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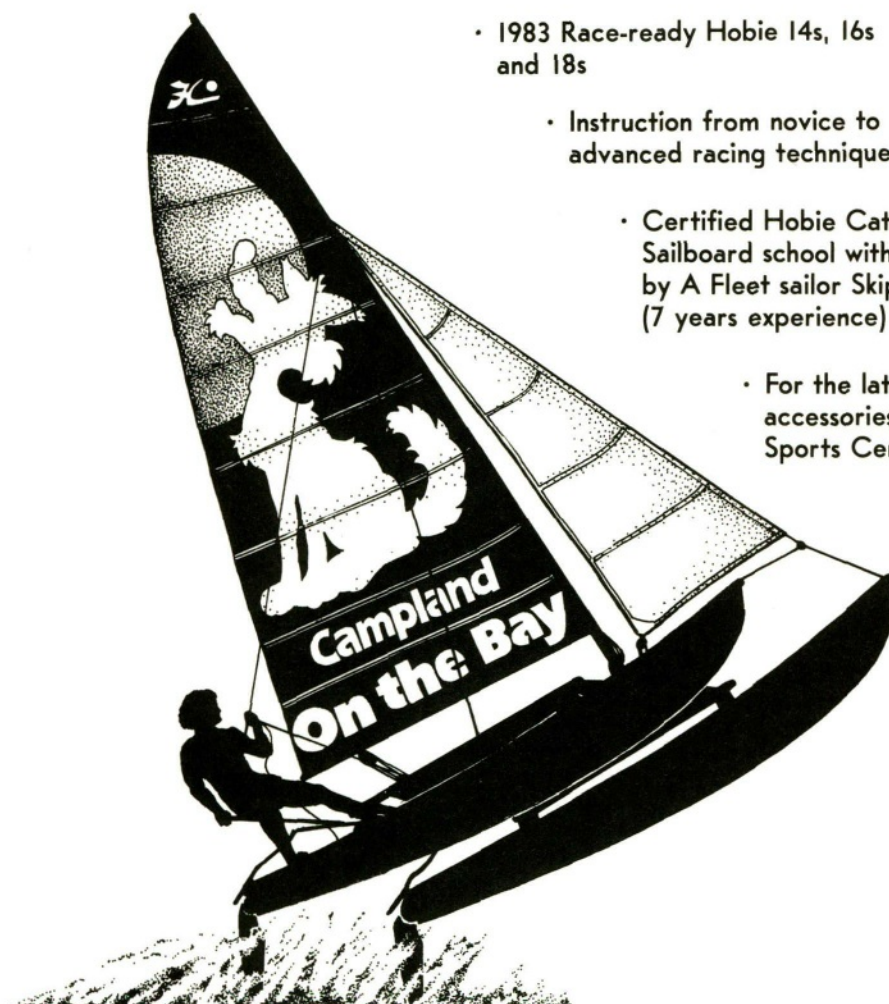
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Hobie **HOTLINE**

May/June 1983

Volume 12, Number 3



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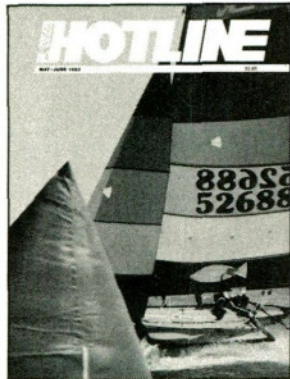
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Racing action at the Midwinters West in San Felipe, Mexico. Photo: Robert Brown.

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Spring Sailing

It seems we've been alluding to the coming of spring for months now. Well, it's officially arrived, although it may not look like it yet in some parts of the country. Take our word for it: Elsewhere, Hobie sailors have taken their boats out of mothballs and even gone for a turn around the race course.

Hobie 14 sailors have been out tuning and testing the new six-batten sails, while Hobie 16 and 18 sailors are adjusting their trapeze wires, getting ready to hang out for another season. Lake and novice sailors will be glad to see John Dickin's article on launching through the surf. Those with a racing inclination can learn from and laugh at Joe Flaherty's piece on the question of tuning or tactics.

To broaden our horizons, we're taking in an enduro race in incredible New Zealand, the kind of place you're tempted not to come back from, and then heading southeast to some exotic sailing in the Philippines for more temptation in the form of a pre-14 Worlds warm-up.

For your sense of aesthetics, we've got pages and pages of flying Hobies to whet your appetite for the thrilling days ahead.

Intrepid sailors on both coasts (and some from inbetween) ventured out to sea recently for the first major regattas of the year, the Mid-winters. A large crowd of Hobie fanatics on the West Coast escaped their rain-soaked homes for a few days of wind and sun, while our eastern brethren were literally blown out of the water.

Around this time of year, we usually extend an invitation to non-

racers to come out and give it a try. Racing is not for everyone, we know—many of you prefer the quiet and the solitude of sailing alone or with a few friends to the intensity of the race course. However, we're always glad to welcome a new friend to racing. If you get a competitive itch, come on out and scratch it.

There's bound to be a group at your experience level. The Race Section carries a complete list of races in the United States and most of the international ones, as well.

Racers and non-racers alike, we must remind ourselves and our friends to pay attention to safety, in and out of the water. Whether you're a new sailor or you've navigated the world, don't go out when your saner self says, "No." Each of us is responsible for making our own safe decision, regardless of what others do.

A tragic occurrence at the Mid-winters West regatta points this out all too clearly. After the event was over, a sailor was pushing a boat across an open field with the mast up. The mast hit a low power line, and he was killed.

We need to be more careful about our own actions, and we need to keep an eye on our friends, as well. Let's all enter the 1983 sailing season with increased awareness of this element of our sport. If you spot a hazard at a regatta site, warn the organizers. Participate in Hobie Cat's Bounty Program: survey your launching and sailing areas and write letters to power companies.

We, the sailors, are the ones who can make the difference, and the difference is lives.

Paula Alter

WANTED

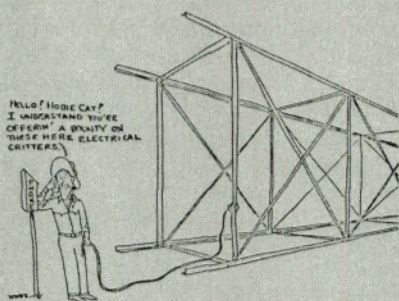
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LETTERS

A Learning Experience

I am the proud owner of a Hobie 16. I've found the cat to be an indispensable part of my growth: Through the Hobie, I've taught myself respect, responsibility, unlimited freedom, adventure and a sense of belonging.

I've sailed the Georgia Strait at least 20 times, once in the moonlight. I've camped three or four nights at a time on many occasions.

I've learned more about sailing in the last three years than I expected to learn in my whole life and have memories that will last as long.

The most beautiful part of it all is that it's only the beginning. When I'm 82 years old, in my heart I'll still be sailing my Hobie Cat.

Brian DM Gerbrandt
Port Alberni, British Columbia

The way people are keeping in shape these days, you may still be able to sail that Hobie in reality when you're 82. Keep it up.—Editor

A Hand Across the Water

If any of your Hobie sailors would like to come to England for their holidays this year, we would be very pleased to see them. If they're here on business or alone in the services, please tell them to call me and I'll try to provide them with a weekend's sailing, or even a place in the National Championship—we're still at a stage where the more the merrier is the rule.

In a survey of our *Hotline* readers, the request was for more technical comments in your magazine. Don't worry about having too many Alters in it. You keep winning, and it's up to everyone else to catch you.

Let us all continue to extend the Hobie Cat as a symbol of worldwide friendship.

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Getting the Picture

The spring clinic article in the March/April issue of the *Hotline* was excellent. I own a 16 and am, by every stretch of the imagination, an amateur. I'd have loved to have been there. I'm sure many of your readers feel the same way.

With the increasing popularity of

home video equipment, why can't these clinics be recorded, so that those who can't attend could begin personal libraries on subjects that we all need assistance with: rigging, tuning, maintenance and racing?

A picture is still worth 1,000 words.
Randy Willig
West Linn, Oregon

That's a great idea. All it needs is someone to put it into action. Any takers?—Editor

A Little Less Spirit, Please

There is too much emphasis on drinking in the magazine. How many sailors finish a regatta, down too much beer, load their boats and then drive home? Too many, probably.

My wife loves to sail on our Hobie, but it took her three years to get enough courage to drop out on the trapeze. Her right leg only bends a few degrees, making her unsure of her ability to maneuver while on the wire.

Ten years ago, her car was hit head-on by a drunk driver. After nine months in a body cast and three more of therapy, she was able to start living again. However, she is limited as far as recreation. She has been an observer of almost every activity our family is involved in.

I don't mean to start a crusade. However, I saw a man's *day* ruined at a regatta after his Hobie 18 broadsided a brand new 25-footer and did several thousand dollars in damage. How would his *life* have been affected if his car had broadsided another car because he had had too much "Hobie day?"

I like to party, but in moderation. I think some mention should be made to remain responsible for the drive home, as well as on the drive to the line in a 15 to 20-knot wind through a pack of boats.

David Bartnowski
Warwick, New York

Although the partying Hobie sailor has become something of a folk figure, it is our experience that the majority of Hobie sailors, whether at a national or local fleet event, are conscientious while sailing and while driving home. We agree wholeheartedly that everyone, Hobie sailor or otherwise, should be responsible for his own safety as well as that of others. Thank you for reminding us.—Editor

Continued on page 12

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NEW ZEALAND

WRANGLER 1983 BLUE WATER ENDURO

by CHRIS SEVERNE

It had been a full year since the bar-room bravado and pipe dreaming had begun: "Wouldn't it be great to sail an endurance race from the Bay of Islands to Auckland on Hobie 16s?" someone asked.

On Sunday, January 2, 1983, with an enthusiastic sponsor to back up the many hours of planning and preparation, the dream became reality. Sixteen Hobie 16s, 32 sailors, countless support crew and boats were ready at last to challenge 120 miles of some of the world's most exciting sailing area in the first Wrangler Blue Water Enduro.

The crews had trained and prepared for the worst that unpredictable Cape Brett and Whangerei Heads could dish out. This inaugural Enduro, however, was to present more of a mental challenge than a physical one.

Everyone was up at 6:00 a.m. that Sunday, rigging and double-checking

were off—at about three knots. It wasn't exactly blasting through the surf, but the 1983 Wrangler Blue Water Enduro was under way. The crews got a great round of applause from the bystanders.

The support crews headed south for Waipu Cove, the first scheduled race stopover. Full race commentaries were given by Peter Montgomery from Radio New Zealand on the local station as well as through the National Radio New Zealand Network. As we drove south, we could hear how slow the progress was—the event was becoming a true *endure-o*. There they were, on sailing machines capable of more than 25 knots, crawling around "notorious" Cape Brett at about five knots.

Terry Rogers, skipper of *Acrux*, was stationed off Piercy Island, 14 miles from the start. Horrors! The first mistake became glaringly obvious when we contacted him: We had asked the fleet to

The crews had trained and prepared for the worst that unpredictable Cape Brett and Whangerei Heads could dish out.

their Hobies for the 8:30 start. More than a month of 15 to 20-knot winds had preceded the race. Expectations were high for a fast blast down the coast, but the sea resembled a millpond that morning.

Lots were drawn at 7:30 for the windward start from the beach. This wasn't much of an advantage, though, as there was still no breath of wind at 8:30. We waited, thinking of the 65 miles the sailors had to travel to Waipu Cove Surf Beach in one day.

At 9:30, ripples on the water indicated a light northeasterly heading in our direction. There was pandemonium as 16 Hobie 16s sorted themselves out to their windward starting positions. By 9:35, they were ready to go. The northeasterly gusted up to five knots. Excitement kissed the crowd.

The Le Mans beach start was spectacular for the hundreds of onlookers who'd gathered. The skippers sprinted down the beach at the starting gun and

take *Acrux* to starboard, predicting north/northeast winds. When we called Rogers back 45 minutes later to check the boats that had passed him, all he could tell us was that he'd checked off the three tail-enders. The rest of the fleet had gone out to sea, looking for a breeze, and he couldn't even see them. Next time, we'll send them in between the mark boat and Piercy Island.

However, all was not lost. We had five support boats following the fleet. Their reports were that Chris Dickson/Sean Reeves, Dave Stephenson/Brett de Thier and Bill and Christine Endean were the front runners. Another 51 miles to go, and it was already 2:00 p.m. It had been decided to finish the race at 8:30 p.m. Any boats still out there would be towed in. At 3:00, a good 12-knot easterly was blowing at Waipu, but further north it was five knots.

Officer of the day Mike Hart was on one of the support boats, responsible for decisions on the water. At 3:30, it





Above: Contrast is to be expected in New Zealand, where the snow-capped Southern Alps on South Island form a perfect backdrop to a fresh, ready-to-sail lake. Photo: Courtesy Air New Zealand. Far left: Gallant Hobie sailors, their families and beach crews make ready for the start. Wrangler fitted each sailor's own boat with new sails for the two-day, 120-mile race from Russell in the Bay of Islands to Takapuna Beach in Auckland. Photo: Larry Keating. Near left: After a slow leg on the first day of racing, the second and final day's start at Waipu Cove offered the same weak promise of wind. Photo: Larry Keating.



Above: Five minutes after the start from Waipu Cove, the sailors were using every trick in the book to catch what whispers of wind could be had. The intensity of the action left plenty of time for a chat. Photo: Larry Keating. Near right: Another view of the incredibly unspoiled New Zealand landscape. This is a common local scene. Photo: Courtesy Air New Zealand. Far right: With world champion sailors like Chris Dickson, Richard Dodson and Brett de Thier, (Finn, 470) among the contenders, it was Mike Manning, the New Zealand National Hobie 16 Champion, who won the Blue Water Enduro. From right: Mike Manning, Geoffrey Arden from Wrangler, race organizer Dale Wrightson, John Mills from Lion Breweries (which contributed prizes and product), race organizer and author Chris Severne, winning crew Dave Binney and Mike Hart, officer of the day. Photo: Larry Keating.



This inaugural Enduro presented more of a mental challenge than a physical one.

was decided to shorten the course to Tutukaka, 25 miles north of Waipu. The fleet was just making three to four knots; there was no way they'd make Waipu by 8:30.

So, it was a case of loading everything back in the wagons and heading north. The mark boat off Tutukaka had raised a K flag to signify the shortened course. By the time we arrived, the Endeans and Stephenson/de Thier were already on the beach. We handed around Steinlagers (donated by Lion Breweries), which lasted about 10 seconds in the hands of the tired and thirsty crew. Annie Bastow and her company, Food for the Stars, had their kitchen set up on the beach, filling the air with the aroma of hamburgers and satays.

Positions at the end of the first leg, which took 10 hours and eight minutes to complete, were:

- | | |
|---------------------------------------|--------|
| 1. Bill & Christine Endean | 555.16 |
| 2. Dave Stephenson/
Brett de Thier | 563.30 |
| 3. Chris Dickson/Sean Reeves | 570.22 |

After dinner and a few more Steinlagers, it was back to Waipu Cove for the night. Some boats had to be double stacked. At midnight, the Houhora Kid (Doug Hislop) arrived, looking tired and dejected. His double-stacked trailer had a blowout about 20 miles north. Conscious of the 8:30 start in the morning, three cars set out at once to pick up the boats and broken trailer. They got back at 2:00 a.m., tired but determined to carry on.

Monday dawned bright, no clouds and no wind. More delay. Finally, boats started to windward, according to their finishing order the day before. Another Le Mans beach start set the fleet on their way at 9:26, with the encourage-

ment of hundreds of well-wishers on the beach. Wind strength picked up to six knots from the east. First to round *Rum Runner* were Stephenson/de Thier, followed by Dickson/Reeves.

Takapuna, here we come. We dismantled the radio and went south, arriving at the Takapuna Boating Club about 1:00 p.m. When we set up the radio again, we were surprised to hear that the fleet had cleared Cape Rodney, 20 miles south of Waipu. Good going, considering the light conditions.

Dickson/Reeves and Stephenson/de Thier had gone out to sea again to pick up the northerly sea breeze. Unfortunately, there was little wind outside. The boats that hugged the shore benefitted by a light southwesterly and were on their way.

At Takatu Peninsula, the first three boats were:

- | | |
|--|-----------|
| 1. Mike Manning/
Dave Binney | 5:15 p.m. |
| 2. Karl Wright/Paul Page | 5:15 p.m. |
| 3. Derek Cassels-Brown/
Robert Callanan | 5:33 p.m. |

The first ten boats were separated by 25 minutes. It was all on for the finish, 30 miles south at Takapuna. The southwesterly was holding at 10 knots.

The excitement of the steady southerly incited some intense tacking battles through Tiri Passage into the Waitemata. It looked like a close finish.


It was 7:00 p.m. by the time the first boats cleared Tiri Tiri Island (13 miles north of Takapuna). We were predicting the arrival of the first boat at 8:30. This was not to be. The southwesterly turned south and blew about six knots. As twilight began to shut down the day, it took the wind with it.

Most of the fleet tacked into Arkles

Bay, at the base of the Whangaparoa Peninsula and set course for A buoy, the leading light for Auckland Harbor. Most managed to lay through onto this mark. One anonymous skipper mistook Rangitoto Lighthouse for A buoy and had to travel an extra mile to reach the correct mark by the time he discovered his error.

Darkness fell like a blanket over the fleet and the boats quickly lost visual contact. The battle was on to round the buoy and make Takapuna before the 11:50 tide change. The breeze remained severely rationed and on the nose from the south, while Rangitoto remained just off the bows of most boats for what became hours. Time and tide were running out.

With almost no wind and a glassy surface, Manning (the New Zealand National Hobie 16 champion) and his crew Binney ghosted past the reef marker off Takapuna Beach at 10:30 p.m. to a terrific reception from the waiting crowd and a well-earned bottle of Lanson champagne. Karl Wright and Paul Page finished 25 minutes later, and so it went, until the last boat, that of Roger Levie and John Gjaltema, finished at 1:14 a.m. in almost no air at all.

Richard Dodson and Bruce Deegan dragged their Hobie up at Castor Bay and managed to get a lift from a friend (by car) to the finish. The tide was on its way out and there was no wind—can you blame them? Alistair Whitehead and Stuart McLaren were heading for Manly Beach for a quiet night when Ron Archer picked them up about 9:00 p.m. on *Rum Runner* and towed them to Takapuna. Whitehead takes the record for a Hobie 16 from Tiri Tiri Island to Takapuna: 13 miles in 45 minutes. 



Final Results

The results are based on total elapsed time for the two legs:

	Total Elapsed Time
1. Mike Manning/Dave Binney	1409.07 minutes
2. Bill Endean/Christine Endean	1440.06 minutes
3. Brian Ferneough/Crofton Umbers	1465.18 minutes
4. Chris Dickson/Sean Reeves	1482.22 minutes
5. Karl Wright/Paul Page	1493.15 minutes
6. Andrew Springford/Lieth MacGibbon	1503.06 minutes
7. Dave Stephenson/Brett de Thier	1520.06 minutes
8. Murray Thom/John O'Brian	1524.27 minutes
9. Derek Cassels-Brown/Robert Callanan	1525.00 minutes
10. Roger Levie/John Gjaltema	1626.05 minutes
11. Dale Wrightson/Larry Keating	1649.42 minutes
12. Doug Hislop/Doug Christie	1658.55 minutes
13. Jamie Durward/Ian Barker	1687.20 minutes

Not placed/DNF

Richard Dodson/Bruce Deegan
Alistair Whitehead/Stuart McLaren
Mark Francis/Harry Hamoleu

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Letters

Continued from page 6

No Polish

The ex-beach bunny who is no longer satisfied with her place on the beach is also getting tired of adjusting her bikini straps and worrying about her nail polish. I am furious and insulted when I read articles like *Ladies of the '80s* (March/April '83) that perpetuate the tactless, outdated notion that muscular women are not feminine. How dare you?

Nell Sprague
Fleet 8
Houston, Texas

Our intention was to share sailing with women and encourage them to enjoy it to the fullest, as well as to dispel the very notion that disturbs you. —Editor

DANGER



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

Errata

It is great that Hobie sailors can write marvelous things about their fellow sailors and have them printed in the *Hotline*. It also extremely important for the statements made to be correct.

In the March/April *Hotline*, Phil Berman wrote a good article, which unfortunately led up to the following statement about the Hobie 18 Nationals:

"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."

I would like to point out that Bob Williams qualified for the 18 Nationals as the Division 12 points leader and took Miller along as *his* crew, not the other way around.

I just don't like to see such a fine Hobie sailor as Bob Williams, who has given so much to the sport and worked so hard to become as good as he is, be denied his proper position.

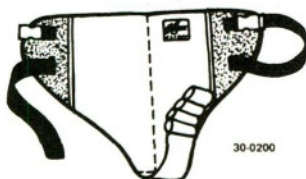
Ewan Mirylees, Rear Commodore
Fleet 208
Fairfield, Connecticut

The error was made in the editorial/production process, not in the writing. We regret having deprived Bob Williams of proper recognition. —Editor

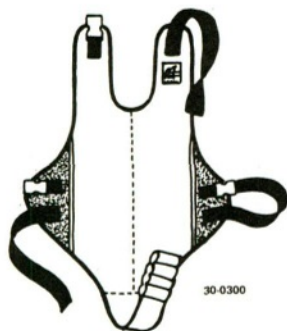
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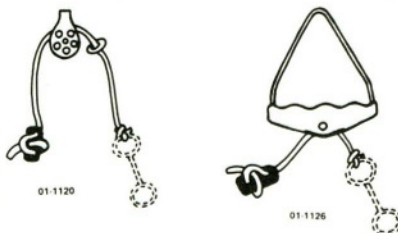
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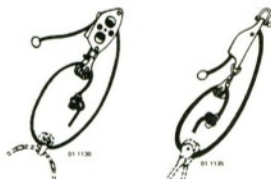
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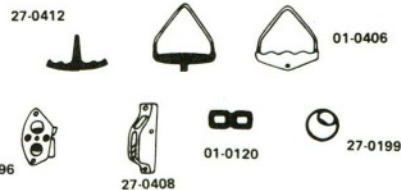
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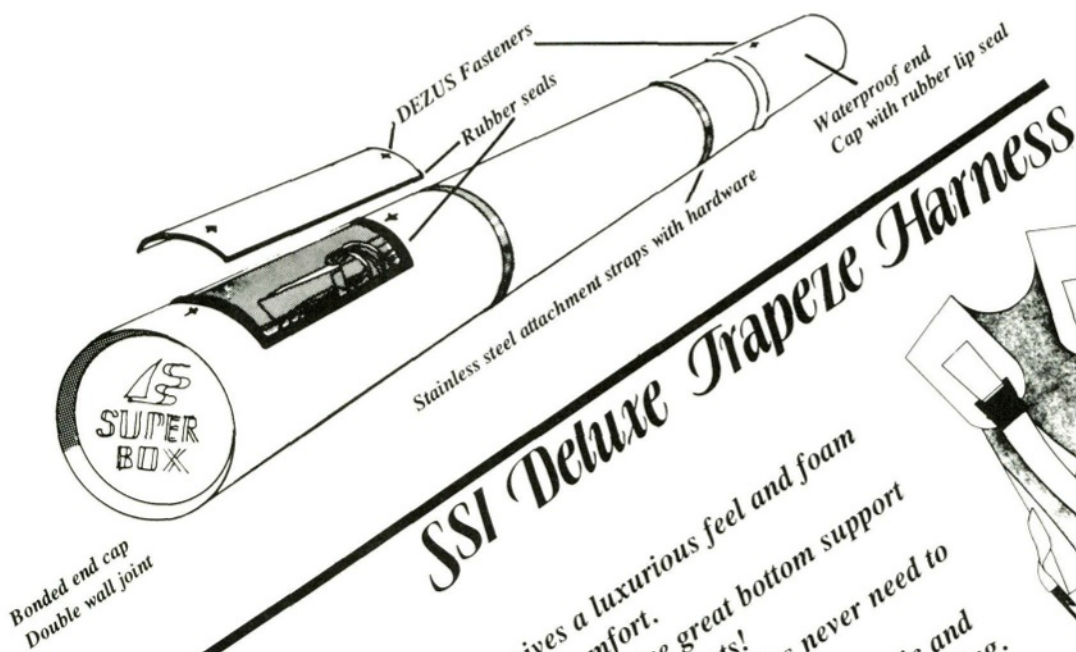
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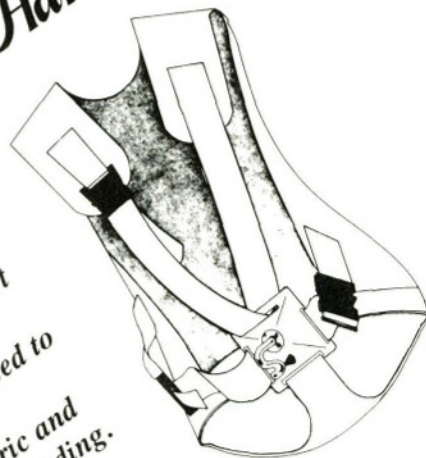
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The Philippines

**Southeast Asian
Hobie 14
Championship**



The Ministry of Tourism Presents the Southeast Asian Hobie 14 Championship

The Philippines are an ancient Asian shopping emporium, dating back to the days when traders came from as far as the Arabian countries to trade for pearls. Today, a brisk trade in carvings and basketry reminds us of the heritage of the Philippines.

The Philippines are many things, though: 7,107 islands of colorful traditions, the product of centuries of overlapping cultural influences. Beautiful women, wide-eyed children, open-handed hospitality, hundreds of local religious festivals, exotic fruits, people modern and people still primitive, orchids, and abundance of fresh seafoods and, of course, the still-bustling market-places—these are but the beginning of the tropical mystery that is the Philippines. For each visitor, it's a matter of personal discovery.

The first Southeast Asian Hobie 14 Championship in February gave three Americans from the World Hobie Class Association a taste of things to come in 1984, when the Philippines will be the site of the Hobie 14 World Championship.

They left rainy Hong Kong for some good racing and a suntan in Puerto Azul. Singapore, Japan, Brunei, Hong Kong and Korea were represented at the event. The American trio came back rather impressed with what they saw—indeed, still bubbling with the Hobie enthusiasm they found.

At registration, the sailors were given an information packet from the Ministry of Tourism, as well as a t-shirt, a poster and other goodies. Breakfast and lunch were provided for skippers and their families at the beach pool daily. The beautiful buffets featured fresh seafood, fruits, juices and different specialties. No hot dogs for lunch here!

Identical factory-equipped boats were provided by Coast Catamaran Philippines. The championship was run like a world championship. With so many languages in the air, it even seemed so.



Sandy Banks



Sandy Banks

Top: Beached boats wait for the racing action to begin. Bottom: Linda Mascardo, Ministry of Tourism; David Socash, Sr.; David Socash, Jr., Southeast Asian Hobie 14 Champion; Ernesto Ogbinar, retired admiral, Philippine Navy at the awards ceremony.

Choppy seas and moderate winds plagued the first day of the qualifiers, but there was a more pleasant 15 to 20 knots on the second. The third day of the qualifying races had light conditions, but flat seas helped.


After each day's racing, the skippers enjoyed first-class amenities at the resort of Puerto Azul, which is an hour and a half south of Manila. They were given use of lockers at the beach to stash their gear in. As they came off the water, they could shower in the locker room and put everything away there, so their rooms didn't look like laundromats. Most of the 35 members of Fleet 274 base their Hobie Cats there.

The finals consisted of five races, spread over two days. As in a world competition, finalists sailed all races. This was demanding; stamina and con-

centration were tested to the limit. Attitudes changed: the friendly, competitive spirit remained in evidence, but the urges to win had everyone taking their sailing seriously.

David Socash, Jr. son of the president of the Southeast Asian Hobie Class Association, took the first place honors, with Eizou Uchikura from Japan finishing second.

To cap the event, the awards banquet was held in the ballroom at Puerto Azul with dinner, entertainment and trophies. David Socash, Sr. was responsible for the superb organization of this event, and will be taking on the Hobie 14 Worlds in 1984.

Between the efficiency of the SAHCA and the melange of brilliance and serenity that is the Philippines, we're sure to have a great time next January. 

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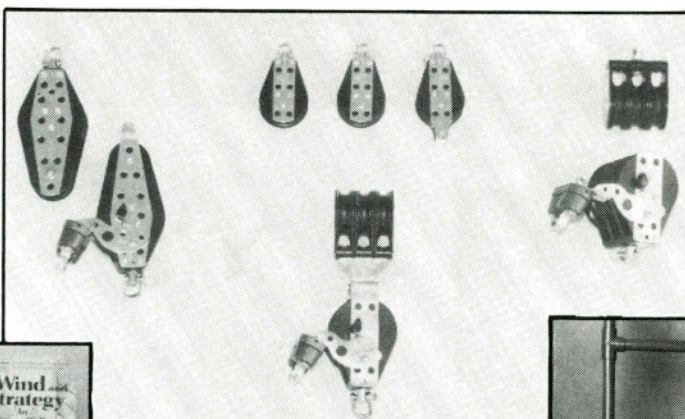
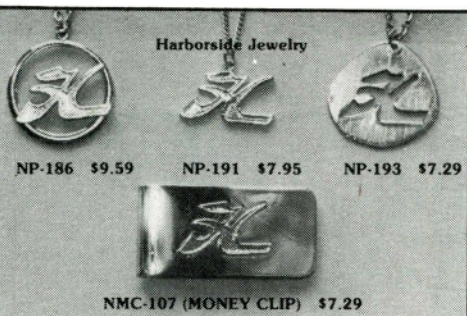
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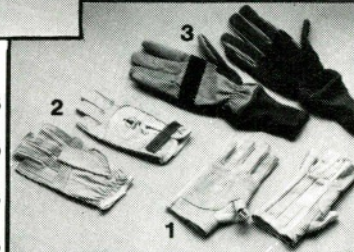


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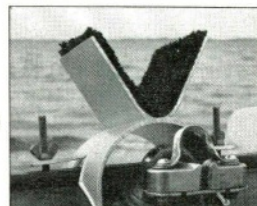


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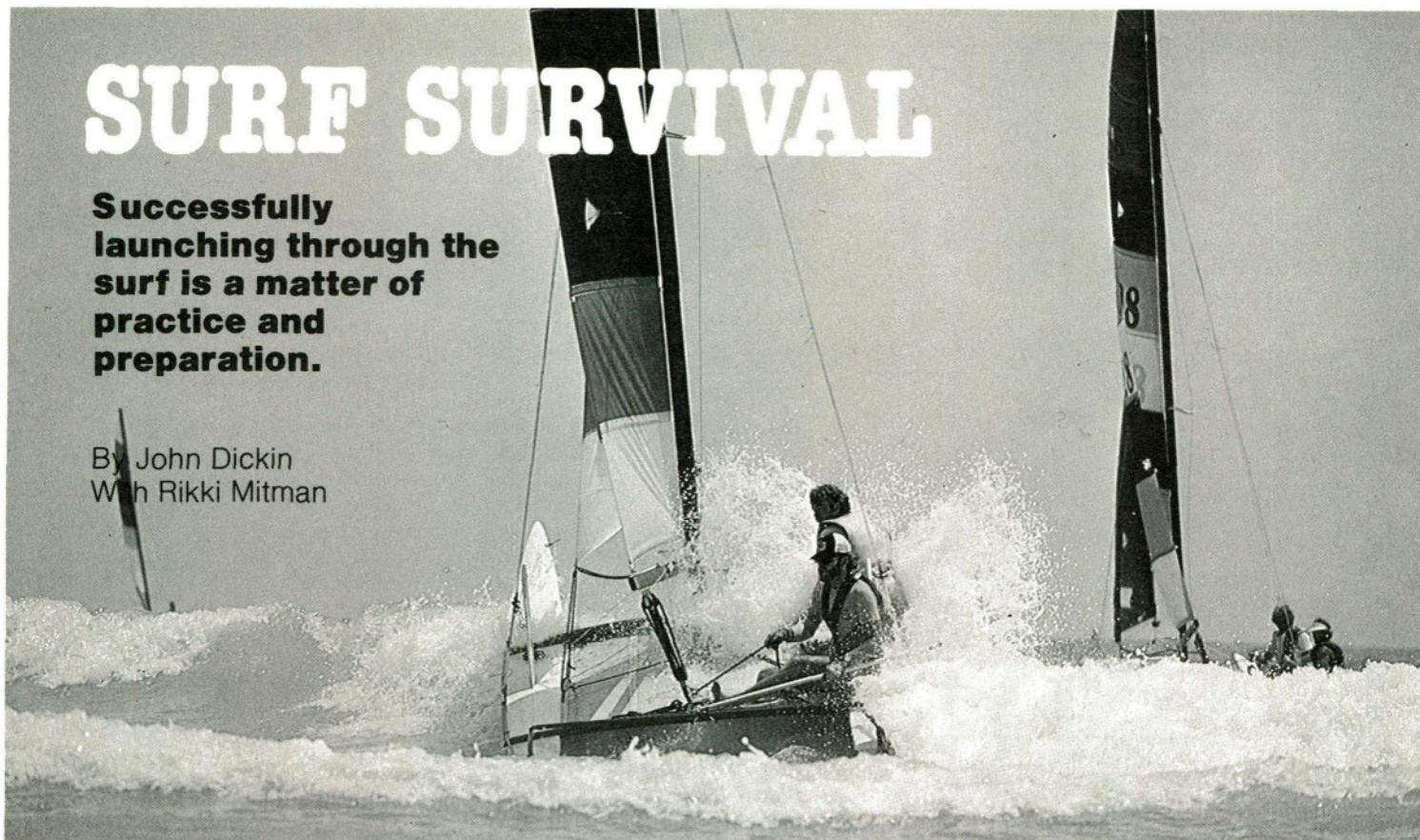
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SURF SURVIVAL

Successfully launching through the surf is a matter of practice and preparation.

By John Dickin
With Rikki Mitman



Alastair Black

Calf deep in salt water, you stand ready to challenge the surf for the right to pass. Choosing the moment, committed to action, you run, pushing the boat as far as you can.

Hollering at your crew to board, you hop on and sheet in. The boat gains speed as the first wave nears. Ducking, you steer into the oncoming water and fight to keep the head-way you've made.

As the water crashes around you, you hang on and hope. All at once, everything's clear. You've got just seconds to push ahead before the next one hits. You know there's good sailing out there—all you have to do is get to it with boat and crew intact.

The very best way to learn to sail out through the surf is to do it with someone who already knows how. Unfortunately, resident experts are not always at hand when the neophyte salt-sailor is ready to give it a shot.

For those intrepid souls who are anxious to brave the surf, we bring you the voice of experience. Be advised, though, that the voice is no replacement for the real thing—and there's only one way to get that.

Launching

Preparing Boat and Crew

Hobie Cats were designed for sailing in and out through the surf. Even so, I recommend a few minor modifications to the boat before you go out:

- Switch to nylon rudder pins, if you don't already have them. These pins are made so that if the surf throws the boat back and down on its rudders (which it may, on the way out), the pins break before it tears off a gudgeon.
- If both pins break and the rudders fall away, a cord from casting to hull (Fig. 1) will help keep them from getting lost.
- It's a good idea to carry spare rudder pins and drain plugs, even a screwdriver. They can save you a trip

back in when you've just gotten out, and some things have to be fixed *before* you come back in.

Set the boat up as close to the water as you can, sails into the wind. If you're new to the area, take a few minutes at this point to talk with some of the local people on the beach. They can tell you a lot about surf conditions, kelp beds, unseen rocks and reefs and other things you should be aware of. People are generally very glad to tell you what they know. If you're new, they'll respect you for asking, so don't be shy.

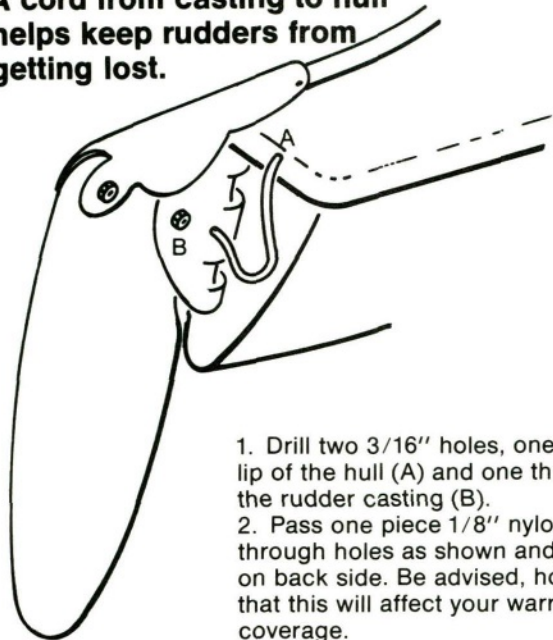
The voice of experience is no substitute for the real thing—there's only one way to get that.

Before going out, make sure the traveler is in position. Lay the mainsheet out on the trampoline so it's handy when you leap aboard, not tangled with other lines. Check to see that the tiller's on the right side of the boat, too, so you won't be groping for it. Check over your gear and the crew's—and don't forget those lifejackets.

I sail by myself a lot, so if I have a crew, I discuss with them what might happen, what commands I might give and what I want them to do. They have to know *exactly* what to do so they can do it at once, without saying "What?" as it becomes too late and all is lost. Timing can be critical, so go over every detail according to your crew's experience.

Have the crew sit as far forward as possible on the way out. Stress the importance of that position—you'll need the weight there to keep the bow down as you go out. They should be looking for surfers and swimmers as well as big waves: you'll be busy and may not see everything that's happening. If a wave breaks over the boat, get down low, hold on to the dolphin striker or crossbar and close your eyes and mouth. This means the skipper moves forward, holds the tiller and mainsheet in one hand and the boat with

A cord from casting to hull helps keep rudders from getting lost.



1. Drill two 3/16" holes, one on the lip of the hull (A) and one through the rudder casting (B).
2. Pass one piece 1/8" nylon cord through holes as shown and tie off on back side. Be advised, however, that this will affect your warranty coverage.

John Dickin

the other. If the surf is three feet or less, you probably won't have to deal with this.

Make sure your crew understands that they should hold on to the boat as long as they can—there's a moment after the wave breaks and the water's rushing all over when you can't tell which way is up. Stay with the boat until the water passes. Then you can see what the situation is.

It's best to give the inexperienced crew one set of instructions at a time—don't tell them how you're going to come in until you're ready to do it. Confusion about where to put one's weight going out or in, for example, could be disastrous.

Ready, Set, Go

Take another look at the conditions just before launching. Waves usually come in sets of three or four, with a noticeable lull between them. You want to start out in a lull.

The angle of attack will depend on the wind. If it's blowing offshore or onshore, you'll have to sail at an angle to the beach, whereas if it's blowing up or down the beach, you can sail straight out. As far as facing waves, the straighter into them you sail, the better. Boatspeed is even more important, however, because you need it for rudder control, which is crucial in the surf. You have to find the proper balance between these factors.

You'll need at least eight knots of wind to get out, so if it's high surf and weak wind, don't go. The bottom line is always *your own* judgement. Use it.

Take the boat out to where the water's about knee-deep—not too deep, though, because you'll need room to run. Watch for a lull in the sets, and once you decide to go, don't hesitate. Go.

I like to stand at the bow, where I can see what's going on. If I have a crew, I have them stand just ahead of the shroud. When I say "Go," I give the boat a tug, pulling it forward and off (away from) the wind as hard as I can to get it going. The crew runs by me with the boat, then I grab the rear of the rail by the casting and tell them to jump on as I give the boat one more shove forward and toward me, so it's falling off a little more as I jump on. The boat should be off the wind to allow you time to sheet in and get under way before it turns back into the wind and goes into irons.

By the time I'm aboard, the crew has the jib sheeted in according to the wind (or if I'm alone, I attend to rudder and main as described below, then move forward and take care of the jib). The crew sits forward and inside the rail. The next part has to be done simultaneously: With one hand, I lift the tiller to get the rudders down a little. I sheet in with the other hand. Momentum is very important—get that boat going.

Don't worry about getting the rudders down all the way—it's best not to lock them down until you're clear of the surf. If they're down enough to steer, they're fine. Then if a wave pushes the boat back and tips the bow up, there's less chance of them breaking. Some people—even experienced sailors—make the mistake of worrying more about getting the rudders locked down than about sheeting in. Boatspeed comes first.

Big waves sometimes come out of nowhere. If you're in the part of the water where they've already broken, it shouldn't be much of a problem. Whitewater has so much air in it that it hasn't much force.

The waves that mean trouble are the ones that are still green and vertical. These are the ones that can set you back on your rudders. If you see one of these coming, get the weight as far forward as possible and steer the boat five degrees off the wave: on enough that it picks up both hulls, off enough that it doesn't turn the boat into the wind and stall it. Sheet out the main a little, as a wave hitting the sail could help you capsize. As soon as you get past it, sheet back in and try to steer off the wind, picking up speed until you get to the next one. If you can manage any kind of speed, there should be only a couple of waves that are like that.

The locals on the beach can tell you a lot about kelp beds, rocks and other unseen hazards.

If you decide to give up the attempt while you're still in the shallows, unsheet the sails, get off the boat and get to the bow. Have the crew do likewise at the other hull. Steer the boat back to shore this way, from the bow, so the weight is still at the front of the boat to keep the boat from tipping back. This also keeps you out of harm's way—you don't want to get run over.

If you get between the beach and the boat, you can easily get hurt. Stay out to sea from the boat and it will go back to the beach nicely. When you're almost in and have the boat under control, remember to get the rudders up.

If you get out past the surf right away and it was easy (good wind, small waves), take advantage of the opportunity to go back and do it again for the practice.

Once you get out, the sailing's usually easy, unless there are whitecaps. If the seas seem rough, try sailing with the swells. This will give you a mild taste of surfing while making sailing easier.

The wind is usually steady on the ocean, though you do have to watch out for kelp, lobster pots and whatever other local hazards there may be—but you checked those out before you launched, right?

You should feel comfortable in a short while if you've done some sailing on lakes and bays. If you don't, or if it gets rough, don't take chances. Get out.

Coming Back In

Choosing Approach and Preparing Crew

More people get hurt on the way in than on the way out, so don't let an easy passage out through the surf make you over-confident.

You'll need at least eight knots of wind to get out. If it's high surf and weak winds, don't go.

Look for something on the beach to give you an idea of the wind direction there: sails, flags, even trees. Think about and establish your approach before you go. Boatspeed's extremely important—if it's windy and you can get going fast enough, it's easy. Just sheet in and go.

If it's a marginal day, I'll sail out a half mile to a mile and figure out the course I want to sail back on. Then I'll turn around, set the course and use the remaining moments before we hit the surf to instruct the crew.

I like the crew to sit just behind the shroud and be ready to move fore or aft as I need them to. If a big wave comes, they should move as far back as possible and hang on. Again, as it breaks over the boat, the head goes down with eyes and mouth closed.

If my crew is comfortable about sailing and the conditions are right, I'll explain how we can shift our weight forward at the right moment and surf a wave all the way in. That's a touchy thing to do, though, and *not* for beginners. If you pitchpole in the surf, it's going to be serious.

Bringing It Home

Remember to work the sails for speed and keep an eye on the sets as you approach the beach. You should be able to judge the size of the waves in time to turn around and try again if they're too big. If the surf is four feet or less, you shouldn't have much trouble.

If a wave picks you up on the way in, it'll throw you forward this time, so you can steer dead with the wave. Keep the boat flat. If one side gets picked up, the boat will turn, and that could mean a capsize. Release the main if a wave's going to smack it. Your best bet is to stay between waves as much as possible, which may influence your angle of approach.

Again, I ask the crew to watch for surfers and swimmers as we go through the surf, as well as keep an eye on the waves. I remind them to hang on to the boat in any event. I let them know that we'll be sailing right onto the beach and they'll feel the boat hit bottom. At that time, I have them release the jib, hop off and hold the bow. Meanwhile, I raise and lock the rudders, then get off. Then we pull the boat up the beach.

If you happen to pitchpole on the way in and the boat goes over onto the mast, it's more than likely going to break, which will leave two very jagged ends. Between those and the loose cables floating around, it can get pretty dangerous. Get away from the boat and find your crew.

When you're sure everyone's okay, walk the boat back in. By this time, people from the beach may be out to help you. Remember to stay on the sea side of the boat—*never* get between boat and beach.

If the mast didn't break, uncleat the sheets and turn the mast out to sea, so that if another wave tips the boat, it will tip it upright rather than over onto the mast. Then walk the boat in.

Choose the day for your initiation to surf-sailing with care. Bear in mind that it can be risky anytime. The information herein will get you started, but it carries no guarantees. There are none in the surf.

Nevertheless, there's a lot of fun to be had on the ocean, and a little practice and common sense should keep you and your boat intact.

Just think of it: a little patience, a little courage and by the end of the summer, you'll be hooting your way through the surf with the rest of them.



Cathy Whittington



Marlene Sassaman

John Dickin is an experienced Hobie 16 sailor who lives near the ocean and gets into it as often as he can.

Mother Nature Raises Hull at the Midwinters East

by Cynthia Bucholtz
and Amalie Ash

The seas were building. Skippers urged their lightweight crews to eat plenty of carbohydrates.

"This is Florida?" grumbled Hobie sailors as they arrived in St. Augustine wearing their down vests, with traces of snow still on their vans. The snowbirds had come for their yearly thaw at the 13th Annual Hobie Midwinters East. Their "thaw" that night was a cool 45 degrees, accompanied by a chilling 25-knot nor'easter. Once inside the Holiday Inn, concern about the weather was quickly abandoned in the face of 10-cent oysters and beer.

The cool wind was still blowing as skippers from 15 states and Canada began rigging and tuning their boats on Saturday morning. It held at 18 knots, with a promise of 25 to come. The seas were building. Skippers urged their lightweight crews to eat plenty of carbohydrates. Wetsuits were hauled out, even though the sun was appearing. It was going to be a long day.

Host Fleet 111 and sponsor Subaru had come up with a lovely location for the regatta. The beach access was especially convenient: cars could be driven and parked on the hard-packed sand. Two courses were set to handle the more than 290 boats that registered for the event.

The last weekend of March opens the infamous "Rites of Spring" on the Florida coast. The regatta site looked like an all-sports spectacular: The St. Augustine Beach Run was there, along with surf fishermen, kite fliers, frisbee dogs, sailboarders, surfers and swimmers. As the sailors drove onto the beach, they were met with a human traffic jam.

By noon, the beach was ours, and we needed all of it. The 290-some boats prepared to assault five surf lines, each with crashing waves of four to eight feet. Everyone was cautious, keeping their distance from the others.

Bob Curry had given a getting-out-through-the-surf clinic earlier, which undoubtedly reduced the crash factor.

The starting lines looked like a list of national qualifiers: Carlton Tucker, David Rodgers, Bob Poteat, John Hackney, Ron "1,000" Anthony, Bob Curry and other top contenders stood ready for the struggle. The fiercest competition was in the 18A Fleet, between Tucker and Rodgers. At the end of the second race, Rodgers lost the lead to Tucker when he was disqualified for allegedly hitting another boat. He fought the protest for the remainder of the regatta, using the rules and witnesses to uphold his case. The DSQ was lifted just minutes before the trophy presentations.

The seas continued to build through that second race. Many boats turned turtle, and the chase boats themselves had no small difficulties in the heavy surf. Between markers moving, the number of boats having problems and the increasingly rougher seas, the third race was cancelled.

After a day of heavy-duty, fast-paced sailing, everyone had a good appetite for the Saturday night barbecue party. The food was delicious and abundant: ribs, chicken and so on. Plates were piled high and there was plenty for seconds. As empty bellies were filled, the exhausted sailors began to revive. Sub-



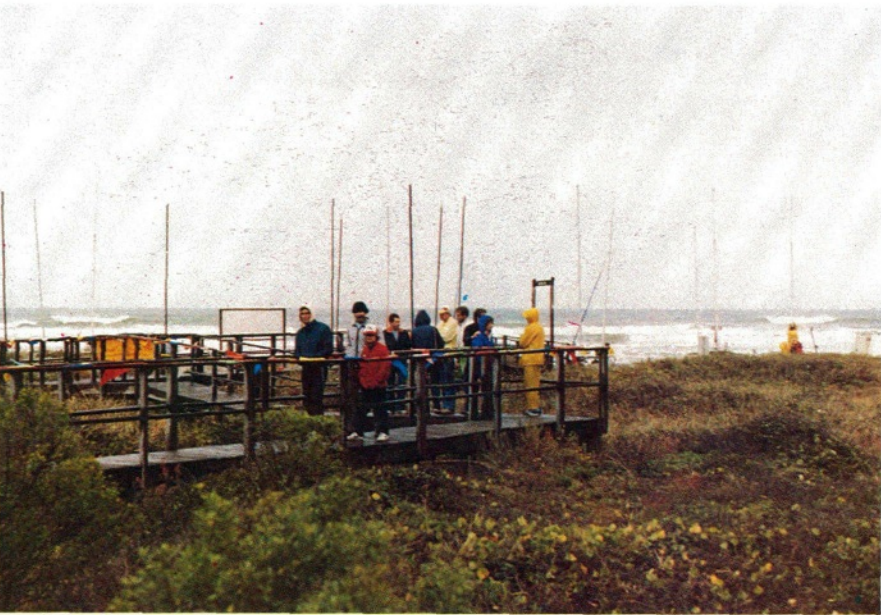
Greg Chew

Rough seas were in order for the Subaru-sponsored event

May/June 1983 25



Above: Beach access was convenient all the way around, and Saturday's sunshine highlighted the brilliant colors of the sails. Below: Sunday's skies were a sharp contrast to Saturday's, and the rowdy temperament of the Atlantic moved sailors to leave their boats waiting for a better day.



When Sunday morning rolled around, the Atlantic was in such a foul mood that the rest of the races were cancelled.

aru and Fleet 111 came across with a rockin' rhythmic band to help the festivities come alive.

When Sunday morning rolled around, the Atlantic was in such a foul mood that the rest of the races were cancelled. Thunderstorms were moving into the area.

Roaming from room to room, racers talked about sailing, inventors demoed hot new items and, as usual, everyone had an opinion on everything, which turned the day into a round-robin conversation.

Many generous local companies contributed to the door prizes, which were given out just before the trophies. There were rudders, bridle vanes, coolers and more. After the trophies, there were a few welcome-to-A-Fleet pool baptisms. Then the weary sailors headed home.

Special thanks go to: Stan Goteze, Buddy Whitakker, Diane Rettinger and Subaru for their outstanding support. We're lucky to have them. Thanks also

to: Schlitz, for refreshments; Mike and Sue Walsh and Hobie Fleet 111, who did their best to put on a super regatta in spite of Mother Nature; to Doug Campbell, for holding the flags and taking finishes on the A course; to all the sailors who drove so far to participate. Come back again—it was great meeting you.

14A

1. David Rodgers, Florida

18B

1. Gerry Latvala, Georgia

18C

1. Karl Stevenson, North Carolina

16A

1. John Hackney, Florida

16B

1. Skee Danner, Florida

16C

1. Scott Virden, Florida

14A

1. Bob Curry, Florida

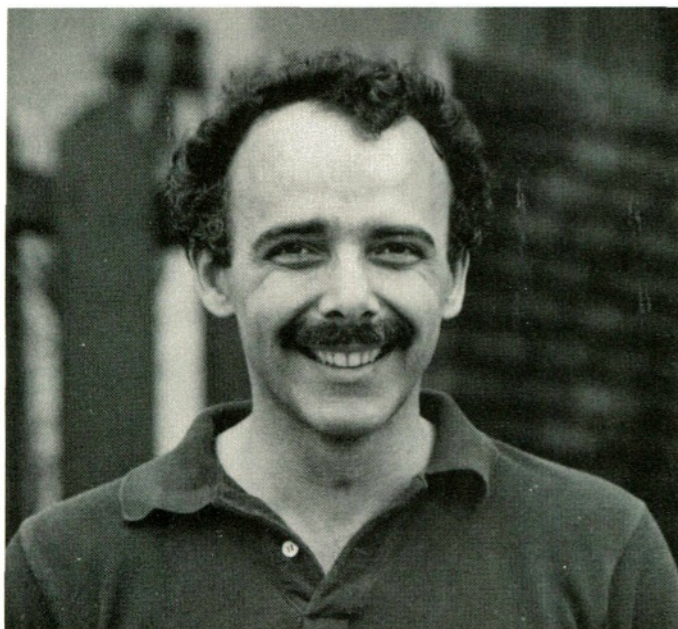
14B

1. Kris Keyson, Florida

14 Turbo

1. John Johnson, Florida

Cynthia Bucholtz lives in Palm Beach, Florida. Her interests include sailing her Hobie 16, attending regattas and writing. Amalie Ash is the Hobie Cat Sales Representative for the southeast.



Jim Adelman

One of the best and getting better

At 41, Jim Adelman certainly ranks as one of Hobie Cat sailing's "senior best." A winner of numerous A-fleet divisional titles, Adelman has even gone head-to-head with yours truly—an ex-Hobie Cat world champ—and emerged victorious.

Adelman began sailing some 17 years ago, when he was introduced to the sport by a classmate at the Pratt Institute in Brooklyn, New York. When studies got too heavy and it was time to play hookey, Adelman could be found floundering around on Manhasset Bay in a Sunfish and dreaming of owning one of those high-heeled catamarans that passed him so often with incriminating speed. Fortunately, he didn't play too much hookey; he managed to complete a B.A. in industrial design as well as an M.A. in package design, thus leading to the exciting career he has today as a producer of audio/visual communications material for Hewitt Associates in Connecticut.

Determined to turn his dream of owning a catamaran into a reality, Adelman pulled the funds together in 1967 to buy himself a Shearwater catamaran. After learning to sail this boat, he began to compete in North American Multihull Sailing Association regattas on the East Coast.

While attending these regattas, he had the fortunate opportunity to learn the finer points of catamaran sailing from such top C-Class and Tornado sailors as Grier Ellis, Dennis Posey and John Rooney. Friendships with these men eventually led Adelman into the world of high-performance catamaran sailing. In 1970, he purchased a Tornado cat and campaigned it extensively, attending the world championships in Canada in 1973, and winning the Atlantic Coast Championships in 1974.


However, the Tornado was not enough for Adelman—he wanted even more speed! In 1975, he and his friend David Deutch bought Steve Dashew's ex-record holding D-Class catamaran *Beowulf*. After sailing this boat around for awhile, however, and after burning up a few sails and blocks on "re-entry," Adelman decided that sailing out in front of everyone at such cost was not that much fun after all. They sold *Beowulf* to another Hobie Catter, Dick Beauchamp, who shipped her back to the West Coast, where she presently resides in Dana Point, California.

Like most New Englanders, Adelman thought a reaffirmation of tradition just might be his ticket to sailing happiness. For one long and boring summer he tried his hand at the expensive world of monohull racing yacht club style, sailing a Thistle. Disenchanted with the speed versus cost ratio, though, Adelman decided that cats were the only way to go. In 1977 he bought a Hobie 16—the first step to salvation!

With all his former catamaran experience, Adelman climbed rapidly into the Hobie 16 Winner's Circle. He won numerous A-fleet regattas in Division 12 and emerged victorious in both the Connecticut State Championship and New England Championship. Hobie Cat racing was just what he had been looking for—a low-cost way to race catamarans combined with the fun family atmosphere Hobie regattas are famous for.

This last season, Adelman and his 14-year-old son, Todd, began racing a Hobie 18. Their success with the 18 has been equally impressive. The two of them can usually be seen at most New England Hobie Cat regattas sailing somewhere out in front on *Close Encounters*—an all white 18 trimmed in blue and tuned, of course, to perfection.

Adelman's philosophy of racing has always been a simple one: race fairly, use the rules but don't break them, try as hard as you can to win but always be a good loser and have one hell of a good time with your competitors. Those of us who have sailed with him see this philosophy put into practice with amazing consistency—even when the worst occurs, you can count on Jim Adelman to keep his cool.

Look for Jim and Todd on the New England racing circuit this summer. While Todd may be taking over the helm this year, Dad will be there, too—still trying hard, still smiling and still being the great sailor we are proud to have in our class. 

A Case for Strategy and Tactics

Maybe it's time to give tuning a rest

by Joe Flaherty

As the car sped south toward the beach, Melvin Furd couldn't help looking at the tree tops. They were being beaten about by what Mel was sure were 50-knot gusts.

"The weather station said 10 to 12 with gusts to 15, Mel," murmured Janie. Janie Gentle is Mel's regular Hobie 16 crew. She was chosen because she weighs 108 pounds, and when added to Mel's 145 pounds plus 32 pounds of Dan Lurie barbell plates, they weigh in at exactly 285. Janie's other qualifications include an ability to drink enormous amounts of beer without gaining an ounce, a suspicious lack of fear and a blind trust in everything Mel says about sailing.

"Those stupid weathermen. They never guess right, and guess is all they ever do. It's blowing at least 30, maybe 50," said Mel.

As they pulled into the beach parking lot, they were greeted by a dazzling line-up of vari-colored Hobie sails.

"We're late for the skippers' meeting. Oh, no!" cried Mel as he skidded to a halt and leaped out of the car, leaving Janie to carry sails, blocks and tool box 400 yards down the beach to his boat. Mel almost knocked Jake down as he rushed to somewhere, he didn't know exactly where.

"Hey Mel, slow down. Where are you running to?" asked Jake. Jake Lightning sails with his son, Lightweight (that's right, Lightweight Lightning—what a crew), and together they make up the finest sailing team in the area. They are the competition today and Mel is anxious to psyche old Jake out.

"Hey Jake, I was trying to find out if they've held the

skippers' meeting yet," said Mel in the calmest voice he could manage.

"No, Mel, not yet. They say about a half hour or so. Lightweight and I are all rigged and ready to go, so if you need any help getting ready, we'd be glad to pitch in," offered Jake.

"I don't need any help," said Mel, "but if you come by the boat in a few minutes, I'll show you the new mylar telltales I got. I'm figuring they'll increase my boatspeed maybe five or 10 percent."

"Well, that's real nice," said Jake as he watched Mel walk down the beach. *Mylar telltales?* he thought.

About an hour later, Mel and Janie were rigged, all suited up and ready to go. The skippers' meeting was drawing to a close when Mel raised his hand to ask a question.

"Is the barging rule in effect?" asked Mel.

After a slight pause, just long enough to unwrinkle his quizzical look, the meeting moderator politely directed Mel to the USYRU Rule Book, which outlines the rules in effect.

The crowd broke up as each team made slow progress to their awaiting boats. The breeze was blowing offshore, making launching a little more problematical than normal. Most teams slipped their boat into the water transom first, completely eased all sheets, waited for a lull, turned their boat around while they stood in the water and jumped aboard as their boat began to make way. A few careless teams didn't think about the danger of the boat jibing itself as it was turned around, and there were a few close calls, but no bumped heads. The really experienced sailors

launched their boats transom first, each member boarded a bow, walked to the trampoline, sailed backward for a time and finally bore off forward in a graceful arc that reached its height several yards from the beach and other launching boats—sort of like a three-point turn in a car. The really impressive teams didn't even get wet during this maneuver.

"Okay, Janie, we're going out like those guys. You just do what I tell you and we'll be all right," said Mel.

Mel and Janie launched their boat backward, and Mel felt a little glib about how gracefully he boarded the bow, without even touching the water. Janie walked in ankle deep, but boarded her bow in plenty of time. She scampered to the tramp and arrived there just as Mel's footing slipped, a leg falling to either side of the port hull. Mel winced in pain as the inevitable brake was abruptly applied to his fall. He pulled himself up on the tramp as Janie asked:

"Mel, did you release the mainsheet?"

As Mel bounded to the mainsheet cleat to release it, the boat fell off the wind ever so slightly and stopped its backward progress. Mel released the cleat but with the ratchet on the leach the main filled anyway. The boat gained forward momentum a little—well maybe a lot, sooner than Mel had planned. As the boat hit the beach, an alert team managed to push their boat a few inches so Mel merely glanced their gunwale instead of holing their hull. The alert team asked Mel to stay on his boat. They pushed him out into the water, turned his boat around, making sure his sheets were eased, and sent him on his way.

"Jerks," said Mel, almost imperceptibly.

Mel and Janie reached about in the vicinity of the starting line. Twice, while on port, Mel bore off to take another boat's transom without easing the main. Twice the collision was barely avoided.

"Okay, Janie, here's my plan. Somehow, Jake always gets lucky by being in the right place at the right time. I think we have enough boatspeed to stay ahead of him, or to catch him if he happens to get ahead of us. I can tell we're going fast. Did you see the looks on the faces of those guys whose transoms we took? They were in awe of how fast we were going. Anyway, we're going where Jake goes."

Jake, along with most of the fleet, was setting up to start on starboard at the windward end of the line. Mel reasoned that if he stayed above everyone, he wouldn't run the risk of stalling out and being rolled over by other boats to windward. Mel's speed was about twice that of the remainder of the fleet and he suddenly found himself at the windward starting mark when Janie said, "Two minutes to go, Mel."

Mel screamed, "What do you mean 'two minutes to go'? We're already at the line. Okay, be calm. We'll reach down here a little and luff up."

"Look, Mel, there's Herb and Stella, the nice couple who just got their boat. I wonder if they've ever raced before?" said Janie.

"Pay attention, Janie. We don't have time to worry about beginners now," Mel angrily replied.

"Up, up, up. Come on, get it up," came the cries from the leeward boat. Mel thought about how impossible winning would be if he had to do a 720, and he threw the tiller down. The jib backwinded a little, reminding Mel that if he accidentally crash-tacked he'd be on port among an entire fleet on starboard. He pulled the tiller up with all his strength. Fortunately, the leeward boat had already borne away and Mel's maneuver went uncontested. At the starting signal, Mel had almost run out of starting line, but was off with speed. He quickly overtook the boat that had been to leeward as that boat got tangled in the starting mark ground tackle.

"Where's Jake?" asked Mel.

"He's all the way at the other end of the line, but it looks like we're ahead of him," replied Janie.

"Good," said Mel. "Tell me when he tacks."

"He's tacking now, Mel, but I don't think we should tack because there's a whole bunch of boats behind but to weather of us. We'll have to wait for them to tack. I'll tell you when," offered Janie.

Five minutes passed before Janie could tell Mel to tack, but Mel wasn't too concerned, so long as he eventually headed the same way Jake was headed. Mel felt pretty good about how smoothly he and Janie had executed that last tack. He thought it was possible that he picked up four or five boat lengths on old Jake, even though he had no idea where Jake was.

"Where's the mark, Janie?" asked Mel.

"Right ahead of us, Mel, about two hundred yards, just in front of Jake's boat," answered Janie. "Look at how all those other boats form a parade just behind Jake."

"There must have been a big puff over there where those guys sailed. Damn, they're lucky," said Mel. "Okay, Janie, you watch for boats on starboard, decide if we can sail past their bows or if we have to take transoms. Also, keep your eye on the mark and tell me when we're exactly at 90 degrees."

"Watch out, Mel, to the right, to the right. I mean, fall off, fall off," cried Janie. They had now passed the starboard parade except for a few boats that had severely overstood.

"I'm not taking any more transoms, Janie," asserted Mel, "so you tell me when we can tack. Are we past 90 degrees?"

"The mark is right in line with your shoulder, Mel," replied Janie.

"Degrees, degrees! How many degrees?" screamed Mel.

"I don't know degrees, but I think you should tack or we're going to have a collision," said Janie.

Mel threw the helm down. The tack was slow and ragged and Mel was not proud of it, feeling he had probably lost

"If you come by the boat in a few minutes, I'll show you the new mylar telltales I got. I'm figuring they'll increase my boatspeed five or 10 percent."

Strategy and Tactics

"What do you mean, two minutes to go? We're already at the line!"

the four or five boat lengths he had gained in the previous tack. One thing was clear to Mel, though: He wouldn't have any trouble fetching the mark, since they had probably overstood a lot. They hadn't overstood, however, as much as the two boats that were ahead and to weather and parked on their wind. As they got closer to the mark, Mel's confidence about fetching began to wane. He pinched for all he was worth to avoid a double-hitch tack to get around. During this pinching exercise, two more boats who had severely overstood passed them to windward.

Mel made the mark, thank goodness, and as he bore off to the close reach he breathed several sighs of relief. Out of the corner of his eye, he caught sight of another boat overtaking him to weather.

"Up, up, up," Mel cried as he headed up to defend his air. The attacking boat responded to Mel's luff, and since Mel accelerated a little sooner he pulled clear ahead. A slight smile crossed Mel's lips as he gazed at his new mylar telltales, the weather one streaming nicely, the leeward one breaking occasionally. Mel's air was attacked by the same boat four or five times on that reach. Each time, Mel repelled his foe.

"Mel, weren't those boats behind us before?" asked Janie.

"What boats?" demanded Mel.

"Those over there, the ones to leeward of us that are just about reaching the jibe mark now."

"Janie, why didn't you say something? Do you realize we have to give all those guys room at the mark? Damn, they're lucky. They must have just got a wind slant that we missed," Mel blabbered.

Six boats jibed at the jibe mark before Mel had an opportunity to jibe. Mel jibed on this essentially downwind leg by reasoning that he couldn't let those six guys get away from him. He was now in about 20th place, only four from last. If he could catch those six, he'd be somewhere in the middle of the fleet, respectable at least.

"Where's Jake?" asked Mel.

"I think that's him way over to the right there. I can't quite read the numbers on those sails over there," answered Janie.

Mel was beginning to be pleased with himself as he realized he was to leeward of those six boats that sneaked ahead of him at the jibe mark. He vaguely knew something about his having a faster angle on the wind and although they were ahead of him, he thought he might actually be ahead of them. He was operating mostly on hope, since he really wasn't sure.

Shouts of "starboard, starboard" interrupted Mel's musings on how far ahead he was of those six boats. He quickly bore off, realized that was wrong, headed up and took the transoms of the six boats he thought he was ahead of.

Mel jibed and followed those six boats to the leeward mark. The boats rounded the leeward mark one behind the other and formed a parade on port tack that carried them along a stretch of beach. Mel theorized that to follow those six guys now could result in nothing but assuring that he would finish 20th. He tacked onto starboard.

"Where's Jake?" asked Mel.

"He's way over there to the right. He went on port and is just now tacking onto starboard and toward the finish line," replied Janie.

As Mel and Janie sailed farther away from the beach, they became increasingly aware that the current was setting them farther downwind. Mel looked over his shoulder and saw that the boats behind him had not tacked as he had, but had stayed on port along the beach. He began to fear that he alone was going to get the worst effect of the foul current. He tacked to port. As he approached the finish line, he knew it would be close between him and the last of the boats that had been behind him—close for last place.

"Hey look, Mel, it's Herb and Stella. Isn't this exciting?" said Janie.

Mel tacked just in front of Herb and Stella. Both boats were on a line toward the pin end of the finish line, Mel clear ahead. Both Mel and Herb realized they couldn't fetch the line, and they both tacked at once. Mel finished slightly ahead.

As they passed through the finish line they were instructed to go to the beach for lunch. Mel had mixed feelings. He didn't want to talk to anyone about that race, but on the other hand he knew there must be something he could do to make his boat go faster. On the way back to the beach, Mel vowed never to follow Jake again. His mind raced with ideas about how to make his boat go faster—rake the mast more, snug up the battens for more power, check the rudder alignment, keep an eye on Janie's position for boat trim.

That's probably it. Janie wasn't positioned in the right place. We had bad boat trim, thought Mel.

Let's examine this story to see if Mel is now proceeding in a way that will improve his performance in the future. His priority seems to be boatspeed and boat trim.

Is Mel's boat slow?

The only time Mel was passed by another boat on the basis of speed was when he was pinching and boats that had severely overstood reached past him to weather.

Mel vows he'll never follow Jake again.

Mel really didn't follow Jake yet; and although he shouldn't blindly follow anyone, he should ask himself why Jake or any consistently good performer goes the way he goes.

Mel sailed the wrong side of the beat, he let six boats inside him at the jibe mark, he sailed the wrong side of the leeward leg and completely disregarded the effect of current. None of that was caused by Janie's positioning or bad boat trim. Mel's problems are tactical and strategic—he has no plans and he doesn't think ahead. If I were to give Mel some advice, it would go like this:

Strategy is the overall plan. Tactics are the maneuvers within the overall plan. If we're developing a strategy to win a basketball game, we may optimize our inside game because we don't have good outside shooters and the

opposition doesn't have good rebounders. Individual players may use all kinds of tactics to get inside to effect our strategy. In sailboat racing, we strategize so as to take more advantage of the elements that are there to be taken advantage of than do other competitors.

Our first strategic concern is to understand what the elements are in the area in which we'll be racing. Before you go out on the course or while you're waiting for the sequence to begin, draw a map so you can visualize the course geography.

Any good strategic map will indicate that there are right and left sides to beats and runs. By superimposing the things that affect the elements on the right and left sides, you can see whether going left or right might make sense. The elements to take into consideration in making these basic strategic decisions are:

- Current
- Waves
- Wind Velocity
- Wind Direction

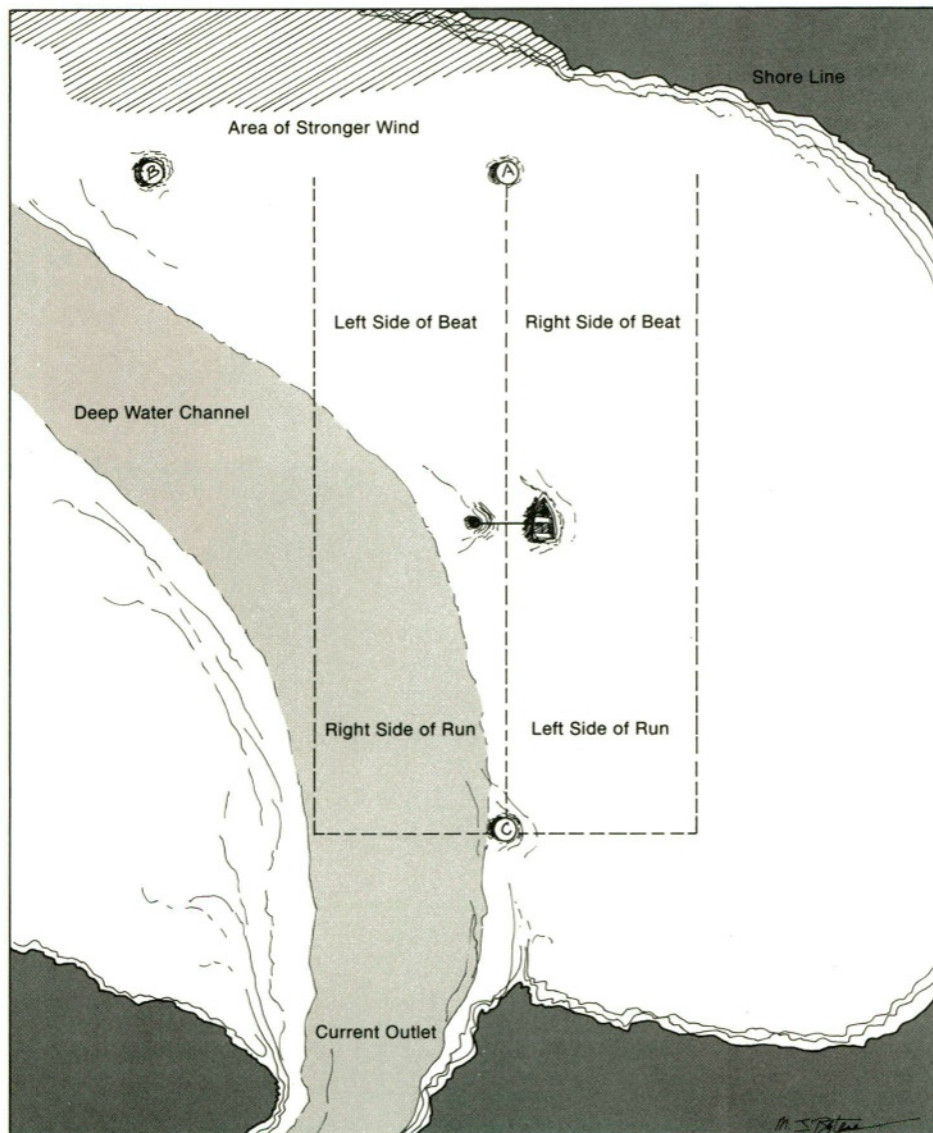
If one side of the course is favored with respect to one or more of these elements, your strategy will be to try to spend more time on that side of the course than the other competitors.

Tactics involve the blending of thinking about a half leg ahead with how to gain position to adhere to your strategy.

If your strategy is to go left on the beat to the finish, you'd better think about getting the inside overlap at the leeward mark way before you get there. If you don't, you may find yourself on the outside and prevented from going left.

In future articles, I plan to deal with strategy and then tactics in more detail. I hope Mel reads these articles. In any event, you'll hear from Mel again. *SK*

*As they got closer to the mark,
Mel's confidence about fetching
began to wane. He pinched for
all he was worth to avoid a
double-hitch tack.*





FLYING HIGH

As spring opens the sky and the water warms up, that little nagging thought starts to build. The pressure increases until we reach the boiling point—in a frenzy of “Come on, let’s go,” we explode across the water for the first really smokin’ day of the season.

By Rikki Mitman
Photos by Guy Motil





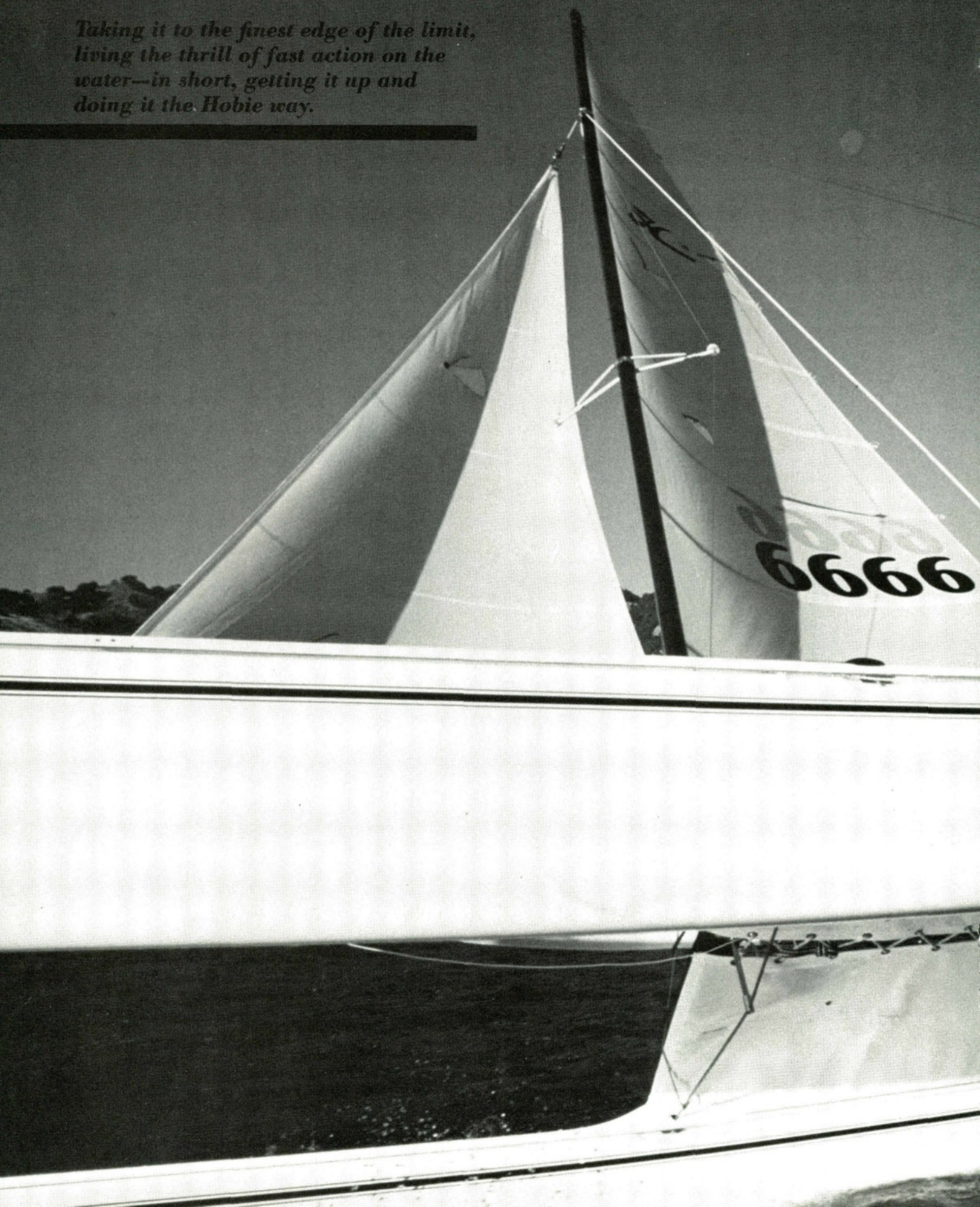
It's irresistible—there's no point trying to ignore sailing once it gets into your system. It only comes on stronger—so we pack up the kids and the dogs and the coolers, cram everyone into the car, stopping just long enough to call a few friends out for our own spring rites, and we go.



*The feel of the wind and spray,
always an exhilarating
experience—and then the hull lifts
off the water, a sensation like no
other.*



*Taking it to the finest edge of the limit,
living the thrill of fast action on the
water—in short, getting it up and
doing it the Hobie way.*







Oh, the sheer relief of that first reach across the lake. We're out here, we're really sailing.



The pressure lifts and converts to pure energy, the kind that puts us in tune with the wind, the boats and each other. We can do no wrong. We're dynamic today! Upwind is speed and spray. Downwind we relax, warm our wet skin and get ready for another run across the surface chop.

HOTLINE

Flying it with a friend or two. How long can we keep it up? Working the sheet, feathering the helm, steering those bows slightly into the wind to keep it going.





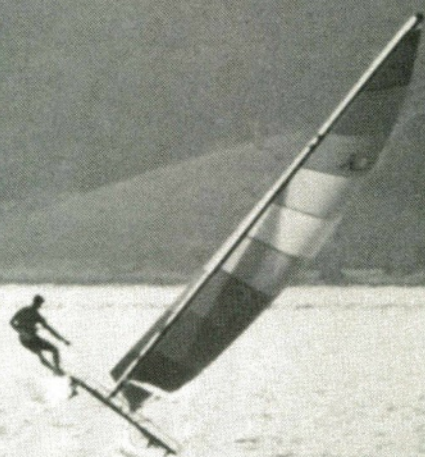


There's nothing quite like it, early in the morning, at high noon with sunlight streaming through the sails, or later as the sun sets, leaving sparkles on the water to remind us of what awaits tomorrow. Sailing is flying high.

FL



28
4



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 pre-qualified 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:

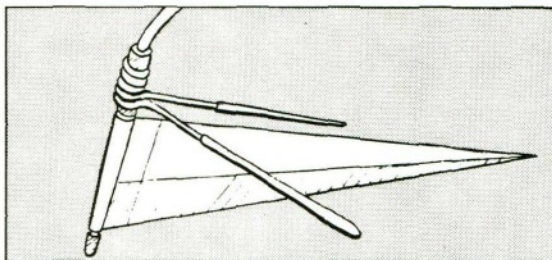
Ventura is approximately 1½ hours north of Los Angeles. From points throughout the US you can fly into LA and take a commuter flight into Oxnard. If you should choose to drive from LA, it's a direct drive along the coast.

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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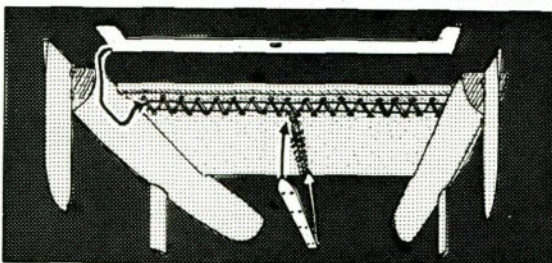
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CM 7722 H8	Winter Lacing Hobie 18	29.50



1983 MAMMOTH HOBIE SAIL/SKI

May 27-30

Sponsored by *Coors*

A Memorial Day weekend frolic of Hobie sailing and what may be some of the best spring skiing in history.

Open to skiers and Hobie Cat sailors. Teams must ski and sail together. First 120 registrants only. Registration fee: \$20.

Free beer, barbecue lunches, happy hour cocktail parties with hors d'oeuvres, prizes and trophies.

Registration:

Friday, May 27—Mammoth Mountain Inn, 5:30-7:30 p.m.
Saturday, May 28—9:00 a.m. Crowley Lake.

Accommodations:

Mammoth Mountain Inn, P.O. Box 353, Mammoth Lakes, CA 93546
(714) 934-2581 \$15/double occupancy

MIDWINTERS WEST

Popping the cork on the '83 season with a big splash of sunshine and plenty of good sailing in San Felipe, Mexico

BY LINDA LETH
PHOTOS BY ROBERT BROWN



Each spring for the last nine years, the Hobie Cat Midwinters West has been held in the otherwise quiet little town of San Felipe, Mexico. A lot of regattas return to the same location year after year, but there's something special about this one.

Perhaps it's the time of year. A harbinger of spring, the Midwinters West is the first West Coast regatta of the season.

It could be the distance people have to drive to get there, or the number of people who attend, but I don't think it's any of those things.

What makes the Midwinters West extra special is the Baja California town it's held in. The San Felipe experience is worth the hassle of getting there, worth going back for.

The fun begins on the drive down. The road is unpredictable: One day it's fine, the next day it's gone. Around the next bend, it could be freshly paved or just as freshly washed out. Most likely it will be at least a little flooded from recent winter rains.

For some, the trip takes an entire day—even for those close to the border, it's a good four hours minimum. An award is given each year to the sailors

who travel the furthest. Entries came this year from San Francisco (18 hours), Colorado and Utah (15-17 hours) and Arizona (9 hours). However, the winner by at least 10 hours was Dennis McCreedy, who trailered his Hobie 16 all the way from Dallas, Texas to race in San Felipe.

"I went to visit my father in El Paso," said McCreedy, "and I figured I was halfway there." Unfortunately, he could not be present to receive his trophy on Sunday—he had to make it back in time for work the next day!

It's not unusual for sailors to spend the night driving to San Felipe—in fact, some of them never see the countryside along the way. They leave after work on Friday, drive all night, race all weekend and drive back Sunday night.

They don't know what they're missing. The scenery is magnificent in the heart of the peninsula. Off to the right are honest-to-goodness snow-topped mountains, while off to the left sparkle the deep blue waters of the Gulf of California. Old rusted-out car hulks line a flooded stretch of desert, with purple and yellow wildflowers as contrast wherever the water's receded.

A huge white double arch, apparently in the middle of nowhere, marks the

entrance to San Felipe. It's an incongruous sight, especially if one arrives at night. Then again, San Felipe is known for the incongruous, like a solitary traffic light smack-dab in the middle of town, where the only two paved roads intersect.

To the first-time visitor, it seems a typical Mexican town: slow and dusty. To the returning veteran, however, San Felipe is a growing tourist attraction. Hobie Catters who've been coming for several years tell of how the El Cortez Hotel, for example, used to be a small group of bungalows. Now it's a comparatively plush two-story hotel.

That's nothing compared to the luxury of the Hotel Castil, about a mile south of town. That one has tennis courts, a pool, a jacuzzi and TV—and you get to pay American prices for it.

Still, everything is more reasonable than in the US. The items most in demand include Kahlua, other liquors and blankets, not to mention the fresh seafood. Since San Felipe is a fishing town, seafood is available everywhere, in tacos, burritos and other forms. At roadside stands, the fresh fish is grilled over a charcoal fire before your eyes. Rumor has it the stingray tacos are the best.

Within this fascinating environment,



After weeks of torrential rain, it was uncertain how many Hobie Catters would chance driving for hours in the rain to San Felipe. Climbing over the mountains from San Diego and dropping into the desert on the other side, it was apparent that the sun was shining and the wind was blowing. Hundreds of Hobie Catters poured into San Felipe: 310 boats registered in the weekend event. Five races were held in a combination of conditions. Winds from 15 to 20 on Saturday and a lighter version with more chop on Sunday kept the sailors happy.

It was a first for the Turbo 14 Light and Heavy classes. Wayne Schafer's annual pre-race tactics and strategy talk was as popular as ever. After Schafer's talk, many of the sailors jumped on their boats for a few practice starts before the rest of the fleet arrived.



On Saturday, Steve Myrter and Bob Thomas duelled it out in the 18A fleet, remaining close in points. In the end, Myrter and his crew Mark McGraff sailed an impressive series to take first. Equally impressive was the 16A team of Jeff Alter and Sue Brenny: with three firsts, a second and a third, they easily took the 16A fleet. Jack Linn took out a 14 for a change and won the 14A fleet. Rick Buchanan and Barbara Gwinn sat out the last race after three firsts and a second in 18B. Barry O'Brien, Jr. and Sheri Nisleit beat Fred Winney and Bill


Robertson by $\frac{1}{4}$ point to take the 18 Novice class. The winners of 16B fleet were Craig Hernandez and Glenn Miller with Kevin Reilly and Chris Callahan traveling from Northern California to win the 16C fleet. With 44 boats registered in the 16 Novice fleet, Gary Magill and Ray Perkins finished first. Charles Froeb won the 14B fleet with four firsts and a second while Dennis Woods from Bakersfield, California took the 14 Turbo Lights and Roger Neathery from Boulder Creek, California won the 14 Turbo Heavies.

it's the human element that adds the finishing touch. Mexican children scamper across the beach, laughing. Peddlars ask you a dozen times a day if you'd like to buy jewelry, baskets, wood carving or shell ornaments.

The reason this continues is the American tourists. The Hobie Catters. Us. We are a vital part of San Felipe's existence as we invade this village each year, boats in tow, do our thing and go home until next year. We enjoy San Felipe tremendously while we're there, and hopefully we give something back.

The Hobie Class Association asked Hobie sailors to bring canned goods and clothing to the people of San Felipe this year in appreciation of their assistance during the *chubasco* that blew 40 knots, scattering boats and sailors across San Felipe's bay last year. These items were given to the local church for distribution.

The response was terrific. An outstanding amount of both items was collected. The typical words at registration were, "Oh yeah, hey Tom, go get a can for the people of San Felipe. And get a couple of my Hobie t-shirts. No wait, I'll go with you and see what the girls might have, too."

The Midwinters West is more than a regatta, because San Felipe is more than a fishing village. It's a place where two worlds meet for a time, to share what they have in common: laughter, sunshine and a sense of caring. 

Many thanks to the El Cortez Hotel, Department of Tourism in Mexicali, Arlen Steiner and Ralph Suppes for their assistance and support throughout the Midwinters West.

Linda Leth races a Hobie 16 and is a frequent contributor to the Hotline.



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HOBIE HOT LINE, P.O. Box 1008, Oceanside, CA 92054

HOBIE RACING

MAY/JUNE 1983

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



Robert Brown

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

May 5-8	S.A.L.H.H.C.F.F.R.R. Lake Havasu City, Arizona	H.C.A. 619/758-9100
June 4-5	Atlantic Coast Championship Virginia Beach, Virginia	Robert Taylor 804/460-3716
June 11-12	Budweiser-Light Mideastern Championship Saylorville Lake, Iowa	Kim 515/277-8523
June 11-12	Gulf Coast Championship Mobile, Alabama	Jim Edwards 205/476-6190
June 19-25	Second Hobie 18 World Championship Hyeres, France	H.C.A. 619/758-9100
July 16-17	Northeastern Championship Hecksher, Long Island, New York	Charlie Carpenter 516/589-5814
July 29-August 1	Canadian Hobie National Championship Lake Winnipeg, Manitoba, Canada	Mike Starkey 204/257-1938
July 30-31	Northwest Championship Golden Gardens, Seattle, Washington	Dan Carpenter 206/827-8080
September 18-24	Absolut Hobie 18 National Championship Corpus Christi, Texas	H.C.A. 619/758-9100
October 2-8	Absolut Hobie 16 National Championship St. Petersburg Beach, Florida	H.C.A. 619/758-9100
October 10-13	Absolut Hobie 16 Women's National Championship St. Petersburg Beach, Florida	H.C.A. 619/758-9100
October 16-19	USYRU Champion Of Champions Regatta Dana Point, California	H.C.A. 619/758-9100
October 31-November 5	Absolut Hobie 14 National Championship Ventura, California	H.C.A. 619/758-9100

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Don Crider	Dana Point, CA	2	57.	Dean R. Stordahl	Los Angeles, CA	2
+2.				58.	Teri Baker	Jackson, MI	10
3.	Charlie High	Long Beach, CA	2	*59.	Gary Page	Springfield, MO	7
4.	Bill Tilger	San Diego, CA	2	*60.	Bard Dielman	Sandusky, OH	10
5.	Rick Raditch	Clearwater, FL	8	61.	John Cox	Denver, CO	5
*6.	Mike Rothwell	Kailua, HI	1	*62.	Brad Partridge	Clovis, CA	3
*7.	Dan Ketterman	Pasadena, CA	2	63.	Steve Long	Norman, OK	14
8.	Tom Delesandri	Houston, TX	6	64.	Bill Crowell	Austin, TX	6
9.	Maurice C. Caraway	Lake Charles, LA	6	*65.	Mark Schleckser	Shore Acres, NJ	11
10.	Kirk Kraft	Clear Lake, IA	7	66.	Mike Jamison	Scottsdale, AZ	2
11.	Robbie Brice	Orlando, FL	8	67.	Mary Tuckett	Salt Lake City, UT	5
12.	John Saunders	Decatur, GA	9	+68.			
*13.	Jess Lawless	Spokane, WA	4	+69.			
14.	Paul Ulibarri	Seattle, WA	4	70.	Bruce Record	Ocean Springs, MS	15
*15.	Ron Grimaud	Ventura, CA	2	*71.	Rod Miller	Key West, FL	8
+16.				*72.	Keith Fuller	Portland, OR	4
17.	Bob Baker	Citrus Heights, CA	3	*73.	Bill Miller	Northfield, NJ	11
18.	Mark Olin	Ypsilanti, MI	10	+74.			
+19.				75.	Steve Eichner	Tamuning, Guam	Inter.
20.	Jim English	San Jose, CA	3	*76.	James Edwards	Fairhope, AL	15
21.	Dennis Edge	Modesto, CA	3	77.	John Wright	Vail Lake, CA	2
22.	Mike Kristiansen	St. Albert, Alb., Canada	4	*78.	Al Atcheson	Lakewood, NY	16
23.	Mendy Whitehead	Dallas, TX	14	79.	Dick Wass	Pago Pago, American Samoa	Inter.
24.	Wally Myers	Ocean City, NJ	11	80.	Jim Deans	Daytona, FL	8
25.	Manny Reyes	Tulsa, OK	14	+81.			
26.	John T. Swenby	Indianapolis, IN	10	82.	T. Wapole	Guelph, Ont., Canada	10
*27.	Jan Wilson	Wichita, KS	14	83.	Bob Curtis	Rock Hill, SC	9
*28.	Bob Dugas	Natick, MA	12	84.	Kim Brittain	Des Moines, IA	7
29.	Ron Johnston	Merced, CA	3	85.	Skip Lewis	Columbus, OH	10
30.	Scott Williams	Riverside, CA	2	*86.	Scott Welliver	Elmira, NY	16
*31.	Bill Hayes	Brookfield, CT	12	87.	Steve Cary	San Rafael, CA	3
*32.	Robert N. Taylor	Virginia Beach, VA	9	*88.	Bill Pawlowski	Lake Havasu City, AZ	2
+33.				+89.			
34.	Scott Baker	North Palm Beach, FL	8	*90.	Tricia Starkey	Winnipeg, Man., Canada	7
*35.	Joe Guarino	Pensacola, FL	15	91.	Roland Cobb	Fort Worth, TX	14
*36.	Bob DePree	Miami, FL	8	92.	Mike O'Connell	Charlotte, NC	9
*37.	Bob LaCroix	Bellingham, WA	4	93.	Bill Groves	Lafayette, LA	15
+38.				+94.			
39.	John Walton	Bradenton, FL	8	95.	Frank Thomson	Bothell, WA	4
40.	Rick Hoffman	Richland, MI	10	+96.			
41.	Kenny Boudreaux	Richland, MI	15	97.	David R. Thaxton	Henderson, NC	9
42.	Rick Sheppard	Tampa, FL	8	98.	Frank Nowicki	Clear Lake, Man., Canada	7
43.	Jacque Myers	Tallahassee, FL	15	99.	Tom Nix	Corpus Christi, TX	6
44.	Rich Robbie	Ft. Lauderdale, FL	8	100.	Harry Worden	Salterpath, NC	9
45.	Dennis A. Dwyer	Cocoa, FL	8	101.	Richard Johnson	Wilmington, NC	9
*46.	Crofton Umbers	Auckland, New Zealand	Inter.	102.	Lou Wellogg	Brownsville, TX	6
47.	Bill Settle	Cincinnati, OH	10	103.	Ralph L. Pierce	Sioux Falls, SD	7
48.	Craig A. Moseley	Albuquerque, NM	5	+104.			
*49.	Pete Alexander	Clear Lake, NM	7	*105.	Craig Olson	Boise, ID	4
50.	Hoyle Curtis	Loveland, CO	5	106.	John Rawlins	Steamboat Springs, CO	5
*51.	Dick Arendsen	Las Vegas, NV	2	107.	Albert Aline	Papeete, Tahiti	Inter.
52.	Dan David	White Bear Lake, MN	7	*108.	Tom Jacobson	Muskegon, MI	10
*53.	Jim Miller	Isle of Palms, SC	9	109.	Klaus W. Donnerstag	Great Neck, NY	12
*54.	Cindy Freymeyer	Baltimore, MD	11	110.	Jim Frank	Victoria, TX	6
55.	Mike Ropelewski	Baton Rouge, LA	15	111.	Mike Walsh	Jacksonville, FL	8
56.	Bud Whitney	Weston, CT	12	+112.			

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*113.	Joe Thompson	Freeport, Bahama, Grand Bahamas	Inter.	*241.	Courtney Swindler	North Little Rock, AR	14
*114.				242.	Rick Sullivan	Saskatoon, Sask., Canada	4
*115.	Doug Grant	Wilmette, IL	10	243.	Jane Loquasto	Grand Island, NY	16
*116.	Paul Auger	Winter Haven, FL	8	*244.	Charles C. Power	Myrtle Beach, SC	9
*117.	Jake Taber	Grand Rapids, MI	10	*245.	Eric Edblom	Durango, CO	5
*118.	Dave Plum	Tyler, TX	14	246.	William Reader	Grand Rapids, MN	7
*119.	Gary Kresser	Angola, NY	16	247.	George Holthof	Rondeau Bay, Ont., Canada	10
*120.	Greg Kaeding	Panama City, FL	15	*248.	James Dey	Union Lake, MI	10
*121.				*249.	David Pollitt	Nashville, TN	15
*122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.	250.	John W. Sullivan	Sandy Hook, NJ	11
*123.	James E. Mancin	St. Louis, MO	10	251.	Tom Neiswonger	Lawton, OK	14
*124.	Tim Palmer	Bayport, NY	12	*252.	Noel Kilner	Lami, Fiji	Inter.
*125.	Eric K. Peterson	Lake Poinsett, SD	7	253.	Brian Dunlop	Dhahran, Saudi Arabia	7
*126.	Donald J. Bidwell	Chesterton, IN	8	*254.	Randy Rutger	Bemidji, MN	Inter.
*127.	Judy Soule	Vero Beach, FL	8	255.	Samuel Applegate	New Albany, IN	10
*128.	Elliot Mallach	San Antonio, TX	6	256.	Sam Loquasto	Grand Island, NY	16
*129.	William Fretz	Thunder Bay, N. Ont., Canada	7	257.	Gray Deans	Washington, NC	9
*130.	Glen Larson	Penticton, B.C., Canada	4	*258.			
*131.	Debbie Taylor	Oklahoma City, OK	14	259.	Nick Holt	Arroyo Grande, CA	3
*132.	Dave Strange	Kalimantan Timur, Indonesia	Inter.	*260.	Michael Schonbach	Jensen Beach, FL	8
*133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13	*261.			
*134.	Paul A. Nolte	Memphis, TN	15	*262.			
*135.	Roger B. Barnes, Jr.	Hewitt, NJ	12	*263.	Ron Rubadeau	Kelowna, B.C., Canada	4
*136.	Ron Mazzacane	Enfield, CT	12	*264.			
*137.	Tom Deming	Hopatcong, NJ	11	*265.			
*138.	Manfredo Topke	Guatemala, Guatemala	Inter.	*266.			
*139.				*267.	Gary Kirschenmann	Philadelphia, PA	11
*140.				268.	Cam Lawson	Lubbock, TX	14
*141.	Ron Woodcock	Columbia, SC	9	*269.			
*142.	Jim Bowlds	Louisville, KY	10	*270.			
*143.	Ron Marciak	Seaford, NY	12	*271.			
*144.	Jim Henning	East Lansing, MI	10	*272.	Mark Parmenter	Rock Creek, IA	7
*145.	Dana Parker	Pt. Smith, AR	14	273.	Tom Burrows	Florissant, MO	Inter.
*146.	Cynthia Dickerson	Wichita Falls, TX	14	*274.	Randy Limjoco	Manila, Philippines	Inter.
*147.				*275.			
*148.	John Owen	Bangkok, Thailand	Inter.	276.	Brian Oakes	Roseville, MI	10
*149.	Steve Tyler	Parkville, KS	7	277.	Mark Kernion	Birmingham, AL	15
*150.	Helen Parnham	Orillia, Ont., Canada	16	*278.	Lionel Conacher	Cambridge, Ont., Canada	10
*151.	Art Clark	Decatur, IL	10	*279.	Larry Van Tuyl	Ann Arbor, MI	10
*152.	Jerry Latvala	St. Simons Island, GA	8	*280.	Joe Hanson	Stockton, CA	3
*153.	Nancy Caffee	Gainesville, FL	8	*281.	Johnathan M. DeBooy	Santa Rosa, CA	10
*154.				*282.	Scott Brubaker	Birmingham, MI	10
*155.	Gerald D. Knierum	Brooklyn, MI	10	283.	John T. Frey	Springfield, OH	10
*156.	Cheryl Rooney	Casper, WY	5	*284.	Verdin C. Stuckey	West Liberty, OH	Inter.
*157.	John Sturmark	Ocala, FL	8	*285.	G. J. deVries	Curacao, Netherlands, Antilles	Inter.
*158.	Dan Mandil	Springfield, IL	10	*286.	Gordon Lawson	Gondola Point, N.B., Canada	12
*159.				*287.	John R. Medler	Saginaw, MI	10
*160.	Dave Fricke	Grand Junction, CO	5	288.	Dennis Henderson	Marquette, MI	7
*161.	Roy Underwood	Bryan, TX	6	289.	Louis Verhagen	Santo Domingo, Dominican Repub.	Inter.
*162.	Stan Jarosz	Waco, TX	14	290.	John F. Kain	Union Hall, VA	9
*163.				291.	John Murray	Yankton, SD	7
*164.	Rick Harper	Seneca, SC	9	*292.	Al Balazovic	Traverse City, MI	10
*165.	Ollie Fredrick	Mahtomedi, MN	7	*293.	Dave Chick	Bathurst, N.B., Canada	12
*166.	Steve Drake	Oceanside, CA	2	294.	Joe Short	Savannah, GA	9
*167.	Dennis Woods	Bakersfield, CA	7	*295.	Gary Johnson	Rochester, NY	16
*168.	Gerald Jenkins	Rapid City, MI	10	*296.			
*169.	Robbie Daniel	Cape Coral, FL	8	297.	Dick Wichman	Emporia, KS	7
*170.				*298.	Charles Smith	Ottawa, Ont., Canada	16
*171.	John Krystan	Ann Arbor, MI	10	*299.	Bill Cabel	Fredericton, N.B., Canada	12
*172.	Brian Price	Gananoque, Ont., Canada	16	300.	Joe Porfeli	Westerville, OH	10
*173.	Avis Cooper	Naples, FL	8	301.	Donald Aubin	Munich, Germany	Europe
*174.				302.	Sandro Michelangeli	Bracciano, Italy	Europe
*175.	Steve Dixon	Albemarle, NC	9	303.	Alain Saurat	St. Malo, France	Europe
*176.	Bill Creadon	Mohnton, PA	11	304.	Ruud Visser	Zandvoort, Holland	Europe
*177.	George Cantu	Hitchcock, TX	6	305.	Bram Lussenburg	Hoek v., Holland	Europe
*178.	Lynn Stone	Fort Walton Beach, FL	15	306.	Chris Minee	Katwijk, Holland	Europe
*179.	William Addington	Hong Kong	Inter.	307.	Jan Van Spellen	Schreveningen, Holland	Europe
*180.	Bill Wooding	Woodland Hills, CA	2	308.	Jan Wijker	Egmond, Holland	Europe
*181.				309.	Guy Pasquier	Toulon, France	Europe
*182.	Robert L. Mock	Kingshill, St. Croix, USVI	13	310.	Sigurd Maxwell	Geneva, Switzerland	Europe
*183.	Jeff Rudd	Toronto, Ont., Canada	16	311.	M. Harrin	Nantes, France	Europe
*184.	Richard E. Wilcox	Milton, VT	12	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
*185.	Marjorie Innes	London, Ont., Canada	12	313.	Marc Gautier	Le Havre, France	Europe
*186.	Walter Kruger, Jr.	Rowayton, CT	12	314.			
*187.	Denis Renaud	Montreal, Quebec, Canada	12	315.	Helmut Jakobowitz	Vienna, Austria	Europe
*188.	Dutch LeCompte	Tampa, FL	8	316.	Martin Schuitema	Wassenaar, Holland	Europe
*189.	Bill Sakovich	CHRB, Saipan, C.M., Guam	Inter.	317.	Dieter Braun	Hamburg, Germany	Europe
*190.	Warren Kaplan	Linwood, NJ	11	318.	Michael Rust	Bremen, Germany	Europe
*191.	Pete Richardson	Greensboro, NC	9	319.	Heiner Knopp	Krefeld, Germany	Europe
*192.	Roger Hensler	Omaha, NE	7	320.	Claude LeRoux	Metz, France	Europe
*193.	Larry Simpson	Eugene, OR	3	321.	Guy Delmas	Lacanau, France	Europe
*194.	E. D. Heffernan	Vallejo, CA	4	322.	Helmar Haubi	Zurich, Switzerland	Europe
*195.	Charles Brown	Richland, WA	4	323.	Colin White	Plymouth, England	Europe
*196.	C. J. "Kit" Meyer III	Rockville, MD	11	324.	Joseph Perrissaguet	Ban Saint Martin, France	Europe
*197.	Jane Tierney	Rockport, MA	12	325.	Rinus Van de Haak	Noordwijk, Holland	Europe
*198.	John Jensen	Rapid City, SD	7	326.	Osten Nilsson	Hollviken, Sweden	Europe
*199.	John W. Grosskopf III	Carbondale, IL	9	327.	Jurgen Klein	Mannheim, Germany	Europe
*200.	Barry W. Barnes	Norfolk, VA	10	328.	Pierre Molia	Biarritz, France	Europe
*201.				329.	Walter Steiner	St. Gallen, Switzerland	Europe
*202.	Paul Johnson	Escanaba, MI	7	330.	Erik Nienstaedt	Copenhagen, Denmark	Europe
*203.	Randy Duncan	Reno, NV	7	331.	Milano Soresina	Milano, Italy	Europe
*204.	Terry Demaline	Brewerton, NY	16	332.	Bino Bani	Pisa, Italy	Europe
*205.	Susan Farris	Clearlake, CA	3	333.	Fred Paasch	Aisen, Denmark	Europe
*206.				334.	Peter Jannack	Hamburg, Germany	Europe
*207.				335.	Friedrich Schiebel	Vienna, Austria	Europe
*208.	Drake Barber	Fairfield, CT	12	336.	Erich Minarik	Graz, Austria	Europe
*209.	Kevin D. Apple	Amesbury, MA (located in NH also)	12	337.	Rene Bos	Zandvoort Nord, Holland	Europe
*210.	Rick Toncray	Olivet, MI	10	338.	Serge LeCouteur	Cap d'Agde, France	Europe
*211.				339.	Jerome Niedergang	Montpellier, France	Europe
*212.	Ken Middleton	Olympia, WA	4	340.	M. Chincholle	La Rochelle, France	Europe
*213.	John Nonenmacher	Lake Wallenpaupack, PA	11	341.	Werner Wittwer	Morges, Switzerland	Europe
*214.	Pat Lloyd	Vancouver, B.C., Canada	4	342.	Don Findlay	Stafford, England	Europe
*215.	Tom Newport	Cedar Rapids, IA	4	343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
*216.	Richard D. Strait	Marion, IN	10	344.	Denis Auckenthaler	Cannes, France	Europe
*217.	Bill Robertson	Chattanooga, TN	9	345.	Mario Businco	Cagliari, Sardinia	Europe
*218.	Louis Nosko	Lakewood, OH	10	346.	Manolis Pallas	Rhodos, Greece	Europe
*219.	Billy Joe Crider	Marion, KY	10	347.	Xavier Kieffer	Ajaccio, Corsica	Europe
*220.	Ken Cartwright	Janesville, WI	7	348.	Donald Aubin	Munich, Germany	Europe
*221.	Ed Bush	Richmond, VA	9	349.	Klaus Wegner	Cologne, Germany	Europe
*222.	Jesse Guerrero	Pacific Grove, CA	7	350.	Rainer Kellermann	Baldeneysee, Germany	Europe
*223.	Thomas S. Zalewski	Wausau, WI	16	351.	Karl-Fried. Hesemann	Goolmeier, Germany	Europe
*224.	Jack McAllister	Penn Yan, NY	16	352.	Michael Schwindt	Wiesensee, Germany	Europe
*225.	Scott Rankin	Mattoon, IL	4	353.	Dirk Jan Kann	Goolmeier, Holland	Europe
*226.	Dave Matyas	Anchorage, AK	4	354.	Georges Daniele	Wasselle, France	Europe
*227.	James D. M. Russell	Pierre, SD	16	355.	Robert Rives	Toulouse, France	Europe
*228.	Joe McKeag	Erie, PA	7	356.	Wolfgang Listl	Nurnberg, Germany	Europe
*229.	Michael Stockhauser	Remsen, NY	16	357.	Christophe Maguin	Dunkerque, France	Europe
*230.				358.	Maurizio Juris	Venice, Italy	Europe
*231.	Rich McNeill	S. Windham, ME	6	359.	Domenico De Toro	Rome, Italy	Europe
*232.	Dennis McNally	Beaumont, TX	Inter.	400.	Glen R. Blohm	Toledo, OH	10
*233.				401.	Mark & Lynn Nash	Shreveport, LA	6
*234.	Cheryl Stone	Millville, NJ	11	*402.	Keith Jordan	Lagos, Nigeria	Inter.
*235.	Tom Josey	Jackson, MS	15	403.	Jim Trask	Lynn, MA	12
*236.				*404.	Mike Curydlo	Angola, NY	16
*237.	Rob Miller	Sarnia, Ont., CN	10	*405.	Ian Mackay	Boroko, Papua, New Guinea	Inter.
*238.	Ron Heiss	Mayfield, NY	10	*406.			
*239.	Tony Ahern	Akron, OH	10	407.	Mark Mayo	Humble, TX	6
*240.	Rick Grehohl	Bolder Creek, CA	3				

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*408.	Karen Bath	Littlestown, PA	11	452.	Buck Fleming	Barnegot Bay, NJ	11
*409.	Daron Mackey	Racine, WI	7	*453.	Paul Pocock	Quesnal, B.C., Canada	4
*410.				*454.	Mark Tryggstad	Amerly, WI	7
*411.	R. J. Wilkinson	Dubai, United Arab Emirates	Inter.	*455.			
*412.	G. S. Walker	Jeddah, Saudi Arabia	Inter.	456.	Glenn R. Reber	Norristown, PA	11
413.	Wayne Fischer	Green Bay, WI	7	457.	Vaughn Costa	Brownwood, TX	14
414.	Bill Petraitis	Conneaut Lake, PA	11	458.	Carlos Bueno	Murcia, Spain	Inter.
*415.	Jahn Koedt	Tali Beach, Philippines	Inter.	459.	Salvador Barrachina	Castellon, Spain	Inter.
*416.	Richard W. Davis	Hatfield, PA	11	460.	Carlos Hernandez	Sevilla, Spain	Inter.
*417.	Bill Gill	Amherst, N.S., Canada	12	461.	Joao Dias-Machado	Portugal	Inter.
*418.				*462.	John F. Konefal	Rock Hill, NY	12
419.	Bob Slusser	Peoria, IL	10	*463.	Fred Jodts	Titusville, FL	8
*420.				*464.	Pat Benson	Duck Lake, MN	7
421.	Ray Espinosa	Calafell, Spain	Inter.	465.	C. Everett Thompson	Elizabeth City, NC	9
422.	Antoni Catala	Tarragona Sur, Spain	Inter.	*466.	Bob Saterfield	Pymatuning, PA	11
423.	Joan Nuviola	Barcelona, Spain	Inter.	*467.	Michael Kirmaier	Milford, CT	12
424.	Joan Romeu	Costa Brava, Spain	Inter.	468.	Boyd Bass	McAlester, OK	14
425.	Felipe Bellini	Mallorca, Spain	Inter.	*469.	Poncho Limon	San Felipe, Mexico	Inter.
426.	Ramon Pino	Vallencia, Spain	Inter.	*470.	R. C. Draeger	Whitefish, MT	4
427.	Mateo Campillo	Alicante, Spain	Inter.	*471.	Clarus C. Nimb	Christchurch, New Zealand	Inter.
428.	Pedro Garcia	Sanluar de Barrameda, Spain	Inter.	472.	Scott McClain	Madison, WI	7
429.	Antonio Munoz	Sotogrande, Spain	Inter.	*473.	George Brososke	Niantic, CT	12
430.	Antonio Oriol	Cadiz, Spain	Inter.	474.	Dr. Charles Bendixen	Spirit Lake, IA	7
431.	Jose Ignacio Asensi	Pantanos Madrid, Spain	Inter.	475.	Scott Russell	Storm Lake, IA	7
*432.	Ed Parma	Ponca City, OK	14	*476.	Jim Murray	Leesburg, IN	10
*433.				*477.	Neal D. Houx	Tahoe City, CA	3
434.	Don Campbell	Lake Arrowhead, CA	2	*478.	Debbie Blackburn	Walker, MN	7
*435.	Jay D. Jones	Amarillo, TX	14	*479.	Mark Tracy	Kahului, Maui, HI	1
*436.	Richard Baldassi	Mammoth Lakes, CA	2	480.	Gary Doty	Cordova, IL	7
437.	Jackson Land	Asheville, NC	9	481.	Chuck Druckenmiller	New Lisbon, WI	7
*438.	John Guye	Manama, Bahrain	Inter.	482.	James T. Walrath	Puget Sound, WA	4
*439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12	483.	Fernando Tapia	Alicante, Spain	Inter.
440.	Jim Majka	Hampton, VA	9	484.	Bruce T. Johnston	Montgomery, AL	15
*441.	Chris W. Walker	Burlington, Ont., Canada	13	485.	Jane Brown	Elkhart, IN	10
442.	Tomas Irlawsky	Mayaguez, Puerto Rico	16	486.	Scott Carter	Elkhart, IN	10
443.	Doug Ackroyd	Town Bank, NJ	11	487.	R. DeJong	Seria, Brunei	Inter.
444.	John David Morris	Spicer, MN	7	*488.	Richard L. Rymer	Pewaukee Lake, WI	7
*445.	Pat Stokes	Madison, OH	10	*489.	Randy Reimann	Two Rivers & Manitowoc, WI	7
446.	Roger Kelly	Calgary, Alb., Canada	4	*490.	Ubaldo Tacconelli	Edo. Nueva Esparta, Venezuela	Inter.
447.	Don Gockenbach	Fox Lake, IL	10	*491.	Will Pulsford	Trinidad, West Indies	Inter.
448.	Joe Boulay	Pawtucket, RI	12	*492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.
449.	Mark Tong	Pineellas Park, FL	8	*493.	Mike Rea	Muscat, Gulf of Oman	Inter.
*450.	Sara A. Shoman	Whitmore Lake, MI	10	*494.	John W. Ingham	Doha, Qatar, Arabian Gulf	Inter.
*451.	Vince Wachter	Klamath Falls, OR	4				

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 1

May 1	2nd Annual Portlock Regatta	Al Ching
	Hawaii Kai, HI Fleet #6	808/941-8700
May 7	Pearl Harbor Invitational	Al Ching
	Pearl Harbor, HI Fleet #6	808/941-8700
May 14	Maritime Day Regatta	Al Ching
	Waikiki, HI Fleet #6	808/941-8700
May 15	Don Ho Tune Up Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
May 28 - 30	13th Annual Don Ho Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
June 5	Mid Summer Invitational	Al Ching
	Kaneohe Bay, HI Fleet #6	808/941-8700
June 12	Hawaii HCA SSP Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
June 25 - 26	Proome's Sailing Company Campout	Al Ching
	Waimanalo, HI Fleet #6	808/941-8700
July 4	Kaneohe Class Invitational	Al Ching
	Kaneohe Bay, HI Fleet #6	808/941-8700
July 10	Hawaii HCA SSP Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
July 24	Commodore's Regatta	Al Ching
	Kailua, HI Fleet #6	808/941-8700
August 6 - 7	State Championships, 16's & 14 Turbos	Al Ching
	Kaneohe Bay, HI Fleet #6	808/941-8700
August 13 - 14	State Championships, 18's & 14's	Al Ching
	Kaneohe Bay, HI Fleet #6	808/941-8700
August 20 - 21	Masagi Tamara 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 Grudge Match	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

*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
	Cabrillo Beach, San Pedro, CA Fleet #3	213/865-1812
May 27 - 30	Mammoth Hobie Sail/Ski	Sales Dept. H.C.
	Mammoth Lakes, CA	619/758-9100
*June 4 - 5	Lake Perris Regatta	Hobie Riverside
	Lake Perris, CA Fleet #30	714/656-4793
*June 11 - 12	Long Beach Hobie Grand Prix	Windy Sails-Brad
	Long Beach, CA Fleet #7	213/357-8775
June 18 - 19	Ex-Commodores Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*June 18 - 19	San Diego Classic	Orval Luckey
	San Diego, CA Fleet #4	619/574-5331 (bus)
*June 24 - 25	Big Bear Regatta	Larry Cooke
	Big Bear Lake, CA	714/866-7717
June 25 - 26	Commodores Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
July 2 - 3	Independence Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317

*July 9 - 10	Del Rey Regatta at the 'Gulch'	Chuck or Marilyn
	Cabrillo Beach, San Pedro, CA Fleet #57	213/919-4682
July 9 - 10	Independence Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*July 16 - 17	Wofford Heights Points Regatta	Dennis Woods
	Lake Isabella, CA Fleet #167	805/589-4920
July 16 - 17	3rd Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*July 23 - 24	Todos Santos Regatta	Ron Poulos
	Camp La Jolla, Mexico Fleet #4	619/942-5263
July 23 - 24	3rd Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
July 30 - 31	4th Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*August 6 - 7	Hobie 16 Divisionals	Charlie High
	Homan Beach, CA Fleet #3	213/865-1812
August 6 - 7	4th Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*August 13 - 14	Hobie 14 Divisionals	Chuck or Marilyn
	Cabrillo Beach, CA Fleet #57	213/919-4682
August 13 - 14	5th Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
*August 20 - 21	Lowenbrau Hobie 18 Divisionals	Hobie Oceanside
	Oceanside, CA Fleet #166	619/433-4020
August 20 - 21	5th Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
August 27 - 28	End of Season Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
September 3 - 4	End of Season Series	Don Campbell
	Lake Arrowhead, CA Fleet #434	714/337-9317
September 17 - 18	3rd Annual Mile High Invitational	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 Picnic	Jami Olson
	Doheney Beach, Dana Point, CA	213/597-0546
October 8 - 9	16th Annual Ancient Mariner	Dave Kofahl
	Neport 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

May 5 - 8	S.A.L.H.H.C.F.F.R.R.	H.C.A.
	Lake Havasu City, AZ	619/758-9100
May 7 - 8	Fleet #203 Series #2	Randy Duncan
	Washoe, NV Fleet #203	702/849-0286
*May 7 - 8	Wet & Wild Regatta	Sheldon Spencer
	Woodward Reservoir, CA Fleet #21	209/524-2644
*May 14 - 15	Shark Feed Regatta	John Schulthess
	Bodega Bay, CA Fleet #281	707/544-5636
May 21	Transdelta Coors Cup	Jim
	Stockton, CA Fleet #280	209/477-2156
May 27 - 30	Mammoth Hobie Sail/Ski	Sales Dept. H.C.
	Mammoth Lakes, CA	619/758-9100
*May 28 - 29	Silver State Invitational	Information
	Washoe Lake, CA Fleet #203	702/322-4853
*June 4 - 5	Michelob Otter Regatta	Jesse Guerrero
	Monterey, CA Fleet #222	408/394-5280
June 18	Rio-nicia on the Rocks Regatta	Ed Heffernan
	Vista, CA Fleet #194	707/557-0606
June 18 - 19	Fleet #203 Series #3 & 4	Randy Duncan
	Donner Lake, NV Fleet #203	702/849-0286
*June 25 - 26	Playland in the Sky Regatta	Neal Houx
	Lake Tahoe, CA Fleet #477	916/583-9283
July 2 - 3	Lake Lopez Regatta	Windy Sails
	Lake Lopez, CA Fleet #259	805/481-5881

REGATTA SCHEDULE

*July 9 - 10	'Round Treasure Island Regatta	Steve Cary
July 16 - 17	Crown Beach, Alameda, CA Fleet #87	415/447-5007
	Fleet #203 Series #5	Randy Duncan
	Eagle Lake, NV Fleet #203	702/849-0286
*July 23 - 24	Roaring Twenties Regatta	Ed Reese
	Coyote Point, CA Fleet #20	408/730-9543
August 6 - 7	Division 3 Women's 16 Championships	Mike Montague
	place to be determined	707/526-2742
August 6 - 7	Fleet #203 Series #6 & 7	Randy Duncan
	Topez Lake, NV Fleet #203	702/849-0286
*August 13 - 14	Mile High Regatta	Bob Kinnear
	Huntington Lake, CA Fleet #62	209/435-9314
*August 20 - 21	Hobie 16 & 18 Division Championships	Mike Montague
	San Francisco Bay, CA	707/545-1195
*August 27 - 28	Hobie 14 Division 3 Championships	Mike Montague
	San Francisco Bay, CA	707/545-1195
September 10 - 11	Trophy Regatta	Randy Duncan
	Donner Lake, NV Fleet #203	702/849-0286
*September 17 - 18	Bram's "Bear" Able Regatta ('84 points)	Ed Heffernan
	Brannan Island, CA Fleet #194	707/551-0606
September 24	Indian Summer Regatta	Mike Corbett
	Santa Cruz, CA Fleet #240	408/429-9638
*November 12 - 13	Casa Maria's Turkey Regatta ('84 points)	Jesse Guerrero
	Monterey Bay, CA Fleet #222	408/394-5280

DIVISION 4

*May 7 - 8	Victoria Regatta	Jim Vosburg
	Victoria, B.C., Canada Fleet #261	604/652-4207
*May 14 - 15	Port 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 4 - 5	Seaweed & Wine Regatta	Keith Fuller
	Devil's Lake, OR Fleet #72	503/244-2836
*June 5 - 6	Labatt's 5th Annual Hobie Regatta	Pat Lloyd
	Jericho Beach, B.C., CN Fleet #214	604/685-1787
*June 18 - 19	Penn Ridge Shores Regatta	Paul Butler
	Eugene, OR Fleet #193	503/935-3772
June 18 - 19	Everett Open Hobie Regatta	Bob Enos
	Everett, WA Fleet #482	206/659-5035
June 26	Rooster Rock	Keith Fuller
	Columbia River, OR Fleet #72	503/244-2836
June 24	Sea & Prix	Keith Fuller
	Portland, OR Fleet #72	503/244-2836
July 1 - 3	Regional Hobie Championships	Rick Sullivan
	Reberry Lake, Sask., Canada Fleet #242	sent no number
*July 2 - 3	Kelowna Regatta	Ron Kunaeeau
	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	Bohemia Days Regatta	Gary Hamilton
	Dorena Reservoir, OR Fleet #193	503/895-4094
*July 30 - 31	North West Championships	Dan Carpenter
	Golden Gardens, Seattle, WA Fleet #14	206/827-8080
July 30 - Aug. 1	Provincial Hobie Championships	Rick Sullivan
	Jackfish Lake, Sask., Canada Fleet 242	sent no number
*August 6 - 7	Mount St. Helens Blowout	Keith Fuller
	Yale Lake, WA Fleet #72	503/244-2836
*August 13 - 14	Division 4 Championships	Doug Reed
	Lake Quinalt, WA	206/288-2867
August 28	N.W. Women's Championships	Lenny Severs
	Yale Lake, WA Fleet #72	503/289-9011
*September 17 - 18	Elmo Classic (1984 Points)	Jinny Dracser
	Whitefish, MT Fleet #470	406/892-2459
*September 17 - 18	Plain Label 50+ Hobie Race	Keith Fuller
	Vancouver Marine Park, OR Fleet #72	503/244-2836
September 2 - 4	7th Annual Crescent Lake Regatta	Bill Hartman
	Crescent Lake, OR Fleet #193	503/895-4094
September 10 - 11	Air Time Regatta	Keith Fuller
	site to be announced Fleet #72	503/244-2836

DIVISION 5

May 8	Cochiti Novice Race #1	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749
May 14 - 15	Pt. Sumner Lake Regatta	Craig Moseley
	Pt. Sumner Lake, NM Fleet #48	505/281-1749
May 22	Cochiti Novice Race #2	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749
*May 28 - 30	5th Annual Jay Benson Memorial Regatta	Craig Moseley
	Lake Heron, NM Fleet #48	505/281-1749
June 5	Cochiti Novice Race #3	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749
*June 11 - 12	Deer Creek Regatta	Mary Tuckett
	Deer Creek, UT Fleet #67	801/254-4303
June 18	Craig Hospital Fun Day	Bob Meyer
	Denver, CO Fleet #61	303/690-6927
June 18 - 19	Heron Lake Regatta	Craig Moseley
	Heron Lake, NM Fleet #48	505/281-1749
*June 25 - 26	Boyd Lake Classic	Hoyle Curtis
	Boyd Lake, CO Fleet #50	303/223-5514
July 2 - 4	Bun Burner Fun Weekend	Cory Shedd
	Lake McConaughy, NE Fleet #61	303/733-2825
July 2 - 4	Heron Lake Regatta	Craig Moseley
	Heron Lake, NM Fleet #48	505/281-1749
*July 9 - 10	Glendo Regatta (14' Divisionals)	Cheryl Rooney
	Glendo, WY Fleet #156	307/234-9819
July 16 - 17	Abiquiu Lake Regatta & Campout	Craig Moseley
	Abiquiu Lake, NM Fleet #48	505/281-1749
July 16 - 17	USYRU CLINIC	John Rawlings
	Steamboat Lake, CO Fleet #106	303/879-4088
*July 23 - 24	Rocky Mountain Marine Regatta	Dennis Cox
	Dillon, CO	303/399-2824
*August 6 - 7	Granby Regatta	Bruce Baker
	Granby, CO Fleet #61	303/696-8618
August 13 - 14	Heron or Abiquiu Regatta	Craig Moseley
	Heron or Abiquiu Lake, NM Fleet #48	505/281-1749
*August 20 - 21	Division #5 Championships (14' Pts Race)	Mary Tuckett
	Bear Lake, UT Fleet #67	801/254-4303
September 2 - 4	Heron Lake Regatta	Craig Moseley
	Heron Lake, NM Fleet #48	505/281-1749
September 3 - 5	Governors Cup	Marty Gorce
	Lake McConaughy, NE Fleet #61	303/447-8720
September 11	Cochiti Novice Race #4	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749
September 17 - 18	Last Gasp Regatta	John Cox
	Boyd, Lake, CO Fleet #61 & #50	303/457-8226

September 17 - 18	Conchas Regatta	Craig Moseley
	Conchas, NM Fleet #48	505/281-1749
September 25	Cochiti Novice Race #5	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749

DIVISION 6

*May 7 - 8	Ghost Fleet Regatta	Jim Frank
	Indianola, TX Fleet #110	512/575-8056
May 9	Hull Flyer Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*May 21 - 22	Longneck Regatta	Diane Parrish
	Canyon Lake, TX Fleet #128	512/680-1261
May 23	Boca Chico Cook-out	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*May 28 - 30	Mid-Americas	Jer Giles
	Lake Texoma, TX Fleet #23	214/227-5714
June 6	Backseat Driver's Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*June 11 - 12	Windjammer Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
June 20	Fathers' Day Ladies Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*June 25 - 26	Wayward Winds	Tom Delesandri
	Galveston, TX Fleet #8	713/388-1702
July 4	Fire Work Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*July 9 - 10	Sand Dune Regatta	Tom Nix
	Port Aransas, TX Fleet #99	512/851-1728
July 18	South Padre Island Shootout	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
August 1	Doldrums Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
*August 6 - 7	Division 6 Championships	Tom Nix
	Corpus Christi, TX Fleet #99	512/851-1728
August 14 - 15	Falcon Lake Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
August 19	Bumper Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
September 5	Pitch-pole Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629

DIVISION 7

May 15	McBride Regatta	Gary Doty
	McBride Lake, IA Fleet #480	319/332-9372
May 21	Memorial Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Fleet #59	417/833-1098
*May 21 - 22	Grapes of Rathbun #2 Regatta	Tom Newmont
	Lake Rathbun, IA Fleet #215	319/323-0440
*May 28 - 30	Mid-Americas	Jer Giles
	Lake Texoma, TX Fleet #23	214/227-5714
May 30	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
*June 4 - 5	Ozark Mountain Cat Encounter	Carl Votaw
	Crab Tree Cove, MO Fleet #59	417/865-4230
*June 4 - 5	The Fantasy Island Regatta	Dan David
	Bald Eagle Lake, MN Fleet #52	612/429-8804
*June 11 - 12	Budweiser Light MID-EASTERN	Kim
	Saylorville Lake, IA Fleet #84	515/277-8523
June 12	McBride Regatta	Gary Doty
	McBride Lake, IA Fleet #480	319/332-9372
June 12	"Ted ain't Dead" Memorial Regatta	Bill Colson
	Angostura, SD Fleet #198	605/341-6639
June 13	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
June 18 - 19	1st Hobie Regatta	C. Druckenmiller
	Castle Rock Lake, WI Fleet #481	408/372-3659
June 20	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
June 25	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
*June 25 - 26	Division 7 Points Regatta	John Donohue
	Yankton, SD Fleet #103	605/339-1358
*June 25 - 26	Madcatters Regatta	Larry Cyr
	Bemidji, MN Fleet #254	218/751-9747
June 25 - 26	Saylorville Regatta	Gary Doty
	Saylorville Lake, IA Fleet #480	319/332-9372
July 2 - 4	Fun Races	Bill Colson
	Angostura, SD Fleet #198	605/341-6639
July 3	Independence Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Fleet #59	417/833-1098
July 4	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
*July 9 - 10	Branched Oak Regatta	Fast Cat
	Branched Oak Lake, NE Fleet #192	402/895-6056
*July 9 - 10	5th Annual Gladstone Gold Cup	Bob Peterson
	Gladstone, MI Fleet #202	906/786-1717
July 10	Mississippi River Regatta	Gary Doty
	Mississippi River, IA Fleet #480	319/332-9372
July 11	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
July 16 - 17	Fleet Outing and Races	Bill Colson
	Keyhole, WY Fleet #198	605/341-6639
*July 16 - 17	1983 Points Regatta	Steve Tyler
	Lake Perry, KS Fleet #149	618/228-4099
*July 16 - 17	The Spicer Green Lake Races	John Morris
	Spicer Green Lake, MN Fleet #444	612/938-6688
July 18	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
July 24	Mississippi River Regatta	Gary Doty
	Mississippi River, IA Fleet #480	319/332-9372
July 25	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
*July 29 - Aug. 1	Canadian National Championships	Mike Starkey
	Lake Winnipeg, Man., Canada (Div 7 pts)	204/257-1938
August 8	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
*August 13 - 14	Division 7 Championships	Kirk Kraft
	Clear Lake, IA	515/829-3273
August 13	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
August 20 - 21	Lake Rathbun Regatta	Gary Doty
	Lake Rathbun, IA Fleet #480	319/332-9372
August 22	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436
August 27 - 28	Labor Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Fleet #59	417/833-1098
August 29	Fleet Fun Races	Scott Russell
	Storm Lake, IA Fleet #475	712/662-4436

REGATTA SCHEDULE

*September 3 - 4 3rd Annual Black Hills Labor Day Race Bill Colson
Hot Springs, SD Fleet #198 605/341-6639
September 11 Mississippi River Regatta Gary Doty
Mississippi River, IA Fleet #480 319/332-9372

DIVISION 8

*May 14 - 15 3rd Annual Devil's Triangle Regatta Ula Sullivan
Ft. Pierce, FL Fleet #127 305/465-2353
*May 28 - 29 Michelob - Division 8 Championships Don Schiller
Cape Canaveral, 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
*June 25 - 26 Florida World Hobie Open Paula Raditch
St. Petersburg, FL Fleet #5 813/392-1804
*July 16 - 17 3rd Annual Colony Beach Classic Rick Hohenhausen
Bradenton, FL Fleet #39 813/778-2445
July 30 - 31 Division 8 Women's Hobie 16 Champions. Paula Raditch
St. Petersburg, FL Fleet #5 813/392-1804
*August 27 - 28 1983 Michelob Summer Sizzler Jimmy Deans
Daytona Beach, FL Fleet #80 904/253-8592
September 17 - 18 King & Prince Hobie Classic Jerry Latvala
St. Simons Island, GA Fleet #152 912/638-5960

DIVISION 9

*April 30 - May 1 Choo-Choo Classic Regatta Fleet #217 Bill Robertson
Lake Chickamauga, Chattanooga, TN 615/757-3070
*May 7 - 8 3rd Annual Lake Wylie Regatta Bob Curtis
Lake Wylie, Rock Hill, SC Fleet #83 704/825-5735
*May 14 - 15 Spring Fever Regatta John Kain
Kerr Lake, VA Fleet #290 703/989-4639
May 15 Spring Series Race #1 John Saunders
Atlanta, GA Fleet #12 404/923-5455
*May 21 Fleet Race Barry Barnes
Norfolk, VA Fleet #200 804/771-2924
*May 21-22 North Carolina State Championships David Thaxton
Morehead City, NC Fleet #97 919/489-0267
*May 28 - 29 6th Annual Pamlico Regatta Gray Deans
Washington, NC Fleet #257 919/946-8956
May 29 Spring Series Race #2 John Saunders
Atlanta, GA Fleet #12 404/923-5455
*June 4 - 5 1983 Atlantic Coast Championships Robert Taylor
Virginia Beach, VA Fleet #32 804/460-3716
*June 11 - 12 6th Annual Sandlapper Regatta Hayes Patterson
Isle of Palms, SC Fleet #53 803/556-7430
June 18 Spring Series Race #3 John Saunders
June 18 Atlanta, GA Fleet #12 404/923-5455
Fleet Race Barry Barnes
Norfolk, VA Fleet #200 804/771-2924
*June 18 - 19 5th Virginia State Championships Ron Magee
Gwynn's Island, VA Fleet #221 804/794-8736
*June 24 - 26 Savannah Points Regatta Joe Short
Tybee Island, GA Fleet #294 912/944-6030
July 2 Fleet Race Barry Barnes
Norfolk, VA Fleet #200 804/771-2924
*July 9 - 10 Emerald Isle Ocean Regatta Pete Richardson
Emerald Isle, NC Fleet #191 919/275-2918
*July 16 - 17 1983 Division Nine Championships Ship's Store
Wrightsville Beach, NC Fleet #101 919/256-4445
*July 30 - 31 Plenty of Thrills but No Frills Regatta David Thaxton
Henderson Point, NC Fleet #97 919/489-0267
*August 6 - 7 Anheuser-Busch Backwoods Regatta Steve Dixon
Badin Lake, NC Fleet #175 919/439-5223
*August 20 - 21 Myrtle Beach Regatta (tentative) Bob Curtis
Myrtle Beach, SC Fleet #83 & #141 704/825-5735
August 27 Fleet Race Barry Barnes
Norfolk, VA Fleet #200 804/771-2924
September 17 Fleet Open Race Barry Barnes
Norfolk, VA Fleet #200 804/771-2924

DIVISION 10

*April 30 - May 1 Cowan Lake May Day Regatta Bill Settle, Jr.
Cowan Lake, OH Fleet #47 513/961-0395 (bus)
May 1 Cass Lake Regatta Michael Garrett
Keego Harbor, MI Fleet #18 313/482-5851
May 14 Fleet Race John Brink
Kalamazoo, MI Fleet #117 616/381-4227
*May 14 - 15 Stroh's Icebreaker Regatta Stoney Green
Clark Lake, MI Fleet #58 517/787-7080 (bus)
*May 21 - 22 Caseville Regatta Michael Garrett
Caseville, MI Fleet #18 313/482-5851
*May 21 - 22 Illinois State Championships James Mancin
Lake Carlyle, IL Fleet #123 314/394-1799
May 28 Fleet Race John Brink
June 4 Kalamazoo, MI Fleet #117 616/381-4227
June 4 Michelob - Hobie Sports Center III Russ Hoffman
Richland, MI Fleet #40 616/665-9364
June 4 - 5 Lake Charlevoix Regatta Michael Garrett
Boyne City, MI Fleet #18 313/482-5851
*June 4 - 5 Ohio Championships Melonlee Lewis
Alum Creek, OH Fleet #85 614/548-4040
*June 11 - 12 Budweiser Light - MIDEASTERN CHAMPS. Kim
Saylorville Lake, IA Fleet #84 515/277-8523
*June 11 - 12 Sandusky Bay Tri-State Championships Tom Harper
Sandusky, OH Fleet #60 419/448-0536
June 18 Fleet Race John Brink
Kalamazoo, MI Fleet #117 616/381-4227
*June 18 - 19 Longest Day Regatta John Werntz
Diamond Lake, MI Fleet #89 219/289-0155
June 25 - 26 Tawas Bay Regatta Michael Garrett
East Tawas Bay, MI Fleet #18 313/482-5851
*June 25 - 26 Dam Regatta II Ron Marshall
Hoover Reservoir, OH Fleet #300 614/548-4040
July 9 Fleet Race John Brink
Kalamazoo, MI Fleet #117 616/381-4227
*July 9 - 10 Clementine's Saloon Regatta Chris Sundberg
South Haven, MI Fleet #40 616/345-9480
July 16 - 17 Traverse City Regatta Michael Garrett
Traverse City, MI Fleet #18 313/482-5851
*July 16 - 17 Crane Creek Regatta Glen Blohm
Crane Creek, OH Fleet #400 419/841-4142
*July 23 - 24 Indiana State Championships John Swenby
Eagle Creek, IN Fleet #26 317/297-2096

*July 29 - 31 Saginaw Bay Regatta
Caseville, MI Fleet #18
July 29 Racing Clinic
August 6 Caseville, MI Fleet #18
Fleet Race
Kalamazoo, MI Fleet #117
*August 6 - 7 Hobiefest '83
Wilmette, IL Fleet #115
*August 13 - 14 Higgins Lake Annual Invitational
Higgins Lake, MI Fleet #144
*August 20 - 21 Division Ten Championships
Traverse City, MI Fleet #292
August 27 - 28 Lake Michigan Regatta
Muskegon, MI Fleet #18
September 10 - 11 Higgins Lake Regatta
Roscommon, MI Fleet #18
September 24 - 25 Elk Lake Regatta
Elk Rapids, MI Fleet #18

Michael Garrett
313/482-5851
Michael Garrett
313/482-5851
John Brink
616/381-4227
Dave Hutchings
312/729-5816
Ric Balesky
313/686-2062
Murrays Boat Works
616/946-8600
Michael Garrett
313/482-5851
Michael Garrett
313/482-5851
Michael Garrett
313/482-5851

DIVISION 11

*April 30 - May 1 Lake Hopatcong Regatta Tom Deming
Lake Hopatcong, NJ Fleet #137 201/335-5172
*May 14 - 15 Annual Rehoboth Regatta Tom Hay
Rehoboth, NJ Fleet #271 302/328-1861
May 14 - 15 Spring Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
*May 21 - 22 Maryland State Championships John Sohn
Gunpowder, MD Fleet #54 703/280-2064
June 4 - 5 Spring Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
*June 4 - 5 Annual Barnegat Bay Regatta Mark Schleckser
Shore Acres, NJ Fleet #65 201/477-3530
*June 11 - 12 Beach Marina Regatta Buck Fleming
Waretown, NJ Fleet #452 609/693-4752
*June 18 - 19 Spring Windy Regatta Wally Myers
Ocean City, NJ Fleet #24 609/399-9575
*June 25 - 26 Division Eleven Championships Scott Morton
Cape May, NJ Fleet #416 215/285-2101
July 2 Summer Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
July 3 Statue of Liberty Marathon John Sullivan
Sandy Hook, NJ Fleet #250 201/566-1247
*July 9 - 10 Northern Bay Regatta Skip DeSmyter
Elk Neck, MD Fleet #54 301/885-5680
July 16 Summer Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
July 16 - 17 Atlantic City Classic Warren Kaplan
Atlantic City, NJ Fleet #190 609/822-0053
*July 30 - 31 Yacht Club of Pleasantville Regatta Bill Hillier
Pleasantville, NJ Fleet #73 609/641-9083
July 31 Summer Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
August 7 Corson Inlet Distance Race Chuck Allison
Ocean City, NJ Fleet #24 609/399-7974
August 13 Barnegat Bay Marathon Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
August 14 Long Beach Island Rounding BobDees
Waretown, NJ 609/654-4484
August 20 - 21 Summer Series Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
*September 10 - 11 New Jersey State Championships John Sullivan
Sandy Hook, NJ Fleet #250 201/566-1247
September 17 - 18 Fall Regatta Buck Fleming
Bay Point, NJ Fleet #452 215/622-6722
*September 24 - 25 Goombay Smash 'wait 'til Next Year Race Buck Fleming
Budd Lake, NJ Fleet #137 215/622-6722

DIVISION 12

*May 14 - 15 6th Annual Long Island Sound Champs. John Driver
Westport, CT Fleet #56 203/227-5355
*May 21 - 22 9th Annual Polar Bear Regatta Joe Manganello
New Haven, CT Fleet #136 203/421-3614
May 21 - 22 Spring Fling Regatta Dave Faureau
Sabattus Lake, ME Fleet #231 207/375-8846
*May 28 - 29 Nantucket Sleigh Rider Regatta Bob Pickett
Chatham, MA Fleet #28 617/336-9450
*June 4 - 5 Rye on the Rocks Regatta Kevin Farrell
Playalnd Park, Rye, NY Fleet #39 & 109 212/572-2424
June 4 - 5 June Jamboree Regatta Scott Fox
Simpson Beach, ME Fleet #231 207/865-4839
*June 10 - 12 LRCCAMHC Regatta Ronald Peacock
Winnepesaukee, NH Fleet #209 603/253-4115
*June 18 - 19 WNLC Whaling City Regatta Mark Yukant
New London, CT Fleet #472 203/739-7769
June 25 Founder's Day Regatta Owen Whitney
St. Eliboh's Cove Regatta Rich McNeil
July 9 - 10 St. Eliboh's Cove Regatta 207/657-3814
Raymond, ME Fleet #231 207/657-3814
*July 16 - 17 Northeastern Championships Charlie Carpenter
Hacksher, Long Island, NY Fleet #124 516/589-5814
*July 30 - 31 6th Annual Buzzard Regatta (Div. Champs) Art Simms
Mattapoisett, MA Fleet #28 617/599-5946
August 13 - 14 Alburg Invitational 1983 Denis Renaud
Montreal, Quebec, CN Fleet #187 514/674-6652
August 20 - 21 Maine State Championships Bill Ajah
Pine Point, ME Fleet #231 207/767-4052
*September 10 - 11 Nahant Beach Regatta Art Simms
Nahant Beach, MA Fleet #403 617/599-5946
*September 17 - 18 4th Annual Twin States Hooper Barnes
Greenwood Lake, NY Fleet #135 201/337-6942
September 17 - 18 Heavy-Air Regatta Steve Mullen
Ogunquit Beach, ME Fleet #231 207/772-5388
*September 24 - 25 6th Annual Boodles Gin & Tonic Reg. Joe Manganello
Madison, CT Fleet #136 203/421-3614
*October 1 - 2 New England Championships Bob Williams
Fairfield, CT Fleet #208 203/259-2449
*October 8 - 9 Annual Connecticut State Championships Ward Miles
Candlewood Lake, CT Fleet #31 213/775-9546
October 8 - 9 Frosthite Regatta Chet Adams
St. Eliboh's Cove, ME Fleet #231 207/829-5983

REGATTA SCHEDULE

DIVISION 13

May 1	Sunday Series	Dorian Goldberg
*May 21 - 22	Isla Verde, Puerto Rico Fleet #133	809/726-5794
June 12	Budweiser Cup	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
*June 25 - 26	San Juan Cup	Dorian Goldberg
	San Juan Bay, Puerto Rico Fleet #133	809/726-5794
July 2 - 3	Regatta Ofic. Asuntos de la Juventud	Dorian Goldberg
	Ofic. Gobernador - Puerto Rico Flt 133	809/726-5794
*July 9 - 10	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
*July 23 - 25	Regatta Sperry Top Sider	Dorian Goldberg
	Fajardo, Puerto Rico Fleet #133	809/726-5794
August 7	3rd Copa Wrangler IV	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
August 13 - 14	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
*September 2 - 4	Regatta Culebra	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
September 11	Copa de Palmas, Humacao	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
September 25	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
October 16	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
October 29 - 30	Fun Regatta	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
November 6	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
November 19 - 20	Fun Regatta	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
November 25	Awards for 1983/1984 Officer Elections	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794

DIVISION 14

*April 30 - May 1	No Frills - Cheap Thrills	Debbie Taylor
April 30 - May 1	Oklahoma City, OK Fleet #131	405/341-7845
May 6 - 7	Hobie Open Regatta	Vaughn Costa
	Brownwood, TX Fleet #457	915/646-8215
May 7	Boat Tuning Hands on Seminar	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
May 7 - 8	Fleet Series #2	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
*May 14 - 15	Cowtown Cats Regatta	David Stout
	Ft. Worth, TX Fleet #91	817/292-6418
May 14 - 15	Spring Series I	Steve Long
	Lake Thunderbird, OK Fleet #63	405/329-8627
May 21	Spring Series II	Steve Long
	Lake Thunderbird, OK Fleet #63	405/329-8627
May 21	Fleet Series #3	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
May 21 - 22	3rd Spring Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
May 22	On-the-Water Seminar for Beginners	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
*May 28 - 30	Mid-Americas	Jer Giles
	Lake Texoma, TX Fleet #23	214/227-5714
May 30	Fleet Race	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
June 4	Fleet Regatta	Vaughn Costa
	Lake Brownwood, TX Fleet #457	915/646-8215
June 4	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
June 4 - 5	Sticker Patch Regatta	Woody Orr
	White River Lake, Lubbock, TX Flt #268	806/792-9358
June 4 - 5	4th Spring Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
*June 4 - 5	Wildcat Regatta	Jim Carlson
	Wichita, KS Fleet #27	316/686-0825
June 5	Fleet Series #4	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
June 8	Regatta Pep Rally	Steve Long
	Norman, OK Fleet #63	405/329-8627
*June 11 - 12	11th Annual Sooner Showdown	Steve Long
	Norman, OK Fleet #63	405/329-8627
June 18	Racing Seminar for beginners	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
June 18 - 19	Fleet Camp-out	Vaughn Costa
	Lake Proctor, TX Fleet #457	915/646-8215
June 18	5th Spring Series	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
June 18	Spring Banquet	Steve Long
	Norman, OK Fleet #63	405/329-8627
June 19	Spring Fling	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
June 19	Fleet Series #5	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
*June 25 - 26	Beacon Lighthouse Regatta	Rick Bonner
	Wichita Falls, TX Fleet #146	817/766-5328
July 2	Fleet Series #6	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
July 2 - 3	Forth of July Intra-divisional Regatta	Jer Giles
	Dallas, TX Fleet #23	214/227-5714
July 2 - 3	Forth of July Race	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
July 4	Fun Day	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
*July 9 - 10	Michelob - Catfight Regatta	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
July 16	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
*July 16 - 17	Cheney Cat Chase	Jim Carlson
	Wichita, KS Fleet #27	316/686-0825
July 16 - 17	1st Summer Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
July 20	Evening at the Lake	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
*July 23 - 24	Miller High Life Regatta	Neil Lawrence
	Ponca City, OK Fleet #432	405/762-0004
July 30	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242

July 30 - 31	2nd Summer Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
July 31	Fleet Series #7	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
August 6 - 7	High Heels Regatta (Ladies)	Woody Orr
	White River Lake, TX Fleet #268	806/792-9358
*August 6 - 7	Mount Scott Regatta	Tom Neiswonger
	Lawton, OK Fleet #251	405/353-7492
August 7	Lake Day at the Lake	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
August 13	Fleet Series #8	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
August 13 - 14	3rd Summer Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
August 14	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
August 17	Evening events at the Lake	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
*August 20 - 21	Divisionals/'83 Prairie Regatta	Jim Carlson
	Wichita, KS Fleet #27	316/686-0825
August 27 - 28	Division 14's Womens 16 National Qual.	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
August 28	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
September 3	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
September 4	Battle of the Hobie Sailors	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
September 5	Labor Day Race	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
September 3 - 4	4th Summer Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
September 5	Fleet Series #9	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
*September 10 - 11	Texas Shoot Out	David Stout
	Dallas, TX Fleet #23 & #91	817/292-6418
September 17 - 18	1st Fall Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
September 24	Fleet Series #10	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
September 24 - 25	Nationals Tune-up Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
September 25	Hobie Day	Manny Reyes
	Tulsa, OK Fleet #25	918/336-2242
October 1	Border Clash Regatta	Woody Orr
	White River Lake, TX Fleet #268	806/792-9358
October 1 - 2	2nd Fall Regatta	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
October 1 - 2	Oklahoma Championships	Debbie Taylor
	Lake Hefner, OK Fleet #131	405/341-7845
October 8 - 9	3rd Fall Series	Mendy Whitehead
	Dallas, TX Fleet #23	214/596-8794
*October 15 - 16	Columbus Day Regatta (1984 points)	Andy Hoover
	Tyler, TX Fleet #118	214/581-4088
October 22 - 23	Great Pumpkin Chase Regatta	Woody Orr
	White River Lake, TX Fleet #268	806/792-9358

DIVISION 15

*April 30 - May 1	Stephen C. Smith Regatta	Jacque Myers
	Shell Point, FL Fleet #43	904/877-2467
*May 7 - 8	Shkie Invitational Regatta	Don Ramsey
	Jackson, MS Fleet #235	601/956-6026
May 7 - 8	Night Town Regatta	Jack Panzerone
	Ft. Walton Beach, FL Fleet #178	904/244-0971
*May 14 - 15	Cajun Classic Regatta	Marty Martin
	Lafayette, LA Fleet #93	504/384-3233
*May 21 - 22	Hog's Breath Regatta	Jack Panzerone
	Ft. Walton Beach, FL Fleet #178	904/244-0971
May 28 - 29	Island Hop Regatta	Bruce Record
	Ocean Springs, MS Fleet #70	901/875-7544
*June 4 - 5	10th Annual Pensacola Regatta	Jack Salmon
	Ft. Pickens Gate, FL Fleet #35	904/432-3899
*June 11 - 12	Gulf Coast Championships	Joe Gaston
	Mobile, AL Fleet #76	205/342-4300
*June 18 - 19	Broken Mast	Bruce Wright
	Memphis, TX Fleet #134	901/278-5529
June 25 - 26	Sand Flea Regatta	Lynn Stone
	Ft. Walton Beach, FL Fleet #178	904/231-4250
July 2 - 3	Around the Island Regatta	Bruce Record
	Ocean Springs, MS Fleet #70	901/875-7544
*July 16 - 17	April Fools Regatta	Bruce Record
	Ocean Springs, MS Fleet #70	901/875-7544
July 23 - 24	Panama City Hobie Open Regatta	Greg Kaeding
	Panama City, FL Fleet #120	904/769-6747
*August 6 - 7	Division 15 Championships	Jacque Myers
	Tallahassee, FL Fleet #43	904/877-2467
August 27 - 28	Hobie for Heart	Eric Gisser
	Ft. Walton Beach, FL Fleet #178	904/862-3782
September 17 - 18	Poor Ol' Kowaliji	Bruce Johnson
	Montgomery, AL Fleet #484	205/265-0714
October 1 - 2	Autumn Regatta	Don Ramsey
	Jackson, MS Fleet #235	601/956-6026
October 8 - 9	9th Annual Jubilee Regatta	Bill Patton
	Fairhope, AL Fleet #76	205/928-1272
October 15 - 16	5th Mad Dog Regatta	Jacque Myers
	Shell Point, FL Fleet #43	904/877-2467
October 29 - 30	Cat Capers Regatta	Jim Brock
	Birmingham, AL Fleet #277	205/833-4357
November 12 - 13	3rd Annual Turkey Trot	Susie Falk
	Shell Point, FL Fleet #43	904/562-2365

DIVISION 16

May 7	Spring Thaw Seminar	Craig MacKenzie
	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
May 28 - 29	Guelph Lake Invitational	T. Walpole
	Guelph Lake, Ont., CN Fleet #82	519/824-0596
June 4 - 5	Erie Yacht Club Regatta	Chad Klahr
	Erie, PA Fleet #228	814/454-2828 (bus)
June 11 - 12	9th Annual Couchi Cat (Canada Pts only)	Helen Parnham
	Tudhope Park, Ont., Canada Fleet #150	705/325-8435
June 18 - 19	Can Am Regatta	Rob Miller
	Sarnia, Ont., Canada Fleet #237	519/542-3036

REGATTA SCHEDULE

*June 25 - 26	Michelob - Open Regatta Erie, PA Fleet #228	Tom Snodgrass 814/868-5191 (bus)
July 1 - 3	Jack Baker Hobie Open Toronto, Ont., Canada Fleet #183	Steve Reid 416/665-5960
*July 9 - 10	Wendit Beach Regatta Wendit Beach, Angola, NY Fleet #119	Bruce Cowe 716/549-5060
July 16 - 17	Beach Bum Regatta Burlington, Ont., Canada Fleet #441	Chris Walker 416/632-8296
*July 23 - 24	Glenora Cup Watkins Glen, NY Fleet #78	Scott Welliver 607/732-3959
July 29 - Aug. 1	Canadian Nationals Gimli, Man., Canada	Mike Starkey 204/257-1938
*August 6 - 7	Division 16 Championships Rochester, NY Fleet #295	Gary Johnson 716/328-3678
August 20 - 21	Family Fun Camping & Catting Orillia, Ont., Canada Fleet #150	Helen Parnham 705/325-8435
*August 20 - 21	Great Sacandaga Regatta Gloversville, NY Fleet #238	Ron Weiss 518/869-5759
August 27 - 28	Rondeau Regatta Rondeau Provincial Park, NY Fleet #295	Gary Johnson 716/328-3678
August 27 - 28	Point Breeze Hobie Open Angola, NY Fleet #119	Bruce Cowe 716/549-5060
*September 10 - 11	Toronto Cat Club Regatta (1984 Points) Toronto, Ont., Canada Fleet #183	Steve Reid 416/665-5960
September 10 - 11	Women's Championships Grand Island, NY Fleet #243	Jane Loquasto 716/773-2712

SAUDI ARABIA

May 6	Spring II Race Series Abqaiq, Saudi Arabia Fleet #253
May 13	Spring II Race Series Abqaiq, Saudi Arabia Fleet #253
June 3	Summer I Race Series Abqaiq, Saudi Arabia Fleet #253
June 10	Summer I Race Series Abqaiq, Saudi Arabia Fleet #253
August 12	Summer II Race Series Abqaiq, Saudi Arabia Fleet #253
August 19	Summer II Race Series Abqaiq, Saudi Arabia Fleet #253
August 26	Summer II Race Series Abqaiq, Saudi Arabia Fleet #253
September 15 - 19	Arabian Invitations (tentative) Abqaiq, Saudi Arabia Fleet #253
October 7	Fall II Race Series Abqaiq, Saudi Arabia Fleet #253
October 14	Fall II Race Series Abqaiq, Saudi Arabia Fleet #253
October 21	Fall II Race Series Abqaiq, Saudi Arabia Fleet #253
November 25	Winter I Race Series Abqaiq, Saudi Arabia Fleet #253
December 2	Winter I Race Series Abqaiq, Saudi Arabia Fleet #253
December 9	Winter I Race Series Abqaiq, Saudi Arabia Fleet #253

INTERNATIONAL

GUATEMALA

May 9	Training Races Guatemala City, Guatemala Fleet #138	Manfredo Topke 310329
May 22	Training Races Guatemala City, Guatemala Fleet #138	Manfredo Topke 310329

ITALY

Maggio 1	Regata Nazionale Centro Nautica Sport Anquillara
Maggio 14 - 15	Regata Nazionale Flotta Venezia
Maggio 14 - 15	Regata Nazionale Flotta 345 Cagliari
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.) Flotta 302 Bracciano
Agosto 26 - 28	3 ^o Trofeo Benacus (internaz.) Fraglia della Vela Riva del Garda
Settembre 3 - 4	4 ^o Trofeo Torre Pendente Tirrenia
Settembre 25	Regata Nazionale Fregene albergo La Conchiglia

Reata estere importanti

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

Altre regate ufficiali Hobie Cat

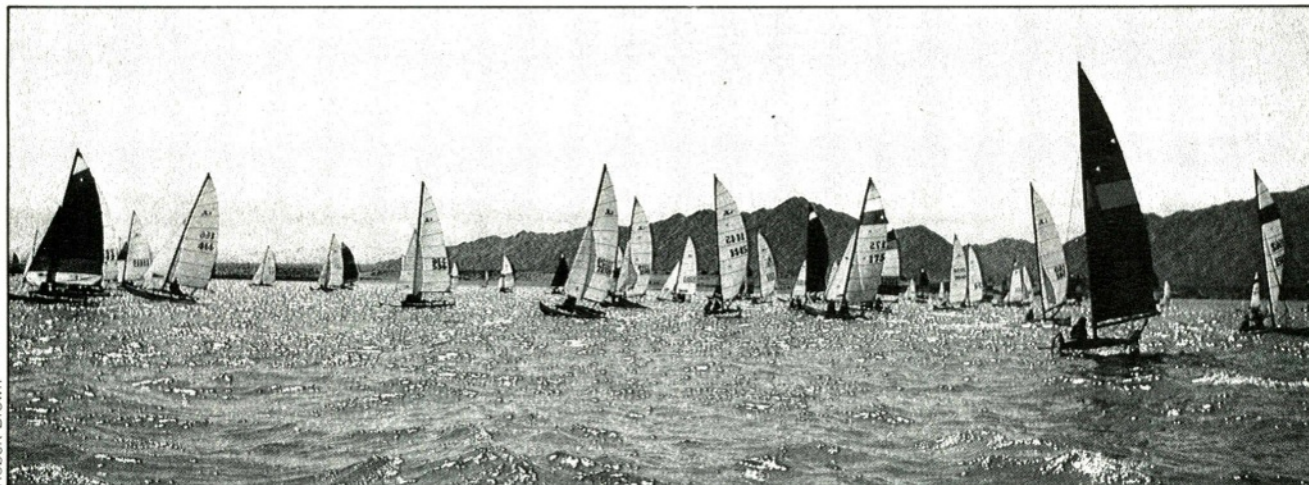
Maggio 28 - 29	Criterium Cisalpino Catamarani Dervio Flotta 331 Milano
Maggio 29	Regata Nazionale Marina Cala Galera
Giugno 5	Long Distance Flotta 345 Cagliari
Agosto 15	Sabaudia Ponza Sabaudia Club Velico Sabaudia Circeo
Settembre 11	Regata Nazionale Stab. Bagno Lido Tirrenia

NEW GUINEA

May 7 - 14	3rd Quantas South Pacific Hobie Championships Port Moresby, Papua New Guinea Fleet #405
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SPAIN

April 30 - May 1	Regional Levante C. N. Javea
May 7 - 15	Regional Andalucia C. N. Sanlucar
May 15 - 22	Ascenso Guadalquivir C. N. Sevilla
May 14 - 15	Trofeo San Isidro Regata Madrid
May 21 - 22	Regional Catalunya C. N. Castelldefels
June 2 - 5	Trofeo Hobie Mallorca
June 4 - 5	Regional Centro C. N. Cervera
June 11 - 12	Trofeo Hobie C. N. Sitjes
June 18 - 19	Trofeo Hobie C. N. Benidorm
June 19	Trofeo Hobie C. N. Sanlucar
July 2 - 3	Trofeo Vacaciones C. N. Sagunto
July 16 - 17	Regional Baleares C. N. Port Pollensa
July 23 - 25	Capeonato Espana H14 C. N. Cadiz
August 6 - 7	Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga
August 13 - 15	Trofeo Sotogrande Seccion Vela Stotogrande
August 13 - 15	Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga
August 14 - 15	Trofeo Hobie Mallorca
August 20 - 21	Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga
August 27 - 28	Trofeo E. Vela 2 Mares E. V. 2 Mares La Manga
September 4	Trofeo Hobie C. N. Sanlucar
September 12 - 15	Festival Hobie C. N. 2 Mares
September 16 - 18	Campeonato Espana H16 C. N. 2 Mares
October 9	Trofeo Hobie C. N. Sanlucar
November 27	Trofeo Hobie C. N. Sanlucar
December 8	Trofeo Hobie C. N. Sanlucar
December 28	Navidades Hobie C. N. Benidorm



Robert Brown

DIVISION 1

Ninth Annual Pacific Beer Regatta

Fleet 6, Division 1
Kailua Beach, Hawaii
January 1, 1983

The most coveted trophy of the Pacific Beer Regatta goes to the winner of the Miss PBR contest. Bill and Heather Pascoe, along with Coin Power Gas Stations, originated the regatta in 1975 as a hangover cure for the day-after-New-Year's-Eve. It also helps people get out of the house after a morning of bowl games.



Tom Culbertson

This year, the weather cooperated. Racers had plenty of sunshine and five to 10-knot breezes. There was enough wind to keep moving, but conditions were mellow enough to take out someone who had only been on a boat once in their life.

The race announcement has a section of special race rules for the PBR. It goes like this: *Open to all Hobie 14s, 16s, and 18s. All classes must have a coed crew or reasonable facsimile (impersonations accepted).*

Trophies are given for the top boats in each class, best wipeout, best pitchpole, shipmates (most compatible couple), last to finish (the Pussycat trophy) and, of course, the coveted Miss PBR trophy for the best reasonable facsimile.

The race begins with a Le Mans start at Kailua Beach Park, following a Coca-Cola chug. The course consists of six legs across Kailua Bay. Each leg ends with the skipper or crew of a boat downing a beer on the beach. Thanks to Michelob and our local wholesaler, Eagle Distributors, there was plenty of Michelob at the end of each leg. Thanks to Coca-Cola, we also had

enough Coke to float anyone who couldn't face another beer on the day-after-New-Year's-Eve.

There were some close finishes in several contests at this year's regatta. The Hobie 18 sailed by Dan O'Sullivan was leading the race when Dan learned two quick lessons: 1) He learned that he doesn't know the location of all the coral heads in Kailua Bay. 2) He learned that Hobie 18 daggerboards don't kick up. While Dan was busy studying up on his lessons, the eventual winners, Mike Rothwell and crew Gary

Feyerisen, took the lead. Second place finishers Larry Grove and Donna Wojick also passed Dan.

Competition was tight in the populous Hobie 16 fleet. Dean Froome and crew Mary Spadaro proved that light was right for the conditions with a first place finish. Trophy-winning skippers in second through fifth places were: 2) Bill "Buck" Harwood, 3) Brian "Schatzie" Schatz, 4) newcomer Mark "the new kid" Vendetti and 5) Dave "da Lunga" Lung.

Turbo 14s made their Hawaii racing debut at this year's PBR. Paul King and crew Stacy Evard kept up with the 16s for most of the race to win in Turbos. In the Hobie 14 fleet, top honors went to John Burke and crew Suzanne Loomis.

Special PBR awards went to the following: Shipmates (most compatible couple)—Marian Miller and Miki Tappy. Although neither could hope to be very convincing as a man and they weren't hot on Froome's heels, they seemed to have more fun than any other team.

Pitchpole—Dan O'Sullivan. This was for his daggerboard-in-the-coral trick. He didn't

capsize, but the sudden stop looked almost like a pitchpole.

A box of broken Hobie parts and the Best Wipeout trophy went to Ron Schranz and daughter Shannon, who managed to drift sideways into a reef with their 14.

The Pussycat Trophy for last to finish was awarded (along with an old paddle) to 16 sailors Chris and Wendy Rothwell.

The most hotly contested event of the day was the Miss PBR contest. Hoots and whistles greeted the contestants as they approached the days for judging. In the end, cool-but-convincing "Gerry-Ann" Feyerisen was chosen runner-up. Commodore "Alice" Ching was selected Miss PBR 1983 in a unanimous decision for showing the judges more thigh and giggles, but less scruples than the runner-up. Rumor has it that next year's costumes are already in the planning stages.

DIVISION 6

Blue Balls

Fleet 8, Division 6
Houston, Texas
January 30, 1983
By: Gen Ann Kopp

Not long ago (January 30, to be exact), in the great land of Texas, where we grow great Hobie Cat sailors as well as longhorns and cowboys, Hobie Fleet 8, in our usual grand manner, hosted the Fourth Annual Damned Fools/Blue Balls Regatta. Now, there's been some debate in the recent past as to whether the Damned Fools refers to the race committee, which expects all Hobie Cat-ers in their right minds to show up to race when the water temperature is 50 degrees, or the Hobie Catters who do show up to race when the water is 50 degrees. This year, the title definitely went to the sailors. They showed up bright and early—33 boats strong.

The wind gods were smiling upon us that balmy Sunday. We had a steady little breeze of 15 to 20 knots. (Everything's bigger in Texas—we don't have winds until they reach 30 knots or more!) It whetted the sailor's appetites for glory. With four-foot chop on the bay, they were wishing they had insulated butt buckets! More than one got dunked that day.

Everything proceeded smoothly for the racers, with only minor mishaps to make things interesting. B mark was trying to sneak down the ship channel for an escape to South America when it was apprehended and reanchored to do its duty. Its recapture was somewhat complicated by the fact that the steering on our Boston Whaler, which had recently been repaired, was done backward! Around and around we went! Actually, we were lucky the marks were there at all. Race committee members were seen running up and down the beach, trying to round up a team from the more than 100 people in attendance to blow up the marks. Somehow, it all worked out.

We had an interesting flag sequence at times. Nothing major—one of the race committee had worn white foul weather gear, and every time he walked around to the port side of the Irwin 46 monohull serving as committee boat, 33 skippers screamed frantically for their crews and headed for open water. Sorry, folks—false alarm! The Irwin's anchor rope, clearly marked with a life jacket for the benefit of those skippers who like to sail on the edge of danger (the Irwin's owner had a gun on board to shoot any wayward sailors who chipped his fiberglass job), had some boats plucking music as they crossed the start/finish line. In spite of the above, we managed to run three races, with the action fast and furious.

The ground support crew may have had the best time, however. Not only did they get to watch the above mentioned antics from shore and chortle, but, with Dana Colbert, our social director, and her helping hands dishing up the meanest bowls of Frito pie you've ever eaten and the sweetest tasting hot apple cider you ever drank, they all managed to stay warm. Between all present, we managed to down 150 bowls of Frito pie and 11 gallons of apple cider (we even eat big down here!). We suspect those skippers and crews concerned about making minimum weight ate more than their fair share of chili.

The best part of all was that everyone stayed to the bitter (cold) end for trophy presentation. Seventeen trophies

were awarded, and a certain person (our newsletter editor) and his crew (my better half), who shall remain nameless upon fear of reprisal, received the Slowest Damned Fools award for collecting the most points. Could they help it if their boat decided they should go swimming twice that day? Of course not! Accolades go, however, to Delroy Ziese for cornering the greatest honor of all, the Damnedest Damn Fool award. Who else's boat had the presence of mind to take off by itself across the bay while its owner was at the head?

Blue Balls was an outstanding success thanks to the hard work, devotion, and antics of many fleet members! With memories of Delroy coming around C mark yelling, "C fleet forever" and Dave trying to convince Paul Eckenroth to make another trophy so that he wouldn't be the only one with a Slowest Damned Fool trophy on his mantle, everyone packed it up and headed home, singing, "Happy trails to you . . . until we sail again . . ."

DIVISION 9

Hobie Dreaming On a Winter Day

Fleet 221, Division 9
Richmond, Virginia
By: Carol Harfield

I was daydreaming one afternoon while cleaning house; you know how monotonous cleaning can get. My mind wandered back to last summer's sailing experiences, and then to the year before that. I realized how much I had progressed in two summers. My first year was spent just getting over my fear of the boat. When the wind would get up, I would turn white and hold on for dear life. This was not an enjoyable experience, to say the least. However, I kept trying. It took those light air days of August, on which we would just sail lazily along, relaxing in the summer sun, for me to enjoy our boat.

The next summer, the light air days seemed a little boring, and winds of 10 to 15 knots were fun. I stepped out on the edge of the tramp in my new harness for the first time. Milo took her up on one hull. Again turning white as a sheet, too afraid to even scream, I began to realize why my husband

was so fascinated with it all. Last summer was also my first real training as crew in some regattas.

I can't imagine a more demanding, more exhilarating sport. I laughed, I cried from exhaustion, died from embarrassment, shouted with anger, screamed with frustration, cheered our victories, mourned our defeats, loved it, hated it, feared and conquered it; the list could go on forever. But you know, I really felt alive.

The flag going up on the committee boat is like the gun shot starting a horserace. The horses bolt from the starting gate and their jockeys earnestly maneuver them for the best possible position on the track. So with a regatta. There will be no wise words of advice and no courtesies extended until after the race. Captain and crew are on their own with experience and knowledge as their only tools.

What do you do while you're acquiring these tools? You are sailing in choppy seas and the wind is howling past your ears as you head for the marks. The captain is attempting to compete while taking into consideration the waves, currents, wind shifts, other boats; trying not to break concentration. Constant minute decisions must be made. Some you make are perfect and some could just break your heart. Every minute is a challenge alive with action and emotion.

And so as I sit by the window gazing out at the scenery on this dreary February day (for now I've stopped cleaning completely), I wonder what new experiences await the coming of next summer. What thrills and chills lie in store? Maybe it's best I not think about that, or I'll lose my nerve. One thing is certain: our Hobie has brought us many hours of pleasure and enjoyment, both on the course and off. On a winter day, it sure gives this day dreamer something to dream about.

Fleet 290 News
Fleet 290, Division 9
Smith Mountain Lake
Union Hall, Virginia
By: Sue Davis

Fleet 290 held its year-end bash on October 24 at Ed Neal's home on Smith Moun-

tain Lake. The 1983 officers were elected as follows: John Kain, Commodore; Sue Davis, Vice Commodore; Maslin Kain, Secretary and Rusty Lacy, Treasurer.

H.C. Pace, 1982 commodore, presented Sue Davis, 1982 secretary, with six yellow roses in thanks for all her help. The 1982 officers were presented a certificate in recognition of their outstanding services.

The awards were then presented. Hobie Fleet 290 gives a championship trophy to the skipper that wins the most fleet races for the year. First place was presented to Frank David and his crew Dave Gillespie with a total of 26¼ points for six races. Second went to Ed Neal and his children, David and Celeste, and third place went to John Kain and his wife, Maslin. The large fleet trophy that hangs in the Pelican Point Sailing Center will have Frank's name added to it.

The next award was the Robert Hamilton Sparger Memorial trophy. This is presented to the fleet member that the commodore feels made the greatest contribution to the fleet for the year. This award was established by the Sparger family in 1981. H.C. Pace presented the award to Ed Neal. Ed had served as commodore for two years, and this year he established the Junior Hobie Fleet for the children. Ed and the fleet had clinics, races and fun days for the children. He showed Fleet 290 that there is more to a fleet than just racing. Ed Neal accepted the award with tears and explained that the most rewarding thing he received was a letter from 10-year-old Jennifer Sparger thanking him. She stated in the letter that fleet activities and races were fun for the adults and now he had given the children the same. Ed Neal hopes that other Hobie fleets will form their own Junior Fleets. These are the future Hobie sailors.

Sue Davis and H.C. Pace presented the Gag Awards. Frank Davis got the biggest laugh! In a very tense race, Frank and Dave were going for the first place finish on Frank's 16 with an 18 breathing down their necks. Frank was so tense that he started yelling at Dave, "Fall off, damn it, fall off." The only

problem was that Frank had the tiller! Fleet 290 presented Frank with a t-shirt with Fall off, Damn it, Fall off printed on it.

Ed Neal received the largest protest flag, four feet by four feet, for his boat, because he loves to protest. Neal finished the awards by presenting each Junior Fleet member with a certificate of membership to Hobie Fleet 290.

A steak and wine dinner concluded this Hobie Day of fun and business. Congratulations to all the winners!

Second Annual Female Cat Challenge

Fleet 12, Division 9
Atlanta, Georgia
September 18, 1982
By: Ann Lipscomb

Girls will be girls, and boys will be boys, but sometimes boys will be girls!

The Second Annual Female Hobie Cat Challenge was held on Saturday, September 18, 1982 on Lake Lanier, Georgia. Previously worried faces turned to smiles as the winds seemed not to blow as predicted the night before by our local weatherman.

There was a light breeze for the first race, and some of the racers seemed timid as they gathered 100 yards leeward of the starting line, waiting for the gun. The timidity vanished at the weather mark. Ann Lipscomb used her familiarity with the boat and the lake to come in for a horizon first.

Aggressiveness and competitiveness were building as the racers camped on the line at the white flag for the second race. By the red flag, all had jockeyed for their positions for the start. Mother Nature proved that starboard is not always a sure thing as she created random influences for each boat. Roberts/Clark took advantage of a lee bow position over Lipscomb to cross the line first. Lipscomb maneuvered over Steward and finished second.

The race committee boat barely kept afloat with a menagerie of husbands and boyfriends who waited impatiently with silver lips (the duct tape silencer) for the start of the third race.

The adrenaline peaked as the wind filled in from the west for the most exciting race of the day. The line spared little room as the red flag went up.

Once again, Roberts/Clark showed superb tactics and boat handling, finishing first with Lipscomb close behind and Vibert taking a third.

Back on shore, all participants, along with many Fleet 12 members and friends, awaited the Beauty Drag Contest. "Here they come," "What is that thing?" "Have you ever seen anything like that before?" was gasped as the Altered States Hobie 16 approached. A complete Hobie yawl with steering wheel, 4 filled sails, dinghy on the stern, an auxiliary and three of the most voluptuous middle-aged beauties Lake Lanier has ever seen. Each debarked as a round of applause decided who the winner of the first FHCC Beauty Drag Contest would be.

Contestant #1: Mike Sinclair was adorned in a white 1981 one-piece with maroon and pink racing stripes enhancing his waist line. His premature grey hair added a certain dignified touch.

Contestant #2: Mike Percy chose a green 1965 scalloped, low-cut two-piece, revealing his hairy chest. Contestant #3: Jose Moore wore a shocking, hot-pink glittery one piece, revealing maximum amount of legs.

A lovely bouquet of long-stemmed carrots was awarded to Jose Moore—it must have been his ruby red lips, yellow yarn hair, blue eyes and rather large taletells.

We finally caught our breath as dinner was served and trophies were awarded, seven deep.

Fleet 12 would like to thank the Hobie Class Association for their support, as well as all the fleet members and their friends for their help.

Fleet 12 women look forward to the Third Annual Atlanta Female Cat Challenge and extend an invitation to all female sailors and friends to participate. It's good preparation for the Women's Hobie 16 Nationals.

DIVISION 14

The Regatta Experience

Division 14

By: Patricia Siegfried-Giles

Ardmore, Oklahoma has never been high on the list of where to go for an exciting



Woody Woodworth

More than 50 Hobie Catters turned out for the How To Run A Regatta Seminar. This group represented 13 of the 19 fleets that make up Division 14.

weekend. Nonetheless, people came from parts of Texas, Arkansas, Kansas and all over Oklahoma. What was it that drew people from as far away as Brownwood, Texas and Wichita, Kansas? A Division 14 seminar, that's what.

The 1983 season is a full one for Division 14, boasting 11 points regattas, two division championships (one open and one for women only), one area championship and a points regatta for 1984. With that kind of scheduling, and with eight of the 11 regattas counting toward Nationals points, the division officer's main concern was, simply, to ensure a standard of quality from regatta to regatta. Easier said than done.

A seminar was the obvious manner in which to inform a lot of people about one topic at the same time. The topic was easy enough: How to Run a Regatta. The officers deliberated by phone and decided upon the following items for general discussion:

- 1) regatta coordination,
- 2) sponsorship and charities,
- 3) ground coordination,
- (a) artwork, (b) the regatta,
- (c) registration, 4) race committee/race management,
- 5) course setting, 6) protest committee, 7) chase and rescue boats, 8) scoring and
- 9) trophies and presentation.

Our best people were lined up to talk on these subjects and share their experiences. Not just our best sailors, mind you, but the people who put on the regattas, handled

registration and found sponsors, as well as the ones who took home the trophies. But Ardmore, Oklahoma? Well, Ardmore is the geographic center of our vast division.

With everything set, the big day arrived and was, quite frankly, faced with trepidation by all concerned. The officers were worried because there was no way to know how many people would actually show up. The participants, fleet commodores and fleet members were worried because they had come all this way to sit and listen to people tell them things they felt they knew something about already. After all, this had never been done before. We could very easily have fallen on our faces, but we flew!

More than 50 people from all over the division registered for the seminar. Of the 19 fleets that comprise Division 14, 13 were represented. We couldn't have asked for a better turnout. The speakers were magnificent. These people discussed their special areas of expertise in such a way that the old hands gained new information and the newcomers had doors opened to them. Each speaker sent an outline of their program to Tony Fuller, Division Vice-Chairman, who had copies made and compiled them into book form. This way, the audience was able to follow along, make notes, ask questions and in the end have a regatta on paper from start

to finish.

The seminar experience was well worth all the time, energy, effort and worry. The most rewarding of all were the comments on the critique sheets handed out and returned. Most of them began with "Next year, why not try . . ." Next year? Why not?

Camaraderie

Fleet 23, Division 14
Dallas, Texas

By: Mendy Whitehead

Camaraderie: that's what Fleet 23 is about. Seeing those beautiful cats and all the strange rigging, wondering if you can ever figure it out. Those Hobie fleet members sure seem to have a grand time together. Do I buy a boat so I can be a part of that group? You betcha! I did! I bought a Hobie Cat! Now what?

I have entered into a new sport knowing nothing. Now to put it together. Having to read the manual to set the boat up. Dropping your mast and that awful loud crash as it hits the top of your car, knowing the laughs that follow are not at you, but rather sympathetic laughs. Then trying to get the downhaul tightened to the black label and a C-fleeter casually tells you to cleat and tighten your mainsheet. Then you are on the water and what the hell is tack and jibe? Who cares? Just turn the boat! You made it back to shore and much to your chagrin, a standing ovation. Learn to laugh at yourself. Now it is your first race. Wow! You are the first boat over the start line! Oh, no! You are the last to cross the finish line! We have lots of schools. Attend each one. You will no longer be last at the finish line.

We laugh for you. We feel frustration for you. We are proud of you. We started where you are now and can still remember what you are going through. Most of all, we want you: new and green. Fleet 23 will be here for you. Come give us a try.

DIVISION 15

B-4 Regatta

Fleet 178, Division 15
Fort Walton Beach, Florida
March 5-6, 1983

By: Eric Visser

After two postponements,

FLEET NEWS

the B-4 Regatta was finally held on a beautiful Sunday afternoon. Sunday's weather featured sunny skies, 10 to 12-knot winds and 75-degree temperatures, unlike the weather that prevailed Saturday or the original date of the regatta, February 27 and 28. These three dates were marked by cloudy skies, heavy rain and 50-knot winds, as well as six-foot swells in Choctawhatchee Bay!

On Saturday, a few brave souls ventured out into the maelstrom. They couldn't even reach the channel, a short way out, before pitch-poling their craft. In fact, Carlton Tucker and crew flipped their boat three times on their wild foray into the bay.

Tacking was virtually impossible. Most who tried were blown over backward. Those who weren't had to jibe and risk a myriad of other potential disasters. The worst was suffered by Mike McNeir and Larry Franzen, who returned to shore with a broken mast.

With firsthand experience with the above conditions, Race Chairman Larry Franzen decided to postpone Saturday's races until Sunday in hopes of better weather.

If Saturday's conditions were the worst for sailing, Sunday's were absolutely the best anyone could hope for. The race committee staged three races before the wind died for the day.

In the first and second races, most crews were double-trapping and smokin' on the reach from A to B mark. The third race was down to single-trapping to A and B mark and then drifting down to C mark. C mark, it seems, was now sitting on a broad area of glassy water that eventually had all of the boats in the entire race all grouped together in that spot. Fortunately, the wind freshened one last time, enabling everyone to separate and finish.

Even though the B-4 Regatta suffered two setbacks, the fantastic weather on Sunday made up for the delays.

Hog's Breath Hobie Regatta #7

Fleet 178, Division 15
Fort Walton Beach, Florida
May 21-22, 1983 (upcoming)
By: Eric Visser

The Seventh Annual Hog's

Breath Hobie Regatta will be held May 21-22, 1983, on beautiful Choctawhatchee Bay, Fort Walton Beach, Florida. The regatta is expected to be the biggest and best ever with an anticipated turnout of over 300 boats. The regatta is sponsored by the Hog's Breath Saloon and Hobie Fleet 178, both of Ft. Walton Beach.

The Hog's Breath Regatta has a reputation for being the premier Hobie event in the southeast. Last year's event drew 285 boats, including some of the biggest names in Hobie sailing. The field included Carlton Tucker, Hobie Alter, Jr., Miles Wood, Dean Froome, John Driscoll, Paul Ulibarri and from Australia, Ian Bashford, Bret Dryland, Rod Waterhouse and Anthony Duchatel.

This year's grand event will be held on Choctawhatchee Bay from Gulf Island National Seashore Park. Registration will be from 8 to 10 a.m. on Saturday, May 21. Expected classes for this year's event are 18A and B, 16A, B, C and Novice, 14A and B and 14 Turbo. If additional classes are required, they will be added.

As with last year, two separate courses will be set up off of two different committee boats to facilitate the number of boats expected to take part in the regatta. One of the committee boats is expected to be the charter schooner *Pelee*, a tradition at the Hog's Breath Regatta. Everyone will be looking forward to seeing her and her fun-loving crew on station once again this year.

Jerry Dorminy, owner of the Hog's Breath Saloon and our most gracious sponsor, is planning a host of regatta-related activities to accompany the fun and festivities of this annual extravaganza. Of course, all of the weekend's activities will be topped by the traditional Hog's Breath hog roast.

The Hog's Breath Saloon and Hobie Fleet 178 would like to extend an invitation to everyone in the Hobie world to attend this unbelievable event. No matter where you live or what your plans, you must find a way to attend this event! To miss it is to miss an experience.

For more information on the Seventh Annual Hog's Breath Regatta, contact race chair-

man Jack Pranzarone at (904) 244-0971, Lynn Stone (904) 231-4250, Susan Rhodes (904) 244-2487 or even Dave

Snively (904) 267-2597. Hog's Breath is a points regatta. See you there!



Deborah Schaefer

San Diego Classic
June 18, 19 1983

DATE: June 18-19, 1983

LOCATION: South San Diego Bay between Imperial Beach and Coronado on Rte 75, Silver Strand.

CAMPING: In the State parking lot, ocean side only. There is an underpass under Rte 75 to handle foot traffic to the bayside. Camping in vehicles only, no dogs allowed.

OVERNIGHT LODGING: Accommodations available in Imperial Beach and Coronado. Call below-mentioned numbers for additional information.

REGISTRATION: Friday 5-8:00 pm.
Saturday 7:30-9:30 am.

SKIPPER MEETINGS: Sat. 9:30 am.
Sunday, 9:00 am.

ENTRY FEES:

Hobie 18 A B C	\$20.00
Hobie 16 A B C Novice	\$20.00
Hobie 14 A B Orca	\$12.00
Ladies Race	N/C

LATE FEES: Entries postmarked after June 6th will require an additional \$5.00 late fee.

REGISTER EARLY!

FOR MORE INFORMATION:
Orval Luckey
(Work) 619 574-5331
(Home) 619 283-5318

PRE-REGISTRATION TO:
Fleet Four San Diego Classic
P.O. Box 8 066
San Diego, CA 92138

REGATTA INFORMATION:

The largest and the best Hobie Cat Regatta in the West, "The San Diego Classic," is here once again. Two completely independent courses; five fleets per course! Included is the registration fee: beautiful trophies for those who place, classic shirt for skipper and crew and a dinner on Saturday night! Ladies—you too can prove your skills in our Ladies Race on Sunday! Beer and sodas are served after the races and on Sunday until 7:30pm. We will have our annual drawing prior to the awards presentation with many fine gifts to be given away! We're looking forward to seeing you there!!

REGATTA RESULTS



Robert Brown

DIVISION 1

1982 DON HO REGATTA
FLEET #6, DIVISION #1
KAILUA, HAWAII
MAY 29 - 31, 1982

HOBIE 18A	POINTS
1. McFaul/Rothwell	6 1/4
2. Froome/Poseley	8 1/2
3. Andresen/Nevarez	10 3/4
4. Strada/Dangler	19

HOBIE 18B	POINTS
1. Lee/Lee	3 3/4
2. Gilbert/Fung	11
3. King/Perry	11 3/4

HOBIE 16A	POINTS
1. Lung/King	9 3/4
2. Driscoll/J.J.	12 1/2
3. Myhre/Paul	14 3/4
4. Harwood/Palanca	17 3/4
5. Jacobs/Dilkes	23 3/4
6. Schatz/Tanner	30
7. O'Sullivan/Feyer.32	
8. Wythes/Burke	36
9. Culbertson/Cerv.	38
10. Blaha/Woehl	45
11. Furukawa/Vande.	49
12. Ching/Scharpe	55
13. Irvine/Reed	60
14. Kaan/Northup	60
15. West/Carroll	64

HOBIE 16B	POINTS
1. Palanca/Palanca	10 1/2
2. Fyersen/Rodrig.	11 1/2
3. Newton/Stewart	16
4. Holmes/A.D.	20 3/4
5. Morita/Kakugawa	26 3/4
6. Foote/Wojick	28
7. Smith/Smith	29
8. Holden/Smith	30
9. Caires/DeLavra	40
10. Coles/Pang	44
11. Tamara/Williams	46
12. Young/Llewellyn	50
13. Lederer/Wolfe	52

HOBIE 16C	POINTS
1. Peebles/Peebles	8
2. Orrick/Orrick	14
3. Atwell/Atwell	16
4. Goodman/Goodman	17 3/4
5. Burke/Craun	22
6. Mailheu/William.	24
7. Sullivan/Bevacqu.	27 3/4
8. Popcke/Case	30
9. Corley/Ferenzio	47
10. O'Neal/Froydand	51
11. Eaton/Corsette	53

12. Wellen/Wellen	54
13. Hays/Hays	63
14. Hayes/Porter	64

HOBIE 14	POINTS
1. Tou	6
2. Schranz	14
3. Beill	15

HOBIE 16 STATE CHAMPIONSHIP
FLEET #6, DIVISION #1
KAILUA, HAWAII
AUGUST 7 - 8, 1982

HOBIE 16A	POINTS
1. Froome/Poseley	7 1/4
2. Myhre/Paul	12 1/2
3. Driscoll/Pascoe	17 3/4
4. Alter/Moore	24
5. Fairchild/Hansen	31
6. Schatz/Tanner	31
7. Lung/King	34
8. Jacobs/Hayes	36
9. Furukawa/Vande.	39
10. Whythes/Jack	45
11. Blaha/Wojick	46
12. Harwood/Tou	48
13. Palanca/Palanca	52
14. Culbertson/Cerv.	59
15. Ching/Sharpe	66
16. Cadiz/Magnuson	67
17. Irvine/Reed	72
18. Kaan/Northup	77
19. O'Sullivan/Pal.	94

HOBIE 16B	POINTS
1. Feyerisen/Rodrig.	11 1/2
2. Foote/Collier	21 3/4
3. Peebles/Peebles	22 1/2
4. Smith/Smith	24
5. Holden/White	27
6. Sullivan/Beuacqua	30 3/4
7. Tamara/Williams	30 3/4
8. Lynn/Lynn	32
9. Caires/DeLaura	40
10. Morita/Kakugawa	47
11. Coles/Pogil	48
12. Mitsushima/Mur.	48
13. Woolfe/Tan	49
14. Driscoll/T.L.	52
15. McCall/Atwell	56
16. Young/Llewellyn	57

HOBIE 16C	POINTS
1. Mailheu/Orrick	9 1/4
2. Goodman/Goodman	11 3/4
3. Atwell/Atwell	12 3/4
4. Orrick/Orrick	13 3/4
5. Wellen/Wellen	22
6. Craven/Schatz	28
7. Spaulding/Savage	34

HOBIE 18 STATE CHAMPIONSHIP
FLEET #6, DIVISION #1
KAILUA, HAWAII
AUGUST 28 - 29, 1982

HOBIE 18A	POINTS
1. Driscoll/Paul	6 1/4
2. Froome/Myhre	7 1/2
3. Rothwell/Feyer.	12 3/4
4. VandeVerg/2	20
5. Strada/Dangler	24

HOBIE 18B	POINTS
1. Grove/Erickson	3 3/4
2. King/King	8 3/4
3. Lee/Lee	14
4. Talpus/	22
5. Hirata/?	23
6. Gilbert/Fung	24

HOBIE 14 STATE CHAMPIONSHIP
FLEET #6, DIVISION #1
KAILUA, HAWAII
OCTOBER 2 - 3, 1982

HOBIE 14A	POINTS
1. Froome, Dean	3 3/4
2. Lung, Dave	10
3. Jacobs, Mike	15 3/4
4. Van de Verg, Peter	16
5. Fairchild, James	17
6. Schatz, Brian	29
7. Ching, Al	38
8. Wythes, Bob	40

HOBIE 14B	POINTS
1. King, John	5
2. King, Paul	7 1/2
3. Madeu, Paul	12
4. Tou, Calvin	15
5. Feyerisen, Jeff	20

TOYS-FOR-TOTS
FLEET #6, DIVISION #1
KAILUA, HAWAII
DECEMBER 12, 1982

HOBIE 18	POINTS
1. O'Sullivan/Feyer.	2 1/4
2. Culbertson/Sharp	9
3. Rothwell/Feyer.	9
4. Ching/Fung	10
5. Grove/Wojick	11

HOBIE 16A	POINTS
1. Lung/Hayes	3 1/2
2. Palanca/Palanca	7 3/4
3. Blaha/Fulk	9
4. Schatz/McCarthy	14

HOBIE 16B	POINTS
1. Foote/Collier	2 1/4
2. Woehl/Woehl	8

HOBIE 16C	POINTS
1. Rodriguez/Steve	4 3/4
2. Leu/Means	6

HOBIE 14	POINTS
1. Van De Verg	2 1/4
2. Fields	6
3. Schraz	10
4. Tanner	10

KAILUA BAY REGATTA
FLEET #6, DIVISION #1
KAILUA BAY, HAWAII
JANUARY 29, 1983

HOBIE 18A	POINTS
1. Culbertson, T.	3 1/2
2. Froome, D.	5 3/4
3. Rothwell, M.	5 3/4
4. Driscoll, J.	9
5. Ching, A.	12
6. Lee, B.	17

HOBIE 18B	POINTS
1. King, J.	3 1/2
2. Gilbert, L.	9 3/4
3. Logan, R.	9 3/4

HOBIE 16A	POINTS
1. Palanca, R.	4 1/2
2. Lung, D.	4 3/4
3. Schatz, B.	5 3/4
4. Blaha, T.	8
5. Irvine, B.	13

HOBIE 16B	POINTS
1. Mailheu, D.	5 1/2
2. Holden, D.	5 3/4
3. Smith, K.	8
4. Peebles, D.	8 3/4
5. Foote, B.	9
6. Young, C.	11

HOBIE 16C	POINTS
1. Goodman, T.	3 1/2

2. Woehl, R.	4 3/4
3. Rodrigues, T.	5 3/4
4. Wellen, D.	10
5. Popcke, B.	14
6. Osborne	18

HOBIE 14	POINTS
1. King, P.	2 1/4
2. Kellar, J.	4 3/4
3. Schranz, R.	9

WAIKIKI YACHT CLUB
OPENING DAY
FLEET #6, DIVISION #1
KAILUA, HAWAII
FEBRUARY 12 - 13, 1983

HOBIE 18	POINTS
1. McFaul, Dave	3
2. Rothwell, Mike	6
3. Ching, Al	9
4. Reilly, Roger	12

WAIMANALO CAMPOUT AND REG
FLEET #6, DIVISION #1
KAILUA, HAWAII
FEBRUARY 19 - 20, 1983

HOBIE 18A	POINTS
1. Driscoll, J.	6
2. Rothwell, M.	12
3. Froome, D.	12 1/2
4. Andresen, H.	20
5. Culbertson, T.	23
6. Ching, A.	26
7. Grove, L.	27
8. O'Sullivan, D.	29

HOBIE 18B	POINTS
1. Gilbert, L.	3 3/4

HOBIE 16A	POINTS
1. Lung, D.	10 1/4
2. Jacobs, M.	12 3/4
3. VandeVerg, P.	13 3/4
4. Wythes, B.	19 3/4
5. Palanca, R.	25
6. Blaha, T.	25
7. Harwood, B.	27
8. Irvine, B.	28

HOBIE 16B	POINTS
1. Sullivan, J.	9 1/4
2. Woehl, R.	15
3. Talpas, R.	16
4. Smith, K.	16 1/2
5. Mailheu, D.	19
6. Foote, B.	21 3/4
7. Coles, S.	26
8. Young, C.	37

HOBIE 16C	POINTS
1. Wellen, D.	7 1/2
2. Rodrigues, T.	11 3/4
3. Garcia, D.	11 3/4
4. Orrick, A.	13 1/2
5. Burke, J.	21

HOBIE 14	POINTS
1. Mullins, T.	6 1/4
2. Schranz, R.	6 1/4

KOKOKAHI REGATTA
FLEET #6, DIVISION #1
KAILUA, HAWAII
MARCH 12 - 13, 1983

HOBIE 18A	POINTS
1. Froome, Dean	5
2. McFaul, Dave	13 3/4
3. Driscoll, John	14 3/4
4. Rothwell, Mike	16
5. Ching, Al	23
6. Culbertson, Tom	24
7. Grove, Larry	25
8. West, Gary	39

HOBIE 16A	POINTS
1. Lung Dave	6
2. Furukawa, Mike	13
3. Blaha, Ted	14 3/4
4. VanDeVerg, Peter	14 3/4
5. Schatz, Brian	17
6. Kaan, Ken	25
7. Irvine, Bo	30

HOBIE 16B	POINTS
1. Woehl, Roger	8 3/4
2. Mailheu, Dean	9 1/4
3. Foote, Bob	13 3/4
4. Peebles, Greg	15 3/4
5. Young, Colin	19
6. Sullivan, John	26

HOBIE 16C	POINTS
1. Orrick, Jim	6 1/4
2. Britt, Craven	9 1/2
3. Rodrigues, Tony	13

HOBIE 14	POINTS
1. Mullins, Trish	6 1/4
2. Tom, Kelvin	6 1/4

DIVISION 2

1983 IDES OF MARCH
FLEET #66, DIVISION #2
PUERTO PENASCO, MEXICO
MARCH 12 - 13, 1983

HOBIE 18A	POINTS
1. Ruiz, Rick	3 1/2
2. Brown, Chuck	4 3/4
3. Brown, Rick	7 3/4
4. Austin, David	10
5. Lindley, Ted	11
6. McCulley, Butch	15
7. Wright, Craig	17
8. Carriker, Pat.	17
9. Sutton, Tom	22
10. Catalano, Rene	23
11. Roth, Steve	34
12. Rayfuse, Michael	34

HOBIE 18B	POINTS
1. Bunch, Terry	3 1/2
2. Haket, Fred	6 3/4
3. Rphael, Alan	9
4. Clair, Bob	10 3/4
5. Miller, Brian	11
6. Stolle, Jerry	15
7. Lawson, Janice	19
8. Fischer, Jim	21
9. Lantz, Lou	23
10. Page, Jim	24
11. Liniger, Dave	29
12. Burton, James	30
13. Boettcher, Jim	39
14. Crane, Nyles	41
15. Schultz, Chris	41
16. Marion, Ben	48

HOBIE 16A	POINTS
1. Fogerty, Fred	4 3/4
2. Howard, Ray	7 3/4
3. Heffernan, Brian	9 3/4
4. Tully, Will	10
5. Wagner, Ron	10
6. Alter, Jeff	10 3/4
7. Shields, Jon	19
8. Winkler, Udo	21
9. Gregory, Phil	26
10. Zettel, Michael	27

HOBIE 16B	POINTS
1. Corell, Darrell	5 3/4
2. Fields, Bruce	8 3/4
3. Arrington, Lynn	9 3/4
4. Wolcott, Pete	10
5. Allen, Scott	12 3/4
6. Painter, John	14
7. Hensler, Bill	16
8. Koe, Ed	22
9. Bailey, Gordon	23
10. Ferrell, John	24
11. Goelitz, Harry	25
12. Ashley, Paul	29
13. Moore, Bill	30
14. Cuthbert, Steve	32
15. Schmidt, Rob	41
16. Gwinn, Charlie	48

HOBIE 16C	POINTS
1. Kaphammer, Bob	2 1/4
2. Peyser, Bob	5 3/4
3. Stratman, Bob	9
4. Way, Peter	11
5. O'Brien, Dean	14
6. de Raimes, R.	16
7. Lowe, John	18
8. Lonsinger, John	21
9. Baker, Dave	22
10. Banks, Tom	24
11. Luckow, John	25
12. Eaton, Allen	34
13. Burns, Ed	40

HOBIE 16 Novice	POINTS
1. Schlieser, Wally	2 1/4
2. Runyon, Tom	4 3/4
3. Wood, Barry	9
4. Killebrew, Rick	12
5. Meinhold, Mike	15
6. Lesauski, Peter	17
7. O'Haver, Joe	20

HOBIE 14A	POINTS
1. Shenkel, Steve	2 1/4
2. Kessler, Erich	4 3/4

IDES OF MARCH
FLEET #407, DIVISION #6
LAKE CANOBE, TEXAS
MARCH 12 - 13, 1983

HOBIE 18A	POINTS
1. Broyles, S.	7 1/2
2. Schlig, D.	8
3. Walton, J.	11 3/4
4. Smith, C.	13
5. Shurtleff, T.	13 3/4

REGATTA RESULTS

6. Martinez, T.	15
7. Acquart, M.	17
8. Nouveaune, R.	17
9. Bradley, J.	19
10. Webber, S.	19
11. Howeth, R.	21
12. Brown, J.	32
13. Roll, L.	37
14. Folck, J.	41
15. Borel, G.	45
16. Phillips, N.	45

HOBBIE 18B POINTS

1. Gentles, W.	6
2. Broad, R.	7 3/4
3. Smith, M.	7 3/4
4. Bailey, D.	9 3/4
5. McClain, R.	14 3/4
6. Fontenot, G.	15
7. Stroh, G.	18
8. Duhe, D.	22
9. Johnston, J.	25
10. Traphagan, T.	26
11. Connally, M.	27
12. Roy, L.	28

HOBBIE 18C POINTS

1. McCampbell	3 1/2
2. Garon, J.	5 3/4
3. McReynolds, L.	7 3/4
4. Kriesel, D.	9
5. Storvick, C.	10

HOBBIE 16A POINTS

1. McCreedie, D.	3 1/2
2. Rolnick, R.	4 1/2
3. Miller, C.	9
4. Bauthaser, D.	13
5. Forsyth, J.	15
6. Trimble, J.	18
7. Ralph, M.	18
8. Seta, R.	23
9. Freed, D.	23
10. Johnson, M.	27
11. Clark, R.	35
12. Luce, E.	36
13. Henning, D.	39
14. Parrish, B.	41
15. Pershouse, J.	42
16. Wilson, M.	42
17. Choice, B.	46
18. Balfour, J.	46
19. Popjoy, J.	47
20. Shaw, R.	48
21. Peters, J.	48
22. Liles, B.	57
23. Buck, S.	58
24. Stout, D.	59
25. Elizonda, C.	63
26. Howe, B.	65
27. Hester, C.	68
28. Whittington, R.	69
29. Vockrodt, R.	70
30. Howe, T.	74
31. Eckenroth, P.	76
32. Goodman, R.	77
33. Applegate, B.	91

HOBBIE 16B POINTS

1. Donica, D.	7 3/4
2. Bodkin, M.	10 1/2
3. Young, D.	15
4. Zahorsky, T.	16
5. Haley, C.	18
6. McConathy, S.	19
7. Cregar, D.	20
8. Flyckt, D.	22
9. Hightower, L.	23
10. Mallum, D.	24
11. Fitch, J.	27
12. Cantu, G.	27
13. Butler, M.	28
14. Gloyer, T.	30
15. Eckenroth, P.	31
16. Currier, G.	35
17. Andrews, M.	46
18. Miller, E.	53
19. Smith, J.	53
20. Fuller, J.	56
21. Whittaker, T.	57
22. Edelman, T.	60
23. Nix, T.	78
24. Delesandri, T.	78
25. Finn, M.	82
26. Schnorr, D.	82
27. Carlson, M.	86
28. Williams, G.	90
29. Dunn, B.	92
30. Schaf, R.	94
31. Underwood, R.	96
32. Jeffries, B.	99

HOBBIE 16C POINTS

1. Leveritt, S.	7 1/2
2. Whitehead, B.	9 3/4
3. Mayo, C.	11
4. Sloan, R.	18
5. Sloan, S.	18
6. Ashworth, G.	19
7. Kopp, K.	20
8. Irwin, G.	23
9. Jacobson, H.	25
10. Currie, W.	27
11. Wilson, R.	28 3/4
12. Gilliland, T.	30
13. Armstrong, M.	31
14. McLendon, J.	33
15. Volmer, J.	39
16. Austin, W.	45
17. Urband, B.	45
18. Denicola, K.	47

19. Willis, R.	47
20. Wade, J.	49
21. Ziese, D.	56
22. McDonald	60
23. Beran, J.	63
24. Terrell, J.	65
25. Ulrich, D.	68
26. Wager, E.	69
27. Bandemer, L.	74
28. Whitener, M.	80
29. Lynd, M.	84
30. Iarussi, P.	85
31. Tucker, W.	93
32. Girouard, J.	95
33. Powers, D.	99
34. Alvacato, S.	103
35. Schmidt, R.	103
36. Buck, P.	105
37. Carroll, R.	106
38. Stinson, R.	111
39. Seagraves, D.	112
40. Seal, B.	114
41. Kelly, D.	114
42. Pullin, G.	122
43. Maslyar, M.	128
44. LaCroix, R.	128
45. Barre, A.	138

HOBBIE 14A POINTS

1. Kuc, J.	2 1/4
2. Cherico, T.	7
3. Acquart, S.	7
4. George, B.	10
5. Scheid, C.	14
6. Flynn, D.	19
7. Florian, M.	20
8. Dorchester, B.	27

HOBBIE T/LIGHTS POINTS

1. Diamond, S.	2 1/4
2. Ferraro	4 3/4
3. Deyo, D.	8
4. Preston, P.	13
5. Warren, D.	14
6. Ransom, B.	18
7. Efrid, C.	19
8. Boyd, W.	21
9. Philpot, M.	25
10. Buxton, T.	25

HOBBIE T/HEAVYS POINTS

1. Morrison, R.	2 1/4
2. Hausmann, C.	4 3/4
3. Rymal, J.	8
4. Snell, D.	8
5. Richnow, B.	17

DIVISION 8

WEST PALM BEACH
WINTERS WINDS REGATTA
FLEET #39, DIVISION #8
WEST PALM BEACH, FLORIDA
DECEMBER 11 - 12, 1982

HOBBIE 18A POINTS

1. Davis, Jim	4 3/4
2. Mayo, Clive	10 1/2
3. Parks, Terry	19
4. Hackney, John	21 3/4
5. Alford, Kirk	22
6. Crouse, Ruffy	22 3/4
7. McKee, Dick	22 3/4
8. Lohmeyer, Steve	37
9. Franw, Hugo	41
10. Cozart, Key	48
11. Whitaker, Buddy	51
12. Cabassa, Ed	59

HOBBIE 18B POINTS

1. Ferrera, John	9 1/2
2. Novak, Stephen	10 1/2
3. Blain, William	12 1/2
4. Depree, Bob	20
5. Coolidge, Bill	23
6. Barnes, Meredith	27
7. Carry, Lenny	27
8. Shaw, Sherie	31
9. Salsberry, R.	39

HOBBIE 16A POINTS

1. Rodgers, David	3 3/4
2. Karan, Richard	18
3. McMillen, Scott	25
4. Weaver, Rick	27
5. Miller, Kevin	27
6. Sloan, Dave	36
7. Anthony, Ron	36
8. Andrews, Dave	38
9. Whiteleather, C.	42
10. Good, Skeet	51
11. Caffee, Hollis	53
12. Wickenhauser, T.	56
13. Raditch, Rick	59
14. Gres, Wright	61
15. Kern, Ron	63
16. Carras, Pette	64
17. Sammons, Jack	70
18. Lowry, George	71
19. Jones, Mark	75
20. Dekreek, Vel	77
21. Dickinsen, Ron	94
22. Robbie, Rich	94

HOBBIE 16B POINTS

1. Linton, John	12 1/2
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2. Moss, Bret	16
3. Murdoch, John	19 3/4
4. Phillips, Mike	27 3/4
5. Johnson, Tim	32
6. Rogers, Mel	36
7. Brown, Kerry	38
8. Corwell, Tom	42
9. Gallagher, Pat	43
10. Rukin, Roger	44 3/4
11. King	46
12. Carson, Scott	59
13. Rector, Lou	61
14. Hernandez, Jose	73
15. Fuchs, Yossie	73
16. McNally, John	73
17. Dwyer, Tom	75
18. Krutek, Jack	78 3/4
19. Okrasleski, Mike	84
20. Ennis, Bill	90
21. Coryell, Mario	93
22. Van, Mark	94
23. Ely, Aaron	96
24. Monroe, Kent	97
25. Miller, Chris	109
26. Straker, Rich.	113

HOBBIE 16C POINTS

1. Hanseter, Mike	9 1/4
2. Shooe, Jeff	13 1/2
3. Walters, Keith	15
4. Boetcher, Glenn	15 3/4
5. Weis, Susan	25
6. Rathkopf, C.	36
7. Rowe, Ralph	36
8. Sheppard, Rick	37
9. Williamson, L.	37
10. Murphy, Thomas	40
11. Zuloaga, Mike	44
12. Barley, Fred	62
13. Burns, Mark	65

HOBBIE 14 POINTS

1. Curry, Robert	3 3/4
2. Kirby, Alex	11
3. Snyder, Bill	16
4. Walter, Robert	24
5. Harnden, Chaires	27
6. Hall, Kathy	27
7. Kirby, Art	32
8. Carlson, Gail	48
9. Guirguis, Mike	49
10. Price, Chic	50

DIVISION 9

2ND ANNUAL FEMALE
CAT CHALLENGE
FLEET #12, DIVISION #9
ATLANTA, GEORGIA
SEPTEMBER 18, 1982

SKIPPER POINTS

1. Lipscomb, Ann	4 3/4
2. Roberts, Sue	6 1/2
3. Vibert, Cindy	9
4. Stewart, Dana	10
5. Taylor, Margaret	14
6. Sinclair, Ann	18
7. Jordan, Cathy	21

DIVISION 13

ST. VALENTINES
2ND SUNDAY SERIES
FLEET #133, DIVISION #13
ISLA VERDE, PUERTO RICO
FEBRUARY 13, 1983

HOBBIE 16 POINTS

1. Godberg, Dorian	3 1/2
2. Perez, Jesus	6 3/4
3. Andrews, Freddie	10
4. Gonzalez, Carlos	12
5. Doll, Rafael	13
6. Rodriguez, Jose	19
7. Gonzalez, Ricky	21

HOBBIE 14 POINTS

1. Junco, Dennys	4 1/2
2. Ortiz, Javier	4 3/4
3. Colon, Pedro	12
4. Creel, Kyle	13
5. Garcia, Ramon	16
6. Rivera, Eric	19
7. Aponte, Javier	20
8. Guernica, Anton	20
9. Echavarri, C.	24
10. Carrillo, Victor	30

DIVISION 14

2ND ANNUAL BLUE TOES REGATTA
FLEET #118, DIVISION #14
TYLER, TEXAS
FEBRUARY 28, 1982

HOBBIE 18 POINTS

1. Simpson	2 1/4
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HOBBIE 16 POINTS

1. Hoover, B.	2 1/4
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2. Bodkin, B.	9
3. Hester, B.	12
4. Dunn, X.	12
5. Raspberry, C.	13
6. Bagnell, C.	18
7. Griffin, C.	19

HOBBIE 18 POINTS

1. Bezant	2 1/4
2. Denney	6
3. Danielson	9

HOBBIE 16B POINTS

1. Plum	3 1/2
2. Bodkin	4 3/4
3. Hester	9

HOBBIE 16C POINTS

1. Raney	4 1/2
2. Wilson	6 3/4
3. Matson	8
4. Walder	11

FALL SERIES - RACE #2
FLEET #118, DIVISION #14
TYLER, TEXAS
SEPTEMBER 19, 1982

HOBBIE 18 POINTS

1. Bezant	1 1/2
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HOBBIE 16B POINTS

1. Plum	2 3/4
2. Hoover	4 3/4
3. Bodkin	7
4. Sawyer	7
5. Hester	9
6. Galy	11

HOBBIE 16C POINTS

1. Raney	3 3/4
2. Wilson	3 3/4
3. Harbuck	6
4. Kelsey	7
5. Phillips	10
6. Matson	12
7. Tuttle	14

DIVISION 15

B-4 REGATTA
FLEET #178, DIVISION #15
FORT WALTON BEACH, FLORIDA
MARCH 5 - 6, 1983

HOBBIE 18 POINTS

1. Groseclose, Dave	2 1/4
2. Dalton, Mike	8
3. Dunn, Greg	10
4. Cockcroft, Bruce	11
5. Gentry, Rick	13

HOBBIE 16A POINTS

1. Franzen, Larry	4 3/4
2. Tucker, Carlton	5 1/2
3. Latman, John	9
4. O'Brien, Kelly	10
5. Dalton, John	19
6. Johnson, Mimi	20
7. Hill, Richard	21
8. Bennett, Rick	8

HOBBIE 16B POINTS

1. Thornton, Charles	4 1/2
2. Hennecke, Debbie	9
3. Plaus, Rob	10 3/4
4. Keeler, John	12
5. Stone, Lynn	13
6. Kernion, Brad	18
7. Smith, Kevin	18
8. Newell, Michael	27
9. Self, Robert	27
10. Rogers, Mike	29
11. Ruck, Rob	32

HOBBIE 14 POINTS

1. Kalata, Larry	2 1/4
2. Ecklund, Elliott	6
3. Ours, Robert	9
4. Hebinek, Kathy	10

INTERNATIONAL

LAGUNA REGATTA-SAIPAN
FLEET #75, INTERNATIONAL DIV
TAMUNING, GUAM

HOBBIE 16 POINTS

1. Kosack, Rex	5 1/2
2. Kasumoto	14 3/4
3. Holst, Jim	23
4. Garrett, Jac	24
5. Eichner, Steve	26
6. Tanaka	27
7. Stojkovich, E.	29
8. Whitely	47
9. Kato	48
10. Blake, George	49
11. Pevic, Davor	49
12. Augenbach, Keith	57
13. Wilson	62
14. Glynn, Ray	67
15. Otto, Judy	73

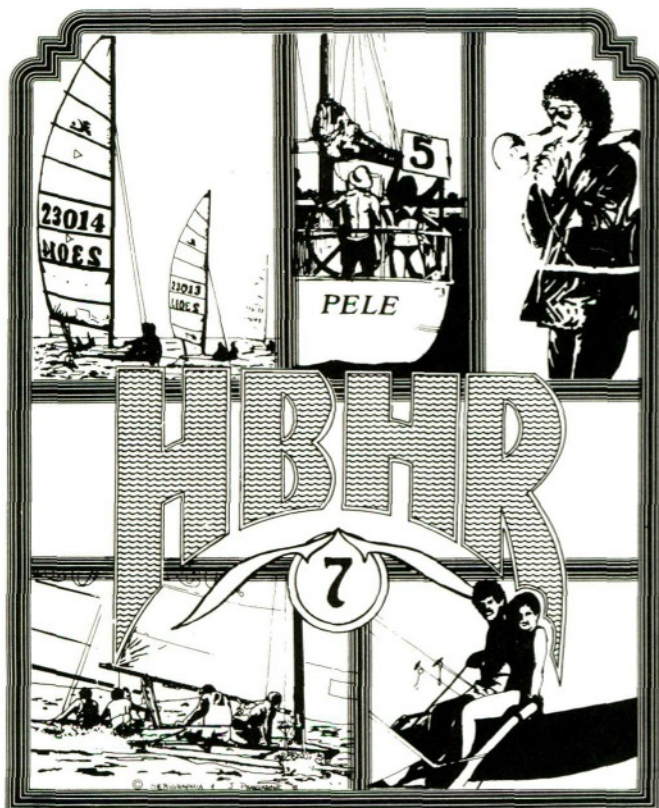
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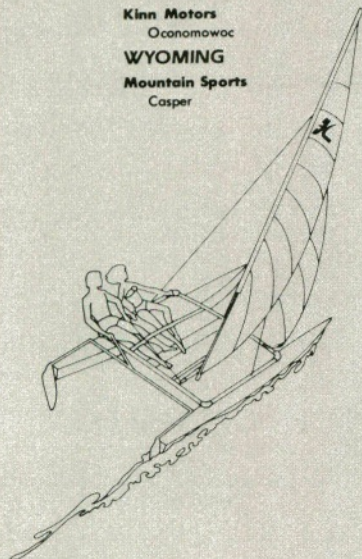
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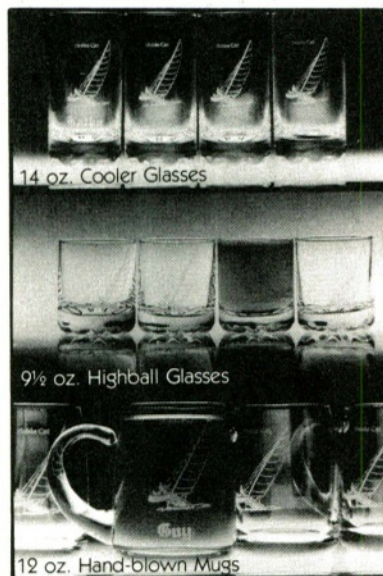
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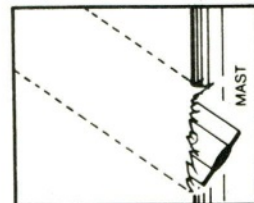
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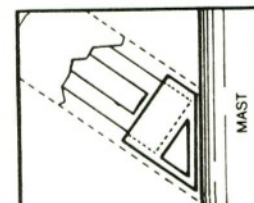
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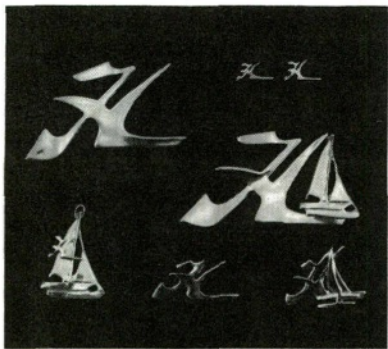


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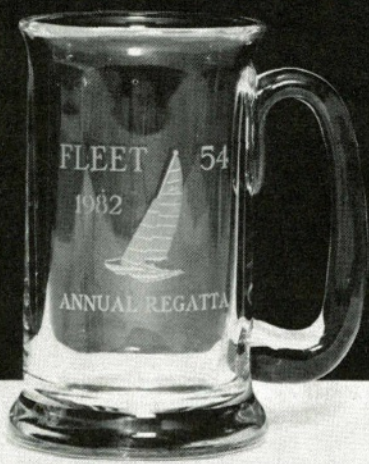
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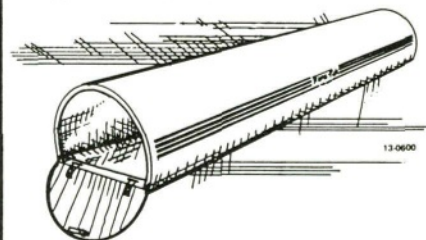
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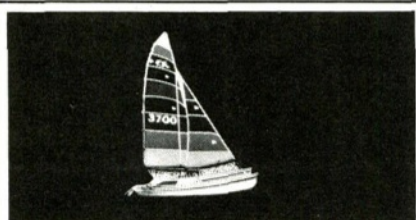
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- 5: \$ 76 Atlantic coastwise waters Savannah, GA to Key West, FL
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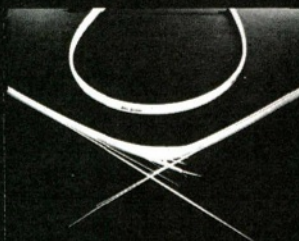
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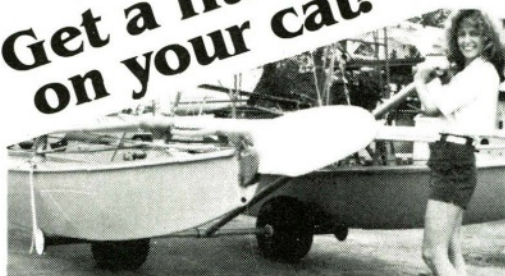
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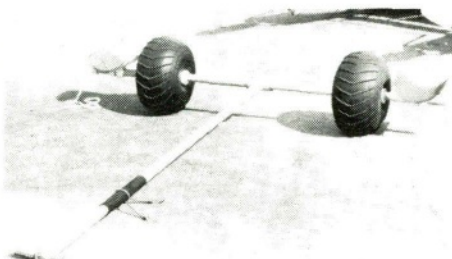


The Cat Trax handle makes it easy for one person to pick up a catamaran and move it across the beach. A roller bearing in the handle allows the axle to spin under the hulls as the boat slides onto the Cat Trax. The handle is then fastened to the rear beam for 3-point support and the boat can be easily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

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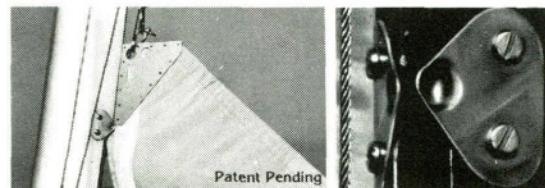
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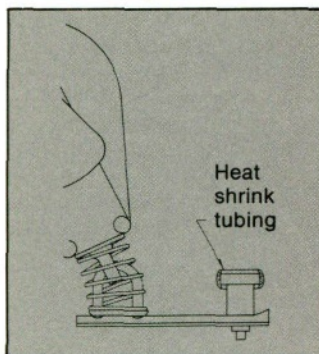
HOBIE HOT TIPS

Ideas for a Hobie 18

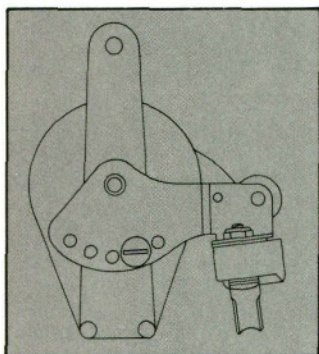
by Chuck Druckenmiller

I would like to offer two tips for Hobie 18 owners. The first is covers for the jib adjuster plunger pins that hold the jib car in place in the jib track. I found some nasty rips in my wet suit. The knurled edge of the plunger pin is sharp and had cut into my suit. I got some heat-shrink tubing at the electrical shop and slipped it on the pin head. Remove the jib cars from the tracks so you don't damage the boat or tramp as you apply the heat. I used a propane torch and it worked fine, but check the place where you get the tubing and see what they use (see diagram). I had to trim the tubing some to get the pin to work freely.

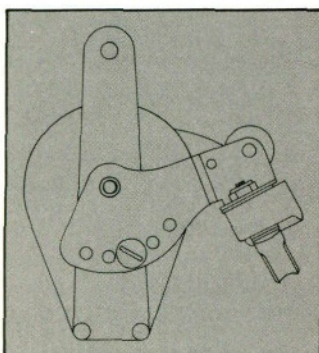
The second idea is also for the 18. I found the crew had a hard time uncleating the jib when on the tramp and in front of the shroud wire. I moved the cam cleat assembly up one hole and found it was now too high. The crew could not cleat the line. How to split the difference between the two extremes and keep it cheap and simple? Remove the adjuster screws and move the cam assembly up and down. Notice the big distance between adjustments. Now move



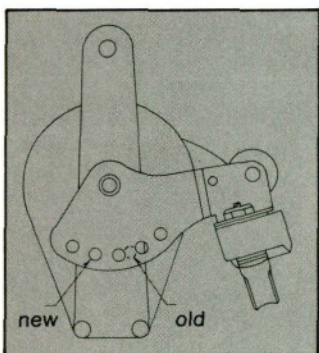
Heat-shrink Tubing



Too Low



Too High



In Between

the assembly so the threaded hole is covered or between the two existing holes in the assembly (see diagram). Now drill and tap a new 10-32 hole. The new hole is between the settings and will let you get the jib angle perfect.

For the Memory

Do you have the same problem I do: remembering how to rig your boat according to the variables of wind/water/weight? Rather than carry around the *Hotlines* that have articles explaining this, I've made notes on 3 x 5 cards, laminated them and put them in my Cool-Cat pocket. Now I have a quick and simple reference. Pretty spiffy, huh?

Marty Gorce, Editor
Fleet 61 Mainsheet
Boulder, Colorado

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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

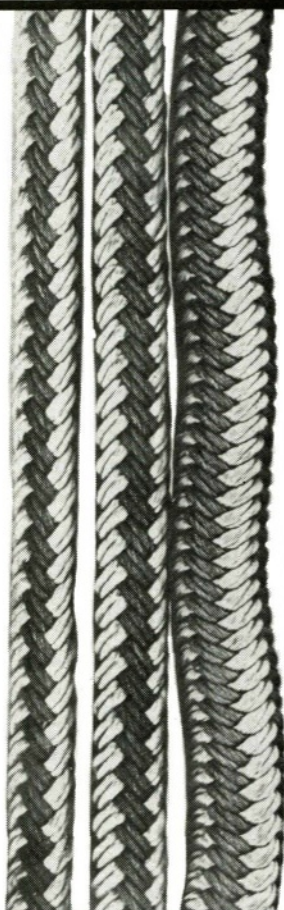
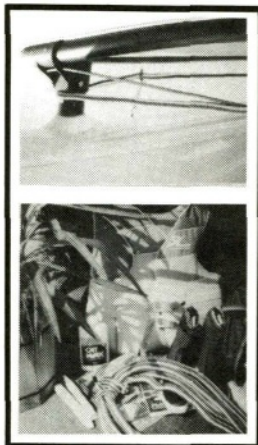
tours, wine and chateaux country tours, to mention a few. Balboa Travel will be happy to arrange any kind of travel holiday for you before or after the Worlds. Call them at (619) 239-2274 for more information or indicate by mail with your reservation application and the Hobie Class Association will forward 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!

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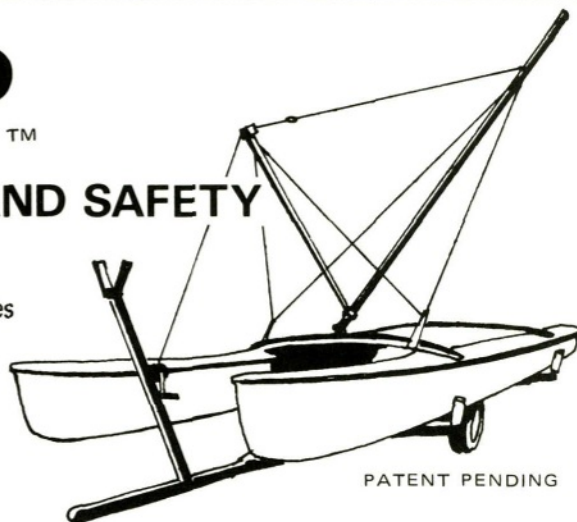
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READER'S FORUM

The Six-Batten Main

Upon laying out the standard and six-batten mains for the Hobie 14, I noticed that the six-batten sail appears to have greater sail area. The leech line appears to extend about two inches beyond that of the standard when they are lined up along the luff. There is a significant difference in the angle (decrease) formed by the luff and foot, resulting in a five to six-inch reduction at the clew as compared to the standard 14 main. The result is a considerable loss in sheeting distance, unless additional mast rake is induced.

Is this a design characteristic of the new sail, or do I have one that is cut improperly? Assuming the new sail is cut properly, what are some initial experiences relative to tuning with the new main?

William D. Brooks
Tampa, Florida

The six-batten Hobie 14 main was designed to have the same foot and luff measurements as the five-batten Hobie 14 main. There is, however, slightly more roach (leach line extension beyond a straight line drawn between head and clew). This extra roach is possible because of the additional support provided by the sixth batten. Sail shape is more controllable with the downhaul on the six-batten sail than it is on the five-batten sail.

The difference you noted concerning the clew height is probably due to the stretch in your old five-batten sail. Sailcloth is very tightly woven and "finished" to minimize stretch. Still, the more a sail is used (especially in high winds), the more permanent stretch and softness it is likely to have. This is more noticeable when trying to downhaul a brand-new sail to the black band, compared to downhauling an older, "blown out" sail.

Tuning the new six-batten sail is very much the same as tuning the five-batten sail. More mast rake is faster, especially upwind and in higher winds. It also helps reduce pitchpoling by moving the center of effort aft.

Lewie Wake
Director of R & D
Hobie Cat

Stiffening Your Boat

In Tuning the Hobie 14 (November/December 1982), Ian Bashford recommends permanently glueing the castings to the hull pylons. This will stiffen the hull nicely, but may create problems in the event of a casting breaking. I have another solution.

Cut off the tops and bottoms from some aluminum beer cans, then cut the remaining tubes from top to bottom, making flat pieces of aluminum. Place these over the tops of the hull pylons and reframe the boat. The aluminum sheets will reduce casting-to-pylon slop, and the boat can still be taken apart.

Hobie 14 owners can also use Hobie 16 pylon bolts to take up slop when the standard holes get enlarged. Hobie 16 owners can add Hobie 14 pylon bolts to each casting to achieve the same end.

Bill Wood
Reno, Nevada

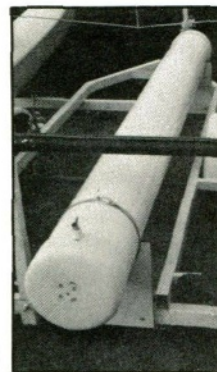
Bashford's suggestion of glueing the castings to the hull pylons is the ultimate method of stiffening up a boat. However, it's not recommended if you're after preventive maintenance or want to be able to take the boat apart. Wood's method is very effective.—S.W.

CONTINUED

STUFFIT

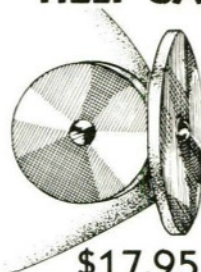
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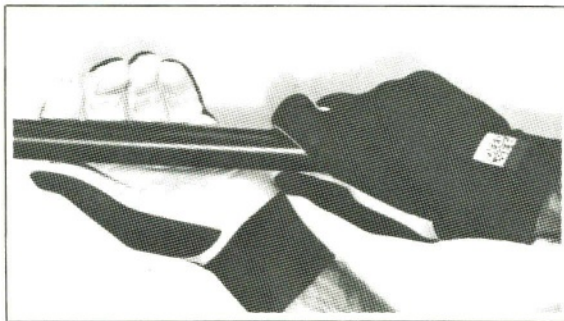
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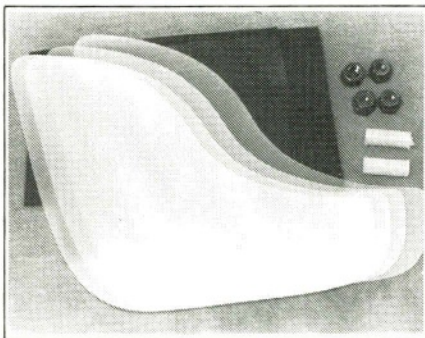
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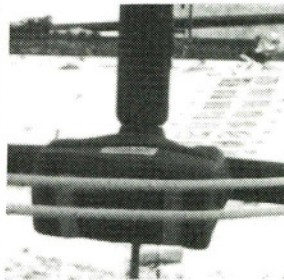
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CA. RES. ADD 6%	
HANDLING	2.00
TOTAL	

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"Cool Cat"

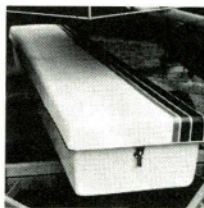
the cooler Hobie* sailors know and love. Four models designed to snap onto the tramp and keep food, beverages and ice cold all day. The model #01 (above) holds 2 six packs, model #11 is the same size with a side pocket and see-through chart pouch, model #02 holds USCG approved cushion, food, beverages and gear, and model #15 (left) holds a six pack and features velcro* straps which secure around crossbar so that cooler rests against dolphin striker, allowing the tramp to stay clear.



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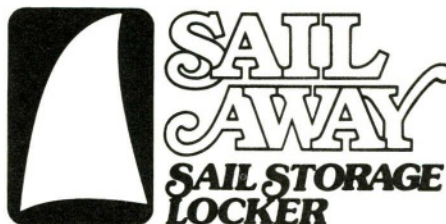
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Reader's Forum

Continued from page 75

Taking It Off

When trailering my Hobie 16, I secure excess wires, forestay, etc. with standard duct tape to the mast. When removing the tape to set up, the adhesive remains on the mast. What will remove the adhesive without damaging the mast? Is there a better way to make fast that entanglement of wires?

W.W. McEntire
Cayce, South Carolina

There is indeed a better way to secure them: try those nylon/velcro straps. They come in different lengths and are very versatile. Your local Hobie dealer should have them. If not, try sporting goods/camping supply stores.

Taking the adhesive off the mast is another matter. There are several methods you can try, but I strongly recommend you use them cautiously and test them on a small area first. None of them are foolproof.

The first one is Rule Fiberglass Rubbing Compound, which calls for two rags: one to rub the tape off with and one to buff the mast with afterward.

Acetone also works fairly well, although *care must be taken* to keep the anodizing on your mast. Don't use too much or rub too hard because acetone is quite strong and may fade the mast.

Nail polish remover, which is not as strong as straight acetone, and alcohol are two more that will take it off. You can use these more liberally, as long as you rinse them off right away.

Ajax is effective because it's an abrasive. It can also be rough on your anodizing, though, so be gentle with it. —S.W.


Straightening the Mast

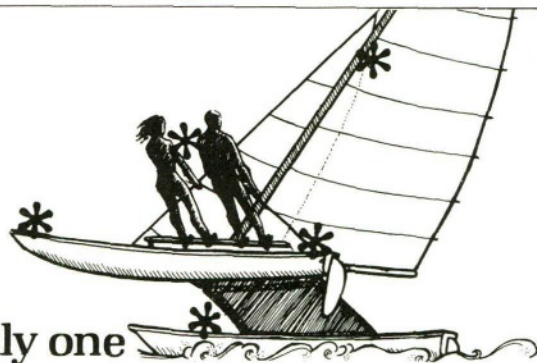
I have a Hobie 16 that's three years old. The black anodized mast has a gradual curve to starboard, about two or three inches from top to bottom. I'd like to know if this significantly affects the handling. If so, can it be straightened without cracking or otherwise damaging the mast?

Thomas A. Davis, Jr.
North Canton, Ohio

The amount of curvature you indicate is not critical, but it can have a slight effect on handling. When you tighten the mainsheet and crank the downhaul, the mast will tend to counter-rotate (turn) toward you. I'd recommend taking it to your dealer and having him straighten it. If you want to try it yourself, please remember you can snap your mast if it's not done correctly. To straighten a mast at home, you'll need the following:

1. Two boxes, each approximately two-and-a-half feet tall, made of wood or any material that will support your weight.
2. Two towels, pieces of foam or some other soft material to cover the places where the mast rests on the boxes. This will prevent scratches in the anodizing.
3. One pair of strong arms or 160 pounds to sit on the mast.
4. One 2x4, four to six feet long, to displace the load as you put weight on the mast.

Place the boxes far enough apart to support each end of the mast. Wrap the padding around the mast and set it on the boxes, curved side up. Center the 2x4 on the bent mast section. Pressing on the board, bend the mast gently downward, slowly pushing it about one-and-a-half feet toward the ground. *Do not bend the mast farther than one-and-a-half feet*—it will stress back the other way and fatigue. Check the mast frequently during this process. Be extremely careful. It won't take long to straighten. —S.W. 



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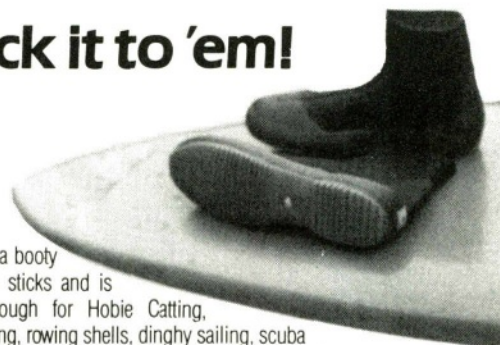
Before Midnight April 10

Viking Ind. will send any of the above boat size tarpaulins to any reader of this publication who reads and responds to this program before midnight, April 10. Each tarpaulin is constructed of high density fabric (with virgin grade ingredients, supplied by Gulf Oil Co., Dow Chemical Co., and Union Oil Co.) with nylon reinforced rope hems, double lock stitched hems, electronically welded seams, 100% water proof, #4 (1/2" dia.) metal grommets set on 3 ft. centers with reinforced triangular corner patches and are recommended for all heavy duty use, all yachts and sailboats, and all bulk or pallet riding materials, and will be accom-

panied with a LIFETIME Guarantee that it must perform 100% or it will be replaced free. Add \$7 handling and crating for each tarp ordered, *Viking Ind.* pays all shipping. Should you wish to return your tarpaulins you may do so for a full refund. Any letter postmarked later than April 10 will be returned. LIMIT: Fifty (50) tarps per address, no exceptions. Send appropriate sum together with your name and address to: Tarp Dept. #110YK, *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.

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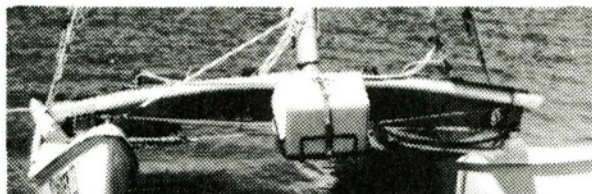
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HOBIE BRIEFS

Coast Catamaran Acquires Holder / Vagabond

Coast Catamaran announced late last year that it had acquired Vagabond Sailboats of Santa Ana, California, which produced boats known as Holders and Vagabonds.

Remaining under the direction of designer Ron Holder, the company will continue to produce its 12, 14, 17 and 20-foot monohulls. Those boats known as Vagabonds in the past will now be named Holder.

The boats, which range in style and intent from a stable 14-foot dinghy that's a good first boat to a couple of hot racers (the 12 and the 20), with some family style cruising and fishing in between (two 17-foot models), are an appropriate addition to the monohull side of the Hobie line.

More than 2,000 of the Holder 14 alone are already out of the factory and into the water—and that's a number that certainly meets the criteria for a viable racing class.

Outclassed

The *Hotline* has been reaching you via second class mail for the last year. We were mailing second class while the permit was pending. Unfortunately, our second-class permit didn't come through. Going back to third-class mailing means some areas may have slower delivery, so please be patient. We are committed to getting the *Hotline* out on time and will make every effort to ensure that it reaches you in the first week of the cover date.

Hot Cats

People can't seem to stay away from Hobies, even if they don't own them. We've got another report of a stolen cat, a Hobie 16 out of Texas. A 1981 *California Special*, the boat bears hull number CCNQ154M8LJ. If you have any information about this missing boat, contact Terry Edwards at (214) 248-5208.

A Tequila Sunrise boat with blue hulls was stolen from Stanford University in Palo Alto, California. The hull number is CCMQ2085M81K, the CF numbers are CF 1137 HA and the sail number is 65823. Contact Harris Kuhn at (415) 497-9633.

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Texas Gulf Yacht Charters, the Hobie 33 dealer for Houston and the Texas Gulf Coast area, is offering a unique service to sailors. Five race-equipped Hobie 33s at the new Nassau Bay Hilton Marina on Clear Lake near Houston are available to charter for one-design racing or professional racing instruction. For more information, call Don Shapray of Texas Gulf Yacht Charters at (713) 334-SAIL. Try match racing with a friend—it's an exhilarating experience!

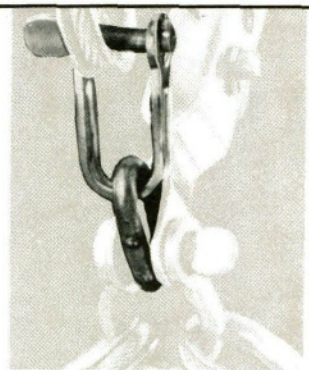
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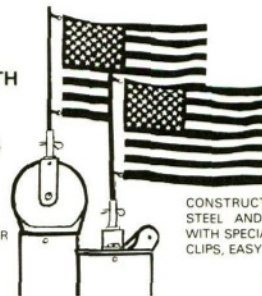
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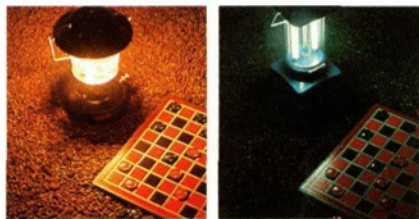
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