 - May 1  April 4 - 15  April 30 - May 1  April 4 - 15  Apr	April 9 - 10	Trofeo Hobie
April 17  April 30 - May 1  April 30 - May 1  May 7 - 15  May 15 - 22  Ascenso Guadalquivir  C. N. Sanlucar  Ascenso Guadalquivir  C. N. Sevilla  May 14 - 15  May 21 - 22  Ascenso Guadalquivir  C. N. Sevilla  Trofeo San Isidro  Regional Catalunya  C. N. Castelldefels  June 2 - 5  June 4 - 5  June 11 - 12  June 11 - 12  June 18 - 19  June 10  June 10  June 10  June 11 - 12  June 11 - 12  June 11 - 12  June 11 - 12  June 12  June 11 - 12  Trofeo Hobie  C. N. Sanlucar		C. N. Castelldefels
April 17  April 30 - May 1  April 30 - May 1  May 7 - 15  May 15 - 22  May 14 - 15  May 14 - 15  May 21 - 22  April 30 - May 1  May 14 - 15  May 21 - 22  April 30 - May 1  May 14 - 15  May 21 - 22  April 30 - May 1  May 14 - 15  April 30 - May 1  May 14 - 15  April 30 - May 1  May 15 - 22  April 30 - May 1  April 30	April 16 - 17	
April 30 - May 1  May 7 - 15  May 15 - 22  May 14 - 15  May 21 - 22  June 2 - 5  June 4 - 5  June 11 - 12  June 11 - 12  June 12 - 5  June 15  June 15  June 16 - 17  July 2 - 3  July 2 - 7  July 2 - 8  July 2 - 7  July 2 - 8  July 2 - 9  July 2 - 9  July 2 - 9  July 2 - 17  July 2 - 28  July 2 - 29  July 2 - 29  July 2 - 20  July 16 - 17  July 2 - 17  July 2 - 28  July 2 - 29  July 2 - 29  July 2 - 20  July 16 - 17  July 2 - 17  July 2 - 28  July 2 - 29  July 2 - 29  July 2 - 20  July 16 - 17  July 2 - 3  July 2 - 3  July 2 - 3  July 2 - 3  July 2 - 25  July 2 - 3  July 2 - 17  July 2 - 3  July 2 - 25  July 2 - 28  July 2 - 29  July 2 - 29  July 2 - 29  July 2 - 3  July 2 - 29  July 2 - 3  July 2 - 4  July 2 - 3  July 2 - 3  July 2 - 3  July 2 - 4  July 2 - 3  July 2 - 17  Trofeo Hobie  C. N. Sanlucar  Trofeo Hobie	April 17	C. N. Denia
April 30 - May 1  Regional Levante C. N. Javea Regional Andalucía C. N. Sevilla May 14 - 15  May 21 - 22  May 21 - 22  May 21 - 22  May 22 - 5  June 2 - 5  June 4 - 5  June 1 - 12  June 11 - 12  June 11 - 12  June 12 - 7  June 13 - 19  June 10  June 10  June 10  June 11  June 11  June 12  June 12  June 13  June 14  June 15  June 15  June 16  June 17  June 17  June 18  June 19  June 19  June 10  J	APILL I/	C. N. Sanlucar
May 7 - 15  Regional Andalucía C. N. Sanlucar  May 15 - 22  Ascenso Guadalquivir C. N. Sevilla  Trofeo San Isidro Regional Catalunya C. N. Castelldefels  Trofeo Hobie Mallorca  June 1 - 12  June 1 - 12  June 18 - 19  June 19  June 19  June 19  June 19  June 19  July 2 - 3  July 2 - 3  July 3 - 25  July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  August 17 - 28  August 19 - 17  August 10 - 21  August 20 - 21  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  August 20 - 21  Trofeo Hobie C. N. Sanlucar  Trofeo Hobie C. N. Sanlucar  Festival Hobie C. N. Sanlucar  Trofeo Hobie	April 30 - May 1	Regional Levante
May 15 - 22  May 14 - 15  May 21 - 22  May 21 - 22  May 21 - 25  June 2 - 5  June 4 - 5  June 11 - 12  June 11 - 12  June 12 - 7  June 13 - 15  June 15  June 16 - 17  July 2 - 3  July 2 - 5  July 2 - 7  July 16 - 17  August 6 - 7  July 17  August 13 - 15  August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  August 15  August 16 - 7  August 17  August 17  August 18 - 19  August		
May 15 - 22         Ascenso Guadalquivir C. N. Sevilla           May 14 - 15         Trofeo San Isidro Regata Madrid           May 21 - 22         Regata Madrid           June 2 - 5         Trofeo Hobie           June 4 - 5         Regional Centro C. N. Cervera           June 11 - 12         Trofeo Hobie C. N. Sitjes           June 18 - 19         Trofeo Hobie C. N. Sanlucar           June 19         Trofeo Hobie C. N. Sanlucar           July 2 - 3         Trofeo Vacaciones C. N. Sagunto           July 23 - 25         C. N. Fort Pollensa           August 6 - 7         Trofeo E. Vela 2 Mares           August 13 - 15         Seccion Vela Stotgrande           August 14 - 15         Trofeo E. Vela 2 Mares           August 20 - 21         Trofeo E. Vela 2 Mares           August 27 - 28         Trofeo E. Vela 2 Mares           E. V. 2 Mares La Manga         Trofeo E. Vela 2 Mares           E. V. 2 Mares La Manga         Trofeo E. Vela 2 Mares           E. V. 2 Mares La Manga         Trofeo E. Vela 2 Mares           E. V. 2 Mares La Manga         Trofeo E. Vela 2 Mares           E. V. 2 Mares La Manga         Trofeo Hobie           C. N. Sanlucar         Trofeo Hobie           C. N. Sanlucar         Trofeo Hobie           C. N. Sanlucar <td>May 7 - 15</td> <td>Regional Andalucia</td>	May 7 - 15	Regional Andalucia
C. N. Sevilla		
May 14 - 15  May 21 - 22  May 21 - 22  May 21 - 22  May 21 - 25  May 21 - 25  Mallorca  June 4 - 5  June 4 - 5  June 11 - 12  June 11 - 12  June 18 - 19  June 18 - 19  June 10  June 1	May 15 - 22	Ascenso Guadalquivir
May 21 - 22  Regianal Catalunya C. N. Castelldefels Trofee Hobie Mallorca June 4 - 5  June 11 - 12  June 11 - 12  June 12 - 7  June 13 - 19  June 10  June 11  June 11  June 11  June 11  June 12  June 12  June 12  June 12  June 13  June 15  June 16  June 17  June 17  June 17  June 17  June 18  June 19  June 10  June 1	May 14 = 15	C. N. Sevilla
May 21 - 22	14 - 15	Regata Madrid
June 4 - 5  June 11 - 12  June 11 - 12  June 18 - 19  June 19  June 19  June 19  July 2 - 3  July 2 - 3  July 16 - 17  July 2 - 3  July 23 - 25  July 23 - 25  July 23 - 25  July 24 - 7  July 25  July 25  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 21 - 25  July 21 - 25  July 22 - 25  July 23 - 25  July 24 - 7  July 25  July 27  July 26 - 7  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 20 - 21  July 21 - 28  July 21 - 28  July 22 - 28  July 23 - 25  July 24 - 28  July 25  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 27  July 27  July 27  July 27  July 28 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 27  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  J	May 21 - 22	Regional Catalunya
June 4 - 5  June 11 - 12  June 11 - 12  June 18 - 19  June 19  June 19  June 19  July 2 - 3  July 2 - 3  July 16 - 17  July 2 - 3  July 23 - 25  July 23 - 25  July 23 - 25  July 24 - 7  July 25  July 25  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 21 - 25  July 21 - 25  July 22 - 25  July 23 - 25  July 24 - 7  July 25  July 27  July 26 - 7  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 20 - 21  July 21 - 28  July 21 - 28  July 22 - 28  July 23 - 25  July 24 - 28  July 25  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 27  July 27  July 27  July 27  July 28 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 27  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  J		C. N. Castelldefels
June 4 - 5  June 11 - 12  June 11 - 12  June 18 - 19  June 19  June 19  June 19  July 2 - 3  July 2 - 3  July 16 - 17  July 2 - 3  July 23 - 25  July 23 - 25  July 23 - 25  July 24 - 7  July 25  July 25  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 21 - 25  July 21 - 25  July 22 - 25  July 23 - 25  July 24 - 7  July 25  July 27  July 26 - 7  July 27  July 27  July 28  July 29 - 25  July 20 - 21  July 20 - 21  July 21 - 28  July 21 - 28  July 22 - 28  July 23 - 25  July 24 - 28  July 25  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 26 - 7  July 27  July 27  July 27  July 27  July 27  July 27  July 28 - 7  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  July 26 - 7  July 26 - 7  July 26 - 7  July 27  July 27  July 27  July 26 - 7  July 26 - 7  July 27  July 27  July 26 - 7  J	June 2 - 5	Trofeo Hobie
C. N. Cervera	* 1	Mallorca
June 11 - 12	June 4 - 5	Regional Centro
June 18 - 19  June 19  June 19  June 19  July 2 - 3  July 2 - 3  July 16 - 17  July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 14 - 15  August 14 - 15  August 17 - 28  August 20 - 21  August 27 - 28  September 4  September 4  September 4  September 12 - 15  September 15  September 16 - 18  C. N. Salitjes  C. N. Benidorm  Trofeo Hobie  C. N. Sanlucar  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo Hobie  C. N. Sanlucar  Trofeo Hobie	June 11 - 12	
June 18 - 19  June 19  June 19  July 2 - 3  July 2 - 3  July 16 - 17  July 23 - 25  July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  July 25 - 21  August 15 - 15  August 16 - 7  August 17 - 15  August 18 - 15  August 19 - 15  August 10 - 21  August 10 - 21  August 20 - 20  A	54110 44 14	C. N. Sities
June 19  July 2 - 3  July 16 - 17  July 23 - 25  August 6 - 7  August 13 - 15  August 14 - 15  August 14 - 15  August 20 - 21  August 20 - 21  August 27 - 28  September 4  September 4  September 12 - 15  September 15  September 16 - 18  C. N. Benidorm  Trofeo Hobie C. N. Sagunto Regional Baleares Capeonato Espana H14 C. N. Cadiz Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo Sotogrande Seccion Vela Stotgrande Mallorca August 20 - 21  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo Hobie C. N. Sanlucar Trofeo Hobie	June 18 - 19	Trofeo Hobie
July 2 - 3		C. N. Benidorm
July 16 - 17  July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 14 - 15  August 20 - 21  August 27 - 28  August 27 - 28  September 4  September 12 - 15  September 15  September 16 - 18  October 9  C. N. Sagunto Regional Baleares C. N. Port Pollensa Capeonato Espana H14 C. N. Cadiz Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo Hobie C. N. Sanlucar Festival Hobie C. N. Sanlucar Trofeo Hobie C. N. Sanlucar	June 19	Trofeo Hobie
July 16 - 17  July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 14 - 15  August 20 - 21  August 27 - 28  August 27 - 28  September 4  September 12 - 15  September 15  September 16 - 18  October 9  C. N. Sagunto Regional Baleares C. N. Port Pollensa Capeonato Espana H14 C. N. Cadiz Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga Trofeo Hobie C. N. Sanlucar Festival Hobie C. N. Sanlucar Trofeo Hobie C. N. Sanlucar		C. N. Sanlucar
July 23 - 25	July 2 - 3	Trofeo Vacaciones
C. N. Port Pollensa	July 16 - 17	C. N. Sagunto
July 23 - 25  August 6 - 7  August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  August 14 - 15  August 20 - 21  August 27 - 28  September 4  September 4  September 12 - 15  September 15 - 18  Capecaber 9  October 9  October 9  Cocomber 8  December 8  Can Cadiz  Con. Cadiz  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares  E. V. 2 Mares La Manga  Trofeo Hobie  C. N. Sanlucar  Trofeo Hobie	ouly to - 17	C. N. Port Pollensa
August 6 - 7  August 13 - 15  August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  August 20 - 21  August 27 - 28  September 4  September 12 - 15  September 16 - 18  September 16 - 18  C. N. Cadiz  Trofeo Sotogrande Section Vela 2 Mares E. V. 2 Mares La Manga Trofeo Hobie C. N. Sanlucar Festival Hobie C. N. Sanlucar Festival Hobie C. N. Sanlucar Trofeo Hobie C. N. Sanlucar August 13 - 15 Trofeo Hobie C. N. Sanlucar Trofeo Hobie	July 23 - 25	Capeonato Espana H14
August 6 - 7  August 13 - 15  August 13 - 15  August 14 - 15  August 14 - 15  August 20 - 21  August 27 - 28  September 4  September 4  September 12 - 15  September 15 - 18  Campeonato Espana H16  C. N. 2 Mares La Manga  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga  Trofeo Hobie C. N. Sanlucar		C. N. Cadiz
August 13 - 15  August 13 - 15  August 13 - 15  August 14 - 15  August 20 - 21  August 27 - 28  September 4  September 4  September 12 - 15  September 15 - 18  Campeonato Espana H16  C. N. 2 Mares  C. N. 2 Mares  E. V. 2 Mares  C. N. 2 Mares  C. N. 2 Mares  C. N. Sanlucar  Trofeo Hobie	August 6 - 7	Trofeo E. Vela 2 Mares
August 13 - 15  August 14 - 15  August 20 - 21  August 27 - 28  September 4  September 12 - 15  September 16 - 18  Cotober 9  October 9  Cotober 9  Cotobe		E. V. 2 Mares La Manga
August 20 - 21	August 13 - 15	Troteo Sotogrande
August 20 - 21	August 13 - 15	Trofeo F. Vela 2 Mares
August 20 - 21	August 15 - 15	E. V. 2 Mares La Manga
August 20 - 21	August 14 - 15	Trofeo Hobie
August 27 - 28		Mallorca
August 27 - 28	August 20 - 21	Trofeo E. Vela 2 Mares
September 4  September 12 - 15  September 12 - 15  September 16 - 18  Con Sanlucar  Festival Hobie C. N. 2 Mares Campeonato Espana H16 C. N. 2 Mares Trofeo Hobie C. N. Sanlucar Aroman More Hobie	1 27 25	E. V. 2 Mares La Manga
September 4 Trofeo Hobie C. N. Sanlucar September 12 - 15 Festival Hobie C. N. 2 Mares Campeonato Espana H16 C. N. 2 Mares Trofeo Hobie C. N. Sanlucar Avaidades Hobie	August 27 - 28	
September 12 - 15 September 16 - 18 September 16 - 18 Conv. 2 Mares Trofeo Hobie Conv. 3 Analucar Trofeo Hobie		
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September 16 - 18 Campeonato Espana H16 C. N. 2 Mares Campeonato Espana H16 C. N. 2 Mares Trofeo Hobie C. N. Sanlucar Trofeo Hobie C. N. Sanlucar Trofeo Hobie C. N. Sanlucar Avaidades Hobie	Contonios 12 15	C. N. Sanlucar
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# FLEET NIEWS /AS REPORTED BY THE FLEETS

# **DIVISION 1**

# Fleet News From Hawaii Fleet 6, Division 1

Fleet 6, Division 1 by: Dave McFaull

Aloha to Hobie sailors worldwide. I'm the new Publicity Chairman for Fleet 6, and I intend to keep you posted on our activities for 1983.

Not much information about Fleet 6 made it into the 1982 issues of the Hot Line, so I'll bring you up to date and briefly summarize last year's program. We had what anyone would consider a very full racing schedule. Fourteen Hobiesponsored regattas took place, and Hobies also raced in eight other invitational regattas sponsored by local boat dealerships and member clubs of the Hawaii Yacht Racing Association.

We also had separate Hawaii State Championships for Hobie 14s, 16s and 18s. All races were held at various locations on Oahu, the third largest and most densely populated of the Hawaiian Islands. Results can be found in the Race Results section.

The majority of our Hobie races take place at Kailua Beach on the northeast coast; most Hobie sailors live nearby, so the location ensures large turnouts. It's really a beautiful place to sail, with a long coral sand beach, lots of trees, a backdrop of the magnificent Koolau Mountains and clear, warm water. 1982 was my first season on a Hobie, and I had to get used to occasionally running aground on reefs and to dealing with breaking surf. Fortunately, we convinced the race committee to hold most of the races offshore in deeper and less hazardous waters.

The second most popular locale for Hobie racing is Kaneohe Bay, a sheltered area with steady

wind and flat water just a few miles from Kailua. Other regattas are held off Waikiki Beach, Kahana Bay, Nanakuli, Portlock, Waimanalo and Kualoa Beach Park. Each is uniquely different, beautiful and loads of fun.

Probably the most popular regatta of the year is the Don Ho Regatta, sponsored by one of our local but well-known entertainers. In 1982, we had 52 Hobies enter, which I think may be a record for Fleet 6. If you are planning a Hawaii vacation and want to participate in an action-packed Hobie event, we'll see you at Kailua Beach on May 28, 1983. It'll be a three-day affair with a big party (of course).

In Hawaii, the largest and most competitive fleet by far is the Hobie 16, with an average of about 25 boats each race. Hobie 14s are, unfortunately, seldom raced here anymore, but we expect the Turbo to change that. Hobie 18s have had a slow start; in 1982 we had an average of seven entries, but there is much more interest for 1983. The first Hobie 33 arrived here last July, and it has quickly become the boat to beat in monohull performance handicap

Commodore Al Ching organized a unique race on December 12, 1982. This was the Toys For Tots Regatta, in which part of each entry fee was a new toy to be donated to the U.S. Marine Corps Reserve Toys For Tots program. It was very successful and gave the Hobie Class Association good exposure in the community. You would do well to consider having a similar regatta in your fleet

It would be terribly ungrateful to overlook the contributions of our 1982 sponsors. The Coca-Cola Bottling Company donated Coke for all our races. Eagle Distributors saw to it

that we had plenty of Michelob for regattas not on public beaches. Other sponsors included Hinano Beer, South Pacific Island Airways, Paba Tanning Lotion, Froome's Sailing Company and Pacific Surf and Sports.

Fleet 6 had more than 100 members last year, and I expect at least that many in 1983. Division 1 now has a second group of Hobies, Fleet 479, in Kahalui on Maui. We hope to coordinate some activities with them, especially our 1983 State Championships.

# **DIVISION** 6

# Shifty Winds Regatta

Fleet 407, Division 6 Lake Conroe, Texas November 6-7, 1982 By: Cindy Griffin

On November 6 and 7, Fleet 407 hosted the Third Annual Shifty Winds Regatta on Lake Conroe. After a cold, rainy week, everyone feared a small showing, but the weather turned out beautiful and the winds picked up to make it a great weekend. We had a good turnout for the first points regatta of the 1983 sailing season. Two guys from the Tyler fleet came rolling in about 7:00 a.m. Saturday morning. With the captain having bloodshot eyes and the crew snoozing in the backseat, they told of how they had taken a full tour of the lake. It seems they had forgotten their map and so went to every launching spot on the lake-starting at the north end! We sail at the southernmost point.

Shifty winds (appropriate to the regatta), were prevalent the entire weekend. You could never tell when you rounded a mark just what tack you were going to be on until you were completely around it. Rick Morrison's race committee did a terrific job of making

sure the races started on time and were run correctly.

On Saturday evening, Cathy Weaver and her crew served a delicious fried chicken dinner. Of course, the keg beer was flowing freely and everyone truly enjoyed it! Our thanks to Roger and the Corneliuses for supplying the beer.

The rest of Saturday evening was spent at a raffle-or was it an auction? Lots of Hobie items from our generous sponsors as well as other goodies were raffled off. Some of the unwanted items-pair of size small ladies gloves won by a large man, for examplewere auctioned off to the highest bidder for a designated amount of raffle tickets. Rick and Andi Morrison made out like bandits. They won a lot of prizes, including a Lincoln for the weekend from Budget Rent-A-Car. Tom and Carol Woodard also won a lot. but claimed the tickets were not theirs! No one believes that story.

Sunday's races were as shifty as Saturday's. They went off on time and seemed uneventful to everyone who was able to round "C" mark alone. To those of us who rounded that mark in a crowd almost every time, the races were loud with the noise of fiberglass cracking and heavy sighs from the sailors. When the races were finally over, the best of the sailors emerged as the trophy winners. The trophies, thanks to Charlie and Laura Smith and Cathy Weaver, were beautiful etched mugs. It always takes a large crowd of willing fleet members to put on a truly successful regatta. Thanks to everyone who helped make the regatta a great one!

# FLEET NEWS

# **DIVISION** 8

# Winter Winds Points Regatta

Fleet 34, Division 8 Palm Beach, Florida December 11-12, 1982 By: Cynthia Bucholtz

Fleet 34's Winter Winds Points Regatta was just that: Windy! Held on December 11 and 12, the regatta site offered great sailing weather to the Hobie catters—mild temperatures, clear skies and double trapeze winds.

Coffee and doughnuts were available to the racers early Saturday morning while nearly 100 boats registered. Michelob was the official race sponsor, furnishing T-shirts and plenty of beer. Tom Dwyer was in charge of the traffic at the boat ramps, and he did a good job of getting the boats into the water without problems.

Four races were held on Saturday. The wind blew 15 knots with gusts up to 20 knots, and two race courses were set on the lake. Our Commodore, Scott Baker, was in charge of the A course race committee, and John Schandelmayer was in charge of the B course race committee. Scott and John did an excellent job on the race committees. The races were well organized and there were no delays between races.

For those racers who stayed too late at the Saturday night party at the Catamaran Lounge, Sunday morning was a real eye-opener. The winds blew like stink across the water at 25 knots, with gusts of 30 knots. It was definitely a time to hang out on the wire and really go for it. Numerous boats flipped during the races because of the heavy winds, but everyone had a good time.

Our fleet's David Rogers, who placed in second at the 1982 18 Nationals, showed how to really race by coming in first every race in the 16A division. Sue Weiss, also of Fleet 34, showed the guys that women can race too, by winning a 5th-place trophy in 16C division.

I would like to express everyone's appreciation to our sponsor, Michelob and to our Commodore, Scott Baker, plus all the members of Fleet 34 who put forth so much effort and time in making this regatta a success. We look forward to an even better one next year.

# Second Annual Helga The Horrible

Fleet 45, Division 8 Cocoa, Florida By: Marlene Sassaman

Alas, Ladies and Gentlemen! The Second Annual Helga the Horrible was a huge success. On the bewitching day of Halloween, 12 lovely ladies were awarded their Skipper of Day Plaques, which were handsomely designed by Fleet 45's creative artists, Pat Dwyer and Elaine and Greg Henry. Since most of these women had limited experience at the helm, each earned her own reward. For example, Stephanie LeGrande won confidence by deciding to sail with a novice crew while Carol Bertolett won enough faith to skipper her own boat. Sailing in a skimpy black toga, Pat Dwyer won the girl-watchers' attention while zany Helga won a big kiss. Janet Andrews and Carol Still respectively won first and second place in the 16 division while yours truly was the only one who single-handed an 18. The true spirit of the day, however, was captured by our beloved Hagar and his pal Lucky Ed, who once again reminded us that winning is

all in your head!

# **DIVISION 10**

# A Greeting From Fleet 199

Division 10 Carbondale, Illinois By: Lori Dixon and Susan Adorjan

Greetings from Hobie Fleet 199! We are located in Southern Illinois at Crab Orchard Lake near Carbondale. Our fleet has been active since 1976 and has hosted the Mid-Eastern Championships. We have an active racing fleet but need to develop ways to encourage beginning sailors and nonracers to be active in our fleet. At the present time, we offer the usual weekend races, yearly points regatta, sailing seminars and occasional party.

We are writing the various Divisional Chairmen in hopes they will pass copies of our letter on to different fleets that have had unusual and successful social events that new sailors and non-racers have enjoyed. If you have had a good experience with a popular social event or know of a fleet that has. please ask them to send a description to us. The events need not be directly related to sailing. Your time and consideration are appreciated. (Call the Hobie Class Association for our address.)

# **DIVISION 11**

# 1982 Goombay Smash, Wait 'Til Next Year

Fleet 137, Division 11 Hopatcong, New Jersey October 9-10, 1982 By: Mick Roberts

As the great blue heron settled into knee-deep water, the light breeze dropped to zero and a soft mist began to rise from the lake.

Larry Hayes (a Hobie dealer) and Jim Combs (waterman, Whitbread



around-the-world navigator and Snipe sailor) were about to get stoked on some of the best Hobie sailing this part of New Jersey had seen all year. That Friday evening, after trailering from the Patuxent River in Maryland, they were content to make camp on the beach and watch the moon rise before turning in to rest up for what the morning might

On Saturday, skippers and crews began to pile onto Pavilion Beach from Maryland, Delaware, Pennsylvania, New York and all parts of New Jersey. By the time the dust of registration had settled there were 12 boats in 16A, 24 in 16B, three 18s, two Turbos and one local G Cat (perhaps a convert?) who was placed in the Turbo fleet.

By 11:00, the wind was living up to expectations and then some, as a few B fleeters took short swims in the surprisingly warm

40 Hobie Hot Line

# **FLEET NEWS**



B fleet start at the Goombay Smash Regatta, held at Budd Lake, New Jersey.

lake waters. Two races were run before lunch, with three more afterward.

First day, *Great!* Hang in for Sunday. In the meantime, put the noble steeds away for the night, clean up and get ready for the buffet dinner at the Pavilion.

"One mo' time," Coco-Ribe did it right! A frenzy of blender activity turned the coconut, rum, triple sec, orange, pineapple and a touch of club soda into that delight from Jamaica: our namesake, Goombay Smash! "So good, it'll make your tongue slap your brains out!"

Dinner consisted of shrimp, roast beef, turkey and assorted side dishes, followed by more Goombay Smash and, "Get your dinner tickets out, ladies and gentlemen, the raffle is about to begin." National Distilleries, makers of CocoRibe and some other products familiar to Hobie sailors, had donated door prizes from beach umbrellas to mirrors to lamps to Alfred Eisenstat prints of Mystic Seaport. Everyone walked away with something as we raffled off the beach ball decorations and, "Take your pick of the wet T-shirt posters."

Day two: The sun came out, the air was decent (although not quite as good as Saturday) and the report was for even milder temperatures. Skippers' meeting; go for two or three before lunch, and then the hull raiser!

Three races were run with a course 4 called for the last and then it was back to the Miller truck and sandwiches.

After a couple of postponements, an attempt was made on false promises as the wind

played fickle tease games. Even trapping to leeward, the lightweights could not fly a hull. The heavier skippers managed to capsize with no speed.

Call off the hull raiser and tally the regatta results. Spread 'em around. Bill and Jean Pagels from Newark, Delaware took first in 16A, followed by Greg Funari of Fleet 250, Atlantic Highlands, New Jersey. Although unable to capture the top spots, the locals from Fleet 137, Lake Hopatcong walked away with the rest of the hardware for A. Bob Walter, Pete Laue and Art Athans were very close, with scores of 24, 28 and 283/4, respectively.

Fleet 250 put a lip lock on B fleet as Dan Kulkoski won by a wide 16½ points over 35¾ for Brian Ochab and 41¾ on third placer Rob Forster.

In the three-boat 18 fleet, J. Cutillo of Massapeque, New York stood in first place with three points after five races. Apparently, lack of interest in sailing so small a fleet discouraged the 18s on Sunday. Unfortunately, the same thing happened in the new Turbo class when Chuck Schuessler said. "Naw, I'm not gonna sail today." That left your humble writer with only three points and no one to play with. Oh, well. Wait 'til next year.

## **DIVISION 15**

Hogs Breath Hobie Regatta Fleet 178, Division 15 Fort Walton Beach,

Florida May 22-23, 1982 By: Rich Owen

The Hogs Breath Hobie Regatta has earned a reputation as the premier racing event on the Gulf Coast. Hobie sailors from all over Division 15 flock to Fort Walton Beach to join in the fun. But this Hogs Breath Regatta was destined to be in a class all its own.

Carlton Tucker, fresh from his remarkable victory in the Worrell 1000, challenged the Worrell participants to sail in the HBHR and offered to supply Hobies for all who wished to travel to the Sunshine State. The list of sailors that arrived into Fort Walton Beach that Friday read like the Who's Who in the Hobie racing world: Bret Dryland, past Hobie 16 World Champion; lan Bashford, Hobie 18 World Champion; Dean Froome, first Hobie 16 World Champion; and Hobie Alter, Jr., current 16 National Champion, Let's not forget Miles Wood, Hawaiian sailor John Driscoll and Richard Waterhouse, who all have sailed in numerous national and world Hobie events.

The sailors were greeted to a beautiful Saturday morning as the 285 Hobie Cats were readied for the day of racing. During the skippers' meeting, Jack Salmon, the Division 15 Commodore, presented Carlton with a rear view mirror to commemorate his victory in the Worrell 1000. Out on the water, the race committee was busily setting the two separate race courses to efficiently handle the multitude of Hobies that turned out for this memorable event.

Saturday's first race was sailed in five to eight knots of a freshening sea breeze. By the second race, it was time to sheet in and max out as crews double trapped on some long legged races. At the completion of Saturday's races, skippers and crews braved the sea of sand spurs to chow down on some excellent barbecue, baked beans, potato salad and cold draft beer.

That night, the party shifted to the Hogs Breath Saloon, where the Australians demonstrated their

# ELEET NEWS



natural ability to have a good time. The Team USA ground crew showed up that night in their Worrell 1000 quilted jackets, despite the 80 degree temperature inside the saloon. Cheri Righter was the only person able to convince one of the group to take off his jacket. For more details, see Cheri.

Sunday was another beautiful day with light winds and a bright sun. The first race was started on time and it wasn't long before the excitement began. On the 16A course, a barge decided to traverse the race course between A and B mark. Several sailors had to duck behind the

barge, only to discover it had started back up. The obstruction was rounded safely and the race continued in the usual Hobie style.

As the race results were being tallied on Larry Kalata's computer, only one skipper knew exactly where he placed, Bret Dryland and crew Mike McNeir placed first in 16A with 3 points. With all the out-of-town talent, our local fleet members did well. Kathy Mahugh finished third in 14A, Carlton finished fifth and I finished eighth in 16A. Brian Clifford was first, Sam Dalton seventh, Mike Francisco ninth and Mike

Dalton fifteenth in 16B out of a 58-boat fleet. Jim Livesay placed sixth out of 55 boats in 16C. Kim Scherf finished fourth in the 14Bs. Bob Jones placed fourth in 18B.

When the smoke finally cleared and all the boats departed, Doug Carlson was still at the race site. finishing the super job that he started. As the Race Chairman, Doug spent a considerable amount of time in preparation for the regatta and absorbed more than his share of abuse during the weekend. So, next time you see Doug or any of the race committee, Kathy Leach. the McNeir Family, Sue

Carlson, George Goodall and the rest, pat them on the back. Because of them, we were allowed to enjoy the regatta on the race course.

A special thanks to the owners of the Pele and the Mimi. These are special folks who allowed us to use their vessels as committee boats. We were all treated like very welcome guests aboard the boats, and there could be no regatta without the committee boats. By the way, the Pele is an HBHR tradition. She has been the committee boat for every HBHR held. Gary, Tom and Jack-thank you very much.

# FLEET NEWS



Under the conditions. which were two to five on the Beaufort scale (five to 20 knots), the Delius brothers lost their footing only once, taking a third in the last race-but they didn't need to sail that race anyway. The two Münster law students laid the foundation of their victory with first places in the first three races. In winds of two to three Beaufort (four to 12 knots), they kept a strong lead. For that, the top French team of Joel Escaret (French Hobie 16 Champion) and Jean-Francois Saldou (French Hobie 14 Champion) could find no remedy.

At half time, the French team still held second place. The fourth race brought things to a decision for second through fourth places, though, with a light onshore wind and an unpleasant chop. A second place and another win were enough for the Delius brothers to take the title, while the Italian team of Marino and Posani took second with two wins and a third.

In the fourth and sixth

races, with winds at four to five Beaufort (15 to 20 knots), the French team accumulated too many points, slipping to fourth place with 21.4 points. The German team of Heuer and Bottcher, with two seconds, a third, a fifth, a sixth and a twelfth, moved up to third with 17.1 points.

The battle for fifth place was also quite exciting. In the last race, three teams were vying for the position. Taking a tenth in the last race was enough for Mayr and Konigsberg (Germany) to capture fifth place. Following were Rust and Rademacher, then Hobie Class Association President Hanjo Zimmerman with crew Ludwig Christa, both teams with 36 points.

In the field of 36 catamarans from six nations, the Italians Marinis and Fafuvi placed eighth with 40.5 points. Ninth was Dobrzanski and Espelmann (Germany) with 42 points. Rounding out the top 10 was Hobie 14 Champion Hans-George Müller with crew Kagelmann (Germany) with 44 points.

# INTERNATIONAL

# 1982 Hobie 18 European Championships

European Class Association Kèllenhusen, Germany

The 1982 European Hobie 18 Championship was held at Kèllenhusen, on the German side of the Baltic Ocean. In the absence of former champions Thierry Beriou (France) and Thomas Kappelmann (Germany), Hobie 16 masters Kay and Ingo Delius (Germany) added another victory to their list.



# **REGATTA RESULTS**



# **DIVISION 4**

NUTFREEZER #1 FLEET #95, DIVISION #4 SEATTLE, WASHINGTON

	HOBIE 16A	POI	NTS
1.	Ruggles, Scott	3	1/2
	Thomson, Frank		
	Glover, Bill		
4.	Middleton, Ken	10	
	HOBIE 16B	POI	NTS
	Anderson, Tom	2	1/4
2.	Jablonski, Rich	7	
3.	Feldman, Gregg		
	Cheifetz, Mike	10	
	HOBIE 14	POI	NTS
1.	Rueter, John	4	1/2
	Cross, Ted	4	1/2
	Hampton, Wally	9	

	HOBIE 18	POI	NTS
1.	Tarleton, Caleb		1/2
	Chadwick, Chris	4	
3.	Mullin, Stu	6	
	HOBIE 16A	POI	NTS
1.	Eaton, Merv	1	1/2
2.	Thomson, Frank	4	
	Glover, Bill	6	
4.	Christensen, Too	ld 8	
	HOBIE 16B	POI	NTS
1.	Haley, Jim	2	3/4
2.	Foreman, Bruce	2	3/4
3.	Raney, Mike	6	
	HOBIE 14	POI	NTS
1.	Cross, Ted	1	1/2

# **DIVISION 5**

BOYD LAKE CLASSIC REGATTA FLEET #50, DIVISION #5 BOYD LAKE, COLORADO JUNE 19 - 29, 1982

	EET #95, DIVISION RIEN, WASHINGTON		
	HOBIE 18A	POI	NTS
2.	Tarleton, Caleb Stewart, Mike Lloyd, Chris	6 9	
	HOBIE 18B	POI	NTS
1.	Mullin, Stu Chadwick, Chris	3 4	1/2
	HOBIE 16A	POIN	ITS
3.	Eaton, Merv Glover, Bill Allen, Don Wilson, Scott	4 7 7 9	3/4
	HOBIE 16B	POI	NTS
2. 3. 4. 5.	Pollinger, Steve Ingersoll, R. Freeman, Ron Hoag, Bob Blankenship, Al Jablonski, Rich	9 13 14	
	HOBIE 14	POIN	NTS
	Rueter, Bob Cross, Ted	3 4	1/2

	HOBIE 18A	POI	NTS
1.	Anderson	4	1/4
2.	Foust		3/4
3.	Zabel McCrady	12	
4.	McCrady	14	3/4
5.	Brabant	20	
6.	Cooley	21	
7.	Griesemer	22	
8.	Parton	25	
9.	Meyer	32	
	HOBIE 18B	POI	NTS
1.	Wittrup	6	1/4 3/4 3/4
2.	Martin	6	3/4
3.	Collins	7	3/4
4.	Bruckner	14	
5.	Willits	18	
6.	Martin Collins Bruckner Willits Snatchko	22	
	HOBIE 16A	POI	NTS
1.	Tully		3/4
2.	Laura	12	
3.	Shearer, M.	12	
4.	Shearer, D.	18	
5.	Shearer, A.	18	
6.	Roybal, M.	31	
7.	Shedd	34	
8.	Brown	35	
	Hitch	37	
	Nelson	39	
1.	Tracy	42	
2.	Baker	43	
3.	Duane	46	
4	Seibert	46	3/4

15.					
16.	Baeverstad	49	24.	Jensen, John Charleville, D.	53
17.	Baeverstad Adams Seabourn	57 57	20.		
	Back	5.9		HOBIE 18B	POIN'
19.	Bengtson Boybal P	60 63 64 66 82	1.	Bruce, Mike Wittrup, Mark Collins, Fred Martin, Gerald Cross, Randy Stolle, Jerry Price, Rodger Abbott, Laine Harbin, Mike Powers, Gerry Guthrie, Tom McDonnell, David HOBIE 16A	
21.	Roybal, R. Henderson Kuhn	64	2.	Wittrup, Mark	2
22.	Kuhn Morrow	66	4.	Martin, Gerald	4
-5.	HOLLOW	02	5.	Cross, Randy	5
	HOBIE 16B	POINTS	7.	Price, Rodger	7
1.	Cook	10 3/4	8.	Abbott, Laine	8
2.	Cook Hart Koliha	15 3/4	10.	Powers, Gerry	10
4.	Koliha Lindholm	18 3/4	11.	Guthrie, Tom	12
5.	Badger	18 3/4	11.	McDonnell, David	12
6.	Lindholm Badger Booton Lenz	20		HOBIE 16A	POIN
8.	Anderson	24 3/4	1.	Laura, Mark	14
10.	Meeker Cantieri	32	2.	Tully, Will	16
11.	Bowen	37	4.	Baeverstad, H. Rovbal, Mike	20
12.	Puckett	38	5.	Zettel, Michael	20
14.	Cowan	45	7.	Shearer, Mike	27
16.	Valdez	56	8.	Thompson, Lee	27
17.	Gerblick	60	9.	Booton, Eric	28
18.	Bollig Shaw	66	11.	Cotter, Dick	39
20.	Payne	68	12.	LaVallee, Woody	41
22.	Thomas Hibben	85	14.	Eckhardt, Roger	41
	WORKE 160	DOTUM	15.	Shearer, Andy	43
	HOBIE 16C	PULNTS	17.	Anderson, Jerry	44
1.	McCombs	12 3/4	18.	Fulton, Ed	44
3.	Cross	13 1/2	20.	Lutton, Tom	48
4.	Nelson	18 3/4	21.	Curtis, Hoyle	51
6.	Kellogg	28	23.	Brown, Jim	52
7.	Knorr	32 3/4	24.	Trautman, Jack	55
9.	Lang	39	26.	Guthrie, Tom McDonnell, David  HOBIE 16A  Laura, Mark Tully, Will Baeverstad, H. Roybal, Mike Zettel, Michael Shearer, Dave Thompson, Lee Booton, Eric Botton, Eric Botter, Dick LaVallee, Woody Fenske, Dave Eckhardt, Roger Shearer, Andy Tracy, Sean Anderson, Jerry Fulton, Ed Baker, Bruce Lutton, Tom Curtis, Hoyle Bengtson, Paul Brown, Jim Trautman, Jack Addams, Bill Henderson, Larry Beck, Bart Shedd, Cory Roybal, Ron Huber, Rodney Reed, Harry Bollig, Bryan Johnson, Mike HOBIE 16B Bochmann, Roger	59
10.	Rosnik	40	27.	Shedd, Corv	62
12.	Herrington	44	29.	Roybal, Ron	63
13.	Cavness	46	30.	Reed, Harry	70
15.	Watt	52	32.	Bollig, Bryan	72
16.	Fust	54	33.	Johnson, Mike	74
18.	Watt Fust Sobol Carter	59		HOBIE 16B	POINT
19.	Carter Norlander Nearen Tonks Schmoker Hosker Hodges Jackson Kray Recker Bork Stern	63	1.	Bochmann, Roger	3
21.	Tonks	67	2.	Bochmann, Roger Cherrington, Cal	2
22.	Schmoker	71	4.	Badger, Bruce	4
24.	Hodges	80	5.	Spanier, Allen	5
26.	Kray	100	7.	Cross, Dave	7
27.	Recker	102	8.	Hart, H.	8
29.	Stern	105	10.	Brown, Steve	10
30.	Ragan	123	11.	Brescian, John	11
32.	Way	132	13.	Gerblick, Bill	13
32.	Recker Bork Stern Ragan #70100 Way Olson	132	14.	Price, Larry Lindholm, Dale	14
	HOBIE 14A	POINTS	16.	Kelly, Charles	16
1	Fite	5 1/2	17.	Nichols, Dave Fuge, Pat	17
2.	Hill	6 1/2	19.	Larsen, Len	19
3.	Cox Gorce	10 3/4	21.	Leonard, John	21
5.	Gorce Moyle	16	22.	Landen, C. L.	22
6.	Baum	22	24.	Hahn, Stan	24
	HOBIE 14B	POINTS	25.	Cheatham, Goode	25
1.	Conklin	8 1/4	27.	Bochmann, Roger Cherrington, Cal Cowan, Doug Badger, Bruce Spanier, Allen McCombs, Richard Cross, Dave Hart, H. Gatto, John Brown, Steve Brescian, John Garrod, Kelly Gerblick, Bill Price, Larry Lindholm, Dale Kelly, Charles Nichols, Dave Fuge, Pat Larsen, Len Shaw, Hal Leonard, John Landen, C. L. Machette, Mike Hahn, Stan Cheatham, Goode Stoll, Stephen Valdez, Ron Rooney, George Thomas, Llovd	27
2.	McCusker Clark	9 3/4	28.	Rooney, George	28
3.		14 17	30.	Hibben, Charles	20
5.	Ratliff	18	31.	Hagney, Thomas	31
6.	Cherrington Havermale Lyons Leonard	17 18 19 19 19 3/4	33.	Valdez, Ron Rooney, George Thomas, Lloyd Hibben, Charles Hagney, Thomas Puckett, Ernest Thomas, Carl Nordin, Bryan	33
	Lyons	19 3/4	34.	Nordin, Bryan	34
8.		3.3			
8.	Leonard Henderson	33 40		HOBIE 16C	POINT
8.	Leonard Henderson Paisley	40 41 48	1	Lang. Toni	POINT
8. 9. 0. 1.	Leonard Henderson Paisley Vader	40 41 48	1.	Lang, Toni Whittemore, Dick	POINT 2
8. 9. 10.	Leonard Henderson Paisley Vader	40 41 48	1. 2. 3.	Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce	POINT 2 3 4
8. 9. 10. 11. 12.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION	40 41 48	1. 2. 3. 4. 5.	Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce	2 3 4 5
8. 9. 10. 11. 12. BUN FLEI LAKI	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE	#5 BRASKA	1. 2. 3. 4. 5. 6.	Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb	2 3 4 5 . 6
8. 9. 10. 11. 12. BUN FLEI JUL	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982	40 41 48 #5 BRASKA	1. 2. 3. 4. 5. 6. 7.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John	2 3 4 5 . 6
8. 9. 10. 11. 12. BUN FLEI LAKI JUL	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A	#5 BRASKA	1. 2. 3. 4. 5. 6. 7. 8. 9.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe	2 3 4 5 . 6 . 7 8 9
8. 9. 10. 11. 12. BUN PLEI LAKI	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A	#5 BRASKA	1. 2. 3. 4. 5. 6. 7. 8. 9.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry	2 3 4 5 . 6 . 7 8 9
8. 9. 10. 11. 12. BUN FLEI LAKI JUL'	Leonard Henderson Paisley Vader BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982 HOBIE 18A Foust, Glenn Rubadeau, Ron	#5 BRASKA POINTS 12 13 3/4	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr.	2 3 4 5 . 6 7 8 9 10 11 12 13
8. 9. 10. 11. 12. BUN PLEI LAKI JUL	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  FOUST, Glenn Rubadeau, Ron Cooley, Stephen	#5 BRASKA  POINTS 12 13 3/4 16 3/4	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	HOBIE 16C  Lang, Toni whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Cartor	2 3 4 5 . 6 . 7 8 9 10 11 12 13
8. 9. 10. 11. 12. BUN PLEI 12. 3. 4. 5.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Subel, Dan	#5 BRASKA POINTS 12 13 3/4 16 3/4 19	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John	2 3 4 5 . 6 7 8 9 10 11 12 13 14 15 16
8. 9. 10. 11. 12. BUN PLEI 1. 2. 3. 4. 5. 6. 7	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION EMCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Rill Parton, Rill	#5 BRASKA POINTS 12 13 3/4 16 3/4 19 23 23	1. 2. 3. 4. 5. 6. 7. 8. 10. 11. 12. 13. 14. 15. 16.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Wike	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
8. 9. 10. 11. 12. BUN FLEI LAKI 12. 3. 4. 5. 6. 7. 8.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 19 23 23 23 27	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
8. 9. 10. 11. 12. BUN PLEI 1. 2. 3. 4. 5. 6. 7. 8. 9.	Leonard Henderson Paisley Vader  BURNER REGATTA ET \$61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard John	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 19 23 23 23 27 28 28 127 28	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Carter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21
8. 9	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A FOUST, Glenn Rubadeau, Ron Cooley, Stephen Subadeau, Ron Cooley, Stephen Subade	#5 BRASKA  POINTS 12 13 3/4 16 3/4 19 23 23 23 227 228 229	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 14. 15. 16. 17. 18. 19. 20. 21. 22.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John	2 3 4 5 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 2
8. 9	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, John Anderson, Steve Evans, George Crew, Bob	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 23 227 28 228 229 29 29 3/4	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mitch Hosker, Richard Hosker, Richard Hosker, Richard Hosker, Richard	2 2 3 4 5 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
8.9.0.1.2. BUNN I.2.3.4.5.66.7.8.9.0.1.2.3.4.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, Johr Anderson, Steve Evans, George Crew, Bob McCrady, Ken	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 29 29 29 29 3/4 334	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 112. 13. 115. 16. 17. 18. 19. 20. 221. 222. 234. 255.	HOBIE 16C  Lang, Toni whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mich Hosker, Richard Hosker, Richard Hosker, Richard	2 3 4 5 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 3 24 4 25 5
8.0.1.2. BUNN I.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.6.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, Johr Anderson, Steve Evans, George Crew, Bob McCrady, Ken Ellis, Ken Steinruck, Eric	#5 BRASKA  POINTS 12 13 3/4 16 3/4 19 19 23 23 23 23 27 28 29 29 3/4 33 34 36	1. 2. 3. 4. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mich Hosker, Richard Hersfeldt, Kim Cheeseman, David Kray, Glenn	2 3 4 5 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 22 12 22 32 24 25 6 27
8.9. 10. 11. 12. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, Johr Anderson, Steve Evans, George Crew, Bob McCrady, Ken Ellis, Ken Steinruck, Eric Dage, Bruce	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 19 23 23 27 28 29 29 3/4 36 36 36 38	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 225. 226. 27. 28.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mitch Hosker, Richard Herzfeldt, Kim Cheeseman, David Kray, Glenn Economy, James	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 22 1 22 3 22 4 22 6 27 28 6
BUN FLEE LAKE JUL' 1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.6.7.8.9.	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  FOUST, Glenn Rubadeau, Ron Cooley, Stephen Stubadeau, Ron Cooley, Stephen Stable, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, John McCrady, Ken Ellis, Ken Steinruck, Eric Dage, Bruce Brabant, Jan Wroot, Johnny Wroot, Johnny	#5 BRASKA  POINTS 12 13 3/4 16 3/4 19 23 23 27 28 229 29 3/4 33 34 36 38 44 45	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 112. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27. 27. 27	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mitch Hosker, Richard Herzfeldt, Kim Cheeseman, David Kray, Glenn Economy, James Weaver, Mark Torget, Bob	2 3 4 5 6 7 8 9 10 11 12 13 14 5 16 17 18 19 20 21 22 22 4 25 6 27 28 29 30
8.9. 10. 11.2. BUNELLAKI 1.2.3.4.5.6.7.8.9.0.1.2.3.4.5.0.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A FOUST, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, Johr Anderson, Steve Evans, George Crew, Bob McCrady, Ken Ellis, Ken Steinruck, Eric Dage, Bruce Brabant, Jan Wroot, Johnny Meyer, Bob	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 23 22 28 229 29 29 3/4 33 34 34 34 45 45 46	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 112. 13. 14. 15. 16. 21. 22. 23. 24. 22. 23. 24. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	HOBIE 16C  Lang, Toni whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruessewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Catter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mich Hosker, Richard Herrfeldt, Kim Cheeseman, David Kray, Glenn Economy, James Weaver, Mark Torget, Bob Nelson, Peter	2 3 4 5 6 7 8 9 10 11 12 13 14 5 16 17 18 19 20 1 22 22 4 25 6 27 28 29 30 34 4
8.9.10.111.1.111.1111.1111.1111.1111.111	Leonard Henderson Paisley Vader  BURNER REGATTA ET #61, DIVISION E MCCONAUGHY, NE Y 3 - 4, 1982  HOBIE 18A  Foust, Glenn Rubadeau, Ron Cooley, Stephen Sutton, Tom Zabel, Dan Harper, Michael Parton, Bill Griesemer, Vince Carnell, Steve Beauregard, John Anderson, Steve Evans, George Crew, Bob McCrady, Ken Ellis, Ken Steinruck, Eric Dage, Bruce Brabant, Jan Wroot, Johnny Meyer, Bob Magbuhat, Mark Ford, John	#5 BRASKA  POINTS  12 13 3/4 16 3/4 19 19 23 23 23 24 29 29 3/4 33 34 44 45 46 46 46 50	1. 22. 3. 4. 5. 6. 7. 8. 9. 10. 11. 122. 13. 144. 156. 177. 221. 223. 224. 226. 227. 230. 331. 331. 331.	HOBIE 16C  Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Ruesewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Carter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean Major, John Weaver, Mitch Hosker, Richard Herrfeldt, Kim Cheeseman, David Kray, Glenn Economy, James Weaver, Mark Torget, Bob Nelson, Peter Gragg, Russ McCarthy, Tom Allbrandt, Jim	2 3 4 5 5 6 7 8 9 10 11 12 13 14 15 15 16 17 18 19 20 12 22 23 42 5 26 7 28 8 29 30 34 4 34 34 34

8.	Thompson, Lee	27	
9.	Booton, Eric	28 36	
10.	Bell, Brian	36	3/4
11.	Cotter, Dick	39	
12.	LaVallee, Woody	41	
13.	Fenske, Dave	41	
15	Chearer Andu	47	
16.	Tracy, Sean	44	
17.	Anderson, Jerry	44	
18.	Fulton, Ed	44	
19.	Baker, Bruce	47	
20.	Lutton, Tom	48	
21.	Curtis, Hoyle	51	
22.	Bengtson, Paul	52	
24	Trautman Tack	55	
25.	Adams, Bill	56	
26.	Henderson, Larry	59	
27.	Beck, Bart	59	
28.	Shedd, Cory	62	
29.	Roybal, Ron	63	
30.	Huber, Rodney	65	
31.	Reed, Harry	72	
32.	Johnson, Mike	74	
33.			
	HOBIE 16B	POIN	ITS
1.	HOBIE 16B  Bochmann, Roger Cherrington, Cal Cowan, Doug Badger, Bruce Spanier, Allen McCombs, Richard Cross, Dave Hart, H. Gatto, John Garrod, Kelly Gerblick, Bill Price, Larry Lindholm, Dale Kelly, Charles Nichols, Dave Fuge, Pat Larsen, Len Shaw, Hal Leonard, John Landen, C. L. Machette, Mike Hahn, Stan Cheatham, Goode Stoll, Stephen Valdez, Ron Rooney, George Thomas, Lloyd Hibben, Charles Hagney, Thomas Puckett, Ernest Thomas, Carl Nordin, Bryan		3/4
2.	Cherrington, Cal	2	
4	Badger Bruce	3	
5.	Spanier, Allen	5	
6.	McCombs, Richard	6	
7.	Cross, Dave	7	
8.	Hart, H.	8	
9.	Gatto, John	9	
10.	Brown, Steve	10	
11.	Brescian, John	11	
12.	Corblick Bill	13	
14.	Price, Larry	14	
15.	Lindholm, Dale	15	
16.	Kelly, Charles	16	
17.	Nichols, Dave	17	
18.	Fuge, Pat	18	
19.	Larsen, Len	19	
20.	Shaw, Hal	20	
21.	Leonard, John	22	
23.	Machette, Mike	23	
24.	Hahn, Stan	24	
25.	Cheatham, Goode	25	
26.	Stoll, Stephen	26	
27.	Valdez, Ron	27	
28.	Rooney, George	28	
29.	Thomas, Lloyd	29	
30.	Hibben, Charles	20	
37.	Buckett Francet	37	
33.	Thomas, Carl	33	
34.	Nordin, Bryan	34	
	HOBIE 16C	POIN	TS
,	Inna Mani		2/4
2.	Lang, Toni Whittemore, Dick Kaphemmer, Bob Danly, Bruce Croissant, Bruce Herrington, Rich	2	3/4
3.	Kaphemmer. Bob	2	
4.	Danly, Bruce	4	
5.	Croissant, Bruce	5	
6.	Croissant, Bruce Herrington, Rich Watt, Robb Rosnik, John Russewald, S. Wagson, Joe Logan, Terry Hallock, Jim Nearen, J., Jr. Knorr, Bill Carter, Gary Geier, John Bork, Jeff Boyd, Mike Nordlander, Ken Hofman, Lyle Schmoker, Dean	. 6	
7.	Watt, Robb	7	
8.	Rosnik, John	8	
10	Wagson Too	10	
11	Logan, Terry	11	
12.	Hallock, Jim	12	
13.	Nearen, J., Jr.	13	
14.	Knorr, Bill	14	
15.	Carter, Gary	15	
16.	Geier, John	16	
17.	Bork, Jeff	17	
18.	Boyd, Mike	18	
20	Hofman, Lule	20	
21.	Schmoker, Dean	21	
23.	Weaver, Mitch Hosker, Richard Herzfeldt, Kim Cheeseman, David	23	
23.	Hosker, Richard	24	
25.	Herzfeldt, Kim	25	
		26	
		27	
29	Kray, Glenn Economy, James Weaver, Mark Torget, Bob Nelson, Peter Gragg, Russ McCarthy, Tom Allbrandt, Jim	29	
29.	Torget, Bob	30	
31.	Nelson, Peter	34	
31.	Gragg, Russ	34	
30. 31. 31.	McCarthy, Tom	34	
31.	Allbrandt, Jim	34	

POINTS

POINTS

3/4

	HOBIE 16 Novice		
1.	Parrott, Alex	2	3/4
2.	Recker, Bob Pearson, Bill		
3.	Pearson, Bill	3	
4.	Stroup, James Taylor, Samuel	4	
5.	Taylor, Samuel	5	
6.	Way, Peter	6	
7.	Hodges, Wil	7	
8.	Webb, Jeff Wloch, Ron	8	
9.	Wloch, Ron	9	
	Simonson, Dave		
11.	Temple, Greg	11	
12.	Katsaros, Basil Smith, Dave	12	
13.	Smith, Dave	13	
14.	Matzke, Allen Fennie, Kent	16	
14.	Fennie, Kent	16	
14.	Seaburg, Dian	16	
	HOBIE 14A	POI	NTS
1.	Hill, Stuart	7	3/4
2.	Laster, Ed	7	3/1
3.	Hill, Stuart Laster, Ed LeCocq, Scott Cox, John Fite, Walter Kellogg, J. Bruce, Bill Baum, Jean	8	
4.	Cox, John	12	3/4
5.	Fite, Walter	14	
6.	Kellogg, J.	15	
7.	Bruce, Bill	22	
8.	Baum, Jean	26	
9.	Freedman, Bill	27	
10.	Conklin, Edward	32	
11.	Freedman, Bill Conklin, Edward Curfman, Bob	33	
		POIN	NTS
	Francis, Debbie		
2.	Henderson, Doug	4	3/4
3.	Leonard, Elyse	7	
4.	Clark, Bryan McCusker, Rich.	7	
5.	McCusker, Rich.	10	
6.	Havermale, Neil Knapp, Kris	11	
7.	Knapp, Kris	11	
В.	Vader, Connie	12	
9.	Sanders, Scott	14	
	HOBIE 14 Turbo		-
1.	Bodett, Dave Gorce, Marty	4	1/2
2.	Gorce, Marty McCallister, Bob	5	3/4
3.	McCallister, Bob	6	
4.		TO	
5.	Hewitt, Barry	18	
5.	Braun, Jim	18	

FLEET #61, DIVISION #5 LAKE DILLON, COLORADO JULY 17 - 18, 1982

HOBIE 18A

POINTS

	HOBIE TON	101	4.1.0
1	Fount Clans	0	3/4
2.	Zahal Dan	10	3/4
2.	Anderson Chaus	10	2/4
1	Christianson C	1.4	3/4
5	Christiansen, S.	1.5	
6.	Parton, Bill	15	
0.	Fulbright, Tim	15	
/.	Rubadeau, Kon	19	
8.	Jensen, David	19	
9.	Cooley, Steve	20	
10.	Jensen, Mark	21	
11.	McCrady, Ken	22	
12.	Sutton, Tom	25	
13.	Brabant, Jan	27	
14.	Steinruck, Eric	29	
15.	Beauregard, John	33	
16.	Griesemer, Vince	42	
17.	Huser, Ron	44	
18.	Crew, Bob	44	
19.	Meyer, Bob	49	
20.	Bustamante, Gil	53	
21.	Rudolph, Gordie	58	
	Foust, Glenn Zabel, Dan Anderson, Steve Christiansen, S. Parton, Bill Fulbright, Tim Rubadeau, Ron Jensen, David Cooley, Steve Jensen, Mark McCrady, Ken Sutton, Tom Brabant, Jan Steinruck, Eric Beauregard, John Griesemer, Vince Huser, Ron Crew, Bob Meyer, Bob Bustamante, Gil Rudolph, Gordie HOBIE 18B	POTE	ime
	HODID TOD	LOIL	120
1.	Martin, Gerald Wittrup, Mark Collins, Fred Eaton, John Fonda, Scott Brown, Parry Iverson, Bob Wilson, Murray Todoverto, Jack Snatchko, Alex Miller, Steve Schmidt, Carole	5	3/4
2.	Wittrup, Mark	6	3/4
3,	Collins, Fred	7	3/4
4.	Eaton, John	8	3/4
5,	Fonda, Scott	9	
6.	Brown, Parry	12	
7.	Iverson, Bob	21	
8.	Wilson, Murray	22	
9.	Todoverto, Jack	24	
10,	Snatchko, Alex	28	
11.	Miller, Steve	29	
12.	Schmidt, Carole	34	
	HOBIE 16A	POIN	TS
1.	Cotter, Dick Laura, Mark LaVallee, Woody Nelson, Tom Brown, Jim Bell, Brian Curtis, Hoyle Tully, Will Eckhardt, Roger Shedd, Cory Shearer, Mike Moseley, Craig Baker, Bruce Johnson, Mike Nelson, Bob Cherrington, Cal Beaverstad, H.	3	1/2
2	Laura, Mark	12	-/-
3.	LaVallee, Woody	19	
4	Nelson. Tom	21	
5	Brown Jim	21	
6	Bell Brian	22	3/4
7	Curtis Hoyle	23	4, 4
8	Tully, Will	25	
9	Eckhardt Roger	26	
10	Shedd Cory	28	
11	Shearer Mike	34	3/4
12.	Moselev, Craig	36	3/4
13.	Baker, Bruce	38	
14.	Johnson, Mike	39	
15	Nelson, Bob	40	
16.	Cherrington, Cal	41	
17.	Beaverstad, H.	42	
18.	Tracy, Sean	44	
19.	Abbott, Jay	45	
20.	Beaverstad, H. Tracy, Sean Abbott, Jay Beck, Bart Shearer, Andy	46	
21.	Shearer, Andy	48	
22.	Henderson, Larry	48	
23.	Roybal, Mike	49	
24.	Booton, Eric	50	
25.	Adams, Bill	50	
26.	Henderson, Larry Roybal, Mike Booton, Eric Adams, Bill Seibert, Bob	51	
	Manusch and Control of the Control o		

1.
2. Hinneberg, Max 6 3/4 15. Cool, Bryce 37 30. Denney, Rich 87 LAKE CONROE, TEXAS 3. Smith, David 9 16. McKay, Bruce 38 31. Knorr, Bill 87 LAKE CONROE, TEXAS NOVEMBER 6 - 7, 1982 8TH ANNUAL MILLER MUG POINTS
5. Tally, David 15 18. Poote, Russell 41 33. Dechant, Dave 99 DIVISION #8

# **REGATTA RESULTS**

HOBIE 18A POINTS  1. Alford, Kirk 7 3/4	HOBIE 14 Turbo POINTS  1. Heil, D. 4 1/4 2. Johnson, J.E. 5 1/2 3. Vick, Bob 11	7. Gentile, Don 18 8. Wall, Bob 18 9. Mack, Leonard 31 10. Sorenson, Rich 33 11. Mattes, Julie 33	39. Tarlecki, Jerry 111 40. Oakley, Richard 112 41. Kristofferson 113 42. Steelman, Jim 113 43. Knepper, Bill 119	2. Funari, Greg 20 1/4 3. Walter, Bob 24 4. Laue, Pete 28 5. Athans, Art 28 3/4 6. Sullivan, John 42
1. Alford, Kirk 7 3/4 2. McCann, Jim 8 1/2 3. Duke, John 17 4. Parks, Terry 17	DIVISION 10	<b>DIVISION 11</b>	44. Quigley, Bill 121 45. Flood, John 125 46. Zapparella, F. 126 47. Edwards, Bob 143	7. Colson, Randy 44 8. Sutton, Jay 56 9. Schuessler, K. 56 10. Doyle, Ron 56
5. Johnson, Bob 17 3/4 6. Sassaman, Danny 18 7. Crouse, Rutty 26 3/4	MID-EASTERN CHAMPIONSHIPS FLEET #115, DIVISION #10	1982 SPRING WINDS REGATTA FLEET #24, DIVISION #11	48. Manto, Ron 159 49. Riggs, Joseph 159 50. Beyel, Dan 159	11. Elliot, Jim 76 12. LeBoeuf, Keith 84
8. Mayo, Clive 27 9. Cope, Woodie 28 10. Thompson, Walter 31 11. Dupuis, Gary 33	WILMETTE, ILLINOIS AUGUST 21 - 22, 1982	OCEAN CITY, NEW JERSEY JUNE 12 - 13, 1982	51. Dougherty 159 HOBIE 14 POINTS	HOBIE 16B POINTS  1. Kulkoski, Dan 16 1/2
11. Dupuis, Gary 33 12. Knight, Jeff 34 13. Downing, Hal 48 14. Neff, Jay 52	HOBIE 18 POINTS  1. White, Rick 2 1/4	HOBIE 18 POINTS  1. Morton, Scott 2 1/4	1. Ruck, Bob 2 1/2 2. Britt, Jeff 5 3/4 3. Bullock, Barbara 6	2. Ochab, Brian 35 3/4 3. Forster, Rob 41 3/4 4. Hayes, Larry 48 1/2 5. Kornwebel, W. 49 3/4
15. Halback, Skip 53 16. Erwin, Jim 53 17. Ellis, Pat 68	2. Thiessen, Bob 12 3. Tannert, Tom 14 4. Barnett, John 14	2. Morris, Bob 4 3/4 3. Cowan, Keith 10 4. Leatherman 12 5. Woloszyn, Rich 13	4. Miller, James 13 5. Paul, Sue 16 6. Biddle, Walt 18	6. Winthers, Bob 52 7. Patterson, Gary 55 8. DeSmyter, Sid 57
18. Crenshaw, Ralph 69 HOBIE 18B POINTS	5. Mitchell, Mike 14 6. Brown, David 23 7. Higgs, Kim 26 8. Fraderick, Jim 27	6. Fleck, Chick 17 7. Clay, Jim 22 8. Riley, John 24	HOBIE 14 Turbo POINTS	9. Hebel, Mel 59 3/4 10. Canfield, Clyde 61 11. Parke, Robert 63
1. Fuger, Simon 5 1/2 2. Ferrera, John 7 3/4 3. Shannon, Don 11 3/4	8. Frederick, Jim 27 9. Rahn, Fred 29 10. Longueville, J. 30 11. Griswold, Ken 34	HOBIE 16A POINTS	1. Allison, Chuck 3 1/2 2. White, Roger 3 1/2	12. Spnsel 71 13. Rhodes, Walt 79 14. Koth, Doug 81 15. Condon, Bill 81
4. Shaw, Sherie 12 3/4 5. Frye, Patrick 17 6. Blain, William 22	12. Swaim, Kevin 42 13. Anderson, Doug 45 14. Murphy, Mike 45	1. Carpenter, Brad 7 1/2 2. Glanden, Jim 8 3. Dees, Bob 8 4. Whitted, Turner 10	SANDY POINT POINTS REGATTA FLEET #54, DIVISION #11	16. Wagner, R. A. 88 17. Heath, Jeff 99 18. Jepson, Bob 113
7. Hohenhausen, R. 26 8. Visnoski, Bill 27 9. Hoffman, Dana 42 10. Bailey, Bruce 42	15. Pestien, Rich 48 16. Fong, Richard 51 17. Greenwald, Hugh 52 18. Lochmandy, J. R. 53	5. Schmidbauer, G. 14 3/4 6. Sikora, Dave 16 7. Jennings, Joe 18	SANDY POINT, MARYLAND SEPTEMBER 18 - 19, 1982	19. Kahn, Julius 121 20. Wiggins, Dave 122 21. Brennan, Pete 126 22. Conover, Roy 147
11. Smith, William 43 HOBIE 16A POINTS	20. Henderson, Jim 57 21. Isco, Gordon 60	8. Hiller, Bill 23 3/4 9. Maser, Fred 26 10. Cloud, Charles 27 11. Trevarthen, W. 29	HOBIE 18 FOINTS  1. Hoover, M. 4 1/4	22. Conover, Roy 147 23. Bingaman, Scott 148 23. Bartnowsky, D. 148
1. Sanchez, Phil 2 1/4 2. Curry, Bob 9	22. Schlicht, Dave 61 23. Norgberg, David 72 24. Heneghan, Jay 72	12. Ruck, Bob 30 13. Smith, John 38 14. Schleckser, Mark 38	2. Burkewitz, B. 5 1/2 3. Murray, T. 11	HOBIE 14 Turbo POINTS  1. Roberts, Mick 3
3. Karran, Richard 9 3/4 4. Raditch, Rick 13 5. Sammons, Jack 20 6. Brice, Robert 20	HOBIE 16A POINTS  1. Smith, Greg 8 3/4	15. Yeutter, Ken 38 16. Johnson, Warren 42 17. MacConnell, R. 44 18. Sullivan, John 46	HOBIE 16A POINTS  1. Myers, W. 5 1/2 2. Glanden, J. 12 3/4	2. Schnieder, Chuck 6 3/4
7. Gres, Wright 20 8. Miller, Kevin 21 9. Caffee, Hollis 23	2. Williams, Bruce 10 3. Grosskopf, John 18 4. Pairitz, Phil 20	19. Clapp, Chip 51 20. Rochelle, Paul 52 21. Corelli, Pat 54	3. Flanigan, J. 14 1/2 4. Heretick, D. 20 5. Pagel, B. 20	DIVISION 15
10. Dwyer, Dennis 25 11. Weaver, Rick 26 12. Post, Dick 28 13. Dickinson, Ron 28	5. Baidas, Rob 25 6. Grant, Doug 30 7. Bonesteel, Dave 31 8. Herbert, Rick 34	22. Alldian, David 54 23. Dutton, Barry 54 24. Bingaman, Rich. 62	6. Schmidbauer, G. 23 7. Ruck, B. 30 8. MacConnell, R. 31 9. Schleckser, M. 32	FLEET #178, DIVISION #15 FORT WALTON BEACH, FLORIDA AUGUST 28 - 29, 1982
14. Schiller, Don 28 15. Maxwell, Chip 31 16. Duffield, Kenny 36	9. Hansell, Greg 37 10. Petrosius, Ed 38 11. Brown, Kirk 38 3/4	25. Deming, Tom 65 26. Nordone, Tom 75 HOBIE 16B POINTS	10. Krause, J. 32 11. Turner, E. 32 12. Scarborough, S. 34	HOBIE 18 POINTS
17. Andrews, David 38 18. Gallagher, Mike 40 19. Dekreek, Vel 45	12. Findlay, Bob 40 3/4 13. Leslie, Sue 41 14. Vincent, Jay 43 15. League, Harry 43	1. Lebeouf, Keith 4 3/4 2. Christy, Paul 9	13. Meade, P. 41 14. Ackerman, B. 45 15. Dees, B. 50 16. Magee, R. 53	1. Gaston, B. 4 1/4 2. David, D. 7 1/2 3. Pranzarone, J. 9
20. Myers, Dave 52 HOBIE 16B POINTS	16. Allen, Dennis 45 17. Bidwell, Mark 47 18. Hartman, Tom 49	3. Sersen, Steve 10 4. Raymond, Donald 13 3/4 5. Hyland, Mike 15 6. Pagels, Bill 20	17. Staruss, B. 54 18. Bush, E. 60 19. Morris, T. 60	4. Jones, J. 16 5. Groseclose, D. 17 6. Hegland, T. 18
1. Haley, Pete 9 1/2 2. Walton, John 11 3/4 3. Hull, Eric 16	19. Hutchings, Dave 50 20. Kurz, Ron 50 21. Levine, Greg 55 22. Kellogg, Jim 56	7. Lowe, Mike 20 3/4 8. Jose, Mike 22 9. Andrews, Chris 23 3/4	20. Millers, S. 68  HOBIE 16B POINTS	HOBIE 16A POINTS  1. McNeir, M. 9 3/4
4. LeGrand, Ed 18 5. Linton, John 19 6. Bowerfind, Jack 24 7. Bennett, Kem 27	22. Kellogg, Jim 56 23. Majewski, Leon 65 24. Perry, Chuck 73 25. Preston, Tom 76	10. Dzula, Greg 24 11. Harold, Red 25 12. Kath, Doug 35	1. Anderson, S. 9 3/4 2. Hutchinson, D. 10 3/4 3. Sullivan, J. 14	2. Franzen, L. 11 1/2 3. Day, S. 12 4. Cook, D. 16 3/4
8. Danner, Skee 28 3/4 9. Robers, Mel 38 10. Teetor, Macy 33	26. Burrows, Tom 77 27. Gardiner, Mike 79 28. Chambers, Tom 83	13. Iredale, Phil 39 14. Scheier, Barry 43 15. Krause, John 43 16. Davis, Rick 46	4. Hayes, L. 19 3/4 5. Hanna, B. 19 3/4 6. McCorville, W. 20	5. Zorn, G. 17 6. Gaston, R. 17 3/4 7. Williams, V. 22 8. Stillman, S. 24
11. Liebel, Curis 37 12. Meric, J. 37 13. Ely, Aaron 38	29. Oehler, Ron 83 30. Struass, Bruce 90 31. Young, Webster 93	17. Luig, Glenn 46 18. Gunderson 47 19. Evans, Mark 49	7. Ochab, B. 20 8. DeSmyter, S. 33 9. Winters, B. 35 10. McLaughlin, J. 35	9. Dalton, J. 25 10. Pitman, S. 37
14. Murdoch, John 51 3/4 15. Gardiner, John 53 16. Straker, Richard 55 17. Murph, Robert 57	HOBIE 16B POINTS  1. Rooks, Steve 6 3/4	20. Freiman, David 50 21. Brown, Joe 50 22. Stowe, Peter 50 23. Reber, Glenn 58	11. Lippincott, B. 35 12. McEntee, B. 37 13. Smith, L. 38 3/4	HOBIE 16B POINTS  1. Lambert, B. 11 2. Dalton, M. 13 3/4
HOBIE 16C POINTS	2. Green, David 17 3/4 3. Dillenback, Hal 20 4. Cook, Jim 24 5. Boeckman, Gary 25	24. McLaughlin, John 73 25. Deiling, Mike 77 26. McCarvill, Will 90	14. Pinto, M. 49 15. Wright, K. 53 16. Hartoch, G. 56 17. Lurcott, S. 58	3. Cumby, C. 17 1/2 4. Thornton, C. 18 5. Stone, L. 26
1. Warringer, Bob 5 1/2 2. Cornell, Mario 8 3/4 3. Anderson, Sam 10 3/4 4. Shope, Jeff 18	6. Munson, Jim 25 7. Huber, Roger 27 3/4 8. Rode, John 28	27. Wells, Bill 90 28. Burns, Harry 90 29. Grimes, Jim 90	17. Lurcott, S. 58 18. Jepson, R. 18 HOBIE 16C POINTS	6. Lawing, B. 26 7. Entrekin, J. 26 3/4 8. Brooks, T. 30 9. Gebhardt, J. 30 3/4
5. Boetcher, Glenn 20 6. Myers, Jim 28 7. Tyler, Jeremy 31	9. Luksha, Bill 29 10. Minne, Chuck 29 11. Kordash, Jack 30	30. Covella, Pete 99 HOBIE 16C POINTS	1. Olinski, J. 6 1/4 2. Blakeslee, W. 11	10. Eckland, E. 33 11. Smith, K. 37 12. Bonnette, R. 42
8. Wise, Jim 32 9. Roche, Clifford 35 10. Hildabrand, Rick 40 11. Ganassi, Gene 41 3/4	12. Fulling, Max 36 13. Holmes, Buzz 41 14. Luebbers, Don 42 15. Piotrowski, G. 48	1. Gouza, Jan 5 3/4 2. Carlstrom, Vic 8 3/4 3. Norton, Don 9 3/4	3. Buttner, J. 13 4. Downes, J. 13 3/4 5. Wagner, R. 17 3/4 6. Yorty, T. 18	13. Livesay, J. 43 14. Carr, L. 44 15. Postrozny, H. 47 16. Plaus, R. 49
12. Deeson, Lenny 42 13. Pittman, Ed 42 14. Sheppard, Rick 46	16. Malham, Ncik 49 17. Johnson, Herb 51 18. Jacobsen, Edward 56	4. Shimp, Clark 16 5. Hawn, Howard 17 6. McGuckin, Mike 21 7. Brown, Steve 21 3/4	7. Kasley, P. 26 8. Rohrer, D. 27 9. Hook, R. 33	HOBIE 16C POINTS
15. Poston, Bob 48 16. Phillips, Paul 52 17. Fries, Bill 62 18. Schultz, Mary 74	19. Kartz, Jack 56 20. Kreiger, Keith 57 21. Golden, Kevin 61 22. Riccardo, Ken 63	8. Buttner, Joe 24 9. DeSmyter 27 10. Kincheloe, Bill 30	10. Hoag, R. 33 11. Vredenhurgh, K. 42 12. Matier, J. 43	1. Caraoelco, C. 9 3/4 2. Gabriel, B. 10 3/4 3. Smith, K. 14 1/2
19. Constance, B. 75 20. Burkette, Jay 78	23. Dodson, Larry 64 24. Ferguson, Johann 69 25. Bakakus, Lee 78	11. Rockey, Bud 32 12. Toomey, Ray 40 13. Kahn, Jules 40 14. Bingamen, Tim 54	HOBIE 14 POINTS  1. Ruck, B. 4 1/2	4. Hartman, G. 16 5. Howerton, B. 19 6. McCracken, B. 22 7. Conrad, J. 24
HOBIE 14A POINTS  1. Fontaine, Dennis 4 1/4	26. Kartz, Jim 78  HOBIE 16C POINTS	15. Fithian, John 57 16. Cleaver, Don 60 17. Jepson, Robert 62	2. Gillis, J. 5 1/2 HOBIE 14 Turbo POINTS	7. Conrad, J. 24 8. Newell, M. 24 9. Kernion, B. 27 3/4 10. Rigdon, R. 35
2. Brice, Allyn 7 1/2 3. Kirby, Alex 9 4. Johnson, Cheryl 13 5. Stortenbecker 21	1. Lehew, Larry 5 3/4 2. Meinz, Al 10 3/4 3. Dahlkamp, Tom 10 3/4	18. Williams, Jim 64 19. Moore 64 20. Wood, Fred 64 21. Johnson, Alan 67	1. White, R. 3 2. Freymeyer, B. 6 3/4	11. Horton, M. 36 12. Packer, J. 40 13. Smith, D. 44
6. Kirby, Art 22 7. Hull, Kathy 25 8. Snyder, Bill 30	4. Pigulski, Bruce 12 5. Suttmiller, H. 13 6. Green, Brad 20 7. Prosser, John 21	22. Montgomery, Bill 67 23. Wagner, Rob 74 24. D'Agostino, J. 75	1982 "GOOMBAY SMASH - WAIT 'TILL NEXT YEAR"	14. Lindley, A. 55 15. Studley, J. 57 16. Carlson, T. 58 17. Hall, J. 59
HOBIE 14B POINTS  1. Pritchett, C. 9 3/4	8. Lindquist, Bill 22 9. Libert, Joe 26 10. Davis, Robert 28	25. Swank, Rod 76 26. Nanes, Nate 80 27. Sheedy, Mike 81	FLEET #137, DIVISION #11 HOPATCONG, NEW JERSEY OCTOBER 9 - 10, 1982	18. Peccraro, D. 59 19. Street, T. 69 20. Tucker, C. 93
2. Corliss, Pete 11 3/4 3. Bowerfind, John 14 3/4 4. Bossie, Ken 17 3/4	11. Dye, Jim 33 HOBIE 14 POINTS	29. Nussey, Richard 88 30. Valenti, Joe 90 31. DeCurtis, Don 90	HOBIE 18 POINTS	HOBIE 14 POINTS  1. Neal, S. 4 1/4
5. Miller, Ann 19 6. Eldredge, Doug 20 7. Nelson, John 20 3/4	1. Driggs, Kip 7 3/4 2. Woodruff, Stan 8 1/2	32. Ackroyd, Doug 93 33. Bach, Bob 94 34. Grastwirtni, Rbt 98	1. Cutillo, J. 3 2. Woloszyn, Richie 6 3/4 3. Ballarotto, J. 12	2. Kalata, L. 6 3/4 3. Dick, P. 10 3/4 4. Clubbs, M. 12
8. Marecki, Roman 22 9. Brooks, Bill 23 10. Craig, John 35 11. Poole, Erik 48	3. Bidwell, Donald 9 4. Bird, Marlin 13 5. Glenn, Gary 16 6. Mack, Bill 17	35. Wentz, Ted 99 36. Gillespie, Jim 101 37. Morgan, Paul 107 38. Cummin, Jerry 108	HOBIE 16A POINTS  1. Pagels, Bill 18 1/4	5. Donato, P. 21 6. Rodgriguez, M. 22 7. Endy, J. 23 8. Eckland, E. 32

# FLEET 23 PRESENTS MID-AMERICAS

National Pre-Qualifier and Points Regatta May 28, 29, and 30 Memorial Day Weekend Hobie Platter, Lake Texoma

**Registration:** 5:00 to 8:00 Friday □ 9:00 to 10:00 Saturday **Freebies:** Registration includes free beer, wine, soft drinks,

T-shirts, and meal tickets (crews included)

Races: Sat: Skippers meeting at 11

☐ 1st race at noon

Sun: Skippers meeting at 9:30

☐ 1st race at 10:30

Trophies: At least 5 deep, including crew trophies

Food: Dinner Saturday night.

Coffee and donuts on Sunday.



WHCA, USCG & NAYRU Rules Apply

Friday night fire 'n fun





# Getting Started

# The basic ingredients of a Hobie fleet

by Michele Krcelic



dal Dala Gleig

# World Hobie Class Association

#### FLEET

Is duly recognized as an independent racing fleet within the Hobie Class Association, dedicated to promoting and developing Hobie Cat racing under uniform rules and regulations, and to rigidly maintain without deviation the one-design features of the Hobie Cat.



Sandy Bands, Estrator Physics

Dur

Recipe: Five Hobie Cat owners who are looking for fun times with other Hobie Cat owners, mixed well to a froth of enthusiasm.

You bought your boat to have fun. After sailing a few times on your own and meeting the other Hobie Catters in your area, you realize it would be even more fun to get together on the weekends. How do you start a Hobie Cat fleet?

Complete a fleet application, which will be sent to you on request. Be sure to list the fleet officers, then send it off to the Hobie Class Association.

Upon receipt of the application, the association will assign the new fleet a number, add the fleet officers to the mailing lists and send the fleet charter, as well as samples of other materials, to the fleet commodore. Divisional officers and the regional manager will also be notified of the new fleet and its officers.

So why start a Hobie fleet? The advantages are many: new friends with a common interest, exciting sailing, family

outings, social events, sharing and expanding ideas, exchanging technical data and maintenance tips. In the prime season, there are organized racing events, complete with a race committee, pre-set marks, starting guns, trophy presentations and all the festivities that go with a Hobie Cat regatta.

When a new fleet is started, it automatically generates interest—other Hobie owners come out of the woodwork to join.

During the cold winter months, fleets get together for other kinds of activities to keep themselves sane until they can sail again. For example, rental films are available from the Hobie Class Association for fleet meetings. Set up the screen at someone's house, add popcorn and drinks and you've got an evening of vicarious sailing. Slide shows are fun, too. Have everyone bring their best/worst/funniest shots of fleet sailors and settle back for a night of laughs and good memories.

Fleet 23 of Dallas, Texas hosts a Las Vegas Night once a year. Games are set up in which players win coupons good toward the "purchase" of donated prize items. The donations come from the local Hobie dealer, the Hobie Class Association and other local merchants.

Another good idea during the cold months is a Super Bowl party—members convene for a potluck and cheer on the local favorites.

Many fleets sponsor Fun Sail days to benefit charities. People from the community are given Hobie rides by fleet members for a dollar or two apiece. The money that's raised is given to the charity chosen—this makes for very good community relations, which won't be forgotten.

How about washing cars? Many fleets have found this to be a money-maker for their treasuries. Be sure to put a Hobie Cat on a trailer at the location, with the sails up. You'll more than likely pick up some new members, too.

If you're interested in starting or joining a Hobie Cat fleet, contact the Hobie Class Association, P.O. Box 1008, Ocean-side, CA 92054, (619) 758-9100. They'll let you know where the closest fleet is or set you up to start your own.

# Giant Heavy Duty Inflatable Boats

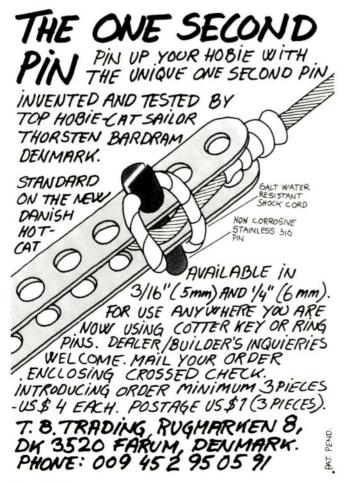
2 MAN \$38 3 MAN \$50 4 MAN \$65

Before Midnight April 10

Viking Ind. will send any of the above size boats to any reader of this publication who reads and responds to this program before midnight, April 10. Each boat is constructed of tough, high density fabric (resistant to abrasion, sunlight, salt & oil), electronically welded embossed seams, nylon safety line grommeted all around, heavy duty oar locks, three separate air chambers for extra safety, self locking safety valves, bow lifting and towing handle, and are recommended for marine, ocean, and fresh water recreation, camping, fishing, or a family fun boat, and will be accompanied with a LIFETIME guarantee that it must perform 100% or it will be replaced free. Add \$7 handling and crating for

each boat requested. Viking Ind. pays all shipping. If your order is received within the next ten days you will receive FREE a high volume combined hand/foot inflator/deflator bellows style pump for each boat requested. Should you wish to return your boats you may do so for a full refund. Any letter postmarked later than April 10 will be returned. LIMIT: Three (3) boats per address, no exceptions. Send appropriate sum together with your name and address to: Boat Dept. #112YR, Viking Ind., 6314 Santa Monica Blvd., Los Angeles, CA 90038, or for fastest service from any part of the country call collect before midnight 7 days a week.

CALL COLLECT (213) 462-1914
(Ask exchange operator for)
BOAT DEPT. #112YR
Before midnight, 7 days a week
Have credit card ready



# Our Readers Speak Up:

They came from all over the world, sometimes in batches of hundreds: The Hot Line reader surveys that we hoped would help us know you better. They came taped (sometimes all the way around), stapled (one had 12 staples sealing it!) or even taped and stapled, no doubt to ensure the safe arrival of your thoughts.

You dutifully checked the boxes according to your opinions, then turned the sheet to find space for your own comments. Some ignored it, some made lots of suggestions. One reader wants to see a gallery of Hobie paintings and sketches; another asked for a magazine devoted entirely to going *fast*. Some asked for more pretty girls (or handsome men) in swimsuits; others craved less sexism. Many of you requested the results be published. Read on, and discover what your fellow Hobie sailors think.

The survey was designed and structured to measure attitudes. An attitude scale is a special type of questionnaire, designed to produce scores indicating the overall degree of favorability of a person's attitude on each topic.

Next to each question is the mean average score for racers, non-racers and the total. This figure tells us what the central tendency was. With close to 2,000 respondents, we are pleased with the results. A computed mean score of 4.0 to 5.0 indicates that the opinions fell between agree and strongly agree. Collectively, this would be a very positive response.

When looking at a mean score, another factor must be taken into consideration: how far across the scale the answers were dispersed. The best example of this is question 32, which reads, "I enjoy reading about the Hobie 33." While the mean total came out with a favorable response of 3.7, the actual breakdown for the answer fell in the extremes, generally 5 or 1. It was the most polarized question, although the mean indicates there was more positive than negative.

For our own analysis, the answers have been divided into regions and further broken down into 14, 16 and 18 sailors. We will study the results in depth for each question and formulate our plan for future *Hot Lines*. Here are our preliminary findings, along with some comments of yours.

# The HOT LINE **Survey Results**

The first half of the questions were answered on a scale from strongly agree to strongly disagree. For interpreting the mean scores, use this:

5.0-4.0 = Strongly Agree	3.0-2.0 = Disagree
4.0-3.0 = Agree	2.0-1.0 = Strongly Disagree
	Non-

		Non-	
	Racers	racers	Total
17. There are ample how-to articles for beginning sa 18. There is useful information for intermediate sailo		3.2	3.4
in each issue.	3.7	3.7	3.7
19. There is useful information for advanced sailors			
in each issue.	2.6	3.7	3.2
20. There are enough non-racing articles in the <i>Hot</i> 21. The <i>Hot Line</i> has a good balance of racing to	Line. 3.6	3.4	3.5
non-racing articles.	3.5	3.1	3.3
<ul><li>22. The current quality of technical articles is excell</li><li>23. Advanced tuning techniques should be covered</li></ul>		3.7	3.5
each issue.	3.7	3.9	3.8
24. Civic issues affecting sailors should be covered	in		
the Hot Line.	3.8	3.8	3.8
25. Individual fleet races should be covered in the n			
body of the Hot Line.	2.8	2.8	2.8
26. The Hot Line is too racing oriented.	2.4	3.2	2.8
27. There should be more informative articles in the	•		
Hot Line.	3.5	4.0	3.8
<ul><li>28. There are adequate photographs in the Hot Line</li><li>29. There are sufficient articles for the</li></ul>	e. 3.3	3.4	3.4
Hobie 16 sailor.	3.5	3.8	3.7
30. There are sufficient articles for the	0.0	0.0	5.7
Hobie 18 sailor.	3.3	3.3	3.3
31. There are sufficient articles for the	0.0	0.0	0.0
Hobie 14 sailor.	3.1	3.0	3.1
32. I enjoy reading about the Hobie 33.	3.6	3.7	3.7
	5.5		

The next questions were rated on a scale of importance to the reader.

5.0-4.0 = Very Important	3.0-2.0 = Slightly Important				
4.0-3.0 = Moderately Important	2.0-1.0 = Not Important at All				

<ol><li>33. Local regatta coverage</li></ol>		3.3	3.0	3.2
34. Coverage of Nationals		3.9	3.5	3.7
35. Photographs		4.1	4.5	4.3
36. News of other Hobie fleets	S	3.3	2.6	3.0
37. News of your fleet		3.1	2.7	3.0
38. Features on Hobie Cat sai	ilors	3.5	3.7	3.6
39. Regatta schedules		3.9	3.0	3.5
40. Fleet news		3.2	2.6	2.9
41. Racing clinic		4.2	3.7	4.0
42. International regatta cover	rage	3.4	3.4	3.4
43. Photo contest		3.9	4.3	4.0
44. Technical articles		4.2	4.5	4.4
45. Racing tips		4.7	4.3	4.5
46. Tuning articles		4.7	4.4	4.6
<ol><li>Beginning sailing tips</li></ol>		4.1	4.0	4.1
48. Racing rules		4.5	3.9	4.2
49. Maintenance information		4.7	4.8	4.8
50. Advertisements in the Hot	Line	3.6	3.8	3.7
A Monthly Iccur	reasonated by			

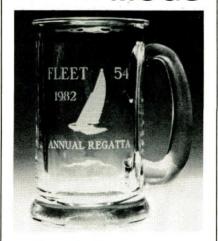
A Monthly Issue

The most frequently expressed dislike about the Hot Line was that it is not a monthly magazine. Many of you even assured us you would happily pay more. hear a groaning staff in the More issues to get the snowbound sailors through the winter were

requested by some while others wanted them in the summertime.

At the moment, we do not have plans to make the Hot Line monthly (you can background). Our primary goal right now is to get to you the best Hot Line

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# The Absolut Vodka Hobie Cat National Championships



Hobie 18
Nationals
Corpus Christi, Texas

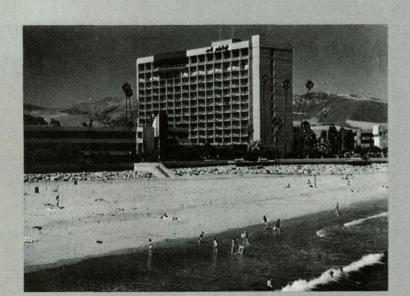
September 19-24, 1983



Hobie 16 Nationals

St. Petersburg, Florida

Open October 2-8, 1983 Women's October 10-13, 1983



Hobie 14 Nationals

Ventura, California

October 31-November 5, 1983

Once again, Corpus Christi will play host to a Hobie Cat National Championship. This time, the 18 Nationals. Host Hotel:

The Best Western-Sandy Shores Inn will host our event. More rooms have been added since our last visit along with an indoor pool and health club. All reservations must be made on the reservation form that will appear in the May/June issue of the *Hot Line*.

# The Races:

The qualifying races for those skippers who haven't prequalified in their respective divisions will be on Sunday and Monday. All races will be sailed on boats supplied by the Hobie Class Association.

This year, the Fifth Hobie Cat Women's Nationals will be sailed on Hobie 16s. The women's event will follow the open 16 Nationals, the week of October 10-13.

# Open Nationals:

The open event will be held the week of October 2-8. All events will be sailed on boats supplied by the Hobie Class Association.

## Host Hotel:

We will be returning to the Hilton Inn. The Hilton offers a heated swimming pool, outside pool bar and gift shop. Each room has a private balcony, color television and air conditioning.

The hotel registration form will be in the May/June issue of the *Hot Line*.

## Host Hotel:

The Holiday Inn will be the host hotel for this year's event. This hotel has 225 rooms with a heated pool, sauna and much, much more. A hotel reservation form will be in the May/June issue of the *Hot Line*.

# How to Get to Ventura:

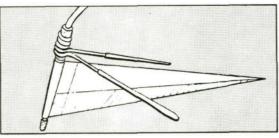
Ventura is approximately 1½ hours north of Los Angeles. From points throughout the US you can fly into LA and take a commuter flight into Oxnard. If you should choose to drive from LA, it's a direct drive along the coast.

# The Races:

Monday will be the only day of qualifying for those skippers who didn't prequalify in their respective divisions. All races will be sailed on boats supplied by the Hobie Class Association.

# Team USA

The top 10 skippers from this event will represent the US as Team USA at the 1984 Hobie 14 World Championship in the Philippines.



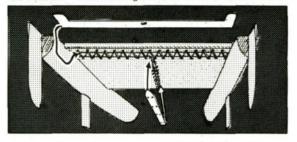
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# Hobie 18 World Championship

Hyeres, France

June 19-25, 1983

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- Seven nights accommodation at the Riviera Beach Club, the headquarters for the 18 Worlds competition.
- · Breakfast and dinner daily at the hotel.
- Welcome, finalist and awards parties, as planned by the French Organizing Committee.

The Riviera Beach Club is the official hotel and headquarters for the Second Annual Hobie 18 World Championship. Accommodations are bungalow style, casual yet quite comfortable. There is a restaurant, bar and disco on the property. All water sports, as well as tennis, are also available.

# **Land Package Reservation Application**

NAMES	Please Print or Type	Cost Per Person	Cost Per Person:		
		— 1700 French Francs One US dollar equa Overpayment will b	-Per Person Twin -Per Person Sharing Triple -Per Person Sharing Quad als approximately 6.5 French Francs. e refunded, underpayment will be billed, rt or train station to hotel arranged upon		
(All names sh	hould read as they appear on passport.)				
ADDRESS:					
CITY/STATI	E/ZIP:				
TELEPHON	E: HOME ( )	BUSINESS (	)		
YES! I (We)	want to go to France				
and the Hobi	ie 18 Worlds.	Price Per Person	Number of People		
Twin Accomr	modations	\$	X		
Triple Accom	nmodations	\$	X		
Quad Accom	modations	\$	X		
			Total: \$		

To ensure this price and room reservation, full payment is due immediately. Everything is being done on a first come, first serve basis. Mail check and correspondence to: Hobie Class Association, c/o Hobie 18 Worlds, P.O. Box 1008, Oceanside, CA 92054.

# **Transportation and Tours**

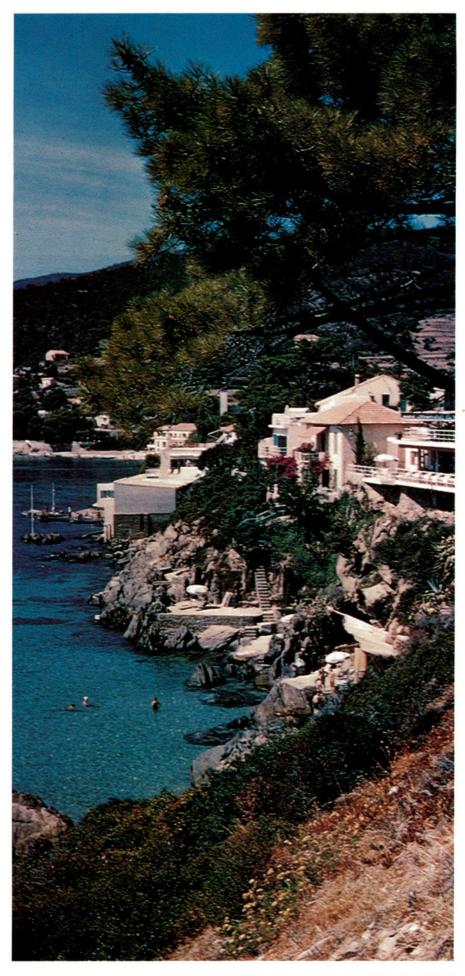
At this time, arrangements are being finalized by Balboa Travel Inc. for special group flight departures from several US gateway cities to the event. When sending in land package deposits, please indicate your desired departure date and city of origin. Balboa Travel will advise you of these flights and fares.

There are all kinds of city packages and tours available throughout Europe, designed for the new visitor or old timer. Within France alone there are barge tours, hot air balloon tours, wine and chateaux country tours, to mention a few. Balboa Travel will be happy to arrange any kind of travel holiday for you before or after the Worlds. Call them at (619) 239-2274 for more information or indicate by mail with your reservation application and the Hobie Class Association will forward your request along to Balboa Travel. Balboa Travel will fix you and your friends up with anything from a Eurail pass to a Greek Island cruise!

It's been called the world's most exciting stretch of beach. The Riviera-Cote d'Azur, long an international playground, becomes host to a different breed of jetsetters, Hobie 18 sailors, for the Second Annual Hobie 18 World Championship.

Once a medievel port, the quaint village of Hyeres, nestled just between Nice and Toulon, is the site of the competition. A place for those who wish to rediscover the time and joy of living, Hyeres captures all the flavor of the Provence region. Life here is blessed with good food and wine, outgoing people, beautiful scenery and warm, sunny days. It's just the kind of place (the only kind of place!) for a Hobie gathering.

Take the ambience of Southern France, add the warm blue water of the Mediterranean, color the horizon with Hobie 18s, and you've got one fabulous combination . . . don't miss it for the Worlds!



**AIR FRANCE** 

The official airline of the 1983 Hobie 18 Worlds

# **A Spring Clinic**

# Polishing skills at every level of sailing ability

# Text by Marty Gorce and Anita Movle

Photos by Jan Brabant

t a spot 30 miles northwest of Fort Laramie on the Oregon Trail, 263 Hobie Catters gathered with 103 boats in tow to be part of the largest USYRU racing clinic ever held.

Oregon Trail? Wyoming? Wind-blown prairie? And Hobie Catters?! You bet. The spot on the trail is also Glendo State Park and Glendo Reservoir, four-and-one-half miles wide, with a beautiful sandy beach on the east shore. Laramie Peak looms above the prairie 20 miles to the southwest, the finishing touch on a perfect setting for a Hobie weekend.

Sailors came from Colorado, Utah, South Dakota and Wyoming despite the lousy weather (cold, intermittent rain, gray skies and a steady 20 to 25-mile-per-hour northwest wind), which made the record registration number doubly surprising. The large turnout reflects how hungry we were for such a clinic. It was also a tribute to the outstanding faculty.

The concept of the clinic was Mark Laura's. Laura, a four-year USYRU instructor, Collegiate National Racing Champion and sailing team coach, arranged for the other speakers and presenters. He set up the format and outlined the topics, which ranged from simple to complex and were treated in such a manner that any level sailor could benefit from the discussion.

Steve Cucchiaro, with many honors to his name, including a gold medal in the Pan Am games, spoke on wind tactics and weather in general. Mike, David and Andy Shearer, Hobie sailors with several championships between them and a willingness to help that seems to run in the family, were responsible for interpreting the lectures in terms of Hobie sailing. They were especially helpful in correcting the blackboard techniques of the USYRU instructors, who seemed to think boats have only one hull. (How silly of them.) By the weekend, we had them making proper diagrams on the chalkboard.

THIS DREW BOOS' FROM THE CROWD THIS DREW CHEERS

Perhaps most impressive was the thoroughness of the presentations. General and specific aspects were well covered, and then applied specifically to Hobies. On Saturday, everything from setting up the boat and weather forecasting to starts and strategy to reaches and boat handling was discussed. Then we broke into groups according to boat size to deal with specific rules, and questions were answered on a one-toone basis. Most participants came away impressed with the openness and knowledgability of the speakers who, despite the weather, were punctual, cheerful and entertaining throughout the weekend.

Because of the weather, no on-thewater presentations were made, but one of the instructors set up his 16 in the parking lot for more discussion, again very thorough.

Sunday's discussions brought us back to the basics, making sure all points and questions had been covered and generally wrapping things up. A few sailors did rig up and enjoyed the fine wind Sunday afternoon, but many people refrained, having no way to dry off and get warm afterward.

even weeks later, on July 2, all the faculty members showed up. as they'd promised at the Divisionals, to give the long-delayed on-thewater sessions. Sailors had plenty of opportunity to apply the theory and parking lot tuning hints they'd picked up on the Oregon Trail. We went through tacking drills, starting drills and rehearsals of smooth and speedy tacks. Of primary concern was being on the line at the start. Again and again, we practiced starting: choosing the favorable end of the line and getting the jump on the other sailors. Mark Laura manned the bull horn on a power boat, praising and chastising as called for, telling some 100 boats to do it over again, shouting to get closer to the line and timing the intervals

The session started out with all the boats turning at the same time, looking as if they were all hooked to the same controls. As the clinic progressed, they became more jumbled, like the mulling area before a race. Even in the drills, the sailors were competing, doing their best to learn.

Many people made behind-the-scenes

contributions to the success of the weekend. Fleet 50 (Ft. Collins, Colorado) and Fleet 156 (Alcova, Wyoming) were the hosts. Rocky Mountain Marine and Mountain Sports were the supporting dealers. A special thank you must also go to Bob McCormick, Glendo State Park Superintendent.

his year's clinic promises more of the same. We hope to have the same people and similar presentations—the topics are timeless, and even an advanced sailor will pick up new points that he's missed in the past. The 1983 USYRU Racing Clinic will be held June 4 and 5 at Steamboat Lake, Colorado, concurrent with the Billy Kidd Regatta.

This year, we'll have a building instead of tents for the lectures, and the chances of rain are slim—snow, perhaps, but no rain. Registration will be limited, due to the size of the lake and facility.

For more information about the upcoming USYRU Racing Clinic, contact John F. Rawlings, Commodore, Fleet 106, P.O. Box 771574, Steamboat Springs, CO 80477.

Marty Gorce edits the newsletter for Fleet 61. Anita Moyle is Secretary/ Treasurer of Division 5. Jan Brabant is a recreational therapist and photographer.

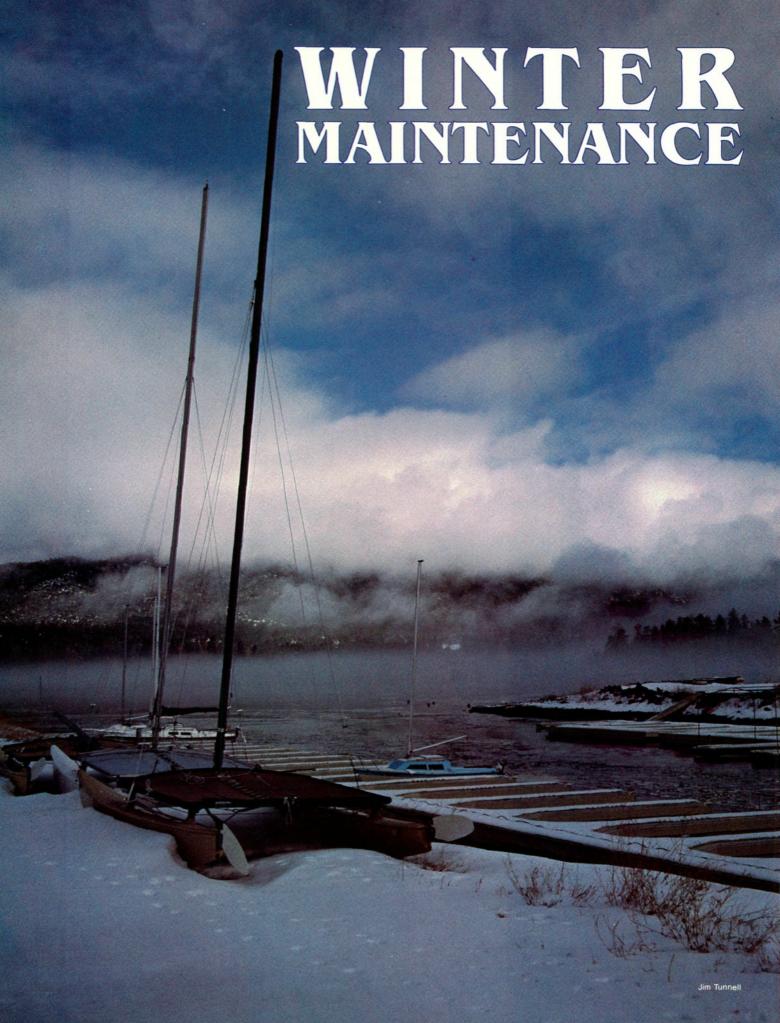


Mike and Andy Shearer specialized in applying all that information to Hobies.



Mark Laura, USYRU instructor and organizer of the clinic, conducts a rigging demonstration.





# The Care and Feeding of Your Cat

## by Sheila Henning

Sheila Henning, one of the top women sailors from Texas, is the editor of the Fleet 23 newsletter and works for Inland Sailboats in Dallas.

he weekdays are just warm enough to remind you of the great sailing season that's just around the corner, yet the weekend always seems to feature gray skies and drizzle. Don't despair—these are the days to prepare your Hobie for the sailing that lies ahead.

Maintaining a Hobie Cat is a simple procedure, especially with the checklist provided herein. Most items are self-explanatory, but a few require a bit of instruction. These are covered in more detail.

Pressure-testing the hulls for leaks is something you can do yourself, or you can have your local Hobie dealer do it.

Get a vacuum (preferably the cannister type) and put the motor in reverse, so it blows air instead of creating suction. Have a friend hold the hose of the vacuum to the hull plug openings as you go around each hull with wet sponge or spray bottle in hand.

Wetting the hull in sections, look for air bubbles on the surface. Mark the areas with a crayon or duct tape and, of course, patch them when your inspection is through. Check around posts, bows and under the deck lip. Use silicone sparingly on fittings and around parts where necessary.

A good silicone seal is G-E RTV, which comes in tubes. Unscrew the drainplug housings, rudder mounts or any other parts where air escaped when the vacuum method was used. Clean away the old silicone and dry all the surfaces. Spread a ring of silicone around the area and remount the part. Other places that may need to be sealed are around the pylons where they are inserted into the hull and around the anchor pins where the shrouds attach to the hull. Look underneath the lip and between the hull and deck. Spread silicone over any areas that have cracked.

It might be a good idea to clean the old silicone on the glue seam and replace it with fresh silicone, making sure to fill all the voids.

The centerboard well on both old and new Hobie 18s should be resealed if there is any indication of leakage. If any of the cracks look really bad, some fiberglass repair may be needed. Check the bottoms of the hulls, especially if the boat gets dragged up and down the beach a lot, and see if keel reconstruction is needed. Most Hobie dealers are set up to do fiberglass repairs. If you prefer to try a little backyard boat repair, check the January/February 1980 Hot Line. Use a template (page 63) to determine the amount of material that has rubbed off the bottoms of the hulls.

Once the hulls are sealed, ensure that the boat is tight. To shim the pylons on my boat, I used plastic coffee can lids. The nuts should be tight on the posts. Next, tighten the trampoline, using three borrowed goril las and two pairs of vise grips—actually, two people can do the job easily if one pulls and the other holds the lacing at each grommet along the way. You can even do it alone in an extra five minutes.

The mast and rigging should be gone over carefully. Check the mast for leaks and seal fittings with silicone. Place a little silicone over each rivet and around the bases of other fittings. Don't forget the masthead: Check rivets and replace if necessary. Put a dab of silicone over the hole of an old rivet, pop a new rivet through the silicone and voila! You've got a new seal. Again, make sure the areas are dry before applying the silicone.

he mast tang carries most of load, as it is where the shrouds are attached. Check it carefully for cracks or excessive wear. The large shackle should be checked often. Put a wire around the pin to keep it from working out.

Replace frayed or excessively rusted wires at once. Look around the swedges and thimbles (the eye-shaped fittings on the ends of the shrouds) for worn areas; check this area on the halyards closely. To clean the wires, your local marine supply or Hobie dealer should have a stainless steel cleanser. Powdered cleansers such as Bon Ami or Comet are also known to work.

Another area to check, particularly if you own an older boat, is the anchor pins. Look for hole elongation or for cracks in the metal. Check the corner

castings for cracks, also. Look for loose rivets over the entire boat and replace them. Use an oversize drill bit to cut the top of the rivet off, then punch it through.

The rudder blades and assembly require a little more attention. Sand the trailing edges of the blades to remove any bulbs or seams, but don't get it too sharp. Chips or nicks in the rudders can be repaired with fiberglass and resin, Marine Tex or other similar product. Sand until smooth and even.

he rudder assembly should lock firmly yet kick up fairly easily. The cams, spring and Delrin screw should be checked; the lower rudder cam must work freely. Lubricate the parts with a marine aqua lube, such as Cat Lube. Redrill the rudders if necessary or install the new French rudder castings.

Now comes the fun: the sails. Battens should be checked for splits or breaks. Taper battens by sanding gently where necessary to help create consistent sail shape. Secure batten end caps and replace batten strings that are worn. Old batten caps may eventually crack and fall apart; when replacing, check some of the different kinds of caps that make adjusting batten tension easier. The small grommets on the sail should be repaired if pulling out. Check batten pocket protectors for loose rivets. Make sure batten pockets and all seam stitching are in good condition.

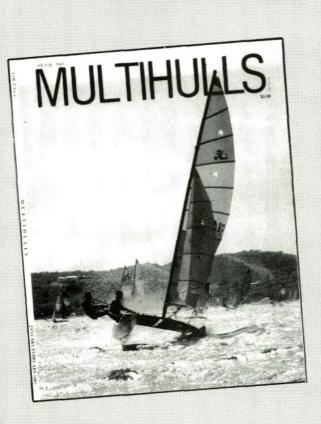
Ripstop tape can be used to prevent chafing where sail and shroud meet. The bolt rope should be in good condition and not worn through sail. To clean sails, use a mild solution of lemon juice and water. Dry sails thoroughly before re-rolling.

Now that your boat is ready to sail, attend to the trailer. Check the air pressure in each tire (including the spare). Make sure the lights are in good working order. Tighten the U bolts, check the springs, and grease the wheel bearings.

If your boat is exposed to a salt water environment, it's a good idea to soak the blocks and sheet lines in fresh water occasionally. Prior to sailing, lubricate everything that moves on the boat. Clean the jib and main traveler tracks, double checking for loose rivets, then lubricate with a good lubricant. Lubricate the blocks and make sure everything moves properly.

With everything on the checklist completed, there's nothing left to do but go out for a test sail.

CONTINUED



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# MULTIHULLS

Magazine

431 Hancock St. / N. Quincy, (Boston) MA 02171

# Winter Maintenance

CONTINUED

# **Maintenance Checklist**

Hulls  ☐ Drain hulls. Leave plugs out. ☐ Check for leaks at posts and deck. Seal with silicone. ☐ Check bottom for wear. Build up with fiberglass if necessary. ☐ Tighten or replace gudgeons and rudder pins. ☐ Ascertain that dolphin striker is tight (don't overtighten). ☐ Replace loose rivets in traveler tracks and corner castings. ☐ Replace worn trampoline lacing. ☐ Shim stanchion posts at corner castings with plastic if loose. ☐ Tighten bow tang screws.
Mast and Rigging  □ Check all shrouds, wires, bridles and halyards for fraying. Replace as necessary.  □ Check sheets, line and ropes. Replace if necessary.  □ Clean blocks and cleats with fresh water. Check cleat springs, replace if necessary.  □ Seal mast fittings with silicone.  □ Check mast tang for unusual wear.  □ Tape split rings at chainplates. Put on shroud covers.  □ Lubricate masthead sheave so it turns freely.  □ Check all shackles. Put wire on mast tang shackle to prevent loosening.
Rudder Assembly  ☐ Shim rudders as needed to remove slop. ☐ Shave trailing edges of rudders, but not too sharp. Repair nicks. ☐ Redrill if there's excessive lee or weather helm. ☐ Check rudder arms and tiller crossbar for loose rivets or worn connectors. ☐ Make sure lower rudder cam works freely. ☐ Check that locked rudder assembly kicks up when force is applied to the rudder blade (approximately 17-20 pounds of force, one foot up from bottom of blade).
Sails  ☐ Remove battens, tape leading ends to prevent splitting. ☐ Repair rips and worn spots and replace pulled grommets at once. Ripstop tape can be used in a regatta emergency or to prevent chafing. ☐ Replace missing batten pocket protectors; make sure they're all snug. ☐ Secure batten caps on each end. ☐ Check condition of bolt rope. ☐ Clean sails with fresh water or lemon juice solution. Dry thoroughly before re-rolling. ☐ Release batten tension when not in use.
Trailer  ☐ Grease bearings, install bearing buddies.

□ Check air pressure in tires, including spare.

mast support.

☐ Check electrical system for frayed wires and bad bulbs.

☐ Tighten U bolts, which secure the cross members and

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## Annual Premiums for the Hobie 14

- 1: \$ 57 Pacific coastwise and inland waters in the states of OR and WA
- 2: \$ 59 Great Lakes
- \$ 50 Chesapeake Bay and its tributaries
- 4: \$ 50 Inland waters of the United States, except the Great Lakes, CA, OR, WA and those shown below in item 8.
- 5: \$ 76 Atlantic coastwise waters Savannah, GA to Key West, FL
- 5a: \$108 Florida (Dade and Broward counties only)
- 6: \$ 54 Pacific coastwise and inland waters of the state of California
- 7: \$ 66 Atlantic coastwise waters Eastport, ME to VA/NC border
- \$ 50 Inland waters AL, AZ, AR, FL, GA, LA, MS, NM, NC, OK, SC, TN, TX
- \$ 60 Gulf of Mexico, Key West, FL to Brownsville, TX
- 10: \$ 62 Atlantic coastwise waters of NC and

#### Annual Premiums for the Hobie 18

- 1: \$ 74 Pacific coastwise and inland waters in the states of OR and WA
- 2: \$ 77 Great Lakes
- 3: \$ 56 Chesapeake Bay and its tributaries
- 4: \$ 63 Inland waters of the United States, except the Great Lakes, CA, OR, WA and those shown below in item 8.
- 5: \$100 Atlantic coastwise waters Savannah, GA to Key West, FL
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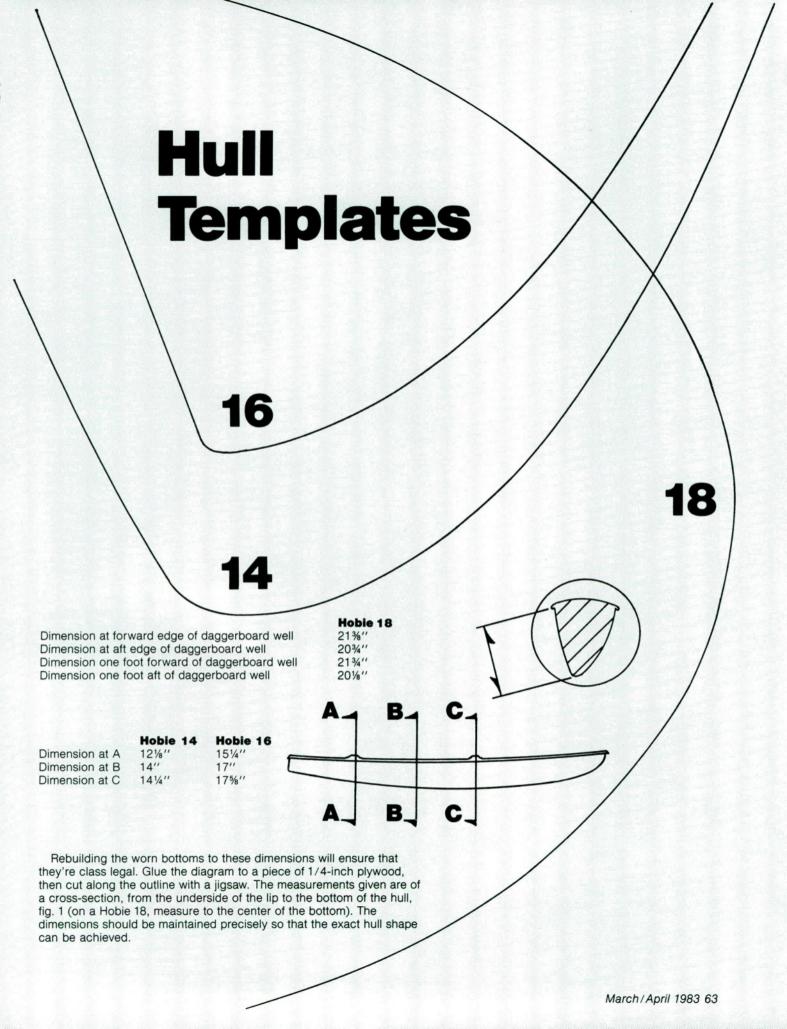
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# **Survey Results**

CONTINUED

we can six times a year. We will certainly keep your request in mind as we continue to expand.

Racing: Too much, not enough

The sentiment seemed pretty evenly divided on this issue. Hundreds of requests for more on rules and tactics were seconded by a reader from South Carolina, who asked for "tips to the new crew to help them understand their job and how they can help the skipper."

From a reader in North Carolina: "Please stress the friendly sportsmanship of fleet races to promote instead of discourage new racers." And from Virginia, on the subject of novice racers: "Tell the novice that a regatta is the best teacher."

The flip side of this was expressed quite clearly by a Pennsylvania reader: "I don't race because I sail for release from the daily hassle. I cannot understand why people want to place themselves into an ulcer-producing situation on their day off." The middle of

the road is represented by this comment from Michigan: "I do not race. However, I am interested in maximum performance from my 18."

Our commitment to all of you is to present a balance of the various things you want to see—racing and daysailing alike.

# Maintenance and Tuning

This is another area that drew a lot of requests for information. "Let's have more articles on general maintenance, on the items that just wear out after normal use," says a Colorado reader. "Lots more maintenance," echoes another in Florida. A reader in Alabama makes a good request when he asks for "more tuning tips from *lake* sailors. It's a different ballgame than on the ocean." Any lake-tuning experts out there?

## Hobie 33

Y'all had some pretty strong opinions on the new Hobie boat—either you're crazy about it and want to hear more, or, as a California reader put it, "Scuttle the Hobie 33!" A Minnesota sailor turns the coin by requesting "an article on the Hobie 33 with pictures, diagrams, specs, etc." We'll play this one by ear.

#### Travel

Many of our readers are looking ahead to their vacations and wondering about new places to take the Hobie. From Texas come a request for material on lakes, including wind conditions, accessibility and best sailing months. "I am interested in new places to camp and sail," says a Tennessee reader. And in Georgia, they're hoping to see input from the fleets on sailing spots in their areas. This is another area in which much of the material has to come from you. We're already working on a few of these, but there's room in our schedule for more. Come on, you guys!

You really spoke to us—the response has been much better than what statistics told us to expect. We may not be able to give you everything you want all at once, but we've made note of your requests and have them always in mind.



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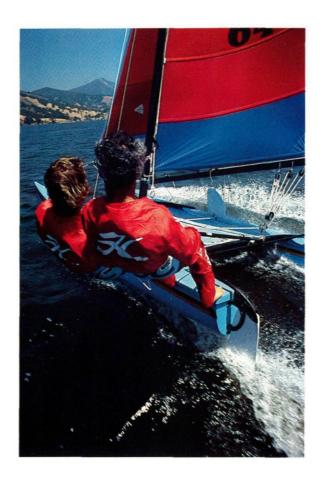
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# **HOBIE HOT TIPS**

Suggestions given in this column are researched to the best of our ability. However, readers take full responsibility for implementing them—the Hot Line does not share that responsibility with you. Be aware that use of some methods described herein could void your warranty coverage. Consult your dealer.

# **Cleaning Up a Tramp**

by Skip Snyder

We've tried lots and lots of cleaning compounds and methods over the years, trying to get the trampoline clean. We tried cleansers, bleaches, detergents—even muriatic acid, which ate the hiking straps. Nothing really worked.

One day, we had a 16 trade-in whose trampoline was so old and dirty we were sure we'd have to replace it to sell the boat. In desperation, we tried Easy-Off oven cleaner. We expected the trampoline to melt, which would have been no great loss, but the results were amazing.

The trampoline came out looking like new. Then we tried it on a hull that was badly oxidized, with a great deal of grunge that couldn't be cleaned. The boat was going to be repainted.

The oven cleaner worked like a charm. It didn't get rid of the oxidation, but the original color came through bright and clear.

We've tried many different brands, and most work quite well. Generally, the spray types work the best. We now use this cleaning method routinely on all kinds of boats and have never been disappointed. It's easy and beats anything else we've heard of.

After using this method for a couple of years, we've come up with some simple guidelines:

- Wear safety glasses, gloves, long sleeves, long pants and shoes.
- Spray the oven cleaner onto the area to be cleaned. You won't need to completely cover the area with the cleaner. We can usually get two or three trampolines clean with one spray can.
- Use a scrub brush, adding a little water if the cleaner gets too dry to spread well. Hard scrubbing isn't usually necessary.
- Let stand for about five minutes, then hose off. Use the brush while hosing to make sure all the oven cleaner comes off.

#### Precautions:

- Don't let the cleaner get on the black anodized metal work. It will discolor it. When doing the trampoline, take it off the boat first.
- Don't do this on your beautiful green lawn. The oven cleaner is a strong caustic—it will eat your plants for lunch.
- Keep kids and pets away. The spray may accidentally get into their eyes.

Skip Snyder is co-owner of Sailing Systems, Inc. He also runs SSI's Hobie dealership, Candlewood East (in Connecticut). An avid Hobie sailor for 11 years, Snyder has a lot of trophies to his credit. He currently sails a Hobie 18.

City

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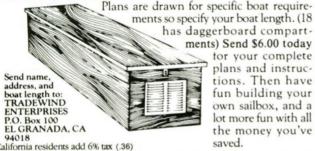
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Continued from page 7

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this up, but in the most recent technical articles about the Hobie 14 and the Hobie 16 (November/December and September/October, respectively). shortening the sidestays and lengthening the forestay are recommended.

To my mind, this violates the one-design concept Hobie Cat has so strictly enforced: It's a major modification to the boat. Are these changes class-legal?

MAJ. Mike Wilson Randolph AFB, Texas

When the boats were designed, the wires were considered the perfect length. As sailors improved, they began to rake their masts back. However, at the time Hobie Cat didn't want to change the way they made the boats. because only a small amount of people raced. Since then, the wire lengths have been altered to accommodate more mast rake. Changing the wire lengths remains class legal.-Editor

## Suited to a T

In response to a letter from Rick White and Mary Wells in the January/February 1983 Hot Line, I'd like to point out that there are some of us who like to receive T-shirts at regattas. I, like most of us, have drawers full of regatta shirts, but unlike some other readers. I find them useful as well as fun to trade with sailors from other areas. I know that the costs of everything, including regattas, are going up, but I don't think that eliminating colorful souvenirs like T-shirts or replacing them with slightly cheaper (and windage producing) pennants will save much money.

Peter Nicolle Ventura, California

# A Good Crew is a **Prepared Crew**

I would like to recount to Hot Line readers a recent sailing experience that made me acutely aware of the need to give safety more than a passing thought when sailing.

My brother-in-law and I were enjoying my Hobie 16 on what would be one of our final sailing days of the season this last Labor Day. Typical western New York overcast skies made for a dull day on Lake Erie, except for 15-knot winds and waves and swells of three to four feet. We were used to this wind and water action, having sailed this spot for two summers. Oddly enough, and probably since no other boats were on the water, we had discussed tactics that

could be used in the event one of us was knocked overboard. We decided that reducing boatspeed and sailing right over the person in the water so they could grab the dolphin striker might be a good tactic.

After four or five round trip tacks out and back from the beach, we had decided this would be our last trip. Todd was at the tiller. I was in the trapeze, and things were going smoothly. With what to this day seems incredible speed, a misread swell pitchpoled us.

I hollered to Todd, "Are you alright?" I got no answer. After what seemed an eternity, he finally replied, "I think I broke my leg.'

I immediately checked it out and found he had a deep three inch long gash across his right ankle. He struggled to a sitting position on the lower hull; with his weight positioned there, I was able to right the boat. Somehow, he managed to climb aboard.

Todd was in real pain now; more than two words at a time were difficult. Fortunately, our return tack took us straight to the beach and our launching site. Hitting the beach, not a soul was in sight. I was able to pull the boat up and get Todd to the car for the 10-minute ride to the emergency room. Numerous stitches on the inside and seven on the outside closed the wound. There were no broken bones.

Later, discussing the incident, we decided that from the way Todd was positioned on the tramp when the pitch occurred, his ankle went under him and then across the main traveler jam cleat as he fell off the boat. There are really no sharp edges on the cleat, but we figure it was the cleat or something on the blocks that caught his ankle just right.

Looking back on the whole affair, we feel fortunate that both of us knew how to sail the boat. I recall many times when I have taken novices out as crew members. Had a novice been the crew member in this case, I know it would have been a very difficult return to the beach.

I recommend all Hobie skippers ensure their crew has more than a passing interest in what goes on at the back of the tramp. Could your crew skipper the boat if you were incapacitated and could only give instructions?

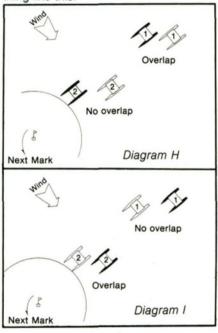
A freak and totally unexpected accident such as this one can really shake up your Hobie Day.

Roger Smith Fredonia, New York

# **Errata**

I was thrilled to see my article published in your last issue. The accompanying photo was ideal and the diagrams were concise. There were some problems, however, that I'd like to clear up.

The arrow in each diagram represents the prevailing wind, and the long arches in diagrams H, I, M, N, P and Q represent the two-boat-length circle around the mark. I can see why the illustrator may have had some space problems with that. Diagrams H and I are incorrect and misleading. They should look something like this:



In the Summary of Rounding Marks Situations and Rules, the line immediately under Right of Way Boat and Rule(s) reads: Non-tacking boat, 00.0A(j). I'm not sure what that represents, but it shouldn't be there. Incidentally, the idea behind the summary was that people be able to clip it out and keep it with their rule books. I failed to make that point, I'm sorry to say.

Thanks again for your help and support. Keep up the good work on a magazine that's fast becoming an important part of every catamaran sailor's reading.

Joe Flaherty Madison, Connecticut

We apologize for the errors and are pleased to have Joe Flaherty presenting the many facets of the starting line and the rules that pertain to it in this issue of the Hot Line.-Editor



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# **Red Means Go!**

For the beginning and intermediate racer, a look at the starting line and the rules that make it exciting

Text by Joe Flaherty Illustrations by Russ Gillis



If someone who knew nothing about sailboat racing was given the task of researching all the instructional literature on the subject and commenting on his findings, I think the comment would be surprising to those of us who have even a cursory understanding of the sport: It would focus on the importance of the start. A thoughtful commentator might even suggest that all the remaining parts of a sailboat race are purely ritualistic, since the boat that wins the start always wins the race. A cynical commentator might even wonder why sailors bother to complete the race after the start, if the winner is already determined. Of course, this notion of the winner of the start always winning the race is simply not true in the real world. You know it and I know it.

I think that the importance of the start bears a relationship to the performance level of the boat you're racing and the caliber of your competition. Low performance boats and high caliber competition increase the importance of the start. Low performance boats generally exhibit little distinction in boatspeed one to the other, and high caliber competitors don't let you pass them once they're in the lead. High performance sailboats such as catamarans exhibit great differences in boatspeed and beginner caliber competitors don't yet have the skills to prevent you from passing them. So, if you're a beginner on a Hobie Cat, and you compete in B or C fleet, you should be the least intimidated by the starting process. Isn't that encouraging?

If you don't believe me on this point, go to the Hobie booth at the next local boat show and check out the climax of the promotional flick, *A Moment's Glory*. The film ends with R. Paul Allen announcing the finish of the final race that sealed the championship for Dean Froome. You'll hear Allen screaming: "From a buried-in-the-pack nineteenth, to tenth, to fourth, to second. Unbelievable!"—or words to that effect. Stop worrying about messing up the start and get out there on the race course.

Plan on starting poorly at the beginning. Your goal should be to get on the course and sail it properly. Once you've accomplished sailing the course properly, set up some goals. First, make sure your poor starts at least have some speed to them. Make it a goal to come off the line so fast, even if it's buried in the pack (remember, everything is relative), that no one passes you on the first beat.

Next, in addition to coming off the line with speed, try to position yourself in clear air. Test your ability by setting goals to catch one or two boats that may have started ahead of you but didn't achieve your speed or clear air position. Once you've been able to achieve these goals consistently, it's time to give some serious thought to becoming a fast front-line starter.

This article will explain the fundamental starting rules, define some starting jargon and geometry, trace the evolution of starting techniques from the fledgling beginner to the thoughtful strategist and, finally, offer tips on how to progress through your own evolution of starting techniques.

I will explain the starting procedures that I have experienced, so please read your class rules and sailing instructions at every regatta and consider my explanations as guidelines only.

Rule 4.4 Signals for Starting a Race. System Two is generally used with five-minute intervals. Each racing division has a warning signal, followed five minutes later by a preparatory signal, which is followed after five more minutes by the start. For the first division of a regatta, the warning signal is a white shape (usually a cylindrical cloth shape, sometimes a flag), the preparatory is blue and the start is red. Red means go. The raising of the shapes is accompanied by an audible signal (a gun or horn). Each shape is usually lowered one minute before its successor is raised. Lowering of shapes is unaccompanied by audible signals.

In Hobie Cat regattas, division one, usually the 18Å fleet, is started as described above. Division two is started five minutes after division one. The red shape is continually raised and lowered until all divisions have been started. The warning signal for division two is the blue shape, the preparatory is the first red shape and the start is the second red shape. The warning signal for division three is the first red shape, the preparatory is the second red shape and the start is the third red shape, and so on.

# Plan on starting poorly in the beginning. Your goal should be to get on the course and sail it properly.

If I am sailing in 16B fleet, which is designated as division four by my sailing instructions, I may experience the following one Saturday morning:

10:10 a.m. I hear a gun and see the white shape raised on the committee boat. Boats are sailing around helter-skelter.

10:14 a.m. I notice the white shape lowered.

10:15 a.m. I hear a gun and see the blue shape raised. Most boats are still sailing confusedly, but several 18s are sailing through the starting

line at different times.

10:19 a.m. I notice the blue shape lowered and many 18s creeping up on the line, zigzagging and

luffing their sails.

10:20 a.m. I hear a gun and see the red shape raised. 18s are closehauled, most on starboard,

some on port.

10:24 a.m. I notice the red shape lowered. 16s are lined up like the 18s were five minutes before.

10:25 a.m. I hear a gun and see the red shape raised. 16s are closehauled as the 18s were.

10:29 a.m. I notice the red shape lowered. 14s are lined

up as the 18s and 16s before them. 10:30 a.m. I hear a gun and see the red shape raised,

14s are closehauled as the 18s and 16s

were.

10:34 a.m. I notice the red shape lowered and some 16s are lined up as the others, but more

loosely. I get the sickening feeling that I should be somewhere in their vicinity.

10:35 a.m. I hear a gun and see the red shape raised,

I'm sailing toward the line about 10 boatlengths behind the major cluster of 16Bs. I look around me and notice there are some 16Bs behind me. I set my goal to catch three of the boats that were ahead but nearly stalled when the gun went off. I'm going to concentrate on catching those

guys.

In the preceding scenario, all the guns fired when the shapes were raised. So if I were not watching and only listening, I still would have known the exact moments that shapes were raised. If a gun hadn't fired, I might have been confused. Rule 4.7 says the visual signal governs, which means you have to look as well as listen—pure and simple.

Rule 6 describes the rules for starting and finishing lines, but not nearly as well as your sailing instructions will. Read them carefully, and if you have any doubt about what constitutes the starting and finishing lines, ask at the skippers' meeting.

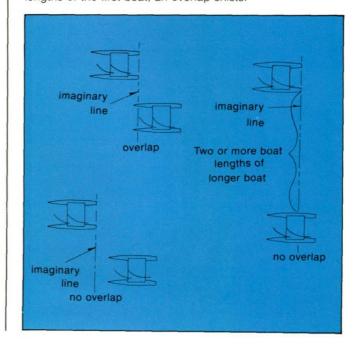
Rule 8.2 describes the most common starting infraction, being over the line early. It says that if any part of your boat or crew or equipment is on the course side of the starting line before the starting signal, you're over. Paragraph (b)iii of Rule 8.2 describes how the race committee will usually try to notify you, that is, by hailing your sail number. Rule 51.1(d) says that if you don't hear your recall notification, it's tough luck for you.

Rule 8.3 describes what the race committee does when there are so many boats over early that orderly understanding of the situation is impossible. They call a general recall, which is usually signalled by two guns and the raising of a flag called a First Substitute.



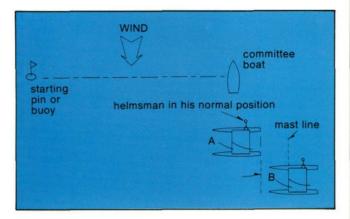
In Hobie Cat regattas, a general recall is treated by having the recalled division start as if it were the subsequent division, that is, exactly five munutes after it was supposed to start. All subsequent divisions then are pushed down exactly five minutes in the sequence. In our previous example, if the 18As had a general recall at their originally scheduled starting time of 10:20 a.m., they would restart at exactly 10:25 a.m., as if they were 16As. All other divisions would be pushed down in the sequence by exactly five minutes, causing me, as a 16B fleet number, to start at 10:40 a.m., instead of 10:35 a.m.

Rule 40 is the heart of the starting rules. First of all, Rule 40 says that a leeward boat may luff (after course toward the wind) a windward boat at any point during an overlap. Every boat has an imaginary line running perpendicular to the center line and aft of all operating equipment in its normal position. If the imaginary line of one boat is broken by any part of a second boat within two overall lengths of the first boat, an overlap exists.

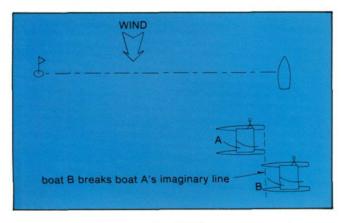


This overlap is slightly different from an overlap established for mark rounding purposes, in which the boats may be miles apart and still have an overlap (see January/February '82, p. 48). The rule differs from luffing situations on the course itself in the sense that on the course during certain stages of an overlap (mast abeam), the leeward boat may not luff the windward boat above a proper course. Since there is no proper course before the start (see Part 1 of the rules for a definition of proper course), closehauled substitutes.

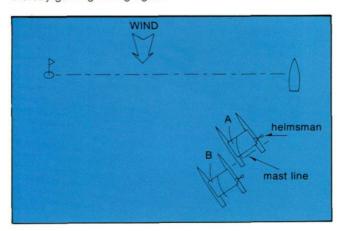
Let's examine the situation of a boat overtaking another boat to leeward before the start.



Boats A and B are reaching down the line, with no overlap established.

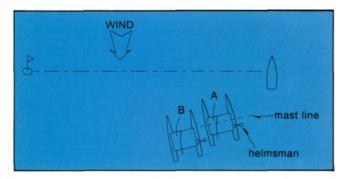


Boat B catches boat A and establishes a slight overlap, thereby gaining luffing rights.

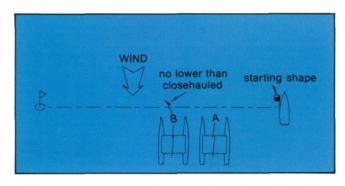


Boat B can only exercise her luffing rights until Boat A is closehauled, so long as Boat A's helmsman is forward of Boat B's mast.

# A few humiliating experiences of fouling the starting marks and the rank beginner graduates to the barging zone.



As soon as Boat B's mast is forward of Boat A's helmsman, Boat B may further exercise her luffing rights until Boat A is head-to-wind.



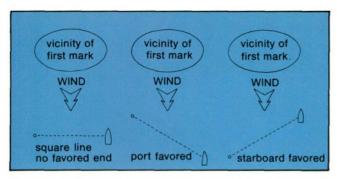
When the starting signal is raised, Boat B must fall off to closehauled until she has sailed through the starting line, at which point a new overlap exists and Boat B may luff Boat A again (Rule 38.3).

Rule 40 says that all of this maneuvering must be accomplished slowly and in such a way as to give the windward boat room and opportunity to keep clear—a judgment call if I've ever seen one. So, if you're in this kind of situation before a start and a collision occurs or you feel that Rule 40 has been violated, get witnesses for your protest or do your penalty if you were in the wrong.

I highly recommend the reading of sailor/authors smarter than I to try to develop a repertoire of good starting techniques. The jargon and geometry sometimes used in more expert dissertations might benefit from some explanation. The windward and leeward ends of the starting line are always expressed as if you're in a boat on starboard. Windward equals starboard, leeward equals port.

Favored end is simply the end of the line farthest upwind. It's sometimes confused with favored tack, which is a misnomer. There are no favored tacks. There's a favored end of the starting line, and when we get into strategy, we discuss a favored side of the course, but no favored tacks. The favored end of the line is always favored in relation to the wind, not in relation to the position of the first mark, another common misunderstanding.

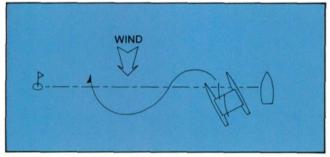
So long as the first mark is relatively upwind, the lines are favored as indicated, regardless of the first mark's position.



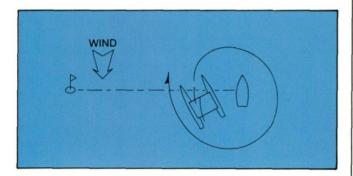
In order to take advantage of a port favored line, you do not have to start on port. Whether you're on port or starboard, starting on port end of a port-favored line will put you closer to the mark than another boat starting elsewhere on the line—and being closer is the advantage.

If you are over the line early, you must dip back to the starting side of the line entirely and restart properly (Rule 44). During the process of dipping back over the line, you must stay clear of all boats starting properly. Sometimes, when you've cleared the line completely and can restart, someone on the committee boat will hail that you're all clear. It's nice when it happens, but don't count on it.

Rule 51.1(C) describes a special situation that usually takes place on the start immediately following a general recall. It says that you can't dip from the course side of the line to the starting side from one minute prior to your starting signal. In other words, you can't go through the starting line the wrong way as you can on a start that doesn't follow a general recall. So, if you find yourself in the situation of having been in a fleet that got a general recall, and on the restart find yourself over early, you must round the ends to restart a third time. Don't snicker. It happens a lot.



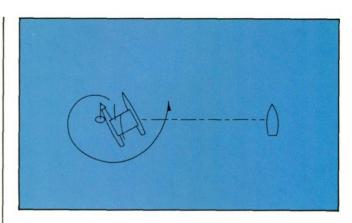
Restarting on a start not subsequent to a general recall.



Restarting on a restart subsequent to a general recall.

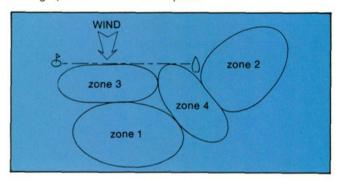
This rule is sometimes known as the one-minute rule, but go over the sailing instructions to make certain your interpretation and mine are what's being used. I have been in regattas in which the one-minute rule was always in effect, following a general recall or not.

If you touch a starting mark, Rule 52 says that you must complete your illegal start and reround the hit mark and restart properly.



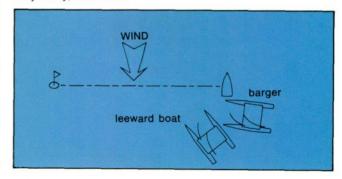
Restarting after touching a starting mark.

Considering a pretty wide range of understanding of these rules, I have observed about five levels of starters. The first four levels are characterized by almost always setting up to start in the same place.



The real beginners tend to set up in Zone 1, based on a preliminary but simplistic understanding that you start behind the line. They take the instruction literally and find great difficulty in even fetching the line on one beat. A few humiliating experiences in fouling the starting marks and the rank beginner soon graduates to Zone 2, the barging zone.

From the barging zone, boats swoop into the starboard end on a reach, expecting to find a free ramp to the passing lane. Rule 40 and its award of luffing rights to the leeward boat creates havoc with the boats out of Zone 2. Years ago, a Zone 2 boat could request room to maneuver on the basis that the starting mark constituted an obstruction. Rule 42.4 went into effect to put the bargers in their place. It basically says that a starting mark surrounded by navigable water isn't an obstruction during the start. So, a leeward boat can luff a barger all the way to head-to-wind, and it's up to the barger to find an escape route. However, once the starting signal has been raised, the leeward boat must fall off to a closehauled course. If the barger still can't squeeze in, it's tough luck for him. If he can squeeze in, he's been very lucky, not smart.



Leeward boat can luff to head-to-wind until starting signal, then must fall off, but no lower than closehauled.

# When the barger gets cured, he usually becomes a meek and mild sort of guy.

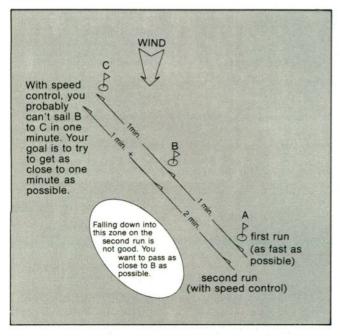
When the barger gets cured, he usually becomes a meek and mild sort of guy looking to avoid mixing it up on the line, but not wanting to be in the back of the pack. He avoids Zones 1 and 2 and becomes a leeward end aficionado in Zone 3. So long as the line is square or port favored and the right side of the course is not heavily favored, he does all right.

Unfortunately, the right side of the course is often favored, and the leeward end aficionado is the last to get there. He eventually gets frustrated by his inability to take advantage of the right side of the course and moves to Zone 4, which is short of barging, but sufficiently right to open up the options to go left or right on the first leg. Usually two or three boats out of Zone 4 get the best starts of the fleet.

The fifth category of starter is the guy who selects where he'll set up based on where he wants to be on the first leg. He's graduated to planning the first leg first and then selecting his starting technique from a vast array of possibilities to get him where he wants to be fast and in clear air—what an aspiration.

Now it's time to assess yourself as a starter. If you feel you're always setting up in Zone 1, do yourself and the rest of the fleet a favor and skip Zone 2. Go right to being a leeward end aficionado.

If you've already spent considerable time starting at the leeward end, it's time you developed some techniques to get you in Zone 4. The needed techniques are speed control techniques, and there's nothing better than time on the boat to develop them. I'm going to try a little exercise this spring to help me practice my speed control: I'm going to set up three floats in a straight line on a closehauled course.



We're going to time our closehauled progress from A to B and from B to C. Say one minute each. Then, we'll take a second pass, just to leeward of the floats. As I pass A, I'll have the crew hail two minutes to go and try to control

my speed between A and B so that I arrive at B just at two minutes with speed and without having dropped down too much. Then we'll time the remainder of the beat to C to determine how much we've slowed ourselves as a result of controlling our speed to B.

Gradually increasing the goal in the A to B leg should develop speed control for pre-start maneuvering and decreasing the goal for the B to C leg should help improve acceleration off the line. Additional boats doing the same exercise could prove quite interesting. I think the trick is to remain unaware of how much time you'll have between A and B. Sometimes the crew can call two minutes, sometimes three minutes, etc. The idea is to put pressure on your speed control techniques.

If you feel you've got a pretty complete set of starting techniques, read books by Eric Twiname, Stewart Walker, Dave Perry and Bob Bavier to know how to select the right strategy for the first leg, then start in such a way as to optimize your position for that strategy.

No matter where you fit in the starters' pecking order, have fun, learn more and more, and remember—red means go.

	Summary of the Starting Rules
Rule	
4.4	describes the signals used for starting a race. System Two is generally used, with five-minute intervals.
4.7	says that visual signals govern, so if a gun misfires but the shape goes up, it's your responsibility to know it.
6	describes starting and finishing lines, but the best bet is to understand the local rules from the sailing instructions.
8.2	describes being over early, known in the rule book as individual recall.
8.2(b)iii	is usually used and says the committee will hail your sail number if you're over early.
51.1(d)	says if you don't hear them hail your sail number, it's not their fault.
8.3(a)	describes a general recall, what a race committee does when so many boats are over early that calling numbers is hopeless.
40	is the heart of starting rules. It says you can luff a windward boat to closehauled with the slightest of an overlap, to head-to-wind if you're forward of mast abeam, and that you have to do this slowly and give the windward boat enough room and opportunity to escape.
38.3	says that an overlap that is established on the starting side of the line ends when the lead boat crosses the line. At that point, a new overlap begins, subject to the on-the-course overlap rules.
44	describes your rights or lack of rights if you're returning to restart.
51.5	describes how you must return to start.
52	describes what you must do if you touch a mark.
42.4	is the anti-barging rule, the rule that says a leeward boat must fall off to closehauled when the starting signal is raised.

Joe Flaherty has been sailing for five years. He currently sails and races a Hobie 18.

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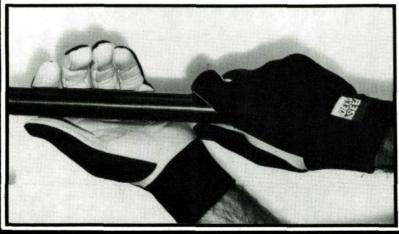
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# EADE

Suggestions given in this column are researched to the best of our ability. However, readers take full responsibility for implementing them-the Hot Line does not share that responsibility with you. Be aware that use of some methods described herein could void your warranty coverage. Consult your dealer.

#### **Long-Term Storage**

During my year of study in Europe and each school year of intense architectural training, I must put my Hobie 18 into extended storage. Can you list the do's and don'ts of lengthy storage?

Bruce Leigh Rudman and Toucan Copenhagen, Denmark

Extended storage of a Hobie Cat takes a little time, but, if done properly, can last indefinitely without detrimental effect on the boat.

The best storage area is a garage, because it maintains a relatively constant temperature and does not admit sunlight. weather or harsh salt air. If you don't have a garage, the next best thing is a cover. Expensive, you say? Perhaps, but worth it.

Sailmakers and tarpaulin companies are producing nylon and canvas covers for all kinds of boats, and the cost is relatively low. From canvas to nylon to plastic, they all work well. However, some of the cheaper materials don't last very long

Following are some important tips for keeping a Hobie in extended storage:

- 1. Before putting the boat in the storage area, wash everything with fresh water dry everything with a soft towel.
- 2. Remove all blocks and external pieces, especially anything that's non-permanent or corrosive.
- 3. Set the boat out of the sun and wrap all parts that are permanent and corrosive: gooseneck, jib and main halyard systems, etc.
- 4. Wash the sails, boom, mainsheet and blocks with fresh water and dry thoroughly. Loosen the battens. roll everything up carefully and put it all into the sail bag. Store them out of the sun, in a place that maintains a constant cool temperature.
- 5. Wash the trailer with fresh water, especially the wheels and wheel bearings.

These are a few general tips on boat storage. Everyone has their own little tricks, but these will hopefully start you off in the right direction.-S.W.

Curious about cats? Send your questions about Hobie maintenance and repair to Reader's Forum, c/o Hot Line, P.O. Box 1008, Oceanside, CA 92054.



#### The First Outboard Motor Bracket for Hobie, 14, 16, and 18\*

Propels to speeds in excess of 6 knots using the TANAKA 120 (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes in seconds for racing. Both sailing and motoring positions clear the boom and tiller.

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

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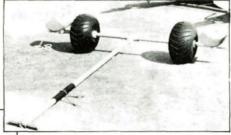
The Cat Trax handle makes it easy for one person to pick up a catamaran and move it across the beach. A roller bearing in the handle allows the axle to spin under the hulls as the boat slides onto the Cat Trax. The handle is then fastened to the rear beam for 3point support and the boat can be easily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

#### NEW! Cat Cradles for round bottoms

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

Roller bearing handle \$85 Cat Cradles \$99/pair -add 5% for freight in Cont. U.S.A. -Florida residents add 4% tax



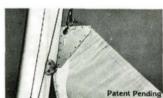


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SEE ORDERING INSTRUCTIONS ABOVE.

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### HOBIE BRIEFS

# Turbo News from the World Hobie Class Association

Turbo sailors in the US will have two fleets for 1983:

- 1. Lights: Minimum weight of 150 pounds.
- 2. Heavies: Minimum weight of 175 pounds.

These fleets are based on a minimum of five boats in each. Some areas of the country will most likely be made up of all heavies or all lights, while others could have representation in both.

Additionally, to give the Turbo skippers something to shoot for and to help get the class started, the Hobie Class Association is going to donate to each division a perpetual trophy for the high points skipper in the larger of the two new fleets. If both fleets have close or equal numbers, a trophy for each will be donated. There will not be a Nationals for the Turbo Class in 1983, but possibly Eastern and Western Championships.

We'll keep you posted!

#### We Goofed

In thanking people for the 18 Nationals, we neglected to mention two key people. We'd like to take this chance to apologize to them and to say thanks to Hobie Fleet 36 members, Clive Mayo and Vivian Softly, for all their help and devotion to the 1982 Hobie 18 National Championship. Thanks again from all of us.

#### **Ellis Island Benefit Regatta**

For many years, the poor and hungry of the world passed through Ellis Island, New York on their way to a new beginning. Time moved on, as it will, and other procedures and facilities have evolved for immigration.

There's a piece of our history on that island, though, and it would be a shame to let it slip away. At least, that's how Lee laccocca feels. laccocca, the president of Chrysler Motor Company, has made the restoration of Ellis Isle a personal project.

Area Hobie sailors and dealers will be getting in on the project in a special way: more than 1,000 Hobie Cats will be turning out for a regatta to benefit Ellis Island in June.

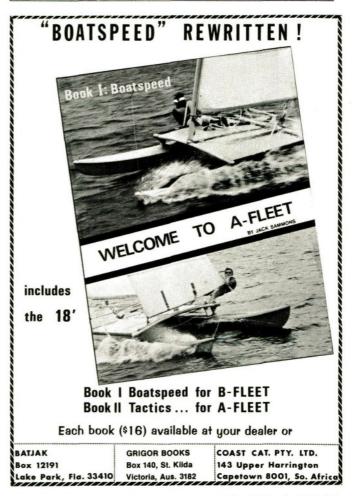
For more information about the Ellis Isle Benefit Regatta, contact Ron Marcisak at The Boat Store, 4342 Merrick Rd., Massapeque, New York 11758, (516) 799-5968.

#### **Hot Cats**

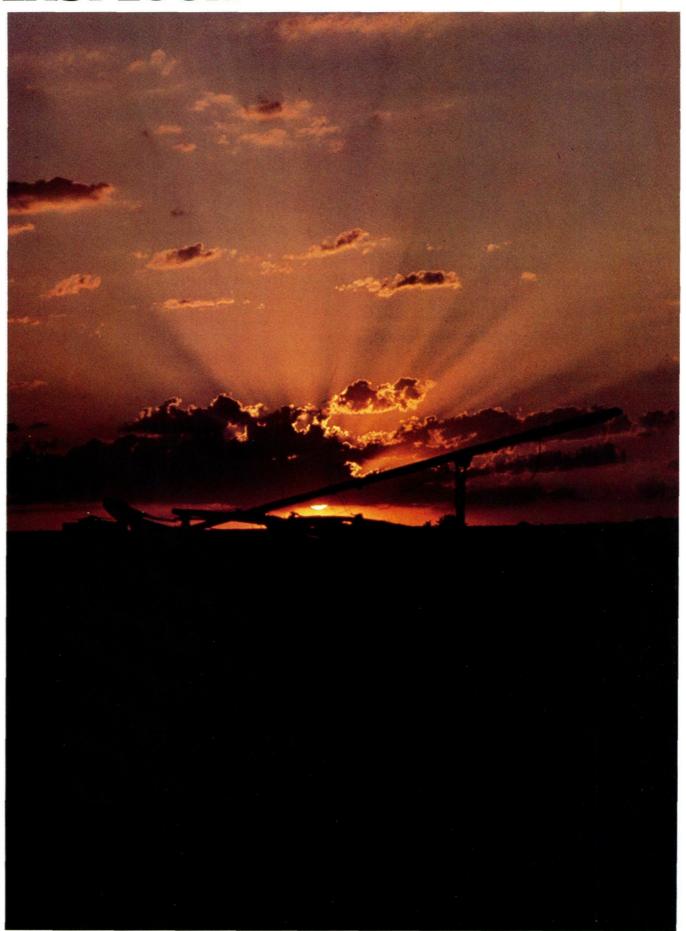
Stolen: Hobie 18 with gray hulls, Carumba sails. Hull #CCMH2215M79IS, sail #3206. Contact Roger Brown, 376 E. Wilbur #201, Thousand Oaks, CA 91630, (803) 496-6821.

Stolen: Hull # CCMQ3020M82E. Size, sail number and colors not given. Contact Bruce L. Pugsley, 2508 N. Reynolds Rd. Toledo, OH 43615, (419) 531-1403. Found: Adrift in New Jersey, one Hobie 18. 1977 Model. Contact New Jersey State Police, Marine Law Enforcement Bureau, 600 Huron Ave., Atlantic City, NJ 08401.



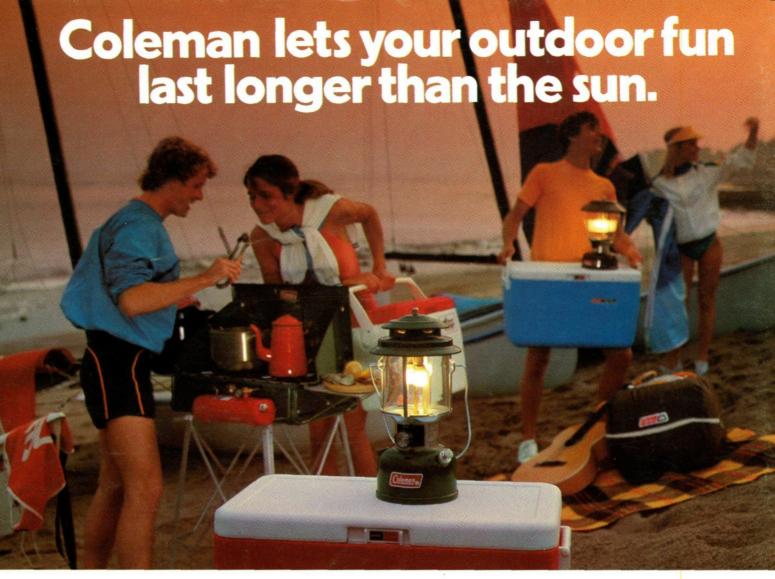


# **LAST LOOK**



JB Miller





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

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Just try a Coleman lantern.
You'll see!



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