

# *Hobie* **HOTLINE**

JULY/AUGUST 1983

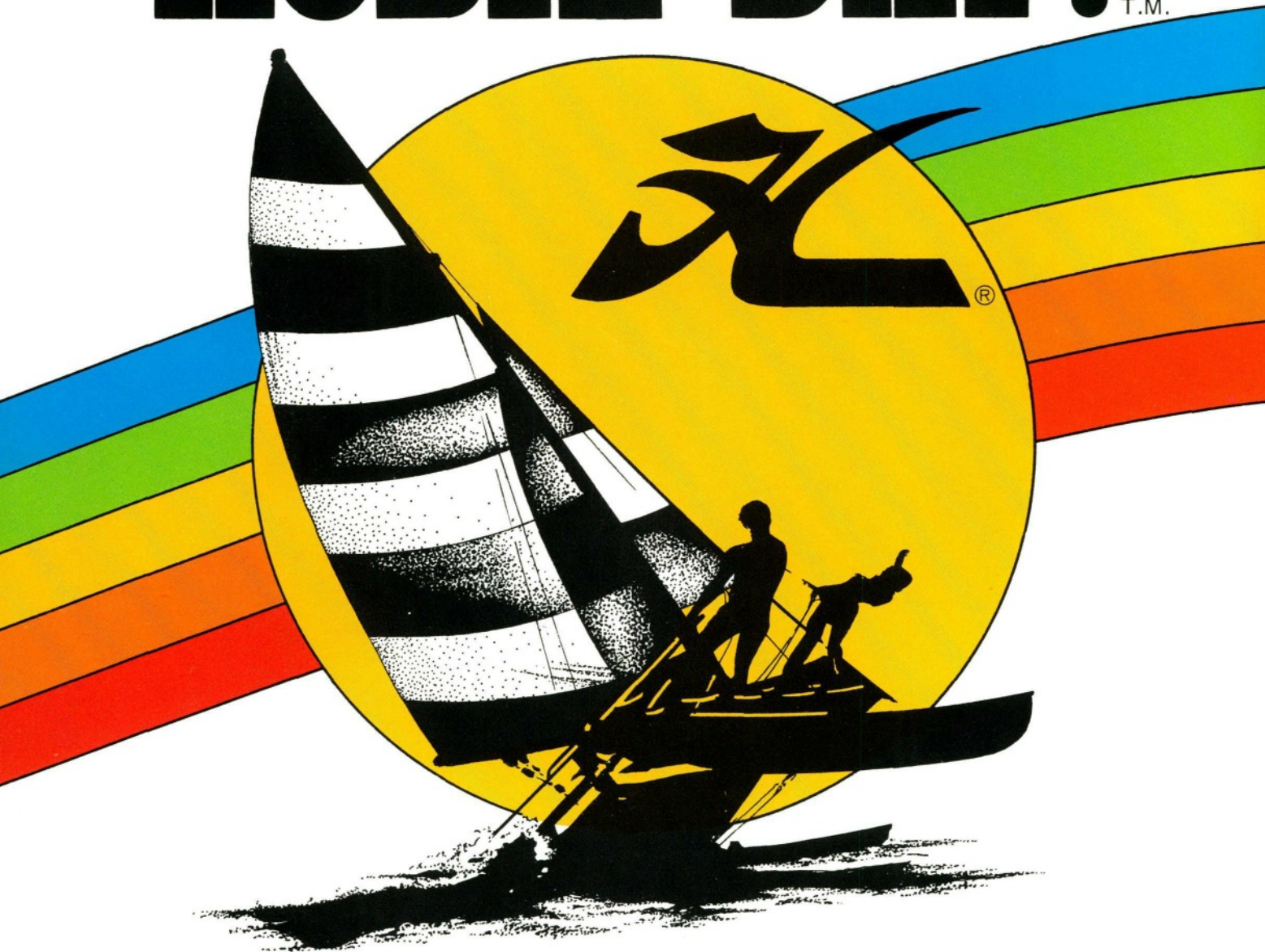
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# Hobie **HOTLINE**

July/August 1983

Volume 12, Number 4



Douglas Peebles

Kaneohe Bay, Oahu

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A recap of an exciting year of racing

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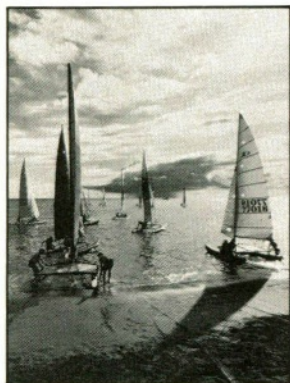
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## **ON THE COVER**



Chris Caswell captures a quiet Hobie moment in Tahiti.

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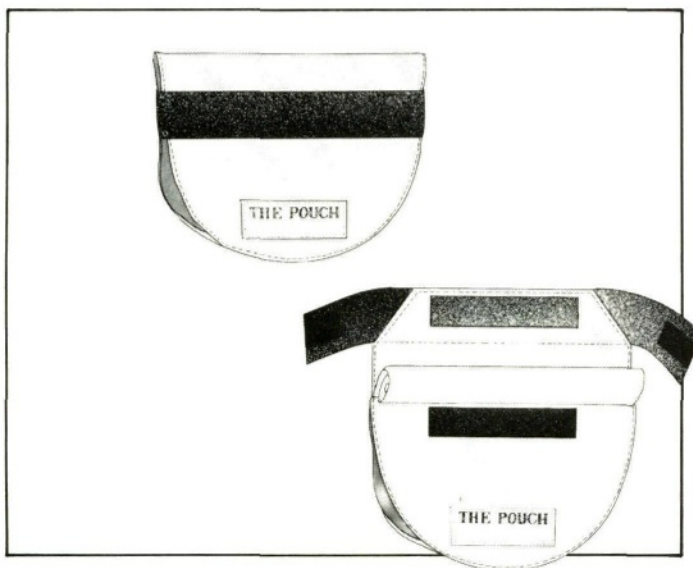


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## A Vicarious Experience

Weekends of sailing keep escaping me. The boat's ready, I'm certainly ready, but something always seems to come up. I swear I'm going to get out there soon, but in case you're having the same problem, this issue holds plenty of vicarious pleasures to keep the unwilling armchair sailor primed.

We'll visit Fleet 402 in Lagos, Nigeria, where islands float and sailors race up creeks. Photographer Douglas Peebles is taking us to Hawaii for a look at that picture-perfect state's more tranquil moments on the water.

We wanted to bring you a feature on desert sailing, but the wind wasn't blowing when we got to Arizona. What we did bring home is a sampling of the recreational alternatives Hobie sailors can come up with when they're determined to have a good time. For some good ideas on fun in the sun, check out the doings at the Seventh Annual Lake Havasu Hobie Cat Family Fun and Recreational Retreat.

An area of continual interest, frustration and delight to the *Hotline* staff is marine photography. (If I ever *do* get to go sailing, I'd like to get some good shots of the action.) As anyone who's tried can tell you, taking pictures while afloat isn't easy. The lighting is intense, the action is fast and there's water everywhere. We cornered renowned marine photographer Chris Caswell and chisled a few tips out of him for the would-be Hobie shooter.

On the technical end, former 14

National Champion Bob Curry is giving us the inside info on what he's learned about tuning and shaping the new six-batten Hobie 14 sail. In response to a reader's request, Hobie Alter, Jr. gives us a quick overview of traveler settings, discussing theory and offering some sound advice. Meanwhile, Terri Crary (from Florida) shares what she's learned about working with her skipper, particularly when it comes to tacking. No matter what your position on the boat, Crary's article is bound to teach you something.

Our prolific researcher, Scott Ward, brings together some of the major points to consider when tuning the Hobie 16 on the water. With plenty of photos to illustrate his topic, Ward has answered several questions in one swoop.

At a recent staff meeting, we wondered collectively which Hobie sailor you'd like to read about next. We decided it was silly to bring you just one sailor when we could get four in a package deal: Whether driving their van 15 hours to a regatta or at home in Salt Lake City, Utah, the Shearer family is a joy and an inspiration to sail with.

As soon as you get done reading all the terrific stuff we've got packed into this issue, I know you'll be inspired. Don't let anything get in your way—get out there and go sailing. Just in case I don't make it this weekend, send me a snapshot, ok?

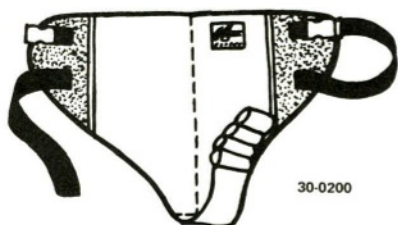
*Paula Alter*



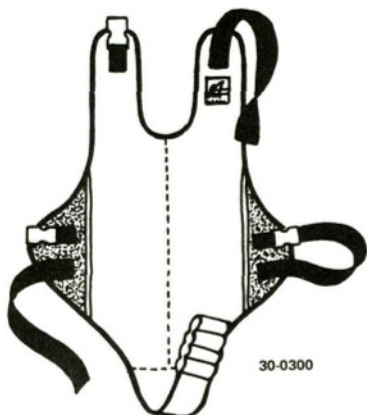
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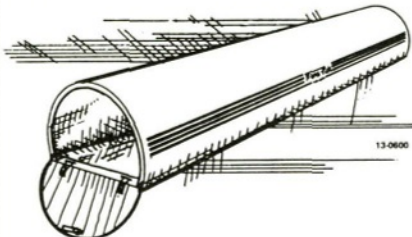
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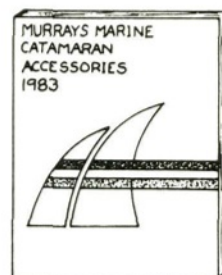
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# LETTERS

## USYRU Racing Clinic

As commodore of Fleet 106, I read with great interest and appreciation the article in the March/April *Hotline* about last year's USYRU racing clinic. As the article notes, this year's clinic will be hosted by our fleet at Steamboat Lake, Colorado. However, I want to report to your readers that the date for the clinic has been changed. It will be held on July 16-17, rather than on June 5-6, as stated in the article. See you there!

John F. Rawlings  
Steamboat Springs, Colorado

## Molecular Determination

Upon reading Rick White's Three W's Formula, I discovered several small errors in his theory that may be of interest.

He used the word suction to refer to a force produced by a negative pressure differential. Although it is correct to say that a boat is driven by this force, we must also remember that without the impact of the wind, there would be no suction. It is more accurate to say that we sail by the pressure of the wind, as it does not require a description of an imaginary force in its explanation.

Suction is the imaginary counterpart of pressure, much as centrifugal force is the imaginary counterpart of centripetal force. The real force, in our case, is determined on the molecular level. Molecules of air collide with the surface of the sail and are trapped there until they work their way around the sail.

The trapping causes an increase in the density of air molecules and, therefore, an increase in the pressure and temperature of the air. This raises the kinetic energy of the molecules, causing more air molecule collisions against the windward side of the sail.

We can see, therefore, that on a molecular level, we *do* sail by means of the impact of wind on the sail. Furthermore, a deeper curve in the sail is not a sufficient condition for a greater pressure differential, because the sail curve is preset and, therefore, an independent factor, not a dependent one.

I would suggest that a flat sail would have greater wind flux and, therefore, a greater pressure differential. The benefits of this, of course, vary with the direction of sail relative to the wind.

Boat motion is due to many component forces. Pressure differential is only one of them. Other components include the redirection of a mass of air to the direction opposite the direction

of travel and the collective impulse force of air molecules hitting the sail and reflecting at their incident angles.

On the same basis, I believe your correlation with birds and airplanes is illogical, as they fly due to the effects of an airfoil, where windspeeds (and, therefore, pressures) are altered.

I would like to conclude by saying that this situation is not as simple as it looks. Your solution may be empirically correct in many cases, but it is difficult to prove. Remember that aerodynamics is the last unsolved problem in classical physics.

Jim Gomolka  
Chardon, Ohio

*The object of writing expository books is to simplify complexities. Hopefully, the formula does so for the boater and the layman.—Rick White*



## She Likes It

The new *Hotline* cover looks terrific. I also appreciated White's Three W's Formula—it makes so much more sense to think of the sails in terms of trimming the flaps and bird's wings.

Sue Llama Yeoman  
Fleet 95  
Seattle, Washington

## Seaway Speaks Up

This is in response to an item in the *Hobie Hot Tips* section in the May/June issue of the *Hotline*, in which Chuck Druckenmiller gives some ideas for changes to the jib blocks on the Hobie 18.

Druckenmiller's points are well taken. However, we at Seaway and the people at Hobie Cat have worked together during the last two years on the problems he mentions. We have already made several changes, which eliminate the need for the modifica-

tions shown in the May/June issue.

Since 1981, all mainsheet blocks have been equipped with two sets of adjustment holes, so there are 10 angles to choose from. Early this year, the changes were also made on the jib blocks for the Hobie 18.

In 1981, we also changed the configuration of the plunger knob on the jib block car to a much finer knurl. The previous production had a rough diamond knurl, while newer models have the straight knurl, which is much less abrasive. We do feel that the plastic coating on the knob is a good idea as the crew often comes off the wire right over the block.

We would like to hear suggestions and comments on all Seaway products on Hobies. Please write to Seaway Supply Division, R & D Department, 4201 Redwood Ave., Los Angeles, CA 90066.

Harrison Hine  
President

## Information, Please

I'd like some information, if available, concerning car-top carriers for Hobie 14s. A trailer is impractical for me. Any ideas you have on this subject would be sincerely appreciated.

Robert Sellars  
Patrick AFB, Florida

*Any answers out there? Please write us if you know.—Editor*

## A Dirty Job

We've been Hobie dealers and rental agents on a public beach since 1970. Our rental fleet has been left unguarded, and our losses to theft have been minimal. This spring, however, we've had a series of thefts of everything from rudder blades to the entire backside of a Hobie 14.

This has cost us several hundred dollars in replacement parts as well as the revenue from one boat in our fleet while we waited for parts. Add to this the cost of a security service and modifications to the rudders to make the blades harder to get off and you can see some fellow Hobie owners have cost us a great deal of money.

To the best of our knowledge, the thefts were not the work of local fleet members but of tourists. When you get a call from a stranger pricing rudder blades and the next day a blade is missing, you put two and two together.

Why write this letter? To ask all Hobie sailors: When you break a blade or lose a part while on vacation, do you buy it from the nearest dealer or

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# WANTED

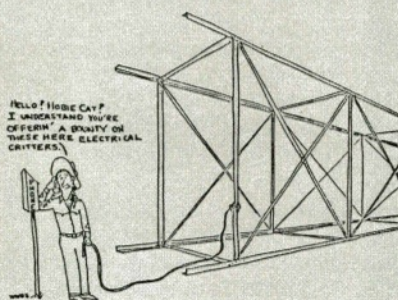
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## Letters

*Continued from page 5*

decide to take what you need from the fleet of boats on the beach, thinking that with all those boats, they won't miss just one piece?

Hobie sailors have always been a close-knit group of nice people. We'd like to think they still are. If you know someone who brags about getting replacement parts the free and easy way, let him know what you think of him. *Thief* is a nasty word, but it's the only one that fits.

Joan Gregory  
Fleet 71  
Key West, Florida

## Words to Live By

I read Sheila Henning's article, *The Care and Feeding of Your Cat* (March/April), and I wholeheartedly endorse its contents.

I've been knocked off a Hobie 18 by the base of a falling mast, which was caused by a rusted shroud/thimble connection. I've seen Hobie sailors' weekends ruined by a broken wheel bearing that was left ungreased.

This is but a glimpse of the consequences of ignoring the minimal maintenance needs of a Hobie Cat. We can all tell our own stories, yet we still see Hobies and trailers held together by a string and a prayer.

Proper maintenance of our Hobies and trailers could eliminate 90 percent of these accidents and add to the life of our equipment. Our cats are high-performance vehicles, and we demand a lot from them. We should give more thought to their maintenance. After all, Hobie dealers have a variety of products available for this necessary chore.

Ken Bromby  
Chino Hills, California

## PFD Safety

As usual, the mail to Saudi Arabia is slow, so I have just gotten the November/December 1982 *Hotline*. I hope it's not too late to submit my survey response.

Question 56 asks for other comments, so I'll take this opportunity to get something off my chest that's been bugging me more and more in recent issues of the *Hotline*. I am referring to the apparent dual standard you have about the safety practice (in most areas of the world) of wearing life-jackets or PFDs while sailing.

Although many of your articles mention the advantages of wearing a PFD and most race organizers as well as local laws require them to be worn while sailing, more and more of the pictures used in the *Hotline* and in Hobie Cat advertisements show skip-

per and crew gaily flying a hull, waving at the camera, wearing very little else than a big smile.

You have a fine magazine and an excellent opportunity to ensure that Hobie sailing remains the safe, exciting sport that it is. A simple policy of publishing only those pictures that show skipper and crew properly attired for sailing would encourage all who read the magazine to do likewise.

C.F. Pratt, Jr.  
Fleet 253  
Dahran, Saudi Arabia

*Your opinion and concern for the safety of Hobie sailors are appreciated. When given a choice between two good photographs, one with lifejackets and the other without, we will select the one with.*—Editor

## More Ladies

I couldn't help but notice that in the *Ladies of the '80s* you left out one lady who should have been mentioned.

It is a yearly challenge in our fleet to see if anyone can beat the April 1 record for the first Hobie in the lake after the ice breaks. A new record was set this year when Barb Caster, our local Hobie dealer, won the season's first big race.

The date was March 17. Caster trapped out over the ice flows, wearing her husband's Deckskins to keep warm. Hers wouldn't fit, as she was nine months pregnant with daughter Robin. Talk about new perspectives on having a Hobie day!

Congratulations on both events, Barb.

Fred Fergerson  
Fleet 204  
North Syracuse, New York

*We're sure there are Ladies of the '80s like Barb Caster across the nation, and we salute them all.*—Editor

## For a Fighting Chance

Too often, I read in the *Hotline* about a Hobie Catter being killed when a mast hits a power line. It's a tragedy I hope will never happen again, but I know it will. Even with the constant reminders in the *Hotline*, the new mast warning stickers, the Bounty Program and any other warning program we can come up with, these tragedies still occur. I suggest we go one step further: Let's make it a goal that every Hobie Cat sailor learns CPR.

Cardio-pulmonary resuscitation is a procedure used to sustain the life of a victim of heart attack, stroke, drowning, electrocution or any other trauma that stops the heart. After the heart stops, the vital organs of the body are deprived of oxygen. The brain, being

*Continued on page 69*



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# N I G E



BY KEITH JORDAN

**B**ursting with a population that's variously guesstimated at six to 10 million, Nigeria is said by some to be the largest black city in the world. A big city can be a lonely place, however, for the transferred employees of foreign companies.

Petroleum is the largest single economic activity in Nigeria: Such companies as Gulf, Texaco and N.L. Baroid, Ltd. have drilling or other oil-related operations there, for which they send in already-experienced upper management personnel.

These men and women frequently find Lagos distressingly different from home: It's usually hot and humid, except when the dry, dust-laden *harmattan* blows off the Sahara to choke everything in its path. Poverty is widespread and the traffic is eternal. The difficulties for a

foreigner can seem endless, too. Most major companies allow their uprooted employees two month-long leaves of absence per year. However, the money is good. Stick it out for a few years, they figure, and you can really get ahead. For the members of Hobie Fleet 402, life in Lagos offers a little more.

With the opening of the bar at the Ogogoro Beach Clubhouse on Halloween in 1982, Fleet 402 emphasized its arrival at the Lagos Yacht Club. The land for the facility is rented by the yacht club from local Yoruba Chief Ayeni. The bar, sail stowage, berths and restrooms were built for free by friendly companies and fleet members. Initially, sail stowage was a modified ISO container (a large aluminum box with double doors at one end) that was man-handled into position from a barge.



# R I A



**Far left:** Lining up for the start of an unusual race are several Hobie Cats that will be skippered by sailors from other classes at the Lagos Yacht Club. Most of these neophyte Hobie skippers are monohull sailors. The owner of one of the boats, *Orangeman's Delight*, maintains that she's named for a drink on a par with the tequila sunrise. Samples were not available at press time. **Near left:** Fleet 402's landlord, Chief Ayeni, is welcomed to the party by the fleet's founding commodore, Brian Spence, while the current commodore and our author, Keith Jordan, awaits acknowledgement with cap in hand. Chief Ayeni is one of the seven "white cap" chiefs of Lagos. These seven chiefs are the heads of what once were the ruling families in Lagos. They are still quite an influential group in that area.

The first Hobie 16, *Ibeji* (twins in the Yoruba language), came to Lagos in 1977. She was sailed by Ekkehard and Ursula Biller. The Lagos Yacht Club had a catamaran class—an outdated British model called the Shearwater, which features a spinnaker along with a lot of rigging—so *Ibeji* raced in the mixed class.

*Ibeji* won several cups before Francois Courson imported *Polan* in May, 1978 and Steve Clinton brought in *Novae* the following July. A further nine Hobie 16s, including the aptly-named *Passing Wind*, arrived in September of that year.

These 12 boats formed the core of the new fleet. Pressure was put on the yacht club to recognize the new class and give it a slot in the Saturday racing program. Additionally, application was made for berthing rights at the club to

avoid tedious trailering and paddling from various parking places in Lagos.

In mid-1979, the club admitted Hobie 16s as a separate racing class, but without berthing rights. The problem of berthing rights produced a lot of bitterness and ill feeling between the club and the newly registered Fleet 402. During one argument, the volatile Steve Clinton threatened to throw the Lagos Yacht Club Commodore, Peter Conyers, into the harbor. The common sense and diplomacy of another of the original 12 Hobie sailors, Bob Ashman, balanced the more firebrand tactics of other members, and he won the respect of the club "establishment."

Despite the wranglings, the fledgling fleet raced an average of nine boats every Saturday throughout the year and competed in a quarterly points series for

a cup sponsored by N.L. Baroid, Ltd. Baroid is a major supplier of oil drilling services to local oil industry, which is the mainstay of Nigeria's economy.

The berthing difficulties were alleviated in December of 1980 when, through the efforts of Ashman and Brian Spence, the first fleet commodore, the present berthing area at Ogogoro Beach was obtained. (Ogogoro is the name of a powerful local spirit made from the sap of palm trees. If left to set for 24 hours, the sap produces a wine about as potent as beer. If the liquid is then distilled, the result is a gin-like liquor with the characteristics of rocket fuel.)

The beach is at the opposite end of the harbor from the yacht club and can only be reached by boat. Hobie sailors ferry across on the club's rescue boats.

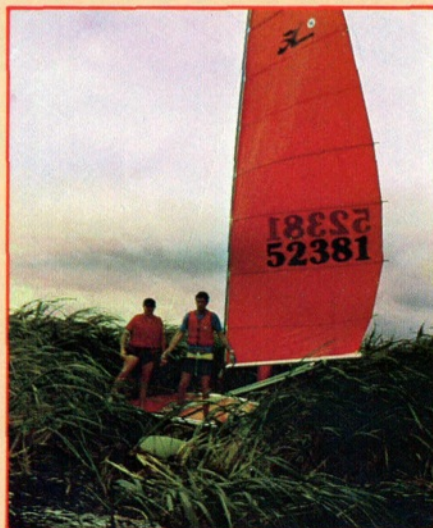
They are looking into purchasing their



# N I G E R I A

**Top:** Chief Ayeni "sprays" Fleet 402's resident accordionist, Frenchman George Val, by sticking a one-naira (the local dollar equivalent) note to his face. Spraying is a Nigerian custom of rewarding musicians and other performers for a job well done. In the background is the sail of the fleet's first Hobie 18.

**Bottom left:** "And now for lesson number two: reversing" was the winning caption in a competition sparked by this photo of despondent Phil Freeman, stuck in the vegetation of Iwopin Lagoon. Freeman was taking out a novice skipper and they were blown into the floating island after narrowly averting a pitchpole. The islands are planted to encourage fish breeding. It took Freeman and the skipper (who reverted to crew) 30 minutes to wheedle their way through to the other side. **Bottom right:** These are some of the first members of Fleet 402 at Tarkwa beach.



own boat, so it would be more easily available, as rescues naturally come first.

Work on the facility progressed in fits and starts as each fleet member pitched in at some point. New Hobie 16s arrived: *Tequila Sunrise*, *Afrodizzycat* and *Wet Dream*.

It was another 1980 arrival, though, that has dominated the series: *Sunkist*, sailed by Jerry and Annis Smith, has eight wins in the 13 series competed for to date. Indeed, 1980 was the year when Hobies really proved to the Lagos Yacht Club that they were serious racers. George Mardall lead a Hobie clean sweep in the Little Ships Regatta, taking

home the Gold Trophy.

In the same year, *Sunkist* won the annual Badagry race. Badagry is a town about 32 miles west of Lagos through a creek system. The race is spread over two days: Crews must spend the night in the bush and be self-sufficient in food, water and mosquito repellent. No outside assistance is permitted.

Lagos offers good sailing through the year, although the winds are very light from December to April. The climate is distinctly tropical, Lagos being only 300 miles north of the Equator. There is a very rainy season from June to September, but the rain is warm, and they all sail a little cleaner.

Apart from racing, Fleet 402 members sail on most Sundays out into the Atlantic for beach parties and such, encouraging other classes in the Lagos Yacht Club to join them.

Fleet 402 now has 33 Hobie 16s, one 18 and one 14. With more than half those boats sailing every Saturday, they have the most active class in the club. There are five more 16s on the way, with a goal of being a 40-boat fleet by the end of 1983. *JK*

Keith Jordan is the commodore of fleet 402 in Lagos, Nigeria.



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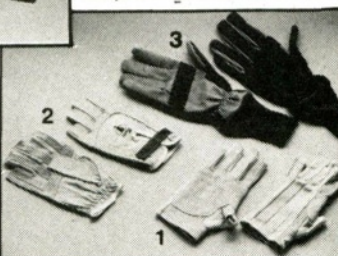


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Continued on  
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# Basics in Traveler Positions

by Hobie Alter, Jr.

Knowing where to set your travelers for each leg of a course will greatly increase boat speed and ease of handling. Catamarans have a very wide speed margin compared to monohulls. This means slight adjustments can make a few knots difference in speed. The key is to have traveler settings and sheet tension working together to obtain optimum speed for the course you're steering, or should be steering.

How do you know when everything is set right? There is really no way of knowing on your own. When racing, you begin with a setting you feel comfortable with. Then, start comparing yourself with other boats while making slight adjustments with traveler, sheet tension and course you're steering. I was once on a reach with other good sailors, everyone was going fast and trying to work low for the mark. A boat came from behind, passing us like we were standing still. A quick look at his boat showed his main and jib traveler were only half way out and he was sheeted in hard. We pulled our travelers half way in, came up a few degrees, sheeted in and took off. The difference in apparent wind by sailing a slightly higher course enabled us to catch and pass waves the other boats couldn't catch because they were steering low for the mark. A short jibe for the mark and we were 10 boats ahead.

Sailing a higher course isn't always going to work. Many times a low course comes out ahead. The important thing to remember is to be flexible with your sailing techniques. Pay attention to other boats and try adjusting the travelers, sails, and course to increase speed relative to your competitors.

The more you experiment with different traveler settings in varying conditions the better you'll understand how the boat is effected. Soon you will be able to set your travelers for each leg of the course in changing wind conditions and be very close. It's usually a close guess for experienced sailors when rounding marks, as to where the travelers will go for a new leg of the course. It's better to be on the short side, as it is easier to travel out then in.

## General Guidelines to Start With on Traveler Settings

### Hobie 14

#### Upwind—Light to Moderate Air

Main traveler set 2 to 4 inches off center. Mast should always be raked aft.

#### Upwind—Heavy Air

Travel out as far as you must to keep the boat flat. Sheet hard to keep the boat driving.

#### Downwind

Travel all the way out, sheet out sail so it's touching side-stay. In heavy air, a tight rig with the mast raked back and use of a boom vang will help any pitchpole problem.

#### Reaching

Travel out to the point when sheeted hard, your sail is set properly for the course you are steering. Sheet the main out when the boat slows and back in hard as speed increases, will give you a consistent reach.

### Hobie 16

#### Upwind—Light to Moderate Air

Jib traveler set all the way in closest to mast. Pay attention to sheet tension, as you need to keep the slot open between jib leech and mainsail. Center the main traveler, keeping sheet tension just right so you're not hooking the top of the sail.

*Continued on page 30*



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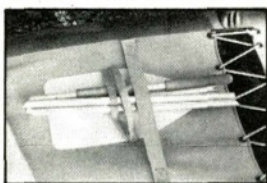
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(The cat-tail concept is on file at the United States Patent Office.)

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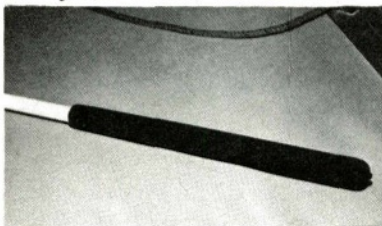
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# READER'S FORUM

## Aligning the Hobie 16

*I have a question about reassembling and aligning my Hobie 16: How is correct dolphin striker rod tension determined?*

Mark A. Roesch  
Strongsville, Ohio

The interesting thing about this is that there isn't a manufacturing tolerance. The tolerance is actually the dolphin striker assembly adjustments. The boats are put together the same, and they are all on the same basic angle and spacing. The dolphin striker assembly makes the adjustments, because when you are sailing there is a load that builds up on the rig, pushing the mast down on the crossbar, tightening up the dolphin striker rod. Cranking in on assembly toes in the hulls, while loosening toes them out. Both ways have their advantages and disadvantages, but don't go to the extremes (tightening or loosening), for both could be very detrimental to your boatspeed and handling. I have found that a fairly tight assembly works quite well.

One method of finding out how toed-in or out your hulls are that has worked for a number of hot racers is to measure between the very front parts of the bow and find the centerline. Then find the centerline from the stern and measure from there.

Scott Ward

## Sailing in Reverse

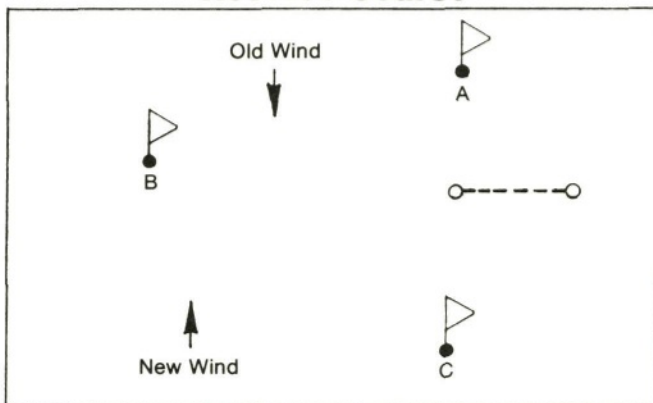
Quite a few people have asked us to define a reverse course. A reverse course is used when the marks have already been set and the wind shifts 180 degrees right before a race. Rather than change all the marks, the race committee can call a reverse course.

In the diagram, the course was set according to the "old" wind, with A mark as the weather mark and C mark as the leeward mark. All marks were left to port. When the wind shifted 180 degrees and the race committee called a reverse course, C mark became the weather mark and A the leeward mark. On a reverse course, all marks are left to starboard.

An example of this took place at the 1981 Hobie 16 Nationals. The wind shifted 180 degrees on the last day, and the race committee called a course 2R, which meant course 2, SABCF, reversed, so it was SCBAF, with marks taken to starboard.

Scott Ward

### Reverse Course



Continued on page 77





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16 Hobie Hotline





Text and Photos  
by Chris Caswell

# A GUIDE TO MARINE PHOTOGRAPHY

**A** photographer for *Sports Illustrated* once commented that marine photographs were tougher than anything else he'd shot. There are some very distinct problems associated with shooting boats, and many people are discouraged too easily.

Photography afloat isn't as easy as shooting in your back yard. This guide is intended to help the would-be marine photographer improve his abilities and capture some memorable moments on the water.

The biggest problem with marine photography is the water itself. Water brings together three conditions landlubbers rarely have to deal with.

The first of these is glare, which is far brighter than most people realize. We all have rolls of film that are washed out, drained of color by the exceptional reflective ability of water in combination with white hulls and sails.

The second problem is motion. It's like shooting pictures during an earthquake: The photographer and the subject are in constant motion. All too often, the result is an unacceptable blur.

The last problem is with moisture—dampness and mildew seep into cameras and devour their inner workings. Professional marine photographers, who have to shoot in all wind and sea conditions, generally accept water damage as part of life, almost singlehandedly supporting camera repair shops. You can, however, do a lot to protect your camera.

Before we discuss precautions and solutions, let's take a look at the equipment you'll need to bring in those great shots.

## CAMERAS

The old saying that the camera is less important than the photographer is still true. The type of

camera you have is less critical than fully understanding its abilities and limitations. I've seen cruising sailors bring home extraordinary photos using Instamatics while others, equipped with Nikons, brought home dull and lifeless film.

The simplest cameras to use are the Instamatic-style pocket cameras. These are fine, as long as you remember they have slow shutter speeds (you're more likely to get blur) and wide-angle lenses (fine for on-deck shots, mediocre for other boats). Because of the small film size, you won't want large blow-ups made for your wall—they'll look grainy and out of focus. This is why most magazines, including this one, do not accept Instamatic photos.

For catching those candid moments while on deck or while hiking out, though, the pocket cameras are great. Best of all, the price of these cameras makes them less of a loss if they get soaked.

Next on the ladder is the 35mm single lens reflex, which accounts for about 95 percent of the photos you see in this and other magazines. It's called a reflex camera because you view and focus through the same lens you shoot through, so you see exactly what you'll get. The modern 35mm SLR has a built-in light meter to monitor your exposure, and many of the latest models have automatic devices that will set the exposure for you.

The 35mm camera is light and compact. It can hold up to 36 exposures at a time, which is economical if you plan to take a lot of pictures. You'll want to make sure the camera has interchangeable lenses, so you can add wide-angle or telephoto lenses for special uses. There are a number of black and white and color films available for the 35mm, and the list of accessories is almost endless.

You should expect to pay at least \$200 for a good 35mm camera. You can often find good deals on packages that include

the basic camera, a couple of lenses and a camera case. Since you'll be using the camera around the water, be sure to check the warranty and find out where repairs are done. Some major brands have service centers in several parts of the United States as well as abroad.

The make is less important than the features in today's semi-automatic cameras. I happen to use Nikons because I have for many years and because they stand up to a lot of abuse. However, there are other pro marine photographers who swear by Canons, Minoltas, Pentax—it's really the photographer, not the camera.

An excellent camera for all-around use is one that's waterproof. There are two that fit the bill. The Nikonos, produced by Nikon to Jacques Cousteau's specifications, is watertight to 160 feet, has several lenses and is unbreakable. It can be left underfoot in the cockpit, used in the rain, dropped overboard and taken skin diving. The newest Nikonos model is the IV.

The other all-weather camera is Minolta's Weathermatic, a pocket camera in a waterproof housing. While somewhat more fragile and less versatile than the Nikonos, it is also considerably less expensive and can be used in or out of the water.

The next step up in camera size is the 120mm camera, which comes in a variety of styles but is bulkier and more expensive. It produces large negatives, primarily for commercial use, and is out of the picture for the average photographer.

## LENSES

A camera is essentially a light-proof box. It is the lens that determines what appears in the finished photo. For the purpose of this discussion, we'll limit ourselves to lenses for 35mm cameras. The standard lens is the 50mm, which produces on film the same perspective you see with your eyes. Shorter lenses are wide-angle, while longer lenses are telephoto.

**Chris Caswell** is an accomplished marine photographer who has been photographing boats for more than 15 years as a freelancer and as an editor for *Sea* and *Yachting* magazines. He uses Nikon cameras and prefers Kodachrome 25 and Plus-X films.

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## It's like shooting in an earthquake: Photographer and subject are in constant motion.

it sparingly, though, as it can produce effects that are too intense.

### PROBLEMS AND SOLUTIONS

Motion, as we said, affects you and your subject alike. Even in calm weather, your boat is going to move around, and this can affect the sharpness of your photos. When shooting, brace the camera against your body. Tuck your elbows tight against your sides and let the camera rest against your nose and forehead. Instead of bracing against a rail or a mast, which are moving, sit or stand where you can absorb some of the motion with your body. You'll pick up the knack of swaying with the boat to keep the camera steady.

A few words of caution here: Always have a neck strap on the camera so you can let go suddenly to hang on if you lose your balance. Also, be careful when using telephoto lenses, since peering through them too long will sometimes bring on seasickness.

Glare can wash out the most colorful boat photo to shades of white. Most marine photographers find that the built-in light meter is often fooled by white sails, hulls and spray, so they underexpose their shots to make up for the difference. A good method, albeit a more expensive one, is to bracket your important shots by shooting one as indicated by the light meter, then at one stop over and one stop under that. One of the shots should be perfect. This is impractical, however, for fast action shooting.

Don't be afraid to break the traditional sun-over-the-left-shoulder rule. Shooting into the sun or through fog and haze can produce some excellent photos.

Aside from dropping the camera into the water, your biggest potential problem is moisture in the air: make it a point to keep your camera out of spray and damp spots. It it does get spray on it, clean it completely. Dried salt tends to pick up moisture from the air, and your camera mechanisms are very delicate. If you store a camera aboard, pack it away in a sealed plastic bag with several packets of desiccant, a crystal-like substance that absorbs moisture. Be careful of heat, which can ruin the film as well as the camera. Don't leave a camera sitting in the sun on deck or under a window in the cabin.

### WHAT TO SHOOT


When photographing boats, there are good angles and bad angles. Sailboats always look best when viewed from the lee side and either slightly ahead or slightly behind the beam at a three-quarter angle. Shooting from the windward side, especially when they are heeled over, makes them look bulky and graceless.

The Hobie Cat doesn't have that kind of visual problem. In fact, it's just the reverse: Shooting from the upwind side often produces a dynamic shot, especially when the boat's flying a hull. I can't think of a direction from which you can't get a good Hobie shot, so don't be concerned about breaking any rules of marine photography.

The Hobie Cat has more visual impact because of the speed and the brightly colored sails. I'm a believer in strongly saturated colors. I use a polarizing filter shamelessly. You lose one or two stops in film speed, but a polarizing filter does more for Hobie Cats than for any other boat. The sails pop out, the sky goes deep blue and the wake and spray go snow-white. The polarizing filter can, however, make the ocean look dead if you allow it to remove all the sparkle from the water.

If you're shooting scenics of the passing land, well, it's tough. Most photos show the land as a dark strip sandwiched between sea and sky. It's unrecognizable. If you're going ashore, shoot down on the harbor from above. Try to shoot details rather than overall scenics, which probably won't show up well. A collection of details—waterfronts with people and boats—will bring back memories far better than a vague overview.

When shooting on board your boat, don't hesitate to use the elements of the boat to add interest. Candid shots are always more fun. Catch people when they're relaxed—posed photos are generally a dull replacement for live action.

Obviously, there's a lot more to photography than can be covered in one article. The main points are to take care of your camera and film and to minimize glare and motion. There's nothing like a hot photo to remind you of good times on the water, and it's not that hard to get. 

The 50mm lens is a good all-purpose lens, especially if you're just starting out. In time, however, you'll probably want to add at least a couple of lenses to your camera bag.

The order in which you add them will depend on your interests. If you want to photograph other boats, you should look at a moderate telephoto, such as a 135mm, to pull in boats that are farther away. If, on the other hand, you want to shoot aboard, a wide-angle (28 or 35mm) will capture more of the close-in action.

One thing to consider when buying lenses is that you don't have to use only the lenses made by your camera manufacturer. There are a number of top-quality lenses made by independent manufacturers at a fraction of the cost of the original camera lenses. Shop for price, quality and warranty.

### FILMS

Once you've chosen the camera and lenses, you'll need some film to go with them. Most people prefer to shoot color to best capture memories. There are two

choices: negative film and transparencies. Negative film is used to make color prints, while transparencies (slides) must be projected to be viewed. If you're not sure which way to go, remember that it's more expensive to shoot negatives and have prints made. You can shoot slide film, select the best shots and have prints made that are equal to or better than color negative prints, but you can't go the other way. For that reason, most people prefer slides. All the color photos in this magazine are reproduced from slides, which most color publications prefer.

You'll be faced with many decisions among color films, but most professional marine photographers prefer Kodachrome 25 or 64 for all-around use. With normal brightness on the water, you won't have any trouble shooting these, and the colors are excellent. The Ektachrome films tend toward a blue cast which, combined with the blues of sea and sky, can give an off-color appearance to your photos. If you want to use black and white film, the most popular are Kodak's Plus-X and Tri-X.

### FILTERS

Beyond the basic camera/lens/film group, you should have at least a couple of filters. Every lens should have what's called a skylight filter, which is slightly tinted to produce better tones in color films. A secondary purpose is to protect the expensive lens glass from scratches and dirt. You can use a shirttail to clean salt spray off a \$10 filter with a clear conscience, but a soft lens tissue is required for the \$150 lens itself.

For color film, a polarizing filter can give much better saturation of color as well as reduce or eliminate glare on the water. Use





#### **Rules To Break**

1. Never shoot into the sun.
2. Shoot only at midday.
3. Pose your crew.

#### **Rules To Follow**

1. Keep your camera dry and out of the sun.
2. Carry spare batteries for the camera light meter.
3. Don't ever start a cruise with a new or unfamiliar camera.
4. Beware of cheap film processors.
5. Shoot plenty of film. It's the cheapest part of your cruise.
6. Watch what you're shooting: beware of masts growing out of people's heads and ugly scenery behind the boat.







# Crew Weight Distribution

A basic course in proper weight placement for the beginning Hobie 16 sailor.

By Scott Ward

Crew weight distribution is very important for racing. The crew and skipper should be moving constantly to maintain boatspeed in all types of wind.

## Upwind

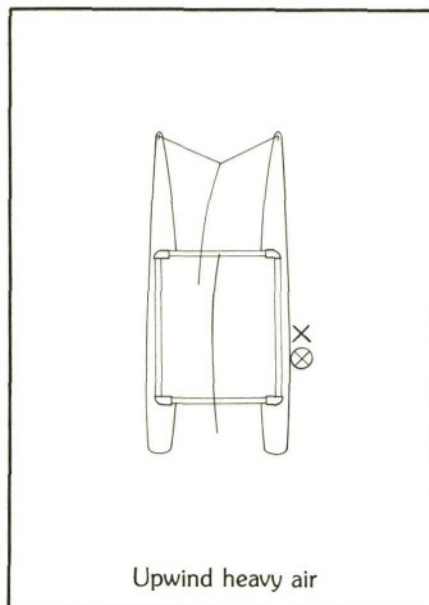
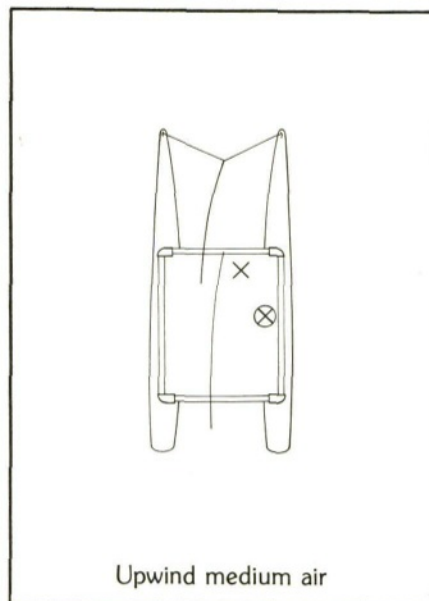
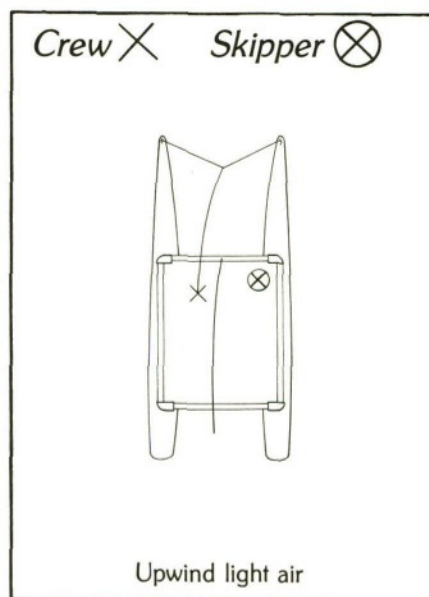
Sailing upwind in light air can be exciting and challenging for the racing skipper; it entails a lot of thinking, strategy and patience. With good crew weight positioning, even in light air, you can generate boat speed and get a jump on the competition. Crew weight (meaning skipper and crew) should be forward and leeward for three reasons. First, the waterline is reduced, causing less friction by lifting the windward hull out of the water. Second, lateral resistance is increased. And last, the center of effort is moved forward giving more power. The skipper should be forward on the windward side and the crew forward on the leeward side of the mast, sitting low, so as not to disturb the airflow in the slot between the main and jib.

As the wind increases, if neither the skipper or crew move, they will feel the leeward hull start to bury, stalling the rudders and slowing the boat down. To counteract this, depending on how much the wind increases, the crew should begin to move straight back toward the skipper on the windward side. When the wind reaches 8 knots and up, the skipper and crew sit together about

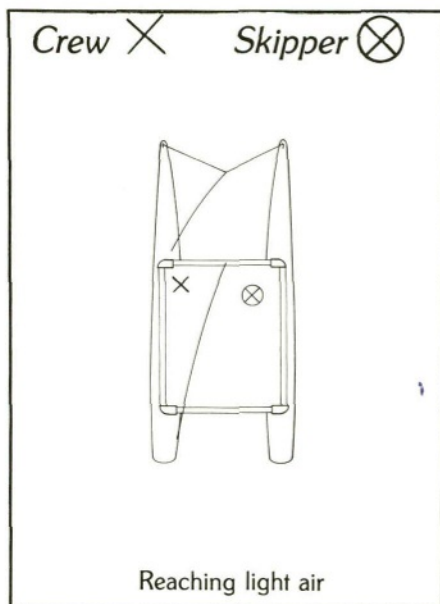
a foot back from the crossbar on the windward side. As the wind increases more the skipper and crew will be thinking about trapezing. The object of sailing now is to keep the boat flat, driving the boat forward at a high speed and angle if possible.

An old controversial question is, "Who should go out on the trap first, skipper or crew?" A basic answer is whatever works for you. The weight between most teams varies to the point that sometimes the skipper is lighter than the crew or the crew is lighter than the skipper. Depending on the wind velocity, the skipper will decide who is best suited (weight wise) for the conditions. In my situation, I am still growing at 128 lbs. My crew (my father) is 167 lbs. I am always the first one to go out. I like the feel of the boat better from the trap and usually my dad is just a little heavy for trapezing in the medium air conditions.

If the skipper is trapezing first, the crew should be concentrating on the sails. If the wind dies a little, the crew will move toward the center, always remembering to be back far enough so as to not bury the leeward bow and slow the boat down. If the wind increases, he or she should move to the windward side and hook up, ready to trapeze. At 13 to 18 knot winds, when the skipper decides the crew should come out, they will both be back far enough to keep the bow out of the water and have the







weight on the rudders. As the wind picks up to survival potential, move the weight far aft, with both very low on the trapeze adjustment, lying flat out.

starts blowing. At that point *steerage* and controllability are the issues.

### Downwind

Starting with light air, sailing from the windward mark (A) to the leeward mark (C) with a 0-6 knot wind, again the best position is forward. Again, the skipper should be forward to windward of the mast, and the crew sitting to leeward of the mast, concentrating on the jib and rotating the mast. As the wind picks up, to 7-13 knots, the skipper can stay where he is, but the crew will want to move to windward of the mast. By this time both the skipper and crew should be watching the leeward hull for burying.

As the wind increases to 14 knots, both the skipper and crew are on the windward side of the boat toward the back, and keeping an eye on the leeward bow. In stormy conditions the skipper may want the crew to move to the center of the tramp to keep the bow from going under. Both should pay attention to the bows and correct trim to keep the boat moving under control and fast!!

### Gusty Conditions

Now we come to a very important subject, sailing in gusts, or puffy winds. Sailing in heavy air with gusts takes good skipper/crew coordination and relies heavily upon a knowledge of what is happening in the area around them. Once they see a gust, they should be able to react instantly taking measures to keep the boat under control with good speed.

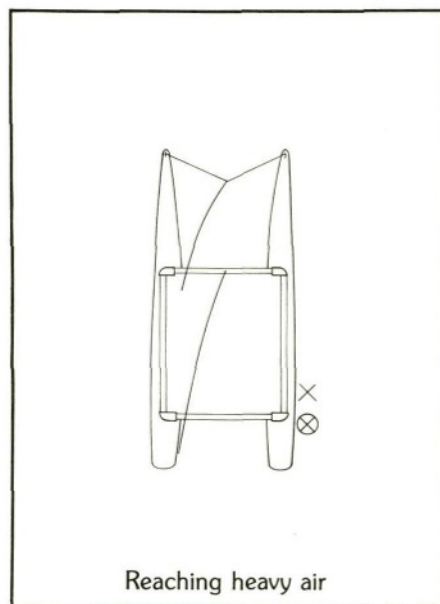
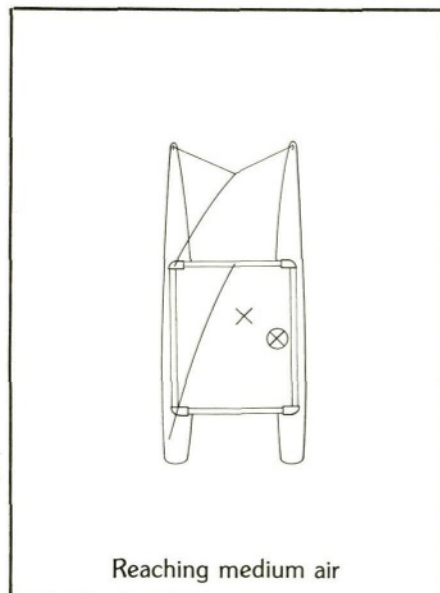
When sailing upwind, look for puffs. When spotted, if the crew has come in off the trapeze in a lull they should gauge the velocity of the puff and either come back out or stay in. When both are out on the trapeze and they spot a lull, the crew should come in imme-

### Reaching

Starting in light air, reaching from B mark to C mark in a race, with 0-6 knots of wind, it is again essential to have the crew weight forward with the skipper just to windward of the mast, and the crew leeward of the mast. This keeps the center of effort forward and decreases the amount of waterline. The crew and skipper should both watch the leeward bow closely for burying. It is especially critical to keep the bow way out of the water to eliminate any chance of pitchpoling as the wind picks up.

As the wind builds to 7-12 knots, the boat begins to handle very well and lightly, tending to pitch forward. To counteract this the skipper should move to windward and back, the crew right with him to windward, two feet back from the front crossbar. Watching the hulls constantly is the crew's job now, he or she can correct the bow problem by moving weight back and forward with the skipper on the windward side, as well as working the jib.

As the wind increases to 13 plus, the skipper will think seriously about trapezing. Until the velocity increases enough to double trap, the crew's best position is back on the rear crossbar casting. This may get a little awkward with the trapezing skipper's foot on the hull between the casting and rudder and his upper torso flat and both legs extended. If the wind has picked up and it is time for the crew to come out on the trap, judge this one carefully. Trapezing on a fast reach can be difficult. If he or she does trapeze, have the crew as close to the skipper, as far back as possible. Several good skippers I know don't have their crews trapeze at all when it really





diately. Depending upon the conditions, the crew may want to just squat, come in all the way or even move to the center of the boat to prevent the skipper from being dumped in the water. This can be applied to reaches also. *Watch for lulls!*

Downwind sailing in puffs is especially exciting because the skipper and crew will both be moving to the front or back depending on the puffs. As the puff hits, the skipper and crew should be at the back of the boat on the windward side. As it passes and the lull sets in, they move to the front of the boat. This helps retain the momentum and speed caused by the puff. Weight movement is always in conjunction with the skipper and crew trimming the sails in accordance to the puffs.

## Mark Roundings

Other important times that weight distribution is critical is tacking, jibing and rounding marks. When rounding the weather mark (A) in light wind, it is important for both the skipper and crew to remain forward on the boat for good speed. In medium air, have the crew forward working on the jib, while the skipper stays back with his weight on the rudder to insure good handling ability. After the rounding is complete, the skipper will move forward, while watching the hulls for burying and the other boats to insure a good place to sail his boat into, with control, speed and safety.

The crew generally comes out on the trap first, in heavy air, and sits on the rear crossbar. As the boat completes its rounding, he or she jumps forward and windward. The skipper then comes in and turns the boat properly, sitting about the middle of the boat at the side crossbar. Rounding the leeward mark in light air entails the skipper and crew be forward. In heavy air, both will be out on the trapeze as soon as the boat's

rounded the mark and on the new course.


## Tacking

Tacking in light air is not a critical job to control. Both the crew and the skipper should remain forward and move as little and slowly as possible to keep up boatspeed and make a smooth tack. When tacking, the crew can move from leeward side to leeward side, and the skipper from windward side to windward side. The crew watches the jib slot closely to insure a clean air flow over the main, preventing choking of the sails and stopping the boat.

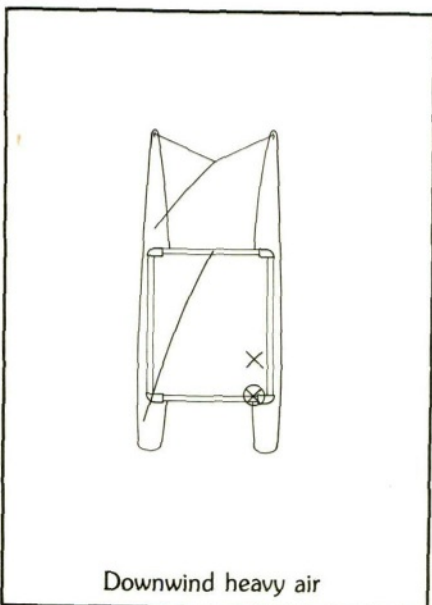
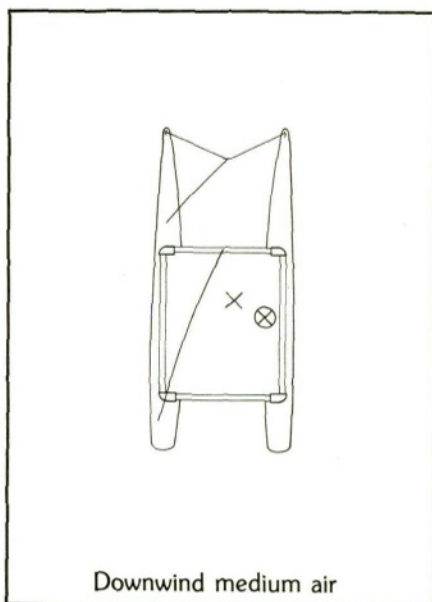
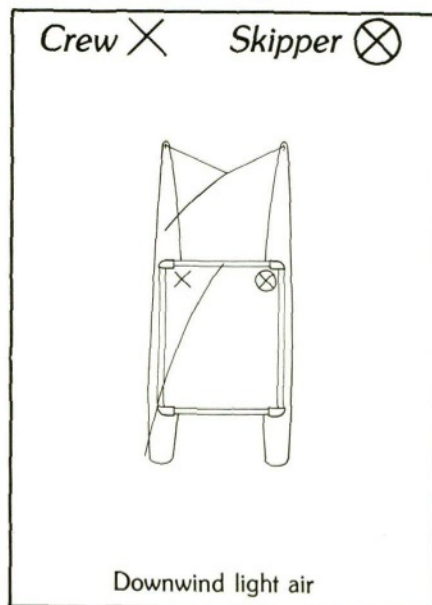
In heavy air, it is very critical for the crew and skipper to be quick about the boat handling. When they come off the trapeze, as the boat is turning, the crew should immediately jump to the new windward side and crack the jib. Otherwise, the jib can tip the boat over backwards if unattended. The skipper should quickly get to the windward side and out on the trapeze, as soon as he has good control of his boat.

## Jibing

Jibing in light air entails the same basic strategy as tacking; keep forward, and move as little as possible. Heavy air is different, both the skipper and crew should remain at the back of the boat. The crew needs to be in the middle to work the jib across, while the skipper steers the boat in and out of the jibe. Once the jibe is complete, both can return to the windward side and back.

If you watch the bows and how the boat feels (is it sluggish?), proper crew weight distribution becomes second nature. These basic positions will get you started towards having the crew weight work for you. 

Scott Ward is an up and coming A Fleet skipper in Southern California.





# Ready About!

A crew's guide to tacking

by Terri Crary

*Terri Crary crews with A Fleet skipper David Rogers in Florida and has written several articles on board and cat sailing.*

Of all the skills requisite to crewing, executing smooth, fast tacks is one of the most important. The crew should be prepared for each one and know exactly what to do. Look at each tack as an opportunity to achieve perfection. If you blow one, don't drown in frustration and guilt; plan on pulling off the next one with lightning speed and efficiency.

It's true the skipper will be in the limelight for overall performance, but pulling off good tacks depends heavily on the crew. As any monohull sailor would be glad to point out, catamarans don't easily whip around through the eye of the wind. Those two parallel hulls would rather charge on forward or point right into the wind and take five. Handled properly, the jib provides a solution by pushing the bows around.

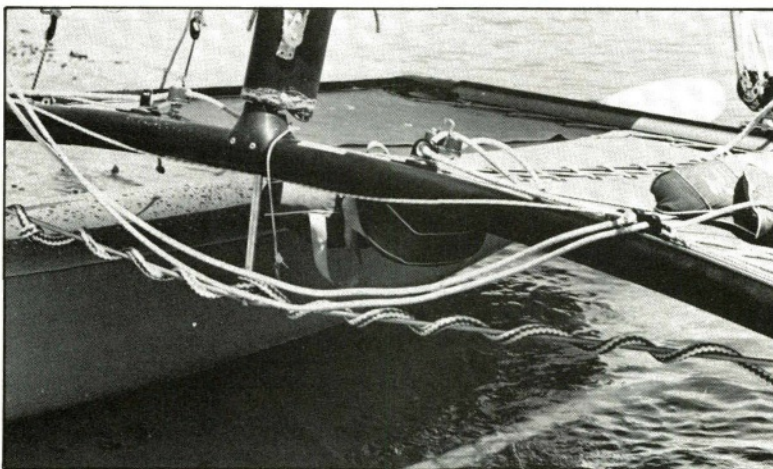
The tack begins when the skipper starts to turn the boat into the wind from a close-hauled course. If you are out on the wire, the change in the wind force on the sail will cause you to hang lower, making it harder to get back on the boat. If you stay out on the wire too long, you'll get dunked and might even pull the boat over.

For these reasons, it is best for beginning crews to establish a system that will give them time to get on the boat before the turn. A top skipper I know calls out, "Ready around?" about 15 seconds before the turn. The crew immediately comes in and replies, "Ready!" The skipper's answer is "Hard-a-lee!" as he throws the rudders over. The words never change, the commands are issued in a strong clear voice and both the skipper and the crew always know what to expect.

Clue your skipper in that a mumbled "Mmreadyhm toum tamhmck" to the water behind the boat or a switch to "Well, gee, I think we might as well flop on over" gives you every reason to answer, "Huh? Say WHAT?" You, on the other hand, should realize that there will occasionally be situations (looming



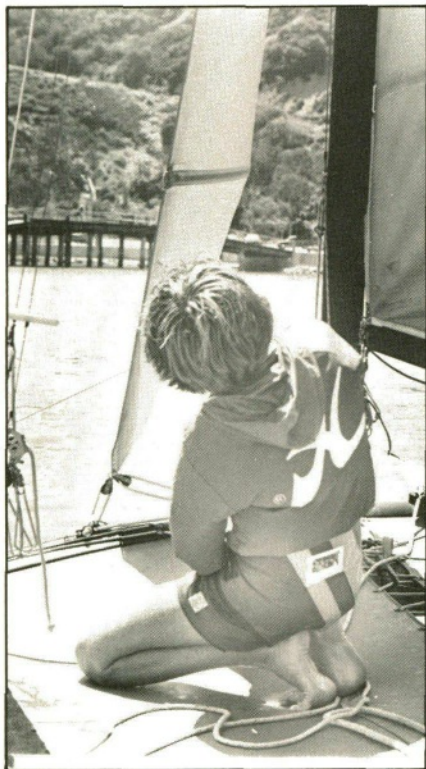
Have the sheet ready in your hand as you go into the tack.



Pull the excess (lazy) sheet through the cleat before you go into the tack. These photos illustrate a sheet left dangling (top), which means there'll be more to haul in after the tack, and a sheet with less slack, which will be easier to handle.



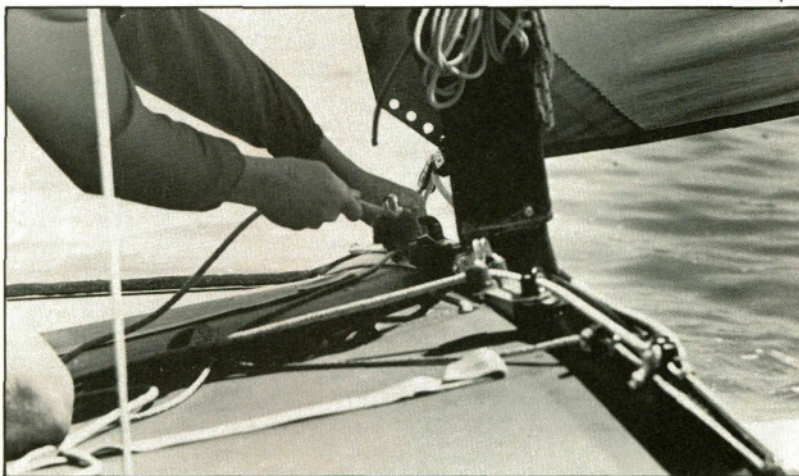




In choppy seas or light/medium air, the skipper may want you to backwind the jib slightly. This helps push the boat around to the new tack. Most skippers prefer to hold the backwind until the mast rotates.



The jib battens will sometimes get hung up on the halyard in light air. Pass the halyard behind the shrouds before tying it to the cleat on the mast. If the batten tips still catch, stand up, push the jib forward (bowing the battens) and push it across to the new tack. One good shove works better than several half-hearted attempts.



Some crews like to have their hands at the cleat ahead of time, to make sure it uncleats at the right moment.

## **If the jib doesn't go over smoothly, look for hang-ups and correct them quickly.**

rocks, whales and other boats straight ahead) that demand an immediate turn with no more warning from the skipper than a panicked shout. As you gain experience, you'll be able to react instantly to the turn of the boat without needing time to come in.

As soon as the boat starts to turn (but not a moment before), you'll want to get to the other side. Cross over in the back of the boat, except in heavy winds. Your weight aft helps the forward portion of the bows point up, causing the boat to pivot on the rudders. The situation can get a little crowded, so be sure to leave your skipper room. Crawling on top of his head may get the weight aft splendidly, but you'll waste a lot of time untangling various body parts. Note that in heavy air, you don't want to move aft because it might cause you to tip over backward. That's a casual kind of capsizing, not nearly as dramatic as a pitchpole, but it will bring you to a very wet standstill nonetheless.

As you're crossing to the other side, grab the jibsheet on the windward side and take it with you. If you don't, you'll end up having to pull all the slack in hand-over-hand when you sheet in on the new tack.

If you have trouble uncleating the jib, you'll have to cross over in the front so you can reach the cleat. Grab the jib sheet about 10 inches from the cleat, pull back and up or down (depending on cleat style) with conviction. In the down-uncleating style, specifically, pull the line back with one hand and push down with the other just behind the cleat. The line will snap right out. This method is far superior to flailing away with the jib sheet going thump, thump, thump on the tramp. That sound has a tendency to make skippers nervous.

As soon as you uncleat the jib, you're ready to backwind it. (If you were slow getting across, the jib will be backwinding itself.) Let the jib out until



# Ready About!

A crew's guide to tacking

**If you stay out on the wire too long, you'll get dunked and might pull the boat over.**

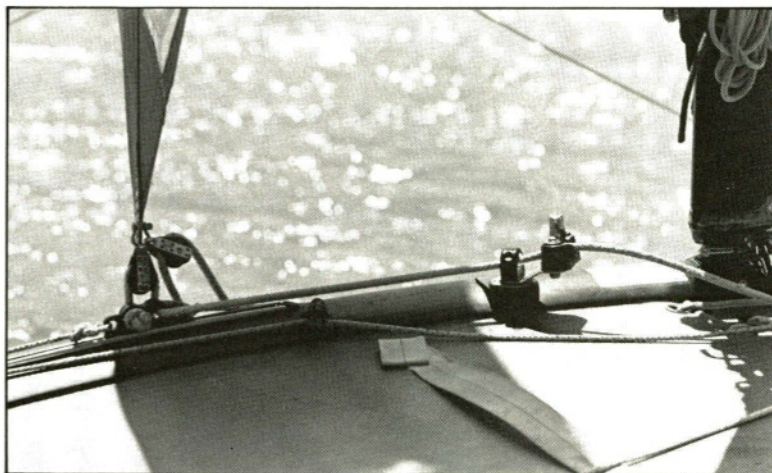
the leech is about one and a half inches away from the mast. Hold it there until you are 20 degrees past head-to-wind. In choppy water, backwind it longer; in smooth water, less. A fairly sure-fire method of judgement is to let the jib go over the split second the mast rotates. If you ever do sheet in before the mast has rotated, pop the jib for a second and the mast should go around. If it doesn't, push it over and then sheet back in.

If the jib doesn't go over smoothly, look for hang-ups and try to correct them quickly. The jibsheet on a Hobie 16 occasionally catches in the halyard cleats mounted on the sides of the mast. To alleviate this problem, try to bundle the halyard lines and wedge them into the cleats to block the point off. On the Hobie 18, the jibsheet will frequently catch on the mast rotator. As you're crossing, pull the jibsheet off if it looks like it will catch. In light air, the jib itself will catch against the mast. When that happens, duck under the boom to the leeward side (some crews prefer the windward side) of the mast, stand up and grab the jib high up on the leech. Push the edge toward the front of the boat so that the battens bow out toward you and pull. Sheet in as you are crossing back over to the windward side of the boat.

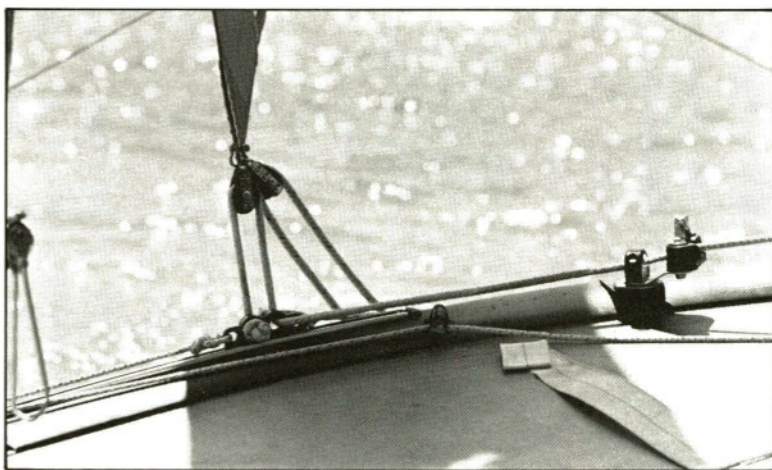
In the absence of hang-ups, you'll want to sheet in on the new tack as soon as the mast rotates and you've let the jib cross. Many crews get determined here to sheet in block to block in record time. It is better not to choke the slot (sheet in too tight) at first so that you don't cut the air flow off between the jib and the main when the boat is going slow as it comes out of the tack. Delay your superhuman efforts a slight moment until the boat gathers up more speed.

By the Yacht Racing Rules definition, your tack is complete when the boat has finished its turn and the sails are on the

*Continued on page 46*



When sheeting in on the new tack, beware of sheeting the jib in too tight.



While the boat is still moving slowly, pull the jib in, but not all the way. This leaves the slot between the jib and the main open, allowing better wind-flow through the slot. As the boat picks up speed, sheet in as desired.



If you have problems sheeting in when it's windy, try bending your knees slightly and pulling as you straighten your legs.



# The First East Coast Hobie Cat Speed Trials

by Doug Campbell



The day was perfect! With a beach crowd estimated between 15,000 and 20,000 people, the hot shots of Hobie Fleet 53 participated in the first East Coast Hobie Cat Radar Speed Trials. A bright sunny sky, air temperatures in the 80's, water temperature around 70, winds 15 to 18 mph; the Hobie people couldn't have ordered a more ideal day.

Many of the spectators had come to the beach in Charleston, South Carolina, attracted by the later-in-the-day arrival of the Worrell 1000 race boats. This year's Worrell race attracted national teams from Australia, Canada, France, Holland and USA in addition to the regional teams representing Belk Department Stores, Sun Britches, Rudee's of Virginia Beach, Studebaker's, Tidewater Bank and Virginia Beach. Every Worrell 1000 team had top flight Hobie sailors and well organized, dedicated ground crews who added lots of color and enthusiasm to the beach scene. (The Worrell 1000 race is still in progress at press time; we'll let you know the results in the next *Hotline*.)

Belk Department stores, in addition to sponsoring their own Worrell team, had gone all out to make sure the Charlestonians and their guests from all over America and the world had a real *Hobie day*. With true southern hospitality, Belk's made arrangements with Kit Regnery of Time Out, the local Hobie Cat dealer, and Fleet 53 of Charleston for free Hobie Cat rides off the beach to all those who signed up. Wow! Did they sign up. Belk's also arranged to have special guests Hobie and Kahala Alter come to Charleston for the week end to meet people and add excitement to the event. At times a traffic cop was needed to keep the line for rides from blocking the beach. When a policeman wasn't on the scene, Regnery added traffic duties to his chores and kept the flow going.

At 3 pm, beach captain Yonge Regnery of Time Out blew the whistle on the free Hobie rides and all the skippers gathered on the beach for the Radar Speed Trials skipper's meeting. The rules were simple, just line up beyond the "COKE" marker buoy about 300 yards off the beach, pick your best angle of attack to the wind, and *hang it all out* in a wild sprint toward the committee boat which was anchored off the beach just beyond the surf line.

The skippers were allowed three runs each with the best one counting. Some crews liked it so much that they took additional runs hooting and yelling as they trapped past the committee boat asking, "What did I hit? Who's ahead? Am I winning? I don't believe it!"

For the people on the committee boat it was exciting to say the least. The skippers had been told that the radar gun would read the boats' highest true speed when they were heading straight at the committee boat. Any angle off straight-in gave a slower apparent speed which would be reflected in the results.

Have you ever been on a committee boat, reading an electronic digital read out, while a pair of Hobie bows bear straight down on you, spray flying, trapped to the max, the skipper wild-eyed and determined to be numero uno speed king? I'll tell you, it's an experience. Now I know what those British sailors felt like during the Falklands war with the Argentine missiles homing in. The boats literally roared by, just above or just below the committee boat with their rigs singing with that special Hobie sound you have to experi-

ence to appreciate on a close reaching Hobie Cat as it powers flat out through the water on the boat's fastest point of sail.

Heroes of the moment on the committee boat were skipper Greg Walters and his recorders Anne Wiseman and Wendy Bowers, all from Isle of Palms, South Carolina. No matter how close the flying cats came to the committee boat, all three kept their composure, took sail numbers, and never missed a number on a speed call.

I noticed Greg wince slightly only once and that happened at the moment of impact when one returning Hobie 18 hit the anchor line and flipped with the sail partially covering the committee boat. Quickly, Walters called the sail number, dove off the boat, helped the skipper right the 18', then swam back to the committee boat and kept calling numbers. A true example of Hobie Cool!

Hobie Alter was at his analytical best, checking out each boat as it went zinging by, figuring out the changes and adjustments each skipper should make to get more speed. In true Hobie fashion, he was on the beach and at the Belk party later sharing this information with all who asked. His most frequent tips were: move the main traveler off center about a foot and get the Hobie 16 jib traveler all the way out to open the slot between the jib and the main. Other observations included: trapeze lower and flatter and optimize the angle of attack at the start of the run.

For you technical types, the new World Hobie Class Association radar gun is a Model K-15 Hand Held, manufactured by MPH Industries, Inc. of Chanute, Kansas. The gun was especially calibrated for Hobie Cat by MPH and worked beautifully. We expected that because MPH was recommended to the Class Association by John Hauser, well known California Hobie Catter and motor cycle patrol officer. Hauser researched all the radar equipment available and states, "Not only do I attest to the accuracy of the MPH equipment, so does the traffic court and the judge!"

The Speed Trail committee returned to shore and made a special check of sail numbers and the recorded times of all participants. Hobie *Speed Kings* for a great day of high speed sailing were:

## Boat

Model	Skipper	Hometown	Miles per hour	Kilometers per hour
Hobie 14	Don Winkle	Charleston, SC	15	24.15
14 Turbo	Ron Towles	Charleston, SC	16*	25.76*
14 Turbo	Randy Ward	Charleston, SC	16*	25.76*
14 Turbo	Peter Codespodi	Charleston, SC	16*	25.76*
Hobie 16	Matt Crawford	Charleston, SC	19	30.59
Hobie 18	Jim Miller	Charleston, SC	20	32.20

\*Three way tie

*Special thanks go to all the members of Fleet 53 of Charleston; Yonge Regnery, beach captain; Kit Regnery of Time Out; Greg Walters and his special ladies Anne Wiseman and Wendy Bowers on the committee boat; Belk Department Stores and all the super Belk people who helped. Mostly, I'd like to thank the great people of Charleston and Isle of Palms who really put out with their superb southern hospitality. It was a (speed) blast!*

Doug Campbell is the President and General manager of Hobie Cat, as well as a Hobie 14 Turbo enthusiast.



# Tuning the Hobie 14 Six-Batten Sail

*With the introduction of the six-batten sail for the Hobie 14, a lot of new tuning questions have been raised. In the following article, former Hobie 14 National Champion Bob Curry outlines the hows and whys of tuning this powerful new sail.*

## Mast Rake

Everyone seems to have a different idea of how much mast rake a Hobie 14 should carry. Well, I've got my own idea. You may want to give it a try, especially if you're not too familiar with the new sail yet.

The five-batten sail worked best with a mast raked back approximately 34 to 38 inches, measuring from the top of the sail feeder and using the main halyard as a plumb (see fig. 1). Because the six-batten sail has a more pronounced and powerful top third, it needs to be raked back more than that.

Try sailing the six-batten with the five-batten's rake: Feel a little stall? Rake the six-batten back until you feel the boat begin to move. Keep raking back (45 to 52 inches) to achieve the optimum

because it powers up the rig. In heavy air, I tighten the rig up just enough so that it doesn't bang around downwind.

## Sail Shape

Here the controversy begins. There are many articles written on this subject. Everyone seems to subscribe to a different school of thought. Here's something from my "book."

The six-batten sail comes from the factory a little fuller than its counterpart. If you're heavy, this is great, but if you fall closer to class minimum, you're suddenly overwhelmed by the power it generates when it's blowing more than 15 knots. With this in mind, let's look at turning the sail two ways: for heavies and lightweights.

The heavy sailors should do very little: leave the sail alone. Don't move the battens around. The stock battens complement the full set shape of the sail. Rotation should be kept stock. Mast base and step castings should be replaced once a year for both weight groups.

The lightweights, however, have to do

**It will take a while to get used to this much rake. You may have to learn to tack all over again.**

setting (see fig. 2).

Another way to find the optimum rake is to set up two six-batten 14s, sail them, and keep setting the mast rake on one until an advantage in pointing ability and boatspeed is gained. Then rig the other 14 the same way. Continue to adjust the first boat until no further advantage can be had. Again, rig the other boat to match.

It will take a while to get used to this much rake. You may have to learn to tack all over again.

A simpler way to set mast rake is to make the boom parallel to the sidebars with the sail set as if you're going to weather in eight to 10 knots.

## Rig Tension

I usually carry a semi-loose rig on my six-batten. By this I mean that when I pull my mast-raker line tight, my mast is in a near-vertical position. This semi-loose rig is good for skippers in the up-to-155-pound range (at this writing, I weigh 154 pounds).

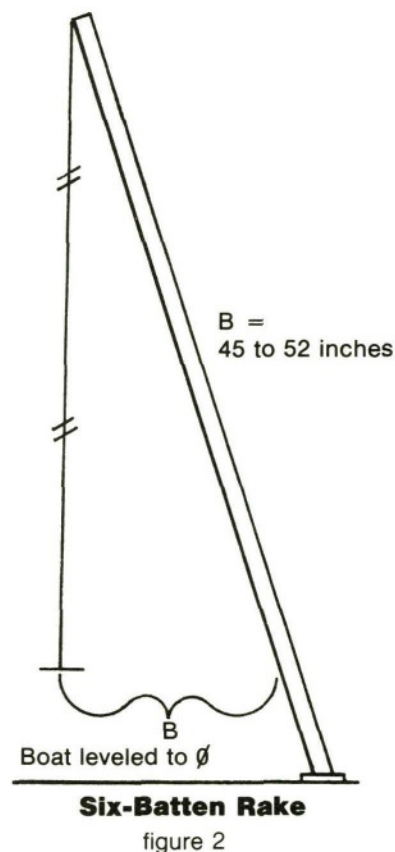
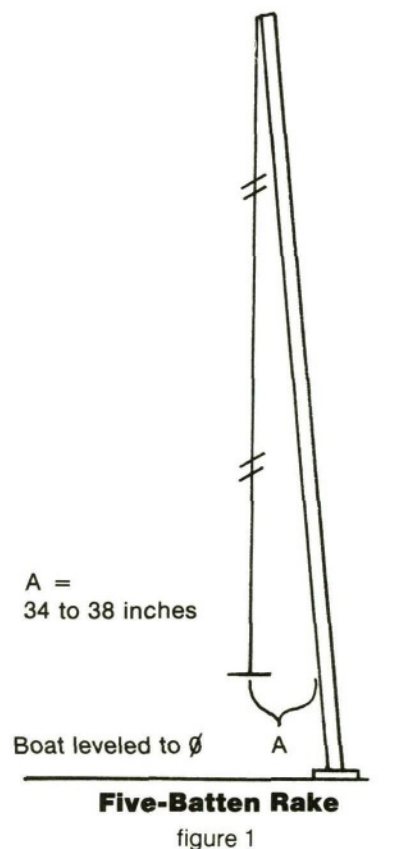
As skipper weight increases, a tightening of the rig is beneficial

something to be able to keep up in heavier air. Start by going to your local Hobie dealer and buying one bottom (#6) batten. Cut the tapered end off so it fits in the #5 batten slot. Take the original #5 batten and cut the tapered end off to fit in the #4 slot. Fit the original #4 batten to the #3 slot and the original #3 to the #2 slot in the same manner. Stop at this point if you are happy with your top batten. If not, slowly trim the original #2 at both ends until the desired shape is acquired.

What you've done is moved the draft of the battens from 35 percent (stock) to between 40 and 45 percent. The sail will flatten and the draft will be 40 to 42 percent aft of the mast. This is a fantastic shape in all wind conditions: Not only has the leading edge of the sail been stiffened (to point higher), the sail has been substantially flattened (to go faster).

## Batten Tension

The batten tension should be the same for both weight groups (see fig. 3).



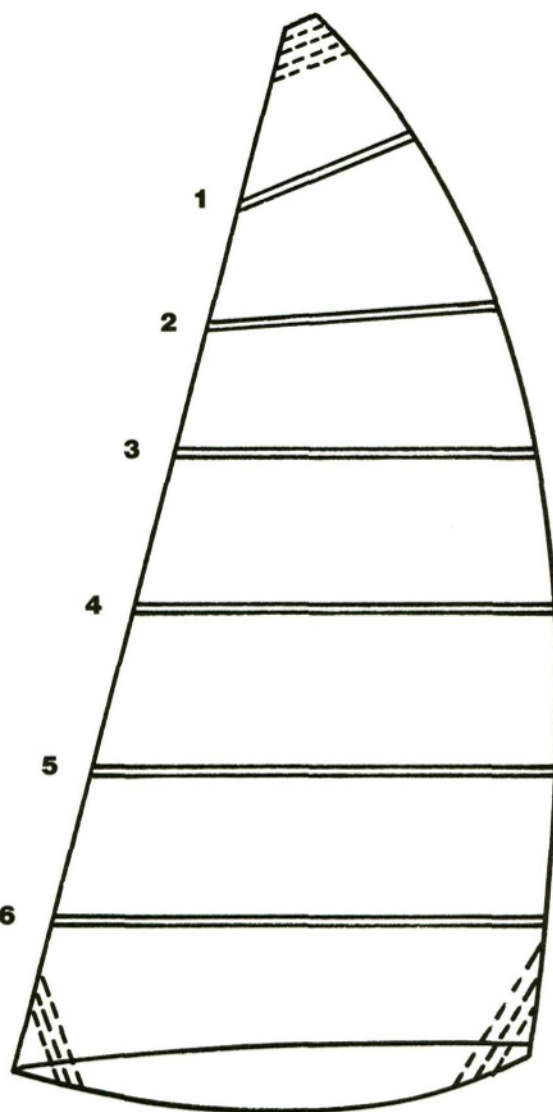


## Race Winning Batten Tension

Light-medium-heavy wind  
Flat water

1. Remove wrinkles
2. Almost standing up
3. Barely standing up
4. Barely standing up
5. Almost standing up
6. Remove wrinkles

With the sail lying down and the batten secured in the pocket, it's barely standing if you tap the batten lightly and it drops. A batten that is standing up takes a harder



Light-medium-heavy\* wind  
Choppy water

1. Almost standing up
2. Barely standing up
3. Standing up
4. Standing up
5. Barely standing up
6. Almost standing up

shake to make it pop to the other side. All others fall somewhere inbetween. This guide gives you some reference points.

\*Can be an exception.

Certain settings work very well in light/moderate/heavy air with flat water. In choppy water, batten tension should change.

Figure 3 illustrates the power settings used with choppy water and all wind conditions except heavy air, when you might like to tension per flat water (you have too much power anyway, right?). This is the school I've subscribed to myself for seven years, and it really does work.

### Downhaul and Outhaul

There's only one rule of thumb for downhaul: Just take the wrinkles out. This keeps the sail entry flat, which in


turn keeps the air flow attached longer as it travels along the sail. It also allows you to point higher. Only in heavy air would I consider any extra downhaul because the harder it is, the more the mast will bend, which is a flattening tool. I outhaul tightly in light through heavy conditions, loosening it only in light and medium air/choppy conditions.

### Traveler

In light and medium winds, I put my traveler one to two car lengths from center for going upwind. Heavy air weather work calls for the traveler to be let out a little more. Beyond the hiking

strap is too far. At that point, the mast will counter-rotate.

Reaches in light to medium winds require the traveler at the hiking strap with the sail twisted off. When reaching in heavy air, let the traveler out a little more. Deep reaches and downwind legs should be sailed with the traveler all the way out.

I keep asking questions, reading and experimenting to come up with my own brand of tuning. Once you start getting extra boatspeed or find a few "secrets" of your own, don't hesitate to share them. As your friends get faster, you'll progress right along with them. With a little help, we can all enjoy our sailing/racing even more than last time. 



Continued from page 13

### Upwind-Heavy Air

Mast raked aft. Jib traveler should be traveled out first to depower. Keep the mainsail traveled at center for pointing ability. If the jib is traveled as far as the center of the track and you still can't keep the boat flat, begin to travel the main until you can. In puffy winds, easing the mainsheet through the puffs will enable you to keep the traveler closer to center and maintain better pointing ability and speed.

### Downwind

Jib and main are traveled all the way out. The sail settings and course you're steering will make the difference in boatspeed between competitors. Experience on apparent wind angles, and matching your downwind speed

and angle with other boats is the best way to tell if you're sailing a fast course.

### Reaching

Jib and main are usually traveled out together. The broader the reach the further you travel out. Always try reaching up a little higher than your course and sheet in to pick up speed, this will move your apparent wind forward and enable you to steer back on course with more speed. As you slow down, repeat above.

### Hobie 18

#### Upwind-Light to Moderate Air

Jib and main travelers in center position. Most importantly, do not over or under sheet the sails. The jib needs to be sheeted on the soft side with an occasional luff.

Continued on page 55

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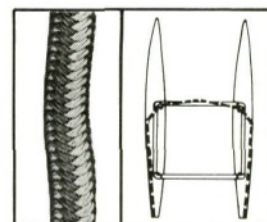
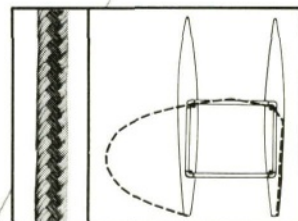
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Official Righting System for the Worrell 1000



## ADVENTURE MARINE, INC.

### E-Z Mast Lifter®

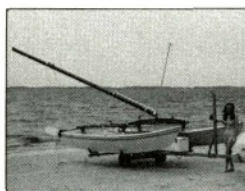
Pat. Pend.

#### SIMPLE, ONE-PERSON OPERATION

Available for Hobie 14, 16 and 18

The easy way to raise or lower the mast of any Hobie Cat on a trailer. No attachments or tools needed for Hobie 14 or 16. A small, removable attachment for the dolphin striker on the Hobie 18 is included. Eliminates the danger of damage or injury.

**\$129.95**



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**\$94.50**

Keep your sails and gear safe and dry.

- All-aluminum construction
- Baked white enamel
- Large: 10" x 10" x 10"
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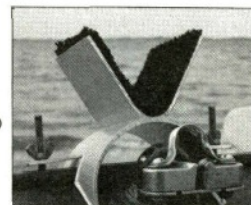


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**\$16.50**

For Hobie 14 and 16

- Anodized aluminum
- Carpeted V slot
- Brass bolt and wing nut
- Strong and sturdy
- Attaches quickly and easily to the rear crossbar



Contact Your Local Hobie Dealer

Dealer inquiries invited

Call or write for full information

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Andy, David, Marilyn and Mike Shearer in Tahiti at the 16 Worlds. The Shearers travel extensively to sail in various regattas.

What do you get when Marilyn, Andy, Mike and David Shearer all join hands? Give up? Don't, because I am about to introduce you to a true Winner's Circle.

The Shearers began sailing about 10 years ago. They wanted an activity that would allow them to spend time together in the midst of busy career schedules. Mike was first introduced to the sport through a friend and quickly brought the excitement home.

"At first, Dad thought it was too passive a sport, picturing sailing to be the blue blazer, white pants look," says Mike, "but we finally talked him into trying it. He was hooked and bought a Hobie 16 that weekend."

Marilyn has been credited by the family with firing the incentive that has given the sailing world four champions in division, national and world competitions. At 23, Mike Shearer has placed in the top 10 in the 16 Nationals since 1978, taking the National title in 1978. He also won a division championship racing Hobie 14s when he was only 13. David, 20, has won the division high points for the last two years and Marilyn and Andy, who crew together, have never been far behind, winning several divisional points championships.

They are by no means champions in points alone. The family is highly respected by sailors around the world for the enthusiasm, sportsmanship and knowledge of

## It Runs in the Family

### Winning is a way of life for the Shearers

sailing they bring to each race. It hasn't always been easy. The Shearers have travelled far to get the expertise that has made them skilled sailors.

For the first few years, they spent most of their time on the lakes close to home in Utah. It was difficult finding someone to learn from, until Marilyn gave the push to jump to California, where the "real" sailors were.

Wayne Schafer, one of America's top sailors, remembers when he first met the Shearers. "We were amazed when we heard they had come all the way from Utah to learn about ocean sailing," he says. "We taught each other. They represent courage for all of us. They see what it takes to be experts and do it."

Now, on almost every summer weekend, the Shearer van is on the road to another race with one boat loaded on top and two on a trailer behind. They often leave Friday night, pull 20-hour stretches to be in San Felipe, Mexico for a morning race, and then head back to Salt Lake City for work on Monday. But, says Andy, "What better opportunity to spend time with each other, as well as with friends?"

When the boats are parked, you can find Andy and Marilyn working late hours at Wallace Real Estate Investment Management and Research, where Andy is president and Marilyn the president of the management division. Mike and David are students at the University of Utah. Mike's in his last year and anticipating pursuing an MBA in finance. David is studying business, with pre-law in mind.


Sailing is not the only sport in which the family excels.

Andy played tournament tennis for 10 years while completing his undergraduate and graduate work. On the junior Olympic Ski Team a few years ago, Mike reached top scores. He contemplated a career in skiing, but realized something was lacking.

"In sailing," says Mike, "you don't see the same type of competitive edge that you do in other sports. It's fun, socially-oriented, with the competition secondary."

It's not the sport itself that keeps the Shearers motivated, but the people involved, the family atmosphere. The Shearers have been active in organizing sailing clinics in their area, as well as traveling for Hobie Cat. David has been a member of the Rules Committee for the last few years and sees sailing as an opportunity to travel to places around the world that might otherwise be inaccessible to him.

If the Shearer philosophy of racing were to be summed up, it might go something like this: Keep the competition in perspective. Know how to win and lose respectably, but by all means, have fun! Those who know them are the first to admit that they know how to enjoy themselves with everyone included. They are the first to congratulate at the finishing mark and the last to walk away.

Look for the Shearers on the West Coast racing circuit this summer. If you miss the start of the race, don't worry. You'll find them—where else? In the winner's circle. 

Sue Bishop is a freelance writer in Southern California.

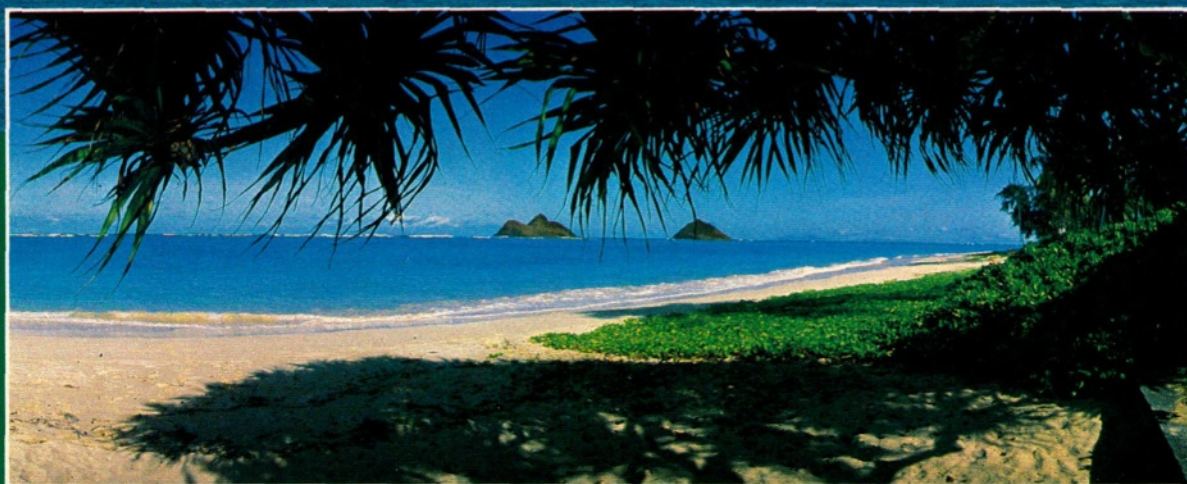
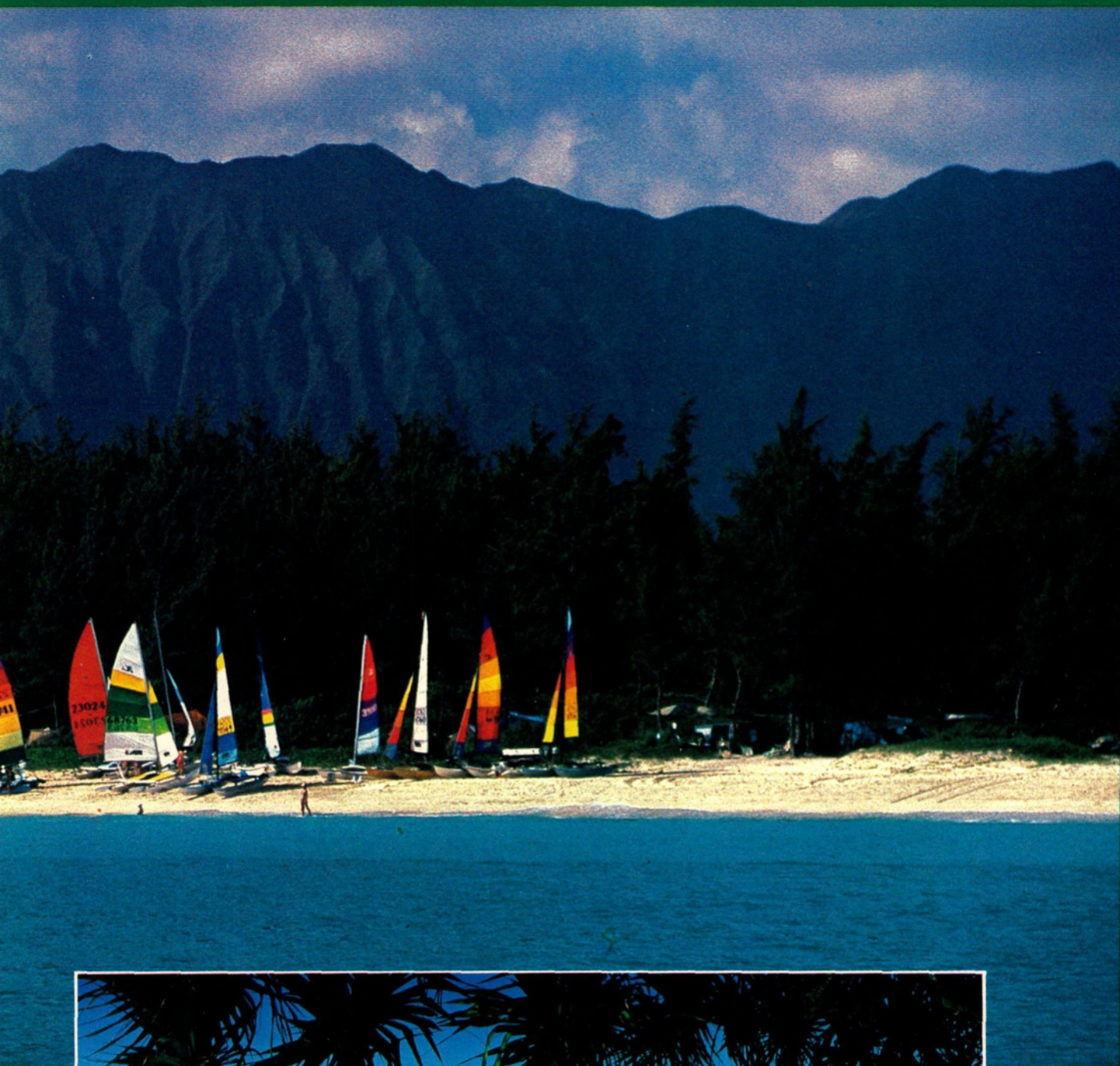




# HAWAII

Blue, blue waters and a natural serenity  
Photos by Douglas Peebles







# HAWAII



Nature herself is not always serene, however. The passions of the earth have erupted time and again in these inviting islands where, on the other hand, hideaway coves beckon the weary to rest and the sportive to play.











**B**eauty is no scarce thing here—nor are the wind, the clear waters that barely cover the coral reefs and the lush vegetation that seems to hide mysteries.

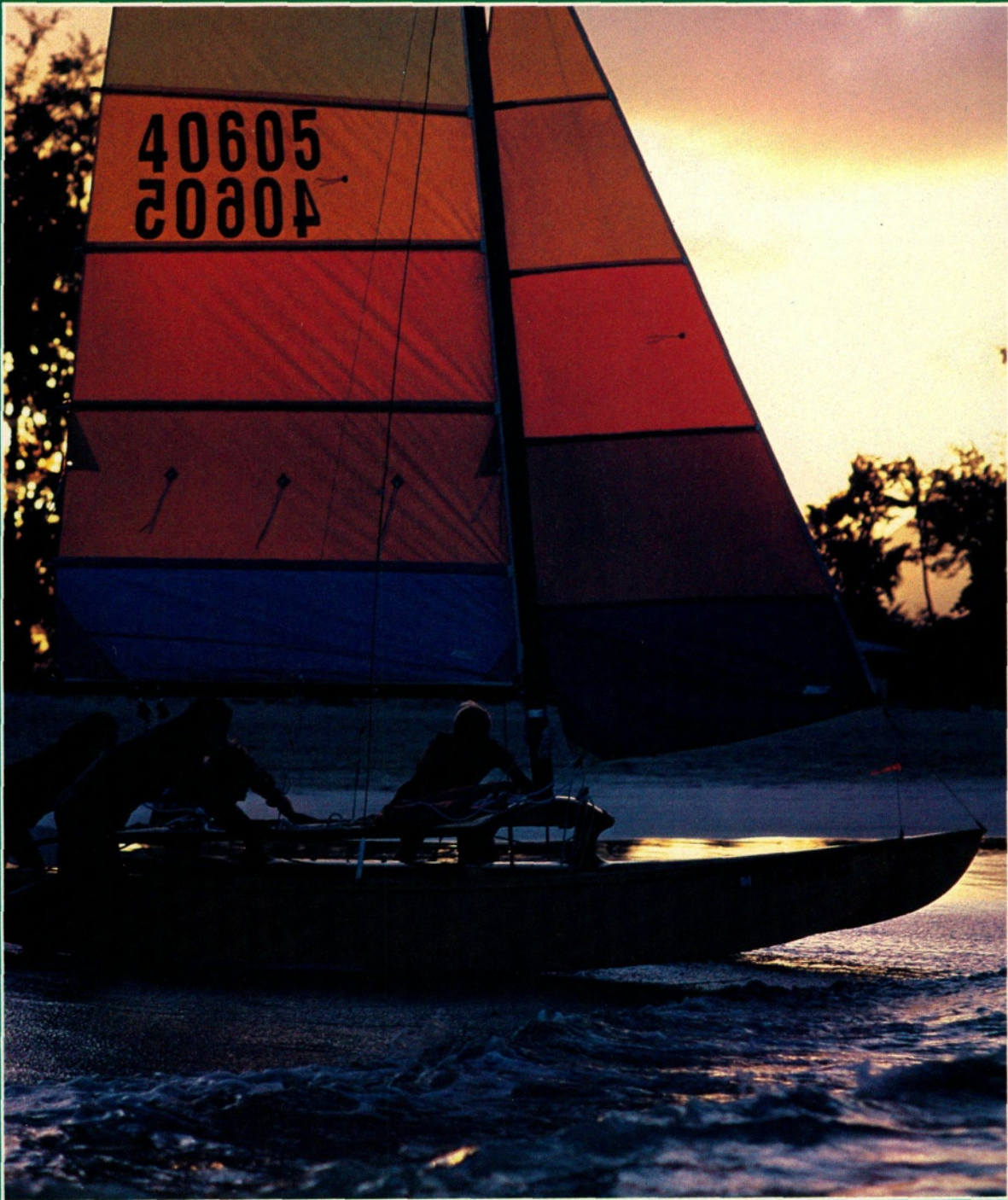








# HAWAII



**N**o shortage of sand to beach the boats on either—and no shortage of space to sail in when you're ready to go again. Exotic scents mingle with warm wind and salt spray in a concert of sensory input.



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**T**he feeling is boundless, as if you could sail on forever. Sky and sea lay wide open, waiting for the adventurous.



# HAWAII



A day, a week, a lifetime of sailing, a quest for speed and serenity that may take you to a garden isle somewhere in the Pacific, a place where there's always another puff on the way. 







# Absolut Hobie 16 Nationals

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

## Open Nationals

The open event runs the week of October 2-8. This will also be sailed on boats supplied by the Hobie Class Association.

**Entry Fees:** Open 16 Nationals \$100  
Women's Nationals \$80

**Boat Damage Deposit:** All teams will be required to make a \$200 deposit against boat damage when registering at the event (please *do not* mail this). The deposit is refundable if no damage is done to the boat you sail. Deposit will be payable in cash or traveler's checks only.

## Women's Nationals

The Fifth Hobie Cat Women's Nationals will be sailed on Hobie 16s this year. The women's event will be held after the Open 16 Nationals, October 10-13. The only day of qualifying for sailors who haven't pre-qualified will be Monday, October 10. Boats will be 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 TV and air conditioning.

St. Petersburg Beach, Florida

### 1983 HOBIE 16 NATIONALS REGISTRATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Crew's Name \_\_\_\_\_

Total Weight (skipper and crew) \_\_\_\_\_

Check Registration: ☐ Open ☐ Women's

☐ I am pre-qualified for the Hobie 16 Nationals from Division \_\_\_\_\_

☐ I will attempt to qualify at the Hobie 16 Nationals. I race in Division \_\_\_\_\_

Pre-qualified skippers must pre-register by September 16, 1983 for the Open Nationals and September 20 for the Women's Nationals. Mail your pre-registration along with your check (payable to the Hobie Class Association) to:

Hobie Class Association  
P.O. Box 1008  
Oceanside, CA 92054

### 1983 HOBIE 16 NATIONALS HOTEL RESERVATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

\$45 room rate for a single or double. One night's deposit must accompany your reservation form.

Number of people \_\_\_\_\_

Mail to: St. Petersburg Beach Hilton Inn  
5250 Gulf Boulevard  
St. Petersburg Beach, FL 33706

Hotel deadline is September 1. Reserve your room now.



# Absolut Hobie 14 Nationals

October 31-November 5, 1983

## Team USA

The top 10 skippers in this event will represent the U.S. as Team U.S.A. at the 1984 Hobie 14 World Championship in the Philippines. Monday will be the only day of qualifying for skippers who haven't pre-qualified. The event runs October 31 through November 5.

**Boat Damage Deposit:** Each skipper will be required to make a \$175 deposit against boat damage when registering at the event (please *do not* mail this). The deposit is refundable if no damage is done to the boat you sail. Deposits are payable in cash or traveler's checks only.

## Host Hotel

The Holiday Inn will be the host hotel. With 225 rooms, the inn boasts a heated pool, sauna and much more.

## Getting to Ventura

Ventura is 1½ hours north of Los Angeles. You can fly into LA and take a commuter flight to Oxnard, which is quite close to Ventura. It's also a straight drive up the coast from LA.

**Entry Fee:** \$60 per skipper

Ventura, California

### 1983 HOBIE 14 NATIONALS REGISTRATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Total Weight \_\_\_\_\_

☐ I am pre-qualified for the Hobie 14 Nationals from Division \_\_\_\_\_

☐ I will attempt to qualify at the Hobie 14 Nationals. I race in Division \_\_\_\_\_

Pre-qualified skippers *must* pre-register by October 10, 1983. Mail your pre-registration along with your check (payable to the Hobie Class Association) to:

Hobie Class Association  
P.O. Box 1008  
Oceanside, CA 92054

### 1983 HOBIE 14 NATIONALS HOTEL RESERVATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

Number in Party \_\_\_\_\_

Single Room \$45      Double Room \$45      Extra Person \$10

Credit Card Number (MC, VISA, AE) \_\_\_\_\_ Expiration Date \_\_\_\_\_

Deposit Enclosed \_\_\_\_\_

Reservations must be made by October 1, 1983. Minimum of three nights lodging. Payment for three nights in advance. Mail to: Holiday Inn, 450 East Harbor Boulevard, Ventura, California 93001.



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<b>H-14</b>	<b>SG Tbo Race Kit</b>	<b>\$26.95</b>	<b>H-18</b>	<b>Supergrip Kit</b>	<b>\$29.95</b>

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

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Includes grommets, installation tools, lacing line & instructions to double grommet centerline **OR** rear lacing.

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Double grommets both centerline **AND** rear lacing.

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**MEN'S CAT JOHN** 2mm. Features shoulder strap w/Velcro closure, relief closure and reinforced knees and seat.

Sizes S-M-L-XL ..... \$120.00

**LADIES' SUN JOHN** 2mm. Features shoulder strap w/Velcro closure and reinforced knees.

Sizes 8-14 ..... \$113.95

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

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## As soon as you uncleat the jib, you're ready to backwind it.

new side. Wind permitting, however, you aren't done until you've gotten back out on the wire. Like all other steps, this needs to be done with speed. Many sailors color code the trapeze rings to distinguish the skipper's from the crew's. Even a simple piece of duct tape wrapped around one or the other's will aid in instant identification. Wide trap rings, such as those designed by Hobie Alter, Jr., will aid you in getting out on the wire faster. If both wires are tangled or if they are up near the shroud, separate them and push your skipper's wire back so he can reach it easily.

If you commonly have trouble sheeting the jib in tight enough on the new tack in heavy air, wait until you're out on the wire to pull in the last inch or so. By bending your knees and then pulling as you straighten out, you'll gain strength in terms of leverage. If you still can't get the jib in tight enough, work out a system so that you can get help from your skipper. As soon as you're both on the wire and the boat has gained speed, hand the jib sheet to him. In a split second, both of you can crank it in. This may break the skipper's concentration, but it provides a solution if you just can't do it alone.

In conclusion, skippers' and crews' styles have about as much variety as the wind conditions on a lake. While this article gives some basics, work out your own system with your skipper. Your best tacks will come simply from understanding sailing principles, practicing and working well together as a team. 

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by Rikki Mitman

# ABSOLUT FUN!

For the Hobie sailor who races, the ongoing and ever-challenging dream is to qualify for the next higher level of competition, be it the divisional, national or world championship. It's a continuous process of refining skipper and crew skills, of building teamwork, of learning new tricks to deal with unexpected developments and, of course, of keeping the boat in top shape.

When Absolut Vodka began sponsoring the Hobie championship scene, they contributed to the smooth flow of events and made it possible for more sailors to participate. Absolut is based in Sweden, where many people are very into sailing. They understand the attraction from the beginning, and the association becomes a natural.

What began with the 18 Nationals in 1979 has expanded into a full-blown Absolut-sponsored racing series for 1983-84 that will include all the nationals, Team USA, a world speed trials event and a Hobie 33 racing series.

The photos are from some of the races Absolut has sponsored in the past year. **Top row, left to right:** The 1982 Hobie 18 Nationals in Key Biscayne, Florida; the 1982 Division 12 Championship in Heckshire State Park, New York; and the photo used for the Absolut Vodka poster, which was shot in Hawaii. Middle row, left to right: The Rocky Mountain Regatta in Colorado; Michel Roux, president of Carillon Imports, which distributes Absolut in the US, enjoys hiking out on a Hobie with his wife Kitty and Bob McDonald; and two unidentified Division 12 competitors. Bottom row, left to right: VIPs at the Rocky Mountain Regatta; skippers' meeting at the Division 12 Championship; Jeff Alter and crew Floyd White celebrate their 18 Nationals victory with a sampling of the sponsor's product; hiking out at the Division 12 Championship; our competent race officials at the 18 Nationals.





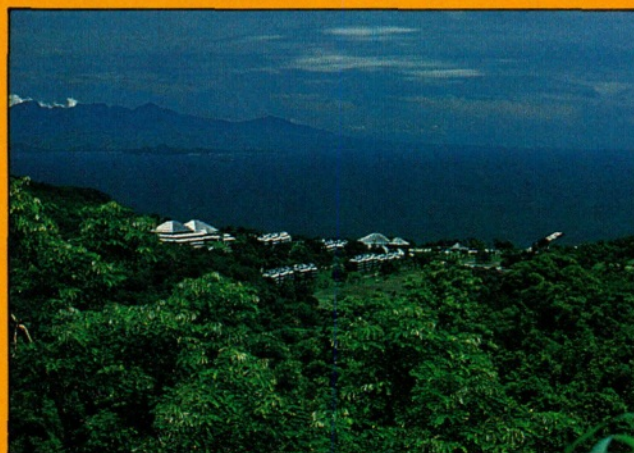




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meals, transfers and more. Details are being finalized and will be  
published in upcoming issues of the *Hotline*.



# HOBIE RACING

JULY/AUGUST 1983

## **IN THIS SECTION:**

*Major Regattas*  
*Regatta Schedules*  
*Fleet News*  
*Regatta Results*



## WORLD HOBIE CLASS ASSOCIATION

*Racing Editor/Michele Krcelic*

*Regatta Schedule/Rose Roberts*

The racing section of the *Hobie Hotline* 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

<b>July 16-17</b>	<b>Northeastern Championship</b> Hecksher, Long Island, New York	Charlie Carpenter 516/589-5814
<b>July 29-August 1</b>	<b>Canadian Hobie National Championship</b> Lake Winnipeg, Manitoba, Canada	Mike Starkey 204/257-1938
<b>July 30-31</b>	<b>Northwest Championship</b> Golden Gardens, Seattle, Washington	Dan Carpenter 206/827-8080
<b>September 18-24</b>	<b>Absolut Hobie 18 National Championship</b> Corpus Christi, Texas	H.C.A. 619/758-9100
<b>October 2-8</b>	<b>Absolut Hobie 16 National Championship</b> St. Petersburg Beach, Florida	H.C.A. 619/758-9100
<b>October 10-13</b>	<b>Absolut Hobie 16 Women's National Championship</b> St. Petersburg Beach, Florida	H.C.A. 619/758-9100
<b>October 16-19</b>	<b>USYRU Champion of Champions Regatta</b> Dana Point, California	H.C.A. 619/758-9100
<b>October 31-November 5</b>	<b>Absolut Hobie 14 National Championship</b> Ventura, California	H.C.A. 619/758-9100

## REGATTA SCHEDULE

\*POINTS REGATTA

### DIVISION 1

July 4	Kaneohe Class Invitational Kaneohe Bay, HI Fleet #6	Al Ching 808/941-8700
July 10	HNCA SSP Regatta Kailua, HI Fleet #6	Al Ching 808/941-8700
July 16 - 17	Kahana Bay Regatta Kahana Bay, HI Fleet #6	Al Ching 808/941-8700
July 23 - 24	Proome's Sailing Company Campout Bellows, HI Fleet #6	Al Ching 808/941-8700
August 6 - 7	State Championships (16's & 14 turbos)	Al Ching 808/941-8700
August 13 - 14	State Championships (18's & 14's)	Al Ching 808/941-8700
August 20 - 21	Masagi Tamura Invitational Waikiki, HI Fleet #6	Al Ching 808/941-8700
August 28	HNCA SSP Regatta Kailua, HI Fleet #6	Al Ching 808/941-8700
September 3	Awards Banquet Hawaii Fleet #6	Al Ching 808/941-8700
September 11	HNCA Grudge Match/Handicap Kailua, HI Fleet #6	Al Ching 808/941-8700
October 15 - 16	Outrigger Canoe Club Regatta Waikiki, HI Fleet #6	Al Ching 808/941-8700
October 22 - 23	Duke Kahanamoku Regatta Waikiki, HI Fleet #6	Al Ching 808/941-8700

### DIVISION 2

July 2	Summer Series #4 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
July 2 - 3	Independence Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
July 3	Singlehanded Series #5 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
*July 9 - 10	Del Rey Regatta at the 'Gulch' Cabrillo Beach, San Pedro, CA Fleet #57	Chuck or Marilyn 213/919-4682
July 9 - 10	Independence Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
*July 16 - 17	Wofford Heights Points Regatta Lake Isabella, CA Fleet #167	Dennis Woods 805/589-4920
July 16 - 17	3rd Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
July 17	Fall Series #1 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
*July 23 - 24	Todos Santos Regatta Camp La Jolla, Mexico Fleet #4	Ron Poulos 619/942-5263
July 23 - 24	3rd Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
July 30 - 31	4th Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
*August 6 - 7	Hobie 16 Divisionals Homan Beach, CA Fleet #3	Charlie High 213/865-1812
August 6 - 7	4th Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
August 13	Fall Series #2 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
*August 13 - 14	Hobie 14 Divisionals Cabrillo Beach, CA Fleet #57	Chuck or Marilyn 213/919-4682
August 13 - 14	5th Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
*August 20 - 21	Lowebräu Hobie 18 Divisionals Oceanside, CA Fleet #166	Hobie Oceanside 619/433-4020
August 20 - 21	5th Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
August 27 - 28	End of Season Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317
August 28	Fall Series #3 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
September 3	Fall Series #4 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
September 3 - 4	End of Season Series Lake Arrowhead, CA Fleet #434	Don Campbell 714/337-9317

September 17 - 18	3rd Mile High Invit. (no boat limit!)	Nicole Huguenin 714/337-9317
September 24 - 25	Single Handed & Ladies Regatta Homan Beach, CA Fleet #3	Tonny Christensen 213/597-0546
September 25	Fall Series #5 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
October 1	Division 2 Picnic Doheney Beach, Dana Point, CA	Jan 213/597-0546
October 2	Fall Series #6 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
October 8 - 9	16th Annual Ancient Mariner Newport Beach, CA Fleet #3	Dave Kofahl 714/898-7056
October 16	Winter Series #1 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
October 22	Octoberfest - Fleet #1's Fun Regatta Dana Point, CA Fleet #1	Don Crider 714/661-7506
November 5	Winter Series #2 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
November 20	Winter Series #3 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
December 3	Winter Series #4 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995
December 8	Winter Series #5 Dana Point, CA Fleet #1	Luanne Burton 714/661-0995

### DIVISION 3

July 2 - 3	Lake Lopez Regatta Lake Lopez, CA Fleet #259	Windy Sails 805/481-5881
*July 9 - 10	'Round Treasure Island Regatta Crown Beach, Alameda, CA Fleet #87	Steve Cary 415/447-5007
July 16 - 17	Fleet #203 Series #5 Eagle Lake, NV Fleet #203	Randy Duncan 702/849-0286
*July 23 - 24	Roaring Twenties Regatta Coyote Point, CA Fleet #20	Ed Reese 408/730-9543
August 6 - 7	Division 3 Womens' 16 Championships Union Valley, CA	Mike Montague 707/526-2742
August 6 - 7	Fleet #203 Series #6 & 7 Topeka Lake, NV Fleet #203	Randy Duncan 702/849-0286
*August 13 - 14	Mile High Regatta Huntington Lake, CA Fleet #62	Bob Kinnear 209/435-9314
*August 20 - 21	Hobie 16 & 18 Division Championships San Francisco Bay, CA	Mike Montague 707/545-1195
*August 27 - 28	Hobie 14 Division 3 Championships San Francisco Bay, CA	Mike Montague 707/545-1195
September 10 - 11	Trophy Regatta Donner Lake, NV Fleet #203	Randy Duncan 702/849-0286
*September 17 - 18	Hanna's 'Bear' Able Regatta ('84 Points) Brannan Island, CA Fleet #194	Ed Reese 707/557-0606
September 24	Indian Summer Regatta Santa Cruz, CA Fleet #240	Mike Corbett 408/429-9638
*November 12 - 13	Casa Maria's Turkey Regatta ('84 Points) Monterey Bay, CA Fleet #222	Jesse Guerrero 408/394-5280

### DIVISION 4

July 1 - 3	Regional Hobie Championships Redberry Lake, Sask., CN Fleet #242	Rick Sullivan 306/764-2113
*July 2 - 3	Kelowna Regatta Kelowna, B.C., Canada Fleet #263	Ron Rubadeau 604/761-0514
July 9	Lake Stevens Regatta Lake Stevens, WA Fleet #482	James Walrath 206/337-2137
*July 16 - 17	Sudden Valley Regatta Bellingham, WA Fleet #37	Gary Baker 206/734-9471
July 16 - 17	Bohemia Days Regatta Dorena Reservoir, OR Fleet #193	Gary Hamilton 503/895-4094
*July 30 - 31	North West Championships Golden Gardens, Seattle, WA Fleet #14	Dan Carpenter 206/827-8080
July 30 - Aug. 1	Provincial Hobie Championships Jackfish Lake, Sask., Canada Fleet #242	Rick Sullivan 306/764-2113
*August 6 - 7	Mount St. Helens Blowout Yale Lake, WA Fleet #72	Keith Fuller 503/244-2836



# REGATTA SCHEDULE

August 13	Everett Jetty Regatta	James Walrath
*August 13- 14	Everett Jetty, WA Fleet #482	206/337-2137
August 27	Division 4 Championships	Doug Reed
August 28	Lake Quinalt, WA Fleet #72	206/288-2867
September 2 - 4	Lake Cavanaugh Regatta	James Walrath
September 10	Lake Cavanaugh, WA Fleet #482	206/337-2137
September 10 - 11	N.W. Women's Championships	Lenny Severs
*September 17 - 18	Yale Lake, WA Fleet #72	503/289-9011
*September 17 - 18	7th Annual Crescent Lake Regatta	Bill Hartman
September 24	Crescent Lake, OR Fleet #193	503/895-4094
October 1	Lake Goodwin Regatta	James Walrath
	Lake Goodwin, WA Fleet #482	206/337-2137
	Air Time Regatta	Keith Fuller
	Site to be announced Fleet #72	503/244-2836
	Elmo Classic (1984 Points)	Jinny Draeger
	Whitefish, MT Fleet #470	406/892-2459
	Plain Label 508 Hobbie Race	Keith Fuller
	Vancouver Marine Park, OR Fleet #72	503/244-2836
	Lake Stevens Regatta	James Walrath
	Lake Stevens, WA Fleet #482	206/337-2137
	Kayak Regatta (Fleet Championships)	James Walrath
	Kayak, WA Fleet #482	206/337-2137

## DIVISION 5

July 2 - 4	Heron Lake Regatta	Craig Moseley
July 2 - 4	Heron Lake, NM Fleet #48	505/281-1749
*July 9 - 10	Bun Burner Fun Weekend	Cory Shedd
July 16 - 17	Lake McConaughy, NE Fleet #61	303/733-2825
July 16 - 17	Glendo Regatta (14' Divisionals)	Cheryl Rooney
*July 23 - 24	Glendo, WY Fleet #156	307/234-9819
July 30 - 31	Abiquiu Lake Regatta & Campout	Craig Moseley
	Abiquiu Lake, NM Fleet #48	505/281-1749
	USYS Clinic	John Ravings
	Steamboat Lake, CO Fleet #106	303/879-4088
	Rocky Mountain Marine Regatta	Dennis Cox
	Dillon, CO	303/399-2824
	Navajo Trails Fiesta Regatta	John Edlbom
	Vallecito Lake, CO Fleet #245	303/247-8411
	Granby Regatta	Bruce Baker
	Branby, CO Fleet #61	303/696-8618
	Heron or Abiquiu Regatta	Craig Moseley
	Heron or Abiquiu Lake, NM Fleet #48	505/281-1749
	Divisoín #5 Championships (14' Pts Race)	Mary Tuckett
	Bear Lake, UT Fleet #67	801/254-4303
	Heron Lake Regatta	Craig Moseley
	Heron Lake, NM Fleet #48	505/281-1749
	Governors Cup	Marty Gorce
	Lake McConaughy, NE Fleet #61	303/447-8720
	Cochiti Novice Race #4	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749
	Last Gasp Regatta	John Cox
	Boyd Lake, CO Fleet #61 & #50	303/457-8226
	Conchas Regatta	Craig Moseley
	Conchas, NM Fleet #48	505/281-1749
	Cochiti Novice Race #5	Craig Moseley
	Albuquerque, NM Fleet #48	505/281-1749

## DIVISION 6

*July 9 - 10	Sand Dune Regatta	Tom Nix
July 18	Port Aransas, TX Fleet #99	512/851-1728
August 1	South Padre Island Shootout	Lou Kellogg
	South Padre Island, TX Fleet #102	512/328-2629
	Doldrums Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/328-2629
*August 6 - 7	Division 6 Championships	Tom Nix
August 14 - 15	Corpus Christi, TX Fleet #99	512/851-1728
August 19	Falcon Lake Regatta	Lou Kellogg
September 5	South Padre Island, TX Fleet #102	512/428-2629
	Bumper Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629
	Pitch-pole Regatta	Lou Kellogg
	South Padre Island, TX Fleet #102	512/428-2629

## DIVISION 7

July 2 - 3	Firecracker Regatta	Mark Tryggstad
July 2 - 4	Lake Wapogasset, Amery, WI Fleet #454	715/268-7891
July 3	Fun Races	Bill Colson
July 3	Angostura, SD Fleet #198	605/341-6639
July 4	Independence Day Regatta	Vivian McGinnis
July 4	Fellows Lake, Springfield, MO Fleet #59	417/833-1098
*July 9 - 10	Fleet Fun Races	Scott Russell
*July 9 - 10	Storm Lake, IA Fleet #475	712/662-4436
*July 9 - 10	Branched Oak Regatta	Fast Cat
*July 9 - 10	Branched Oak Lake, NE Fleet #192	402/895-6056
July 10	5th Annual Gladstone Gold Cup	Bob Peterson
July 11	Gladstone, MI Fleet #202	906/786-7171
July 11	Mississippi River Regatta	Gary Doty
July 16 - 17	Mississippi River, IA Fleet #480	319/332-9327
*July 16 - 17	Fleet Fun Races	Scott Russell
*July 16 - 17	Storm Lake, IA Fleet #475	712/662-4436
*July 16 - 17	Fleet Outing and Races	Bill Colson
*July 16 - 17	Keyhole, WY Fleet #198	605/341-6639
July 18	1983 Points Regatta	Steve Tyler
*July 16 - 17	Lake Perry, KS Fleet #149	816/228-4099
July 18	The Spicer Green Lake Races	John Morris
*July 23 - 24	Specker Green Lake, MN Fleet #444	612/938-6688
July 24	Fleet Fun Races	Scott Russell
July 25	Storm Lake, IA Fleet #475	712/662-4436
*July 29 - Aug. 1	Storm Lake, IA Fleet #475	Wayne Fischer
August 6 - 7	1983 Windjammers 9th Annual Regatta	414/465-8392
August 8	Green Bay, WI Fleet #413	Gary Doty
*August 13 - 14	Mississippi River Regatta	319/332-9327
August 13 - 14	Mississippi River, IA Fleet #480	Scott Russell
August 13	Fleet Fun Races	712/662-4436
August 20 - 21	Storm Lake, IA Fleet #475	Mike Starkey
	Canadian National Championships	204/257-1938
	Lake Winnipeg, Man., Canada (Div 7 pts)	Mark Tryggstad
	Fleet Race	715/268-7891
	Lake Wapogasset, Amery, WI Fleet #454	Scott Russell
	Fleet Fun Races	712/662-4436
	Storm Lake, IA Fleet #475	Kirk Kraft
	Division 7 Championships	515/829-3273
	Clear Lake, IA	Bob Manthey
	Petenwell Regatta	715/421-3989
	Wisconsin Rapids, WI	Scott Russell
	Fleet Fun Races	712/662-4436
	Storm Lake, IA Fleet #475	Gary Doty
	Lake Rathbun Regatta	319/332-9372
	Lake Rathbun, IA Fleet #480	

August 22	Fleet Fun Races	Scott Russell
August 27 - 28	Storm Lake, IA Fleet #475	712/662-4436
August 29	Labor Day Regatta	Vivian McGinnis
	Fellows Lake, Springfield, MO Fleet #59	417/833-1098
*September 3 - 4	Fleet Fun Races	Scott Russell
September 11	Storm Lake, IA Fleet #475	712/662-4436
September 17 - 18	3rd Annual Black Hills Labor Day Race	Bill Colson
	Hot Springs, SD Fleet #198	605/341-6639
	Mississippi River Regatta	Gary Doty
	Mississippi River, IA Fleet #480	319/332-9372
	Fall Festival Invitational	Mark Tryggstad
	Lake Wapogasset, Amery, WI Fleet #454	715/268-7891

## DIVISION 8

*July 16 - 17	3rd Annual Colony Beach Classic	Rick Hohenhausen
July 30 - 31	Bradenton, FL Fleet #39	813/778-2445
*August 27 - 28	Division 8 Women's Hobbie 16 Champs	Paula Raditch
September 17 - 18	St. Petersburg, FL Fleet #5	813/392-1804
	1983 Micholob Summer Sizzler	Jimmy Deans
	Daytona Beach, FL Fleet #80	904/253-8592
	King & Prince Hobbie Classic	Jerry Latvala
	St. Simons Island, GA Fleet #152	912/638-5960

## DIVISION 9

July 2	Fleet Race	Barry Barnes
*July 9 - 10	Norfolk, VA Fleet #200	804/771-2924
*July 16 - 17	Emerald Isle Ocean Regatta	Pete Richardson
*July 30 - 31	Emerald Isle, NC Fleet #191	919/275-2918
*August 6 - 7	1983 Division Nine Championships	Ship's Shore
August 27	Wrightsville Beach, NC Fleet #101	919/256-4445
September 17	Plenty of Thrills but No Frills Regatta	David Thaxton
	Henderson Point, NC Fleet #97	919/489-0267
	Anheuser-Busch Backwoods Regatta	Steve Dixon
	Badin Lake, NC Fleet #175	919/439-5223
	Myrtle Beach Regatta (tentative)	Bob Curtis
	Myrtle Beach, SC Fleet #83 & #141	704/825-5735
	Fleet Race	Barry Barnes
	Norfolk, VA Fleet #200	804/771-2924
	Fleet Open Race	Barry Barnes
	Norfolk, VA Fleet #200	804/771-2924

## DIVISION 10

July 9	Fleet Race	John Brink
*July 9 - 10	Kalamazoo, MI Fleet #117	616/381-4227
July 10	Clementine's Saloon Regatta	Chris Sundberg
July 16 - 17	South Haven, MI Fleet #40	616/345-9480
July 17	Spring Series #9 & 10	John Krystan
*July 23 - 24	Ypsilanti, MI Fleet #171	313/326-4683
July 29	Traverse City Regatta	Michael Garrett
July 29 - 31	Traverse City, MI Fleet #18	313/482-58581
July 31	Crane Creek Regatta	Glen Blohm
August 6	Crane Creek, OH Fleet #400	419/841-4142
August 13 - 14	Summer Series #1 & 2	John Krystan
August 14	Ypsilanti, MI Fleet #171	313/326-4683
August 20 - 21	Indiana State Championships	John Swenby
August 27 - 28	Eagle Creek, IN Fleet #26	317/297-2961
September 10 - 11	Budweiser-Light Offshore Regatta	Jerry Teichma
September 11	Muskegon, MI Fleet #108	616/739-6534
September 17 - 18	Racing Clinic	Michael Garrett
September 25	Caseville, MI Fleet #18	313/482-5851
October 1	Saginaw Bay Regatta	Michael Garrett
October 8	Caseville, MI Fleet #18	313/482-5851
October 15	Summer Series #3 & 4	John Krystan
October 22	Ypsilanti, MI Fleet #171	313/326-4683
October 29	Fleet Race	John Brink
November 5	Kalamazoo, MI Fleet #117	616/381-4227
November 12	Hobiefest '83	Dave Hutchings
November 19	Wilmette, IL Fleet #115	312/729-5816
November 26	Higgins Lake Annual Invitational	Ric Balesky
December 3	Higgins Lake, MI Fleet #144	313/686-2062
December 10	Summer Series #5 - 6	John Krystan
December 17	Ypsilanti, MI Fleet #171	313/326-4683
December 24	Division Ten Championships	Murrays Boat Works
January 1	Traverse City, MI Fleet #292	616/946-8600
January 8	Lake Michigan Regatta	Michael Garrett
January 15	Muskegon, MI Fleet #18	313/482-5851
January 22	Higgins Lake Regatta	Michael Garrett
January 29	Roscommon, MI Fleet #18	313/482-5851
February 5	Summer Series #7 - 8	John Krystan
February 12	Ypsilanti, MI Fleet #171	313/326-4683
February 19	Elk Lake Regatta	Michael Garrett
February 26	Elk Rapids, MI Fleet #18	313/482-5851
March 5	Summer Series	John Krystan
March 12	Ypsilanti, MI Fleet #171	313/326-4683

## DIVISION 11

July 2	Summer Series	Buck Fleming
July 3	Bay Point, NJ Fleet #452	215/622-6722
*July 9 - 10	Statue of Liberty Marathon	John Sullivan
July 16	Sandy Hook, NJ Fleet #250	201/566-1247
July 16 - 17	Northern Bay Regatta	Skip DeSmyster
July 16 - 17	Elk Neck, MD Fleet #54	301/885-5680
*July 30 - 31	Summer Series	Buck Fleming
August 7	Bay Point, NJ Fleet #452	215/622-6722
August 13	Atlantic City Classic	Warren Kaplan
August 20 - 21	Atlantic City, NJ Fleet #190	609/822-0053
September 10 - 11	Yacht Club of Pleasantville Regatta	Bill Hiller
September 17 - 18	Pleasantville, NJ Fleet #73	609/641-9083
September 24 - 25	Summer Series	Buck Fleming
October 1	Corson Inlet Distance Race	215/622-6722
October 8	Ocean City, NJ Fleet #24	Chuk Allison
October 15	Barnegat Bay Marathon	609/399-7974
October 22	Bay Point, NJ Fleet #452	Buck Fleming
October 29	Summer Series	215/622-6722
November 5	Bay Point, NJ Fleet #452	Buck Fleming
November 12	New Jersey State Championships	215/622-6722
November 19	Sandy Hook, NJ Fleet #250	201/566-1247
November 26	Fall Regatta	Buck Fleming
December 3	Bay Point, NJ Fleet #452	215/622-6722
December 10	Goombay Smash	Buck Fleming
December 17	Budd Lake, NJ Fleet #137	215/622-6722



# REGATTA SCHEDULE

## DIVISION 12

July 9 - 10	St. Eiboh's Cove Regatta Raymond, ME Fleet #231	Rich McNeill 207/657-3814
*July 16 - 17	Northeastern Championships Hacksher, Long Island, NY Fleet #124	Charlie Carpenter 516/589-5814
*July 30 - 31	6th Annual Buzzard Regatta (Div. Champs) Mattapoisett, MA Fleet #28	Art Simms 617/599-5946
August 13 - 14	Alburg Invitational 1983 Montreal, Quebec, Canada Fleet #187	Denis Renaud 514/674-6652
August 20 - 21	Maine State Championships Pine Point, ME Fleet #231	Bill Ajah 307/767-4052
*September 10 - 11	Nahant Beach Regatta Nahant Beach, MA Fleet #403	Art Simms 617/599-5946
*September 17 - 18	4th Annual Twin States Greenwood Lake, NY fleet #135	Roger Barnes 201/337-6942
September 17 - 18	Heavy-air Regatta Ogunquit Beach, ME Fleet #231	Steve Mullen 207/772-5388
*September 24 - 25	6th Annual Boodles Gin & Tonic Regatta Madison, CT Fleet #136	Joe Manganello 203/421-3614
*October 1 - 2	New England Championships Fairfield, CT Fleet #208	Bob Williams 203/259-2449
*October 8 - 9	Annual Connecticut State Championships Candlewood Lake, CT Fleet #31	Ward Miles 203/775-9546
October 8 - 9	Frostbite Regatta St. Eiboh's Cove, ME Fleet #231	Chet Adams 207/829-5983

## DIVISION 13

*July 9 - 10	Regatta Sperry Top Sider Fajardo, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
*July 23 - 25	3rd Copa Wrangler IV Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
August 7	Sunday Series Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
August 13 - 14	Regatta Culebra Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
*September 2 - 4	Copa de Palmas, Humacao Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
September 11	Sunday Series Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
September 25	Sunday Series Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
October 16	Sunday Series Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
October 29 - 30	Fun Regatta Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
November 6	Sunday Series Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
November 19 - 20	Fun Regatta Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
November 25	Awards for 1983/1984 Officer Elections Isla Verde, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794

## DIVISION 14

July 2	Fleet Series #6 Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
July 2 - 3	Fourth of July Intra-divisional Regatta Dallas, TX Fleet #23	214/277-5714
July 2 - 3	Fourth of July Race Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
July 4	Fun Day Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
*July 9 - 10	Michelob - Catfight Regatta Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
July 16	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
*July 16 - 17	Cheney Cat Chase Wichita, KS Fleet #27	Jim Carlson 316/686-0825
July 16 - 17	1st Summer Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
July 20	Evening at the Lake Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
*July 23 - 24	Miller High Life Regatta Ponca City, OK Fleet #432	Neil Lawrence 405/762-0004
July 30	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
July 30 - 31	2nd Summer Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
July 31	Fleet Series #7 Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
August 6 - 7	High Heels Regatta (Ladies) White River Lake, TX Fleet #268	Woody Orr 806/792-9358
*August 6 - 7	Mount Scott Regatta Lawton, OK Fleet #251	Tom Neiswonger 405/353-7492
August 7	Fun Day at the Lake Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
August 13	Fleet Series #8 Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
August 13 - 14	3rd Summer Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
August 14	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
August 17	Evening events at the Lake Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
*August 20 - 21	Divisionals/'83 Prairie Regatta Wichita, KS Fleet #27	Jim Carlson 316/686-0825
August 27 - 28	Division 14's Womens' 16 National Qual. Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
August 27 - 28	Oklahoma Championships Edmond, OK Fleet #131	John Curtis 405/341-4501
August 28	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
September 3	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
September 4	Battle of the Hobie Sailors Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
September 5	Labor Day Race Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
September 3 - 4	4th Summer Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
September 5	Fleet Series #9 Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
*September 10 - 11	Texas Shoot Out Dallas, TX Fleet #23 & #91	David Stout 817/292-6418
September 17 - 18	1st Fall Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
September 24	Fleet Series #10 Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
September 24 - 25	Nationals Tune-up Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794

September 25	Hobie Day Tulsa, OK Fleet #25	Manny Reyes 918/336-2242
October 1	Border Clash Regatta White River Lake, TX Fleet #268	Woody Orr 806/792-9358
October 1 - 2	2nd Fall Regatta Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
October 1 - 2	Oklahoma Championships Lake Hefner, OK Fleet #131	Debbie Taylor 405/341-7845
October 8 - 9	3rd Fall Series Dallas, TX Fleet #23	Mendy Whitehead 214/596-8794
*October 15 - 16	Columbus Day Regatta (1984 Points) Tyler, TX Fleet #118	Andy Hoover 214/581-4088
October 22 - 23	Great Pumpkin Chase Regatta White River Lake, TX Fleet #268	Woody Orr 806/792-9358

## DIVISION 15

July 2 - 3	Around the Island Regatta Ocean Springs, MS Fleet #70	Bruce Record 601/875-7544
*July 16 - 17	April Pools Regatta Ocean Springs, MS Fleet #70	Bruce Record 601/875-7544
July 23 - 24	Panama City Hobie Open Regatta Panama City, FL Fleet #120	Greg Kaeding 904/769-6747
*August 6 - 7	Division 15 Championships Tallahassee, FL Fleet #43	Jacque Myers 904/877-2467
August 27 - 28	Hobie for Heart Ft. Walton Beach, FL Fleet #178	Eric Gisser 904/862-3782
September 17 - 18	Poor Ol' Kowali Montgomery, AL Fleet #484	Bruce Johnson 205/265-0714
October 1 - 2	Autumn Regatta Jackson, MS Fleet #235	Don Ramsey 601/956-6826
October 8 - 9	8th Annual Jubilee Regatta Fairhope, AL Fleet #76	Bill Patton 205/928-1272
October 15 - 16	5th Mad Dog Regatta Shell Point, FL Fleet #43	Jacque Myers 904/877-2467
October 29 - 30	Cat Capers Regatta Birmingham, AL Fleet #277	Jim Brock 205/833-4357
November 12 - 13	3rd Annual Turkey Trot Shell Point, FL Fleet #43	Susie Falk 904/562-2365

## DIVISION 16

July 1 - 3	Jack Baker Hobie Open Toronto, Ont., Canada Fleet #183	Steve Reid 416/665-5960
*July 9 - 10	Wendt Beach Regatta Wendt Beach, Angola, NY Fleet #119	Gary Kresser 716/874-2392
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
*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 Lomuto 716/773-2712
October 8 - 9	Pumpkin Regatta Fanshawe Lake, London, Ont., CN	Fleet #185 Tom Longhreed 519/471-5852

## INTERNATIONAL

### EUROPE

July 2	2e Associatie Wedstrijd Zandvoort, Holland	
July 2 - 3	J.KCA Podersdorf, Germany	
July 2 - 3	Int. Regatta Copenhagen, Denmark	
July 10	Regatta Sperlonga, Italy	
July 15 - 16	Regatta Dinard, France	
July 16 - 17	Wassenaar - Cup Chiemsee, Germany	
July 22 - 24	Campionato Italiano 14 - 16 Bracciano, Italy	
July 23 - 24	Cat Weekend Estavayer, Switzerland	
July 23 - 24	Club Martime Hendaye, France	
July 30	Fleet Wedstrijd Edmond Aanzee, Holland	
July 30 - 31	Regatta Royan, France	
August 6 - 7	Je Associatie Wedstrijd Wassenaar, Holland	
August 6 - 7	Ostseepokal Scharbeutz, Germany	
August 6 - 7	Ferienregatta Gardasee Carnone, Italy	
August 7	Regatta Pescara, Italy	
August 13 - 14	National Dutch Championships 14, 16 & 18 Wassenaar, Holland	
August 13 - 15	Um's Walchenfass Walchensee, Germany	
August 15	Sabaudia Ponza Sabaudia Sabaudia, Germany	
August 19 - 24	Midsummer Regatta Rhodos, Sardinia	
August 20	Rund Fehmarn (Yardstick) Ostsee, Germany	
August 20 - 21	Coupe de Geneve Geneve, Switzerland	
August 20 - 21	Starnberger See - Regatta Starnbergersee, Germany	
August 20 - 21	Flottenmeisterschaft Oberer Zurichsee Zurich, Switzerland	
August 20 - 21	4. KCA Podersdorf, Germany	
August 26 - 28	Championat D'Europe H.14 +autres series H.16 et H.18 Lac de Garde, Italy	



# REGATTA SCHEDULE

August 27 - 28	Gelting - Regatta
August 27 - 28	Ostsee, Germany
August 27 - 28	Gr. Ammerlander
August 27 - 28	Starnbergersee, Germany
August 27 - 28	Freundschaftsregatta Dummer
August 27 - 28	Dummersee, Germany
September 3 - 4	Kapt'n Hahn'Cup (Yardstick)
September 3 - 4	Sylt, Germany
September 3 - 4	Konig-Ludwig-Regatta
September 3 - 4	Germany
September 3 - 4	Altnau
September 3 - 4	Bodensee, Switzerland
September 3 - 4	Langstreckenregatta
September 3 - 4	Weiden, Germany
September 3 - 4	40 Trofeo Torre Pendente
September 3 - 4	Tirrenia, Italy
September 10 - 11	Freundschaftsregatta Fohr
September 10 - 11	Sylt, Germany
September 10 - 11	Int. 2-Lander-Cup
September 10 - 11	Fooimeer, Germany
September 10 - 11	5. KCA
September 11	Podersdorf, Germany
September 11	Regata Nazionale
September 11	Lido Tirrenia, Italy
September 17 - 18	Hobelregatta
September 24 - 25	Ammersee, Germany
September 24 - 25	Chaotenregatta
September 25	Seiz, Germany
September 25	Regatta Nazionale
September 25	La Conchiglia, Italy
October 1 - 2	Regatta
October 1 - 2	Cannes, France
October 1 - 2	Coupe morgienne multicoques
October 1 - 2	Morges, Switzerland
October 1 - 2	6. KCA
October 3 - 7	Podersdorf, Germany
October 3 - 7	Championnat D'Europe HC 16
October 3 - 7	Fregene, Italy
October 8 - 9	Hobie Auskang
October 8 - 9	Steinhuder Meer, Germany
October 8 - 9	Waalensee
October 8 - 9	Waalensee, Switzerland
October 14 - 15	Senatspreis Berlin
October 14 - 15	Wahnsee, Germany
October 15 - 16	Rauhreifregatta
October 22 - 23	Chiemsee, Germany
October 22 - 23	Berliner Meisterschaft
October 22 - 23	Wannsee, Germany
October 22 - 23	Tumpel - Trophy
October 29 - 30	Zulpicher See, Germany
October 29 - 30	Hobieski
November 11 - 13	Crans, Switzerland
November 11 - 13	Grand Prix Armistice
November 19 - 20	Maubuisson, France
November 19 - 20	Essener Eispokal
December 26 - 31	Baldeneysee, Germany
December 26 - 31	Noel sur l'eau
December 26 - 31	Hyeres, France

## ITALY

Luglio 22 - 24	Campionato Italiano 14' - 16' (int.)
Luglio 22 - 24	Flotta 302 Bracciano
Agosto 26 - 28	3 <sup>o</sup> Trofeo Benacus (internaz.)
Agosto 26 - 28	Fraglia della Vela Riva del Garda
Settembre 3 - 4	4 <sup>o</sup> Trofeo Torre Pendente
Settembre 3 - 4	Tirrenia
Settembre 25	Regata Nazionale
Settembre 25	Fregene albergo La Conchiglia

## Reata estere importanti

Fine agosto circa	Campionato Europeo 16'
Fine agosto circa	Olando
Fine agosto circa	Campionato Europeo 14'
Fine agosto circa	Olando

## Altre regata ufficiali Hobie Cat

Agosto 15	Sabaudia Ponza Sabaudia
Agosto 15	Club Velico Sabaudia Circeo
Settembre 11	Regata Nazionale
Settembre 11	Stab. Bagno Lido Tirrenia

## SAUDI ARABIA

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

## SPAIN

July 2 - 3	Trofeo Vacaciones
July 2 - 3	C. N. Sagunto
July 16 - 17	Regional Balears
July 16 - 17	C. N. Port Pollensa
July 23 - 25	Capeonato Espana H14
July 23 - 25	C. N. Cadiz
August 6 - 7	Trofeo E. Vela 2 Mares
August 6 - 7	E. V. 2 Mares La Manga
August 13 - 15	Trofeo Sotogrande
August 13 - 15	Seccion Vela Stotgrande
August 13 - 15	Trofeo E. Vela 2 Mares
August 13 - 15	E. V. 2 Mares La Manga
August 14 - 15	Trofeo Hobie
August 14 - 15	Mallorca
August 20 - 21	Trofeo E. Vela 2 Mares
August 20 - 21	E. V. 2 Mares La Manga
August 27 - 28	Trofeo E. Vela 2 Mares
August 27 - 28	E. V. 2 Mares La Manga
September 4	Trofeo Hobie
September 4	C. N. Sanlucar
September 12 - 15	Festival Hobie
September 12 - 15	C. N. 2 Mares
September 16 - 18	Campeonato Espana
September 16 - 18	H16 C. N. 2 Mares
October 9	Trofeo Hobie
October 9	C. N. Sanlucar
November 27	Trofeo Hobie
November 27	C. N. Sanlucar
December 8	Trofeo Hobie
December 8	C. N. Sanlucar
December 28	Navidades Hobie
December 28	C. N. Benidorm

## Basics in Traveler Positions

Continued from page 27

### Upwind-Heavy Air


*Mast can be raked further aft, jib travelers moved aft.*  
Travel the main out only if you cannot hold the boat down after the jib is sheeted with luff.

### Downwind

*Jib travelers can be moved forward or left in center.* In light air where hand sheeting the jib from the leeward side is possible, the crew should hold the sheets out-board near the centerboard to open the slot more. Set the main traveler inside of the leeward hull; work the apparent wind while being careful not to oversteer. In heavier air, the main can be traveled between inside of the hull and the hiking straps.

### Reaching

*Jib is usually left where it was from weather leg.* The main should be traveled out from hiking straps to inside of hull, depending on wind and angle of reach. Pulling the centerboards part way up will help reduce healing. Pulling the windward rudder up will make steering easier at high speeds.

These basic traveler positions vary according to your sailing style. The Australians are noted for using lots of mast rake and little traveler in heavy air-upwind conditions. California sailors who are accustomed to light to medium air conditions tend to travel out to keep the boat flat. Experiment with different settings and you'll find the traveler position and groove that works for you. 

FLEET 99 presents

the

9th ANNUAL

## RUFF RIDER REGATTA

### September 3rd,4th

-150 Mile distance race from Port

Isabel up the Laguna Madre to Corpus Christi Bay.

-Site of this years Hobie 18 Nationals and Division 6 Championships.

-Entry includes T-shirts, dinner, breakfast, plenty of cold beer, and loads of fun!

-Registration: send \$25.\* along with class, size, etc., or for more info: **Tom Nix**  
330 Circle Dr.  
Corpus Christi, Tx 78412  
\*early til 8/27/83



## DIVISION 1

**Fleet News**  
**Fleet 6, Division 1**  
**Honolulu, Hawaii**  
**by: Dave McFaul**



After going without our usual strong tradewinds during race days for eight months, we were rewarded with 15 to 20 knots of wind for a one-day, four-race series on April 24. This was an informal, non-points series with no scoring or prizes, and it was wild. During the first race, the windward mark drifted onto a reef. As John Myhre (my crew) and I rounded the mark and headed downwind, we nearly pearl-dove into a group of coral heads inches below the surface. We were a little more cautious on subsequent runs. At the end of the four races, we'd had quite a workout, but it was a gas.

## DIVISION 2

**Attention Division 2 Ladies**  
**from: Bill King**  
**Division #2**  
**Secretary/Treasurer**

Division 2 has four spots to pre-qualify ladies for the Absolut Hobie 16 Women's National Championship, October 10-13, 1983 in St. Petersburg Beach, Florida. Two women were pre-qualified from the ladies' regatta in San Diego on April 16-17. Two more ladies will be pre-qualified from the special ladies regatta to be held in conjunction with the 14 Division Championship at Long Beach, sponsored by Fleet 57, on August 13-14, 1983. Alternates will be chosen from the accumulation of points from both the San Diego and Long Beach Ladies' Regattas.

**Ides of March**  
**Points Regatta**  
**Fleet 66, Division 2**  
**Phoenix, Arizona**  
**by: Bob Stratman**

A points regatta, sponsored by your fleet, 300 miles from your familiar local sailing area? In another country? Yes! That is the Phoenix, Arizona Fleet 66 Ides of March Regatta, in Puerto Peñasco, Sonora, Mexico, located east across the Bay of California from San Felipe. The Ides was held the weekend after the '83 Midwinters Regatta. Seventy-six skippers from California, New Mexico, Colorado, Texas and Arizona camped and sailed from the Los Conchas Development, five miles east of Puerto Peñasco.

The sun was bright, as usual, but the winds were disappointing, compared to conditions of previous years. Only two races were run on Saturday. That evening's fiesta celebrants did not envision the extensive fog that developed during the night and completely engulfed the area on Sunday morning. "Very unusual" was the comment of the locals.

Despite all the fleet's planning and coordination, we had not anticipated this twist of nature. The race committee boat and marks were at their local mooring at Cholla Bay, 20 miles to the west. They were fogged in. With no race committee, no marks and no course cards, the fog lifted in the race area.

To the rescue Phoenix Hobie House dealer (Clark Lowry) and his dad in the radio-equipped boat used on Saturday as a chase boat. They were on the water, anticipating the arrival of the race committee. As time passed, a ship-to-shore discussion on Channel 7 evolved into a plan. The patient Hobie sailors on shore were listening in and responded with floatables, line and anchor weights.

A two-mark course with five-gallon water jugs for marks was improvised with spare main sheets and cinder block anchors. The Zodiac chase boat provided a mark location aid by holding their position at the A jugs. Twice-around course number 1 races were defined at the belated Sunday skippers' meeting.

Once on the water, the competitive spirit prevailed and the unforeseen delays were soon forgotten. Thanks to all the patient, flexible, improvisational and there-must-be-a-way Hobie sailors, two races were run on Sunday.

The regatta concluded with giveaways and donated prizes prior to trophy awards. Nine

16s and three 18s from Division 5 took home a share of the 27 trophies presented.

Thanks Sandy DeCosta, Race Committee (both of them), A, B, C and Novice fleters and the shore supporters who participated and pitched-in to create a successful interdivisional regatta south of the border.

## DIVISION 3

**Summer Salutations**  
**Fleet 194, Division 3**  
**Vallejo, California**  
**by: Susan Harris**

Summer is rapidly approaching. Most Hobie Catters are putting their boats back together for another year of super sailing and great activities with the local fleet.

modore Ed Heffernan and included clinics on tuning and rigging the 16 and 18, the 10 basic sailing rules and how to be a successful crew.

Races were held in the afternoon in which experienced skippers crewed with beginners, passing on helpful tips. We topped the day off with a hot dog barbecue and ice-cold beer.



Our fleet, 194, is a mere fledgling, but boy, are we growing! In fact, we signed up so many new members during this last winter that we decided to start off our season with a Hobie Welcome Aboard Day so everyone could meet.

Even though it drizzled on and off all day, 32 boats showed up. We started off with greetings from Com-

If you live in our area and are looking for a great place to sail, come see us. We're hosting two regattas this year: Rio-Nicia on the Rocks and the Hamms Bear-able, as well as fleet fun days and a summer and winter racing series.

Have a great summer. See ya at the regattas!

## DIVISION 6

**Ghost Fleet Regatta**  
**Fleet 110, Division 6**  
**Indianola, Texas**  
**May 7-8, 1983**  
**by: Jim Frank, regatta chairman**

The Fourth Annual Ghost Fleet Regatta was attended by more than 150 racers and spectators from eight south Texas fleets. Sixty skippers raced in five fleets: 18A, 16A, 16B, 16C and 14 Turbo. Winds on Saturday were 10 to 15 knots, calling for some tra-

peze work and testing downwind tacking skills.

Sunday started with a fresh northeast wind at 15 to 20 knots, allowing the race committee to set some long courses. However, a lull of five to 10 knots developed, demanding hard work and patience.

An added variable to this year's event was the "cabbage head factor." These marine creatures, about the size of soccer balls, seem to delight in kicking up rudders. Many skippers described them in different terms. One said he



was going to sharpen his rudders next year and slice the little devils in half.

The 18A class was dominated by Michael Acquart and Carmine Abinsay of San Antonio, who gathered four firsts and a third. They'll be ready for the 18 Nationals at Corpus Christi later this year. The 16A fleet saw a lot of close racing, with Jibber Terheggen and Lou Kellog of South Padre Island barely beating Ernie Luce and Crew Dennison from Houston. The most popular A-fleeters were the dynamic duo of Judy Popejoy and Anne Helper. They drew the most applause by far when their third place standing was announced at trophy time.

Chuck Hamilton moves up to A fleet with a hard-won victory in 16B. In 16C, David Trimm, Richard Slone and Arkey Endres advanced to B. First in 14 Turbo was Billy Richnow for Houston, followed closely by the ever-tough Bill Dominy from Corpus Christi.

Many thanks go out to all the volunteers and sponsors who made it happen: Sylvia Frank, who prepared handouts, helped assemble trophies, worked the committee boat and iced down beer; John Hook, for the good meal Saturday night; David Chiles, who was co-chairman; Steve Lightbody for the trophies; Walt and Rosetta Gentry for the chase boat; Stroh's, for 50 cases of free samples; Orange Crush for 15 cases of their new brew; Bernie's Boats for the committee boat and Jerry Lenz Sports for entry prizes.

## DIVISION 8

### Camping at Anclote Key

Fleet 42, Division 8  
Tampa, Florida  
by: Tamba Visnoski

Those of you who missed the fleet camping trip to Anclote Key missed a great Hobie weekend.

Saturday was a very windy day and there were some second thoughts about trying to get to the island. After we guzzled some beer to wash the oysters down, though, we were ready for anything.

For the novice skippers, we either split crews or escorted boat-to-boat out to the island,

safety being the first rule.

After we arrived and everyone got their tents up (including Mike and Susan's new blue one that matches their boat), it was time to get the fire going. More oysters were eaten while Mike, Paul and Stavros tried to lighten the mood with a song. Good try, guys, but I don't think that one will make the top 10.

We missed an ideal *Hotline* photo that night. In the clear, starlit night, with the tide out and the sound of the surf on the sand bars, 10 couples sat around the fire. In the background were tents and boats, one with sails up. The golden glow of the fire danced off the shrouds and masts, and no one had a camera!

Despite the windy day and rowdy night, everyone was up bright and early Sunday morning. Paul even ate an oyster for breakfast (ugh!). About mid-afternoon, the rest of the oysters were devoured. By the way, thanks to Henry of Solodanos Seafood for donating half of the oysters. We enjoyed them very much.

Right before we were about to leave, our friendly vice-commodore showed up out of nowhere. I know late is better than never, but Ralph and Bob missed the whole thing!

On the way back, entertainment was provided by Stavros and Kathy. They might have been auditioning for an American Tourister commercial: While flying a hull, their boat flipped and their luggage fell off. After searching about 15 minutes, they found it floating.

All in all, it was a fantastic weekend. Several of us ended up at CDB's Pizza to finish it off. Make the effort to go next time—it's worth it.

### An Old Story

Fleet 153, Division 8  
Gainesville, Florida  
by: Paul Consbruck

Spring and summer are a relief from winter's chills for any sailor. For Fleet 153, they're also a source of good stories. One annual regatta always features a good race, good wind or a good story—with luck, we get all three.

The Cedar Key Regatta is an ambitious weekend event: The eight-year-old race begins in Yankeetown, about 65 miles southwest of Gainesville on the Gulf Coast. Sailors



Paul Consbruck

launch into an inlet at Yankeetown, carefully tack their way up a channel into the Gulf and race 18 miles north to the rustic fishing town of Cedar Key. The next day, they sail back to Yankeetown.

Two years ago, on the night of the first day, the fleet was settling into a small Cedar Key bar to drink a few and dance to the tunes of a tired jukebox when some members cooked up a simple prank that was to come out with many twists.

Several sailors decided to welcome a new member, Macy Teetor, with a joke. They slipped away from the merry-makers and carried Teetor's new Hobie 16 to a nearby pavilion, where they hoisted it up to the roof.

Teetor, meanwhile, was

brewing some mischief of his own. He engineered a counter-prank, removing the drain plugs from the rest of the boats on the beach and allowing the hulls to fill with water during high tide.

Teetor's act helped prevent disaster: An unexpected storm brought high wind and waves. The waves could have carried the beached Hobies into a seawall near the beach, but the boats didn't move because the hulls were full of water—thanks to Macy Teetor. The boats suffered a few minor scrapes.

Teetor's grin told the rest of the story: His boat was high and safe atop the pavilion, away from the pounding waves.

## DIVISION 9

### Bare What You Dare Regatta

Fleet 164, Division 9  
March 19-20, 1983  
Seneca, South Carolina

The wet and wild winter of '83 paused just long enough to allow 65 Hobie skippers to enjoy our first regatta of 1983: the Bare What You Dare Regatta, hosted by Fleet 164 at Lake Keowee, near Seneca, South Carolina.

Organization was the key to success: Our registration and parking committees kept traffic flowing smoothly. Mother Nature even cooperated: Saturday was a beautiful day for sailing, sunny and mild with 12 to 15 mph winds from the southwest.

After a short skippers'

meeting, the boats took to the water for the first race. There was some excitement at the windward mark—all the fleets seemed to arrive at the same time. Protests were kept to a minimum, however. Two more races followed, each with plenty of excitement as the winds shifted and gusted unpredictably.

Sailors returned to the beach for liquid refreshment and a hearty supper of the Colonel's best fixin's. Door prizes were drawn, with everything from duct tape to a portable TV awarded to the lucky few. Lively discussions ensued when the day's results were posted, and sailors went to bed anticipating the next day's battles.

As is usual on lakes, Sunday was not a repeat of Saturday's fantastic conditions. Barely a ripple drifted as



# FLEET NEWS

the race committee hoisted the postponement flag. Enough wind finally stirred to get all the boats started, but it never freshened. The course was shortened and the second race was cancelled—not a moment too soon. Shortly after the boats hit the beach, rain came in with a vengeance.

A brief delay for protest hearings gave the sailors a chance to dry off and warm up in the spacious recreation building while waiting for the results. Trophy presentations capped off a great weekend.

Many thanks to Rick Harper, commodore and regatta chairman, who kept things flowing smoothly; Phil Driver of Keowee Sailing Club for his expertise on the committee boat and in the protest hearings; and to Teddy Schuler of South Cove County Park for use of some of the best regatta facilities in the division.

Thanks especially to our sponsors: Kentucky Fried Chicken of Seneca and Clemson; Harris Marine and RV of Seneca; Gallant-Belk of Seneca; and Budweiser of Greenville. Finally, thanks to all the Hobie skippers of Division 9 who participated. You helped make the 1983 Bare What You Dare a tremendous success.

## DIVISION 10

**Michelob Sunbake  
Fleet 199, Division 10  
Carbondale, Illinois  
April 23-24, 1983  
by: Michael and Susan  
Andorjan**

The Crab Orchard Michelob Sunbake is the first points regatta of the year in Division 10. Boats from throughout the Midwest made their way to Southern Illinois for the event. Many of last year's division leaders were there.

On Saturday, skippers and crews were greeted with cloudy skies, temperatures in the mid 50s and wind blowing out of the north at 15 knots and building. The first two races required double trapping most of the time and were fast and furious. The third race started out the same, but as anyone who knows Southern Illinois will tell you, the weather changed and the wind died. Skippers and their crews were really put to the test with the chang-

ing wind conditions.

The sun finally came out on Sunday. Temperatures soared into the lower 60s with wind gusting out of the northwest at about 15 knots. Besides the excitement on the lake, there was some excitement on the beach when it was discovered that a visitor had "borrowed" a local boat to race with. The problem was solved by a visit from the county sheriff and the race committee, which disqualified the skipper.

While waiting to hear the race results, everyone celebrated with lots of great food and beer donated by Vene-goni Distributing and Michelob. Everyone went home winners, with the top three finishers in each class receiving beautiful stained-glass trophies. Door prizes were donated by Southern Illinois Hobie Honda Marine and Michelob.

Thanks to everyone who made this regatta a success, including the race committee, Southern Illinois Hobie Honda Marine, Michelob and Vene-goni Distributing.

## DIVISION 14

**First Annual Chili  
Cook-Off  
Fleet 25, Division 14  
Tulsa, Oklahoma  
April 17  
From fleet newsletter**

The First Annual Hobie Fleet 25 Chili Cook-Off spiced up a sunny, breezy April 17 as seven chili chefs participated in the heated competition. Monica Dickerson, Will Henry, Donna McIntosh, Gail Pratt, Barbara Reyes, Norman Van Sickle and Bill (Snake) Twyman slaved over their hot cookstoves, peering into pots and pans and sneaking a dash of some secret ingredients into their mixtures.

The cry, "Ladies and gentlemen, start your chilis!" was given at noon. The aroma of campstove chili wafted through the air, tantalizing tastebuds and testing the willpower of everyone at Hobie Point.

The judges, Paul Cedar, Terry Cedar, Bob Williamson and David Randolph, were herded into the judging booth. Numbered samples were brought to the taste-testers, who judged the chilis on blending of spices, ap-

pearance, aftertaste (or afterburn) and, of course, compatibility with beer. To avoid confusing flavors, the judges ate crackers between samples.

While the judges savored the delicacies, the participants ran a taste test of their own: they brought their masterpieces to the trailer-box table and shared them. Each chili had a distinct flavor, indicative of the time and effort that went into the preparation.

The chilis were excellent—the judges had a difficult time deciding on the champion. As they emerged from the tasting booth, a hush fell over the crowd (broken only by lip-smacking and cracker-crunching). The announcement was made: Third place went to Gail Pratt, second to Barbara Reyes and Monica Dickerson's concoction was named the 1983 Hobie Fleet 25 Championship Chili.

(By the way, Twyman—was there really snake meat in your chili?)

## DIVISION 15

**Crescent City Classic  
Fleet 41, Division 15  
New Orleans, Louisiana  
April 9-10, 1983  
by: Kenny Bouderaux**

This year's regatta excelled our past regattas by far. We were fortunate to get an early regatta date: The winds on Lake Pontchartrain are fantastic in April. This particular weekend, a cool front passed Friday, and Saturday morning we woke up to 15 to 20-knot winds from the west/northwest with beautiful sunny skies and mild temperatures.

The races started at noon. We ran three races back to back with refreshments between races. This gave us all evening to drink beer and enjoy dinner. On Sunday, the wind subsided to a steady 15 knots but still provided some screaming reaches. There were several who couldn't keep their boats afloat, either because of flipping or punching holes in each other's hulls. Our chase boat had their hands full, to say the least. The water temperature was still a little cool, and one crew member fell off his boat and spent a considerable amount of time in the water. After the rescue, he had to be

hospitalized. This should be a lesson to all sailors to dress as warm as the conditions warrant, and wear your life-jackets.

In the Hobie 18 class, the first-place winner was decided in the last race. Gorden Thomas and Kenny Bouderaux emerged the winners and Mark Ederer was second. First place in Hobie 16s were George and Cindy Zorn, and Mack Andrews took second. The rest of the results are listed in the race results section.

Thanks to Sailboats South for helping with the t-shirts and providing the Ericson 36 for a committee boat. Thanks also go to Jim Hassenboehler, Bill Schneider and Skip Rapp for their excellent job of handling the races and emergencies. Finally, thanks to everyone else who helped make this regatta happen.

**Spinnaker II Batten  
Buster Regatta  
Fleet 120, Division 15  
April 23-24, 1983  
by: Karen Cockcroft**

The Tenth Annual Spinnaker II Batten Buster Regatta turned out to be just that—a batten buster. On Saturday morning, as the sun came up on the Gulf of Mexico, so did the wind and surf. Eight to 10-foot swells rocked the committee boat, which was stationed just off shore. The chase boat mutinied and returned to the marina.

With the Gulf churning and the chase boat gone, the race committee took the path of least resistance and postponed races until 2:00, hoping the music and beer offered by the Spinnaker II would sooth ruffled feathers of those sailors who wanted to race.

By 2:00, the wind and sea had calmed somewhat, but not enough for the race committee to feel safe about running a race. Even though the races were re-scheduled for 8:00 on Sunday, a few boats braved the surf and 20 to 35-knot winds for some "fun" sailing.

Sunday morning broke clear but still not calm enough to hold a race. As the committee boat came on station, the race committee decided to postpone the skippers' meeting until 10:00. At the skip-



pers' meeting, the race committee decided to move the race to an alternate site on West Bay.

Everyone pitched in to help. Two hours later, all 65 boats had been moved to the new site. A long course 4 was run with winds at 30 to 40 knots. That race was enough to knock everyone's socks off,

not to mention travelers, battens, masts, skippers, crews and other equipment vital to the successful operation of the boats.

Yes, one race was definitely enough. The next week's business at the Hobie parts stores in the area was probably very profitable.

As soon as everyone

loaded up, the caravan of boats returned to the Spinaker II for trophy presentations. The winners were: Tom Duke of Panama City in the 18A class; Carlton Tucker of Fort Walton Beach in the 16A class; S. Muse in the 16B class; D. Koons in the 16C class and Elliott Eckland in the 14A class.

Many thanks to the Spinaker II for keeping the music and beer flowing, the four-wheel-drive vehicles for placing and removing boats from the beach, and the people on the committee boat *Five and Dime* and our chase boats, who were kept busy all weekend.



Phil Pairitz and crew John Pairitz, well-known Hobie 16 sailors, exhibit their style as they sail into second place at the Michelob Sunbake Regatta. Photo by Rudi Sommer.



# FLEET NEWS

## INTERNATIONAL

### Cat Cradles Fleet 189, International Guam

by: Lorie Eichner

Sailors from Guam venture to Saipan each year for the Over the Reef Yacht Club's Laguna Regatta. Each year, they are confronted with the question of how to get their boats there. Sailing them to Saipan is out of the question. It may be possible, but it's extremely dangerous and has never been attempted.

tion on Saipan, most of Guam's sailors wouldn't be able to compete with anyone but each other. The best of Japan's, Saipan's and Guam's sailors get a chance to test their skills in a broader field at the Laguna Regatta.

The cradles with the boat hulls make the trip in an ISO container that's donated each year by Saipan Shipping. The container is roomy enough for the rest of the boat parts, as well.

The 40-foot container almost didn't make it in time for this year's event: The tugboat that was bringing the ship into



Lorie Eichner

*Mandy Holst, Steve Eichner and Jim Holst take a partially-assembled Hobie 16 from the ISO container.*



Lorie Eichner

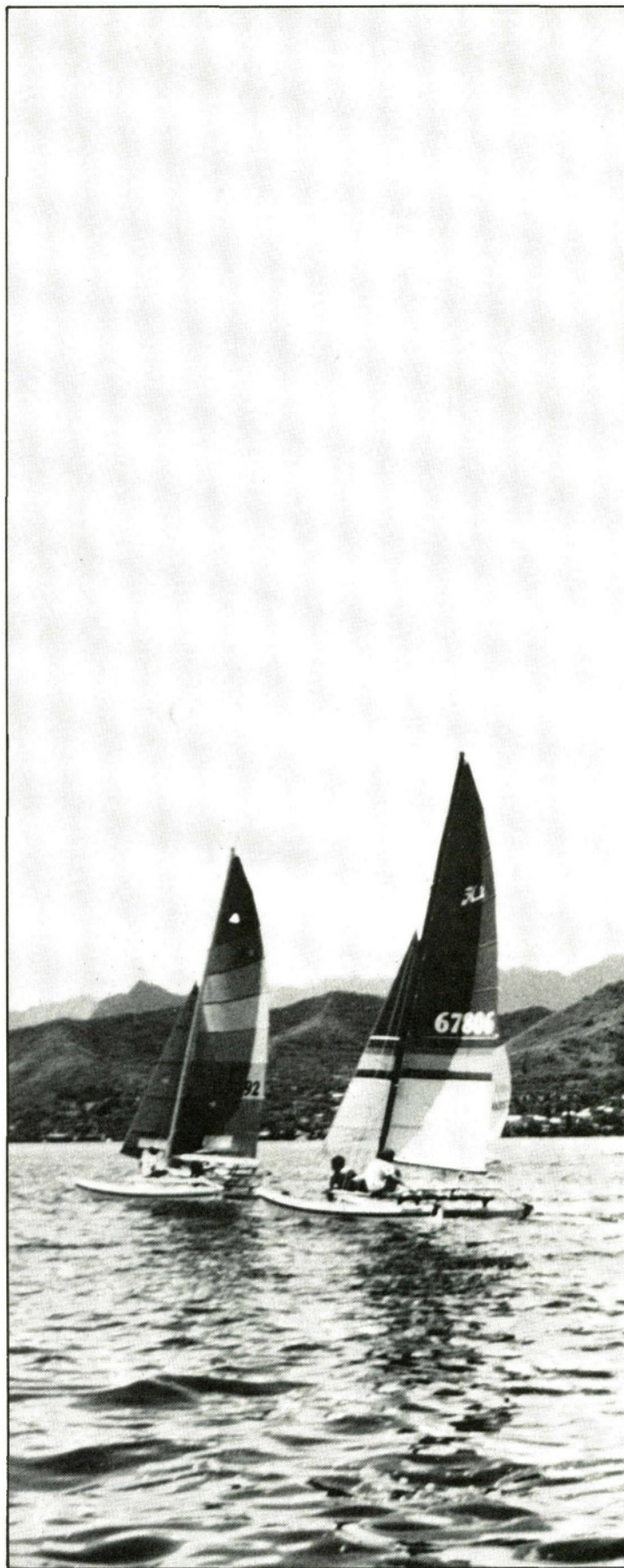
*Eric Stojkovich, Steve Eichner and Jack Hildebrandt have the hulls in place and ready for shipping.*

The cats are shipped, but they always seemed to get damaged until the boat owners built cradles (or racks) to hold the hulls—one for the lefts and one for the rights. For the last three years, the boats have made the round trip with no damage.

If it weren't for the competi-

tion the harbor broke down. It got there just in time, though, and sailors set to work assembling their boats in front of the Inter-Continental Hotel where the regatta was held.

The container remained at the hotel during the regatta and was useful for storing boat parts as well as sleeping.







Douglas Peebles



# FLEET NEWS

Saipan  
Laguna Regatta  
Fleet 189, International  
Saipan

A Saipan sailing team won the prestigious Laguna Regatta for the first time. The annual series, sponsored by the Over the Reef Yacht Club and the Marianas Visitors Bureau, consists of five races over three days.

The competition was the toughest ever. Japan sent Kazuo Katsumoto, their 1982 National Champion, and two other hot teams. Guam sent Steve and Lorie Eichner, their undefeated season champs and defending 1982 champs, along with five more teams. Saipan had six teams entered.

The regatta was a test of many abilities, as the winds varied throughout the event. On Saturday, they were light, favoring the lighter teams and the Japanese, who frequently sail in light air. On Sunday, the wind shifted to the northwest, bringing stiffer gusts. Now the heavier teams were favored. Sunday's second race saw very shifty winds.

For the final race on Monday, we had strong, steady winds and a heavy swell. This was exciting, for the race committee planned a long-distance race. Rex Kosack and Jean Sakovich, who suffered equipment failure at the start, managed to make repairs and sail from 14th place to first, winning the regatta as well. Katsumoto and Jane Kurotani won second place.

There was also a Hobie 14 competition. Most of the entrants were new to the Laguna Regatta. Mike Schick of Saipan took the series with three firsts, a second and a third.

The Brass Bat perpetual trophy (a brass fruit bat sculpture) was awarded to Kosack to keep in Saipan for the coming year. Previous winners have been from Hawaii, Guam, Australia and Japan, but this was the first home team to win the coveted prize.

The Bronze Bat (a baseball bat) is awarded to the sailor who tries the hardest but does the worst. Judy Otto, also of Saipan, took that honor.

Special thanks are due to Bill Sakovich, Over the Reef Yacht Club Commodore, who arranged and managed the Eighth Annual Laguna Regatta.



*Hobie 16s line up for the start in the Laguna Regatta at Saipan.*



*Rex Kosack and Jean Sakovich proudly display the Brass Bat perpetual trophy.*



TEQUILA SAUZA CERVEZA SUPERIOR  
 TODOS SANTOS

Supported by

HOBIE SPORT CENTER, PACIFIC BEACH  
FLEET 4  
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SECRETARY OF TOURISM  
BAJA CALIFORNIA

## ENTRY FEES

HOBIE 14	---	\$10.00
HOBIE 16	---	\$15.00
HOBIE 18	---	\$15.00
LADIES RACE	FREE	

SEPARATE START/FINISH LINES  
FEE INCLUDES GREAT RACING,  
ONE NIGHT FREE CAMPING, THE  
PARTY AND FREE T-SHIRTS TO  
THE SKIPPER AND CREWS WHO  
PREREGISTER BEFORE  
JULY 8TH ONLY  
ENTRIES POSTMARKED  
AFTER JULY 8TH PLEASE  
ADD \$5.00 LATE FEE

## HOTELS

- 1) ESTERO BEACH RESORT HOTEL  
P.O. BOX 86 ENSENADA  
BAJA CALIFORNIA, MEXICO
- 2) SAN NICOLAS RESORT HOTEL  
P.O. BOX 19 ENSENADA  
BAJA CALIFORNIA, MEXICO

NOTE: All reservations MUST  
be made three months before  
the regatta.

BRING ANY AND ALL THE OLD CLOTHES, DISHES, ETC. FOR THE SCHOOL THE REGATTA HELPS OUT.

JULY 23 AND 24, 1983  
AT  
CAMPO LA JOLLA

ABOUT 15 MILES SOUTH OF  
ENSENADA ON THE ROAD TO  
PUNTA BANDA.



### SCHEDULE

FRIDAY, JULY 22nd  
4-6pm LATE REGISTRATION  
SATURDAY, JULY 23rd  
7:30-9am LATE REGISTRATION  
9:30 SKIPPERS MEETING  
NOON - SHOPPING TOUR BY  
BUS FOR NON RACERS TO  
ENSENADA (FREE)  
6:00pm PARTY: FREE BEER  
AND MARGUERITAS TO THE  
RACERS, MARIACHI BAND  
AND LADIES ARM WRESTLING  
SUNDAY, JULY 24th  
9:00am SKIPPERS MEETING  
10:00am LADIES RACE  
11:30am LONG DISTANCE  
RACE (WEATHER PERMIT-  
TING)  
5pm TROPHY PRESENTATION

## MAIL ENTRY FEE TO:

FLEET 4  
P.O. BOX 85066  
SAN DIEGO, CA 92138

FOR ADDITIONAL INFO:

RON POULOS  
(619) 942-5263/481-8182

LOUIE CASTELLANOS  
(619) 460-5781/442-9211



# REGATTA RESULTS

## DIVISION 1

KOKOKAHI SINGLE SEASONS  
FLEET #6, DIVISION #1  
KANEHOE BAY, HAWAII  
MARCH 27, 1983

HOBIE 18A	POINTS
1. Lund, D.	4 1/2
2. McFaul, D.	7 3/4
3. Rothwell, M.	9
4. Grove, L.	15
5. Driscoll, J.	15
6. Ching, A.	16
7. Culbertson, T.	16
8. Gilbert, L.	14

HOBIE 16A	POINTS
1. Harwood, B.	5 3/4
2. Van deVerg, P.	6 3/4
3. Palanca, R.	7 3/4
4. Blaha, T.	15
5. Irvine, B.	15
6. Wythes, B.	16

HOBIE 16B	POINTS
1. Smith, K.	5 3/4

2. Mailheau, D.	8 3/4
3. Coles, S.	11
4. Peebles, D.	11 3/4
5. Foote, B.	12
6. Woehl, R.	13

HOBIE 16C	POINTS
1. Rodrigues, T.	3 1/2
2. Orrick, J.	4 3/4
3. Wellen, D.	9

4. Garcia, D.	12
5. Atwell, M.	16
6. Lew, D.	17

KUALOA REGATTA  
FLEET #6, DIVISION #1  
KAILUA, HAWAII  
APRIL 9 - 10, 1983

HOBIE 18A	POINTS
1. Froome, D.	2 1/4
2. Rothwell, M.	9
3. McFaul, D.	9
4. Driscoll, J.	9
5. Culbertson, T.	18
6. Ching, A.	18
7. O'Sullivan, D.	19
8. Grove, L.	23

HOBIE 16A	POINTS
1. Jacobs, M.	6 3/4
2. Lung, D.	8
3. Furukawa, M.	11 3/4
4. Harwood, B.	12 3/4
5. Van deVerg, P.	14
6. Irvine, B.	15
7. Palanca, R.	18
8. Schatzl, B.	20

HOBIE 16B	POINTS
1. Holden, D.	5 1/2
2. Woehl, R.	9
3. Foote, B.	9
4. Smith, K.	9 3/4
5. Talpas, R.	12
6. Coles, S.	17

HOBIE 16C	POINTS
1. Burke, T.	2 1/4
2. Rodrigues, T.	7
3. Wellen, D.	8
4. Garcia, D.	12
5. Kajioka, K.	15

HOBIE 16B	POINTS
1. Hicks, George	3 1/2
2. Stordahl, Dean	7
3. Farquhar, Norm	9 3/4
4. Pillman, David	9 3/4
5. Forgrave, John	12
6. Moe, Carter	14
7. Corell, Darrell	19
8. Newsome, Jeff	22
9. Rossetti, Ron	24
10. Herman, Ralph	25
11. Butler, Randy	29
12. Wheaton, Warren	31
13. Johnson, Ken	33
14. Petti, Paul	33
15. Butcher, Ross	36
16. Hall, Herm	37
17. Sturm, Kirk	37
18. Ward, David	39
19. Carlson, Al	48

HOBIE 16C	POINTS
1. Tyler, Ross	2 1/4
2. Ploss, Dexter	5 3/4
3. Poitras, Eric	7
4. Brulee, Rudy	11
5. Burge, Mark	13
6. Wentworth, Scott	20
7. Elter, Ron	24
8. Coello, Robert	24
9. Proietto, Perry	24
10. Sims, Greg	26
11. Hardy, Kevin	26
12. Engel, Thomas	29
13. Paulson, Eric	32
14. Williams, Jim	36
15. Cochran, Joe	38
16. Patton, Mike	47

HOBIE 14A	POINTS
1. Walsh, Geoffrey	5 1/2
2. Fields, Bruce	5 3/4
3. Linn, Jack	7
4. Blount, Dick	9 3/4
5. Hillard, Cliff	16
6. Conti, John	17
7. Bush, Marty	19
8. Morris, Bob	20
9. Jenkins, Roger	20
10. Lantz, Dick	21
11. Patterson, Mike	21

HOBIE 14B	POINTS
1. Foster, Jim	2 1/4
2. Lantz, Jim	4 1/2
3. Goebel, George	8
4. Cates, Kyle	11
5. Evans, Craig	12

HOBIE 14 Turbo	POINTS
1. Brooks, Henry	2 1/4

DUAL REGATTA FOR CHARITY  
LADIES RACE  
FLEET #4, DIVISION #2  
SAN DIEGO, CALIFORNIA  
APRIL 16, 1983

HOBIE 18	POINTS
1. Coe, Patti	4 1/2
2. Gwinn, Barbara	7 3/4
3. Sawyer, Joan	9
4. Akins, Cinnamon	9

HOBIE 16A	POINTS
1. Leth, Linda	4 1/2
2. Alter, Paula	4 3/4
3. McGuire, Patti	8
4. Rothenberg, Dawn	14
5. Weaver, Kris	15
6. Brown, Sharon	16

HOBIE 16B	POINTS
1. Chee, Kathy	3 1/2
2. Howard, Caroline	5 3/4
3. Winkler, Robyn	8

HOBIE 16C	POINTS
1. Dahle, Kay	4 1/2
2. Leach, Kathie	4 3/4
3. Tave, Tammie	9
4. VanAalst-Boland	12

DUAL REGATTA FOR CHARITY  
SINGLE-HANDED RACE  
FLEET #4, DIVISION #2  
SAN DIEGO, CALIFORNIA  
APRIL 17, 1983

HOBIE 18A	POINTS
1. Kimball, J.	2 1/4
2. Burwitz, S.	7
3. Nelson, D.	8

HOBIE 18B	POINTS
1. Guild, T.	4 1/2
2. McKee, R.	5 3/4
3. Hershfield	7
4. Troyer, B.	12

HOBIE 16A	POINTS
1. Mihoky, D.	5 1/2





# REGATTA RESULTS

2. Miller, M.	12 3/4
3. Ziolkowski	16
4. Campbell, B.	17
5. Leo, S.	20
6. Fogerty, F.	20
7. Hart, P.	20
8. Winkler, U.	22
9. Bell, B.	23
10. Greer, B.	24
11. Hauser, J.	26
12. Brown, G.	37
13. Weaver, G.	43
14. Vandervort	45
15. Zettel, M.	45

HOBIE 16B	POINTS
1. Castellano	9 3/4
2. Chee, M.	10
3. Johnson, W.	11 3/4
4. Carlson, A.	14 3/4
5. Dixon, S.	16
6. Billman, D.	18
7. Tilger, B.	22
8. Fields, B.	24
9. Day, R.	25
10. Corell, D.	32
11. McCain, C.	33
12. Hess, G.	35
13. Becker, R.	37
14. Woods, J.	39
15. Nash, W.	41

HOBIE 16C	POINTS
1. Conner, J.	6 1/2
2. Lockwood, P.	13
3. Erickson, B.	14
4. Harding, J.	18
5. Carpenter	20
6. Perkins, R.	21
7. Jernigan, C.	22
8. Rossetti, T.	22 3/4
9. Senerchia	22
10. Boland, J.	30
11. Yerke, D.	35
12. Miller, R.	35
13. Warteman, D.	37
14. Bronson, F.	39
15. Lamprides	40
16. Van Asche	46
17. Pasterkiew	51
18. Harscheid	53
19. Kohr, G.	60
20. Twomey, T.	60

DANA POINT REGATTA  
FLEET #1, DIVISION #2  
DANA POINT, CALIFORNIA  
APRIL 23 - 24, 1983

HOBIE 18A	POINTS
1. Thomas, Bob	6 1/2
2. Steele, Nick	7
3. Timm, Steve	8 1/2
4. Ruiz, Rick	11
5. Parizeau, Paul	12
6. Lindley, Ted	12
7. Brown, Rick	17
8. Biakanja, Krist	21
9. Wright, Craig	25
10. Buchanan, Rick	29
11. Kimball, Jim	30
12. Woods, Wayne	32
13. Aucreman, Corky	34
14. Brown, Chuck	36
15. Herwitz, Skip	37
16. Brown, Roger	40
17. Grimshaw, Steve	52

HOBIE 18B	POINTS
1. Furtado, Vic	3 1/2
2. McGrath, Mark	3 1/2
3. Schluter, Brad	12
4. Holowach, Mike	12
5. McKee, Ron	15
6. Smith, David	21
7. Wagner, Augie	22
8. Schirm, Brian	23
9. Guild, Turk	24
10. Nelsen, Dewey	24
11. Walter, Glenn	25
12. Mande, Wayne	27
13. Eggen, Randel	28
14. Clair, Bob	28
15. Ritenour, Frank	41
16. Bernbaum, Barry	42
17. Hershfield, John	42
18. Chalote, John	50
19. Cooley, Richard	51
20. Hosinski, Luke	52
21. Wikidal, Andy	63

HOBIE 16A	POINTS
1. Christensen, K.	4 1/2
2. Alter, Jeff	5 3/4
3. Shearer, Mike	7
4. Myrter, Steve	16
5. Egusa, Alan	16
6. McCormick, Pat	19
7. Seaman, Bob	19
8. Ketterman, Dan	19 3/4
9. Veneman, Chris	21
10. Materna, Tom	25
11. Hauser, John	34
12. Leo, Steve	35
13. Walsh, Geoff	35
14. Howard, Ray	36
15. Fogerty, Fred	38
16. Heath, Frank	40
17. Martin, Gary	42
18. Bell, Brian	44
19. Schafer, Wayne	45
20. Casher, Jeff	52

21. Shearer, Dave	53
22. Rose, Ben	55
23. Dockstader, Lee	59
24. Liberatoro, Alan	66
25. Harris, John	74
26. Gantsweg, Marvin	74
27. Shearer, Andy	76
28. Winkler, Udo	77
29. Rathbun, Pat	85
30. Hart, Paul	87
31. Shibata, Daryl	88

HOBIE 16B	POINTS
1. Ward, Scott	6
2. Jansky, Gil	8 3/4
3. Ward, David	12
4. Stordahl, Dean	13
5. Tyler, Rosa	14 3/4
6. Hammond, Marshal	16 3/4
7. Dixon, Scott	17 3/4
8. Weismann, Ray	24
9. Petti, Paul	23
10. Mayeski, Paul	24
11. Hall, Herb	26
12. Ziolkowski, John	29
13. Halberstuet, M.	31
14. Forgrave, John	36
15. Newsome, Jeff	36
16. Tilger, Bill	37
17. Tilley, Jim	38
18. Chee, Mike	42
19. Allred, Mark	53
20. Poulos, Ron	54
21. Cavness, Charles	58

HOBIE 16C	POINTS
1. Burge, Mark	7
2. Rossetti, Tony	10
3. Rogers, John	15
4. Magill, Gary	16
5. Lockwood, Pete	16 3/4
6. Coello, Robert	16 3/4
7. Erickson, Bob	18
8. Boland, Jim	19
9. Proletto, Perry	20
10. Posterkiewicz, M.	20
11. Nicolle, Peter	26
12. Rodberg, Jon	27 3/4
13. Sims, Greg	31
14. Elter, Ron	41
15. Miller, Rex	41
16. Fujimoto, Craig	44
17. Paulson, Eric	48
18. Nowell, Steve	50
19. Williams, Bart	53
20. Conner, Jeff	54 3/4
21. Booth, Brian	56
22. Bloomer, Tom	57
23. Leonard, Allen	58
24. Keane, Ed	58
25. Prestridge, Bill	61
26. Ives, Dan	70
27. Schmidt, Rob	72
28. Scott, Michael	76
29. Olson, Tim	80
30. Kendall, Rock	83
31. Krall, Bill	87
32. Scott, Wiley	89
33. Alkema, David	95

HOBIE 14A	POINTS
1. Fields, Bruce	2 1/4
2. Jenkins, Roger	9
3. Blount, Dick	10
4. Conti, John	11
5. Legge, Jim	12
6. Lantz, Dick	13
7. Hillard, Cliff	15

HOBIE 14B	POINTS
1. Legge, Mike	2 1/4
2. McGuire, Patti	6 3/4
3. Lantz, Jim	6
4. Eggen, Armon	11
5. Randall, Lee	13
6. Roberts, Joe	16
7. Evans, Craig	21
8. Jarrett, Kent	23
9. Whitaker, Tom	24
10. Davis, Steve	30

HOBIE 14 Turbo	POINTS
1. Johnson, Ron	1 1/2
2. Woods, Dennis	4

## DIVISION 3

O'NEILL'S/MICHELOB KICKOFF  
FLEET #240, DIVISION #3  
BOLDER CREEK, CALIFORNIA  
MARCH 26 - 27, 1983

HOBIE 18A	POINTS
1. Timms, Allen	2 1/4
2. Austin, David	9
3. Orhoff, Misha	11
4. Carye, Steve	12
5. Neathery, Rodger	13
6. Probst, Tony	18
7. Yaholom, Rafi	22
8. Penfield, Clark	26
9. Herring, Steven	31
10. Coddington, Jim	31
11. Poore, Tom	33
12. Beard, Ken	34
13. Hayward, Read	36
14. Giguere, Dave	36
15. Boren, Doug	37
16. Chaney, Vic	38
17. Skvarla, Mark	40
18. Rodgers, Ervin	49

HOBIE 18B	POINTS
1. Nunes, Carl	2 1/2
2. Metarren, Richard	5 3/4
3. Nixon, Rod	8
4. Wagner, Lloyd	10
5. Hammergren, Mike	16
6. Olson, John	18
7. Hansen, Mike	18
8. Degaa, Phil	18
9. Altman, Jim	25
10. Lynch, Patrick	27
11. Paukert, Larry	31
12. Haag, Steve	31
13. Sternitzky, John	36

HOBIE 16A	POINTS
1. Boshma, Brian	4 1/2
2. Montague, Mike	6 3/4
3. Mathews, Wyatt	9
4. Poncin, John	14
5. Clacher, Dave	17
6. Williams, Steven	18
7. Hoffman, Howard	23 3/4
8. Stiff, Marty	25
9. Tobie, Paul	25
10. Rutledge, Morgan	26
11. Montague, Ed	30
12. Grehohl, Rick	32
13. MacDonald, Scott	35
14. Russell, Gary	36
15. Duocos, Dick	36
16. Cushmanberry, L.	37
17. Dotson, Chuck	44
18. Schulthess, John	52
19. Holtze, Chuck	53
20. Jones, Tom	57
21. Reese, Ed	59

HOBIE 16B	POINTS
1. Cole, Dennis	2 1/4
2. Boege, Tim	4 3/4
3. Crook, Bob	9
4. Cronin, Rick	13
5. Moncibais, G.	18
6. Venable, Brad	21
7. Quinn, Frank	22
8. Holloway, Doug	23
9. Padilla, Bob	25
10. Smith, Jay	25
11. Parseghian, Van	30
12. Miller, Jan	33
13. Hatfield, Chris	35
14. Nicholas, Jeff	41
15. Ayers, Sim	46

HOBIE 16C	POINTS
1. Brown, Russ	7
2. Lewallen, Rich	9
3. Talbot, Bill	12
4. Williams, Tom	14
5. Johnson, Jerry	15
6. Kenoyer, Kevin	23
7. Murray, Andrew	24
8. Farris, Sandy	25
9. Amador, J. Jr.	31
10. Smith, Rick	31
11. Beld, Jeff	40
12. Kraft, Rex	44
13. Nagerfohr, Carl	54
14. Welch, Paul	54
15. Kennedy, Jane	56
16. Baudendistel, J.	57
17. Cooper, John	58
18. Patterson, Doug	59
19. Welsh, Mike	64
20. Palasky, Steve	68
21. Appar, Frank	69
22. Balsamo, Tony	70
23. Seiler, Bill	75

HOBIE 16 Novice	POINTS
1. Heberger, Phil	3 1/2
2. Byrd, David	4 3/4
3. Hagar, Jon	6 3/4
4. Elliot, Ronald	12
5. Sullivan, Dennis	16
6. Tesi, Paul	16
7. Martinez, F.	20

HOBIE 14A	POINTS
1. Kitowsky, Ron	3 1/2
2. Nelson, Steve	4 1/2
3. Sprague, Michael	7
4. Gross, Randy	9
5. Carney, Bill	15
6. Crema, Alice	15
7. Katz, Ron	20
8. Wood, Bill	25
9. Husman, Helmut	25
10. Thompson, Elgin	32
11. Barry, Steve	32
12. Eustace, Bob	37

CLEAR LAKE REGATTA  
FLEET #205, DIVISION #3  
CLEAR LAKE, CALIFORNIA  
APRIL 23 - 24, 1983

HOBIE 18A	POINTS
1. Timms, A.	1 1/2
2. Beard, K.	6
3. Austin, D.	6
4. Cary, S.	8
5. Clacher, D.	11
6. Orloff, M.	12
7. Neathery, R.	14
8. Yaholom, R.	17
9. Probst, T.	17
10. Giguere, D.	17
11. Corbett, M.	24

HOBIE 18B	POINTS
1. Swisher, K.	2 3/4
2. Fortunre, J.	2 3/4
3. Sturm, P.	9
4. Paukert, L.	12
5. Waltermeyer, J.	12

HOBIE 16A	POINTS
1. Porter, P.	2 3/4
2. Rutledge, M.	5
3. Boschma, B.	7
4. Williams, S.	8 3/4
5. Montague, M.	10
6. MacDonald, S.	16
7. Stitt, M.	18
8. Mathews, W.	20
9. Harrigan, M.	20
10. Cole, D.	20
11. Montague, E.	20
12. Schulthess, J.	22
13. Schneider, B.	25

HOBIE 16B	POINTS
1. Moncibais, G.	2 3/4
2. Hinds, D.	3 3/4
3. Hess, P.	6
4. Sloan, L. D.	7
5. Westman, G.	10
6. Padilla, R.	12
7. Isaacs, R.	16

HOBIE 16C	POINTS
1. Gatten, D.	3 3/4
2. Sullivan, D.	4 3/4
3. Amador, J. Jr.	7
4. Tully, E.	7
5. Farris, S.	9
6. Murray, A.	10
7. Kennedy, J.	19
8. Hill, J.	24
9. Murphy, B.	24
10. Gryla, L.	24
11. Padilla, R.	24

HOBIE 16 Novice	POINTS
1. Aldrich, D.	1 1/2
2. Perdock, R.	4
3. Nelson, B.	7
4. Wardall, S.	9
5. Lyles, G.	14
6. Coutches, M.	14

HOBIE 14A	POINTS
1. Tobie, P.	1 1/2
2. Gustin, J.	4
3. Kitowski, R.	6
4. Carney, B.	9
5. Sprague, M.	9

HOBIE 14B	POINTS
1. Dotson, C.	1 1/2
2. Aranda, D.	1
3. Walden, G.	8

HOBIE 14 Turbo	POINTS
1. Chessman, D.	1 1/2

SANDPOINT REGATTA  
FLEET #95, DIVISION #4  
SEATTLE, WASHINGTON  
APRIL 23 - 24, 1983

HOBIE 18A	POINTS
1. Ulibarri, Paul	10 1/2
2. Alexander, John	16
3. Norwood, John	17
4. Vosburgh, Jim	17
5. Salkind, Ethan	18 1/4
6. Lawton, John	22
7. Rubadeau, Ron	31
8. Bonica, John	31 3/4
9. Carpenter, Dan	41
10. Baggerty, Keith	43
11. Jacobson, Donna	48

HOBIE 18B	POINTS
1. Melton, Jim	3 3/4
2. Chadwick, Chris	12
3. Kemper, Bill	12 3/4
4. Harswell, Jim	21
5. Teutsch, Erik	21
6. Gorman, Bob	28
7. Walrath, Jim	37
8. Mobley, Todd	46
9. Anderson, Ken	52
10. Larson, Glen	53
11. Martin, Dick	55

HOBIE 16A	POINTS
1. Trucano, Jean	5
2. Woodward, Rob	12 3/4
3. Skidmore, Doug	20
4. Mauter, John	21 3/4
5. Carter, Steve	27
6. Eaton, Merv	30
7. Allen, Don	38
8. Brooks, George	43
9. Carter, Lorraine	44
10. Kaster, Don	44
11. Karassowitch, M.	50
12. Sprague, Steve	51
13. Kies, Nick	56
14. Butchart, Larry	57

HOBIE 16B	POINTS
1. Lankford, Jim	7 1/2
2. Nix, Tom	11 3/4
3. Shows, Dave	14
4. Schiele, Carl	14 3/4
5. Eckenroth, Phil	16
6. Hamilton, Chuck	23
7. Krviak, James	28
8. Mailhes, Jim	29
9. Ferguson, Ira	32
10. Dominy, Bill	36
11. Rose, Jimmy	39 3/4
12. Mallum, Dan	40
13. Jones, Dick	41
14. Binder, David	41
15. Padon, Frank	53

HOBIE 16C	POINTS
1. Irwin, Gregg	6 3/4
2. Sloan, Richard	12 3/4
3. Cook, Sonny	17
4. Volmert, Jim	19
5. Trimm, David	19
6. Segraves, Dwight	21 1/2
7. Pullin, Gordon	22
8. Urband, Bruce	24

16. Christensen, Tod	64
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# REGATTA RESULTS

9. Petersen, Kurt	29
10. Sanchez, Louis	41
11. Bailey, Jim	41
12. Zimmerman, Dave	42 3/4
13. Genty, Pablo	43
14. Perez, Al	50
15. Stretz, Larry	53
16. Boehler, Karl	62

## HOBIE 14A POINTS

1. Dominy, Billy	3
2. Acquart, Stephen	6 3/4
3. McCrackin, J.	12
4. Scheidt, Chuck	12
5. Dietz, Ted	18

## HOBIE 14 Turbo POINTS

1. Morrison, Rick	6 1/4
2. Ferraro, Fred	7 3/4
3. Diamond, Stuart	8 3/4
4. Deyo, Doug	13
5. McFarland, Joe	15
6. Colby, Peter	15
7. Ransom Brenda	21
8. Turner, Mike	31
9. Grace, Paul	35

## GHOST FLEET REGATTA FLEET #110, DIVISION #6 INDIANOLA, TEXAS MAY 7 - 8, 1983

## HOBIE 18A POINTS

1. Acquart, Mike	3
2. Huber, Tighe	9 3/4
3. Smith, Charlie	12
4. Bradley, Jason	13
5. Adams, Jody	19
6. Brown, Jim	22
7. Broad, Richard	25
8. Nouveau'ne	26
9. Roy, Louis	30
10. Phillips, Ned	39

## HOBIE 16A POINTS

1. Terheggen, Jibber	7 3/4
2. Luce, Ernie	8 1/2
3. Popejoy, Judy	11 3/4
4. Whittington, Rob	15 3/4
5. Trimble, Jim	20
6. McConigle, Robt.	26
7. Parrish, Bobby	27
8. Seta, Ray	30
9. Teske, Ed	33
10. Howe, Bob	34
11. Wilson, Mike	35
12. Johnson, Mike	35
13. Clark, Rodney	43
14. Will, Rittner	45
15. Mayo, Mark	46

## HOBIE 16B POINTS

1. Hamilton, Chuck	10 1/2
2. Schaf, B. L.	13 1/2
3. Irwin, Greg	14
4. Flyckt, Don	14
5. Rose, Jimmy	15 3/4
6. Scheidt, Chuck	16
7. Nix, Tom	16
8. Fitch, Jeff	20
9. Dabney, David	34

## HOBIE 16C POINTS

1. Trimm, David	7 1/2
2. Sloan, Richard	8 1/2
3. Endres, Arkey	14
4. Nagel, Dave	16 3/4
5. Gramig, Nick	17
6. Bandemer, Larry	20
7. Harper, Mark	28
8. Schweitzer, Bob	31
9. Bauvier, Mike	34
10. Kopp, Kevin	34
11. Wade, Maurice	40
12. Sanchez, Louis	42
13. Simpson, Jim	45
14. Weissinger, Dale	45
15. Lighbody, Steven	56
16. Thomasson, Mark	57
17. Cox, Tim	60
18. Willis, Robert	64

## HOBIE 14 Turbo POINTS

1. Richnow, Billy	4 1/4
2. Dominy, Bill	6 1/2
3. Ferraro, Fred	10
4. Minerva, Mike	15
5. Grace, Paul	18
6. Ransom, Brenda	21
7. Efrid, Chlaire	23
8. Colby, Peter	25

## DIVISION 8

THRILLS NO FRILLS REGATTA  
FLEET #11, DIVISION #8  
ORLANDO, FLORIDA  
FEBRUARY 26 - 27, 1983

## HOBIE 18A POINTS

1. Walsh, Mike	5 3/4
2. Mayo, Clive	6 3/4
3. Thompson, Walter	8
4. McCann, Jim	8
5. Federico, John	9
6. Whitaker, Buddy	12

## HOBIE 18A POINTS

7. Caddy, Layne	17
8. Halback, Skip	20
9. Duke, John	24
10. Parks, Terry	28
11. Crouse, Ruffy	30
12. Alford, Kirk	33
13. Carlson, Dave	35
14. Cozart, Key	36
15. Ferrara, John	37
16. Franco, Hugo	39
17. Johnson, Bob	39
18. Foss, Deny	39
19. Bruan, Walter	39
20. Duke, John B.	39
21. Cope, Woodie	44

## HOBIE 18B POINTS

1. Coolidge, Bill	2 1/4
2. Hohenhausen, R.	18
3. Barnes, Meredith	19
4. Bailey, Bruce	24
5. Adams, Jim	24
6. Albright, Mark	24
7. Elder, Bud	24

## HOBIE 16A POINTS

1. Hackney, John	2 3/4
2. Bowerfind, Kelly	6
3. Miller, Kevin	6 3/4
4. McMillen, Scott	9
5. Stortenbecker, S.	13
6. Whiteleather, C.	17
7. Karran, Richard	17
8. Brice, Robert	19
9. Andrews, David	24
10. Weaver, Rick	25
11. Raditch, Rick	25
12. Haley, Peter	25
13. Caffee, Hollis	28
14. Schiller, Don	29
15. Dickinson, Ron	30
16. Sammons, Jack	32
17. Theiss, Paul	34
18. Sanchez, Phil	34
19. Obiedinski, J.	40
20. Dekreek, Vel	41
21. Post, Dick	44
22. Myers, Dave	48
23. Gres, Wright	48
24. Goad, Skeet	56
25. Linton, John	56
26. Gallagher, Mike	56
24. Dwyer, Dennis	56

## HOBIE 16B POINTS

1. Combs, Gene	8
2. Walton, John	8
3. Rector, Lou	12 1/2
4. Bennett, Ken	17
5. Keyser, Chris	18
6. Bowerfind, Jack	20
7. Straker, Richard	27
8. Shope, Jeff	34
9. Phillips, Mike	34 3/4
10. Murdoch, John	49
11. Hull, Eric	50
12. Berry, Bob	51
13. Gardiner, J., Jr.	53
14. Schverger, Bob	56
15. Meric, JD	58
16. King, Lawson	59
17. Hernandez, Jose	66
18. Timmons, Kenny	66
17. Coryell, Marie	66

## HOBIE 16C POINTS

1. Renelt, Eric	36 3/4
2. Lowery, Ron	38
3. Beier, Carl	39
4. Sheppard, Rick	39
5. Nangle, John	54
6. Sutherland, Bill	54
7. Jordan, J. J.	54
8. Roberts, Sue	54
9. Wood, Shelly	54
10. Ballinger, Steve	54
11. Burkette, Jay	54
12. Ritter, Karl	54
13. Fries, Bill	54
14. Detrick, Mark	54
15. Boetcher, Glenn	54
16. Washlesky, P.	54

## HOBIE 14A POINTS

1. Curry, Bob	3 3/4
2. Furan, John	4
3. Coss, Paul	6
4. Lipka, John	6 3/4
5. Kirby, Alex	7
6. Conaty, Kevin	10
7. Brice, Allyn	18
8. Snyder, Bill	21
9. Buie, Buddy	22
10. Hull, Kathy	26
10. Johnson, J. E.	26
10. Johnson, Cheryl	26

## HOBIE 14B POINTS

1. Corliss, Pete	10
2. Brooks, Bill	14 3/4
3. Anderson, Sam	17
4. Sheridan, Kevin	17
5. Bossie, Ken	21
5. Osuba, Henry	21

10TH WALT DISNEY WORLD REG  
FLEET #11, DIVISION #8  
ORLANDO, FLORIDA  
MARCH 12 - 13, 1983

## HOBIE 18A POINTS

1. Mayo, Clive	5 1/2
2. McCann, Jim	10
3. Duke, John	12 1/2
4. Parks, Terry	14
5. Johnson, Bob	17 3/4
6. Carlson, Dave	25
7. McKee, Dick	25
8. Crouse, Ruffy	25
9. Thompson, Walter	31
10. Cozart, Key	33
11. Duke, John B.	37
12. Cady, Layne	39
13. Yapp, John O.	47
14. Cope, Woodie	49
15. Wiley, Michael	50
16. Ferrara, John	54
17. Bruan, Walter	58
18. Alford, Kirk	68

## HOBIE 18B POINTS

1. Tihansky, Miles	5 1/4
2. Downing, Hal	7 3/4
3. Hohenhausen, Rick	7 3/4
4. Elder, Bud	16
5. Hoffman, Dana	17
6. Slama, Robert	21

## HOBIE 16A POINTS

1. Miller, Kevin	15
2. Karran, Richard	16 1/4
3. Sanchez, Phil	20
4. Raditch, Richard	21
5. Theiss, Paul	21
6. Caffee, Hollis	30
7. Brice, Robbie	30 1/2
8. Linton, John	36
9. Hackney, John	37
10. Pairitz, Phil	37
11. Post, Dick	41
12. Weaver, Rick	41
13. Dekreek, Vel	43
14. Walter, David	43
15. Sammons, Jack	45
16. Whiteleather, C.	45
17. Walton, John	47
18. Andrews, David	48
19. Goad, Skeet	51
20. Myers, Dave	67
21. Gres, Wright	68

## HOBIE 16B POINTS

1. Warringer, Bob	6 1/2
2. Murdoch, John	10 1/2
3. Combs, Gene	15 3/4
4. Laletin, Chris	18
5. Hernandez, Jose	19
6. Corwell, Tom	22
7. Moss, Bret	22
8. Baker, Scott	24
9. Keyser, Clark	30
10. Rathkopf, S.	33
11. Liebel, Chris	39
12. Mc, C.	41
13. Soule, Gene	41
14. Pead, David	43
15. Murphy, Robert	48
16. Goodman, Kevin	68

## HOBIE 16C POINTS

1. Enbree, Bill	7 1/2
2. Barolow, Stewart	8 3/4
3. Lenke, Jimmy	9 3/4
4. Meyers, Jim	19
5. Boetcher, Glenn	22 3/4
6. Wise, Jim	25
7. Sutherland, Bill	27
8. Siler, Ken	32
9. Rowe, Ralph	33
10. Sheppard, Rick	39
11. Washlesky, Paul	42
12. Tamm, Randy	44
13. Lowery, Ron	48
14. Alderman, Scott	50
15. Soldano, Henry	51
16. Tracy, Joe	54
17. Emmett, Steve	56
18. Somerville, Jack	65
19. Jordan, James	66
20. Brazell, Dwane	76
21. Mitchell, Russ	76
22. Keffe, Jerry	96
22. Ganley, Tim	96

## HOBIE 14A POINTS

1. Curry, Bob	3
2. McIntosh, Fred	10
3. Kirby, Alex	14
4. Brice, Allyn	14 3/4
5. Snyder, Bill	19
6. Gruber, Mark	19
7. Conaty, Kevin	21
8. Johnson, Cheryl	27
9. Coss, Paul	30

## HOBIE 14B POINTS

1. Hull, Eric	5 1/4
2. Keyser, Chris	6 3/4
3. Sammons, Jodie	12
4. Bossie, Ken	15
5. Craig, John	16 3/4
6. Nelson, John	17
7. Brooks, Bill	21
8. Blank, Nancy J.	31
9. Bernard, Phil	40

SUBARU MIDWINTERS EAST  
FLEET #111, DIVISION #8  
JACKSONVILLE, FLORIDA  
MARCH 26 - 27, 1983

## HOBIE 18A POINTS

1. Rodgers, David	2 3/4
2. Tucker, Carlton	3 1/4
3. Crouse, Ruffy	5
4. McKee, Dick	13
5. Willard, Martin	16
6. McCann, Jim	16
7. Davis, Jim	16
8. Barnett, John	16
9. Johnson, Bob	21
10. Duke, John	24
11. Walsh, Mike	24
12. Dunn, Lane	35
13. Parks, Terry	36
14. Birch, Rick	38
15. Williams, Mark	38
16. Smith, Ken, Jr.	39
17. Camp, Paul	39
18. Ferrara, John	40
19. Schlig, Dan	41
20. Alford, Kirk	43
21. Carlson, Dave	45
22. Thompson, Walter	51
23. Federico, John	53
24. Cady, Layne	54
25. Swanson, Mark	55
26. Usery, Robert	55
27. Franco, Hugo	56
28. Mayo, Clive	56
29. Cozart, Key	57
30. Deans, Jimmy	57
31. Haynsworth, S.	59
32. Dupuis, Gary	62
33. Pranzarone, Jack	65
34. Higgs, Kimm	68
35. Brisbois, Jim	69
36. Karf, John	70
37. Groseclose, Dave	71
38. Coolidge, Bill	74
39. Sassaman, Danny	75
40. Riley, Barney	79
41. Wiley, Michael	81
42. David, John	84
43. Murphy, Michael	87
44. Gaythier, Ray	89
45. Braun, Walter	96
45. Neff, Jay	96
45. Cope, Woodie	96
45. Duke, Tom	96

## HOBIE 18B POINTS

1. Latvala, Jerry	2 3/4
2. Duffield, Ken	2 3/4
3. Moller, James	9
4. Dalton, Mike	9
5. Hill, Robert	11
6. Ruthven, Larry	12
7. Shaw, Stuart	14
8. Boudreau, Albert	18
9. Short, Joe	18
10. Hohenhausen, R.	20
11. Knoche, Jim	20
12. Mallory, Frank	22
13. Johnson, Richard	25
14. Allmond, Stuart	28
15. Jones, Chuck	29
16. Davis, Todd	35
17. Todd, John	36
18. Patterson, Tom	37
19. Blakeman, Ted	40
19. Reed, Chris	40

## HOBIE 18C POINTS

1. Stevenson, Carl	2 3/4
2. Bain, Thomas	5
3. Olson, Martin	7
4. Rupe, C. R.	9
5. Elder, Bud	17 3/4
6. Halford, Earl	23
6. Maddox, Bruce	23
6. Powell, Dan	23
6. Sangster, David	23
10. Blackburn, Neal	34
10. Malone, Gordon	34
10. Paterson, Bob	34
10. Pudlo, Ed	34
10. Robertson, Bill	34
10. Sherman, Matthew	34
10. Roberson, Bud	34

## HOBIE 16A POINTS

1. Hackney, John	2 1/4
2. Sanchez, Phil	7
3. Sloan, Dave	10 1/4
4. Miller, Kevin	12
5. Anthony, Ron	12
6. Karran, Richard	13
7. Theiss, Paul	16
8. Franzen, Larry	18
9. Brice, Robert	18
10. Stortenbecker, S.	22
11. Dickson, Tim	23
12. Weaver, Richard	24
13. Dwyer, Dennis	28
14. Whiteleather, C.	35
15. Gallagher, Mike	36
16. Gres, Wright	43
17. McRee, Mike	45
18. Sammons, Jack	46
19. Kalata, Larry	48
20. Needham, Bud	53
21. Haley, Peter	54
22. Zorn, George	54
23. Warringer, Bob	56
24. Jones, Mark	59
25. Humphrey, Jim	61
26. Smith, Wick	64
27. Latman, John	65
28. McMillen, Scott	65
29. Block, Dave	67
30. Hull, Eric	68
31. Hungerford, B.	69
32. Raditch, Rick	69
33. Mason, Bill	71
34. Dekreek, Vel	71
35. ... ..	73



## REGATTA RESULTS

42. Tandet, Robert	110
42. Sutherland, B.	110
42. Jordan, James	110
42. Lemke, Jimmy	110
42. Clemmons, Eric	110
42. Millington, R.	110
42. Scott, Russ	110
42. Raymond, Bob	110
42. McGrath, J. C.	110

HOBIE 14A	POINTS
1. Curry, Bob	1 1/2
2. Woodruff, Stan	5
3. Brice, Lynn	5
4. Kirby, Alex	10
5. Conaty, Kevin	12
6. Furman, John	12
7. Buie, Buddy	17
8. Johnson, Cheryl	19
9. Wall, Bob	19
10. Goetze, Todd	19
11. Coss, Paul	21
12. Lipka, John	22
13. Snyder, Bill	22
14. Hull, Kathy	28
15. Corliss, Pete	30
16. Illi, Ted	32

HOBIE 14B	POINTS
1. Keyser, Chris	2 3/4
2. Anderson, Sam	3 3/4
3. Walter, Robert	5
4. Carlson, Gail	10
5. Nelson, John	10
6. Dick, Paul	19
7. Brooks, Bill	22
8. Miller, Ann	23
9. Craig, John	24
9. Rees, Joe	24
11. Long, Dennis	30
11. Myers, Rosalie	30
11. Rayner, Cindy	30
11. Whitsett, David	30
11. Pollard, Bob	30

HOBIE 14 Turbo	POINTS
1. Johnson, John	1 1/2
2. Reed, Rick	4
3. Bonney, Ed	8
4. Medley, Bob	8
5. Winberry, George	8
6. Mosely, Bruce	12
7. McCrosky, Robbi	14

### TAMPA BAY SUBARU CLASSIC FLEET #42, DIVISION #8 TAMPA, FLORIDA APRIL 9 - 10, 1983

HOBIE 18A	POINTS
1. Hackney, John	6 1/4
2. Crouse, Ruffy	8 3/4
3. Mayo, Clive	11
4. Cabassa, Ed	21 3/4
5. Davis, Jim	22
6. Duke, John	28
7. Johnson, Bob	28
8. Walsh, Mike	29
9. Parks, Terry	29
10. Alford, Kirk	38
11. Davis, Joe	41
12. Ferera, John	44
13. Carlson, Dave	44
14. McKee, Dick	49
15. McCann, Jim	52
16. Dupuis, Gary	55
17. Thompson, Andi	60
18. Cozart, Key	61
19. Cady, Lane	63
20. Braun, Walter	64
21. Federico, John	65
22. Coolidge, Bill	68
23. Halback, Skip	77
24. Sassaman, M.	82
25. Fuger, Simon	83
26. Wiley, Michael	104

HOBIE 18B	POINTS
1. Hohenhausen, R.	3 1/2
2. Barnes, Meredith	4 3/4
3. Shaw, Sheri	8 3/4
4. Brew, Rich	11
5. Timmons, Kenny	14
6. Elder, Bud	17
7. Hoeft, Tom	17
8. Hollweg, Chuck	23

HOBIE 16A	POINTS
1. Miller, Kevin	6 1/2
2. Whitehurst, Bob	14 1/2
3. Sanchez, Phil	14
4. Sloan, Dave	19
5. Whiteleather, C.	23
6. Brice, Robert	27
7. Endres, Merrick	34
8. Dwyer, Dennis	40
9. Karran, Richard	40 3/4
10. Anthony, Ron	48
11. Hull, Eric	49
12. Duffield, Kenny	49
13. Caffee, Hollis	51
14. Gallagher, Mike	52
15. Sammons, Jack	57
16. Post, Dick	64
17. Wickenhauser, T.	64
18. Gies, Wright	67
19. Weaver, Rick	67
20. Andrews, David	70
21. McMullen, Scott	73
22. Shortenbecker, S.	79
23. Haley, Peter	80

24. Combs, Gene	82
25. Deekree, Vel	82
26. Daniel, Robbie	84
27. Schiller, Don	90
28. Walton, John	98
29. Linton, John	99
30. Coad, Skeet	99
31. Walter, David	117
32. Raditch, Rick	122
33. Bennett, Kem	128

HOBIE 16B	POINTS
1. Cochran, Bruce	2 1/4
2. Legrand, Ed	8
3. Murdoch, John	9
4. Rector, Lou	11
5. Rehelt, Eric	12 3/4
6. Nash, Kevin	15
7. Corwell, Tom	20
8. Zoumberos, S.	23
9. Rathkopf, Charls.	27
10. Embree, Bill	28
11. Hernandez, Jose	30
12. Buks, Scott	31
13. Carsou, Scott	32
14. Bowerfind, Jack	36
15. Keyser, Clark	38
16. Besley, Kim	39
17. Straker, Richard	40
18. King, Lawson	40
19. Jones, Dennis	50
20. Assalora, Larry	50
21. Soule, Gene	53
22. Marie, J.	53
23. Larkin, Marshall	62
24. Pead, David	72
25. Elg, Aaron	75

HOBIE 16C	POINTS
1. Linton, Jeff	2 1/4
2. Ritter, Kael	6
3. Sutherland, Bill	14
4. Sheppard, Rick	16
5. Emmett, Steve	17
6. Fries, William	17
7. Rowe, Ralph	22
8. Boetcher, Glenn	24
9. Bill, James R.	29
10. Wise, Jim	29
11. Wortman, Gary	30
12. Graves, Jim	30
13. Lafland, Dan	32
14. Detrick, Mark	35
15. Williams, Lee	39
16. Jordan, James	48
17. Alderman, Scott	49
18. Koraks, Louise	54
19. Roche, Clifford	56
20. Mokley, Paul	56
21. Ferris, Rob	56
22. Washlesky, Paul	72
23. Soldano, Henry	72
24. Caldwell, Carl	75

HOBIE 14 Turbo	POINTS
1. Gdovin, Randy	3
2. Heil, Doug	9 3/4
3. Johnson, John	11
4. Medley, Bob	12
5. Bonney, Edward	18

HOBIE 14A	POINTS
1. Cope, Woodie	6 1/4
2. Kirby, Alex	8 3/4
3. Conaty, Kevin	8 3/4
4. Gruber, Mark	14
5. Buie, Buddy	16
6. Johnson, Cheryl	26
7. Keyser, Chris	26
8. Furman, John	28
9. Coss, Paul	31
10. Boetcher, Kim	36
11. Lynch, Matthew	37
12. Snyder, Bill	39
13. Whaley, Susan	56
14. Kirby, Art	56

HOBIE 14B	POINTS
1. Modt, Dick	2 1/4
2. Nelson, John	8 3/4
3. Becker, John	9
4. Walter, Bob	10
5. Carlson, Gail	11
6. Brooks, Bill	15
7. Sarduy, Michael	15
8. Craig, John	19

### LANCE ANDERSON'S MEMORIAL FLEET #36, DIVISION #8 MIAMI, FLORIDA APRIL 30 - MAY 1, 1983

HOBIE 18A	POINTS
1. Duke, Johnny	6 1/2
2. Crouse, Ruffy	6 3/4
3. McKee, Dick	9 3/4
4. Davis, Jim	10 3/4
5. Anthony, Ron	21
6. Cady, Layne	25
7. Davis, Joe	28
8. Lohmayer, Steve	29
9. Cozart, Key	33
10. Franco, Hugo	35

HOBIE 18B	POINTS
1. Newlyn, Marc	3
2. Cook, Alan	9 3/4
3. Shaw, Sheri	11
4. Barnes, Meredith	14
5. Cioffoletti, J.	19

6. Withum, David	22
7. Isenhoff, Tony	23
8. Motta, Tom	25
9. Rahn, Rick	26
10. Sanabrig, G.	38

HOBIE 16A	POINTS
1. Whitehurst, Bob	7 1/2
2. Miller, Kevin	11 1/2
3. Rodgers, David	15
4. Sanchez, Phil	15 3/4
5. Sloan, Dave	17
6. Raditho, Rick	18
7. Brice, Robert	27
8. Anthony, Ron	32
9. Gallagher, Mike	36
10. Endres, Merrick	36
11. Caffee, Hollis	39
12. Weaver, Rick	46
13. Wickenhauser, T.	46
14. Post, Dick	50
15. Holmes, Skip	56
16. Sammons, Jack	60
17. Storenbecker, S.	63
18. Jones, Mark	64
19. Walter, David	67
20. Wood, Steve	67
21. Schiller, Don	68
22. Geiger, Greg	78

HOBIE 16B	POINTS
1. Phillips, Michael	4 1/4
2. Baker, Scott	11 3/4
3. Assalora, Larry	13 3/4
4. King, Lawson	19
5. Hernandez, Jose	20
6. Moss, Bret	23
7. Zoumberos, S.	28
8. Holcomb, Paul	31
9. Dwyer, Tom	34
10. Bowerfind, Jack	36
11. Corson, Scott	41
12. Jessie, Jim	43
13. Barcawow, Stewart	44
14. Corwell, Tom	46
15. Ventanson, Nick	57
16. Bizzaro, Don	58
17. James, Bill	58
18. Aydelotte, Pete	60
19. Meric, J.	62
20. Okragleski, Mike	63

HOBIE 16C	POINTS
1. Oquendo, Marco	8 1/4
2. Meyers, Jim	9 3/4
3. Schulman, Rich.	10 3/4
4. Emmett, Steve	15
5. Weis, Susan	19
6. D'Angelo, Sam	21
7. Wortman, Gary	24
8. Shafer, R. H.	26
9. Ciullo, John	17
10. Bonajian, Geoff	34
11. Martin, Herb	41
12. Kosowsky, Art	52
13. Ridgely, Matt	53
14. Batt, James	56

HOBIE 14A	POINTS
1. Curry, Bob	3
2. Kirby, Alex	8
3. Coss, Paul	10
4. Snyder, Bill	19
5. Reeder, Don	20
6. Kirby, Art	24

HOBIE 14B	POINTS
1. Miller, Ann	3 3/4

## DIVISION 9

### BARE WHAT YOU DARE REGATTA FLEET #164, DIVISION #9 SENECA, SOUTH CAROLINA MARCH 19 - 20, 1983

HOBIE 18A	POINTS
1. Barnett	3 1/2
2. Dunn	4 1/2
3. Williams	10
4. Estapa	15
5. Haight	16
6. Sunderland	16
7. Akers	18
8. Ayacue	18
9. Sunders	21
10. Carr	23
11. Grant	26
12. Kendrick	35
13. Hamm	37
14. Graham	38

HOBIE 18B	POINTS
1. Jones	2 1/2
2. Coates	8
3. Maynor	8
4. Robertson	9
5. Robertson	15

HOBIE 16A	POINTS
1. Humphrey	5 3/4
2. Breeden	8
3. Smith	12
4. Woodcock	12 3/4
5. Percy	14
6. Collings	14 3/4
7. Effland	15

8. Sinclair	17
9. Jernigan	18
10. Price	19
11. Kidder	27
12. Craig	33

HOBIE 16B	POINTS
1. Land	7 3/4
2. Everest	8
3. Walker	8 1/2
4. Herman	9 3/4
5. Austin	12
6. Dixon	14
7. Simril	18
8. Kiemele	19
9. Vibert	21
10. O'Connell	22
11. Kendrick	24
12. Andreozzi	26
13. Lee	31
14. Kaufhold	41
15. Altman	43

HOBIE 16C	POINTS
1. Toney	2 1/2
2. Gukousky	7
3. Guin	8 3/4
4. Spires	11
5. Eskridge	12
6. Brunner	14
7. Godfrey	18
8. Latham	20
9. Payne	23
10. Englisbe	25
11. Griffin	33
12. Hosaflook	37

HOBIE 14	POINTS
1. Ivester	2 1/2
2. Byrd	4 3/4

HOBIE 14 Turbo	POINTS
1. Hunter	2 1/2
2. House	6
3. Rogers	9

### 1983 BELK-WBTV REGATTA FLEET #92, DIVISION #9 CHARLOTTE, NORTH CAROLINA APRIL 16 - 17, 1983

HOBIE 18A	POINTS
1. Willard, M.	5 3/4
2. Dunn, L.	6 1/2
3. Estada, D.	12 3/4
4. Haight, J.	13
5. Sifford, J.	17
6. Mulligan, R.	15
7. Williams, M.	18
8. Kendrick, G.	19
9. Grant, J.	20
10. Sunderland, S.	21
11. Johnson, R.	25
12. Albers, R.	26
13. Newson, B.	34
14. Graham, D.	35
15. Murray, J.	37

HOBIE 18B	POINTS
1. Jones, C.	5 1/2
2. Maynor, M.	8
3. Vallecillo, R.	9
4. Gutzeit, H.	10 3/4
5. Shoemaker, C.	11 3/4
6. Coats, J.	16
7. Yeats, R.	17
8. Wilkinson, B.	19
9. Coffman, A.	20

HOBIE 16A	POINTS
1. Hunter, A.	7 3/4
2. Breeden, D.	9 3/4
3. Humphrey, J.	9 3/4
4. Potteat, B.	10
5. Needham, B.	16 3/4
6. Guthrie, K.	17
7. MacDonald, W.	19
8. Blount, J.	22
9. Price, J.	23
10. Collings, D.	26
11. Smith, W.	27
12. Effland, D.	27
13. Parr, D.	35
14. Felton, H.	35
15. Robinson, J.	39
16. Jernigan, M.	40
17. Craig, M.	43
18. Woerner, R.	44
19. Land, J.	46
20. Kidder, C.	51
21. Richardson, P.	58
22. Reeves, J.	56
23. Auten, R.	60
24. Bottoms, B.	67

HOBIE 16B	POINTS
1. Okarski, M.	7 3/4
2. Abbott, B.	9
3. Pollard, W.	13
4. Healy, M.	13
5. Dayhoff, B.	14
6. Thaxton, D.	17 3/4
7. Toney, S.	18 3/4
8. Jones, M.	19 3/4
9. Richie, D.	23
10. Lee, S.	26
11. Neal, E.	30
12. Walker, B.	32

13. Stonestreet, R.	34
14. Kiemele, S.	35
15. Johnston, F.	38
16. Marshall, R.	40
17. Taylor, M.	40
18. Denniston, B.	40
19. Christiansen, G.	47
20. Dixon, S.	51
21. Curtis, B.	56
22. Toma, R.	59
23. Simril, D.	60
24. Peavey, J.	61
25. Berry, W.	68
26. Tuggle, A.	74
27. Austin, K.	74



# REGATTA RESULTS

3. Williams	11 3/4
4. Grosskopf	14
5. Moore	19 3/4
6. Swanson	23
7. Kellog	26
8. Wallace	36
9. Ferguson	37
10. Nolte	42
11. Rooks	43
12. Deterding	45
13. Holden	46
14. Campbell	50
15. Johnson	51
16. McVean	52
17. Monaghan	64
18. Shafter	66
19. Wright	68
20. Massey	70
21. Stewart	80

HOBIE 16B POINTS	
1. Considine	3
2. Smith	12
3. Dodson	13
4. Vickery	14
5. Rode	22
6. Fulling	25
7. Baatz	28 3/4
8. Burrows	31
9. Tileston	32
10. Carlson	32
11. Edwards	33
12. Kordash	39
13. Williams	45

HOBIE 14 POINTS	
1. Storer	5 1/4
2. Allen	8 3/4
3. Tyler	8 3/4
4. Bidwell	11
5. Geil	19
6. Mack	22
7. Brown	25

COWAN LAKE POINTS REGATTA  
FLEET #47, DIVISION #10  
COWAN LAKE, OHIO  
APRIL 30 - MAY 1, 1983

HOBIE 18 POINTS	
1. Gentile, Don	3 1/2
2. Isco, Gordon	3 1/2
3. Chaney, Tom	9
4. Murphy, Mike	10
5. Griswold, Ken	13
6. Bradner, Don	17
7. Lochmandy, J. R.	18
8. Wortman, Dennis	23
9. Singletary, Mike	24
10. Frederick, James	26

HOBIE 16A POINTS	
1. Campbell, Steve	3 1/2
2. Hansell, Greg	5 3/4
3. Moore, Randy	8
4. Rooks, Steve	8 3/4
5. Eisele, Thomas	13
6. Jones, Greg	17
7. Fischer, George	17
8. Sail #58942	18

HOBIE 16B POINTS	
1. Porfelli, Joe	4 1/2
2. Cultice, Dave	4 3/4
3. Barth, Sandy	11
4. Sail #35189	13
5. Sail #12839	14
6. Ferguson, Jerry	22
7. Buchert, John	23
8. Tutchiller, H.	24
9. Pasley, Louie	25 3/4
10. Pottelbaum, Jim	38
11. Hass, Jerry	40
12. Russell, David	41
13. Minne, Chuck	59

HOBIE 14 POINTS	
1. Wall, Bob	2 1/4
2. Storer, John	4 3/4
3. Moore, Ron	8

HOBIE 14 Turbo POINTS	
1. Northrup, Dave	3 1/2
2. Herrel, Mike	3 1/2
3. Losego, Les	8

## DIVISION 11

1983 POINTS REGATTA  
FLEET #137, DIVISION #11  
LAKE HOPATCONG, NEW JERSEY  
APRIL 30 - MAY 1, 1983

HOBIE 18 POINTS	
1. Bentson, Bob	5 3/4
2. Farrell, Kevin	15
3. Morris, Bob	16 1/2
4. Hamshar, John	17

HOBIE 16A POINTS	
1. Myers, Wally	6 1/4
2. Schmidbauer, G.	10 1/2
3. Pagels, Bill	20

4. Dees, Bob	22
5. Glandon, Jim	25
6. Strauss, Bruce	27 3/4
7. Achans, Art	32
8. Raymond, Don	33
9. Carpenter, Brad	38
10. Sullivan, John	47
11. Krause, John	49
12. Johnson, Warren	53
13. Colson, Randy	58
14. Laue, Peter	59
15. Kronenberg, Mark	59
16. Benston, Don	66

HOBIE 16B POINTS	
1. Funari, Gregg	3 3/4
2. Rochelle, Dan	10 3/4
3. Kulkooski, Dan	22
4. Canfield, Clyde	28
5. Ochab, Brian	28
6. Hanna, Bill	29
7. Condon, Bill	32
8. DeSmyter, Sid	34
9. Cocotos, Paul	37
10. Oliniski, John	46
11. Forster, Rob	47
12. Romano, Bill	56
13. Schmitt, Bill	59
14. Schweizer, Al	62
15. Gomez, Harry	66
16. Sutton, John	67
17. Rhodes, Walt	70
18. Kasley, Paul	75

HOBIE 16C POINTS	
1. Kornweibel, W.	3 3/4
2. Shaw, Alan	12
3. Jepson, Rob	13
4. Nelson, John	18
5. Kriscutich, Dave	25
6. Ruth, Douglas	30

HOBIE 14 Turbo POINTS	
1. Roberts, Mick	6 1/2
2. Carpenter, C.	7 1/2
3. Osmun, Dick	9

## DIVISION 13

WASHINGTON HEURSIAL  
FLEET #133, DIVISION #13  
ISLA VERDE, PUERTO RICO  
FEBRUARY 26 - 27, 1983

HOBIE 16A POINTS	
1. Goldberg, Dorian	9
2. Perez, Jesus	11 1/2
3. Andrews, Freddie	12 3/4
4. Doll, Rafael	21

HOBIE 16B POINTS	
1. Benitez, Jose	5 3/4
2. Mediavilla, R.	10 3/4

HOBIE 14A POINTS	
1. Junco, Dennys	10 1/4
2. Ortiz, Javier	18 1/4
3. Guernica, Anton	18 3/4
4. Colon, Pedrito	23
5. Andrews, Billy	25
6. Creel, Kyle	25
7. Garcia, Ramon	32
8. Rivera, Eric	44

HOBIE 14B POINTS	
1. Colon, Bebo	9 1/4
2. Biascoechea, J.	10 1/2
3. Aponte, Javier	11 1/2

SUNDAY SERIES  
FLEET #133, DIVISION #13  
ISLA VERDE, PUERTO RICO  
MARCH 27, 1983

HOBIE 16 POINTS	
1. Perez, Jesus	2 1/4
2. Andrews, Freddie	4 3/4

HOBIE 14 POINTS	
1. Andrews, William	5 1/2
2. Gonzalez, Carlos	13.9
3. Junco, Dennys	17
4. Garcia, Ramon	17

RAFAEL DOLL SUNDAY SERIES  
FLEET #133, DIVISION #13  
SAN JUAN BAY, PUERTO RICO  
APRIL 17, 1983

HOBIE 16 POINTS	
1. Perez, Jesus	4 1/2
2. Goldberg, Dorian	4 3/4
3. Doll, Rafael	5 3/4
4. Bird, Alberto	12

HOBIE 14 POINTS	
1. Creel, Kyle	5 1/2
2. Colon, Pedro	5 3/4
3. Andrews, Billy	6
4. Garcia, Ramon	10

1ST DURACELL CUP REGATTA  
FLEET #133, DIVISION #13  
ISLA VERDE, PUERTO RICO  
APRIL 23 - 24, 1983

HOBIE 16 POINTS	
1. Goldberg, Dorian	7
2. Perez, Jesus	12 1/2
3. Andrews, Freddie	13 3/4
4. Doll, Rafael	19
5. Vachier, Jose	29

HOBIE 14A POINTS	
1. Junco, Dennys	10 1/4
2. Creel, Kyle	12
3. Colon, Pedro	15 3/4
4. Ortiz, Javier	26
5. Andrews, Billy	32
6. Garcia, Ramon	42

HOBIE 14B POINTS	
1. Biascoechea, J.	5 1/4
2. Colon, Bebo	15
3. Rivera, Eric	24
4. Aponte, Javier	28

## DIVISION 14

1983 DAM FUN REGATTA  
FLEET #162, DIVISION #14  
WACO, TEXAS  
APRIL 16 - 17, 1983

HOBIE 18A POINTS	
1. Broyles, Steve	4 1/4
2. Walton, Jack	13
3. Edwards, Greg	16 3/4
4. Curtis, John	17 3/4
5. Schlig, Dan	20
6. Cobb, Roland	22
7. Winblad, Dave	25
8. Kollman, Robert	26
9. Roll, Lee	29
10. Palmer, Norris	30
11. Murray, Ray	36

HOBIE 18B POINTS	
1. Bezant	6 3/4
2. Waldrop	9 1/2
3. Kittner, Jane	11 3/4
4. Walburg, J.B.	13
5. Walker, Roger	18 3/4
6. Beach, Scott	20
7. Costa, Vaughn	29
8. Williams, Jim	32
9. Palmatier, Ed	35
10. Lawson, Cam	37
11. Mason, Rodney	43

HOBIE 16A POINTS	
1. Balthaser, Don	9 1/2
2. Liler	15
3. Rankin, Niel	15
4. Collins, Phil	16
5. Ralph, Mark	19 3/4
6. Forsyth, Jerry	21
7. Freed, David	22
8. Holmen, Chris	29
9. Cregar, David	29
10. Sparks, Scott	36
11. Luce, Ernie	36
12. Vackrodt, Robert	38
13. Hester, Craig	38
14. Przylocki, Tom	43
15. Crockett, Mark	46
16. McCredie, Dennis	47
17. Hayes, Bob	51

HOBIE 16B POINTS	
1. Plum, Dave	6 1/2
2. Young, Dennis	8
3. Ellis, Donnie	10 3/4
4. Kocsis	13
5. Fuller	14 3/4
6. Bodkin, Mike	15
7. Allen, Bobby	16
8. Morrison, Mike	17

HOBIE 16C POINTS	
1. Bradshaw, Wayne	7
2. Drew, Gary	7 3/4
3. Mantia, Ellie	7 3/4
4. Kelsey, Brad	12
5. Shaw, Billy	13
6. Thompson, Ricky	20
7. Wed	20 3/4
8. Schiller, M.	25 3/4
9. Tuttle, Dwayne	31
10. Smith, Jeff	35
11. Schuyler, Rob	35
12. Buck, Philip	35
13. Moreland, Jim	36
14. McClune	38
15. Mead, F. Holt	43
16. Davis, Mick	44

HOBIE 14A POINTS	
1. Whitehead, Randy	4 1/4
2. Sanders, Allen	5 1/2
3. Easley	12
4. Trotter, Phil	14
5. Holmes, J.D.	19
6. Flynn, Diane	21

14 TURBO LIGHT POINTS	
1. Ferraro, Fred	3
2. Kuc, John	6 3/4
3. Trent, Greg	12
4. Boyd, Nancy	15
5. Buxton, Tom	16

## DIVISION 15

PITCHPOLE REGATTA  
FLEET #178, DIVISION #15  
FORT WALTON BEACH, FLORIDA  
MARCH 19 - 20, 1983

HOBIE 18 POINTS	
1. Duke, Tom	3 1/2
2. Dalton, Michael	7
3. Dunn, Greg	12
4. Potts, Robert	12
5. Lindgren, John	18
6. Tucker, Carlton	18 3/4
7. Cockcroft, Bruce	20
8. Gentry, Rick	27

HOBIE 16A POINTS	
1. Lattman, John	3 1/2
2. Brooks, Todd	9 3/4
3. Hill, Richard	12
4. O'Brien, Kelly	13
5. Zorn, George	14
6. Dalton, John	16
7. Franzen, Larry	19
8. Salmon, Jack	22
9. Nolte, Paul	25

HOBIE 16B POINTS	
1. Thornton, Charles	8
2. Dalton, Sam	8 3/4
3. Stone, Lynn	9 1/2
4. Quarino, Joe	12
5. Kidder, John	14
6. Jeffcoat, Al	17
7. McDonald, J.R.	18
8. Huppmann, Joe	24
9. Smith, Kevin	27
10. Harrison, John	29
11. Self, Robert	30

HOBIE 16C POINTS	
1. Keeler, John	3 1/2
2. Kernion, Brad	7 3/4
3. McDonald, Lee	9
4. Rhodes, Garry	14
5. Newell, Mike	18
6. Gabriel, Robert	18
7. Herbert, Bob	19
8. Smith, Kendel	23
9. Stapler, Randy	24
10. Woody, Parlier	31

HOBIE 14 POINTS	
1. Neal, Steve	2 1/4

HOBIE 14 Turbo POINTS	
1. Day, Steve	2 1/4
2. Visser, Eric	6

CRESCENT CITY CLASSIC  
FLEET #41, DIVISION #15  
NEW ORLEANS, LOUISIANA  
APRIL 9 - 10, 1983

HOBIE 18 POINTS	
1. Boudreaux	5 1/4
2. Ederer	5 1/2
3. Holland	13
4. Breauer	21
5. Gremillion	21
6. Welchley	22
7. Matrang	22
8. Baudier	28
9. Michels	30
10. Foster	31
11. Bell	40

HOBIE 16 POINTS	
1. Zorn	7 1/2
2. Andrews	8 1/2
3. Alschweizer	8 3/4
4. Latterman	15
5. Lewis	15
6. McDonald	20
7. Kerion	25
8. Wilson	31
9. Koons	36
10. Marcella	36
11. Bourasura	41
12. Tracy	42

BATTEN BUSTER REGATTA  
FLEET #120, DIVISION #15  
PANAMA CITY, FLORIDA  
APRIL 23 - 24, 1983

HOBIE 18 POINTS	
1. Duke, Tom	3/4
2. Kaeding, Greg	2
3. Ruthven, Larry	3
4. Dalton, Bob	4
5. Moller, Richard	5
6. Cockcroft, Bruce	7

6. Addison, Alan	7
------------------	---

HOBIE 16A POINTS	
1. Tucker, Carlton	3/4
2. Kalata, Larry	2
3. Brock, Jim	3
4. Mason, Bill	4
5. Myers, Jacques	5
6. McLane, Dunkin	6
7. Franzen, Larry	7
8. Lattman, John	8
9. Haynes, Don	8
10. Dorn, George	8
11. Dalton, J.	16
11. McNair, M.	16
11. Percy, M.	16
11. Hill, R.	16
11. Brooks, T.	16

HOBIE 16B		POINTS
1.	Muse, S.	3/4
2.	Thronton, C.	2
3.	Fitzsimmons, C.	3
4.	Kidder, J.	4
5.	Ramsey, D.	5
6.	Renelt, E.	6
7.	Deshields, S.	7
8.	Covey, C.	8
9.	Hollman, T.	11
10.	Vibert	23
10.	Lambert, B.	23
10.	Mizzanti	23
10.	Huppmann	23
10.	Day, S.	23
10.	Dolley	23
10.	Cantrell	23
10.	Stone	23
10.	Jackson	23
10.	Smith, K.	23
10.	Guarino	23
10.	Self	23
10.	Bailey	23
10.	Lee	23





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

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

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

**Cheata Outboard Motor Bracket**  
P.O. Box 1234  
Hobe Sound, FL 33455  
305/746-0479

*Dealer inquires welcome.*

U.S. PAT NO. 4227480



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- **LIGHTWEIGHT** - for Beach Launch  
- Compact Towing
- **NO RUST** - Maintenance Free
- **STRONG** - Heat treated Special Extrusions

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Our 20th Anniversary Year

The Original Aluminum Trailer

TRAILEX is now manufacturing a lightweight (145 lbs.) aluminum trailer for the new Hobie Cat 18.

*Ask your dealer about obtaining one of our aluminum trailers for your Hobie Cat.*

**TRAILEX, INC.**

Box H, 60 Industrial Park Dr., Canfield, Ohio 44406  
Phone (216) 533-6814

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A simple gin pole arrangement allows you to raise and lower the mast of your Hobie single-handedly. It utilizes the trailer winch for power or a block and tackle for off trailer use. (available at extra charge) Lines snap in place to eliminate side-to-side sway.

- ☐ Stabilizes mast completely
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by

**C. BASS** Products

DEALER ENQUIRIES  
INVITED



## Letters

Continued from page 6

the most sensitive, begins to die in four to six minutes. Usually, after 10 minutes, it is too late for anyone to help.

With this in mind, it is clear that prompt aid must be given to an electrocution victim. With CPR, they have a chance. Without it—well, we know that answer too well. I urge everyone to learn CPR, and I further challenge every fleet commodore to arrange CPR lessons for their fleet. Contact your local Red Cross, American Heart Association or Fire Department concerning these classes. I intend to do this for my fleet. Imagine every fleet member trained to help in case of electrocution, instead of having to just stand and watch. I want to see a happy ending to one of these accidents.

Fred Jodts, Commodore  
Fleet 463  
Titusville, Florida

### Hotline Dealers *Cont. from page 12*

**VERMONT**  
Everyman Sailboats  
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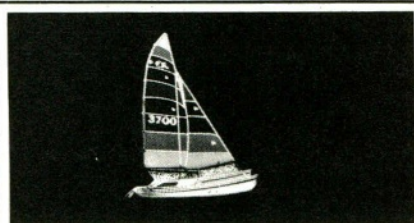
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## The Hobie Lapel pin

OK Hobie lovers. Let's unite. The finest sail boats in the world are now being offered in an exact metal replica pin cast plated in gold and in full color. Each shows the major details of the boat right down to the mast. Wear on your shirt, parka, hat or create your own spot. • Original Colors • Actual Size 1 1/4" • Makes a Great Gift.

### DEALER INQUIRIES WELCOME

Dear G&R, my local Hobie dealer does not yet carry your fine line of replica Hobie pins. Therefore, please send me the following:

HOBIE 14 ☐ HOBIE 16 ☐ HOBIE 18 ☐  
☐ 9<sup>95</sup> EA ☐ 2 for 16<sup>95</sup> 3 for 25<sup>00</sup>

**SPECIAL OFFER: Buy 3 and 4th is FREE**  
(All pins add 65¢ postage & handling)

VISA, MASTERCARD, AMERICAN EXPRESS

Card no. \_\_\_\_\_ Exp. date \_\_\_\_\_

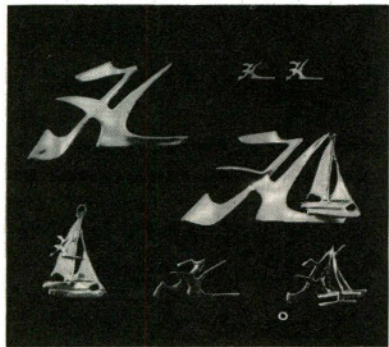
Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

G&R MARKETING INC. 4307 NEWTON CT DALLAS, TX 75219  
(214) 522-4295

## Custom Designers 14kt Solid Gold Handcrafted Jewelry



CUSTOM DESIGNERS, P.O. Box 400,  
Lyford, Texas 78569

Please send me:	Price	Quantity
✕ earrings (studs) 1/4"	\$49.95	_____
✕ earrings (wires) 1/4"	\$49.95	_____
✕ Pendant 3/4"	\$64.95	_____
✕ Pendant 1 1/4"	\$124.95	_____
✕ Catamaran with small sail 1 1/4"	\$85.95	_____
✕ with Catamaran 3/4" (small)	\$69.50	_____
✕ with Catamaran 1 1/4" (large)	\$149.95	_____

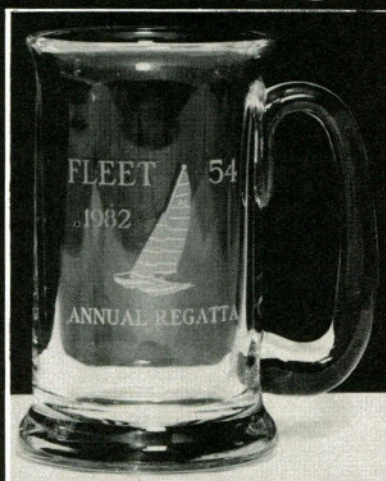
Plus 5% Sales Tax \_\_\_\_\_

Total Cost \_\_\_\_\_

Plus \$3.00 for insurance, postage and handling —  
We accept money order, check, Master Charge, Visa  
card (include card number and expiration date.)

\*We specialize in custom made 14kt jewelry. If interested, send sketch or description!

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Perfect trophies or souvenirs. Crystal clear mugs with beautiful deep etching are just \$48 per dozen, minimum order 3 dz.

We have all the trophies you'll be proud to present. Call for details and our color catalog. **800-343-0710**

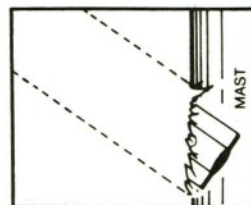
In Mass. call 617-631-2500

**Martingale**  
COMPANY

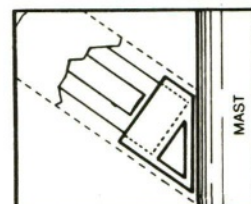
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2 Central St., Marblehead, MA 01945

## TrenTec Cat-alog™

## LET'ER RIP OR USE TrenTec's POCKET PROTECTOR LUFF CAPS



WITHOUT POCKET PROTECTOR



WITH POCKET PROTECTOR

### Pocket Protector

### LUFF CAPS (Pat. Pend.)

HC-14-5-L	\$ 5.95
HC-14-6-L (6 Battens)	\$ 6.95
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### Jib Pro-Tector Kit (Pat. Pend.)

HC-18-P	\$ 9.95
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### Gooseneck Bearing Kit (Pat. Pend.)

HC-14/16-GB	\$ 3.95
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### Perfect Pocket® DRAFT GAUGES™

HC-14	\$ 3.95
HC-16	\$ 4.95
HC-18	\$ 4.95

### Perfect Pocket® BATTEN CAPS™

(Pat. #4,335,669)

#### For Stock Hobie Battens

HC-14 (incl. 6 caps)	\$ 9.95
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HC-16 Jib	\$ 6.95
HC-18	\$14.95

#### For Foam Battens (set of 10)

FB-10	\$14.95
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### KICK BACK™ RUDDER

### RETURN KITS (Pat. #4,218,986)

#### For HC-14 & HC-16

(each set equips 2 rudders)

Standard Kit(s)	\$11.95
-----------------	---------

### JIB TRAVELER CAR

### FOR HC-16 (Pat. #4,319,537)

HJC-16 (set of 2)	\$14.95
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### 'FAST CAT' WINDOW DECALS

Decal(s)	95¢ ea.
----------	---------

Available at most Hobie® dealers or order direct by writing:

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P.O. BOX 1146  
JENSEN BEACH, FL 33457  
(305) 334-0929

Be sure to specify your boat and size and include check. Florida residents add 5% sales tax. We pay postage, MasterCard and Visa, include card number and expiration date.

3850



# Which Beach Dolly moves your Cat best?

**WE DON'T CHEAT ON THE PARTS!!**

Cat Trax are sold at most quality catamaran shops. If not available locally, contact us.

Standard Cat Trax (8 ft. axle) w/longer axle to 12 ft. Add 5% for freight in cont. U.S.A./Fla. residents add 5% tax.

\$319  
\$345  
Fla. residents add 5% tax.

Since 1977, Cat Trax has been the top selling Dolly in the U.S. in spite of other brands that sell for less. No other Dolly has ever offered the quality features of:

## ««CAT TRAX»» —THE 100% BEACH DOLLY—

We accept check, M.O., Visa or Mastercard (Send card No. & exp. date) For C.O.D. add \$1.50 to freight

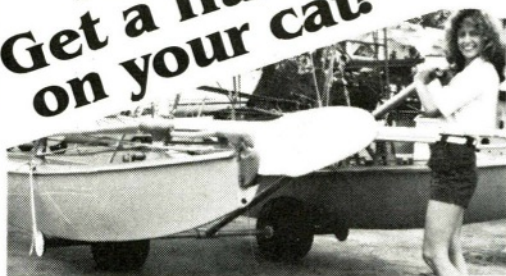
See your local dealer or order from:  
**FLORIDA SAILCRAFT**  
1601 N.E. 18 Avenue/Ft. Lauderdale, FL 33305  
(305) 561-9777

### Here's how Cat Trax beats the competition:

- 1) Patented Delrin Roller Bearings. Twenty Delrin rollers spin around in each wheel to take the work out of launching your boat. Roll your Cat right into the water - no problem! Sand and salt can't hurt the Cat Trax bearings.
- 2) 21 Inch ATV Balloon Tires. With only 3 pounds of air pressure, they float your boat lightly over soft sand, rocks or mud. There are no steel wheels and no rust!
- 3) Custom Molded End Caps. Designed to center your boat and protect the hulls. Tie-down ropes swivel freely thru conical openings.
- 4) Lightweight One-Piece Construction. You can launch your boat single-handed at almost any shore. Cat Trax rides easily on your trailer.

Cat Trax comes complete with all parts, instructions, and a 1 year guarantee. **Don't accept an imitation. Insist on a genuine Cat Trax!**

## NEW! Get a Handle on your cat!



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.

## NEW! Cat Cradles for round bottoms!

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

Roller bearing handle \$89  
Cat Cradles \$99/pair  
-add 5% for freight in Cont. U.S.A.  
-Florida residents add 5% tax.



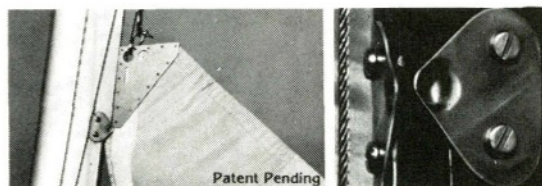
**You can mount Cat Cradles on your trailer, too.**

See your local dealer or order from:

**FLORIDA SAILCRAFT**  
(305) 561-9777

SEE ORDERING INSTRUCTIONS ABOVE.

## Raise Your Sail without a snag!



Patent Pending

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

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

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

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

Order by mail from: **Florida Sailcraft**  
1601 N.E. 18th Ave., Ft. Lauderdale, FL 33305

Please send me **Sail Trax** @ \$12.95 ea. \_\_\_\_\_  
plus \$1.00 postage and handling \_\_\_\_\_  
Fla. residents add 5% sales tax \_\_\_\_\_  
Total amount enclosed: \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Country \_\_\_\_\_

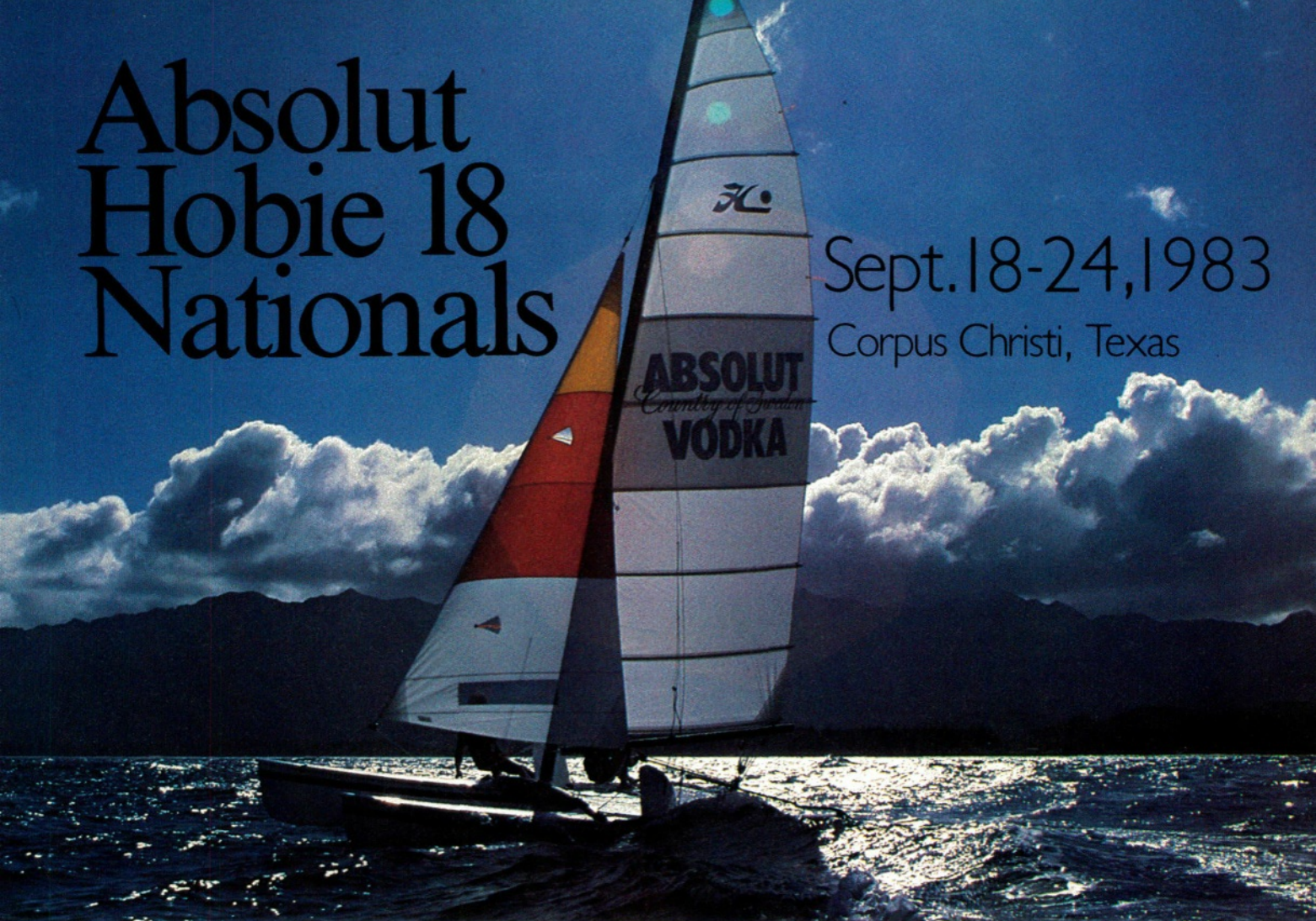
(postage outside U.S. or Canada - \$3.00)



# Absolut Hobie 18 Nationals

Sept. 18-24, 1983

Corpus Christi, Texas



## The Races

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

## Entry Fees

Each team (pre-qualified and those attempting to qualify) will pay a \$100 entry fee. Each team will be required to post a \$200 boat damage deposit upon registering for the event. Please do not send the boat damage deposit in advance. This deposit will be returned at the end of the event if no damage is done to the skipper's boat. In the event of damage, the amount will be deducted and the balance returned to the skipper.

## 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 below.

### Hobie 18 Nationals Hotel Reservation

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

Reservations must be made by September 1.

Number in Party \_\_\_\_\_

All rates per room per night. ☐ Two double beds for two persons \$59  
☐ Double bed for one person \$41 ☐ Two double beds for three persons \$65  
☐ Kingsize bed for two persons \$51 ☐ Two double beds for four persons \$71  
Rates based on a room per night basis. One night deposit is required with your hotel reservation. Mail your check with this form to: *Best Western/Sandy Shores, 3200 Surfside-Corpus Christi Beach, Corpus Christi, Texas 78403.*

### 1983 Hobie 18 Nationals Registration

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Bus. \_\_\_\_\_ Home \_\_\_\_\_

Crew's Name \_\_\_\_\_

Total Weight (skipper and Crew) \_\_\_\_\_

- ☐ I am pre-qualified for the Hobie 18 Nationals from Division \_\_\_\_\_  
☐ I will attempt to qualify at the 18 Nationals. I race in Division \_\_\_\_\_

Mail to: Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054



# What Do You Do at a Windless

*Southwestern Hobie sailors find out at the Seventh Annual Lake Havasu Hobie Cat Family Fun and Recreational Retreat*

by Michele Krcelic

**N**othing frustrates an avid Hobie racer more than a race with no wind. No wind—a disaster, you say. Well, maybe, but when you've got hot desert sun, cool water, volleyball, tennis, bocci ball, golf, jet skis, a tug-of-war, water-walking and paddle races, the weekend isn't a total loss.

When the Lake Havasu Hobie Cat Family Fun and Recreational Retreat rolls around each year, the question many a sailor ponders is whether or not to take the boat. In 1982, it blew like crazy. Heavy air sailors got more than their fill. In other years, sailors got to demonstrate their shifty air skills. This year was the year that wasn't—windy, that is.


Of course, it was windy *before* the races. During the golf tournament on Thursday, players were treated to a nice breeze to soften the 96-degree temperature. It was a perfect day for 18 holes.

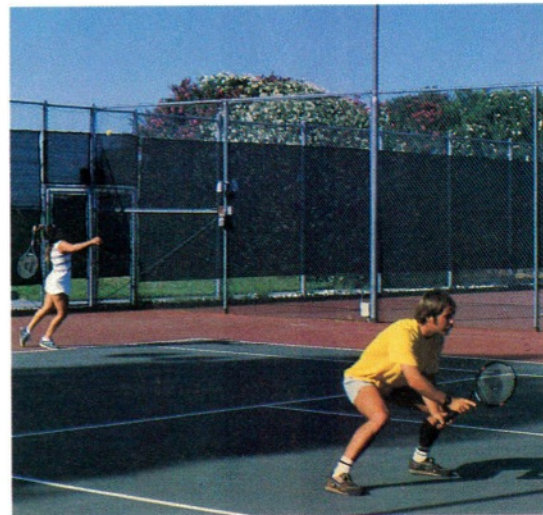
The Round the Island Fun Race was scheduled for Friday, as were the speed trials (we had a brand-new toy to try: a radar gun just like the Highway Patrol uses), but the wind never came across. The water-walking contest was a terrific success, though, with 12 teams competing.

Saturday wasn't any better for racing, but it was great for volleyball, bocci ball, the paddle races and the paddle speed trials. Paddlers in both events could use only their hands for paddles.

The Old Milwaukee (our sponsor's beer) was going down like water under the hot sun, and no one seemed to mind that we couldn't sail. With all these activities and door prizes from Hobie Newport, Murrays Marine and the Hobie Class Association, we were almost having too much fun.

On Sunday, there were more door prizes, more volleyball and bocci ball, a tug-of-war and tennis. Special kids' activities were organized that gave parents a chance to play or relax as they chose.

With a few well-planned games and a few created on the spot, people who were willing to have fun with or without wind did just that, and we tried not to pay too much attention to the way the wind seemed to be filling in as we set out for home on Sunday afternoon. 





# Regatta?



Rex Miller



Robert Brown



Rex Miller



Sandy Banks



Robert Brown



Robert Brown



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



# HOBIE HOT TIPS

## An Ounce of Prevention

by Denny Calmeyn

Here is a tip for keeping the hiking straps on the trampolines from pulling loose.

### Tools and Materials:

- Hand hack-saw
- Drill with 1/8-inch bit
- Pop-rivet gun
- Twelve 1/8-inch x 3/4-inch pop rivets with 6 aluminum back-up washers
- Five 36-inch x 1 1/2-inch x 1/8-inch flat aluminum stock

Cut aluminum into three-inch lengths, making six sets of 10 pieces. Clamp them together in pairs. File corners round. While still clamped, drill a 1/8-inch hole one inch from either end. Each set makes a top and bottom plate.

Attach top and bottom plates with pop-rivets where the straps are stitched to the trampoline. Use back-up washers with bottom plates. The plates look especially sharp in black.

## Keep Your Gear Clean

by Lee Weatherby

A simple way to wash salt and sand out of loose gear and running rigging is to throw all the contaminated items into a large plastic bucket as you put the boat away. When the boat is all tucked in, take the bucket of stuff to the kitchen sink and squirt in a healthy dose of liquid dish detergent.

Proceed to the shower and put the bucket on the floor beneath the shower head. As you shower, the bucket fills and all the sand and salt soaks out.

At the end of your shower, dump the bucket out and rinse everything off. Put it all back in the bucket for a trip to the clothesline and hang it out to dry.

I do this after every sail. The mainsheet and boom vang lines stay soft and the metal items stay free of corrosion and ruinous sand.

## Quick-Tack a 14

Tacking a Hobie 14 can be tricky, but I've found something that helps, at least in light to moderate air. As the bow swings through the wind and the side of the tramp you're sitting on changes from weather to leeward, remain there until the sail is full and drawing nicely on the new tack.

This works because your weight on the leeward side leans the mast in that direction, and gravity helps pull the sail over to the new tack. It also improves the pivoting action at the aft end of the leeward hull, since it's pushed down lower in the water.

Obviously, strong wind will not permit the use of this technique.

## Squeaks and Swivels

We've got a couple notes from the factory for you this time. If your Hobie 18 mast step squeaks, try some silicone grease under the bearing or punch a hole in a teflon mast chip (use a #4 grommet punch) and put that in. You may need to add a lockwasher or two under the flat washer so the mast will pivot correctly.

You may have noticed that the bend on the front bar cleat baseplates is less than that of the rear cleats. This is to reduce wear on the jibsheet, which rub against the underside of the cams. The front crossbar cleats should be 15 degrees, while the rear crossbar cleats should be 30 degrees.

# NEW SAIL-UTIONS ...TWO OLD PROBLEMS

# 1

JIB PRO-TECTOR KIT (pat. pend.)

For HC-18 Spreaders

- Spreaders & Cotter Pins can't hang up or rip Jib
  - No Spreader Boot or Duct Tape needed
  - Minimizes Windage
- Kit contains 2 Spreader Caps and 8 Cotter Pin Caps.**

HC-18-P ..... \$9.95

# 2

GOOSENECK BEARING KIT (pat. pend.)

For HC 14 & 16

- Gooseneck can't jam-up in Mast Track
- Easy adjustment of downhaul
- Installs with screwdriver

**Kit contains 2 Gooseneck Bearings and connecting screw.**

HC-14/16-GB ..... \$3.95

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When ordering direct, include check or MasterCard or Visa number and expiry date. Florida residents add 5% sales tax. We pay postage and handling. 3850

## THE SAIL STORAGE SYSTEM

## AT LAST



### The Groove Tube Advantages:

- Reasonable price \$125.00 + freight & tax
- Strong one piece PVC construction
- Lightweight 30 lbs.
- Keeps sails cleaner & drier
- Grooves allow sails to ventilate above sand, dirt and water
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## **HOBIE® MAST-CADDIE®**

The MAST-CADDIE is a valuable and efficient CARRIER SYSTEM that takes the guess work out of transporting and/or storing your mast.



- No modifications or fittings attached to your cat.
- Light weight and impervious to the elements.
- On and off instantly.
- Interchangeable between 18, 16 & 14.
- Main unit is injection-molded polypropylene.
- NOTE: Safety tie down not furnished, but recommended.

**ONE YEAR LIMITED WARRANTY**  
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**Mast-Caddie \$34.00 Each**

Check type of Cat

- ☐ Hobie 18  
☐ Hobie 16  
☐ Hobie 14  
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**SEE YOUR LOCAL DEALER or order direct:**  
SHIPPED IN USA VIA UPS. PREPAID (no P.O. Box No's please)

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**U.S. Patent Pending**

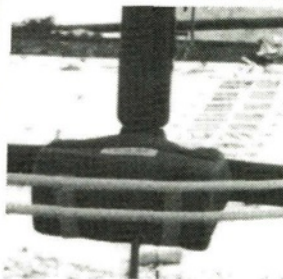
**\* Reg. U.S. Pat. Off.**

## "Cool Cat"

COOLERS



### "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.

ALL COOL CATS ARE WATER REPELLENT, WILL NOT RUST OR CRACK, LIGHTWEIGHT AND SOFT SIDED ALLOWING EASIER STUFFING AND CRUSHING WHEN EMPTY, FLOAT EVEN WHEN FULL.

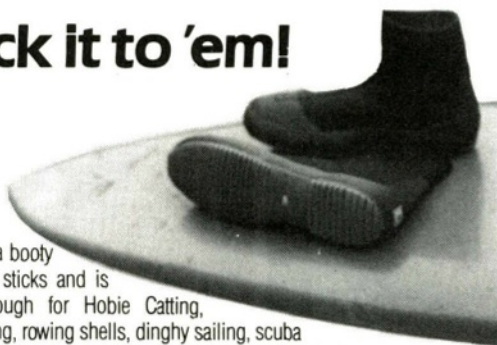
See your local dealer or write ...

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COOLERS

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At last—a bootie that really sticks and is tough enough for Hobie Catting, sailboarding, rowing shells, dinghy sailing, scuba diving and even full-on ocean racing. No more slipping and sliding through flare jibes at the downwind mark. No more frozen feet in the late afternoon.

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Reinforced Toe  
5 mm neoprene rubber with nylon liner

## Stickers

Napoleon said, "As its feet go, so goes the nation."

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## Reader's Forum

Continued from page 14

### Shine 'Er Up

My problem is the finish of my Hobie 14, which is dull. I'd like to put it back in shape for summer months. I've used commercial boat polishes with varying results, mostly bad. What can I do?

Rick Temple

Alexandria, Minnesota

The cosmetic gelcoat layer is not very thick. The polishing process removes the top layers that have oxidized, and too much rubbing can take you through to the fiberglass.

With that in mind, you might try to wet sand the hulls with 400 or 600 grit paper if the polishing compounds don't work.

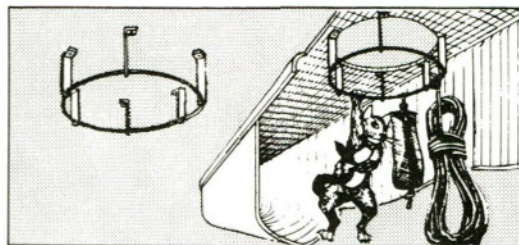
If the gelcoat still can't be polished to satisfaction, you might want to have your hulls resprayed. Gelcoat can't be used for this, but DuPont's IMRON is a popular substitute. It's expensive, though—about \$80 a gallon, and you need an experienced person with the facilities to do it. This also requires careful pre-spray preparation, and the IMRON is toxic. If you decide to go this route, you can find IMRON at power boat or Corvette repair shops.

Bill Tsustui

Warranty Manager

Hobie Cat

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



#### HANG-it IN THERE

Provides clip-on storage for 4, 5, or 6 inch ports... nothing hangs from cover. Install a HANG-it IN THERE in each port for maximum convenience... does not preclude the use of a bag in the same port.

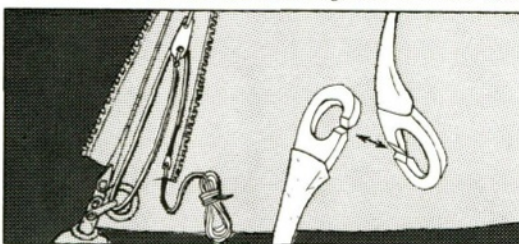
CM 7729 HANG-it IN THERE ..... 6.95

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Our answer to "what to do with all that jib halyard." L'L SISTER CLIPS speeds the untie (and retie) of your Hobie-18 jib halyard and thus minimizes sail snapping while you cleat up for the Hobie Life.

L'L SISTER CLIPS come with both segments of the halyard line attached.

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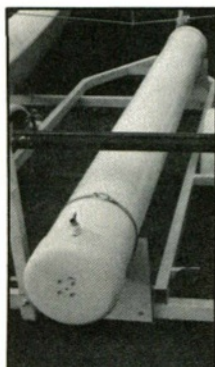
See your Dealer, Murray's, Sailing Systems, or send check or M.O. to Coffey Marine, 320 E. Walnut, El Segundo, CA 90245. Phone (213) 640-8838.

Please send for free brochure. CA residents add 6% sales tax.

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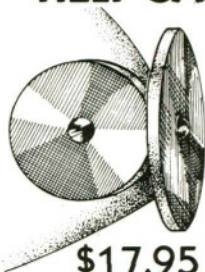
for safety! Finally, an affordable sail storage tube built with **your expensive sails** in mind. We build a sail tube unmatched for quality and practicality. How about great features like a **key-locking cover** and **large vents** that help dry your sails as you drive, yet seal for storage? Our features don't stop there—the tube can be securely locked to the trailer for parking lot security or easily removed for off-season sail storage. Large size (120" x 12") for sails, rudders, what have you. Mounting kit included. \$130 plus shipping. Dealer inquiries invited. Send check or money order to: **FIRST FLEET ACCESSORIES**

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HEAD INSTR. Robert Hopkins, Director of NORTH U.

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The two-day (8:30 to 5:00 Saturday, 9:00 to 4:00 Sunday), the Smart and Fast Courses cost \$300.00 per person, 20% discount for a crew of 3 or more. This includes all course materials, but no lodging or food. Special room rates will be available at the Nassau Bay Hilton. Yacht clubs are invited to inquire about private seminars.

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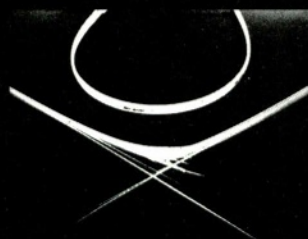


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THE ORIGINAL BATTEN COVER  
Hobie® Class Approved

Battens are a major cause of sail damage. Although they are flexible, battens also splinter and break. Damaged battens generally go unnoticed until they cut through the sail.

Eastern Sail Products recognizes the problem and answers the need with Sail Saver. Sail Saver is a unique concept in plastics because it conforms to any size and shape batten and remains flexible and puncture resistant. Batten stiffness is not affected.



Sail Saver is a tough lightweight flexible plastic sleeve, less than .02 inches thick. Precut lengths slide easily over the battens. Then with just the heat of a hair blow dryer, it hugs the batten like a slick second skin.

Sail Saver was used on the winning "Team USA" boat in the 1982 WORRELL 1000.

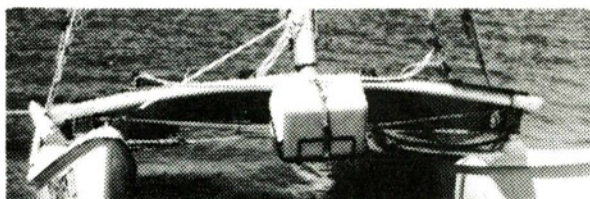
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HC-14 — 5 batten ☐ ..... \$14.95 HC-16 main ☐ ..... \$26.95  
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KOOL-RAK designed to hold the popular PLAYMATE and LITTLE PLAYMATE beverage coolers by IGLOO.

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- Mounts low on center line
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- Black vinyl coated for corrosion protection

- All stainless steel mounting hardware
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Your IGLOO cooler is rugged high impact plastic. A tough hide that won't chip, rust or corrode. 3 year guarantee.

KOOL-RAK complete with (circle one) red blue yellow	<input type="checkbox"/>	46.95
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LITTLE KOOL-RAK only	<input type="checkbox"/>	

Add \$1.50 postage (outside Mainland USA add \$3.00). California residents add 6% sales tax. We accept check or money orders, mastercharge and visa.

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## CAT-RAK DESIGNS

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# HOBIE BRIEFS

## Bounty's Paying Off

The following is the main text of a letter received by Hobie Fleet 434 of Cedar Glen, California, from the management of nearby Lake Arrowhead:

*Thank you for bringing to our attention the problem of the existing wires over the launch ramp at the North Shore Marina.*

*Please be advised that the wires have been relocated to an underground position and will no longer be a potential danger to boats on Lake Arrowhead.*

Let's hear it for Fleet 434! They've made another place safer for sailing. The Bounty Program works—for all sailors. Get involved.

## Hobie Scholarships

Have you ever heard of a scholarship for sailors? Well, you have now. Jim Tucker, a Hobie dealer in Fort Walton Beach, Florida, has got a program going that will be the envy of Hobie fleets around the world.

Tucker, who owns and operates Playground Sails, has established a Hobie Scholarship to help further the education of local sailors and promote the Hobie way of life.

The sailor who meets residential and sailing qualifications (including winning a Nationals) will receive:

1. An expense-paid trip to the world competition for his boat size.
  2. A \$10,000 scholarship to the Florida college or university of his choice. This may, if the skipper desires, be split between skipper and crew in any proportion.
- Tucker expects a lot of interest will be generated by this incredible incentive, which will undoubtedly not only boost local sailing interest but will give young sailors an extra reason to achieve.

## Boating Reference Center

A reference resource center dedicated solely to boating opened its doors to the public in May under the sponsorship of the BOAT/US Foundation for Boating Safety.

The newly established center has more than 100 categories of information related to recreational boating and boating safety. It is stocked with more than 9,000 books and periodicals as well as reports, pamphlets, newsletters, reprints and 16mm films.

There are cruising guides, books on fishing and the Americas Cup, information on navigation and piloting, articles on boat repair, electronics and marine photography and art. Almost every issue of each of the major boating publications going back 17 years can be found there.

Located at the foundation's headquarters in Alexandria, Virginia, the center is open from 10:00 a.m. to 4:00 p.m. weekdays. It's best to phone ahead for an appointment. For more information about this new resource center, contact Jim Ellis, Director, BOAT/US Foundation for Boating Safety, 880 S. Pickett St., Alexandria, VA 22304, (703) 823-9550.

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- High quality black neoprene
- Minimizes injury against metal cables
- Easy to install / remove
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Specify diameter (3/32", 1/8", 5/32") or boat size & cable-type. Packaged in pairs of 5 ft. lengths for \$9.95 (plus 6% tax in CA).

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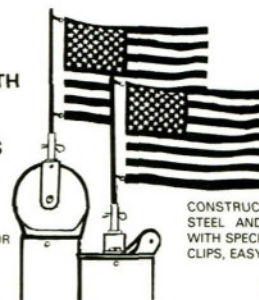
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## UPDATE - 1983



Hobie 14 - Redesigned - 6 batten sail. Turbo 14 - NEW!  
Hobie 16 - NEW DESIGN. Items \$5 - \$40 - Write or call for brochure.

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## PERFECT FIT RUDDER KIT

Eight injection-molded Delrin shim liners stop slop between rudders and castings on Hobie® 14, 16 and 18. Stop rudder bolt-hole elongation. Rudders swing up/down easier. Easy installation.



**\$10.95** Free shipping in U.S.A. California residents add 6% sales tax.

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J. Isaacson



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# Coleman lets your outdoor fun last longer than the sun.



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



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

## Plus a 100-ft. circle of light.

Coleman lanterns spread the fun around, too, with a full 100-ft. circle of light. Plenty to cover a camp or brighten a big stretch of beach. And enough to let your companions enjoy the evening without huddling up to see each other.



In fact, Coleman lanterns are designed to provide eight times the output of typical fluorescent battery lights. Output you can count on for a full eight hours once you fill the lantern with fuel. Compare that to battery power, where you're never sure how much light is left!



## You know Coleman makes it right.

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

Just try a Coleman lantern. You'll see!



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