

Hobie **HOTLINE**

SEPTEMBER/OCTOBER 1983

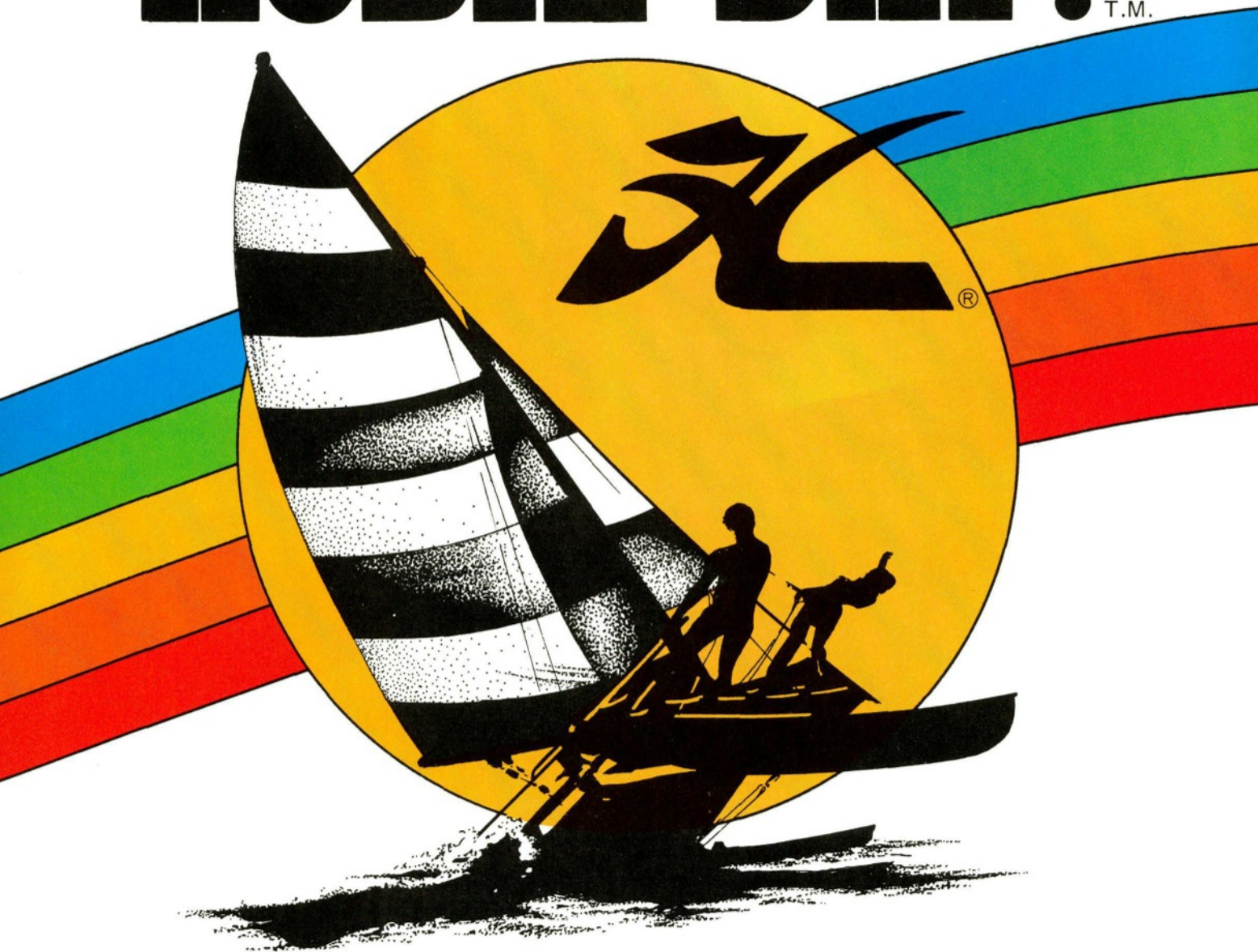
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Edith Vassal

REGATTA REVIEW

24/Gone With the Wind '83

With erratic weather conditions, Division 9 sailors meet in Atlanta, Georgia.

26/Mid Americas

Light winds plague this Nationals qualifier.

32/1983 Hobie 18 World Championship

Australian Brett Dryland claims another championship on the French Riviera.

16/Racing Clinic

Joe Flaherty presents another saga with Mel Furd and the rules of racing.

20/Wetsuits

Wetsuits and foul weather gear; what to look for and where to buy it.

47/Hobie Class Association World Council Meeting

The latest news affecting Hobie class racers around the globe.

74/Worrell 1000

A different twist to the longest Hobie race in the world.

DEPARTMENTS

- 9/Hobietorial
 - 11/Letters
 - 51/Hobie Racing
 - 68/Reader's Forum
 - 73/Hobie Briefs
 - 79/Last Look
-

ON THE COVER



Flying on a Hobie 18. Photo by Guy Motil

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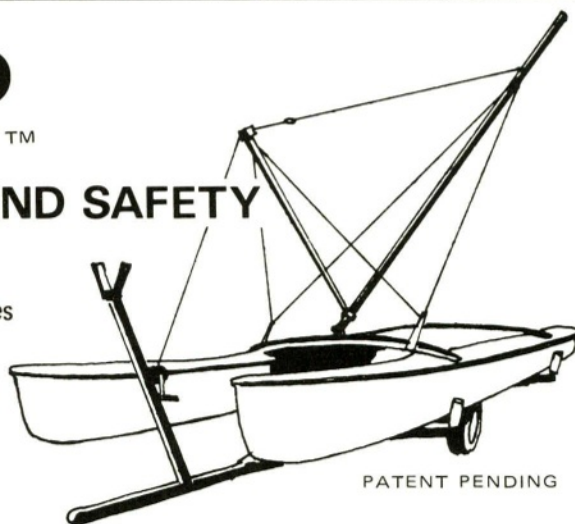
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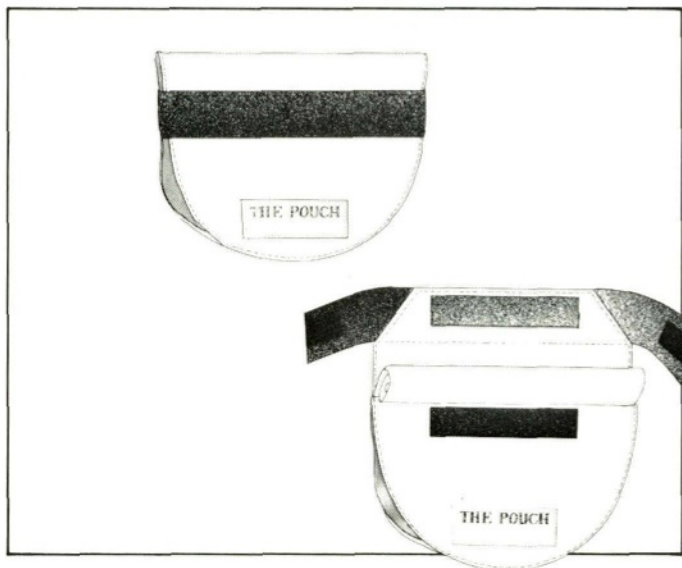
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World Class

In this issue, you will find some great photos and a narrative of events at the Second Hobie 18 Worlds held on the French Riviera in Hyères, France. Possibly missing from the story is the warmth of the friendships that developed among Hobie sailors. Whether it's half way around the world or in your home town, Hobie sailors get together to sail, compete, party or just enjoy the fellowship that evolves from a common interest.

France was particularly exciting—the climate, scenery, and culture, as well as seeing old friends and meeting new ones. For the first time, Italy was represented by some very good sailors. The Italian team invited many of us to visit them in Rome (and we did!). The Swiss, the South Africans, other Americans . . . and on and on . . . did the same. It's exceptional to travel to another country and be shown its specialties by someone who lives there. Several members of the Swiss team transported us from the sunny Riviera to the beautiful mountains of Switzerland, and their favorite sailing spot on Lac Lamont.

For those of you who may never make it off your own lake or seacoast, you should know that at both our National and World events there are people like us enjoying Hobie sailing and developing national and international friendships. Each year, new sailors attempt to sail in a Nationals or Worlds—maybe a little afraid that their sailing experience may not be quite good enough. Two things can happen—possibly winning, and definitely learning. That's been my motto the past few weekends: I'm definitely on the learning scale when it comes to sailing a Hobie 16 (I finally started practicing for the Women's Nationals).

Joe Flaherty has written another Mel Furd saga to educate and amuse us. Just when you think you have the rules figured out, someone like David Dellenbaugh of Fairfield, Connecticut (see *Letters*) points out the exception that was overlooked.

Wetsuits, those wonderful neoprene suits into which we squeeze our bodies, are featured, along with hints on how to select an appropriate suit for your special needs, brand descriptions, and where to locate them.

Sailors from Texas and Georgia put on two super regattas. Check out how they're racing 'em out there!

And definitely not to be forgotten this year, the Worrell 1000 racers again made it up the coast from Fort Lauderdale to Virginia Beach. The rules were changed, making it a longer—but no less difficult race. Terri Cray covered the event from the perspective of a ground crew member.

The World Council Members, representing Hobie Class Associations around the world, convened at the 18 Worlds in France. A few major issues were discussed which will affect Hobie racers worldwide; read the Minutes and find out what's happening.

It's nearing National time. If you live near one of the Nationals' sites, come on down to cheer the racers to victory. There's always a lot to be learned by watching the qualified skippers, both tuning and racing around the course.

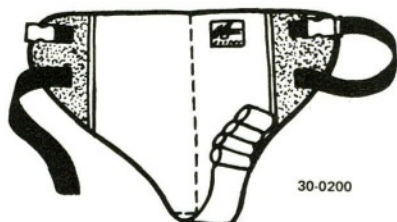
This may be the best time of the year—lots of competition and great Indian summer weather in many parts of the country. Keep sending us your photos, questions, suggestions and letters!

Paula Alter

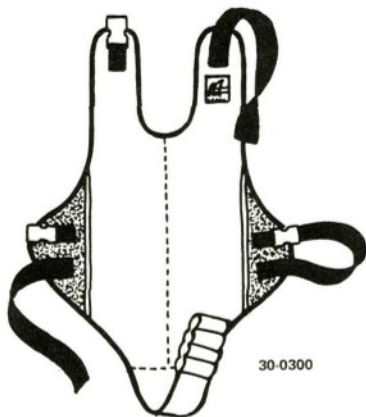
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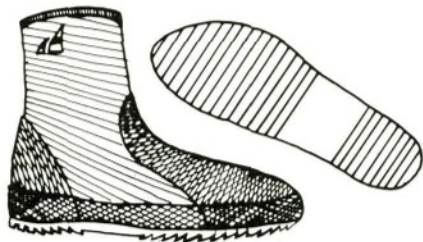
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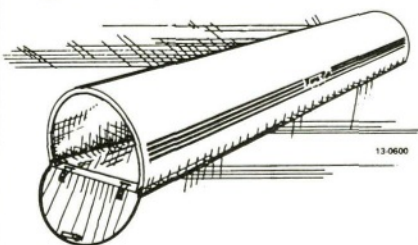
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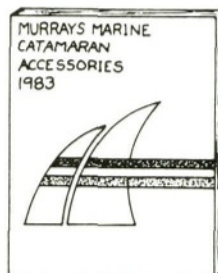
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LETTERS

Hobie Highs . . . and A Few Lows

I have been the proud owner of a Hobie 16 for almost a year, and find it most exciting. Prior to owning a Hobie, my sailing was limited to that of a 13-foot Sunfish. The change has been both educational and enlightening. I have been reading the *Hotline* (or should I say, studying the *Hotline*) for every bit of information which could be of value to me.

Unfortunately, not all of my experiences have been ones to remember.

Let me explain: I am black, and until a few months ago, felt that in the world of Hobie sailors this would have little bearing. How wrong I was! Recently, I traveled to a town on the coast of North Carolina for the weekend, and while I was there attempted to rent a Hobie for a few hours. I was told: "We don't rent to n-g---s." I am uncertain as to this person's authority, but it certainly cast a very bad shadow upon himself and the store.

Secondly, I have read several past issues and looked at the pictures (great shots!) and I have never noticed anyone of my race in these photographs, even the story about the fleet in Nigeria, I did not see a single black person who sailed.

Because of the incident at Morehead City and a similar incident here in Raleigh, I am somewhat apprehensive about sailing where I do not know any of the other sailors. If you know of any blacks on the east coast who sail, I would appreciate hearing from them.

But, with all that has happened, flying a hull and hanging out in the trap is the second greatest thrill in the world! (My wife is the first.)

Keep up the excellent work . . . and have a Hobie Day!

Charles Timothy Robinson
Franklinton, North Carolina

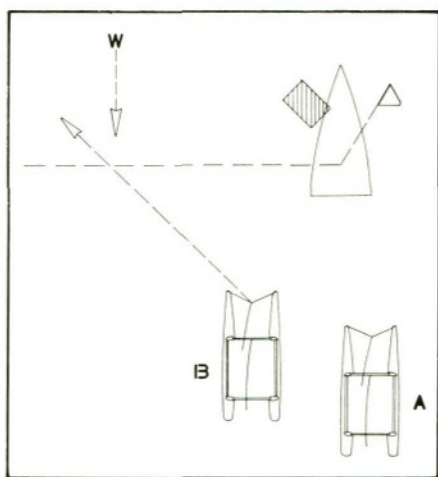
Editor's note: It is our intention to represent all Hobie sailors. We invite you and other black Hobie sailors to submit photos to the Hotline for publications. We regret your inappropriate treatment and request our readers to share "the Hobie Way of Life" with everyone.

Rules Clarifications

I liked Joe Flaherty's article on the rules "*Red Means Go*," March/April 1983. It was informative and written in a way that made for easy reading. As with most rules articles, however, there were a few minor points that should be clarified.

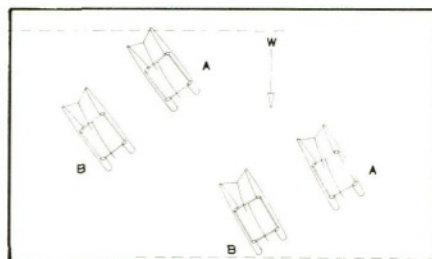
1. In the final diagram on p. 73, the accompanying text says, "When the

starting signal is raised, Boat B must fall off to closehauled until she has sailed through the starting line." This is not true. Rule 42.4 says that, after the starting signal, B must fall off to closehauled *only if* she would otherwise prevent A from passing between her and the committee boat. In the diagram shown on p. 73, A has plenty of room to pass between B and the committee boat, so Rule 40 allows B to luff head to wind as long as she pleases (as long as she has luffing rights). In the diagram below, however, B must fall off to no higher than a closehauled course at the starting signal (according to Rule 42.4) because after the gun she can't head higher than closehauled to keep A from fitting in there. Flaherty makes this same error again in the "Summary of the Starting Rules," under the description for Rule 42.4.

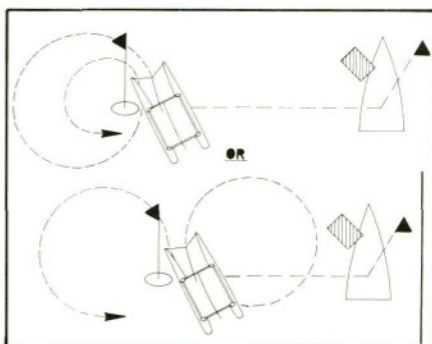


2. In the "Summary of the Starting Rules," the text for Rule 38.3 says that "when the lead boat crosses the line . . . a new overlap begins, subject to the on-the-course overlap rules." Actually, the on-the-course overlap rules (Rule 38) don't go into effect until the right-of-way

boat of an overlapped pair both starts and clears the line. What Rule 38.3 does say is that when the lead boat starts, a new overlap is established for later applications of Rule 38. But according to Rule 40, Rule 38 doesn't begin to go into effect until the leeward or clear ahead boat clears the line. In the example below, as soon as A starts, the positions of the boats are established for future overlap considerations, but Rule 40 remains in effect until the point where B clears the line.



3. The bottom of the first column on p. 74, which talks about hitting a starting mark, needs a little clarification. First, hitting a starting mark does not make your start "illegal." If you have crossed the line in the direction of the first mark after the starting signal, then you have started. If you subsequently hit a starting mark, then you must re-round it, just as you would have to re-round any other mark you hit. If you hit the starting mark before you "start," you must first start and then re-round the mark. If you are over the line early and then hit the mark (diagram below) you must first go back to the pre-start side of the line, start properly, and then re-round the mark.



4. In the description of Rule 40, the text in the middle of the second column on p. 72 describes an overlap as follows: "If the imaginary line of one boat is broken by any part of a second boat within two overall lengths of the first boat, an overlap exists . . . This overlap is slightly different from an overlap established for mark rounding purposes, in which the boats may be miles apart and still have an overlap."

Rule 40 actually says nothing about

Continued on page 70

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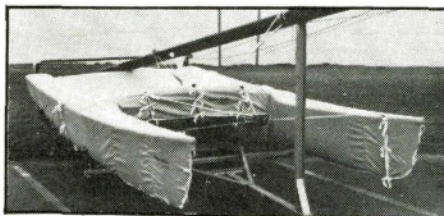
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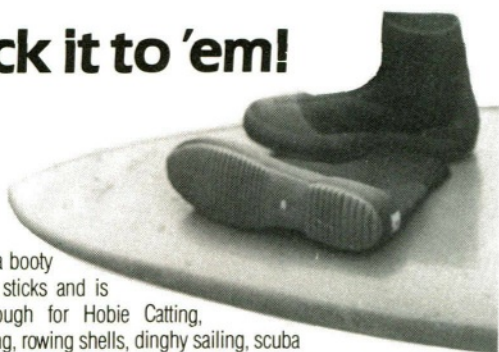
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3 YEAR GUARANTEE

Various optional tire sizes available.



TRAILEX aluminum trailers are also available for EXPORT. Shipped knocked down and packaged in strong export cartons. Dealers write for information. 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.

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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

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



P.O. Box 1146
Jensen Beach, FL 33457
(305) 334-0929

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

Absolut Hobie 16

U.S. National Championship

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

Open Nationals: The open event runs the week of October 2-8. New boats will be supplied by the Hobie Class Association.

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

All skippers, whether prequalified or not, must pre-register by September 16. Prequalified skippers who do not pre-register will not have a position at the event. Skippers attempting to qualify who do not preregister will not be guaranteed a spot. Entries are received on a first-come, first-serve basis, and a boat reserved accordingly.

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. Monday, October 10 will be the only day of qualifying for those skippers who are not prequalified. Boats will be supplied by the Hobie Class Association. The minimum weight has been set at 250 pounds.

Both skipper and crew must be women. All skippers for the Women's Nationals, whether prequalified or not, must pre-register by September 20.

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.

Skippers Required to Bring: Throwable device, U.S. Coast Guard approved life vest and weights, if necessary. Skippers may want to bring: hot stick (boats equipped with stock tiller extension), protest flag, bridle or mast head fly, wet suit.

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 travelers checks only.

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 _____

All skippers, whether prequalified or not, must pre-register by September 16. All skippers for the Women's Nationals, whether prequalified or not, must pre-register by September 20. 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

U.S. National Championship

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.

Entry Fee: \$60 per skipper

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.

Skippers are Required to Bring: U.S. Coast Guard Approved life jacket and weights, if necessary. Skippers may want to bring: hot stick (boats are equipped with stock tiller extensions), protest flag, mast head or bridle fly and wet suit (highly recommended).

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 _____

All skippers, whether prequalified or not, must pre-register by October 10. Mail your 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.

Racing Strategy

Mel decides the port side is a sure winner

By Joe Flaherty

Illustrations by Kevin Thompson



It was hot in the driveway as Janie wet-sanded Mel's Hobie 16. Janie's hands were red from dipping the 600 Wet 'n' Dry in a bucket of murky water all morning. All at once she realized how hot and sweaty she was, and that Mel was nowhere to be found. She was just about to quit when Mel, in his antique Nash Rambler, pulled into the driveway.

"Can you believe that Jake?" Mel said. "Just look at all these books he loaned me. I can't believe he's read them all. Can you?"

"What are they about, Mel?" Janie asked.

"Sailing strategy, girl. Where have you been? All we need is some sailing strategy and the silver is as good as on the mantel."

"I don't know, Mel. That looks to be a lot of reading to do by Saturday. Do you think you can read all those and understand it in time for the regatta?"

"Janie, baby, you just worry about wet-sanding that boat; I'll worry about developing our strategy."

Janie returned to her toil as Mel retired to the air conditioned house, a cold brew and Jake's pile of books.

The heat let up by Saturday morning, and Mel and Janie were treated to a cool but gentle northerly breeze as they drove along the coast on Highway 98 toward the regatta site.

"Well Mel, did you read all of Jake's books?" asked Janie.

"I just glanced at most of them. I don't think they apply much to catamarans. They always showed pictures of monohulls and the writing was real technical. They talked about persistent wind shifts and oscillating wind shifts. It was more for weathermen than for sailors. I don't think that stuff's that important anyway. We've got a real fast boat, that's what counts most. There was one good tip in those books though. I think we should always tack to port after the start."

"Why?" asked Janie in a surprised voice.

"Current," answered Mel.

"What do you mean, Mel? What does current have to do with always tacking to port?"

"Mostly we sail in offshore winds, right? And mostly the current is always against us, right?"

"Well, that's true," answered Janie. "I remember the time it took us four tries to get around the weather mark. When we asked Jake about it, he was surprised you didn't notice the current."

"Forget about that," snapped Mel. "The current is always weakest near the shore and by tacking over, we'll always be in the weakest current and all those other dummies will be fighting it like crazy."

"I think there must be more to sailing strategy than that, Mel," Janie commented casually.

"No ma'am" said Mel. "I glanced at all of Jake's books and current was the only thing that made sense to me. We've got the secret now. Trophy, here we come."

Mel and Janie finished twenty-eighth out of thirty-one boats that day. Mel returned Jake's books without a word. Janie spent an hour convincing Mel that it wouldn't be shameful for someone as experienced as he to attend Jake's strategy lecture for novices. Mel finally conceded to attend when Janie stole his car keys and refused to reveal their hidden location until after the lecture.

Jake's lecture went something like this:

Racing Hobies is fun. We all enjoy the outdoor, mildly athletic aspect of it. It feels good to have the sun and wind on your face as the boat dances over each wave. There's a sense of being very close to the elements, and there's a sense of rivalry with like-thinking friends. Racing Hobies can also involve some mental competition. That little facet of us which thrills at a game of backgammon, bridge, chess, or the strategy of our favorite NFL team, can be satisfied in a Hobie race.

In a 100-yard dash, each runner runs exactly the same distance—100 yards. The sole determining factor in a 100-yard dash is the speed of the runners. In sailboat racing, several elements make *distance sailed* a key determining factor in the race's outcome. I've been involved in Hobie races in which the leaders may have sailed as much as a mile less than the trailers, despite the fact that they all sailed

the same course. Some of the elements that make *distance sailed* a determining factor in sailboat racing are:

- Sailboats must tack somewhere in the course (both upwind and downwind)
- Current is usually variable over a course
- Wind velocity is usually variable over a course
- Wind blows in every way but straight lines
- Waves may be stronger in some areas of the course than others

"You see, Mel. There is more to sailing strategy than current," said Janie enthusiastically. Mel ignored her.

Today, I'd like to discuss how to think through a strategy to minimize the *distance sailed*. It can get pretty complex, so I'm going to limit my discussion to the first weather leg of a typical Hobie race.

The first thing you have to do is collect all the data you can about the variable elements that will affect your *distance sailed*." The elements are:

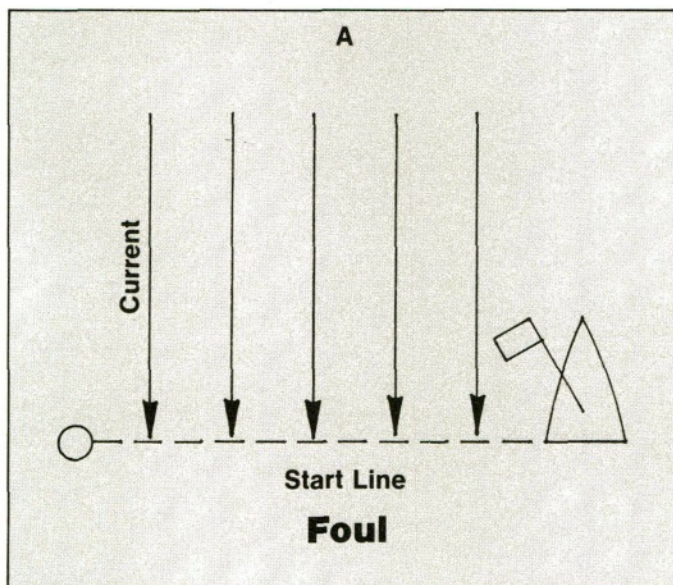
- Current
- Waves
- Wind Velocity
- Wind Direction

You can collect a lot of information about these variables while still ashore. For instance, tide charts and tables predict the current action pretty accurately for most places where Hobie regattas are held. Asking local sailors can uncover a lot of information. It's been my experience that local sailors, especially the Hobie crowd, are enthusiastic about sharing local knowledge. I've asked a lot, and I've never been intentionally misled nor refused info. Ask!

Get on your boat and sail the area as much as possible with your *perception antenna* tuned for maximum input. Don't worry about whether or not you're pointing as well as that random Sunfish, or whether or not the people on that cruising boat are taking pictures. Think about what the variables are doing and why.

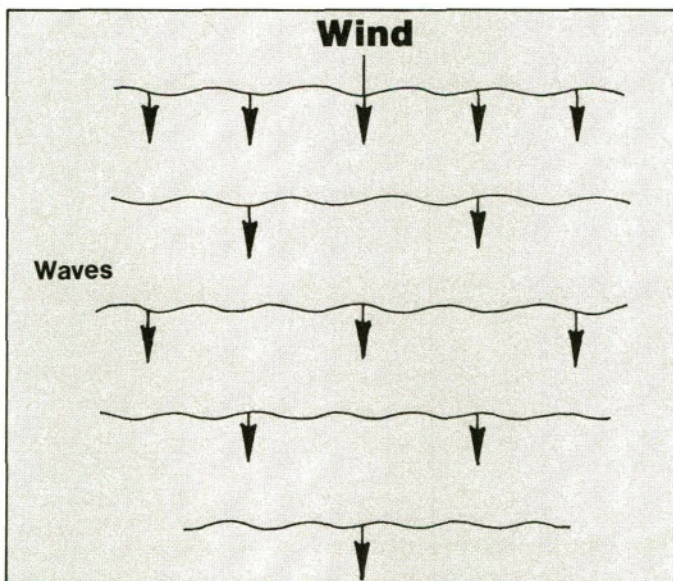
Let me try to give you the basic idea of what to look for in each of the variables:

Current—Current can either be a free ride or a continuous impediment as you go upwind to the weather mark. A favorable current is one that flows from the starting line to the weather mark—the free ride. A foul current is one that flows from the weather mark toward the starting line—the continuous impediment. Of course, currents flow at an infinite variety of angles in addition to these two, but the

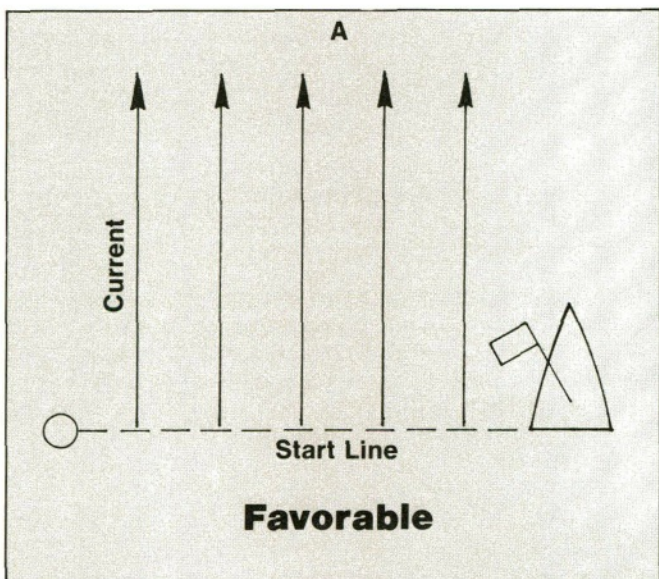


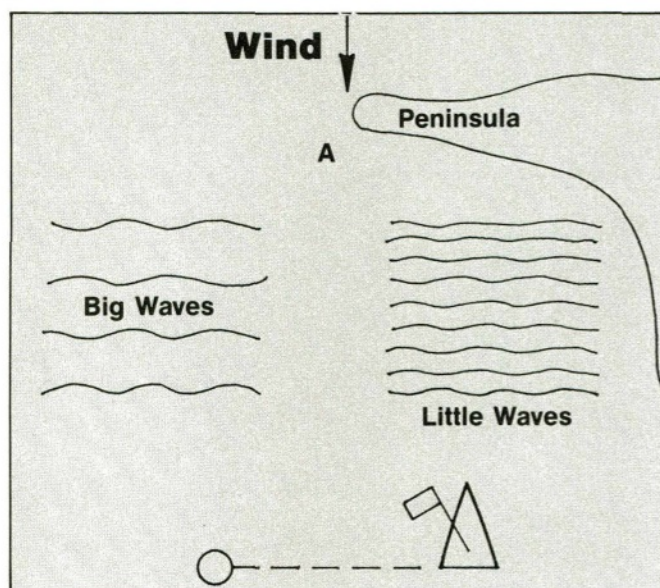
idea is that current which helps you get upwind is favorable, and that which hinders your upwind progress is foul. The fundamental principle is that the strength of the current is almost always variable over the course. Usually, the variability is a function of the water depth. The deeper the water, the stronger the current. There are other factors that affect current strength, but it's mostly depth. Get an oceanographic map of areas frequently sailed and learn the bottom for those days that current counts big in the outcome—usually light air.

Waves—Waves generally run perpendicular to the wind; that is, they are driven before the wind. Most of the time they are impediments to going upwind, so your goal is to



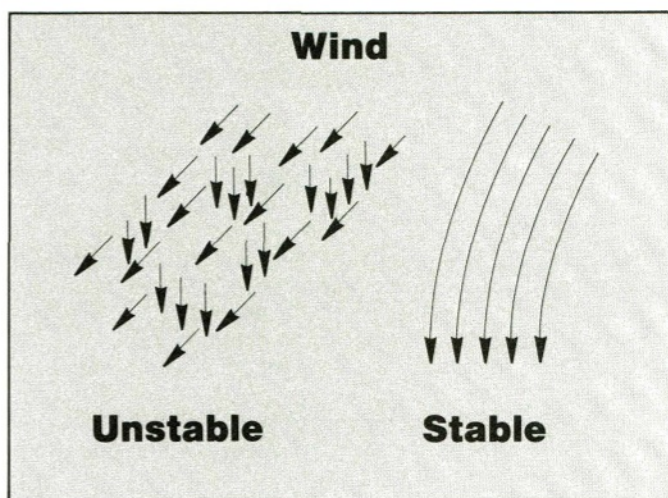
find the part of the course that has the smallest waves and avoid the biggest waves. Often, a peninsula of land will block the really big waves on one side of the course. All other things being equal, sail in the flatter water.



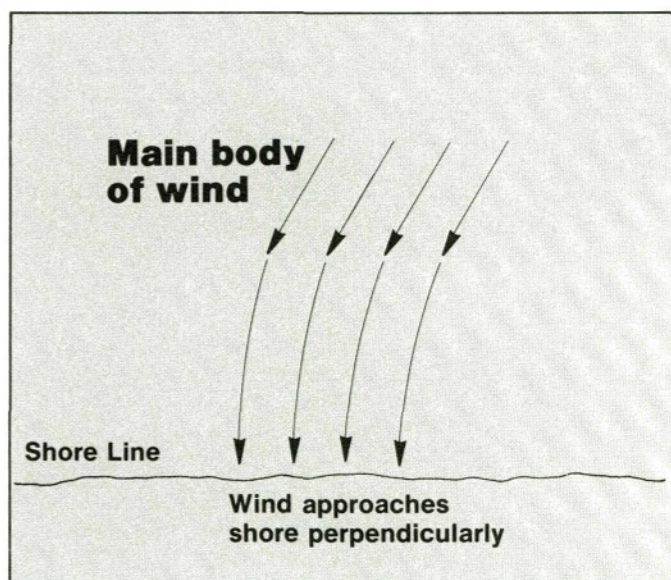


Wind velocity—I had the occasion a while ago to learn a few things from Stu Neff, one of the United States hopefuls for the 1980 Olympics in Finns, a remarkably gifted sailor. It was Stu's suggestion that almost every course has stronger wind in some part of it than the average over the entire course. He recommended that if you simply stand up in your boat at the starting line and scan the upcoming weather leg, you will often be able to see stronger wind somewhere and you should go after it. Stronger wind can be determined by the darker hue of the water under it, caused by the *cat's paw* turbulence that shatters the glossy sheen of water under no wind.

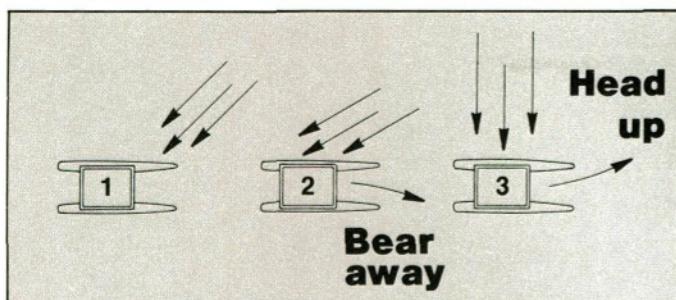
Wind Direction—Wind direction concepts are the most difficult for the beginner to grasp. I wish the winds were made up of different colors so we could talk about tacking on purple winds; ride out yellow winds until they begin to turn green, etc. Notwithstanding air pollution, my wish, I'm afraid, will go unfulfilled so you'll have to struggle through my attempt at explanation—at least as I understand it. Winds usually shift direction, or their directions are bent within a race course. So, if I were to describe winds simply, I would classify them into two broad categories: unstable and stable.



Unstable winds are usually caused by a surface wind in one direction having holes in it through which the wind, a layer above, can swoop down and blow from an entirely different direction. These holes in which the upper wind swoops down are known as puffs or gusts because the higher level wind is usually significantly stronger than the surface wind. Stable winds (generally on-shore breezes) usually come from a direction which has caused them to travel over long expanses of water. Many times they are bent as a result of one wind being slightly offset from another, which overcame the original wind—or as a result of land masses causing them to bend. As a wind comes onshore, it will tend to approach the shore perpendicularly. If its main body over the water was at an angle to the shore, this phenomenon will cause the wind to bend.

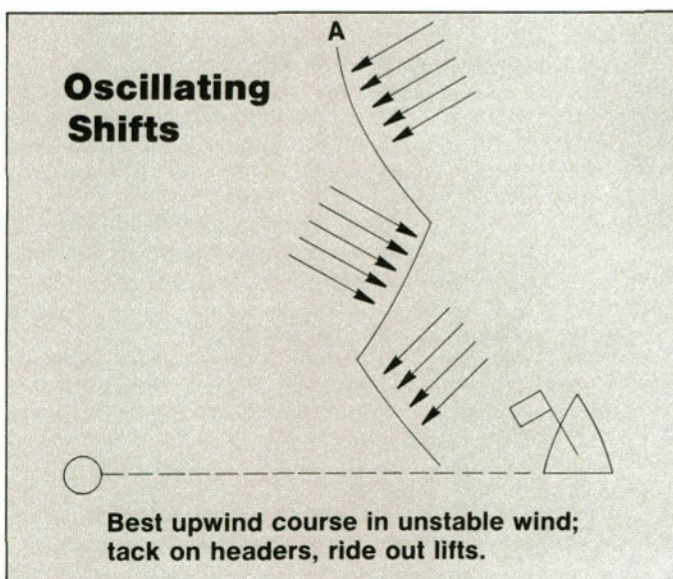


That's a simplistic bird's eye view of wind direction. We never get this glimpse in real life so we have to try to understand it from our normal vantage points—the tramps or traps of our Hobies. As we sail upwind and encounter one of these shifts or bends in the wind, it will appear to us that the wind has either moved more forward (header) or more aft (lift).



In position 1 we are sailing on an optimum upwind heading. In position 2 we encounter a shift or bend that makes the wind appear to be coming from a direction farther forward—a header. We must bear away in order to maintain our optimum upwind heading. In position 3 we encounter another shift or bend that makes the wind appear to be coming from a direction farther aft—a lift. We must head up in order to maintain our optimum upwind heading.

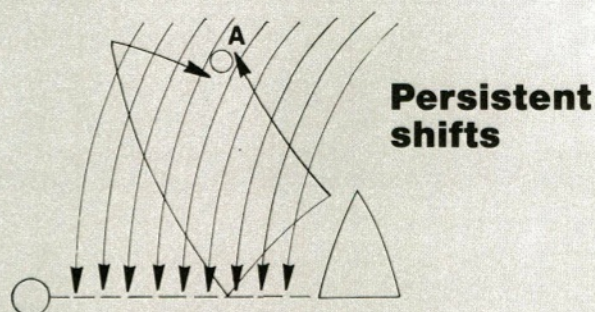
Once beginners understand this principle, they jump to the conclusion that lifts are good (maybe a nice blue-green in my colored-wind fantasy) and headers are bad (a traffic-light red). This conclusion is only half true. It is only true in puffy, unstable conditions known as oscillating shifts. The feeling, if properly sailing a weather leg in oscillating shifts, is something like dancing a rousing square dance where you go from person to person first with your left hand then your right and so on.



What happens to achieve this square dance feeling is you get in synchronization with the shifts so that you are always on a lift. A lift on starboard tack is a header on port and vice-versa. So, the ideal situation in oscillating shifts is to tack on headers and ride out lifts. In Hobies, however, the distance given up in the maneuver of tacking is pretty severe relative to the monohulls for which most strategies are developed. The trade off of minimum *distance sailed* is balanced against the time to tack on headers. It is better, in Hobies, to ride out small headers and tack on the really big ones only.

Stable breezes with bends or shifts that only occur once before you arrive at the weather mark are known as persistent shifts (vs. oscillating shifts) and must be planned completely differently. In persistent shifts, the header is your friend, not your enemy. This concept is very hard for the

Worst upwind course— sail lifted tack first.




Best Upwind Course— Sail headed tack first.

beginner to swallow. But it's correct—and when you successfully strategize a persistent shift for the first time you, too, will be a believer.

In a persistent shift, the boat sailing the lifted tack first runs the danger of sailing the great circle course. Because he is continually lifted, he never lines himself up with the lay line to the mark and could theoretically sail all the way around it the wrong way. The boat that sails the headed tack first, in a persistent shift, lines himself up with the lay line to the mark quickly, and when he tacks he gets rewarded with a sweet lift right to the correct side of the mark. What color would you color that first headed tack? Maybe a dreamy, cool blue, but certainly not a traffic-light red!

The way to start your strategic planning is to collect as much data as you can and decide whether to go to the left side of the weather leg, up the middle (usually oscillating shifts) or the right side. Understand why you're choosing which way to go. At the end of the weather leg try to observe which way the leaders went. After the race, ask one of them why he went the way he did and tell him why you went the way you did. Have a thoughtful chat with him. You may have overlooked some aspect of the variables. You may have given more weight to a variable than it deserved. For instance, current increases in importance as the wind velocity decreases and vice-versa. You may have chosen the same side as the leaders, but confirm you did it for the right reasons. Keep thinking about how to get the most out of the variables and have the least *distance sailed*. Soon you'll be the leader, and when you are, review *why* you are. You'll never get good enough so that there's nothing new to learn or old to re-learn.

Janie was pleased to understand more about sailing strategy than ever before. She glanced at Mel, who had fallen asleep. Before she woke him by dangling the car keys in front of his face, she thought about a little plan that might improve their finishing position at upcoming regattas. 

WETS

A WETSUIT CAN MAKE THE SAILING SEASON QUITE A BIT LONGER AT BOTH ENDS.

WHAT IS A WETSUIT?

A wetsuit is a wonderful piece of safety/comfort equipment, essential for Hobie sailing in many parts of the world. A wetsuit not only keeps you warm; it can also protect your skin from salt and sand irritations, and sunburn. Best of all, even in places with warm summer waters, a wetsuit can lengthen the sailing season quite a bit at both ends.

The skin-tight fit of today's wetsuits allows only a thin layer of water to come between the suit and the body. This water is quickly warmed to body temperature, and the heat is maintained by the cell construction of the neoprene rubber.

Neoprene is one of the best materials for Hobie sailing wetsuits. Most other materials either do not fit as snugly (to maintain the warm water layer) or they chafe and fit uncomfortably. For coastal (and Great Salt Lake) sailors, neoprene also lasts longer in salt water than most other materials.

It's important to find a good balance between the thickness of the suit (for appropriate warmth) and its thinness (for mobility). Consider the environment you'll be using the suit in most.

When shopping for a wetsuit, you may wince just a little at the high prices; but if you find a good buy on a suit that fits your needs and will last a long time, the value of the suit is worth the momentary pain to your pocketbook. You'll probably find the best prices in the summer.

GETTING YOUR MONEY'S WORTH

Check the locations and number of seams on the suit. If you're buying one for very cold water, you want as few seams as possible to minimize leakage. In a medium- or warm-water suit, the opposite applies: the more action panels (of thinner material for greater mobility) there are in the suit, the better. However many seams there are, they should be in low-stress areas. On wetsuits that have reinforced (taped) seams, look for a tape that stretches with the seams. Neoprene tape with a nylon backing is good.

The stitching on cold-water suits should be blind and self-locking, all seams being taped and glued for extra strength. For other suits, an overlock stitch is best. A zigzag stitch is okay for collars, cuffs and edges, but make sure it's not used in the main seams. Feel and compare the threads; they should be soft and strong.

Neoprene suits will loosen slightly when wet, so make sure you don't buy too big. Remember, it's that skin-tight fit that keeps you warm. The multi-density suits, with panels of different thicknesses for warmth and mobility, also give a very good fit.

A heavy-duty, non-corrosive nylon zipper is best—and it's more important than you might think. Consider this: if the zipper goes, you have to go through the hassle of trying to replace it, get warranty service if the suit is still covered, or simply buy a new suit. Zippers that run vertically are the easiest to use. A front zip is more comfortable for Hobie sailors, while surfers generally prefer a back zip.

Some wetsuits, particularly those called long johns, may have no zipper at all, relying instead on Velcro closures. Because it's almost infinitely adjustable, this multi-use, wonder-closer gives a tighter seal at collar, cuff and ankle. Zippers as the main closure, however, offer an advantage in that they may be zipped to any level, according to the temperature. They also make the suit easier to get in and out of.

Don't forget to compare the manufacturers' warranties. Most offer at least one year on workmanship and materials.

SUIT STYLES

There are several varieties of ready-to-wear suits: a spring suit covers only the trunk and thighs. In has short, or no, sleeves. A shorty differs from a spring suit in that it's cut higher in the leg. Many manufacturers offer sleeveless vests—the minimum protection. A long john is a sleeveless, long-legged suit which, paired with a jacket, offers the most versatile protection. Some suits feature removable sleeves. Each style offers its own advantages.

SUIT MAKERS

Rip Curl offers a full line of men's and women's styles for all seasons in one of the widest color selections available. These suits come in a variety of neoprene thicknesses (0.5, 1, 2, 3, 4 and 5mm) and offer a long list of extra details (sleeve styles, multi-density construction, zipper locations, reinforced seams, leg closures, etc.) that can be combined according to your needs and preferences. There's something for nearly every sailing condition here.

O'Brien has two spring suits (short-

by Rikki Mitman

UITS



sleeved or sleeveless), a long john with a front zip and matching jacket with nylon sleeves for mobility. Each suit has Velcro leg straps to keep water flow to a minimum. They're made of 2 or 3mm neoprene, nylon and nylon with Lycra, which is showy and comfortable. The short suits are black with gray panels. The long john and jacket are black with blue, gray and white stripes.

Connelly has four models on the market, all of which feature stitched, glued and taped seams. They're made of a material called nylon 2. Some include lycra. There are men's tank and short-sleeved spring suits, a john with jacket, and a women's shorty. They come in blue or gray with yellow and orange panels and have Velcro or zippered leg closures.

Parkway Fabricators puts out a selection of wetsuits that are well-suited to Hobie sailing. Tunics, shorties, long johns and jackets in a nice range of colors are available for men and women. Parkway's newest model, the Tempest, is made of a new material—Rubatex 5000—which the manufacturer says is tough, warm and more comfortable than many other materials.

From **Body Glove** come three styles of shorties for women, spring suits for men and women plus vests, shorts, johns and jackets for everyone. They offer a choice of "bright" or "subtle" colors. The various models from Body Glove can be combined to provide just about any level of protection desired.

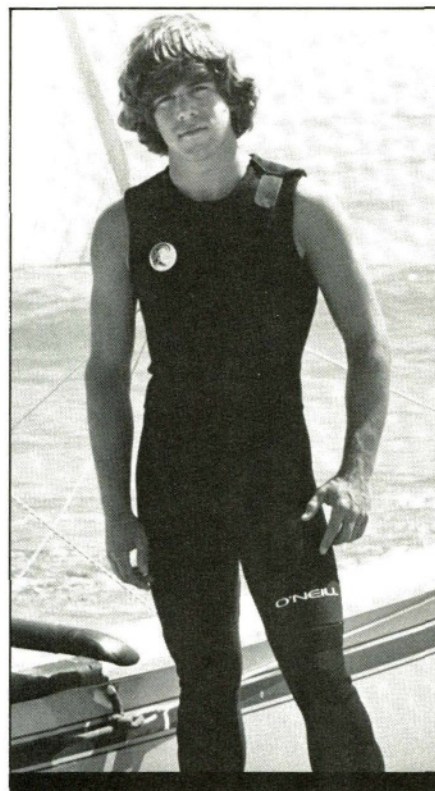
Sportfox carries a john and jacket model with two pockets, a non-corrosive

Rip Curl's designers have been working diligently in the sailing and boardsailing area designing wetsuits with the sailor in mind.

A HIGH COLLAR IS VERY NICE FOR KEEPING THE WIND FROM DOING A COUPLE LOOPS AROUND YOUR THROAT AND MAKING A DIVE FOR YOUR LOWER BACK.



O'Neill, long known for their excellence in sailing and surfing wetsuits, (above left) sailing jacket, (above right) O'Neill's classic long john wetsuit.



WHEN A WETSUIT'S NOT ENOUGH

At some of our season openers and closers, even the hardest, most hard-core Hobie sailors may want a little more protection than just a wetsuit. Foul weather gear—the sort they use on those big boats we pass in the bay—makes a good outer layer in rough weather conditions. Crews, who face the brunt of the oncoming seas (why do you think the skipper puts us there?), may be especially interested in adding some foul weather gear to their sailing regalia.

Foul weather gear is lightweight and loose fitting. It's generally made of a thin, strong nylon fabric that's been coated with rubber or polyurethane. Each company seems to have its own name for the material.

A set of this versatile gear (you can use it in the rain, too) is usually comprised of a bibbed overall with long legs

zipper (standard on most suits) and a choice of urethane or nylon sleeves.

O'Neill's Sun John is their most appropriate model for Hobie sailing. It's available in men's and women's sizes and, when paired with the O'Neill Windbreaker I, makes a versatile combination for many weather conditions.

Of course, these are just a sampling of some of the better-known makers of wetsuits. There are others, and many of them put out quality products. If you go into the purchase with open eyes and are satisfied with what you get, then you will make a good buy, whatever brand you select.

Continued on page 45



The Ultimate (bottom left), by Atlantis, is the suit which built the Atlantis reputation. The Ultralight (below right) is waterproof but, at half the weight of the Ultimate, remains amazingly comfortable.

Parkway Fabricators present two types of wetsuits for women (left).

SHOPPING A R O U N D

Most manufacturers are happy to send their brochures to prospective customers; so if you want to do a little comparison, write to them at the addresses below. Be sure to ask for the current suggested retail price list.

Atlantis Weathergear
Bay Street at the Waterfront
Sag Harbor, NY 11963

Body Glove
P.O. Box 511
Redondo Beach, CA 90277

Connelly Skis
20621 52nd West
Lynnwood, WA 98036

Marathon Rubber Products
510 Sherman Street
Wausau, WI 54401

O'Brien International
14615 NE 91st
Redmond, WA 98052

O'Neill
1071 41st Avenue
Santa Cruz, CA 95062

Parkway Fabricators
241 Raritan Street
South Amboy, NJ 08879

Rainfair
1501 Albert Street
Racine, WI 53401

Rip Curl
3817 South El Camino Real
San Clemente, CA 92672

Sportfox
5762 Research Drive
Huntington Beach, CA 92649



Gone With the Wind '83



Division 9 sailors meet in Atlanta, Georgia

by Paul Dingman

Photos by Peter Cassabonne

Fleet 12's version of *Gone with the Wind*—'83 had a little something for everyone, and for most, more than they could handle. After a week of inclement weather and soaking rains, we started racing Saturday in light air and drizzle, with thick gray clouds hanging low over the water. We all wondered if this year's regatta would be another "damned dead drifter." The term had become all too commonly used by Division 9 skippers when they discussed Fleet 12's points regatta on Lake Lanier. As the clouds parted and the sun came out, the wind characteristically died for the last two legs of the first race. Cursing the calm, we bobbed in the water and waited. We nervously cleated and uncleated our ratchets; little did the skeptics realize that there is always a calm before the storm.

The lucky ones were the boats in the second rank going to weather. They had time to let out the travellers and throw everything they had out on the wire. "We went nuts," said race committee chairman, Clyde Shepherd. "We had 13

overturned boats at one time and two chase boats. Some of the people going downwind never knew what hit them." The first of two walls of wind bore down on the race course with 40+ knot power. Those who survived the initial blast were ecstatic! "Gone with the Wind" was finally living up to her name!

Also excited was Willis Boyd of local TV Channel 11, WXIA. He came to the regatta loaded with video cameras in water-protective housings, a helicopter, and tons of enthusiasm. The race was given three minutes coverage on both the 6 and 11 o'clock newscasts. Unbiased, we agreed that this tape contained some of the best Hobie video we had ever seen. Saturday night there was a lot to talk about over Lowenbrau beers, Booth's Gin, and Bar-B-Que. The wind held through the night at 30 knots. The members of Fleet 12 smiled often.

Sunday dawned, clear and cool. The wind built steadily—again to 30 knots by 12:30. Two more races were run, and there were smiles all around. This year's most hotly contested race was the 18As. After the last and fourth race on Sunday, there was a three-way tie for first place. John Saunders and Joe Haight of Fleet 12, and Jim Grant of Charlotte, North Carolina, were standing

around nervously waiting for the race committee to break the tie. Considering the wide range of conditions, the sailors felt "Gone with the Wind" proved to be a real test of their skills. Only after the throwout did the finishing order become apparent with Grant, Haight, and Saunders finishing in a row.

It is impossible to put on a successful regatta without the support of the sponsors. For Fleet 12, Booth's Gin, Lowenbrau Beer, and Sailing, Inc. came through with money, support, and enthusiasm. Bob and Ken Dixon and Paul Guenther of Wisconsin's "Penwaukee Hullraisers" must have set some kind of driving record—1,000 miles just to catch the red flag. Bob and Ken placed third in the 16As behind Fleet 12's Mike Percy, who placed first, and Mike Sinclair (also of Fleet 12), who was second. Not bad after 20 hours behind the wheel!

Finally, "Gone with the Wind—'83" buried the notion that Fleet 12's regatta was a "drifter." Harman Wages of 11 Alive in Atlanta summed it up when he said, "For the uninitiated, a Hobie regatta has no losers. It's a colorful spectacle of wind and water."

Regardless of how we finished, we all knew what he was talking about.



Skipper Rick Harper from Seneca, South Carolina leads the fleet on his way to a first in 18B fleet (top left). As the sun came out, the wind died catching 18A skippers in a lull (top right). After two days of extreme conditions, from light air to storm fronts, the tired and happy trophy winners gather for the last shot (above).



MORE THAN 200 BOATS WAITING FOR THE WIND TO FILL."



TWO DAYS OF RACING IN WINDS 0 TO 5 M.P.H. FOR THE MID AMERICAS CLASSIC."



SPECIAL TROPHIES FOR SPECIAL WINNERS; THE FLYING H AND 24K GOLD ON ITALIAN MARBLE FOR THE NATIONALS QUALIFIERS."

Mid Americas '83

A TENTH ANNIVERSARY

There is a tradition in Division 14: every Memorial Day weekend, Dallas Fleet 23 hosts a Nationals qualifier and points regatta. It's known for storms, winds, and its winner-take-all attitude. It's called MID AMERICAS. For years, Nationals slots have been filled with winners from Mid Americas. The tenth anniversary promised to be no exception; there were just a few new twists.

Lake Texoma, that vast body of water between Texas and Oklahoma was the site for this classic event. For years, the area championship was held at Sunset Park. This year we were forced to relocate due to lack of space at Sunset Park. The Park Rangers cringed whenever we sought permission to use the Park. It's a lovely area with tables, restrooms and boat ramps. But it's also very popular for non-Hobie catters and gets a bit crowded on holidays. Therefore, we moved the event a little north to Platter Flats. This area, also known as "Hobie Platter," boasts a horseshoe meadow ringed by welcoming trees. In the winter, this area is home for as many as 53 bald eagles. The park's tranquil beauty easily lends itself to a weekend of serious racing and Hobie fun. The large tree-shaded camping area generously accommodated over 400 people, and the grassy beach was especially nice on the hulls of almost 200 boats. One hundred thirty-five acres of lush campgrounds—just for us!

For years, the weather has been the same. As a prelude to the event, there is always a storm Thursday night. And just to let us know who's boss, there's another one Sunday night. Last year, the Sunday wind was clocked at 100 m.p.h. and blew away everything in sight. The prior year, the rain washed away everything!

This year, people came prepared—especially Fleet 23. They had a new toy, a 15- x 30-foot blue and white striped Big Top tent. There was even material to attach for siding, should the weather become too inclement. But Mother Nature had something new in store for

Mid Americas. There was the obligatory storm Thursday night, but it blew right by us. We were, after all, in a new location. But what saved us Thursday, hurt us Saturday and Sunday. The wind never found us.

For two days the winds were clocked at 0 to 5 m.p.h. An area championship and it's a floater! No winds!! But no Bocci ball for Division 14; this was a Nationals qualifier, and we spent our time racing. The 18s seemed to have the worst of it. They disrupted the calm all the way from C to A. For the first time in ten years, there were enough boats to make a C class. Those sailors went wild—at least they had a chance for a trophy!

The trophies went five deep in this class, but that was enough for Joe Jacobie, Butch L'Heureaux, and Jay Roberts to move out of C fleet. A 16A sailor had an inoperative boat, so he borrowed a friend's 18 and registered in 18B. He said he'd never been on an 18—but two firsts, a fourth and a fifth as a throwout gave little credence to that statement. It was said that Scott Sparks stole first place! 18A was topsy-turvy. No one finished where anticipated. The division leaders must have had their minds on the pleasures of the French Riviera, because number five in the division won first place. All it took was a second and two thirds, and Joe Edwards earned a berth at the Nationals.

The 14s seemed to weather the calm a little better. In 14C, Diane Flynn, David Heath, and Jeffrey Kowalski did their best and trophied one, two, three. Things weren't so easy in 14B. Eight boats and a close one to call. In fourth place, Michael Miller with nine points, third place Debbie Taylor with 8½, second was Gus Blackwell with 8, and Rick Bonner squeaked by with 7½ points for first place. Welcome to A fleet!

But as hectic as 14B was, 14A was a bore. There are times that sailing in 14A in Division 14 is like sailing at the Nationals. You know who the winner will be: the real race is for second place. Four bullets. Can you imagine using a first place for a throwout? It was Greg Myner who took home the trophy for second place. And then there were the Turbos. The newest of the new, sailing in the Light Class with no wind to try out

their fancy new rigs. The races were close, and by the time it was over it depended on the throwouts. In the end, Chris Langston threw out a third and came out on top.

16C had a total of 48 boats. The lead went back and forth until Walter Campbell, Bert Kotoun, and Roger Johnson settled down and captured first, second and third. 16B was the surprise fleet—35 boats and everyone jockeying for position. It took a woman to show them how! A second and two fourths put Judy Fuller in the winner's circle. With 0 to 5 m.p.h. winds, skill was on the line in 16A. There is no room for luck at Mid Americas. There were 35 boats and the Division leaders were not about to let the joker run wild. The lead changed four times in four races, and the leaders were there each time with only a few new faces rippling their tranquility. But, consistency counts, and Don Balthaser is consistent. With one first, two seconds, and a third as a throwout, Don snatched the crown from the contenders. Fortunately, the Regatta Chairman decided to have trophies go deeper than five places. This year, 16A trophied eight deep. The Division leaders had a souvenir.

The lack of wind took its toll on the sailors. The races, though short courses, seemed to take forever. It took even longer to get to shore from the race course. But like an old friend, Strohs Beer was there, waiting for them. The beer was refreshingly cold and there was plenty of it. As the weekend progressed, the pile of empty kegs grew, and so did the friendship of this mixed group of Division 14 and everyone else. Saturday and Sunday evenings were cool and filled with music.

The Tenth Anniversary of Mid Americas was a nice mix of new and old. A new location, a number of old friends. A new set of weather conditions, and number of old-time winners. A new idea for trophies—eight to ten deep in some classes, but the old idea of rewarding the ones who try.

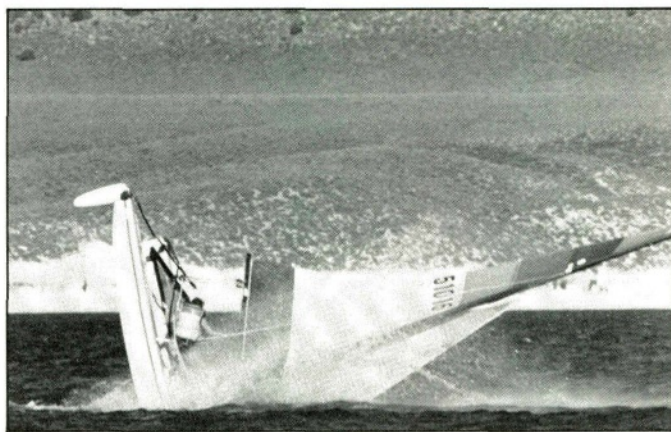
National Qualifiers— 1983 Mid Americas

14—Allen Sanders
16—Don Balthaser—J. D. Holmes
18—Joe Edwards—Carmen Muir



RIGHTING YOUR HOBBIE

POINTERS ON GETTING IT UP WHEN IT'S DOWN



by Linda Leon

Nobody gets out and tries to capsize their boat . . . well, almost nobody. Occasionally, it is more fun to tip it over and use the hull as a diving platform, but that's another story. Usually, capsizing happens accidentally, when you least expect it. Anyone who's tipped over knows that awful feeling—just before it's gone—when you're hovering on the brink, and then a second later, when it's too late. For an experienced sailor, it can be an aggravation; for a novice, a capsize can be a serious problem. Everyone who gets on a Hobie should know how to right it.

Let's review the basics, and hopefully pick up a few lessons from the experts on how to right a capsized Hobie.

The method of righting will depend on how the boat has capsized. A pitchpole will leave you one way; a turtle another, and the most common, a "one hull in the air for diving" will leave you another. If the water is shallow, there is also the possibility that the mast could get stuck in the bottom.

Before we get into righting technique, the necessary

equipment must be on the boat. The most important safety equipment (second only to lifejackets) on your boat is a righting line. They are required when racing, and should be on all boats.

The two most essential things about a righting line are the diameter of the rope used, and the length. According to Jack Sammons in his book *WELCOME TO A FLEET*, the line . . . "has got to be big enough so that it doesn't cut through your hand-bone when you're righting the boat." He recommends a 7/16" line. I prefer it even thicker. The line must be big enough for you to grab it and hold on to it for at least five minutes, when you're soaking wet and perhaps even cold and exhausted.

The length of your righting line depends a great deal on whether you have a 14, 16, or 18, and what method you use for storing the righting line. The line has to be long enough for two people to hold tightly and to be able to lean way back. A righting line that is too short is useless. A 12-foot righting line is about average, but only trial and error will dictate what is best for you.

Every boat owner should learn to capsize and right their boat. It is better to go out, learn, and maybe practice a few times, than to find yourself tipped over and trying to remember what this article said. Even the old pros should practice capsizing once in a while, just to refresh their memory and check out their equipment. I remember at a Women's Nationals, a couple of friends and I tipped

over a 14 while waiting for the wind to pick up, before a race. We dove off the hull and goofed around for a while. When we went to right the boat, the mast was stuck two feet in the mud. Fortunately, there was a chase boat to assist us, but it taught me a lesson. The following day, I capsized in a race, and used every trick in the book I could think of to keep that mast from getting stuck.

First, we'll start with basic boat righting, with the exceptions later. The Hobies are very graceful craft when flying a hull across a sunny lake. But when the hull goes too high (or the mast goes too low), the balance is upset and you end up on your side. It's possible to remain sitting on the upper hull, but it takes practice. Most people, once they realize it's going over, jump away from the rigging and into the water. In this case, we'll assume it's not too windy, and there is no danger of the boat being blown away from you.

If you're on the trapeze when the boat goes over, the best thing to do is jump on the sail—as far from the boom as possible. Remember, it's just water and dacron, and unless you hit a batten, there should be no damage to either you or the boat. It's kind of like standing on a water bed. Don't remain on the sail; swim to the side and around the hull that's in the water.

Swim around and hold on to the hull that is in the water. Then, talk to each other. Make sure no one is hurt, catch your breath, regroup, and psyche up for righting



Whether you are caught unexpectedly or go over slowly, catamarans will flip in any direction. The question isn't "will you go over; it's how fast can you get it righted?"

Photo: Robert Brown

the boat.

The next step is to get up on the hull that's in the water and stand up. This is trickier than it sounds, because the boat will be unstable. Stay in the center, slightly behind the dolphin striker. Be careful—the hull is very slippery and it's easy to fall and hurt yourself.

Now you're both standing on the hull. Before you do anything else, check to make sure the mainsheet and the jib sheet are uncleated. It is also a good idea to unclean the traveler cars, so that as the boat starts to come back up, you aren't taking half the ocean with it.

The next step is the most important thing to remember and likely the most forgotten. **You cannot right a Hobie unless the mast is pointing into the wind!** Think about it. You're trying to pull the mast out of the water, and if it isn't into the wind, you're not only fighting the boat, but the wind too. The easiest way to determine the source of the wind is to turn around, and look away from the boat. Is it blowing in your face? It probably is. The whole reason the boat tipped over was because of the wind, and as the mast went into the water, it was probably pointing directly downwind. So you have a problem. The boat cannot be righted with the wind at your back. You have to *turn* the mast into the wind. One way is to have someone swim it around. An easier way is to have the wind *blow* the boat around. The trampoline can now act as a sail, and be used to your advantage.

At the present, the weight

is evenly distributed. What you must do is create a drag, a heavy point around which the rest of the boat will pivot. Have your crew move towards the back of the boat. You should follow. If you are both as far back as you can be, the boat will swing around you. It should pivot clockwise around where you are standing, and eventually end up with the mast into the wind. If it doesn't work, you can always swim it around. Once it's into the wind, move back to the center of the boat.

So there you are: mast into the wind. The next thing is to dismantle your righting line and pull it out to its full length. (If it is possible, string the line over the top hull. This will give you that much more leverage when pulling.) While the crew stands off to one side, the skipper takes the righting line and, keeping it taut, begins to lower himself away from the boat at an angle. He can either be holding the line directly, or can wrap it around his bottom for better leverage. Get into position, and then have the crew lower himself down the rope. Crews take note: it is very difficult to be on the bottom when trying to right a Hobie! It makes it ten times harder to have to carry a crew's weight as well. The crew should be holding themselves up by the righting line, and *not* leaning all their weight on the skipper.

But, how far do you lean? A 45-degree angle is about right, but you'll have to experiment to find what's best for you. One word of advice—it's possible to lean too far, and not have the correct angle to right the boat.

So, there you are, holding on for your life, your hands are killing you, your shoulders ache, and nothing is happening. Be patient—it takes about 30 seconds. A couple of good yanks often helps, as the object is to get the tip of the mast out of the water enough so that the wind can catch the sail and help blow it back up. As the boat starts back over, pull yourself up the line. Once you're sure it's coming, let go and get out of the way. The hull will come down hard, and can be deadly if it hits you in the head.

Once it's right side up, don't let go of the boat! Swim to the front and crawl up on to the hull. **It is nearly impossible to get on a Hobie while you're in the water from any place other than the front hulls.** Why fight it? Get back on the boat, secure the rudders, sheets and travelers, and off you go!

EXCEPTIONS

There is an exception to every rule—and righting a Hobie is no different. As a matter of fact, there are about as many ways to right a Hobie as there are to tip one over. They go over backwards, forwards, sideways, and sometimes even when there is no wind! The best way to learn to right your boat in all these diverse situations is to practice, think, and ask your sailing friends. The following are a few pointers for the more common variations of a capsized.

FROM TURTLE POSITION

Turtle position is when the mast is straight down and

both hulls are completely upside down. A capsized Hobie will go turtle for any number of reasons. If you stay on the hull that's in the air, you may cause the boat to go turtle; or it might be so windy it just blows over "all the way;" or finally, the waves may cause it to go turtle. Whatever the reason, you should know how to right a boat from turtle the same as from a regular capsized.

The first thing to do once you've turned turtle is to make sure all the sheets are uncleated and that the travelers are let out. Next, determine the direction of the wind. The object will be to get the hull that is into the wind (to windward) out of the water and into a capsized position. That way, the mast will also be into the wind, making righting the boat very simple.

Grab the righting line from the upwind hull and hang on to it. Take up the slack. (Wrap it around the outside of the hull, if possible.) Finally, with line in hand, go and sit on the *downwind* hull with your crew. Holding the rope tight, start sliding toward the back. This should raise the bow of the windward hull. Now, stand up on the hull, as far back as you can, but be careful! Again, it's slippery and there is nothing to hold on to but the rope. Force the leeward stern as deep into the water as you can. The windward bow should begin to rise. As it does, continue forcing the hull under water and start pulling the righting line. As the wind catches the trampoline, it will help to blow the boat into a capsized position

Righting a Hobie is a simple technique when you have enough crew weight or good wind with some chop on the water. Lightweight teams may require a different method.

Photo: Robert Brown.



(half-way toward righting your Hobie!). When the hull is about four feet out of the water, the boat will need to be flattened out. While holding the righting line, move towards the front of the hull. As you do this, the back should pop up, and you'll be in business, in a capsized position, ready to right your boat.

SAFETY PRECAUTIONS

Water in the mast or a considerable amount in the hull can make righting a turtled Hobie extremely difficult—if not impossible. The best way to prevent this is to periodically check the seal on the mast and hulls. Check at the mast top and fitting which connect the *stays* to the mast. Silicone sealer is excellent for the job.

If you flip and you think there is water in the mast, John Storer, a Hobie 14 sailor from Indianapolis has a recommendation.

Get the boat from the turtled to the capsize position at **water level. Work your way up to the top of the mast, grasp the masthead and tip it up.** Water inside the mast will run back to the mast base. With a little wind, pitch the masthead up and that should do it.

There is one major shortcoming to this method—and I've seen it happen. A flipped Hobie drifts faster than you think. When a person swims to the head of the mast, he is in a likely position to get separated from the boat. If a chase boat is not around, and the boat cannot be righted, there is no way to reach the person separated from the boat. If you are going to try this method, have a chase

boat standing by to pick up you or your crew, should it be necessary.

WHEN IT'S SUPER WINDY

Believe it or not, it's a lot easier to right a Hobie when there is a lot of wind. There are a few tricks, and things to watch out for, but basically the procedure's the same.

The first thing that separates a heavy wind righting from a light wind one is time. You capsize a lot faster and have to move quicker to prevent the boat from going turtle. The wind will blow you right into turtle if you don't get the mast into the wind **FAST!** So, once you know it's gone, get to a position where you and your crew can swing the boat around quickly. You don't even have to be standing; sometimes all it takes to swing the boat into the wind is two people hanging on to the stern. Regardless—time is of the essence!

The second thing is how much effort it'll take to get the mast out of the water to where the wind can get underneath it to help right the boat. All it takes is a foot of clearance, and the boat will be up! If there are any waves at all, they can be used to your advantage. Time your pulling to the waves, and once the tip of the mast is clear, you'll be up.

Finally, a word of caution. If heavy wind conditions prevail, the boat may right, then capsize the other way immediately. This can be frustrating and dangerous if you let go of the righting line. Stay with the boat at all times. Don't let go; just hang on until you have

the strength to try again. One way to prevent "somersaulting" is to grab the dolphin striker or hull as soon as the mast comes up. In really difficult conditions, I pull the righting line, and have my crew sitting on the hull. Then, as we right, she rolls on to the deck and holds on. It isn't very graceful, but it works. She's also that much closer to being on the boat, ready to go. In that much wind, it doesn't take 285 pounds to right the boat. All it takes is timing with the waves, a good pull, and the strength to hang on.

FROM A PITCH POLE

Ever see a Hobie do a handstand? When both hulls are pointing straight up, either front up or back up, the best thing to do is go to the downwind hull, to the portion that is in the water, and start crawling "up." The object is to get the boat to a capsized position, mast to the wind. The only way to do that sometimes is to manhandle (sorry!) one hull or the other into the water. This one takes practice and is often an interesting story to tell friends.

WHEN YOU DON'T HAVE A RIGHTING LINE

What are you doing without a righting line? Anyway, in a pinch, you can always untie the mainsheet and use it. I have heard of people using the mainsheet while it is still attached, but I don't believe it can be done.

AND FINALLY, THE 'OLE MAST STUCK IN THE MUD ROUTINE

The best advice is don't let

it get stuck in the first place. But, what if it does? How will you know? The easiest way to tell, is the boat will go turtle, but not all the way. One hull will be slightly higher, or may be cocked at a funny angle. Either way, the best thing to do is to get off the boat, into the water, and hold on. Sometimes that's enough to make the boat float free. If it's not, you'll need to swing the boat around so the stuck mast is into the wind. Then, the wind can push the boat downwind, hopefully freeing the mast. The next thing to do is to try to right it from a turtle position. It'll work five times out of ten, but there are a handful of boat owners in Northern California who race every year at Coyote Point, and every year one or two of them lose a mast to the great San Francisco Bay. Once it gets stuck and the tides and waves start working, it is almost impossible to get out. But that is an extreme case, generally the Coast Guard or chase boat can pull you free, sending you on your way with little more to show than a dirty top of the sail.

Sailing is great. Don't be afraid to go out and fly your hull as high as you can. Just remember to carry righting lines, and to make sure everyone on the boat is briefed on the procedures in case of a capsize. And then go out and practice a few times. It's really kind of fun!

Linda Leon (formerly Linda Leth) is currently honeymooning as well as practicing for the upcoming Hobie 16 U.S. Women's National Championship.



A FAST TRICK!

The only thing more frustrating than a major equipment failure during a race has got to be not being able to right your boat after flipping or pitchpoling. A light racing team is at a big disadvantage when it comes to this recovery maneuver. For those of you who must carry weights just to make minimum racing weight, I am sure you have experienced this problem.

Weight belts that you wear, as in skindiving, are strictly forbidden. Although they would be most effective while racing, they become a life-threatening burden to the person wearing them when they are overboard. Water jackets that can be filled while in the water will provide an additional eight pounds more weight for each gallon brought on board. These are effective for the light Hobie 14 skipper who has no other alternatives. However, the jacket can be bulky and restrictive when worn over a life jacket. A third alternative is to accept help from the race committee chase boat. Although this help is much more pleasant than hanging on to your righting line for an hour, it does result in a D.N.F. (did not finish) for that race.

So what is lightweight, cheap, and easy to use in a situation like this (besides your crew)? After watching an entire race from our pitchpoled Hobie 16 in the San Diego Bay, this question was foremost on my racing list. My solution ended up being a 12' piece of 3/8" rope—"the trick rope"—and the unique placement of my crew. We call it the "trick righting act."

While racing, one end of the trick rope is tied to the dolphin striker. The rest is secured any place out of the

way. When the situation presents itself, the usual positioning of the mast into the wind and releasing the main sheet take place first. As skipper, I pull out the Hawaiian righting line and lean back to keep the mast from sinking. The trick rope is then thrown over the upper hull and grabbed by the crew. My crew is my wife Cathy, who then climbs up my chest and stands on my shoulders. As she leans back against her rope, the boat instantly begins to right because of the greatly increased leverage. As the tip of the mast approaches 10–12 feet above the water, Cathy dives off my shoulders away from the boat. At this point, her leverage is not needed, as the wind catches in the sails and the upper hull has passed over top center. Then I drop between the hulls as the upper hull hits the water, grabbing the dolphin striker to stabilize the boat.

A Word Of Caution: The crew dives **away** from the boat. **Do not** dive toward the boat in an attempt to be between the hulls when you come up. We have tried this, and feel the risk of having the hull land on you is not worth the few seconds lost while swimming back to the boat.

Once the boat is stable, it is a simple matter of climbing back on, organizing your equipment and thoughts, and giving your crew a helping hand back on board. Why is it called the "trick righting act?" The first time we tried out the idea, it was a very warm sunny day requiring lavish amounts of suntan oil. Needless to say, it is very *tricky* for your crew to climb on oily shoulders. Try it sometime!

by: Gordon Carpenter



Chris Marsh



Chris Marsh



Chris Marsh



Christophe Elorre

Intense competition raged through the final event.



Hobie 18 Worlds

FRANCE

by Paula Alter

Australian Brett Dryland lands another title

What better place to accommodate some of the finest sailors in the world than the French Riviera where the Hobie 18 World Championship was held June 19–25. The hillside town of Hyères, set on the western end of a large bay, hosted the event which brought competitors from 17 countries. Although the sun prevailed, winds were unpredictable, blowing heavy from the mountains one day, to light and shift the next. Many of the sailors had been racing in Hyères the previous week at the European 18 Nationals in which the top 12 qualified for the Worlds.

As they welcomed the new arrivals, it was once again a time for reuniting old friends and making new ones. Looking down the beach, it could have been Tahiti, South Africa or Brazil; but this was southern France, with green vineyards stretching up the hillside, quaint sidewalk cafes, and lots of bread and wine. One thing that didn't change from the last Worlds was the quality of the sailors. In fact, the Hobie 18 sailors globally had greatly improved their mastery of the 18 since they last met in 1980 in Daytona Beach, Florida. Each team came hoping to win the title, to see how much they had improved and to learn new sailing strategies from others.

The qualifying races opened with heavy winds and chop. Twelve spaces were available to those vying for the



Paula Alter

Sandy Banks

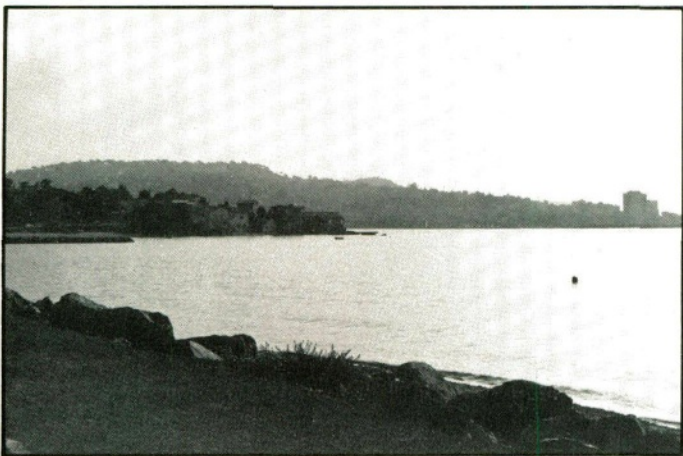


Christophe Elorre



Christophe Elorre

Conditions during the week varied from dead calm to a boisterous 20 knots.



championship. After one day of heavy winds and a second of no wind, the sailors settled for three races and no throwout to determine the qualifiers. The charm of France was apparent the night the winners were announced in Le Cave, a small winery hidden on a narrow street in Pierrefeu. Over 200 people ravished on French food, toasting to themselves as participants and supporters.

In a light five to eight knot wind, Brett Dryland took the first win in the semi-finals. A fellow Aussie, Don Algie, finished second showing the Australians to be tough competitors in light air. Germany's Kay Delius finished third. With ominous clouds and thundering in the distance, the next group of sailors prepared their boats for their first race. "This place is tricky as hell!" said Hawaii's Dean Froome as he launched off the beach.

The wind picked up for some single trapezing for the second and third race with another Australian, Robert McLean, winning the second. With light wind in the morning increasing to 15 to 20 knots for the afternoon races, the second day brought haggard sailors to the beach. Third and fourth race winners were South African Blaine Dodds and Australian, Graeme Sanderson. The French team was applauded as Roch Lener and Hyerés' local, Jean Foucaud brought in a second and third.

The second day of racing lasted well into a late and beautiful sunset, taking advantage of the good wind. In the fifth race, Brett Dryland took the lead from the start and hung on to the finish with Hiro DeMaeyer, Tahiti, behind him. DeMaeyer sailed an 18 for the first time during the European Nationals. There is something to be said for the magic that's mixed with Tahitian skill. Dean

Froome took an early lead in the sixth race and finished there with the rest of the fleet mixing themselves at each mark. Ian Bashford began the seventh race with an outstanding port start. Port starters are rarely a good idea, and often don't work out—but not this time! Bashford, the defending world champion, easily cleared the fleet and went on to a win with Carlton Tucker finishing behind him. As the winds broke for the stars and a quiet evening, the fleet standings had changed radically.

The third and last day of preliminary racing brought the top 36 teams into the finals. It was drifty; the courses were shortened progressively throughout the day to accommodate the pockets of wind. The wind shifted, holes developed and an occasional streak of breeze would filter through the course. The last two races before the cut were won by David Rogers of Florida and Bill Worrell of Australia.

In the round robin series, seven out of the ten races were won by Australians. "Many of the sailors from our country are getting better in light air," said Graham Palesy. "This year, we've had a full season of light air." Where they would routinely wait for the stronger winds to sail, the Australians began training on lighter air, anticipating the conditions that they might face at Hyerés.

No one was more anxious to hear the announcement of the top 36 contenders than those who had scores borderline to the cut. To prolong the agony, John Dinsdale, manager of Coast Cat, France, and producer of the Worlds, started with number one, David Rogers of Florida. After the last name was called, sailors and friends danced and savored French wine to nourish the

Thank You for the Worlds

As Executive Director of the World Hobie Class Association, I would like to thank the skippers who attended the Second Hobie 18 World Championships. The sportsmanship on the water was some of the best I've seen. All in all, it was an excellent event, with exceptional worldwide representation.

I'd particularly like to thank Coast Cat France and the entire office staff for helping to organize and run this event. Many of their people expended a great deal of extra time and effort to ensure the success of the event. Special thanks go to Denise Cuzuc and John Dinsdale—the two main people who organized the event.

Many, many thanks go to Andre Fabre for heading the Race Committee of the European and World Championships, and to Bernard Panesi, beach captain for the two events. They both did great jobs!

Additionally, I'd like to thank the following individuals who served with me on the Protest Committee (and missed a lot of dinners): John Collier, South Africa; Max Blauenstein, Switzerland; Don McDonald, Australia; and Doug Campbell, Canada.

Finally, our sincere appreciation goes to the people of Hyeres and the Hyeres Yacht Club for hosting the Second Hobie 18 World Championships.

Hope to see you in the Philippines, January 14–22, for the Seventh Hobie 14 World Championships!

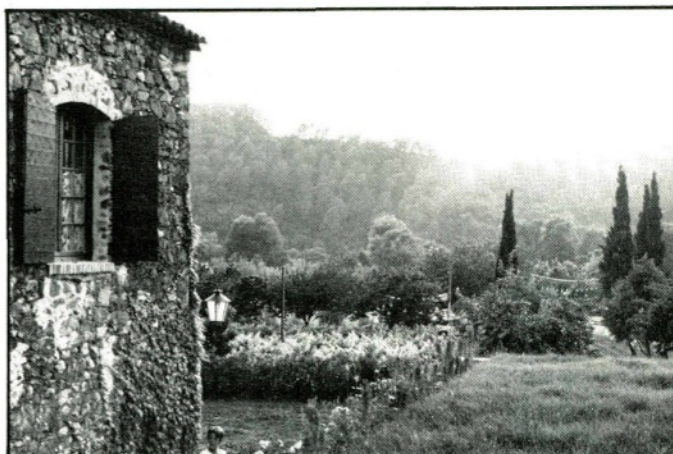
Sandy Banks



Whether fighting for first place, or for a better position mid-fleet, the competition was roaring!



Sandy Banks



Nestled into the French countryside, a small local winery hosted the finals awards banquet.

relief and calm the disappointment. Boat assignments were distributed, new members of the Hobie World Council were acknowledged and strategies were planned.

The top ten were in close contention, with five races and a throwout, they were:

1. David Rogers - 11¾
2. Hiro DeMaeyer - 12
3. Brett Dryland - 12½
4. Carlton Tucker - 15
5. Dean Froome - 17
6. Blaine Dodds - 19¾
7. Jeff Alter - 22
8. Graham Palsey - 23
9. Alan Egusa - 24
10. Ian Bashford - 25¾

Predicting the wind patterns had become quite a game over the past few days, and this time the stakes were high. Whatever intuition remained of both spectators and sailors was worked into overtime. Light air began the finals. Happy and anxious, Dryland and his crew Robin Whitehead (daughter of 1976 Hobie 16 World Champion Mick Whitehead) took the first race. Lener

and Dodds were close through the second race when Dodds nudged out in front for the win. A late start in the third race brought Hawaii's Mike Jacobs across the finish with the other boats drifting behind.

With eight races sailed and one day of finals left, Dryland had established a substantial lead. He would be tough to beat. With luck, the final day dawned with the wind blowing 15 to 20 knots and whitecaps on the water. After a seemingly endless day of no wind, it looked like it was howling!

Jeff Alter took off from the start with the top ten right behind. Froome, Dodds, Tucker, Dryland, Bashford, Beriou and Egusa in that order rounded C mark. The lead boats were clocked at 22 mph on the reach. By the finish line, Dryland had pulled into second assuring him of the 18 World Title. Dryland and Whitehead hit the beach unsure of the final standings; Dryland checked the scores on the official scoreboard, adding up his competitors' scores to see if he could be beaten. Before he could finish his calculations, he was congratulated by spectators who had their own unofficial tally. Dryland finally realized it was true! He had won the 18 Worlds and didn't have to race the last race (but did, in the true competitive spirit). The course was long, five times to the weather mark and it was still blowing 20 knots. Alan Egusa (USA) came through with a win in the last and longest race of the championship. Vying for first place all the way, Tucker picked up a fifth in the last race giving him second overall. Third was Rogers, fourth Bashford, and fifth, Dean Froome.

Brett Dryland, 24 years old, the new Hobie 18 World Champion, is an accountant from Sydney, Australia. He is a former Hobie 16 Australian and World Champion and two-time Worrell 1000 victor. It's been said that women are too

light for the 18, but teammate Robin Whitehead from South Africa proved them wrong.

In the midst of brilliant green vineyards, with the sun setting over the hillside, the outdoor awards banquet honored the tired but happy sailors. "Brett didn't need to win. Of course, he wanted to, but he really won because of his talent," said Ian Bashford. It was a time for laughing at the antics of the day, evaluating the different performances in hopes that the next Worlds would bring a first place. Each country had their own philosophy and explanation to offer. The Australians, known for their ability to sail in heavy air, demonstrated that they are equally skilled in the light wind. The Germans faced a different problem. Living in a landlocked country, they are used to sailing on small lakes. The light wind at the Worlds was good for them, but they felt they had to develop the "feel" for the wind that the Australians and Americans had. "We gained a lot of experience," said Mike Rust, "Next time we'll be a little bolder."

The Canadians agreed, stating, "We hope to learn to sail well enough to come back. Last time we tried to qualify and sat on the beach and watched the rest of the world sail. This time we qualified and learned a lot."

The Hong Kong Fleet was well represented. Used to sailing in winds where it is either zero knots or blowing hard, the shifty air at Hyères proved difficult.

The 18 Worlds Championship was over for another few years but the good times with friends will last until the next. Some were off to tour Europe, others to their homelands. One group of Aussies were headed out with their luggage in tow. "We're sticking our thumbs out and wherever they take us, that's where we're going." Who knows, that's probably how they found the wind!

Paula Alter

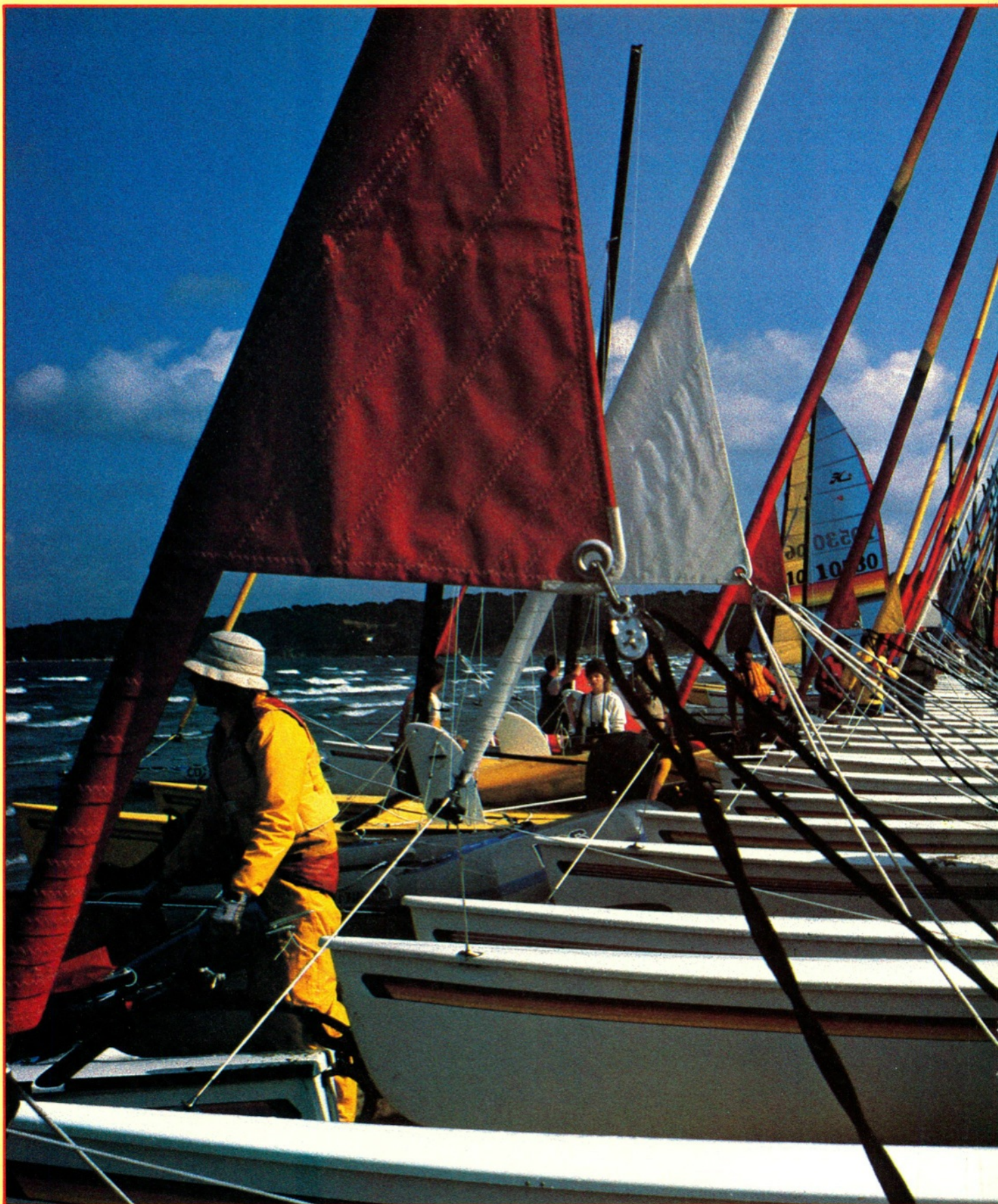


Sandy Banks



Sandy Banks

Even before the boats hit the water, the racing began—in the form of serious tuning, strategy discussions, and last minute banter between teams.



Global friendships, good competition, and a promise for future World Hobie gatherings.



Christophe Elorre

HOTLINE

September / October 1983 41

2nd Hobie 18 World Championships **Hyeres, France** **June 19-25, 1983**

Skipper/Crew	Home Town	Semi-Finals					Race by Race Results					Finals					Total
		1/2	3/4	5/6	7/8	9/10	1	2	3	4	5	1	2	3	4	5	
1. Brett Dryland/Robin Whitehead	Sydney, Australia	3/4	11	3/4	8	3	3/4	3	10	5	2	3/4	3	10	5	2	33 1/4
2. Carlton Tucker/Kelly O'Brian	Ft. Walton Beach, FL	3	13	4	2	6	12	9	3	3	5	12	9	3	3	5	47
3. David Rodgers/Rich Dunham	W. Palm Beach, FL	10	4	3	4	3/4	24	10	7	12	7	24	10	7	12	7	57 3/4
4. Ian Bashford/Steven Whelan	Sydney, Australia	6	15	5	3/4	14	8	5	33	6	3	8	5	33	6	3	62 3/4
5. W. Dean Froome/Steve Leo	Kailua, HI	2	9	3/4	6	12	15	16	4	2	15	15	16	4	2	15	65 3/4
6. Blaine Dodds/Andre Morse	Plettenburg, S. Africa	6	3/4	13	5	8	16	3/4	19	4	16	16	3/4	19	4	16	69 1/2
7. Jeff Alter/Floyd White	Capo. Beach, CA	12	5	2	3	13	17	13	26	3/4	4	17	13	26	3/4	4	69 3/4
8. Hiro DeMaeyer/Fred Paquier	Papeete, Tahiti	8	5	3	2	2	25	25	9	7	11	25	25	9	7	11	72
9. Alan Egusa/Don Oltmans	Hawthorne, CA	7	4	2	11	20	30	23	17	9	3/4	30	23	17	9	3/4	93 3/4
10. Robert Engwirda/T. Vink	Gold Coast, Australia	18	12	15	7	15	4	8	15	13	8	4	8	15	13	8	97
11. Burrel Frazier/Kevin Miller	Orlando, FL	11	8	21	15	6	19	14	8	11	6	19	14	8	11	6	98
12. Thierry Beriou/Gerard Sciri	Hyeres, France	16	10	7	10	3	29	18	6	8	20	29	18	6	8	20	98
13. Graham Palesy/Ray Armstrong	N.S.W., Australia	5	7	9	16	2	9	12	18	22	26	9	12	18	22	26	100
14. Bill Worral/David Skewes	Victoria, Australia	16	27	17	6	3/4	3	19	13	20	13	3	19	13	20	13	107 3/4
15. Roch Lener/Guy Pasquier	Arradon, France	19	2	6	15	28	6	2	11	27	23	6	2	11	27	23	111
16. Don Algie/Claire James	N.S.W., Australia	2	28	13	3/4	19	2	24	14	36	19	2	24	14	36	19	121 3/4
17. Kay Delius/Ingo Delius	Germany	3	17	8	11	22	21	11	16	14	25	21	11	16	14	25	123
18. Wayne Schafer/Pat Porter	Capo. Beach, CA	9	2	19	19	18	14	4	25	16	27	9	2	19	19	18	126
19. John Hackney/Carol Hackney	Stuart, FL	14	7	14	12	4	23	21	31	24	9	23	21	31	24	9	128
20. Mike Jacobs/Kathy Combre	Kailua, HI	17	18	17	26	5	27	7	3/4	28	12	27	7	3/4	28	12	129 3/4
21. Paul Marner/Megan Aston	Osinawa, Canada	4	14	31	23	9	10	15	5	32	29	10	15	5	32	29	140
22. Jean P. Foucaud/Marc Creusefond	Hyeres, France	11	3	6	24	9	26	34	27	25	10	26	34	27	25	10	141
23. Thomas Kappelmann/Ingrid Possberg	Germany	4	17	11	9	16	7	29	32	18	33	7	29	32	18	33	143
24. Steve Broyles/Kim Kymlicka	Dallas, TX	5	12	14	3	19	11	31	35	23	28	11	31	35	23	28	146
25. Gerhard Koper/Harry Fuchs	Cape Town, S. Africa	17	9	10	5	24	34	33	28	15	14	34	33	28	15	14	155
26. Gunter Schroeder/Karpenstein	Germany	22	6	8	12	32	31	35	2	21	22	31	35	2	21	22	156
27. Ethan Salkind/Ian Salkind	Vashon, WA	14	6	20	30	7	28	17	23	33	20	28	17	23	33	20	165
28. Graeme Sanderson/Mark Gray	Sydney, Australia	29	3/4	15	13	25	13	27	34	10	36	13	27	34	10	36	166 3/4
29. Eric Hasselbach/Paul Johnson	Cape Town, S. Africa	31	10	7	28	13	5	32	29	17	30	5	32	29	17	30	170
30. Antonio Marino/Andrea Posani	Pomezia, Italy	18	19	18	21	12	18	20	37	26	18	18	20	37	26	18	170
31. Robert McLean/A. Phillips	Sydney, Australia	3/4	15	12	16	29	36	28	36	19	21	36	28	36	19	21	176 3/4
32. Rudy Visser/Isabelle Visser	Amsterdam, Holland	9	13	25	31	11	22	6	30	31	31	22	6	30	31	31	178
33. Tony Laurent/Andre Levou	Sydney, Australia	10	23	5	29	14	32	30	21	34	17	32	30	21	34	17	181
34. Paulo Orsini/Stefano Crifo	Rome, Italy	13	23	30	21	4	20	26	12	35	32	20	26	12	35	32	181
35. Domenico DeToro/Bruno Tafari	Rome, Italy	20	20	26	18	8	35	22	24	30	24	35	22	24	30	24	192
36. Mick Whitehead/Barry Wrangmore	Cape Town, S. Africa	30	14	4	18	22	33	36	22	29	36	33	36	22	29	36	208

Semi-Finals		Race #						Qualifying Races				Race #			
Skipper	Home Town	1/2	3/4	5/6	7/8	9/10	Total	Skipper/Crew	Home Town	1	2	3	Total		
37. Goelf Amyot/Anders Buchwald	Capetown, S. Africa	8	26	29	23	10	67	1. Eric Hasselbach/Paul Johnson	Cape Town, S. Africa	3/4	3	2	5 3/4		
38. Tjaart Vilgoen/J. Roger Hardy	Pretoria, S. Africa	13	30	27	20	7	67	2. Michael Rust/Anne Rudmacher	Germany	3	6	3	12		
39. Jorg Zimmerman/Peter Ox	Germany	15	25	12	17	36	69	3. Goelf Amyot/Anders Buchwald	South Africa	9	3/4	6	15 3/4		
40. David Kruijt/Michael Kruijt	Cape Town, Africa	24	22	18	8	26	72	4. Hanjo Zimmermann/Ludwig Christa	Germany	6	5	5	16		
41. Bill Quinn/Michael Lyons	NSW, Australia	27	3	33	25	20	75	5. Thomas Kappelmann/Ingrid Possberg	Germany	5	13	4	22		
42. Michael Schwarz/Lars Hendriksen	Bungsted, Denmark	35	28	16	9	23	76	6. Thierry Beriou/Gerard Sciri	Hyeres, France	4	11	8	23		
43. Hever/Bottcher	Germany	23	19	9	26	35	77	7. Stefano Ryan/Paolo Ryan	Italy	12	4	11	27		
44. Peter Henning/Robert Aveling	Johannesburg, S. Africa	26	22	16	24	16	78	8. Jean Christopher Dupin/Frederic Dupin	France	8	15	7	30		
45. Brett White/J. Black	Terrigal, Australia	29	16	22	14	27	79	9. Michael Schwarz/Lars Hendriksen	Denmark	12 1/2	16	9	37 1/2		
46. Markus Bruder/Fritz Bruder	Switzerland	12	24	29	14	34	79	10. Roch Lener/Guy Pasquier	Arradon, France	13	12	13	38		
47. Hobie Alter, Sr./Kahala Alter	Capistrano Beach, CA	22	29	35	25	5	81	11. Brett Dryland/Robin Whitehead	Sydney, Australia	39	2	3/4	41 3/4		
48. Daniel Pradel/Eric Bussy	Toulon, France	31	16	10	36	24	81	12. Peter Henning/Robert Aveling	South Africa	20	10	19	49		
49. Joel Escarret/G. Escarret	France	11	36	27	22	21	81	13. Ulrich Schmitter/David Garmen	Germany	25	8	16 1/2	49 1/2		
50. Kalfon/Blanchard	Ajaccio, France	7	31	33	33	11	82	14. Christin Boucher/Fredo Frezux	Paris, France	7	31	12	50		
51. T. Lagasse/S. Lagasse	Mauritius	19	25	11	35	28	83	15. Werner Wittwer/Beck Eichelberger	Switzerland	24	9	18	51		
52. G. Braccini/G. Corsini	Rome, Italy	15	20	35	31	18	84	16. Norbert Blauenstein/Jenny Haugezud	Geneva, Switzerland	20	7	26	53		
53. Mark Pryke/David Groth	NSW, Australia	21	8	28	27	36	84	17. Claude Porta/Malot	Hyeres, France	17	18	20	55		
54. Richard Daw/Robina Watson	Burnside, Australia	28	21	24	19	21	85	18. Friedrich Niederquell/Rainer Krippner	Germany	18	23	15	56		
55. Scott McCook/Midori Hol	Singapore	23	32	25	7	31	86	19. PR. Crawford/J.J. Wilson	Victoria, Australia	14	19	23	56		
56. Michael Rust/Anne Rudmacher	Germany	36	24	19	20	23	86	20. Guy Pasquier/Christopher Gaugier	Toulon, France	15	28	14	57		
57. H.D. Monsen/S. Arnold	Port Elizabeth, S. Africa	32	21	21	32	15	89	21. Eric Poire/Thierry Dagonzan	La Rouchelle, France	23	17	17	57		
58. Hanjo Zimmermann/Ludwig Christa	Germany	28	11	22	32	29	90	22. Norman Annels/P.M. Annels	Bournemouth, G. Britian	11	27	21	59		
59. Vladimir Revay/Arnold Marais	Noumea, New Caledonia	25	18	23	29	25	91	23. Alex Hegerstrom/A. Musgrave	Welkom, S. Africa	40	14	10	64		
60. Jean Christopher Dupin/Frederic Dupin	Arcachon, France	20	26	28	17	31	91	24. Geoff Stevens/John Grouvz	Johannesburg, S. Africa	16	37	16	69		
61. Steve Murray/Jane Murray	Carpinteria, CA	24	27	34	10	30	91	25. Andy Leontieff/Floury	Cazany, France	21	26	25	72		
62. Stefano Ryan/Paolo Ryan	Rome, Italy	33	36	24	4	33	94	26. Kieffer/	Porticcio, France	27	20	29	76		
63. Lionel Conacher/Kim Kymlicka	Cambridge, Ont., Canada	21	30	30	27	17	95	27. Sautieux/Destremau	Toulon, France	22	21	37	80		
64. Mal Gray/Trisha Heath	Queensland, Australia	30	34	26	30	10	96	28. Steve Leo/J.S. Collier	Port Eliz., S. Africa	2	39	39	80		
65. John Curtis/John Lattman	Edmond, OK	25	29	23	22	30	99	29. Claude Cereghino/Paluch Bailly	Ajaccio, France	29	29	24	82		
66. Bill Marner/Sandra Marner	Oshawa, Ont., Canada	26	35	32	35	17	110	30. David Horton/Deirdre Horton	Victoria, Australia	30	24	28	82		
67. Key Cozart/Phyllis Abel	Winter Haven, FL	36	35	35	13	32	115	31. Hervé Robin/Gigier Robin	Toulon, France	27 1/2	33	22	82 1/2		
68. Gianni Rodenhauer/Marco Bernasconi	Switzerland	32	31	20	34	34	117	32. Jose Marti/Tony Hol	Singapore	19	32	32	83		
69. Gordon Isco/Gina Isco	Carbondale, IL	34	32	31	28	27	118	33. Michael Ballmes/Robert Ourso	Munster, Germany	28	30	27	85		
70. P.A. Sliper/G. Harrison	Hong Kong	34	33	34	34	26	127	34. Tim Linton/Robert Hinchcliffe	Kowloon, Hong Kong	33	25	33	91		
71. Ray Walker/Dave Lees	Hong Kong	33	33	32	33	33	131	35. Alex Rudin/J.M. Nenkom	Zurich, Switzerland	39	22	34	95		
72. Ed Fulton/Karin Brockbank	Salt Lake City, UT	35	34	35	35	35	139	36. Jane Broadley/A. Ussher	Hong Kong	32	36	30	98		
								37. Denis Menestrier/Gilles Loubeyre	Papeete, Tahiti	33	34	31	98		
								38. Bruce Fyle/Dameon Jamisen	Cape Town, S. Africa	26	35	37	98		
								39. Raymond Weeksteen/Fabuce Weecksteen	Hyeres, France	31	38	35	104		
								40. Mike Belbin/Paul Brown	Hong Kong	33	39	36	108		

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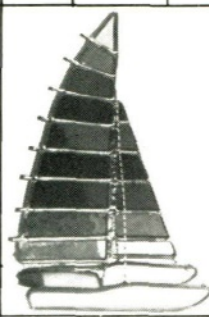
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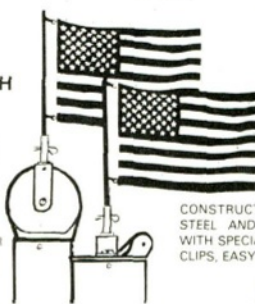
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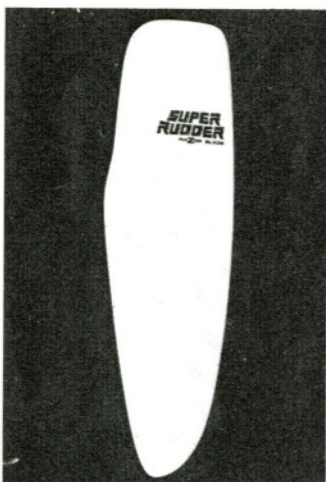
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Propels to speeds in excess of 6 knots using the TANAKA 120 (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes 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
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Dealer inquiries welcome.

U.S. PAT NO. 4227480



DOCKSTADER
ENGINEERING & DESIGN

Presents

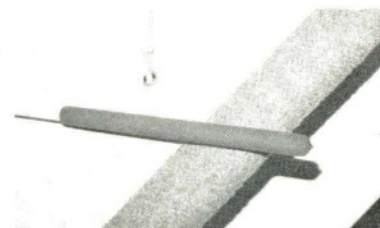
GRIP-IT

A new soft grip for your tiller extension.

Used by top skippers -

Geoff Walsh, two
year Division two
14 champion.

Alan Egusa, 9th
place 18 worlds, 5th
place 16 worlds.



GRIP - IT is made by a patented technique of expanding vinyl plastisol to make it soft like neoprene, yet is not affected by sunlight. It is available in two sizes for either stock or telescoping tillers.

Stock tiller size 5/8x12" #01-1091 \$5.95

Telescoping size 1-1/8x12" # 01-1092 \$6.95

Add freight, handling and insurance for each order equal to 5% of purchase price (minimum \$2.00, maximum \$10.00). C.O.D. (add \$2.00), check, money order, Mastercard or Visa (send card number and expiration date). California residents add 6% sales tax. Prices subject to change.



Dealer Inquiries Invited
Dept 02, P.O. Box 490, Carpinteria, CA 93013

MURRAY'S MARINE (805) 684-5446

Wetsuits

Continued from page 23

and an overjacket with long sleeves and a hood. The most common colors are yellow, red, blue and white. These suits not only shed water; they also serve as windbreakers.

When looking for foul weather gear, check the seams for strength. Most are stitched and taped or glued. Examine the overall construction and the maker's warranty.

One of the nifty things about these outfits is that most of them have at least one big pocket. I, for one, am always searching for a dry place to hide a snack—I get hungry as soon as we leave the beach—and those pockets are great for this and many other purposes.

Other important features in foul weather gear are the wrist and ankle closures and the cut of the neckline. These should all be able to keep water out without strangling what they're protecting. A high collar keeps the wind from doing a couple loops around your throat and making a dive for your lower back. A lot of us feel that hoods are "sissy," but I never mind that when I'm cold, my hair's wet and I've forgotten my hat. The hood, being attached, is always there (assuming you remembered to bring the jacket).

Most makers offer a graduated line of protection, from light and minimal to light but maximum. The minimal (and lower-priced) gear is usually quite adequate for the kind of weather a Hobie sailor would consider sailing in.

FOUL WEATHER GEAR MANUFACTURERS

One of the best-known makers of foul weather gear is **Atlantis**. They offer the latest in fabric technology and design. Reinforcement patches in areas of high stress add to the life of these garments, which come in several weights and provide roomy pockets plus Velcro leg closures.

Another well-known company is **North**. They make many kinds of survival clothing and equipment (who hasn't heard of North Sails?). North offers a full line of gear.

Rainfair has a model it calls the Dolphin, which has a hood, snap closures, zippers and lots of pockets. Coming in red, blue and yellow, it's available in men's and women's sizes.

Marathon Rubber Products offers several styles. The Deckmaster features a lace-up front with gusset that keeps a lot of splashes from running down your chest. (The pants on this run a little big.) The Showermaster has a zip front and a hood, with Velcro patch pockets on the jacket. The Drizzler is the third model. Its features fall between the first two. These are available in orange, yellow and blue. 



SUPERGRIP NEOPRENE KITS

Used in the Worrell 1000

- Excellent footing for trapeze - helps keep crew with boat!
- Cushions nonskid area • Won't abrade skin or clothing
- Doesn't hold sand and water like carpeting does

H-14	Supergrip Kit	\$19.95	H-16	Supergrip Kit	\$24.95
H-14	SG Turbo Kit	\$24.95	H-16	SG Race Kit	\$26.95
H-14	SG Tbo Race Kit	\$26.95	H-18	Supergrip Kit	\$29.95

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

SPUR GROMMET KITS

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

STANDARD KIT \$15.95

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

DELUXE KIT \$25.95

Double grommets both centerline AND rear lacing.

DELUXE SNAP-BACK REACHING-RIGHTING SYSTEMS

H-14 \$29.95 H-16 \$29.95 H-18 \$34.95

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.
Men's Sizes S-M-L-XL \$93.95
Ladies' Sizes 8-14 \$93.95

SPORT BOOT 3mm. Has **EASY** entry w/Velcro closure and hard neoprene sole.
Sizes 5-13 \$37.50

SPORT SOCK 2mm. Great inside shoes or boots!
Sizes 5-12 \$21.00

BOOKS

Welcome To A Fleet —	
Book I, Boatspeed, Revised	\$16.00
Book II, Tactics	15.00
Hobie Cat Sailing	15.90
Worrell 1000	14.95
Elvstrom's Yacht Racing Rules	11.95
Hobie Cat Class Racing Rules	1.00

RADITCH

TrueTell wind indicator	10.95
Enforcer--protest flag	8.95

ONE FREE BUMPER STICKER with Order.

SPECIFY STYLE: "I'd Rather Be Sailing," "I've Got Cat Fever," "Get High on a Hobie," or "Monohulls Are Half-Fast."
Bumper Stickers — 50¢ ea., 3 for \$1.00



Introducing a better way to dress for sailing

You don't need a lot of bulky underlayers or wet rubber suits to stay warm. We offer light-weight layers to keep you warm, dry and comfortable under the most severe conditions.

LIFA — a revolutionary polypropylene bodywear allows body heat to force perspiration through the knit, yet keep your body warm. Wool or cotton bodywear absorbs moisture and holds it against your skin, thus sealing out natural body warmth, which can cause hypothermia.

Color — **NAVY**

Long-Sleeve Turtleneck XS-XL \$15.95

Long-Sleeve Crewneck XS-XL 15.95

Men's Long Pants w/fly S-XL 15.95

Women's Long Pants S-L 15.95

Socks S-M-L 3.95

ONE-PIECE SAILING SUIT — Double-stitched seams are factory heat-sealed and then taped on the inside to prevent leakage. The double storm cuffs feature elastic inner cuffs and Velcro-closure outer cuffs plus the double zipper closure has an inner storm bib with Velcro-closure outer flap. The hood hides away in the collar while the chest stripes feature a large enclosed pocket.

Nylon Suit... \$115.00 Gore-Tex Suit... 215.00

ORDER NOW. Send check, money order, VISA or Mastercard number (include expiration date). Florida residents add 5% sales tax. Freight prepaid on orders over \$30.00 in Continental USA (retail only). Prices subject to change.

TOLL FREE

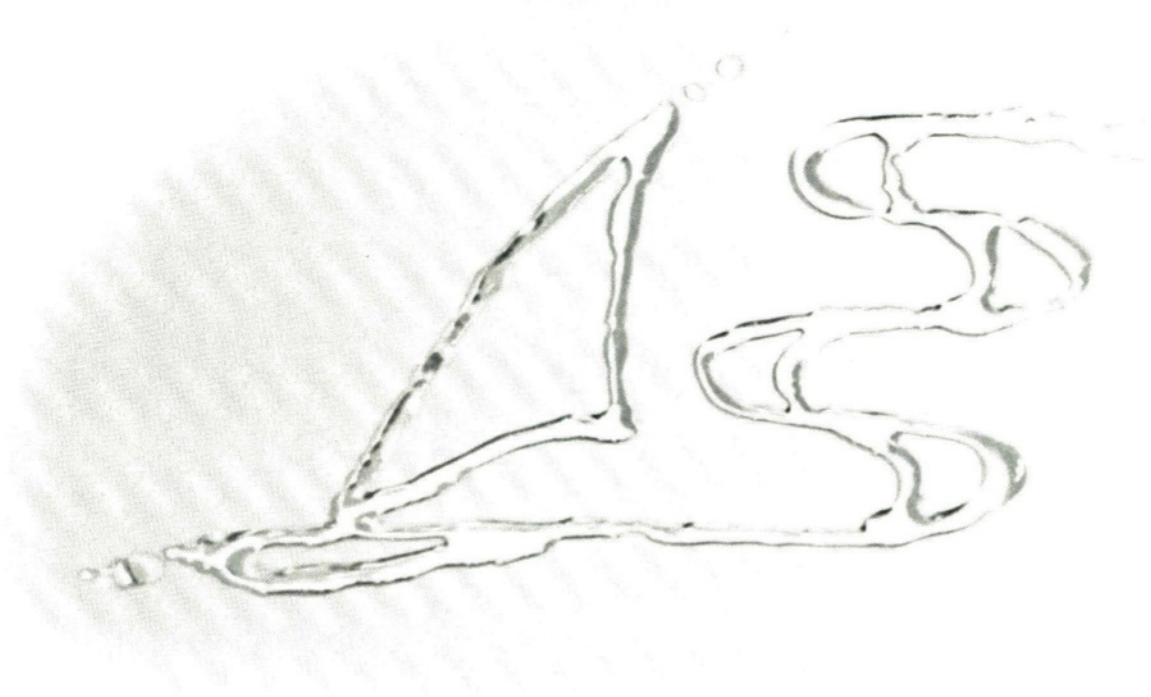
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Cold air on your skin is one problem. But cold air with moisture against your skin is an entirely different matter. Light weight waterproofing nylon or goretex Spray Jackets will keep your upper body warm, shed water, and allow the ease of full arm movement that is so necessary in sailing. Neoprene cuffs and collar with velcro straps seal out water.

If it's from Sailing Systems, Inc. it has to be good. Because we don't sell what we wouldn't use! Send for your 1983 Catalog today.

Sizes: Sm, Med, Lg, and X-Lg.
Goretex (gold only) \$99.95
Waterproof Nylon (blue only) \$52.95

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Sailing Systems, Inc.
4815 Amy Drive
Crystal Lake, Illinois 60014
815 455-4599*



World Council Meeting

Major Rule Change in Hobie 16 Class

The World Council of the World Hobie Class Association met during the Hobie 18 Worlds in France and passed a major rule change: The minimum weight of the Hobie 16 will be lowered from 340 pounds to 320 pounds effective January 1, 1985. This change did not take place without considerable discussion.

After normal business was concluded, eight different proposals were presented involving the Hobie 16 minimum weight. The proposals ranged from keeping the 340 pound minimum weight requiring the manufacturer to add weight to meet the minimum, to changing the minimum to 320 pounds immediately. The proposals were necessitated by the fact that Hobie Cat manufacturers are able to produce Hobie 16s that are consistently more than 20 pounds lighter than previously thought possible. This is accomplished without any sacrifice in quality or strength, and is actually an improvement in both. New high-tech fiberglass manufacturing technology developed and tested over the last two years has made this lighter weight possible.

Everyone agreed that they would prefer the lighter boats. One skipper representative pointed out that some other class that had not kept up with manufacturing technology had drastically fallen in size when they did not take advantage of new technology to improve their class of boat with rule changes, and that this could possibly happen to the Hobie Class.

Finally, after an additional meeting was called to further discuss the proposals, a vote was taken. It was unanimous, except for one abstention, to lower the minimum weight for the Hobie 16. The final decisions were:

1. The Hobie 16 minimum weight will be lowered from 340 pounds to 320 pounds effective January 1, 1985.
2. Prior to January 1, 1985, manufacturers of Hobie 16s shall clearly and permanently mark light 16 hulls built using the new manufacturing technique.
3. The manufacturer shall bring the hull weight up on any Hobie 16s not meeting the new minimum weight.
4. Skippers with the lighter Hobie 16s, prior to January 1, 1985, shall be required to add visible weight, permanently attached for class racing, to bring their 16s up to the current minimum of 340 pounds.

The decision was made to hold off on the rule change until the 1985 date to give the racing skipper ample opportunity to adjust to the new rule change. It was noted that corresponding rules and procedures will need to be developed.

Presently, Coast Catamaran Corp. is in the process of developing a permanent marking for the lighter weight Hobie 16 hulls. Also being developed are visible weights that could be easily added for racing to meet the current minimum weight.

Other business:

— Wayne Schafer (USA) was elected President.

— Mark Pryke (Australia) was elected Vice President.

— The number of boats used in the 16 Worlds will be increased to 56 (112 teams) from 48 whenever possible.

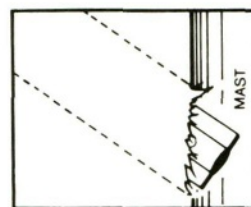
— Spain withdrew their 16 Worlds proposal for 1984.

— Tentative 16 Worlds site is Fort Walton Beach, Florida, October, 1984. This will be finalized in coming months.

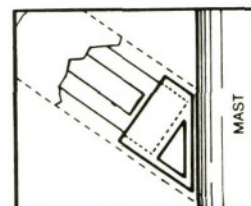
TrenTec Cat-alog™

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
HC-16-L	\$ 8.95
HC-18-L	\$ 9.95

Jib Pro-Tector Kit (Pat. Pend.)

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

Gooseneck Bearing Kit (Pat. Pend.)

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

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
HC-16 Main	\$12.95
HC-16 Jib	\$ 6.95
HC-18	\$14.95
For Foam Battens (set of 10)	
FB-10	\$14.95

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

'FAST CAT' WINDOW DECALS

Decal(s)	95¢ ea.
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Available at most Hobie®
dealers or order direct
by writing:



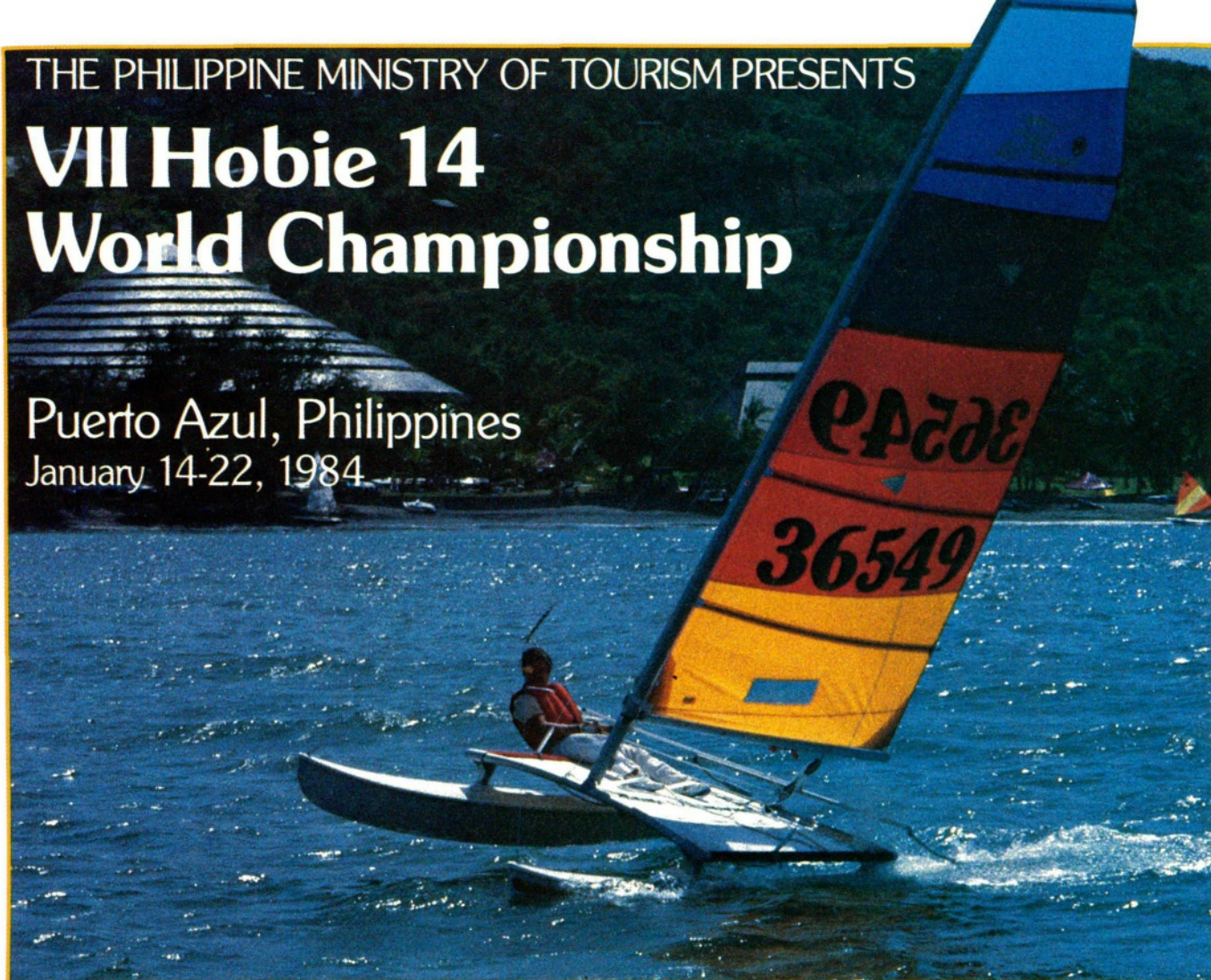
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Be sure to specify your boat and size and include check. Florida residents add 5% sales tax. We pay postage. MasterCard and Visa, include card number and expiration date.

THE PHILIPPINE MINISTRY OF TOURISM PRESENTS

VII Hobie 14 World Championship

Puerto Azul, Philippines
January 14-22, 1984



Southeast Asia will be the exotic location of the Seventh Hobie Cat 14 World Championships. Since the beginning, the Hobie Worlds have seen such venues as Hawaii, Puerto Rico, Canary Islands, South Africa, Brazil, Tahiti, U.S. Virgin Islands, France, and now the Philippines.

This prestigious event will be held the week of January 14-22. Skippers, families, and friends will board a Philippines Airlines' flight on January 12 bound for Manila. Flying right through Friday and arriving Saturday morning, you'll be met at the airport by representatives of the Ministry of Tourism and escorted through Customs. From there, it's an hour drive by bus to Puerto Azul, the site of the Worlds.

Along the coast of Cavite lies another world in another time. Vaulting hills meet the azure sea; the sun shines on primeval forests, and fine sand beaches remain as they have for centuries.

In this pocket of untouched scenery lies Puerto Azul—a haven, a hideaway—a world of its own. It is a taste of Eden; a true paradise found.

This complete resort and residential community lies 35 miles southwest of Manila. Puerto Azul is spread over 8,100 acres of lush greenery amidst the mountains and the sea. To the west, lined by craggy cliffs, placid coves and unspoiled beaches, sweeps the South China Sea.

Puerto Azul's sports facilities are the most extensive in the country. There are two golf courses, and a sports complex encompassing ten tennis courts, three squash courts, two badminton courts, and a six-lane bowling alley.

Within Puerto Azul are seven coves to explore. The first three beaches are accessible by road, but the rest are untouched havens awaiting discovery. Cruises can be scheduled to Corregidor, an island which lies across the bay.

A visit to Manila, the capital city, is like a journey through history. One can see not only the physical relics of history, but also sense the drama of over 400 years of the wars, revolutions, peace, trade, religion, politics and culture which have shaped the Philippines.

The Philippines is also known as the last great bargain place in the Orient. Metropolitan Manila abounds with many varied treasures. The best buys, however, are rattan furniture, wood carvings, guitars, cigars, clothing material and bags made of native fibers.

Philippine cooking is an exotic, spicy blend of Spanish, Malayan and Chinese influences. There is a wealth of Spanish, Chinese and Filipino restaurants in Manila and the other major cities.

This is a Worlds that you won't want to miss. Spectating will be ideal, accommodations first class and the racing perfect!

Make your reservations today; don't wait. If you'd like additional information, please don't hesitate to ask.

Hobie Cat 14 World Championship Travel Package

Race Information:

Entry Fee: Each skipper will be required to pay a \$75.00 entry fee. This entry fee is payable in U.S. dollars at the event.

TROPHIES will be awarded to the top 20 skippers and a specially designed trophy will be given to the top Senior Man. This is a new category for the Worlds, and is devoted to the top Hobie sailors over 40. The Hobie Senior 14 Worlds Champion will be determined based upon the top ranking senior in the championship series.

Boat Damage Deposit: Each skipper will be required to pay a \$200.00 boat damage deposit. This amount will be refunded if no damage is done to the boat you sail.

Skippers Are Required to Bring: Weights (if necessary) and life jackets.
Skippers may want to bring: Protest flag, bridle fly, hot stick.

Please note: These fares are for U.S.-departures only. All others should contact the local representative as listed below for low cost package prices.

Europeans Contact:

GSA JET AIR

ATTN: Mrs. H. Natswani
Empire House
175 Piccadilly
London, England W1V 9DB
Phone# 014091972
Telex# 8955614

Travel Package Plan A.

- .. Round trip airfare from Los Angeles or San Francisco
- .. Eight Nights accommodations at Puerto Azul
- .. Round trip transfers to and from Puerto Azul
- .. Eight Breakfasts
- .. Welcome, Finalist and Awards Banquets
- .. Lei reception at the airport
- .. Event T-Shirt

Total Cost

Based on per person/double occupancy \$1130

Same package with round trip airfare from Hawaii \$1000

Optional Tours

- #1. Manila Excursion** January 22-25, 1984
- .. 3 nights accommodations at the Manila Hilton Hotel
 - .. Transfers to the hotel and then to the airport
 - \$85.00 per person based on double occupancy.
- #2. Hong Kong Excursion** January 22-25, 1984
- .. 3 nights accommodations at the Hong Kong Hilton
 - .. Round trip airfare (Manila/Hong Kong/Manila)
 - .. Breakfast
 - .. Round trip transfers
 - \$150.00 per person based on double occupancy.

All Others Contact:

Coast Catamaran Philippines

David Socash
Carmelo & Bauermann Building
Edsa Guadalupe
Metro Manila, Philippines

Travel Package Reservation Application

YES! I (We) want to go to the Philippines for the Hobie 14 Worlds.

Please reserve the following:

Basic Plan A

Puerto Azul	# People	Subtotal
Jan. 14-22, 1984		
Double occupancy		
Price per person	\$1130. x _____	= _____

Optional Tours:

Option #1 Manila

January 22-25, 1984

Double occupancy		
Price per person	\$85.00 x _____	= _____

Option #2 Hong Kong

January 22-25, 1984

Double occupancy		
Price per person	\$150.00 x _____	= _____
Total	= \$	_____

Please include your deposit of \$100.00 per person. Make your check payable to Hobie 14 Worlds and mail to:

Hobie 14 Worlds Travel

251 Geary Street, Suite 200
San Francisco, CA 94102

Telephone: (415) 956-3750 or (800) 622-0723

NAMES

Please Print or Type

(All names should read as they appear on passport.)

Hometown/airport of departure if other than Los Angeles _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE: HOME () _____

BUSINESS () _____



Philippine Airlines

Official Airline

September/October 1983 49

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.

Since 1977, Cat Trax has been the top selling Catamaran 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

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.

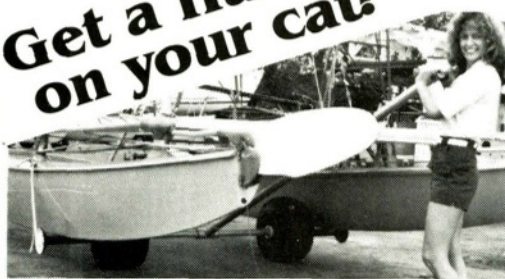
\$319
\$345
residents add 5% tax.

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. You can launch your boat single-handed at almost any shore. Cat Trax rides easily on your trailer.
- 4) Lightweight One-Piece Construction. 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!

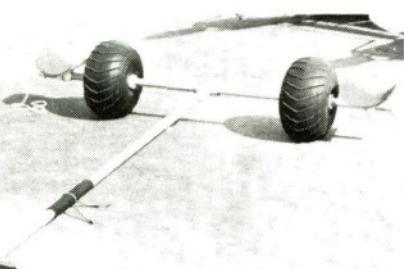


The Cat Trax handle makes it easy for one person to pick up a catamaran and move it across the beach. A roller bearing in the handle allows the axle to spin under the hulls as the boat slides onto the Cat Trax. The handle is then fastened to the rear beam for 3-point support and the boat can be easily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



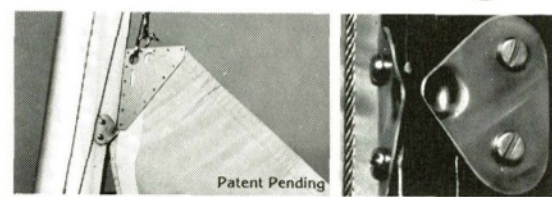
You can mount Cat Cradles on your trailer, too.

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)

HOBIE RACING

SEPTEMBER/OCTOBER 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

September 18-24	Absolut Hobie Cat 18 U.S. National Championships Corpus Christi, Texas	H.C.A. (619) 758-9100
October 2-8	Absolut Hobie Cat 16 U.S. Open National Championships St. Petersburg Beach, Florida	H.C.A. (619) 758-9100
October 10-13	Absolut Hobie Cat 16 U.S. Womens National Championships St. Petersburg Beach, Florida	H.C.A. (619) 758-9100
October 16-19	USYRU Champion of Champions Regatta Dana Point, California	H.C.A. (619) 758-9100
October 31- November 5	Absolut Hobie Cat 14 U.S. National Championships Ventura, California	H.C.A. (619) 758-9100

FLEET DIRECTORY

The following Fleet Location listing is based on material received as of July 18, 1983. If your fleet is active, and is shown on the inactive or possibly inactive list, *PLEASE* have your Commodore or Secretary/Treasurer send in their 1983 report to: Hobie Class Association, c/o Rose Roberts, P. O. Box 1008, Oceanside, CA 92054

+ Inactive

** Have not heard from this fleet for over a year, and will be put on the inactive list 10/1/83 if we do not receive a report.

@ Fleet was formed during the year, 1983.

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Don Crider	Dana Point, CA	2	77.	John Wright	Vail Lake, CA	2
2.	Wyatt Mathews	Robur, CA	3	**78.	Al Atcheson	Lakewood, NY	16
3.	Charlie High	Long Beach, CA	2	79.	Dick Wass	Pago Pago, American Samoa	Inter.
4.	Bill Tilger	San Diego, CA	2	80.	Jim Deans	Daytona, FL	8
5.	Rick Raditch	Clearwater, FL	8	+81.			
6.	Al Ching, Jr.	Kailua, HI	1	82.	T. Wapole	Guelph, Ont., Canada	10
7.	George R. Martin	Pasadena, CA	2	83.	Bob Curtis	Rock Hill, SC	9
8.	Tom Delesandri	Houston, TX	6	84.	Kim Brittain	Des Moines, IA	7
9.	Maurice C. Caraway	Lake Charles, LA	6	85.	Skip Lewis	Columbus, OH	10
10.	Kirk Kraft	Clear Lake, IA	7	86.	Jim Hoag	Elmira, NY	16
11.	Robbie Brice	Orlando, FL	8	87.	Steve Cary	San Rafael, CA	3
12.	John Saunders	Decatur, GA	9	88.	Bill Pawlowski	Lake Havasu City, AZ	2
**13.	Jess Lawless	Spokane, WA	4	+89.			
14.	Paul Olibarri	Seattle, WA	4	90.	Tricia Starkey	Winnipeg, Man., Canada	7
15.	Brian Erway	Ventura, CA	2	91.	Roland Cobb	Fort Worth, TX	9
+16.				92.	Mike O'Connell	Charlotte, NC	9
17.	Bob Baker	Citrus Heights, CA	3	93.	Bill Groves	Lafayette, LA	15
18.	Mark Olin	Ypsilanti, MI	10	+94.			
+19.				95.	Frank Thomson	Bothell, WA	4
20.	Jim English	San Jose, CA	3	+96.			
21.	Dennis Edge	Moderato, CA	3	97.	David R. Thaxton	Henderson, NC	9
22.	Mike Kristiansen	St. Albert, Alb., Canada	4	98.	Frank Nowicki	Clear Lake, Man., Canada	7
23.	Mendy Whitehead	Dallas, TX	14	99.	Tom Nix	Corpus Christi, TX	6
24.	Wally Myers	Ocean City, NJ	11	100.	Harry Worden	Salterpath, NC	9
25.	Manny Reyes	Tulsa, OK	14	101.	Richard Johnson	Wilmington, NC	9
26.	John T. Swenby	Indianapolis, IN	10	102.	Lou Kellogg	Brownsville, TX	6
**27.	Jan Wilson	Wichita, KS	14	103.	Ralph L. Pierce	Sioux Falls, SD	7
28.	Art Simms	Natick, MA	12	+104.			
29.	Ron Johnston	Merced, CA	3	105.	Dan Rasmussen	Boise, ID	4
30.	Scott Williams	Riverside, CA	2	106.	John Rawlins	Steamboat Springs, CO	5
31.	Bill Hayes	Brookfield, CT	12	107.	Albert Aline	Papeete, Tahiti	Inter.
32.	Robert N. Taylor	Virginia Beach, VA	9	108.	Jerry Tejchma	Muskegon, MI	10
+33.				109.	Klaus W. Donnerstag	Great Neck, NY	12
34.	Scott Baker	North Palm Beach, FL	8	110.	Jim Frank	Victoria, TX	6
35.	Rick Cumby	Pensacola, FL	15	111.	Mike Walsh	Jacksonville, FL	8
**36.	Bob DeFree	Miami, FL	4	+112.			
**37.	Bob LaCroix	Bellingham, WA	4	113.			
+38.				+114.	Joe Thompson	Freeport, Grand Bahamas	Inter.
39.	John Walton	Bradenton, FL	8	115.	David A. Hutchings	Wilmette, IL	10
40.	Rick Hoffman	Richland, MI	10	116.	Eric Hull	Winter Haven, FL	8
41.	Kenny Boudreaux	New Orleans, LA	15	117.	Jake Taber	Grand Rapids, MI	10
42.	Rick Sheppard	Tampa, FL	15	118.	Dave Plum	Tyler, TX	14
43.	Jacque Myers	Tallahassee, FL	15	119.	Gary Kresser	Angola, NY	16
44.	Rich Robbie	Ft. Lauderdale, FL	8	120.	Greg Kaeding	Panama City, FL	15
45.	Dennis A. Dwyer	Cocoa, FL	8	+121.			
+46.	Crofton Umbers	Auckland, New Zealand	Inter.	122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.
47.	Bill Settle	Cincinnati, OH	10	123.	James E. Mencin	St. Louis, MO	10
48.	Craig A. Moseley	Albuquerque, NM	5	**124.	Tim Palmer	Bayport, NY	12
49.	Peter Alexander	Clear Lake, MN	7	125.	Eric K. Peterson	Lake Poinsett, SD	10
50.	Hoyle Curtis	Loveland, CO	5	126.	Donald J. Bidwell	Chesterton, IN	7
51.	Dick Arendsen	Las Vegas, NV	2	127.	Judy Soule	Vero Beach, FL	8
52.	Dan David	White Bear Lake, MN	7	128.	Jim Brown	San Antonio, TX	6
53.	Hayes Patterson, Jr.	Isle of Palms, SC	9	129.	William Fretz	Thunder Bay, N. Ont., Canada	7
54.	John McLaughlin	Baltimore, MD	11	130.	Glen Larson	Penticton, B.C., Canada	4
55.	Mike Ropelowski	Baton Rouge, LA	15	131.	Debbie Taylor	Oklahoma City, OK	14
56.	Bud Whitney	Weston, CT	12	132.	Dave Strange	Kalimantan Timur, Indonesia	Inter.
57.	Dean R. Stordahl	Los Angeles, CA	2	133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13
58.	Teri Baker	Jackson, MI	10	134.	Bruce Wright	Memphis, TN	15
59.	Louis Griesemer	Springfield, MO	7	135.	Roger B. Barnes, Jr.	Hewitt, NJ	12
60.	Stephen Spitler	Sandusky, OH	10	**136.	Ron Mazzacane	Enfield, CT	12
61.	John Cox	Denver, CO	5	137.	Tom Deming	Hopatcong, NJ	11
62.	Bob Kinnear	Clovis, CA	3	138.	Manfredo Topke	Guatemala, Guatemala	Inter.
63.	Steve Long	Norman, OK	14	+139.			
64.	Bill Crowell	Austin, TX	6	+140.			
65.	Mark Schleckser	Shore Acres, NJ	11	141.	Ron Woodcock	Columbia, SC	9
66.	Mike Jamison	Scottsdale, AZ	2	142.	Jim Bowlds	Louisville, KY	10
67.	Mary Tuckett	Salt Lake City, UT	5	143.	Ron Marcisak	Seaford, NY	12
+68.				144.	Ric Balesky	East Lansing, MI	10
+69.				**145.	Dana Parker	Ft. Smith, AR	14
70.	Bruce Record	Ocean Springs, MS	15	+146.	Cynthia Dickerson	Wichita Falls, TX	14
71.	Lenny Carey	Key West, FL	8	+147.			
72.	Keith Fuller	Portland, OR	4	**148.	John Owen	Bangkok, Thailand	Inter.
73.	Bill Hiller	Northfield, NJ	11	149.	Steve Tyler	Blue Springs, MO	7
+74.				150.	Helen Parnham	Orillia, Ont., Canada	16
75.	Steve Eichner	Tamuning, Guam	Inter.	**151.	Art Clark	Decatur, IL	10
76.	James Edwards	Fairhope, AL	15	152.	Bob Duncan	St. Simons Island, GA	8

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
153.	Nancy Caffee	Gainesville, FL	8	282.	Scott Brubaker	Birmingham, MI	10
*154.				281.	John T. Frey	Springfield, OH	10
155.	Gerald D. Knierum	Brooklyn, NY	10	**284.	Verdin C. Stuckey	West Liberty, OH	10
156.	Cheryl Rooney	Casper, WY	5	**285.	G. J. DeVries	Curacao, Netherlands, Antilles	Inter.
*157.	John Sturmark	Ocala, FL	8	**286.	Gordon Lawson	Gondola Point, N.B., Canada	12
158.	Dan Mandli	Springfield, IL	10	287.	Jim A. Briabois, Jr.	Saginaw, MI	10
+159.				288.	Dennis Henderson	Marquette, MI	10
160.	Steve Rice	Grand Junction, CO	5	289.	Louis Verhagen	Santo Domingo, Dominican Repub.	Inter.
161.	Roy Underwood	Bryan, TX	6	290.	John F. Kain	Union Hall, VA	7
162.	Jane Kittner	Waco, TX	14	291.	John Murray	Vankton, SD	9
+163.				292.	Al Balazovic	Traverse City, MI	10
164.	Rick Harper	Seneca, SC	9	**293.	Dave Chick	Bathurst, N.B., Canada	12
165.	Ollie Fredrick	Mahtomedi, MN	7	294.	Joe Short	Savannah, GA	9
166.	Steve Drake	Oceanside, CA	2	295.	James Moyer	Rochester, NY	16
167.	Dennis Woods	Bakersfield, CA	2	+296.			
168.	Gerald Jenkins	Rapid City, MI	10	297.	Dick Wichman	Emporia, KS	7
*169.	Robbie Daniel	Cape Coral, FL	8	298.	Dave Milne	Ottawa, Ont., Canada	16
+170.				**299.	Bill Cabel	Fredericton, N.B., Canada	12
171.	Huey Ball	Ann Arbor, MI	10	300.	Joe Porfeli	Westerville, OH	10
172.	Brian Price	Ganonoque, Ont., Canada	16	301.	Donald Aubin	Munich, Germany	Europe
*173.	Avis Cooper	Naples, FL	8	302.	Sandro Michelangeli	Bracciano, Italy	Europe
+174.				303.	Alain Saurat	St. Malo, France	Europe
175.	Steve Dixon	Albemarle, NC	9	304.	Zandvoort, France	Zandvoort, France	Europe
176.	Ed Ogden	Mohnton, PA	11	305.	Bram Lussenburg	Hoek v., Holland	Europe
177.	Ernie Luce	Hitchcock, TX	6	306.	Chris Mince	Katwijk, Holland	Europe
178.	Lynn Stone	Fort Walton Beach, FL	15	307.	Jan Van Spellen	Schrevingen, Holland	Europe
179.	William Addington	Hong Kong	Inter.	308.	Jan Wijker	Egmond, Holland	Europe
180.	Bill Wooding	Woodland Hills, CA	2	309.	Guy Pasquier	Toulon, France	Europe
+181.				310.	Sigurd Maxwell	Geneva, Switzerland	Europe
182.	Robert L. Mock	Kingshill, St. Croix, USVI	13	311.	Alain Saurat	Geneva, France	Europe
*183.	Jeff Rudd	Toronto, Ont., Canada	16	312.	Jean-Pierre Foucaud	Hyeres, France	Europe
184.	Fritz Senfleber	Milton, VT	12	313.	Marc Gautier	Le Havre, France	Europe
*185.	Marjorie Innes	London, Ont., Canada	10	314.			
186.	Walter Kruger, Jr.	Rowayton, CT	12	315.	Helmut Jakobowitz	Vienna, Austria	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	316.	Martin Schuitema	Wassenaar, Holland	Europe
188.	Keith Morris	Tampa, FL	8	317.	Dieter Braun	Hamburg, Germany	Europe
189.	Bill Sakovich	Cibola, Saipan C.M., Guam	Inter.	318.	Rustem Rustem	Bremen, Germany	Europe
*190.	Warren Kaplan	Linwood, NJ	11	319.	Weiner Knopf	Krefeld, Germany	Europe
191.	Pete Richardson	Greensboro, NC	9	320.	Claude LeFoux	Metz, France	Europe
192.	Roger Hensler	Omaha, NE	7	321.	Guy Delmas	Lacanau, France	Europe
193.	Larry Simpson	Eugene, OR	4	322.	Helmar Haubi	Zurich, Switzerland	Europe
194.	E. D. Heffernan	Vallejo, CA	3	323.	Colin White	Plymouth, England	Europe
195.	James Mackey	Richland, WA	4	324.	Joseph Perrissaguet	Ban Saint Martin, France	Europe
196.	C. J. "Rit" Meyer III	Rockville, MD	12	325.	Rinus Van de Haak	Noordwijk, Holland	Europe
197.	Jane Heck	Rockport, MA	12	326.	Hilsson Hilsson	Holvik, Sweden	Europe
198.	Bill Colson	Rapid City, SD	7	327.	Jurgen Klein	Mannheim, Germany	Europe
199.	John W. Grosskopf III	Carbondale, IL	10	328.	Pierre Molia	Blarritz, France	Europe
200.	Barry W. Barnes	Norfolk, VA	9	329.	Walter Steiner	St. Gallen, Switzerland	Europe
201.	Bob Fredregill	Pueblo, CO	5	330.	Erik Nienstaedt	Copenhagen, Denmark	Europe
202.	Paul Johnson	Escanaba, MI	7	331.	Dario Soresina	Milan, Italy	Europe
203.	Randy Duncan	Reno, NV	3	332.	Bino Bani	Pisa, Italy	Europe
204.	Terry Demaline	Brewerton, NY	16	333.	Fred Paasch	Aalsen, Denmark	Europe
205.	Susan Farris	Clearlake, CA	3	334.	Peter Jannack	Hamburg, Germany	Europe
+206.				335.	Friedrich Schiebel	Vienna, Austria	Europe
+207.				336.	Erich Minarik	Graz, Austria	Europe
208.	Drake Barber	Fairfield, CT	12	337.	Rene Bos	Zandvoort Nord, Holland	Europe
209.	Kevin D. Apple	Amesbury, MA (located in NH also)	12	338.	Serge LeCouteur	Cap d'Agde, France	Europe
210.	Rick Toncray	Olivet, MI	10	339.	Jean-Marc Niedergang	Montpellier, France	Europe
+211.				340.	La Rochelle	La Rochelle, France	Europe
*212.	Ken Middleton	Olympia, WA	4	341.	Werner Wittwer	Morres, Switzerland	Europe
213.	John Nonenmacher	Lake Wallenpaupack, PA	11	342.	Don Findlay	Stafford, England	Europe
214.	Pat Lloyd	Vancouver, B.C., Canada	4	343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
215.	Tom Newport	Cedar Rapids, IA	7	344.	Denis Auckenthaler	Cannes, France	Europe
216.	Richard D. Strait	Marion, IN	10	345.	Mario Businco	Cagliari, Sardinia	Europe
217.	Bill Robertson	Chartanooga, TN	9	346.	Nicolas Pallas	Rhodos, Greece	Europe
*218.	Louis Nosko	Chakewood, OH	10	347.	Kavirio Kijer	Alaccio, Corsica	Europe
219.	Billy Joe Crider	Marion, KY	10	348.	Donald Aubin	Munich, Germany	Europe
+220.				349.	Klaus Wagner	Cologne, Germany	Europe
221.	Ed Bush	Richmond, VA	9	350.	Rainer Kellermann	Baldeneysee, Germany	Europe
222.	Jesse Guerrero	Pacific Grove, CA	3	351.	Karl-Fried. Hesemann	Goolmeier, Germany	Europe
223.	Thomas S. Zaleski	Wausau, WI	7	352.	Michael Schwindt	Wiesensee, Germany	Europe
*224.	Jack McAllister	Yenn Yan, NY	16	353.	Dirk Jan Kann	Goolmeier, Holland	Europe
225.	Scott Rankin	Mattoon, IL	10	354.	Georges Danne	Marcelle, France	Europe
*226.	Dave Matyas	Anchorage, AK	4	355.	Robert Rives	Toulouse, France	Europe
227.	James D. M. Russell	Pierre, SD	7	356.	Wolfgang Listl	Nurnberg, Germany	Europe
228.	Joe McKeag	Erie, PA	16	357.	Christophe Maguin	Dunkerque, France	Europe
229.	Greg Urbanik	Rensselaer, NY	16	358.	Maurizio Juris	Venice, Italy	Europe
+230.				359.	Domenico De Toro	Rome, Italy	Europe
231.	Rich McNeill	S. Windham, ME	12	400.	Glen R. Bloch	Toledo, OH	10
232.	Dennis McNally	Beaumont, TX	6	401.	Mark & Lynn Nash	Shroveport, LA	6
*233.				402.	Gerald E. Smith	Lagos, Nigeria	Inter.
234.	Cheryl Stone	Millville, NJ	11	**403.	Jim Trask	Lynn, MA	12
*235.	Tom Josey	Jackson, MS	15	**404.	Mike Cozydlo	Angola, NY	16
+236.				405.	Alan Symington	Boroko, Papua, New Guinea	Inter.
237.	Rob Miller	Sarnia, Ont., Canada	10	+406.			
238.	Ron Heise	Mayfield, NY	16	407.	Mark Mayo	Humble, TX	6
239.	Tom Davis	Akron, OH	10	**408.	Karen Bath	Littlestown, PA	11
240.	Mike Corbett	Bolder Creek, CA	3	**409.	Daron Mackey	Racine, WI	7
*241.	Courtney Swindler	North Little Rock, AR	14	+410.			
242.	Rick Sullivan	Saskatoon, Sask., Canada	4	**411.	P. J. Wilkinson	Dubai, United Arab Emirates	Inter.
243.	Jane Loquasto	Grand Island, NY	16	412.	John Pearman	Jeddah, Saudi Arabia	Inter.
244.	Charles G. Power	Myrtle Beach, SC	9	413.	Wayne Fischer	Green Bay, WI	7
245.	Jon Edblom	Durango, CO	5	414.	Bill Petralitis	Conneaut Lake, PA	11
246.	William Reader	Grand Rapids, MN	7	415.	Jahn Koedt	Tali Beach, Philippines	Inter.
247.	George Holthof	Rondeau Bay, Ont., Canada	10	416.	Fred Maser	Hatfield, PA	11
*248.	James Dey	Union Lake, MI	10	417.	Bill Gill	Amherst, N.S., Canada	12
*249.	David Pollitt	Nashville, TN	15	+418.			
250.	John W. Sullivan	Sandy Hook, NJ	11	419.	Bob Slusser	Peoria, IL	10
251.	Tom Neiswonger	Lawton, OK	14	+420.			
252.	Noel Kilner	Lami, Fiji	Inter.	421.	Ray Espinosa	Calafell, Spain	Inter.
253.	Brian Dunlop	Dhahran, Saudi Arabia	Inter.	422.	Antoni Catala	Tarragona Sur, Spain	Inter.
254.	Robb Naylor	Bemidji, MN	7	423.	Joan Nuviola	Barcelona, Spain	Inter.
255.	Samuel Applegate	New Albany, IN	10	424.	Joan Romeu	Costa Brava, Spain	Inter.
256.	Sam Loquasto	Grand Island, NY	16	425.	Felipe Bellini	Mallorca, Spain	Inter.
257.	Gray Deans	Washington, NC	9	426.	Ramon Fino	Vallencia, Spain	Inter.
+258.				427.	Alcanta, Spain	Alcanta, Spain	Inter.
259.	Nick Holt	Arroyo Grande, CA	3	428.	Pedro Garcia	Sanlucar De Barrameda, Spain	Inter.
260.	Michael Schonbach	Jensen Beach, FL	8	429.	Antonio Munoz	Sotogrande, Spain	Inter.
+261.				430.	Antonio Oriol	Cadiz, Spain	Inter.
+262.				431.	Jose Ignacio Asensi	Pantanos Madrid, Spain	Inter.
263.	Ron Rubadeau	Kelowna, B.C., Canada	4	432.	Neal Lawrence	Ponca City, OK	14
+264.				433.			
+265.				434.	Don Campbell	Lake Arrowhead, CA	2
+266.				435.	Steve Fangio	Amarillo, TX	14
267.	Gary Kirschenmann	Philadelphia, PA	11	436.	Mike Cooper	Mammoth Lakes, CA	2
268.	Cam Lawson	Lubbock, TX	14	437.	Jackson Land	Asheville, NC	9
+269.				438.	Age deVries	Manama, Bahrain	Inter.
+270.				**439.	J. Thomas Lange, Jr.	Mamaroneck, NY	12
271.	John Smith	Newark, DE	11	440.	Jim Wajka	Hampton, VA	9
*272.	Mark Parmenter	Rock Creek, IA	7	441.	Chris W. Walker	Burlington, Ont., Canada	16
273.	Tom Burrows	Florissant, MO	7	442.	Tomas Irizarry	Mavague, Puerto Rico	13
274.	Tony Wong	Manila, Philippines	Inter.	443.	Doug Ackroyd	Town Bank, NJ	11
+275.				444.	John David Morris	Spicer, MN	7
276.	Brian Oakes	Roseville, MI	10	445.	Pete Mulligan	Madison, OH	10
277.	Brad Kernion	Birmingham, AL	15	446.	Boyer Kelly	Calgary, Albt., Canada	4
278.	Lionel Conacher	Cambridge, Ont., Canada	16	447.	Fox Cocksbach	Fox Lake, IL	9
*279.	Larry Van Tuyl	Ann Arbor, MI	10	448.	Joe Boulay	Pawtucket, RI	12
*280.	Joe Hanson	Stockton, CA	3	449.	Pinnells Park, FL		8
*281.	Johnathan M. DeBooy	Santa Rosa, CA	3	**450.	Sara A. Shoman	Whitmore Lake, MI	10

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
**451.	Vince Wachter	Klamath Falls, OR	4	479.	Mike Stevens	Kahului, Maui, HI	1
452.	Buck Fleming	Barnegat Bay, NJ	11	480.	Gary Doty	Cordorva, IL	7
**453.	Paul Pocock	Quesnal, B.C., Canada	7	481.	Chuck Druckenmiller	New Lisbon, WI	7
+455.				482.	James T. Walrath	Puget Sound, WA	4
456.	Glenn R. Reber	Norristown, PA	11	483.	Fernando Tapia	Alicante, Spain	Inter.
457.	Vaughn Costa	Brownwood, TX	14	484.	Bruce T. Johnston	Montgomery, AL	15
458.	Carlos Bueno	Murcia, Spain	Inter.	485.	Jane Brown	Elkhart, IN	10
459.	Salvador Barrachina	Castellon, Spain	Inter.	486.	Scott Carter	Ahliene, TX	14
460.	Carlos Hernandez	Sevilla, Spain	Inter.	487.	R. DeJong	Seria, Brunel	Inter.
461.	Joao Dias-Machado	Portugal	Inter.	488.	Richard L. Rymer	Pewaukee Lake, WI	7
**462.	John F. Konefal	Rock Hill, NY	12	489.	Randy Reimann	Two Rivers & Manitowoc, WI	7
**463.	Fred Jodts	Titusville, FL	8	490.	Ubaldo Tacconelli	Fdo. Nueva Esparta, Venezuela	Inter.
**464.	Pat Benson	Duck Lake, MN	9	491.	Will Pulsford	Trinidad, West Indies	Inter.
465.	C. Everett Thompson	Elizabeth City, NC	7	492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.
466.	Bob Saterfield	Pymatung, PA	11	493.	Mike Rea	Muscat, Gulf of Oman	Inter.
**467.	Michael Kirmaier	Milford, CT	12	494.	John W. Ingham	Doha, Qatar, Arabian Gulf	Inter.
468.	Boyd Bass	McAlester, OK	14	495.	Brad Kelsey	Longview, TX	14
469.	Poncho Limon	San Felipe, Mexico	Inter.	496.	Nick Kalergis	Seabrook, NH	12
470.	Jack Bruckner	Whitefish, MT	4	497.	Rick Tinga	Trenton, Ont., Canada	16
471.	Claus C. Nimb	Christchurch, New Zealand	Inter.	498.	Masahiko Ozeki	Kanagawaken 250, Japan	Inter.
472.	Scott McClain	Madison, WI	7	499.	Moriyasu Murase	Saitama-ken 350, Japan	Inter.
**473.	George Brososke	Niantic, CT	12	500.	Russ Trowbridge	Libreville, Gabon	Inter.
474.	Dr. Charles Bendixen	Spirit Lake, IA	7	501.	Aijiro Hirayma	Tokyo, Japan	Inter.
475.	Scott Russell	Storm Lake, IA	7	502.	Fred Sponsel	Brigantia, NJ	11
476.	Jim Murray	Leasburg, IN	10	503.	John Smal	Athens, Greece	Inter.
477.	Neal D. Houx	Tahoe City, CA	3	504.	Jerry Nilsson	Cadillac, MI	12
478.	Debbie Blackburn	Walker, MN	7	505.	Henry Kazmier	Ogden Dunes, IN	10

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 1

September 3	Awards Banquet	NI Ching
September 11	Hawaii Fleet #3	202/201-8700
September 11	WICA Grudge Match/Handicap	Al Ching
October 15 - 16	Outrigger Canoe Club Regatta	808/941-8700
October 22 - 23	Waikiki, HI Fleet #6	808/941-8700
October 22 - 23	Duke Kahanamoku Regatta	Al Ching
October 22 - 23	Waikiki, HI Fleet #6	808/941-8700

DIVISION 2

September 3	Fall Series #4	Luanne Burton
September 3 - 4	Dana Point, CA Fleet #1	714/661-0995
September 3 - 4	End of Season Series	Don Campbell
September 17 - 18	Lake Arrowhead, CA Fleet #434	714/337-9317
September 24 - 25	3rd Mile High Invit. (no boat limit)	Nicole Hugenin
September 24 - 25	Single Handed & Ladies Regatta	714/337-9317
September 25	Homan Beach, CA Fleet #3	Tonny Christensen
September 25	Fall Series #5	213/597-0546
October 1	Dana Point, CA Fleet #1	Luanne Burton
October 1	Division 2 Picnic	714/661-0995
October 2	Doheney Beach, Dana Point, CA	Jam Olson
October 2	Fall Series #6	213/597-0546
October 16	Dana Point, CA Fleet #1	Luanne Burton
October 16	Winter Series #1	714/661-0995
October 22	Dana Point, CA Fleet #1	Luanne Burton
October 22	Octoberfest - Fleet #1's Fun Regatta	714/661-0995
November 5	Dana Point, CA Fleet #1	Don Crider
November 12 - 13	16th Annual Ancient Mariner	714/661-7506
November 20	Newport Beach, CA Fleet #3	Luanne Burton
December 3	Winter Series #3	714/661-0995
December 3	Dana Point, CA Fleet #1	Luanne Burton
December 3	Winter Series #4	714/661-0995
December 3	Dana Point, CA Fleet #1	Luanne Burton
December 3	Winter Series #5	714/661-0995
December 3	Dana Point, CA Fleet #1	Luanne Burton

DIVISION 3

September 10 - 11	Trophy Regatta	Randy Duncan
September 10 - 11	Donner Lake, NV Fleet #203	702/849-0286
September 17 - 18	Hamm's "Bear" Able Regatta ('84 Points)	Ed Heffernan
September 17 - 18	Brannan Island, CA Fleet #194	707/557-0606
September 24	Indian Summer Regatta	Mike Corbett
September 24	Santa Cruz, CA Fleet #240	408/424-9638
November 12 - 13	Casa Maria's Turkey Regatta ('84 Points)	Jesse Gueverson
November 12 - 13	Monterey Bay, CA Fleet #222	408/394-5280

DIVISION 4

September 2 - 4	7th Annual Crescent Lake Regatta	Bill Hartman
September 2 - 4	Crescent Lake, OR Fleet #191	503/895-4094
September 10	Lake Goodwin Regatta	James Walrath
September 10	Lake Goodwin, WA Fleet #482	206/337-2137
September 10 - 11	Air Time Regatta	Keith Fuller
September 10 - 11	Site to be announced Fleet #72	503/244-2836
September 17 - 18	Elro Classic ('1984 Points)	Jimmy Braeger
September 17 - 18	Whitefish, VT Fleet #470	406/882-2559
September 17 - 18	Plain Label #50 Hobie Race	Keith Fuller
September 17 - 18	Vancouver Marine Park, OR Fleet #72	503/244-2836
September 24	Lake Stevens Regatta	James Walrath
September 24	Lake Stevens, WA Fleet #482	206/337-2137
October 1	Kayak Regatta (Fleet Championships)	James Walrath
October 1	Kayak, WA Fleet #482	206/337-2137

DIVISION 5

September 2 - 4	Heron Lake Regatta	Craig Moseley
September 2 - 4	Heron Lake, NM Fleet #48	505/281-1749
September 3 - 5	Governors Cup	Marty Gorce
September 3 - 5	Lake McConaughy, NE Fleet #61	303/447-8720

September 11	Cochiti Novice Race #4	Craig Moseley
September 11	Albuquerque, NM Fleet #48	505/281-1749
September 17 - 18	Conchas Regatta	Craig Moseley
September 17 - 18	Conchas, NM Fleet #48	505/281-1749
September 17 - 18	Last Gasp Regatta	John Cox
September 17 - 18	Boyd Lake, CO Fleet #61 & #50	303/457-8226
September 25	Cochiti Novice Race #5	Craig Moseley
September 25	Albuquerque, NM Fleet #48	505/281-1749

DIVISION 6

September 5	Pitch-pole Regatta	Lou Fellows
September 5	South Padre Island, TX Fleet #102	512/438-7629

DIVISION 7

September 3 - 4	3rd Annual Black Hills Labor Day Race	Bill Colson
September 3 - 4	Hot Springs, SD Fleet #198	605/341-6619
September 10 - 11	Fifth Annual Pitchpole Regatta	Steve Tyler
September 10 - 11	Lake Perry, ES Fleet #149	816/228-4099
September 11	Mississippi River Regatta	Gary Doty
September 11	Mississippi River, IA Fleet #480	319/337-8372
September 17 - 18	Fall Festival Invitational	Mark Tryonstad
September 17 - 18	Lake Kaposasset, Amery, WI Fleet #454	715/260-7891

DIVISION 8

September 17 - 18	King & Prince Hobie Classic	Jerry Latvala
September 17 - 18	St. Simons Island, GA Fleet #152	912/638-5960
November 25 - 27	Keys Cat Challenge	Lenny Carey
November 25 - 27	Smathers Beach, FL Fleet #71	505/294-0326

DIVISION 9

September 17	Fleet Open Race	Barry Barnes
September 17	Norfolk, VA Fleet #200	804/771-2924

DIVISION 10

September 10 - 11	Higgins Lake Regatta	Michael Garrett
September 10 - 11	Reacommon, MI Fleet #18	313/482-4851
September 11	Summer Series #7 - 8	John Krystan
September 11	Vpsilanti, MI Fleet #171	313/326-4683
September 24 - 25	Elk Lake Regatta	Michael Garrett
September 24 - 25	Elk Rapids, MI Fleet #18	313/482-5851
September 25	Summer Series	John Krystan
September 25	Vpsilanti, MI Fleet #171	313/326-4683

DIVISION 11

September 10 - 11	New Jersey State Championships	John Sullivan
September 10 - 11	Sandy Hook, NJ Fleet #250	201/566-1247
September 17 - 18	Fall Regatta	Buck Fleming
September 17 - 18	Bay Point, NJ Fleet #452	215/622-6722
September 24 - 25	Goombay Smash 'wait til Next Year Race'	Buck Fleming
September 24 - 25	Budd Lake, NJ Fleet #137	215/622-6722

DIVISION 12

September 10 - 11	Nahant Beach Regatta	Art Simms
September 10 - 11	Nahant Beach, MA Fleet #403	617/599-5946
September 17 - 18	Fleet 28 Regatta	Joe Driscoll
September 17 - 18	Duxbury, MA Fleet #28	617/293-5784
September 17 - 18	4th Annual Twin States	Roger Barnes
September 17 - 18	Greenwood Lake, NY Fleet #135	201/337-6942
September 17 - 18	Heavy Air Regatta	Steve Mullen
September 17 - 18	Ogunquit Beach, ME Fleet #231	207/772-5388
September 24 - 25	6th Annual Noodles Gin & Tonic Regatta	Joe Manganello
September 24 - 25	Madison, CT Fleet #136	203/421-3614
October 1 - 2	New England Championships	Bob Williams
October 1 - 2	Fairfield, CT Fleet #208	203/259-2449

REGATTA SCHEDULE

October 8 - 9 Annual Connecticut State Championships Ward Miles
Candlewood Lake, CT Fleet #31 203/775-9546
October 8 - 9 Frostbite Regatta Chet Adams
St. Elbow's Cove, ME Fleet #231 207/829-5983

DIVISION 13

September 2 - 4 Copa de Palmas, Humacao Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
September 11 Sunday Series Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5795
September 25 Sunday Series Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
October 16 Sunday Series Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
October 29 - 30 Pinn Regatta Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
November 6 Sunday Series Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
November 19 - 20 Pinn Regatta Dorian Goldberg
Isla Verde, Puerto Rico Fleet #133 809/726-5794
November 25 Awards for 1983/1984 Officer Elections Dorian Goldberg
Isla Verde, Puerto Rico, Fleet #133 809/726-5794

DIVISION 14

September 3 Hobie Day Manny Reyes
Tulsa, OK Fleet #25 918/336-2242
September 4 Battle of the Hobie Sailors Manny Reyes
Tulsa, OK Fleet #25 918/336-2242
September 3 - 4 4th Summer Regatta Mendy Whitehead
Dallas, TX Fleet #23 214/596-8794
September 5 Labor Day Race Debbie Taylor
Lake Hefner, OK Fleet #131 405/341-7845
September 5 Fleet Series #9 Manny Reyes
Tulsa, OK Fleet #25 918/336-2242
September 10 - 11 Texas Shoot Out David Stout
Dallas, TX Fleet #23 & #91 817/292-6418
September 17 - 18 1st Fall Regatta Mendy Whitehead
Dallas, TX Fleet #23 214/596-8794
September 24 Fleet Series #10 Manny Reyes
Tulsa, OK Fleet #25 918/336-2242
September 24 - 25 Nationals Tune-up Regatta Mendy Whitehead
Dallas, TX Fleet #23 214/596-8794
September 25 Hobie Day Manny Reyes
Tulsa, OK Fleet #25 918/336-2242
October 1 Border Clash Regatta Woody Orr
White River Lake, TX Fleet #268 806/792-9358
October 1 - 2 2nd Fall Regatta Mendy Whitehead
Dallas, TX Fleet #23 214/596-8794
October 1 - 2 Oklahoma Championships Debbie Taylor
Lake Hefner, OK Fleet #131 405/341-7845
October 8 - 9 3rd Fall Series Mendy Whitehead
Dallas, TX Fleet #23 214/596-8794
October 15 - 16 Columbus Day Regatta (1984 Points) Andy Hoover
Tyler, TX Fleet #118 214/581-4088
October 22 - 23 Great Pumpkin Chase Regatta Woody Orr
White River Lake, TX Fleet #268 806/792-9358

DIVISION 15

September 17 - 18 Poor Ol' Kowaliji Bruce Johnson
Montgomery, AL Fleet #484 205/265-0714
October 1 - 2 Autumn Regatta Don Ramsey
Jackson, MS Fleet #235 601/956-6026
October 8 - 9 9th Annual Jubilee Regatta Bill Patton
Fairhope, AL Fleet #76 205/928-1272
October 15 - 16 5th Mad Dog Regatta Jacques Meyers
Shell Point, FL Fleet #43 904/877-2467
October 22 - 23 Falsies #2 (1984 Points) Kathy Denson
False River, LA Fleet #55 504/926-5473
October 29 - 30 Cat Capers Regatta Jim Brock
Birmingham, AL Fleet #277 205/813-4357
November 12 - 13 3rd Annual Turkey Trot Susie Falk
Shell Point, FL Fleet #43 904/562-2365

DIVISION 16

September 10 - 11 Toronto Cat Club Regatta (1984 Points) Steve Reid
Toronto, Ont., CN Fleet #183 416/665-5960
September 10 - 11 Women's Championships Jane Loquasto
Grand Island, NY fleet #243 716/773-2712
October 8 - 9 Pumpkin Regatta Tom Longhreed
Fanshawe Lake, London, Ont., CN 519/471-5825

INTERNATIONAL

EUROPE

September 3 - 4 Kapt'n Hahn'Cup (Yardstick) Sylt, Germany
September 3 - 4 Konig-Ludwig-Regatta Konig-Ludwig-Regatta
Germany
September 3 - 4 Altnau Bodensee, Switzerland
September 3 - 4 Langstreckenregatta Weiden, Germany
September 3 - 4 40 Trofeo Torre Pendente Tirrenia, Italy
September 10 - 11 Freundschaftsregatta Fohr
September 10 - 11 Int. 2-Lander-Cup Pooimeer, Germany
September 10 - 11 S. KCA Podersdorf, Germany
September 11 Regata Nazionale Lido Tirrenia, Italy
September 17 - 18 Hobelregatta Ammersee, Germany
September 24 - 25 Chaotenregatta Seiz, Germany
September 25 Regata Nazionale La Conchiglia, Italy
October 1 - 2 Regatta Canne, France

October 1 - 2 Coupe Morgienne multicoques Morges, Switzerland
October 1 - 2 6. KCA Podersdorf, Germany
October 3 - 7 Championnat D'Europe HC 16 Fregene, Italy
October 8 - 9 Hobie Ausklang Steinhuder Meer, Germany
October 8 - 9 Waalensee Waalensee, Switzerland
October 14 - 15 Senatspreis Berlin Wahnsee, Germany
October 15 - 16 Rauhreifregatta Chiemsee, Germany
October 22 - 23 Berliner Meisterschaft Wannsee, Germany
October 22 - 23 Tumpel - Trophy Zulpicher See, Germany
October 29 - 30 Hobieski Crans, Switzerland
November 11 - 13 Grand Prix Armistice Maubuisson, France
November 19 - 20 Doron Goldberg Baldeneysee, Germany
December 26 - 31 Noel sur l'eau Hyeres, France

ITALY

Settembre 3 - 4 40 Trofeo Torre Pendente Tirrenia
Settembre 25 Regata Nazionale Fregene albergo La Conchiglia

Altre regata ufficiali Hobie Cat

Settembre 11 Regata Nazionale Stab. Bagno Lido Tirrenia

SAUDI ARABIA

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

SPAIN

September 4 Trofeo Hobie C. N. Sanlucar
September 12 - 15 Festival Hobie C. N. 2 Mares
September 16 - 18 Campeonato Espana H16 C. N. 2 Mares
October 9 Trofeo Hobie C. N. Sanlucar
November 27 Trofeo Hobie C. N. Sanlucar
December 8 Trofeo Hobie C. N. Sanlucar
December 28 Navidades Hobie C. N. Benidorm

FLEET NEWS

DIVISION 2

Hurricane Gulch Fleet 3, Division 2 San Pedro, California

The 1983 Hurricane Gulch Regatta is now history. The 13th annual event was attended by Hobie sailors from as far away as Arizona and Utah. 163 boats entered the two-day event, and an unofficial total of 125 boats completed Sunday's long race.

Waters around "The Gulch" are known for obstacles, including freighters and tankers. This year, however, regatta organizers encountered more obstacles in the parking lot than in the water! County authorities, who had informally approved the regatta's format, decided that Hobie catters were monopolizing parking facilities and obstruct-

ing traffic flow; about 20 Hobie sailors were refused access to the parking lot.

Fleet 3 members went to work immediately, moving Hobie trailers from the parking lot to an unused portion of the beach. Traffic lanes were opened, cars and motorhomes were rearranged, and within a short time, parking and launching activities were permitted to continue.

Saturday's weather, overcast all morning, cleared to a warm, sunny day as the races started. "Hurricane Gulch" lived up to its name by providing 18 to 20 knot winds with moderate to heavy chop. Three chase boats were kept busy assisting overturned and demasted boats. From the start boat, an unusual number of collisions were observed. The 16As completed four races, one of which had to be

FLEET NEWS / AS REPORTED BY THE FLEETS

voided when "B" mark, a newly-purchased huge orange buoy, broke loose and drifted approximately one mile from its original position. A good day's sailing was had by all—especially the 18Bs, who raced Course 7 twice.

Sunday's agenda called for one 22-mile race for all classes. Winds were six to eight knots as the races began, increasing to 15 to 20 knots as the day progressed. The sail numbers were logged at start and finish to account for all boats. The starts were free of general recalls and the three hours of racing were almost incident-free.

One 18B sailor asked if a lightweight crew might be available for Sunday's race. The lucky fellow received dainty, petite Rich May (alias "The Hulk"). Saturday evening a Hobie 18 drifted off the beach and a heroic fellow dove into the water to retrieve it. Unfortunately, the good samaritan was wearing only his birthday suit—and on Sunday morning, no one could recognize him to thank him!

After the races, drawings were held for numerous giveaways, and a raffle was held for several O'Neill wet suits and a new sailboard, courtesy of Hobie Newport and Bic. Trophy presentations followed and, as usual, Fleet 3 members received their share of awards.

DIVISION 9

Bogue Blowout Points Regatta

Fleet 100, Division 9
April 2-3, 1983
by: Jim Gregory

The Bogue Blowout Points Regatta, held in Bogue Sound, just southwest of an area of the world known as the Graveyard of the Atlantic, earned its reputation during a Hobie points regatta held April 2-3. Winds gusting in excess of 35 knots provided the setting for some of the most exciting Hobie racing in the world. These weather conditions also sank two chase boats that were left moored Saturday night. A total of 45 hearty Hobies showed up at Camp Morehead in Morehead City, North Carolina for the start of the two-day event. With the water temperature hovering at the 50° mark and cold winds, the hot showers at

the Camp provided welcome relief for the weathered crews. The high winds sent Alan Hunter of Cornelius, N.C., mounted on his 14 Turbo screaming to first place in the Turbo division. The 16Cs were led by skipper Stephen Roberts and crew Rob Roberts, both of Morehead City.

Seaborn Blair with Anna Blair as crew led the pack to victory in the 16B series as the wind velocity slowly escalated. The 18Bs were led by Richard Johnson of Wilmington, N.C.

In 16A action, Jim Humphrey and Pat O'Cain of Columbia, S.C. blasted through the white-knuckle weather to top honors. Lance Dunn and crew Karen Dunn of Mathews, N.C. raced to first place in 18As through some of the roughest regatta weather this writer has ever witnessed. The severity of the weather gave crews ample opportunity to crash test their equipment as several over-eager participants pushed past the edge, pitchpoled, and performed other feats of aerial wizardry. Although extreme conditions prevailed throughout the event, safety was assured by no fewer than four chase boats, strategically located and crewed by salty Fleet 100 personnel attired in the latest neoprene fashions.

A hearty thanks to all who braved the weather and Saturday morning's hangover to make the Bogue Blowout an event to be remembered.

BAD WEATHER REGATTA??!??

Fleet 141, Division 9
Columbia, South Carolina
April 23-24, 1983
by: Lisa Weibel

The 1983 Pam Walker Memorial Regatta was held April 23-24 on Lake Murray, in Columbia. Weather report: tornado warnings, thunder storms and heavy rain. Sounds bad? It must have to most Division 9 racers, as we only had 60 boats register. To those who did not come, you missed a great regatta! The winds blew a steady 15 with gusts up to 20 (good double trapping weather!!). The race committee did an excellent job of setting the courses and the crash boats were kept busy due to the wind and still-chilly water.

Dinner was served on Saturday night with the main course being Boston Butt (in sailor's terms, "barbecue pork"). There was plenty of food for the hungry sailor; in fact, there was so much food that we served lunch on Sunday! We also had no difficulty in supplying beer on or off the water. We had a beer boat on the course for those who needed something to get them through the rain. We also supplied soft drinks for the non-beer drinkers. It was a big success—other regattas may want to consider this as an option.

Our thanks to our sponsors: Valk Sailboats, Yesterday's Restaurant, Budweiser of Columbia, to the Columbia Sailing Club for the use of the facilities, and a special thanks to the people from USCO who donated their time and hard work to the barbecue. We hope to see all of you again next year—and remember—the next time you get a bad weather report for the Columbia Regatta—better think twice about missing it!!

DIVISION 11

Rehoboth Bay Regatta

Fleet 271, Division 11
Rusty Rudder Restaurant
Dewey Beach, Delaware
May 14-15, 1983

The second points regatta for the Division 11 spring season was blessed with excellent weather. Along with the good weather, 80 Hobies turned out for the Rehoboth Bay Regatta, held at Ruddertown in Dewey Beach, Delaware. Skippers from Virginia, Maryland, Delaware, New Jersey and Pennsylvania traveled the distance to attend Fleet 271's fourth annual regatta.

Saturday's racing had medium winds with a little trapeze work. John Flanagan, with his daughter Betsy, dominated the 16 A fleet with two firsts and a third. Sunday was a real Hobie Day, blowing about 18 knots. John had two more good races—two seconds. He had the Regatta won in four races. Second place overall went to Bill and Jean Pagels, Fleet 271 members. Only one point behind, in third place, was Turner and Cathy Whitted. Bob and Lynn Dees placed fourth and Wally

Myers and Todd Scarborough were fifth.

Ray and Sandy Gauthier led the 18 Fleet with a total of three points for the four races. The 16 B Fleet was a close contest. Only 6¼ points separated the first five places. Winners were Will and Liz McCarvill, Fleet 271 members; second, Bill Hanna and Julie Flanagan. In third place was Jim and Lorna Dagostino, fourth place went to Ben and Jeanne Ackerman, and fifth place was awarded to Paul Christ with Susan Hopt.

16 C Fleet was dominated by Bob Hamilton and Joe Behm, with a total of 4¼ points. Second, Bill Creadon and Cindy Spies; third, David Sanner and Ross Inden; fourth, Adrienne and B. DeFeria and fifth, Matt McCool and Terri Flatley.

The 14 Fleet was won by Del Cummings and Turbo 14 by Bob Banbury. Banbury was a 16 A skipper who was having trouble getting a crew. It looks like he adapted to the Turbo very well!

Fleet 271 would like to thank the Rusty Rudder Restaurant for being our host for the past three years and providing the dinner Saturday night. The Committee Boat was provided by Dick and Chris Parsons, from Dover, Delaware. This is the second year they have volunteered for the job and we are very grateful.

The trophies for all of the Rehoboth Regattas have been donated by Fairweather Marine, our Northern Delaware Hobie dealer. Tom Hagy, co-owner of Fairweather, did an excellent job of setting the courses for the weekend.

DIVISION 15

Pensacola Points
Fleet 35, Division 15
Pensacola, Florida
June 4-5, 1983

All winter, Division 15 sailors huddled around our nice warm Gulf and shook our heads sadly at those ignorant people who voluntarily live up north where the blizzards roam and the cats' whiskers freeze. But now it's our turn. Of nine points regattas this spring (including Midwinters East), we've gotten off five races in only three. We've been blown out, rained out and even flooded out. *Discouraging!*

FLEET NEWS

But we try hard! When boats began to pull in for the 13th Annual Pensacola Points Regatta, the forecast was for a typical summer day—warm, sunny, possible afternoon thundershowers. The Schlitz truck pulled in early and freed the mighty Bull to snort and paw up the beach. The Bull was a real comfort to some people when we got the news that two chase boats had died overnight and the marks couldn't be set. But eventually, the third power boat arrived, the marks were set and over 50 boats were off and trapping in a nice breeze. During lunch a big cloud mass gathered over the Gulf, the wind began to drop, and after a slow second race we called it a day—the sails were down by the time the rain hit.

Sunday morning the forecast was the same, but things moved faster. The chase boat died immediately. While our fleet surgeon, regatta chairman John Emlet, labored mightily to get its heart started again, the bullfighters gathered around. Jack Salmon made a few passes at the Bull and then took off on his 16 to start setting the marks, just to help speed things up. Halfway across the bay a rain squall hit, followed by a string of its big brothers, and the world disappeared as Salmon took refuge under the mark on a friendly—but distant—lee shore. Everybody else got to watch the Bullfights and hide in their cars while he sat and dripped.

DIVISION 16

For additional information on Division 16 races and

joining a fleet contact
Division Chairman, Chad
Klarr: 814/454-2828.

Ninth Annual Couchi-Cat Regatta Fleet 150, Division 16 Orilla, Ontario, Canada June 11-12, 1983 by: Helen Parnham

The Ninth Annual Couchi-Cat was a success with attendance increasing once more to a total of 57 boats with 18B and 16C fleets being introduced this year.

As usual, the Couchi-Cat weekend was scheduled to coincide with the change from spring to summer weather. It was unusual for mid-June in our part of the country, but we experienced beautiful, sunny, hot weather which was great for camping but provided light winds for racing. However, we got in four races over the two days and wrapped up the presentations around 4 p.m. Sunday.

Fleet 150 is proud to offer handcrafted trophies unique to the Couchi-Cat. Fleet member Terry Pringle did a great job of designing and making this year's trophies. They were free-standing oak sail-shape forms with the Hobie insignia burned on the face and event name burned down the thickness of the leech edge. Winners of the trophies (and all other standings) are listed in the regatta results.

The fleet had the distinct honor and pleasure of hosting Miles Wood of Hobie Cat, a familiar name to any *Hotline* reader. Miles was the instructor for the Ontario Hobie Cat Association's annual race

training week held the five days prior to the Couchi-Cat at the Ontario Sailing Centre on Lake Couchiching.

I asked Gerry how he enjoyed crewing for Miles. He replied, "No question, he's a super guy to crew for. No shouting at the crew, ha, ha!! I'd crew anytime he'd have me... he loves to win... which we all do, I guess."

Gerry went on to say, "Miles certainly lent credibility to his seminar week, both with his own sailing performance and his students' sailing abilities and standings in the Couchi-Cat. He was looking for that. He told me there wasn't a single person who hadn't improved in the training week and he was really watching their race standings and checking their boat tuning. Overall, he was happy with what he saw."

Miles, thanks again for staying—and you're invited back to Canada anytime!!

And all of you are welcome back next year to the Couchi-Cat. We're hoping to make our Tenth Anniversary better than ever!

INTERNATIONAL

The Kent Regatta Fleet 179, Hong Kong June, 1983

A glorious day dawned, and our sponsors, Kent, kindly provided us with new beach umbrellas to protect those bleached by the long winter. Ten cases of donated Carlsberg also arrived, generating wistful glances in the heat, even at 9 a.m.

The weather encouraged a

good turnout, made more impressive by the disappearance of the beach under the influence of an eclipse spring tide. The Hobie 18 fleet was half its normal size as the exodus to the World's had already begun.

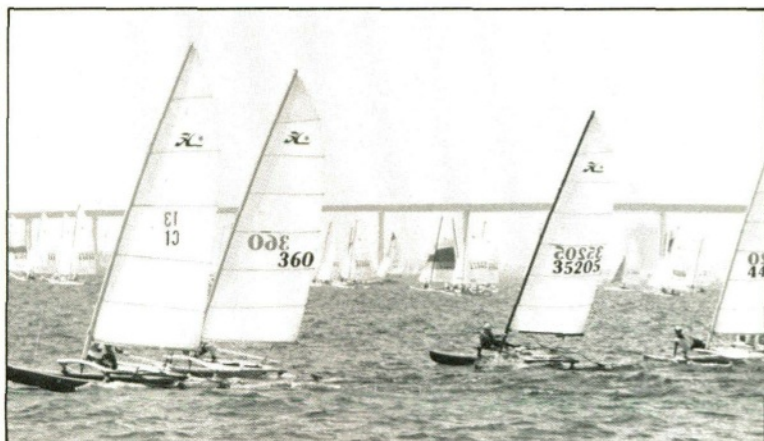
A gentle southwesterly provided reasonably steady winds, but still with shifts and holes to catch the unwary. However, it was a pleasant change to start from the beach again, giving a good view for the spectators and allowing John Moore, our racing officer, the opportunity to run short races back-to-back.

Ashton and Peddie dominated the 16 A fleet and were tied at the beginning of the last race with two firsts, a second and third each. With only their concern to beach each other in Race 5, John Moore was able to slip into the lead, and capture third place overall.

In the 16 B fleet, Mike Hill and Leone swept the board with a 1, 2, 3, 6, OOD. Hill was heard to complain that on this, the first time he had won an event, the Club decided not to award engraved trophies. Peter and Muriel Huang were not far behind with a 1,2,3,6,8. (Peter has volunteered to be OOD next regatta as a consequence!!) John Leckenby was third overall, less than four points behind the Huangs. Newcomers to the 18 fleet, the Wilsons won four of the five races... Ray Walker will have to look to his laurels.

A selection of sailing knives, spikes, deshacklers, and useful go-fast items were happily received by the winners.

REGATTA RESULTS



DIVISION 2

CASTAIC LAKE REGATTA
FLEET #130, DIVISION #2
CASTAIC LAKE, CALIFORNIA
MAY 14 - 15, 1983

HOBIE 18A	POINTS
1. Woods, W.	5 1/2
2. McGraw, J.	9 3/4
3. Ruiz, R.	9 3/4
4. Riakanja, K.	16
5. Brown, C.	19 3/4
6. Aucreman, C.	23
7. Brown, R.	28
8. Timm, S.	29
9. Brown, R.	32
10. Wright, C.	34
11. Paulson, D.	38
12. Crocker, D.	44
13. Simmons, J.	47
14. Buchanan, R.	61
HOBIE 18B	POINTS
1. Rossetti, T.	5 1/4
2. Holowach, M.	9 3/4
3. Schluter, S.	10
4. Stapp, D.	13 3/4

5. Bernbaum, B.	16
6. McMahon, G.	24
7. Zacks, P.	29
8. Walter, H.	29
9. Williams, R.	34
10. Graham, G.	36
11. Halter, J.	39
12. Dolan, D.	42
13. Cortina, L.	47
14. DeCinces, C.	56

HOBIE 16A	POINTS
1. Christensen, K.	6 1/4
2. Materna, T.	11 3/4
3. Ketterman, D.	13
4. Hauser, J.	14
5. Seaman, B.	17 3/4
6. Alter, J.	20
7. Veneman, C.	26
8. Oltsman, D.	35
9. Winkler, K.	36
10. Heath, P.	38
11. Crider, D.	43
12. Howard, R.	45
13. Hernandez, P.	51
14. Casher, J.	52
15. Walsh, G.	55
16. Gantsweg, M.	59
17. Myrter, R.	60
18. Shibata, D.	64
19. Jansky, G.	67
20. Wagniere, R.	69

REGATTA RESULTS

21. Bose, L.	70
22. Dockstadter	70
23. Schafer, N.	72
24. Harris, J.	74
25. Rose, B.	84
26. Liberatore, A.	94
27. DeLove, D.	102
28. Hernandez, C.	108

HOBIE 16B POINTS

1. Dixon, S.	4 1/4
2. Ensor, M.	14 3/4
3. Newsome, J.	18 3/4
4. Forgrave, J.	23
5. Hall, H.	24
6. Pettit, Paul	25
7. Wheaton, W.	25
8. Ward, D.	32
9. Ploss, D.	33
10. Barbarika, H.	36
11. Rossetti, R.	37
12. Carlson, A.	37
13. Hammond, M.	37
14. Halberstad, M.	41
15. Poitras, E.	51
16. Butler, R.	55
17. Burge, M.	56
18. King, B.	58
19. Lehne, S.	65
20. Johnson, C.	69
21. Bailey, G.	70
22. Harper, F.	71
23. Castaincy, A.	90

HOBIE 16C POINTS

1. Rodberg, J.	8 3/4
2. Bond, J.	11 3/4
3. Proietto, P.	12 3/4
4. Rauch, H.	19 3/4
5. Flood, D.	22 3/4
6. Rounds, T.	28
7. Dambros, J.	31
8. Simons, L.	33
9. Elter, R.	36
10. Martin, G.	37
11. Ives, D.	41
12. Brulee, R.	47
13. Coello, R.	48
14. Paulson, E.	48
15. Perez, M.	50
16. Gaiser, N.	55
17. Pacer	55
18. Williams, R.	56
19. Gouton, J.	56
20. Braught, D.	60
21. Polance, R.	69
22. Danforth, G.	78
23. Gallagher, M.	82
24. Jeffery, D.	93
25. Carril, R.	93
26. Eaton, A.	94
27. Slocum, D.	97

HOBIE 14A POINTS

1. Finn, J.	3
2. Sherriff, B.	13
3. Blount, D.	15
4. Patterson, M.	16
5. Jenkins, R.	20
6. DesChamps, P.	20
7. Legge, J.	22
8. Hilliard, C.	24 3/4
9. Legge, M.	29
10. Fields, B.	34
11. Conti, J.	48
12. Morris, B.	48

HOBIE 14B POINTS

1. Goebel, G.	3
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HOBIE 14Turbo POINTS

1. Johnson, R.	4 1/4
2. Woods, D.	7 3/4
3. Brooks, M.	8 3/4

HURRICANE GULCH
FLEET #3, DIVISION #2
CABRILLO BEACH, CALIFORNIA
MAY 21 - 22, 1983

HOBIE 18A POINTS

1. Myrter, S.	3 1/2
2. Steele, N.	7 3/4
3. Parizeau, P.	10 3/4
4. Timm, S.	14
5. Berman, P.	14
6. Lindley, T.	18
7. Kimball, J.	21
8. Wright, C.	23
9. Brown, C.	24
10. Thomas, B.	24
11. McGraw, J.	28
12. Munsey, C.	29
13. Aucerman, C.	30
14. Ruiz, R.	35
15. Buchanan, R.	40
16. Woods, W.	40
17. Biakanja, K.	44
18. Furtado, J.	46
19. Halloran, F.	47
20. Drake, S.	51
21. Brown, R.	55
22. Catalano, R.	61
23. Churchill	63
24. Lewis, J.	66
25. Poitras, L.	71

HOBIE 18B POINTS

1. Douglas, N.	3 1/2
2. Hicks, G.	8
3. Burton, C.	12
4. Preiss, M.	17
5. Huebner, P.	15
6. Walter, E.	15 3/4

7. Eggen, P.	17
8. Haket, P.	17
9. Smith, D.	19
10. McKee, R.	22
11. Samson, M.	24
12. Wagner, A.	31
13. DeLong, T.	32
14. Clair, B.	32
15. Schirm, B.	37
16. Geolingo, A.	33 3/4
17. Nelson, D.	43
18. Zacks, P.	55
19. Jamison, M.	60
20. Cook, G.	61
21. Garver, J.	61
22. Schluter, B.	66
23. Grimes, E.	66

HOBIE 16A POINTS

1. Alter, J.	2 1/4
2. Christensen, K.	4 3/4
3. McCormick, P.	11
4. Eguia, A.	13
5. Alter, H. Jr.	13
6. Seams, M.	18
7. Shearer, M.	18
8. Schafer, W.	23
9. Howard, R.	27
10. Myrter, W.	28
11. Walsh, J.	32
12. Mihoky, D.	34
13. Materna, T.	37
14. Casner, J.	39
15. Witte, E.	40
16. Dockstadter	46
17. Oltmans, D.	46
18. Heath, P.	47
19. Ketterman, D.	48
20. Hauser, J.	49
21. Miller, M.	54
22. Weaver, C.	63
23. Fogerty, F.	67
24. Harris, J.	69
25. Greer, B.	72
26. Christensen, T.	73
27. Winkler, V.	75
28. Rathbun, P.	75
29. Brown, C.	76
30. Shibata, D.	79
31. Veneman, C.	84
32. Shearer, A.	85
33. Brady, N.	88
34. DeCosta, R.	100
35. Dixon, E.	101
36. Hernandez, P.	102
37. Allen, S.	113
38. Gantsweg, M.	117

HOBIE 16A POINTS

1. Newsome, J.	5 1/2
2. Stordahl, D.	9
3. McDonald, M.	9
4. Faruham, N.	16
5. Carlson, A.	16
6. Butcher, R.	16 3/4
7. Mayeski, P.	19
8. Rossetti, R.	24
9. Wolcott, P.	24
10. Winterhalter	25
11. Hensler, W.	25
12. Tilger, B.	29
13. Poulson, R.	32
14. Rond, J.	41
15. Hall, H.	41 3/4
16. Proietto, P.	43
17. Hodoe, P.	44
18. King, T.	49
19. Chee, M.	56
20. Barbarika, H.	56
21. Halberstad	66
22. Ward, B.	70
23. Effinger, D.	71
24. Moore, B.	73
25. Pillman, D.	75
26. Hammond, M.	81
27. Bailly, G.	81

HOBIE 16C POINTS

1. Magill, G.	2 1/4
2. Flood, D.	5 3/4
3. Sims, M.	11
4. Coello, R.	11
5. Schliesser, B.	14
6. Nowell, S.	14
7. Dyer, J.	23
8. Jones, M.	23
9. Conner, J.	26
10. Fujimoto, C.	27
11. Ives, B.	27
12. Eaton, R.	35
13. Elter, R.	35
14. Palanco, R.	36
15. Nicolle, P.	38
16. Maith, T.	40
17. Runyon, T.	44
18. Hipolite, G.	46
19. Pastorkiew	47
20. Scott, M.	53
21. Piper, D.	55
22. Scott, W.	66
23. Symons, L.	66
24. Weaver, S.	72
25. Boland, J.	73
26. Bullock, F.	76
27. Abbot, P.	87
28. Aparicio, D.	87
29. Cooke, J.	87

HOBIE 14A POINTS

1. Linn, J.	3 1/2
2. Wagniere, R.	6 3/4
3. Deschamps	8
4. Fields, B.	8 3/4
5. Blount, D.	15
6. Sherriff, B.	16
7. Patterson, M.	16
8. Hilliard, C.	19
9. Legge, J.	22

HOBIE 14A POINTS

1. Linn, J.	3 1/2
2. Wagniere, R.	6 3/4
3. Deschamps	8
4. Fields, B.	8 3/4
5. Blount, D.	15
6. Sherriff, B.	16
7. Patterson, M.	16
8. Hilliard, C.	19
9. Legge, J.	22

10. Goebel, G.	29
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HOBIE 14R POINTS

1. Lantz, J.	2 1/4
2. Whitaker, T.	4 3/4
3. Randall, L.	9

HOBIE 14Turbo POINTS

1. Raffetto, Jim	1 1/2
2. Brooks, Henry	4

LAKE PERRIS REGATTA
FLEET #30, DIVISION #2
LAKE PERRIS, CALIFORNIA
JUNE 4 - 5, 1983

HOBIE 18A POINTS

1. Steele	9 3/4
2. Brown, Rick	10
3. Ruiz	11 1/2
4. Brown, C.	15
5. Parizeau	17
6. Churchill	17
7. Lindley	19
8. Timm	20
9. Buchana	20
10. Biakanja	22
11. McGraw	23
12. Kimball	3 3/4
13. Woods	32
14. Thomas	33
15. Wright	34
16. Refuse	35
17. Mark	36
18. Holowach	42
19. Brown, Roger	45
20. Mueller	49

HOBIE 18B POINTS

1. Ketterman	2 1/4
2. McGadden	6
3. Hicks	9
4. Wooding	12
5. Clair	13
6. Bernbaum	15
7. Engon	15
8. Herahfeld	16
9. Effinger	27
10. Murray	29
11. Rhoades	30
12. Pilato	32
13. Harding	41
14. Corsi	42

HOBIE 16A POINTS

1. Alter, J.	3 1/2
2. Alter, H. Jr.	9 3/4
3. Materna	10
4. Christensen	13
5. Hauser	15
6. Seaman	18
7. Perrin	18 3/4
8. Veneman	21
9. Myrter	22
10. Miller	24
11. Mihoky	28
12. Ketterman	30
13. Caster	30
14. Winkler	34
15. Martin	41
16. Oltmans	41
17. Stordahl	44
18. Howard	45
19. Dockstadter	47
20. Greer	49
21. Christensen	52
22. Schafer	55
23. Dixon	62
24. Weaver	64
25. Gantsweg	64
26. Jansky	69
27. Harris	69
28. Heath	70
29. Shibata	73
30. Liberatore	74
31. Brown	85
32. Newsome	86
33. Rathbun	86
34. Hernandez	88
35. McNamara	94

LONG BEACH GRAND PRIX
FLEET #7, DIVISION #2
LONG BEACH, CALIFORNIA
JUNE 11 - 12, 1983

HOBIE 18A POINTS

1. McGraw	7 3/4
2. Douglas	8
3. Parizeau	8 3/4
4. Steele	11 3/4
5. Ruiz	12 3/4
6. Wright	18
7. Yim	18
8. Brown	19
9. Lindley	22
10. Brown	22
11. May	24
12. Aucerman	29
13. Thomas	33
14. Ketterman	34
15. Kimball	39
16. Brown	40
17. Biakanja	45
18. Lewis	47

HOBIE 18B POINTS

1. Hicks	4 1/2
2. Winterhalter	4 3/4
3. Schluter	7 3/4
4. Clair	8
5. Eggen	11
6. Schirm	15
7. Samson	18
8. Dunn	20
9. Ivey	22
10. Blackway	27
11. Charleston	28
12. Huebner	32

HOBIE 16A POINTS

1. Alter, H. Jr.	2 1/4
2. Materna	9
3. Schafer	10
4. Seaman	11 3/4
5. Walsh	14
6. Christensen	14
7. Alter, J.	16
8. Eguia	22
9. Myrter	25
10. Crider	25
11. Fogerty	32
12. Heath	32
13. Myrter	33
14. Hauser	35
15. Delave	36
16. Harris	38
17. Bell	43
18. Christensen	46
19. Winkler	49
20. Newsome	52
21. Bose	52
22. Liberatore	54
23. Rabon	62
24. McNamara	65

3. Drake	10 3/4
4. Johnson	14
5. Brulee	15
6. Paulson	16
7. Olson, T.	17
8. Noell	17
9. Scott	17 3/4
10. Fujimoto	26
11. Flood	30
12. Alkema	33
13. Blain	33
14. Cook	33
15. Leight	34
16. Maszynski	40
17. Runyon	40
18. Racz	42
19. Eaton	42
20. Saum	58
21. Harris	65
22. Olson, M.	65
23. Jones	65
24. Jernigan	67
25. Pastorkiew	75

HOBIE 16Novice POINTS

1. Walton	4 3/4
2. Stanislaw	6 1/2
3. Lehmann	12
4. Scott	15
5. Morris	18
6. Sanders	18
7. Piper	19
8. Mitchell	21
9. Long	22
10. Sturmer	22
11. Farut	24
12. Michols	24
13. Nelson	31
14. Godefroy	44
15. Spencer	45
16. Ramsey	48

HOBIE 16C POINTS

1. Kurt	4 1/2
2. Nouell	4 3/4
3. Coello	7 3/4
4. Pastorkiew	12
5. Scott	12
6. Lockwood	15
7. Lowe	17
8. Nicolle	19
9. Ives	23
10. Fujimoto	24
11. Muszynski	26
12. Cook	29
13. Dambros	31
14. Conner	36
15. Scott	40
16. Smith	44
17. Smith	51
18. Berger	52

HOBIE 14 POINTS

1. Patterson	4 1/2
2. Deschamps	6 3/4
3. Blount	7
4. Crocker	10
5. Legge	10 3/4
6. Jenkins	12
7. Hilliard	16
8. Legge	23
9. Eggen	25
10. Whitaker	29

HOBIE 14Turbo POINTS

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REGATTA RESULTS

8. Atkins Cinnamon	29
9. Murray, Dave	35
10. Herschfeld, John	40
11. Miller, Brian	42
12. Twelves, Steve	42
13. Wooding, Bill	48
14. Bernbaum, Barry	49
15. McCurry, Chuck	51
16. McKee, Ron	51
17. Troyer, Bill	60
18. Zacks, Paul	64
19. MacArthur, Rick	66
20. Schirm, Brian	72

HOBBIE 18C POINTS

1. Springer, Tom	6 1/2
2. Altman, Jim	10 1/2
3. Grimes, Ed	13 3/4
4. O'Brien, Jr., R.	15
5. Coe, Ratti	15
6. Dunn, Tim	18
7. Effinger, Dan	18
8. Springer, M.	31
9. Ritenour, Frank	39
10. Scarfo, Douglas	41
11. Charleston, John	46
12. Liniyer, David	48
13. DeBolt, Bill	48
14. Colley, Richard	54
15. Smith, Hector	58
16. Anderson, Andy	61
17. Cary, John	63
18. Jones, Dennis	70
19. Jamison, Mike	72
20. Cook, Gregory	72
21. Williams, Ron	75
22. Kaplan, Daniel	88
23. Hartwell, John	88
24. Winder, Bill	90
25. Zimmerman, Gene	91

HOBBIE 16A POINTS

1. Hauser, John	10
2. Seaman, Bob	10 1/4
3. Alter, Hobbie Jr.	11 1/2
4. Christensen, K.	15
5. Materna, Tom	15
6. Mohoky, Doug	29
7. Ketterman, Dan	31
8. Veneman, Chris	33
9. Perrin, Bob	33
10. Witte, Eric	38
11. Myrter, Stephen	39
12. Shearer, Mike	45
13. Shearer, Andy	48
14. Polgner, George	53
15. Ganteweg, Mary	54
16. Heath, Frank	56
17. Myrter, Bill	57
18. Walsh, Geoffrey	68
19. Martin, Gary	69
20. Dockstadter, Lee	75
21. Bell, Brian	76
22. Miller, Matt	83
23. Shearer, Dave	86
24. Heffernan, Brian	94
25. Winkler, Udo	98
26. Weaver, Greg	98
27. Shibata, Darryl	101
28. Cashner, Jeff	101
29. Christensen, T.	107
30. Newsome, Jeff	111
31. Fogarty, Fred	112
32. Brady, Neil	123
33. Campbell, Bruce	128
34. DeLave, Dan	132
35. Chee, Mike	132
36. Howard, Ray	133
37. Dixon, Scott	137
38. Berg, Carl	143
39. Chisholm Larry	146
40. Farquhar, Norm	152
41. Rathbun, Pat	151
42. Greer, Bill	156
43. Harris, John	156
44. Zettel, Michael	160
45. Clements, Mike	161
46. Liberatore, A.	163
47. Hernandez, C.	171
48. Trafford, Skip	172
49. Mulvey, Doug	200
50. Jansky, Gil	200

HOBBIE 16B POINTS

1. Ensor, Mark	11 1/2
2. Ploss, Dexter	14 1/2
3. Forgrave, John	21
4. Mayeski, Paul	21
5. Tyler, Ross	25 3/4
6. Carlson, Al	30
7. Ziolkowski, John	30
8. Surge, Mark	33
9. pattern, Pat	36
10. Coello, Robert	51
11. Butcher, Ross	53
12. Rossetti, Ron	55
13. Hitch, Paul	55
14. Hammond, Marshal	56
15. Rendler, Billy	63
16. Ward, David	66
17. Bailey, Gordon	68
18. Proietto, Perry	71
19. Pettit, Paul	71
20. Nash, Wayne	73
21. Bloomer, Tom	76
22. Halberstadt, M.	77
23. McCall, Ken	82
24. Wenz, John	87
25. Wheaton, Warren	87
26. Ware, John	88
27. Nowell, Steven	92
28. Kurt, Brian	92
29. Wright, John	95
30. Corelli, Darrell	95
31. Grimes, Jim	101
32. Butler, Randy	101
33. Barbarika, H.	106
34. Hansen, Eric	109
35. Castaing, Alan	112
36. Flood, Don	116
37. Weissmann, Ray	116

38. Hensler, Bill	120
39. Tilger, Bill	128
40. Jaseniuk, Rudy	128
41. Norton, Steve	128
42. Kanev, Steve	131
43. Geolingo, Art	149
44. Roe, Ed	159
45. Marill, Gary	163
46. Pettit, J.	166
47. Poulos, Ron	167
48. Woods, Jeffrey	174
49. Frankel, Don	190

HOBBIE 16C POINTS

1. Becker, Rik	5 1/4
2. Carpenter, G.	17
3. Miller, Rex	23
4. Muto, Kurt	31
5. Searles, Hobbie	31
6. Waugh, Terry	35
7. Wentworth, Scott	36
8. Weyman, Bob	47 3/4
9. Smith, Stephen	48
10. Burtless, George	48 3/4
11. Peinado, Chuck	49
12. Harscheid, David	50
13. Gilb, Steve	52
14. Vogt, Mike	54
15. Jernigan, Chris	59
16. Rounds, Tom	63
17. Conner, Jeff	68
18. Pasterkiewicz, M.	75
19. Kohler, Gene	76
20. Ueber, Bruce	78
21. Senerchia, Bill	78
22. Ryan, Cecily	78
23. Ericsson, Bob	81
24. Paulson, Eric	87
25. Tortora, Mike	87
26. Garcia, Phil	93
27. Scott, Michael	97
28. Cook, John	100
29. Nunyon, Tom	103
30. Rimmer, J.	104
31. Dyer, Jon	120
32. Schlieser, Walt	120
33. Tortora, Pete	122
34. Fujimoto, Craig	123
35. Lehmann, Bert	125
36. Roland, Jim	125
37. Miller, Shannon	131
38. ALKEMA, David	136
39. Olson, Tui	143
40. Kulin, Randy	143
41. Martin, George	146
42. Williams, Bart	155
43. Tsutsui, Bill	160
44. Boyd, Dave	173
45. Poland, Rick	175
46. Bernard, Bill	175
47. Carroll, Rich.	179
48. Cruz, Bob	181
49. Scott, Wiley	185
50. Krall, William	189
51. Harris, W. T.	191
52. Gosnell, Jim	193
53. Morris, John	193
54. Stanislawski, C.	196
55. Weaver, Scott	197
56. Hall, Charles	200
57. Blain, Mark	200
58. Banks, Thomas	203
59. Engel, Tom	212
60. Williams, Jim	221
61. Braught, Don	229
62. Racz, Joe	232
63. Twardy, Bob	234
64. Eaton, Allen	239
65. Addison, Paul	252
66. Beeler, Todd	257
67. VanAssche, P.	260
68. Bussey, Jerry	266
69. Johnson, Bill	280
70. Weiss, Hank	288
71. Cochran, Joe	288

HOBBIE 16Novice POINTS

1. Smith, Brian	5 1/4
2. Hipolite, Gary	7 3/4
3. Weissmann, Craig	22
4. Piper David	24
5. Landino, Steve	26
6. Christie, S.	29
7. Becker, Ed	29
8. Darby, Dave	38
9. Bender, Mark	41
10. Ocarra, Mike	43
11. Sanders, Bill	45
12. Coate, Stephen	47
13. Healy, Bob	49
14. Godefroy, Pete	48 3/4
15. Oroz, Ron	49
16. Hollins, Michael	53
17. Callahan, Dave	53
18. Tarut, Jack	56
19. Rudnick, Michael	58
20. Finley, David	59
21. Jackson, Alan	65
22. Kocka, Bruce	80
23. Barnes, Bo	83
24. Nichols, Jan	84
25. Offerman, Arno	97
26. DeMetros, J.	101
27. Chartier, Rick	102
28. Gouton, Jack	116
29. Golden, John	120
30. Breneman, Chuck	120

HOBBIE 14A POINTS

1. Deschamps, Paul	8 1/2
2. Sherriff, Burt	15
3. Paasch, Ulf	16
4. Fields, Bruce	17 3/4
5. Conti, John	18
6. Blount, Dick	18
7. Martinez, Alex	18 3/4
8. Patterson, Mike	25
9. Legge, Mike	29
10. Hillard, Cliff	29
11. Wagniere, Ron	29 3/4

12. Legge, Jim	40
13. Goebel, George	52

HOBBIE 14B POINTS

1. Castellanos, L.	3
2. Davis, Steve	6 3/4
3. Ramage, Jim	12

HOBBIE 14Orca POINTS

1. Lantz, Jim	4 1/4
2. Lantz, Dick	5 1/2

HOBBIE 14Turbo POINTS

1. Johnson, Ron	3
2. Woods, Dennis	9
3. Brooks, Henry	10 3/4
4. Schmitz, Mike	12
5. Charleston, John	15
6. Meyer, Tom	24

BIG BEAR REGATTA DIVISION #2

BIG BEAR LAKE, CALIFORNIA
JUNE 25 - 26, 1983

HOBBIE 18A POINTS

1. Ruiz, Richard	4 1/4
2. Parizeau, Paul	5 1/2
3. Poitras, Robert	17
4. Woods, Wayne	21
5. Lindley, Ted	22
6. Brown, Chuck	23
7. Timm, Steve	24
8. Munsey, George	30
9. Blakanka, Krist	38
10. Brown, Rick	39
11. Burton, Chris	43
12. Deuyias, David	45
13. Dawson, Ken	48
14. Holovach, Mike	50
15. Ketterman, Greg	56
16. Mark, Robert	59
17. Paulson, David	63
18. Churchill, Dave	64
19. Catalano, Pete	65
20. Crocker, David	67

HOBBIE 18B POINTS

1. Bisson, Monte	8 1/2
2. Wooding, Bill	10
3. Clair, Bob	10
4. Nelsen, Duane	21
5. Smith, David	22 3/4
6. Eggen, Randal	23
7. O'Brien, Barry	23
8. McKee, Dennis	24 3/4
9. Herschfeld, John	35
10. Dunn, Tim	37
11. Miller, Brian	38
12. Bernbaum, Barry	46
13. Stapp, Dave	49
14. Alden, Steve	52
15. Mark, Dave	52
16. Vandenberg, M.	55
17. Olive, Dick	61
18. Vandenberg, Ray	70
19. Cooley, Richard	71
20. Cook, Gregory	72

HOBBIE 16A POINTS

1. Christensen, K.	3
2. Seaman, Bob	11
3. Alter, Hobbie, Jr.	12
4. Veneman, Chris	16 3/4
5. Ketterman, Dan	20
6. Materna, Tom	23
7. Hauser, John	23
8. Winkler, Udo	29
9. Walsh, Geoff	30
10. Bell, Brian	35
11. Casher, Jeff	41
12. Kun, Richard	44
13. Fogarty, Fred	47
14. Blauer, Steve	57
15. Heath, Frank	58
16. Stordahl, Dean	63
17. Hernandez, Phil	64
18. Ganteweg, Mary	65
19. Chee, Mike	66
20. Newsome, Jeff	69
21. Liberatore, Alan	82
22. Walker, Mike	88
23. Calver, Kathleen	91

HOBBIE 16B POINTS

1. Blauer, Jim	8 1/2
2. Forgrove, John	13 3/4
3. Hall, Herb	15
4. Burge, Mark	16
5. Tyler, Ross	19 3/4
6. Proietto, Perry	20
7. Magill, Gary	26
8. Ward, David	28 3/4
9. Nash, Wayne	32
10. Rendler, Bill	36
11. Rich, Charles	37
12. Sims, Greg	39
13. Clark, Ashford	39
14. Kofahl, Dave	42
15. Harper, Fran	45
16. Prather, Steve	57
17. Poitras, Lou	63

HOBBIE 16C POINTS

1. Smith, Brian	6 1/2
2. Wentworth, Scott	8 1/2
3. Boland, Jim	13
4. Olson, Tim	13 3/4
5. Wamer, Scott	18
6. Johnson, Eric	21
7. Tortola, Mike	22
8. Simons, Larry	26
9. Braught, Don	36

10. Rounds, Tom	36
11. Gilb, Steve	37
12. Dambros, John	42
13. Beeler, Todd	56
14. Elter, Ron	60
15. Pastenkewicz, M.	62
16. Carroll, Richard	64

HOBBIE 14 POINTS

1. Wagniere, Ron	5 1/4
2. Deschamps, Paul	7 1/2
3. Fields, Bruce	11
4. Linn, Jack	12
5. Jenkins, Roger	16
6. Paasch, Ulf	22
7. Legge, Mike	23
8. Legge, Jim	26
9. Patterson, Mike	34

HOBBIE 14Turbo POINTS

1. Johnson, Ron	3
2. Brooks, Henry	8 3/4
3. Pratt, Rod	10
4. Woods, Dennis	14

DIVISION 3

WET 'N' WILD
FLEET #21, DIVISION #3
OKDALE, CALIFORNIA
MAY 7 - 8, 1983

HOBBIE 18A POINTS

1. Orloff, M.	9 1/2
2. Beard, K.	9 1/2
3. Austin, D.	15
4. Neathery, R.	18
5. Clacher, D.	20 3/4
6. Vaholm, R.	22
7. Giguere, D.	29
8. Cary, S.	32
9. Jeffries, K.	32
10. Rayfuse, M.	34
11. Minasian, S.	37
12. Skvarla, M.	40
13. Riddle, D.	42
14. Probst, T.	42
15. Corbett, M.	52

HOBBIE 18B POINTS

1. Olson, C.	3
2. Hitch, D.	7 3/4
3. Adkins, K.	15
4. Furtado, D.	15
5. Paukety, L.	15
6. Hansen, M.	19
7. DuFort, M.	31
8. Carlberg, J.	36

HOBBIE 16A POINTS

1. Montague, M.	10 1/2
2. Porter, P.	11 1/4
3. Williams, S.	11 3/4
4. Boschma, B.	12
5. Cole, D.	16 3/4
6. Schneider, B.	20
7. Rutledge, M.	21
8. Poncin, J.	31
9. Hathews, J.	40
10. Cushenberry, L.	41
11. Stitt	43
12. Jones, T.	45
13. Moncibain, G.	46
14. Hoffman, H.	50
15. Grewohl, R.	50
16. Davis, R.	52
17. Reese, E.	57
18. MacDonald, S.	59
19. Duos, D.	60
20. Layer, L.	60
21. Farris, D.	74

HOBBIE 16B POINTS

1. Kauffman, M.	14 3/4
2. Hietala, G.	18
3. Allison, L.	19 3/4
4. Hinds, D.	22
5. Stone, G.	22 3/4
6. Hess, P.	27
7. Tantillo, J.	27
8. Gerbllick, B.	33

REGATTA RESULTS

HOBIE 16B POINTS

1. Crook, Bob	6 1/2
2. Quinn, Frank	8
3. Smith, Dean	8 3/4
4. Tantiello, Jim	10
5. Gerblick, Bill	10
6. Hess, Paul	10 3/4
7. Eichhorn, Al	14
8. Moore, John	19
9. Clack, Cal	28
10. Wagenfohr, Carl	29

HOBIE 16C POINTS

1. Kennedy, J.	6 1/2
2. Johnson, Jerry	11 1/2
3. Mooneyham, Mark	13
4. Heberer, Phil	15
5. Murray, Andrew	16 3/4
6. Elliott, Mark	20
7. Storey, Stephen	26
8. Hagar, Jon	30
9. Voigt, Kevin	32
10. Beld, Jeff	35
11. Hill, Jack	36
12. Gardner, Lynn	36
13. Kenoyer, Kevin	49

HOBIE 16Novice POINTS

1. Beeby, Jeff	3 1/4
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HOBIE 14A POINTS

1. Kitowski, Ron	5 1/2
2. Gustin, Jim	6 1/2
3. Katz, Ron	12 3/4
4. Carney, Bill	14
5. Dotson, Chuck	15
6. Crema, Alice	20

HOBIE 14B POINTS

1. Aranda, Debbie	4 1/4
2. Wynn, Joe	8 1/2
3. Collins, John	9
4. Walden, Gary	16

HOBIE 14Turbo POINTS

1. Eustace, Bob	3
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LAKE TAHOE REGATTA FLEET #477, DIVISION #3 LAKE TAHOE, CALIFORNIA JUNE 25 - 26, 1983

HOBIE 18A POINTS

1. Timms, A.	3
2. Beard, K.	10 3/4
3. Clacher, D.	11
4. Cary, S.	18
5. Orloff, M.	19
6. Rayfuse, M.	19
7. Giguere, D.	27
8. Fortune, J.	27
9. Walker, D.	28
10. Hall, S.	30
11. Edson, G.	45
12. Skavarila, M.	46
13. Aller, D.	65

HOBIE 16A POINTS

1. Montague, M.	4 1/2
2. Rutledge, M.	8 3/4
3. Boschma, B.	10 3/4
4. Poncin, J.	17 3/4
5. Matthews, W.	23
6. Cronin, B.	31
7. Reese, E.	32
8. Cole, D.	32
9. Schneider, R.	34
10. Feinberg, B.	35
11. Stone, G.	40
12. Williams, S.	41
13. Pearce, M.	42
14. Keiger, J.	54

HOBIE 16B POINTS

1. Stuber, K.	5 1/2
2. Holoway, D.	6 1/2
3. Houk, N.	12
4. Hess, P.	12 3/4
5. Peterson, B.	16
6. Sloan, D.	23
7. Brown, R.	24
8. Patterson, B.	30
9. Brubaker, O.	32

HOBIE 16C POINTS

1. Mooneyham, W.	3
2. Neff, P.	11 3/4
3. Sowers, M.	13
4. Aldrich, D.	14
5. Pierner, M.	17
6. Londree, M.	22
7. Gardner, L.	24
8. Skupniowski, C.	29
9. Murphy, B.	36
10. Smith, R.	40
11. Martinez, F.	41
12. Manasse, S.	42
13. Robinson, L.	43
14. Gilmore, R.	47
15. Dunlap, S.	50

HOBIE 14A POINTS

1. Thie, P.	5 1/2
2. Gustin, J.	10 3/4
3. Carney, B.	11 3/4
4. Katz, R.	11 3/4
5. Dotson, C.	15
6. Hussman, H.	23

7. Wood, R.	23
8. Aranda, D.	25
9. Fikes, R.	36

HOBIE 14Turbo POINTS

1. Eustace, B.	3
2. Skargedt, B.	8
3. Hill, J.	9

DIVISION 4

LAKE SAMMAMISH REGATTA #6 FLEET #95, DIVISION #4 SEATTLE, WASHINGTON MARCH 6, 1983

HOBIE 18A POINTS

1. Jacobson, Donna	2 1/4
2. Engstrom, Dave	7
3. Tarleton, Caleb	8

HOBIE 16A POINTS

1. Butchart, Larry	7 3/4
2. Eaton, Merv	8 3/4
3. Thomson, Frank	9
4. Allen, Don	9 3/4
5. Ruggles, Scott	13
6. Trucano, Jean	16
7. Corrie, John	19

HOBIE 16B POINTS

1. Peterson, Brian	5 1/2
2. Freeman, Ron	5 3/4
3. Ingersoll, Randy	7
4. Schuster, Mark	13
5. Swanson, Paul	13

HOBIE 14A POINTS

1. Ulibarri, Paul	2 1/4
2. Cross, Ted	6
3. Rueter, John	9
4. Ling, Tom	12

NUTTFREZZER #7 FLEET #95, DIVISION #4 SEATTLE, WASHINGTON APRIL 10, 1983

HOBIE 18A POINTS

1. Baggerly, Keith	3 1/2
2. Jacobson, Donna	4 1/2
3. Tarleton, Caleb	7
4. Chadwick, Chris	10

HOBIE 16A POINTS

1. Thomson, Frank	3 3/4
2. Ruggles, Scott	7
3. Skidmore, Doug	8
4. Glover, Bill	11
5. Brooks, George	14

HOBIE 16B POINTS

1. Dickinson, Dean	2 3/4
2. Fisher, Jeff	4 3/4
3. Morris, John	9
4. Ingersoll, Randy	12
5. Hale, Jim	12
6. Freeman, Ron	16
7. Church, Lee	17

HOBIE 14 POINTS

1. Ulibarri, Paul	2 1/4
2. Rueter, John	6
3. Ling, Tom	8

SANDPOINT REGATTA FLEET #95, DIVISION #4 LAKE WASHINGTON, 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, Don	41
10. Baggerly, Keith	43
11. Jacobson, Donna	48

HOBIE 16A POINTS

1. Trucano, Jean	5
2. Woodward, Rob	12 3/4
3. Skidmore, Doug	20
4. Mautz, John	21 3/4
5. Carter, Steve	27
6. Eaton, Merv	30
7. Allen, Don	38
8. Brooks, George	43
9. Carter, Lorraine	43
10. Kaster, Don	44
11. Sprague, Steve	51
12. Krasnowitch, M.	51
13. Kies, Nick	56
14. Butchart, Larry	57
15. Christensen, T.	64
16. Knight, Gregg	66
17. Wray	76

HOBIE 16B POINTS

1. Glover, Bill	7 1/4
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2. Nyant, Steve	8 1/2
3. Blankenship, Al	19 3/4
4. Linnabary, Jud	25
5. Dearth, Dennis	29
6. Turlock, Ron	30
7. Fuller, Keith	33
8. Thornto, Bill	38
9. Springs, Paul	42
10. Nelson, Jeff	54
11. Enos, Bob	57
12. Jablowski, R.	59

HOBIE 16C POINTS

1. Dickinson, Dean	11 1/2
2. Hepple, Randy	13 3/4
3. Feldman, Greg	15 3/4
4. Benjamin, Steve	19
5. Jones, Michael	27
6. Fisher, Jeff	27 3/4
7. Sullivan, Mike	32 3/4
8. Penastrom, Glen	57
9. Swanson, Paul	59
10. Pashin, Mike	61
11. Rodeneaver, J.	62
12. Bonzer, Roger	62
13. Peterson, Brian	63
14. Ingersoll, Randy	65
15. Toews, John	72
16. Rumsby, Derek	74
17. Albro, Thor	77
18. Shuster, Mark	78

HOBIE 14 POINTS

1. Jung, Steve	3
2. Carter, Paul	9
3. Rueter, John	9 3/4
4. Ursich, Greg	11
5. Cross, Ted	11
6. Ling, Tom	11

FORT WARDEN REGATTA FLEET #95, DIVISION #4 PORT TOWNSEND, WASHINGTON MAY 14 - 15, 1983

HOBIE 18A POINTS

1. Reed, Gou	3
2. Jacobson, Donna	8
3. Olmsted, Terry	9 1/4
4. Baggerly, Keith	18
5. Bonica, John	18

HOBIE 16B POINTS

1. Larson, Glen	3
2. Marshack, Ken	7 3/4
3. Gorman, Bob	10

HOBIE 16A POINTS

1. Corrie, John	11 3/4
2. Ruggles, Scott	14
3. Wyant, Steve	17 1/2
4. Trucano, Jean	19 3/4
5. Kaster, Don	21
6. Allen, Don	22
7. Brooks, George	23
8. Skidmore, Doug	29
9. Butchart, Larry	30 3/4
10. Eaton, Merv	35
11. Sprague, Steve	36
12. Gupta, Brian	36
13. Christensen, T.	38
14. Carter, Lorraine	38
15. Carter, Steve	38
16. Glover, Bill	48

HOBIE 16B POINTS

1. Dickinson, Dean	7 3/4
2. Linnabary, Jud	8 1/4
3. Dearth, Dennis	10 3/4
4. Carrington, John	12
5. Graham, Michael	15
6. Hepple, Randy	21
7. Pilger, Robert	27
8. Fuller, Keith	27

HOBIE 16C POINTS

1. Nelson, Jeff	7 1/2
2. Fisher, Jeff	8 3/4
3. Rodeheaver, Jim	13
4. Craig, Dirk	16
5. Becking, Wayne	21 3/4

HOBIE 14 POINTS

1. Swanson, Paul	22
2. Farmer, Shelly	22
3. Raskin, Mike	26 3/4
4. Gering, Paul	29
10. Hlaye, Jim	30
11. Peterson, Brian	33

HOBIE 14 POINTS

1. Cross, Ted	5 1/4
2. Jung, Steve	7 3/4
3. Carter, Paul	8 3/4
4. Cohen, Scott	11

FERN RIDGE SHORES REGATTA FLEET #193, DIVISION #4 EUGENE, OREGON JUNE 13 - 19, 1983

HOBIE 18A POINTS

1. Butler, Paul	4 1/4
2. Simpson, Larry	9 3/4
3. Verrinder, Bob	11
4. Bonica, John	12 3/4
5. Melton, Jim	13
6. Beare, Steve	13

HOBIE 18B POINTS

1. Webb, Chris	5 1/2
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2. Marshack, Ken	6 1/2
3. Sikora, Pete	7 3/4

HOBIE 16A POINTS

1. Lawson, Jim	4 1/4
2. Kaster, Don	7 3/4
3. Glover, Bill	13
4. Wyant, Steve	13
5. Kies, Nick	16
6. Purdy, John	16 3/4

HOBIE 16B POINTS

1. Behrend, Doug	3
2. Sproul, Scott	7 3/4
3. Beard, Jerry	10

HOBIE 16C POINTS

1. Williams, Bill	7 1/2
2. Armstrong, Sean	10 3/4
3. Nichols, Gary	10 3/4
4. Wood, Ron	12
5. Brown, Bob	18
6. Baileuser, Rex	23
7. Hartman, Bill	23
8. Leach, Dale	24
9. Smith, Randy	26 1/4
10. Dillon, Gary	27
11. Mahoney, Tim	34
12. Hibbler	40

HOBIE 14A POINTS

1. Cohn, Scott	3
2. Cross, Ted	9
3. Ursich, Greg	9 3/4
4. Verrinder, Brian	11

HOBIE 14C POINTS

1. Fuller, Susan	3
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DEER CREEK REGATTA FLEET #67, DIVISION #5 DEER CREEK, UTAH JUNE 11 - 12, 1983

HOBIE 18 POINTS

1. Jensen, Mark	5 3/4
2. Anderson, Steve	6 3/4
3. McCrady, Ken	8
4. Bleyl, Rick	12 3/4
5. Martin, Gerald	13 1/4
6. Sutton, Tom	16
7. Brown, Perry	19
8. Christensen, S.	20
9. Ekhardt, Roger	21
10. Reed, Britt	21
11. Curtis, Hoyle	26

HOBIE 16A POINTS

1. Shearer, Mike	3 1/2
2. Shearer, Andy	5 3/4
3. Shearer, Dave	7 3/4
4. Tully, Will	10
5. Fulton, Ed	12
6. Berg, Carl	16
7. Bengtson, Paul	19

HOBIE 16B POINTS

1. Barnes, Rick	3 1/2
2. Kaphammer, Bob	3 1/2
3. Cheatham, Goode	13
4. Brubaker, Cal	14
5. Nichols, Dave	14
6. Daily, Bruce	15
7. Neil, Lee	18
8. Silver, John	22
9. Cavness, Charles	23
10. Perry, John	25

HOBIE 16A POINTS

1. Shearer, D.	11 1/2
2. Shearer, A.	12
3. Baeverstad	12
4. Shedd	12 3/4
5. Fulton	15 3/4
6. Tully	17
7. Leonard	17
8. Roybal	17
9. Trautman	18
10. Brown	19
11. Baker	23
12. Henson	31
13. Moseley	35
14. Adams	41
15. Roybal	41
16. Hughes	48

HOBIE 16B POINTS

REGATTA RESULTS

5. Johnson	9 3/4
6. Roybal	13
7. Baker	20
8. Baeverstad	23
9. Henderson	27
10. Beck	29
11. LaVallee	31
12. Seibert	32
13. Berg	32
14. Booton	33
15. Adams	35
16. Roybal	38
17. Trautman	42
18. Shedd	43
19. Leonard	48
20. Bengtson	50
21. Cook	58

HOBIE 16B	
POINTS	
1. Metscher	8 3/4
2. Cavness	10 3/4
3. Cowan	12
4. Mueller	12
5. Cross	13
6. Lindholm	14
7. Danly	15 3/4
8. Meeker	26
9. Lang	27
10. Hart	30
11. McCombs	36
12. Beauregard	41
13. Sobol	41
14. Valdez	43
15. Bowen	43
16. Machette	43
17. Kelly	44
18. Lenz	44
19. Watt	46
20. Spanier	50
21. Kaphammer	51
22. Norlander	55
23. Radger	58
24. Hodges	59
25. Puckett	59
26. Conover	64 3/4
27. Weaver	69
28. Shaw	85
29. Clark	90
30. Brooks	91
31. Dinkel	92
32. Livingston	96

HOBIE 16C	
POINTS	
1. Hillis	3 1/2
2. Ruppert	10
3. McLaughlin	10 3/4
4. Aleccice	11 3/4
5. Marsden	12
6. Smith	12
7. Tanssar	20
8. Herzfeldt	20
9. McNeal	24
10. Way	29
11. Hebert	35
12. Pircke	37
13. Carter	39
14. Riccio	39
15. Hosker	40
16. McKenzie	42
17. Cassel	44
18. Snatchko	45
19. Crossant	46
20. Sears	49
21. Krav	49
22. Kellogg	53
23. Johnson	54
24. Howser	62
25. O'Dell	71
26. Duckworth	73
27. Barto	73
28. Matti	74
29. Recker	90
30. Linguist	90
31. Victory	94
32. Kidneigh	94
33. Dickey	102
34. Hallock	104
35. Patterson	117
36. Hruby	117
37. Jacobs	117
38. Nearen	117
39. Warrender	117

HOBIE 14A	
POINTS	
1. McCusker	4 1/2
2. Cox	4 3/4
3. Fite	3 3/4
4. Clark	12
5. Francis	13

HOBIE 14B	
POINTS	
1. Leonard	2 1/4
2. Hevermale	4 3/4
3. Steinmetz	9
4. Knapp	10
5. Moyle	15

HOBIE 14Turbo	
POINTS	
1. Theroux	4 3/4
2. Gorce	7 1/2
3. Lyons	8 3/4
4. Pearson	12
5. Fuller	16
6. Hock	18

DIVISION 6

HILL COUNTRY POINTS REGATTA
FLEET #64, DIVISION #6
AUSTIN, TEXAS
APRIL 23 - 24, 1983

HOBIE 18A	
POINTS	
1. Schlig, Dan	7 3/4
2. Broyles, Steve	8 3/4

3. Smith, Charlie	9 1/2
4. Walton, Jack	13
5. Acquart, Michael	13 3/4
6. Nouveau-ne, R.	21
7. Adams, Jody	27
8. Polck, Jeff	27
9. Brown, Jim	35
10. Roll, Lee	38
11. Kreisel, David	41
12. Bradley, Jason	42
13. Shurtleff, Tim	45
14. Phillips, Wid	52
15. Hubber, Tighe	52

HOBIE 18B	
POINTS	
1. Strange, Doug	2 1/4
2. Fodermaier, John	8
3. McReynolds, Larry	9 3/4
4. Broad, Richard	10
5. Roy, Louie	11
6. Yueniak, Randy	15
7. Fontenot, Glenn	18
8. Wreyford, Ron	22
9. Fuller, Gene	23
10. Uran, Mark	24

HOBIE 16A	
POINTS	
1. Freed, David	5 1/2
2. Miller, Chuck	11 3/4
3. Ralph, Mark	13
4. McCredie, Dennis	13 3/4
5. Rolnick, Rick	17 3/4
6. Parrish, Bobby	32
7. Balthaser, Don	32
8. Luce, Ernie	33
9. Seta, Ray	36
10. Whittington, Bob	39
11. Peters, Jimmy	40
12. Eckenroth, Paul	42
13. Popejoy, Judy	43
14. Johnson, Mike	46
15. Wilson, Mike	54
16. Will, Ritter	63
17. Choice, Bob	67
18. Howe, Tim	69
19. Buck, Steve	70
20. Williamson, W.	72
21. McNally, Dennis	74
22. Teske, Ed	74
23. Taylor, Jocko	83
24. Shaw, Roy	85

HOBIE 16B	
POINTS	
1. McConathy, Steve	4 1/4
2. Fitch, Jeff	15
3. Smith, Jim	16 3/4
4. Lynn, Dave	19 3/4
5. Armstrong, O. J.	22
6. Irwin, Greg	28
7. Delesandri, Tom	29
8. Hamilton, Cuck	29
9. Mallum, Dan	33
10. Shows, Dave	36
11. Beran, John	40
12. Rose, Jimmy	40
13. Doremus, Eric	41
14. Flyckt, Don	42
15. Whitehead, Bob	46
16. Sternberg, Mike	52
17. Schnorr, Don	63
18. Ferguson, Ira	72

HOBIE 16C	
POINTS	
1. Denicola, Kevin	11
2. Sloan, Steve	13 3/4
3. Walter, Chuck	15
4. Armstrong, M.	23
5. Jacobson, Howard	29
6. Volmert, Jim	31 3/4
7. Gilliland, Tom	32 3/4
8. Middleton, John	38
9. Seagraves, D.	38
10. Shade, Ron	41
11. Smith, Jeff	41
12. Marksbury, Gene	42
13. Kopp, Kevin	45
14. McPeaynolds, M.	47
15. Hargrave, Jay	48
16. Petersen, Kurt	50
17. Wager, Eugene	51
18. Barber, Sonny	51
19. Hoffman, Chuck	54
20. Ziese, D. Jr.	60
21. Nagel, Dave	61
22. Nunn, Steve	61
23. Willis, Bob	64
24. Cramig, Nick	71
25. Thornton, L. Dee	71
26. Bandemer, Larry	72
27. Zimmerman, Dave	75
28. Simpson, Jim	76
29. Snell, Woody	76
30. Sanchez, Louis	81
31. Betts, Gene	82
32. Trimm, David	85
33. Hill, Wayne	87
34. Novick, Martin	96
35. Weissinger, W.	98
36. Deyo, C. R.	129
37. Sloan, Richard	129
38. Biasioli, Rick	129
39. Blankship, J. R.	129
40. Sheek, Steve	129
41. Kelly, Drew	129
42. Schmidt, Bob	129
43. Wilson, Bruce	129

HOBIE 14A	
POINTS	
1. Dorchester, Bob	3
2. Domy, Billy	8 3/4
3. Acquart, Stephen	12
4. George, Bill	16
5. Whitehead, Randy	17
6. Cherico, Tipton	20
7. McCrackin, J.	24
8. Flynn, Diane	28
9. Burzynski, C.	36

HOBIE 14Turbo	
POINTS	
1. Diamond, Stewart	4 1/4
2. Ferraro, Fred	6 3/4
3. Kuc, John	9 3/4
4. Minerva, Mike	15
5. George, Jeff	19
6. Colby, Peter	21
7. Bulman, Jay	27
8. Crowell, Bill	27
9. Efrid, Claire	31

HOBIE 14TurboA	
POINTS	
1. Diamond, Stewart	6 1/2
2. Ferraro, Fred	11
3. Kuc, John	12 1/2
4. Minerva, Mike	15
5. Richnow, Billy	17 3/4
6. Scheidt, Chuck	23
7. Deyo, Doug	27
8. Reick, Carl	27
9. Colby, Peter	27
10. Morrison, Rick	29
11. Rymal, Joe	44

HOBIE 14TurboB	
POINTS	
1. Boyd, Nancy	5 3/4
2. Crowell, Bill	8
3. Booth, Rick	9
4. Jett, Dean	11 3/4
5. Tawaoda, Leanne	13 3/4
6. Hunt, Linda	15
7. Efrid, Claire	16
8. Grace, Paul	17

LONGNECK REGATTA
FLEET #128, DIVISION #6
SAN ANTONIO, TEXAS
MAY 21 - 22, 1983

HOBIE 18A	
POINTS	
1. Acquart, Mike	7 3/4
2. Smith, Charlie	8 1/2
3. Huber, Tighe	11 1/2
4. Adams, Jody	12
5. Brown, Jim	15
6. Nouveau-ne, R.	20
7. Falck, Jeff	23

HOBIE 18B	
POINTS	
1. McClain, Randy	7 3/4
2. McReynolds, Larry	9 3/4
3. Yurinak, Randy	9 3/4
4. Roy, Louis	15 3/4
5. Melnyzer, C.	18
6. Wreyford, Ron	20

HOBIE 16A	
POINTS	
1. Trimble, Jim	8 1/2
2. Whittington, Rob	8 3/4
3. Rolnick, Rick	13 1/2
4. Teske, Ed	16
5. Bateman, Nancy	17
6. Miller, Chuck	27
7. Parrish, Bobby	32
8. Luce, Ernie	33
9. Goodman, Rusty	36
10. Mayo, Mark	38
11. Seta, Ray	39
12. Terheggen, Jib.	40
13. Bryant	40
14. Popejoy, Judy	43
15. Wilson, Mike	44
16. McGonigle, Robt.	50
17. Eckenroth, Paul	52
18. Hamilton, Chuck	55

HOBIE 16B	
POINTS	
1. Kruciak, James	10
2. Cornelius, Ken	13 1/2
3. Shows, Dave	14 3/4
4. Schiele, Carl	15 3/4
5. Eckenroth, Phil	16 3/4
6. Sloan, Steve	20
7. Flyckt, Don	25
8. Whittaker, Tim	26
9. Fitch, Jeff	26
10. Denicola, Kevin	30
11. Mallum, Dan	33
12. Nagel, Dave	36
13. Smith, Jim	48

HOBIE 16C	
POINTS	
1. Kopp, Kevin	12
2. Wager, Gene	16 1/2
3. Bandemer, Larry	18 3/4
4. Bourke, Ken	19
5. Campbell, Walter	20
6. Barber, Sonny	21 3/4
7. Thornton, D.	23
8. Wade, Maurice	25
9. Seagraves, D.	28 3/4
10. Erell, Jack	35
11. Hill, Wayne	36
12. Weissinger, Dave	39
13. Peterson, Kurt	39
14. Myers, Mike	42
15. Betts, Gene	47
16. Wilkins, Mitch	57
17. Polanski, Jim	60
18. Zimmerman, Dave	70
19. Griffin, Cindy	73
20. Ayson, Rabe	79
21. Blankenship, J.	87
22. Campbell, Keith	90
23. Welch, Bill	102
24. Moe, Stan	102
25. Sweetman, Chuck	102
26. Grounds, Jim	102

HOBIE 14A	
POINTS	
1. Domy, Bill	3
2. Acquart, Steve	6 3/4
3. George, Bill	11
4. Benton, Mark	16

HOBIE 14Turbo	
POINTS	
1. Diamond, Stewart	4 1/4
2. Ferraro, Fred	6 3/4
3. Kuc, John	9 3/4
4. Minerva, Mike	15
5. George, Jeff	19
6. Colby, Peter	21
7. Bulman, Jay	27
8. Crowell, Bill	27
9. Efrid, Claire	31

WINDJAMMER REGATTA
FLEET #102, DIVISION #6
SOUTH PADRE ISLAND, TEXAS
JUNE 11 - 12, 1983

HOBIE 18A	
POINTS	
1. Adams, Jody	4 1/4
2. Smith, Charlie	5 1/2
3. Acquart, Michael	10
4. Nouveau-ne, R.	18
5. Yurinak, Randy	19
6. McReynolds, L.	21
7. Brown, Jim	28

HOBIE 16A	
POINTS	
1. Miller, Chuck	3
2. Rolnick, Rick	7 3/4
3. Eddington, Rick	9
4. Trimble, Jim	18
5. Terheggen, J.	20
6. Eddington, Russ	21
7. Whittington, Bob	27
8. Popejoy, Judy	30
9. Seta, Ray	32
10. Teske, Ed	33
11. Wilson, Mike	40
12. Frank, Jim	45
13. Hamilton, Chuck	49
14. Bryant, Bill	54

HOBIE 16B	
POINTS	
1. Nix, Tom	7 1/2
2. Schiff, Robert	9 3/4
3. Whittaker, Tim	10 3/4
4. Roland, Larry	13
5. Rhein, Herman	18 3/4
6. Kopp, Kevin	19
7. Fitch, Jeff	23
8. Endres, Arkey	24
9. Sweetman, Chuck	38

HOBIE 16C	
POINTS	
1. Seagraves, Dwight	5 1/4
2. Harbour, Greg	10 3/4
3. Wilson, Bruce	15
4. Myers, Mike	17
5. Gramig, Nick	18
6. Beran, John	19 3/4
7. Bandemer, Larry	22
8. Sanchez, L. Jr.	22
9. LaMontia, Joe	31
10. Volmert, Jim	36
11. Thornton, Jr.	37
12. Thompson, Rich.	47

HOBIE 14Turbo	
POINTS	
1. Ferraro, Fred	3
2. McFarland, Joe	8
3. Deyo, Douglas	12
4. Diamond, Stuart	12 3/4
5. Colby, Peter	17

WAYWARD WINDS REGATTA
FLEET #8, DIVISION #6
HOUSTON, TEXAS
JUNE 25 - 26, 1983

HOBIE 18A	
POINTS	
1. Huber, T.	7 1/2
2. Martinez, T.	7 3/4
3. Balthaser, D.	9 3/4
4. Brown, D.	15
5. Acquart, M.	16 3/4
6. Bradley, J.	25
7. Polck, J.	25
8. Broad, R.	29
9. McGray, R.	33
10. Adams, J.	36
11. Shurtleff, T.	37
12. Gentles, W.	46
13. Nouveau-ne, R.	48
14. Vanya, T.	51
15. Feist, J.	54

15. Peist, J.	54
<u>HOBIE 18B</u>	<u>POINTS</u>
1. Jarosz, S.	8 1/2
2. Johnaton, J.	9
3. Martin, M.	10 3/4
4. Fontenot, G.	11 1/2
5. Yurinak, R.	13
6. Roy, L.	17
7. Fuller, G.	28

REGATTA RESULTS

3. Huber, Tighe	9 3/4
4. Smith, Charlie	10
5. Broad, Richard	11
6. Adams, Jody	12
7. Bradley, Jason	16
8. Yurinak, Randy	20
9. Granger, Tommy	24
10. Sloan, Richard	26
11. Roy, Louis	29
12. McKenzie, Rich.	36

HOBIE 16A	POINTS
1. Miller, Chuck	5 3/4
2. Terheggen, Jibber	6 3/4
3. Trimble, Jim	8 3/4
4. Luce, Ernie	9 3/4
5. Whittington, Rob	15
6. Clark, Rodney	22
7. Eckenroth, Paul	22
8. Shaw, Roy	22
9. Seta, Ray	26
10. Teske, Ed	26
11. Elizondo, Cesar	28
12. Minerva, Mike	30
13. Eckenroth, Phil	32
14. Johnson, Mike	34
15. Popejoy, Judy	41
16. Rittner, Will	42
17. McGonigle, Robt.	44
18. Wilson, Mike	45
19. Schat, Robert	45
20. Hamilton, Chuck	49
21. Taylor, Jocko	50

HOBIE 16B	POINTS
1. George, Bill	3 1/2
2. Fitch, Jeff	9
3. Irwin, Greg	14 3/4
4. Whittaker, Tim	15
5. Wilson, Bruce	19
6. Nagel, David	19
7. Wagner, Eugene	19 3/4
8. Cornelius, Ken	21
9. Randemer, Larry	24
10. Scheidt, Chuck	24
11. Dominy, W. W.	29
12. Mallum, Dan	31
13. Schiele, Carl	31
14. Endre, Arley	32
15. Trimm, David	32
16. Rose, Jimmy	35
17. Mailhes, Jim	36
18. Hill, Wayne	40
19. Delasandri, Tom	52

HOBIE 16C	POINTS
1. Hardy, Mike	7 3/4
2. Hullman, Chris	8 3/4
3. Bouvier, Mike	10 3/4
4. Rourke, Ken	12 3/4
5. Douglas, Dwain	14
6. Myers, Mike	16
7. Volmert, Jim	19
8. Barber, Sonny	23
9. Ayson, Gabe	23
10. Mayes, Doug	25
11. Thornton, Dee	29
12. Sanchez, Louis	31
13. Smyth, Richard	31
14. Baczewski, Randy	31
15. Ford, Rick	32
16. Urband, Bruce	35
17. Putman, John	45
18. Colley, Steve	45
19. Anderson, Paul	53
20. Quick, Brent	55

HOBIE 14A	POINTS
1. Dominy, Billy	2 1/4
2. Acquart, Stephen	5 3/4
3. McCrackin, Judith	9
4. Turner, Kitty Jo	11
5. Binig, Tom	12
6. Brown, Martin	18

HOBIE 14Turbo	POINTS
1. Morrison, Rick	3 1/2
2. Richnow, Billy	8
3. Ferraro, Fred	9
4. Grace, Paul	11
5. Kuc, John	15 3/4
6. Woods, Rolf	16
7. Colby, Peter	20
8. Tawada, Lenanne	21
9. Ransom, Brenda	23

DIVISION 7

BRANCHED OAK REGATTA
FLEET #192, DIVISION #7
OMAHA, NEBRASKA

HOBIE 18A	POINTS
1. Mitchell, Mike	3
2. Egbert, Tom	8
3. Adams, Tom	12

HOBIE 16A	POINTS
1. Hensler, Roger	5 1/2
2. Swanson, Ron	9 3/4
3. Swanson, Ron	13
4. Christensen, Jim	14 3/4
5. Donahue, Steve	17
6. Cole, Bob	20 3/4
7. Jameson, Dick	22
8. Campbell, Rich	23
9. Moore, Fred	33
10. Fox, Lloyd	37
11. Mau, Jeff	42
12. Koenigs, Tim	43
13. Miller, J. B.	44
14. Baker, Ron	46

HOBIE 16B	POINTS
1. Phipps, Rod	6 1/4
2. Travis, Mike	6 1/2
3. Russell, Scott	10
4. Pearce, Ed	15
5. Stoffel, Bob	16
6. Musselmann, Kurt	18

HOBIE 16C	POINTS
1. Jacobs, Lynn	3
2. Reifschneider	10 3/4
3. Wolff, Bob	13
4. Wright, Gary	14
5. Znamenacek, Greg	16
6. Long, Stuart	17
7. Sasse, Scott	23

HOBIE 14A	POINTS
1. Andryask, Rich	4 1/4
2. Tyler, Steve	5 1/2

FANTASY ISLAND REGATTA
FLEET #52, DIVISION #7
BALD EAGLE LAKE, MINNESOTA
JUNE 4 - 5, 1983

HOBIE 18A	POINTS
1. Starkey	9
2. McNulty	9 3/4
3. Fisher, W.	10
4. Glick	16
5. Hohn	19
6. Senesac	24
7. Coomes	27
8. Killeen	27
9. Craven	31
10. Sylvester	40
11. Kley	45
12. Anderson	46
13. Powell	47
14. Bain	48
15. Hitt	51
16. Miller	56
17. Pardee	60
18. Pendergse	64
19. Gohman	70

HOBIE 16A	POINTS
1. Defiel	11 3/4
2. Brewer	12 3/4
3. Levins	14 3/4
4. Hartman	18
5. David D.	19 3/4
6. VanBrunt	21 3/4
7. Gray	24
8. Jameson	24
9. Riedle	29
10. Wyland	33
11. McCain	34
12. Berg	36
13. Knowles	39
14. Hauchchild	47
15. Watson	51
16. Donahue	54
17. Burke	67
18. Wanless	67
19. #23971	69
20. David, T.	72

HOBIE 16B	POINTS
1. Regnier	3
2. Fillmore	9 3/4
3. Hildebrandt	11
4. Kingston	15
5. Swanson	19
6. Pierson	26
7. Soen	28
8. Ahlstrom	30
9. Johnson	34
10. Lepel	35
11. Elsberry	37
12. Belton	37
13. Locker	42

HOBIE 16C	POINTS
1. Kiefer	4 1/4
2. Christons	7 1/2
3. Jagger	14
4. Thompson	15
5. Hargrove	15
6. Hieggelke	20
7. Kachel	28

HOBIE 14Turbo	POINTS
1. Bosshard	5
2. Hossard	8
3. Hartman	8

OZARK MOUNTAIN CAT ENCOUNTER
FLEET #59, DIVISION #7
LAKE STOCKTON, MISSOURI
JUNE 4 - 5, 1983

HOBIE 18	POINTS
1. Winblad, David	2 1/4
2. Curtis, John	4 3/4
3. Bristow, Rex	9
4. Schleicher, Cliff	12
5. Morrison, Mike	12
6. Griesemer, Louis	15
7. Johnson, Gloria	20
8. Lawrence, Neal	22

HOBIE 16A	POINTS
1. Collins, Phil	3 1/2
2. Miller, J. B.	8
3. Campbell, Rich	10

4. Verch, Edward	12 3/4
5. Fuller, Tony	16
6. Oatw, Carl	17
7. Henry, Robin	17 3/4
8. Forbis, John	18
9. Valere, Jim	22
10. Fox, Lloyd	26
11. Koca, Charles	26
12. Mencia, James	29
13. Hill, Jack	42
14. Johnston, Jeff	43
15. Shoffner, Don	47

HOBIE 16B	POINTS
1. Robinson, Andy	2 1/4
2. VanTrump, David	6
3. Last, John	6 3/4
4. Doke, David	12
5. Dillard, Jim	16
6. House, Richard	17
7. Tahch, Mike	26
8. Gordon, Randy	25
9. Willis, Ted	3

HOBIE 14	POINTS
1. Tyler, Steve	5 3/4
2. Lang, Judy	5 3/4
3. Allen, Terry	9 3/4
4. Twyman, Bill	10
5. Page, Gary	15
6. Simpson, Craig	15 3/4
7. McClure, Bob	17
8. Tyler, Tom	17
9. MacLaren, Grant	20
10. Bone, Keith	22
11. Grable, Ed	27
12. Bone, Chris	32
13. McManus, Michele	33
14. Hambeck, John	40
15. White, Matt	45

WADCAT'S 3RD ANNUAL
LAKE SEMIDI REGATTA
FLEET #254, DIVISION #7
SEMIDI, MINNESOTA
JUNE 25 - 26, 1983

HOBIE 18A	POINTS
1. Powell, Doug	5 1/2
2. Hoben, Bill	5 1/2
3. Leekley, Chas	8 3/4
4. Sievert, John	15
5. Hitt, Ron	17

HOBIE 16A	POINTS
1. Levins, Joe	5 1/4
2. Madge, Mike	10
3. Hartman, Bill	11 1/2
4. Rutger, Randy	16
5. Larson, Art	17 1/4
6. Somody, John	19
7. Thorson, Wayne	20
8. Reader, William	23

HOBIE 16B	POINTS
1. Johnson, Slim	4 1/4
2. Mahalko, Gene	9 3/4
3. Eichhof, John	13
4. Lepel, Kevin	15
5. Burley, Leo	14 3/4
6. Stolpestad, B.	21
7. Fortier, Bob	24
8. Naylor, Robb	29

HOBIE 16C	POINTS
1. Patterson, Sally	3
2. Herington, Bob	6 3/4
3. Cyr, Lanny	15

HOBIE 14	POINTS
1. Paris, John	4 1/4
2. Zeman, Jim	8

DIVISION 8

DEVIL'S TRIANGLE REGATTA
FLEET #127, DIVISION #8
FORT PIERCE, FLORIDA
MAY 14 - 15, 1983

HOBIE 18A	POINTS
1. Duke, John	10 3/4
2. Johnson, Bob	12 3/4
3. McKee, Dick	12 3/4
4. Davis, Jim	12 3/4
5. Frazier, Burrell	15 3/4
6. Crouse, Ruffy	17
7. Walsh, Mike	28
8. Thompson, Walter	32
9. Mayo, Clive	34
10. Parks, Terry	37
11. Cabassa, Ed	41
12. Ferrara, John	42
13. Alford, Kirk	47
14. Lohmeyer, Steve	48
15. Newlyn, Marc	49
16. Wiley, Michael	61
17. Fuger, Simon	63
18. Coolidge, Bill	63
19. Hohenhausen, R.	69
20. Franco, Hugo	76
21. Halback, Skip	82
22. Braun, Walter	85
23. Cozart, Key	85
24. Sassaman, Danny	88

HOBIE 16A	POINTS
1. Collins, Phil	3 1/2
2. Miller, J. B.	8
3. Campbell, Rich	10

HOBIE 18B	POINTS
1. Barnes, Meredith	4 1/4
2. Shaw, Sherie	7 1/2
3. Cook, Alan	13

HOBIE 14B	POINTS
1. Walter, Robert	6 1/2
2. Urete, Gar	12
3. Sheridan, Kevin	12 1/2
4. Sammons, Jody	13
5. Sarduy, Michael	19
6. Anderson, Sam	19
7. Brooks, Bill	19 3/4
8. Carlson, Gail	21
9. Wales, John	36

HOBIE 14Turbo	POINTS
1. Heil, Doug	3
2. Medley, Bob	6 3/4
3. Bonney, Edward	10

4. Cioffoletti, J.	13
5. DeFree, Bob	17
6. Abbassi, Barry	23
7. Currint, Dave	25
8. Hoeft, Tom	28
9. Schenck, Scott	37
10. Salsberry, R.	38
11. Whitworth, Tom	43
12. Carras, F. Sr.	48

HOBIE 16A	POINTS
1. Sanchez, Phil	5 1/4
2. Karran, Richard	8
3. Weaver, Rick	15 3/4
4. Brice, R.	18
5. Dwyer, Dennis	18 3/4
6. Miller, Kevin	24
7. Raditch, Rick	25
8. Anthony, Ron	28
9. Daniel, Robbie	48
10. Endres, Merrick	49
11. Whiteleather, C.	52
12. Caffee, Hollis	53
13. Sammons, Jack	55
14. Wickenhauser, T.	60
15. Andres, Dave	60
16. Gallagher, M.	63
17. Danner, Skee	63
18. Maxwell, Chip	64
19. Walter, David	67
20. Phillips, Mike	69
21. Hull, Eric	74
22. Dickinson, Ron	80
23. Dekreek, Vel	81
24. Myers, Dave	84
25. Sloan, Dave	86
26. Cope, Woodie	91
27. Dickson, Tim	92
28. Post, Dick	104
29. Schiller, Don	106
30. Combs, Gene	118
31. Stotenbecker, S.	122

HOBIE 16B	POINTS
1. Vasilades, Pete	6 1/2
2. Penelt, Eric	16 3/4
3. Hernandez, Jose	20
4. Baker, Scott	22
5. Pector, Lou	24
6. Corson, Scot	25
7. Leonard, Ed	26 3/4
8. Bowerfing, Jack	29
9. Nash, Kevin	34
10. Coryell, Mario	37
11. Corwell, Tom	41
12. King, Lawson	41
13. Momier, Jim	48
14. Okragleski, Mike	51
15. Schulman, Rich.	52
16. Goodman, Kevin	53 3/4
17. Rathkopf, C.	55
18. Asalone, Larry	58
19. Vonstaden, Nick	64
20. Moorehouse, R.	68
21. Keyser, Clark	71
22. Timmons, Kenny	76
23. Lowery, Ron	81
24. Moorehouse, R.	82
25. Parrish, Jim	83
26. Aydelotte, Pete	92

HOBIE 16C	POINTS
1. Washlesky, Paul	6 1/2
2. Wood, Shelly	15 3/4
3. Dunn, Lee	16 3/4
4. Fries, Bill	19
5. Anderson, Eric	19
6. Sheppard, Rick	20 3/4
7. Coile, Craig	21
8. Lowry, Ron, Jr.	23
9. Boetcher, Glen	25
10. Monroe, Kent	39
11. Bertolett, Carol	42
12. Taylor, Robert	44
13. Lofland, Don	49
14. Hook, Scott	55
15. McKee, Mike	59
16. Dew, Ted	71
17. Jordan, James	74
18. Boyajian, Geoff	79
19. Wright, John	85
20. Boundy, Glenn	87
21. Caldwell, Carl	89
22. Rowe, Ralph	96
23. Schonbach, Mike	100
24. Burns, Mark	112
25. Dillman, Mike	112
26. Hall, Richard	117
27. Whiney, Jeff	112
28. Soldano, Benny	112

HOBIE 16A	POINTS
1. Curry, Bob	6 1/4
2. Kirby, Alex	8 3/4
3. Conaty, Kevin	9
4. Weill, Mike	15 3/4
5. Johnson, Cheryl	17
6. Coss, Paul	26
7. Snyder, Bill	26
8. Keyser, Chris	25
9. Fry, Ed	28
10. Furman, John	40

HOBIE 14B	POINTS
1. Walter, Robert	6 1/2
2. Urete, Gar	12
3. Sheridan, Kevin	12 1/2
4. Sammons, Jody	13
5. Sarduy, Michael	19
6. Anderson, Sam	19
7. Brooks, Bill	19 3/4
8. Carlson, Gail	21
9. Wales, John	36

REGATTA RESULTS

3. Butcher, Jeff	12 3/4
4. Bennett, Jill	32
5. Coates, Dave	35
6. Dew, Ted	36
7. Emmett, Steve	36
8. Weis, Susan	42
9. Floor, Jim	42
10. Kossowsky, Art	44
11. Brinloe, Bob	46
12. Bailey, Robert	51
13. Lowery, Ron	55
14. Sloan, Helen	60 3/4
15. Morrison, Bill	63
16. Hertelot, Roy	63
17. Wise, Jim	64
18. Boucher, Matt	65
19. Sheppard, Rick	66
20. Shirry, Jim	70
21. Corretta, Lou	74
22. Shroyer, Mark	76
23. Brewer, Dick	88
24. Detrick, Mark	89
25. Boetcher, Glen	95
26. Bassett, Bruce	98
27. Jordan, James	101
28. Biggs, Tim	106
29. Stubbe, John	117
30. Millington, R.	117
31. Rowton, Ron	118
32. Undeill, Dave	119
33. Chalkley, Tom	121
34. Grabowski, Mark	125
35. Hunt, Robert	126
36. Belote, Chas	130
37. Ganley, Rick	130
38. Clark, Joanne	131
39. Ridenour, John	137
40. Floss, Gerald	149
41. Schonbach, M.	156
42. McKee, Mike	159
43. Elmore, Phil	161
44. Bies, Spencer	173
45. Anderson, Steve	179
46. Fridrich, Ed	180
47. Janie, Al	185
48. Bill, James	190
49. Hudnall, David	209
50. Keyser, C., Jr.	213
51. Hawk, Bill	217
52. Jobe, Jerry	220
52. Campbell, Phil	220
52. Hall, Gena	220
52. Burns, Mark	220

1. Curry, Bob	4 1/4
2. Kirby, Alex	10
3. Bruce, Allyn	10 3/4
4. Keyser, Chris	19
5. McIntosh, Fred	22 3/4
6. Buie, Buddy	24
7. Moldt, Dick	26
8. Johnson, Cheryl	29
9. Heil, Doug	31
10. Fry, Ed	35
11. Coss, Paul	38
12. Weill, Mike	42
13. Lidka, John	42
14. Kirby, Art	49
15. Schandelmeyer, J.	54
16. Snyder, Bill	60

1. Carlson, Gail	7 3/4
2. Sarduy, Michael	7 3/4
3. Nelson, John	10 3/4
4. Brooks, Bill	11 3/4
5. Urette, Gar	15 3/4
6. Craig, John	19

1. Ruark, Bart	8 3/4
2. Medley, Bob	8 3/4
3. Bonney, Edward	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Brocks, L.	6
2. Franzen, L.	6 3/4
3. McNeir, M.	7 3/4
4. Salmon, J.	8
5. Brock, J.	12
6. Kalata, L.	13
7. Letman, J.	14
8. Myers, J.	15
9. Zorn, G.	17
10. Thornton, C.	18
11. Andrews, M.	18
12. Cook, D.	20

1. Lambert, B.	5
2. Edwards, R.	6 3/4
3. Leobold, T.	6 3/4
4. Dubaine, D.	13
5. Stone, L.	13
6. Mulvaney, G.	15
7. Kernion, B.	16
8. Hartman, G.	18
9. Kidder, J.	22
10. Rhodes, G.	23
11. Waelis, J.	25

1. Brocks, L.	6
2. Franzen, L.	6 3/4
3. McNeir, M.	7 3/4
4. Salmon, J.	8
5. Brock, J.	12
6. Kalata, L.	13
7. Letman, J.	14
8. Myers, J.	15
9. Zorn, G.	17
10. Thornton, C.	18
11. Andrews, M.	18
12. Cook, D.	20

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

1. Duke, T.	3 3/4
2. Webre, S.	4 3/4
3. Dalton, M.	6
4. Winter, B.	7
5. Dunn, G.	10
6. Cockcroft, B.	12
7. Coco, M.	12

12. Carter, D.	25
13. Hunt, F.	25
14. Laving, B.	25
15. Eastabrooks, K.	30
16. Butler, D.	30
17. Stukowsky, P.	31
18. Guarino, J.	32
19. Stovall, S.	38
20. Scott, T.	40
21. Jermerson, J.	41
22. Edwards, M.	44
23. Johnson, C.	44
24. Self, R.	48
25. Johnson, D.	49

1. Eckland, E.	2 3/4
2. Mahugh, K.	4 3/4
3. Rees, J.	5
4. Myers, B.	9
5. Neal, S.	10
6. Groves, B.	12
7. Atwell, J.	13
8. Fricke, J.	16

1. Cumby, R.	2 3/4
2. Dick, P.	2 3/4

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27
9. Lohmeyer, Steve	27
10. Cozart, Key	32
11. Cortopassi, P.	34
12. Hohenhausen, R.	38
13. Newlyn, Marc	38
14. Coolidge, Bill	42
15. Franco, Hugo	57

1. Johnson, Bob	8 1/2
2. McCann, Jim	10 3/4
3. Parks, Terry	14 3/4
4. Duke, John	23 3/4
5. Walsh, Mike	24
6. Mayo, Clive	25
7. Davis, Jim	26
8. Crouse, Ruffy	27

REGATTA RESULTS

17. O'Connell, Mike	52
18. Chipley, Allen	55
19. Eudy, Gary	65

HOBIE 16C	POINTS
1. Chappell, Bill	5 1/2
2. Pittman, Elbert	9 3/4
3. Grimes, John	15 3/4
4. Worden, Harry	21
5. Jeffreys, Jeff	22
6. Whitley, Myron	22
7. Martin, Luc	26
8. Paisley, Mike	26
9. Mazur, Stevie	31
10. Bralle, Tommy	32
11. Vandersloot, C.	36
12. Tilley, Cindy	39
13. Neal, E. C.	42
14. Finley, James	45
15. Bradsher, C.	50 3/4
16. Sanders, Lee	62
17. Nussbaum, John	64
18. Tyler, Cotton	70
19. Griffin, Ted	73
20. Denson, Dalton	82
21. McDonald, Mike	90
22. Vernon, Bill	90
23. Rains, Dan	96
24. Jones, Mike	96

HOBIE 14	POINTS
1. Myers, Danny	4 1/4
2. Merrell, Ray	9
3. Lowrance, Robbie	9 3/4
4. Miller, Jim	14
5. Looney, Joe	18

HOBIE 14Turbo	POINTS
1. Moseley, Bruce	4 1/4
2. Wininger, George	8 3/4
3. Deininger, T.	10 3/4
4. Bago, Ricky	14
5. Cochran, Hawk	20

6TH ANNUAL PAMULICO REGATTA
FLEET #257, DIVISION #9
WASHINGTON, NORTH CAROLINA
MAY 28 - 29, 1983

HOBIE 18A	POINTS
1. Williams, Mark	3 1/2
2. Dunn, Lance	4 3/4
3. McRoy, Phillip	5 3/4
4. Gravelly, Harley	12
5. Hanchey, Terry	14

HOBIE 18B	POINTS
1. Keitkley, Beecher	3
2. Markel, Doug	9
3. Lawson, John	10
4. O'Neal, Dennis	12
5. Lane, Richard	14

HOBIE 16A	POINTS
1. Breedon, Dan	5 1/2
2. Smith, Wick	7
3. Poteat, Bob	7
4. Guthrie, Ken	8 3/4
5. Needham, Bud	12
6. Humphrey, Jim	12 3/4
7. Blount, John	21
8. Boddie, Mayo, Jr.	22
9. Blair, Seaborn	22
10. Wiedenman, C.	27
11. Jernigan, Mike	35

HOBIE 16B	POINTS
1. Chappell, Bill	9 1/2
2. Barbre, Ray, Jr.	14 3/4
3. Deans, Gray	15
4. Kitchen, Aubry	16 1/2
5. Shaw, Dan	21
6. Roe, Roy	22
7. Weeber, Bill	22
8. Ruckman, Todd	22
9. Grimes, John	23
10. Frohbose, Fred	32
11. Settli, Rob	33
12. Smith, Leo	39

HOBIE 16C	POINTS
1. Cux, Jerry	7 1/2
2. Furlough, Chris	9
3. Tetterton, Al	13
4. Tilley, Cindy	18 3/4
5. Hodges, Al	18 3/4
6. Garis, Greg	22
7. McCowen, Robert	23
8. Meigs, Sharon	23 3/4
9. Vandersloot, C.	24

HOBIE 14A	POINTS
1. Karnitschnig, A.	3

HOBIE 14Turbo	POINTS
1. Deininger, Tommy	3
2. Gregory, Harold	6 3/4
3. Garganus, Mitch	10

HOBIE 18A	POINTS
1. Roberts, C.	8
2. White, R.	8
3. Sundberg, C.	11 3/4
4. Brown, D.	15 3/4
5. Medler, J.	18
6. Tannott, T.	28 3/4
7. Jacobs, L.	33
8. Wedemeyer, J.	33
9. Garrett, M.	34
10. Heikkila, V.	34
11. Burkewitz, B.	35
12. Theisen, B.	38
13. Laure, J.	38
14. Fredrick, J.	41
15. Isco, G.	41
16. Gentile, D.	43
17. Burleson, R.	46
18. Smith, F. M.	50
19. Griswold, K.	51
20. #5546	51
21. Shaeffer, D.	58
22. Lockmaudy, J.	60
23. Greenwold, H.	63
24. Avis, J.	71
25. Swain, K.	72
26. Murphy, M.	74
27. 4820	78

HOBIE 18B	POINTS
1. Barnett, John	3 1/2
2. Kilpatrick, Pat	8
3. Williams, Mark	8 3/4

SAVANNAH MICHELOS REGATTA
FLEET #294, DIVISION #9
SAVANNAH, GEORGIA
JUNE 25 - 26, 1983

HOBIE 18A	POINTS
1. Barnett, John	3 1/2
2. Kilpatrick, Pat	8
3. Williams, Mark	8 3/4

4. Dunn, Lance	11 3/4
5. Haynsworth, S.	13
6. Camp, Paul	16
7. USSery, Robert	21
8. Riley, Barney	23
9. Latvala, Jerry	23
10. Saunders, John	24
11. Karr, John	25
12. Graham, Doug	31
13. McKay, Bill	34
14. Sunderland, Stan	37
15. Jones, Chuck	38
16. Reeve, Howard	40
17. Maynor, Mike	49

HOBIE 18B	POINTS
1. Royals, Kevin	3 1/2
2. White, Jim	5 3/4
3. Boudreau, Albert	5 3/4
4. McGinnis, Rich.	10
5. Ezzeil, Wes	13
6. Loftis, Pete	17
7. Robertson, Bill	18
8. Roberson, Bud	24
9. Brown, Robert	28

HOBIE 16A	POINTS
1. Poteat, Bob	3 1/2
2. Walter, Greg	4 3/4
3. Percy, Mike	9 3/4
4. Humphrey, Jim	11
5. Breedon, Dan	12
6. Efrid, Larry	15
7. Needham, Bud	15
8. Robinson, Johnny	21
9. Haynsworth, G.	23
10. Craig, Marilyn	26
11. Price, Jake	26
12. Woomey, Roger	33
13. Lanier, Brent	34
14. Kadder, Cyril	35
15. Heefner, Cary	38
16. Rylander, Jim	48
17. Harrison, Mike	48
18. Jernigan, Mike	53

HOBIE 16B	POINTS
1. Fithian, Paul	4 3/4
2. Freeman, Dave	4 3/4
3. Kiewele, Steve	6 3/4
4. Curtis, Bob	9 3/4
5. Johnson, Ernie	13
6. Shaw, Dan	15
7. Greene, William	17
8. Duncan, Bob	22
9. Donaldson, Mark	24
10. Henderson, Dan	27
11. Williams, Keith	32

HOBIE 14C	POINTS
1. Knight, Thomas	5 1/2
2. Oetgen, Gary	6 3/4
3. Fahlgren, Curtis	10 3/4
4. Rowers, S. D.	11
5. Sage, David	11
6. Dingham, Paul	11
7. McClung, Steve	18
8. Knaeble, Mike	18
9. Rollins, Jim	23

HOBIE 14A	POINTS
1. Miller, Jim	5 1/2
2. Boz, Wally	5 3/4
3. Merrell, Kaye	6
4. Myers, Danny	7 3/4
5. Lowrance, Robert	10
6. Winkle, Don	18
7. Jones, Winslow	20

HOBIE 14 Turbo	POINTS
1. Freymeyer, Bob	2 1/4

HOBIE 16C	POINTS
1. Mancin, J.	10
2. Miller, T.	15
3. McKinney, K.	16 1/2
4. Reud, D.	16 3/4
5. Mack, W.	22
6. Koshit, D.	21
7. Green, D.	25
8. Terrel, T.	29
9. Pigulski, B.	29
10. Seigler, G.	36
11. Luebberts, D.	36
12. Gallagher, L.	88
13. Holden, H.	92
14. Kidder, M.	97
15. Rhyemen, L.	98

HOBIE 16B	POINTS
1. Mancin, J.	10
2. Miller, T.	15
3. McKinney, K.	16 1/2
4. Reud, D.	16 3/4
5. Mack, W.	22
6. Koshit, D.	21
7. Green, D.	25
8. Terrel, T.	29
9. Pigulski, B.	29
10. Seigler, G.	36
11. Luebberts, D.	36
12. Gallagher, L.	88
13. Holden, H.	92
14. Kidder, M.	97
15. Rhyemen, L.	98

HOBIE 16C	POINTS
1. Mancin, J.	10
2. Miller, T.	15
3. McKinney, K.	16 1/2
4. Reud, D.	16 3/4
5. Mack, W.	22
6. Koshit, D.	21
7. Green, D.	25
8. Terrel, T.	29
9. Pigulski, B.	29
10. Seigler, G.	36
11. Luebberts, D.	36
12. Gallagher, L.	88
13. Holden, H.	92
14. Kidder, M.	97
15. Rhyemen, L.	98

HOBIE 16B	POINTS
1. Mancin, J.	10
2. Miller, T.	15
3. McKinney, K.	16 1/2
4. Reud, D.	16 3/4
5. Mack, W.	22
6. Koshit, D.	21
7. Green, D.	25
8. Terrel, T.	29
9. Pigulski, B.	29
10. Seigler, G.	36
11. Luebberts, D.	36
12. Gallagher, L.	88
13. Holden, H.	92
14. Kidder, M.	97
15. Rhyemen, L.	98

CLEMENTINE'S SALOON REGATTA
FLEET #40, DIVISION #10
SOUTH HAVEN, MICHIGAN
JULY 9 - 10, 1983

HOBIE 18A	POINTS
1. Roberts, C.	8
2. White, R.	8
3. Sundberg, C.	11 3/4
4. Brown, D.	15 3/4
5. Medler, J.	18
6. Tannott, T.	28 3/4
7. Jacobs, L.	33
8. Wedemeyer, J.	33
9. Garrett, M.	34
10. Heikkila, V.	34
11. Burkewitz, B.	35
12. Theisen, B.	38
13. Laure, J.	38
14. Fredrick, J.	41
15. Isco, G.	41
16. Gentile, D.	43
17. Burleson, R.	46
18. Smith, F. M.	50
19. Griswold, K.	51
20. #5546	51
21. Shaeffer, D.	58
22. Lockmaudy, J.	60
23. Greenwold, H.	63
24. Avis, J.	71
25. Swain, K.	72
26. Murphy, M.	74
27. 4820	78

HOBIE 18B	POINTS
1. Barnett, John	3 1/2
2. Kilpatrick, Pat	8
3. Williams, Mark	8 3/4

HOBIE 14Turbo	POINTS
1. Deininger, Tommy	3
2. Gregory, Harold	6 3/4
3. Garganus, Mitch	10

HOBIE 18A	POINTS
1. Barnett, John	3 1/2
2. Kilpatrick, Pat	8
3. Williams, Mark	8 3/4

HOBIE 18B	POINTS
1. Barnett, John	3 1/2
2. Kilpatrick, Pat	8
3. Williams, Mark	8 3/4

3. Pell, N.	15
4. DeVisser, K.	18 3/4
5. Dehler	19
6. Vanderberg, E.	20
7. Slusser, B.	23 3/4
8. Tejchma, J.	28
9. Henochan, J.	33 3/4
10. Allan, R.	35
11. Brown, M.	36
12. Dahmer, B.	39
13. Klinger, J.	40
14. Anderson, J.	42
15. Miller, K.	43
16. Prichard, J.	44
17. Schelb, J.	45
18. Lomas, T.	46
19. Huber, R.	53
20. Dixon, B.	55
21. Kaputensky, D.	59
22. Cordell	62
23. Writer	65
24. Levy, L.	67

HOBIE 16A	POINTS
1. Alter, J.	17 1/2
2. Smith, G.	20
3. Kartz, J.	21
4. Campbell, S.	21
5. Williams, B.	23
6. Herbert, R.	25 3/4
7. Baidas, R.	27
8. Field, S.	36
9. Willis, M.	37
10. Frakes, P.	37
11. Kellogg, J.	39
12. Paritz, P.	40
13. Hoffman, Rick	40
14. Ferguson, C.	41
15. Bonesteel, D.	42
16. Seleno, R.	44
17. Metcalf, R.	47
18. Johnson, R.	51
19. Eley, F.	51
20. Wissert, J.	57
21. Lemaitre, F.	58
22. Howe, J.	58
23. Hoffman, Russ	61
24. Vanel, G.	61
25. Welch, T.	62
26. McIntyre, M.	64
27. Bidwell, M.	65
28. Moore, R.	72
29. Parker, D.	82
30. Gallagher, L.	88
31. Holden, H.	92
32. Kidder, M.	97
33. Rhyemen, L.	98

HOBIE 16B	POINTS
1. Alter, J.	17 1/2
2. Smith, G.	20
3. Kartz, J.	21
4. Campbell, S.	21
5. Williams, B.	23
6. Herbert, R.	25 3/4
7. Baidas, R.	27
8. Field, S.	36
9. Willis, M.	37
10. Frakes, P.	37
11. Kellogg, J.	39
12. Paritz, P.	40
13. Hoffman, Rick	40
14. Ferguson, C.	41
15. Bonesteel, D.	42
16. Seleno, R.	44
17. Metcalf, R.	47
18. Johnson, R.	51
19. Eley, F.	51
20. Wissert, J.	57
21. Lemaitre, F.	58
22. Howe, J.	58
23. Hoffman, Russ	61
24. Vanel, G.	61
25. Welch, T.	62
26. McIntyre, M.	64
27. Bidwell, M.	65
28. Moore, R.	72
29. Parker, D.	82
30. Gallagher, L.	88
31. Holden, H.	92
32. Kidder, M.	97
33. Rhyemen, L.	98

HOBIE 16C	POINTS
1. Alter, J.	17 1/2
2. Smith, G.	20
3. Kartz, J.	21
4. Campbell, S.	21
5. Williams, B.	23
6. Herbert, R.	25 3/4
7. Baidas, R.	27
8. Field, S.	36
9. Willis, M.	37
10. Frakes, P.	37
11. Kellogg, J.	39
12. Paritz, P.	40
13. Hoffman, Rick	40
14. Ferguson, C.	41
15. Bonesteel, D.	42
16. Seleno, R.	44
17. Metcalf, R.	47
18. Johnson, R.	51
19. Eley, F.	51
20. Wissert, J.	57
21. Lemaitre, F.	58
22. Howe, J.	58
23. Hoffman, Russ	61
24. Vanel, G.	61
25. Welch, T.	62
26. McIntyre, M.	64
27. Bidwell, M.	65
28. Moore, R.	72
29. Parker, D.	82
30. Gallagher, L.	88
31. Holden, H.	92
32. Kidder, M.	97

REGATTA RESULTS

3. Simms, Art	16
4. Warren, Jeffrey	16
5. Campbell, Al	25
6. Crossley, Ralph	28
7. Mullen, Steve	29
8. Najjar, Robert	39
9. O'Rourke, Sally	44
10. Punt, Robert	44
11. Ferrara, Bob	49
12. Markantonis, N.	52
13. Smith, Dave	55

HOBIE 16B	POINTS
1. Franklin, Lew	11 3/4
2. Bounds, Matt	14 1/2
3. Rosenfield, S.	15 3/4
4. Baigert, Kevin	18 3/4
5. McNall, Rick	22
6. Kahn, David	28 3/4
7. Gibson, Tom	32
8. Piermattell, G.	33
9. Kustes, Tom	37
10. Gallagher, Andy	40
11. Philbrick, John	51
12. Silverstein, S.	54

HOBIE 16C	POINTS
1. Sullivan, Chris	7 1/4
2. Campbell, Kevin	11 1/2
3. Driscoll, Joe	14 3/4
4. Curran, Dave	20
5. Love, Jim	26
6. Helsing, Bob	31
7. Hill, Jack	31
8. Bornhorst, W.	35
9. Bete, Michael	39
10. Munro, Dave	55
11. Child, Bob	60
12. Carlson, Walter	63
13. Jones, Roland	65
14. Foster, Charles	72
15. Argenta, Harry	83
16. Chin, George	85
17. Kraeuter, L.	86
18. 77	91
19. Loftus, Sherree	107
20. Grush, Jeff	108
21. Peder, Ketih	108

HOBIE 14A	POINTS
1. Bradley, Bob	6
2. Davis, Harvey	10 1/2
3. Baker, Scott	15
4. Baker, Doug	17
5. Fairchild, E.	23
6. Nichols, Charles	27
7. Fall, Brian	28
8. Gable, Cari	29

FLEET #448 LOCAL BUOYS #1
FLEET #448, DIVISION #12
POINT JUDITH, RHODE ISLAND
JUNE 18, 1983

HOBIE 18	POINTS
1. Haile, Rick	2 1/4

HOBIE 16	POINTS
1. DeLeo, Ray	5 1/2
2. Linke, Howard	6
3. Johnson, Evans	16
4. Boulay, Joe	18
5. Lemme, Mike	21 3/4
6. Gamache, Bob	22
7. Steere, Charlie	25
8. Lockwood, Jim	25
9. Beauchene, Tom	27
10. Lukins, Jeff	30
11. DuPont, Kathy	32
12. Russo, Jody	32
13. Voorvaart, Hank	34
14. Stevens, Ken	35
15. Girard, Wayne	35
16. Salonia, Ron	46

BONFIRE REGATTA
FLEET #448, DIVISION #12
POINT JUDITH, RHODE ISLAND
JULY 3, 1983

HOBIE 16	POINTS
1. Boulay, J.	1 1/2
2. Girard, W.	7
3. Franco, B.	7
4. Lemme, M.	8
5. Linke, H.	10
6. Brown, D.	11
7. DeLeo, R.	13
8. Stevens, K.	14
9. Voorvaart, H.	19
10. Valentine, J.	21
11. Salonia, R.	22

DIVISION 13

COPA ASONTOS DE LA JOUENTUD
FLEET #133, DIVISION #13
7 SEAS, FAJARDO, PUERTO RICO
JUNE 25 - 26, 1983

HOBIE 18	POINTS
1. Gonzalez, F.	5 3/4
2. Manser, J.	9 1/2

HOBIE 16A	POINTS
1. Perez, J.	6 3/4

2. Goldberg, D.	11 1/2
3. Andrews, J.	13
4. Hoyos, H.	23

HOBIE 16B	POINTS
1. Jimenez, R.	5 3/4
2. Benitez, J.	9 1/2
3. Robertson, M.	18

HOBIE 14A	POINTS
1. Junco, D.	11 1/2
2. Colon, P.	14 1/4
3. Creel, K.	15 3/4
4. Guernica, A.	22
5. Junco, C.	24 3/4
6. Andrews, B.	32
7. Garcia, A.	33
8. Ortiz, J.	44

HOBIE 14B	POINTS
1. Biascochea, J.	4 1/2
2. Costa, J.	10 3/4
3. Simons, E.	18
4. Wilson, J.	21

DIVISION 15

NIGHTOWN REGATTA
FLEET #178, DIVISION #15
FORT WALTON BEACH, FLORIDA
MAY 7 - 8, 1983

HOBIE 18	POINTS
1. Duke, Tom	3
2. Dalton, Mike	10
3. Cockcroft, Bruce	13 3/4
4. Giesen, Brad	15
5. Franzarone, Jack	18
6. Gamble, Ed	24
7. Potts, Robert	25
8. Gentry, Rick	29

HOBIE 16A	POINTS
1. Tucker, Carlton	3
2. Franzen, Larry	10
3. Duchatel, A.	10 3/4
4. McNeir, Mike	12
5. Brooks, Todd	16
6. Thornton, C.	23
7. Dalton, John	25

HOBIE 16B	POINTS
1. Guarino, Joe	6 1/2
2. Lambert, Brian	6 1/2
3. Kidder, John	14 3/4
4. Lambert, John	15
5. Stone, Lynn	15
6. Dalton, Sam	21
7. Smith, Kendel	22
8. Smith, Kevin	31
9. Self, Robert	36
10. Conrad, Joe	37
11. McCullough, D.	39
12. Livesay, Jim	42

HOBIE 16C	POINTS
1. Rhodes, Garry	8 3/4
2. Harrison, John	10 3/4
3. Vaughn, Brod.	12 1/2
4. Welch, Paul	15
5. Newell, Mike	19 3/4
6. McCracken, Ben	20
7. Gabriel, Bob	22
8. Plaus, Rob	25
9. Scott, George	26

HOBIE 14	POINTS
1. Neal, Steve	8 1/2
2. Nahuen, Kathy	9 1/2
3. Eckland, Elliott	9 3/4
4. Kalata, Larry	10
5. Knight, Brent	20

CAJUN CLASSIC
FLEET #93, DIVISION #15
CYPREMORT POINT, LOUISIANA
MAY 14 - 15, 1983

HOBIE 18A	POINTS
1. Ederer, Mark	3
2. Broussard, Grady	8
3. Martin, Marty	15
4. Webre, Steve	20
5. Mongeau, J.	20
6. St. Pierre, Mike	28
7. Denison, Roger	28
8. Brunt, Fred	28
9. Broussard, Bryan	40
10. Hefner, Mike	41
11. Hanson, Chuck	47
12. Rettig, Jack	55
13. Carlson, Bob	53
14. Lee, Adrian	56
15. Francis, Bob	58

HOBIE 16A	POINTS
1. Kalata, Larry	4 1/4
2. Teddlie, Dennis	5 3/4
3. Schweizer, Al	13
4. Andrews, Mack	14
5. Myers, Jacques	20
6. Trahan, Cria	23
7. Lattman, John	23
8. Schwing, Beaver	32
9. Bentz, Robert	33

HOBIE 16B	POINTS
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1. Jackson, Dennis	3
2. Caraway, Maurice	11
3. Lenn, Hans	16
4. Pollendine, Sid.	17
5. Penkrat, Dave	18
6. Ingram, Dennis	21
7. Babalais, Keith	23
8. Dubois, Byron	25
9. Richardson, P.	35
10. Falcon, Tony	35 3/4
11. Alonso, Don	42
12. Guilbeau, Rob	47
13. Lehouef, Brady	51
14. Metz, E. H.	51
15. Trahan, Benny	58
16. Kwong, Henry	68
17. Young, Steven	71
18. Lyons, Lonnie	79
19. Northcutt, Danny	80
20. Marcella, Barry	80
21. Judice, Don	82
22. Balikissoon, T.	88

HOBIE 16C	POINTS
1. Licht	8 1/2
2. Keenion	23
3. Hunt	32
4. Mulvany	37
5. McDonald	37
6. Johnson	38
7. Harrison	38
8. Newell	43
9. Jones, R.	46
10. East	48
11. Smith	49
12. Buonogura	59
13. Simpkins	59
14. Fuller	70
15. Adams	73
16. Jones, J.	73
17. Placais	77
18. Higdon	79
19. Fisher	79
20. Thoren	79
21. Rhodes	80
22. Calvin	84
23. Giehls	87
24. Lindley	90
25. Pittman	92
26. Brock	94
27. Koons	96
28. Jones, T.	98
29. Jones, L.	99
30. Dent	109
31. Pecoraro	115
32. Rich	117
33. Conrad	118
34. Watson	119
35. McCrackin	120
36. #52020	125
37. Ladus	126
38. Olig	128
39. Murphy	128
40. Gardner	145
41. Vaughan	148
42. Angles, Jr.	183 3/4
43. Dams	184
44. Derrick	187
45. Sutton	191
46. Hafner	192
47. Roberts	205
48. Honerton	207
49. Waldo	219
50. Walton	226
51. Dog	244
51. Panepinto	244
51. Hodgess	244
51. Niesen	244
51. Froesch	244
51. Jones, C.	244
51. Merrick	244
51. Snider	244
51. Granger	244
51. Rohor	244
51. Lyles	244

HOBIE 14	POINTS
1. Myers, Babe	7 1/2
2. Groves, Bill	12
3. Detore, Chuck	12

HOG'S BREATH REGATTA
FLEET #178, DIVISION #15
FORT WALTON BEACH, FLORIDA
MAY 21 - 22, 1983

HOBIE 18A	POINTS
1. Broyles	3
2. Walton	12
3. Ederer	12
4. Jablonowski	13
5. Duke	20
6. Baudier	23
7. Boudreaux	29
8. Beebe	34
9. Winter	42
10. Giesen	44
11. Usrey	48
12. Dalton	49
13. Suares	49
14. Karr	50
15. Thorsussen	56
16. Ruthuen	57
17. Phelan	59
18. Webre	60
19. Braun	70
20. David	72

HOBIE 18B	POINTS
1. Cockcroft	6 3/4
2. Jones	9 3/4
3. Patton	9 3/4
4. Miller	13 3/4
5. Gentry	18
6. Ingram	22 3/4
7. Maddox	27
8. Haynes	33
9. Jones	35
10. Lindgren	40
11. Barnett	41
12. Davis	43
13. Bell	44
14. Kirby	55

HOBIE 16A	POINTS
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1. Duchatel	4 1/4
2. Gaston	14
3. Franzen	17
4. Collins	18
5. Kalata	18 3/4
6. Meneir	28 3/4
7. Tucker	30 3/4
8. Zorn	32
9. Brooks	32
10. Andrews	35
11. McLane	36
12. Mason	39
13. Dowell	40
14. Lattman	62
15. Sinclair	64
16. Brock	64
17. Myers	65
18. Schweizer	67
19. Percy	71
20. O'Brien	72
21. Lewis	79
22. Jackson	84
23. Williams	86
24. Waters	87
25. Salmon	91
26. Clifford	95
27. Owen	97
28. Dalton	98
29. Drew	102
30. Condrey	105
31. Putman	106
32. Muse	125

HOBIE 16B	POINTS
1. Thornton	6 1/2
2. Thomas	9
3. Stone	11 1/2
4. McVean, John	24
5. Simons	24 3/4
6. Lambert	27
7. Smith	32
8. Blevins	32
9. Bundy	37
10. Covey	38
11. Edwards	59
12. Estabrooks	60
13. Dalton	60
14. Bryant	61
15. Hoppmann	62
16. Duhaime	64

HOBIE 16B	POINTS
1. Thornton	6 1/2
2. Thomas	9
3. Stone	11 1/2
4. McVean, John	24
5. Simons	24 3/4
6. Lambert	27
7. Smith	32
8. Blevins	32
9. Bundy	37
10. Covey	38
11. Edwards	59
12. Estabrooks	60
13. Dalton	60
14. Bryant	61
15. Hoppmann	62
16. Duhaime	64

17. Anderson	66
18. Postrozny	68
19. Kader	68
20. Scorski	70
21. Guarino	74
22. Burrus	77
23. Self	78
24. McDonald	79
25. Kimberly	79
26. Livesay	82
27. Miller	84
28. Bonnette	95
29. Brady	100
30. Flournoy	105
31. Johnston	106
32. Davidson	109
33. McCallough	112
34. Cumby	114

HOBIE 16C	POINTS
1. Licht	8 1/2
2. Keenion	23
3. Hunt	32
4. Mulvany	37
5. McDonald	37
6. Johnson	38
7. Harrison	38
8. Newell	43
9. Jones, R.	46
10. East	48
11. Smith	49
12. Buonogura	59
13. Simpkins	59
14. Fuller	70
15. Adams	73
16. Jones, J.	73
17. Placais	77
18. Higdon	79
19. Fisher	79
20. Thoren	79
21. Rhodes	80
22. Calvin	84
23. Giehls	87
24. Lindley	90
25. Pittman	92
26. Brock	94
27. Koons	96
28. Jones, T.	98
29. Jones, L.	99
30. Dent	109
31. Pecoraro	115
32. Rich	117
33. Conrad	118
34. Watson	119
35. McCrackin	120
36. #52020	125
37. Ladus	126
38. Olig	128
39. Murphy	128
40. Gardner	145
41. Vaughan	148
42. Angles, Jr.	183 3/4
43. Dams	184
44. Derrick	187
45. Sutton	191
46. Hafner	192
47. Roberts	205
48. Honerton	207
49. Waldo	219
50. Walton	226
51. Dog	244
51. Panepinto	244
51. Hodgess	244
51. Niesen	244
51. Froesch	244
51. Jones, C.	244
51. Merrick	244
51. Snider	244
51. Granger	244
51. Rohor	244
51. Lyles	244

HOBIE 16Novice	POINTS
1. Bounds	6 1/2
2. Johnson	7 1/2

REGATTA RESULTS

9. Rhodes	28
10. Booth	31
11. McDonald	31
12. Huppmann	32
13. McCants	39
14. Buonaquara	41
15. Baker	47
16. Ladas	47
17. Hartman	48
18. Stapler	63
19. Pollendine	64
20. Mulvaney	67
21. Butler	69
22. Gough	71
23. Grossman	86
24. Daams	96
25. Devereux	99
26. Arrington	104

HOBBIE 14	POINTS
1. Neal	3
2. MaHugh	8 3/4
3. Dick	11
4. Eckland	12
5. Salmon	15
6. Lord	24
7. Inge	25
8. Mitchell	30

SAND FLEA REGATTA
FLEET #178, DIVISION #15
FT. WALTON BEACH, FLORIDA
JUNE 25 - 26, 1983

HOBBIE 18A	POINTS
1. Dalton, M.	5 1/4
2. Pranzarone, J.	6 1/2
3. Cockcroft, B.	12
4. David, D.	12
5. Jones, J.	17

HOBBIE 16A	POINTS
1. Furu, M.	4 1/4
2. Dalton, J.	7 1/2
3. Day, S.	11
4. Thornton, C.	13

HOBBIE 16B	POINTS
1. Hoppman, J.	7 3/4
2. Dalton, S.	11 3/4
3. Smith, K.	11 3/4
4. Guarino, J.	12
5. Eastabrooks, K.	15 3/4
6. Hennecke, D.	16 3/4
7. Covey, C.	21
8. Self, R.	27
9. McCullough, D.	35

HOBBIE 16C	POINTS
1. Conrad, J.	5 1/4
2. Rhodes, G.	5 1/2
3. Stapler, R.	17
4. Puckett, T.	17
5. Scott, G.	19
6. Lindley, A.	21
7. Gabriel, B.	22
8. Studley, B.	22
9. Warren, R.	33
10. Lea, T.	39
11. Gardner, B.	41
12. Waldo, J.	44

HOBBIE 14A	POINTS
1. Neal, S.	3
2. Mahugh, K.	8
3. Kalvita, L.	11
4. Murphy, S.	18
5. Ashman, P.	19

HOBBIE 14Turbo	POINTS
1. Glover, T.	3
2. Knight, R.	8

DIVISION 16

9TH ANNUAL COUCHI-CAT
FLEET #150, DIVISION #16
ORILLIA, ONTARIO, CANADA
JUNE 11 - 12, 1983

HOBBIE 18A	POINTS
1. Wood, M.	2 1/4
2. Marner, B.	6 3/4
3. Harner, P.	7
4. MacDonald, S.	9
5. Conacher, L.	12
6. Karaim, T.	13
7. McRae, L.	16
8. Reid, S.	20
9. Reid, J.	22
10. Stephen, M.	29

HOBBIE 16A	POINTS
1. Furu, M.	4 1/4
2. Dalton, J.	7 1/2
3. Day, S.	11
4. Thornton, C.	13

HOBBIE 16B	POINTS
1. Francis, G.	4 3/4
2. Rawlings, C.	6 1/2
3. Hayward, S.	9
4. Nicolson, S.	9
5. Chance, T.	10
6. Yarwood, P.	15 3/4
7. Milne, D.	22
8. Francis, P.	24
9. Farnham, V.	26

10. Haney, D.	28
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HOBBIE 16A	POINTS
1. Howie, D.	4 1/2
2. MacKenzie, B.	8
3. Sinclair, R.	10
4. Terpestra, J.	10 3/4
5. Buckley, B.	11
6. Sturm, H.	13 3/4
7. Dwyer, M.	16
8. MacHardy, D.	19
9. Walker, C.	22

HOBBIE 16B	POINTS
1. King, N.	2 1/4
2. Sarvis, D.	5 3/4
3. Bibby, M.	7
4. Bekolay, R.	12
5. House, J.	14
6. Gray, P.	15
7. Coleman, S.	18
8. Pringle, T.	20

HOBBIE 16C	POINTS
1. McLean, J.	3 1/2
2. Miller, G.	5 3/4
3. Walker, H.	11
4. Smith, S.	12 3/4
5. Martin, R.	14
6. Ronbos, B.	16
7. Warren, T.	17
8. Lloyd, D.	19
9. Briland, H.	20
10. Hughes, B.	27
11. Turner, P.	29
12. Johnson, R.	32
13. Thompson, C.	33
14. Vincent, A.	33
15. Walton, P.	37

HOBBIE 14	POINTS
1. Summerfield, M.	2 1/4
2. Proctor, J.	6
3. Martin, K.	6 3/4
4. Cane, G.	10
5. Liikane, T.	11

1983 MICHELOB REGATTA
FLEET #228, DIVISION #16
ERIE, PENNSYLVANIA
JUNE 25 - 26, 1983

HOBBIE 18	POINTS
1. Caster, Jim	2 1/4

2. Snodgrass, Tom	6
3. Barnes, Ed	10 3/4
4. St. John, Paul	11
5. Thaeler, Bruce	11
6. Rudd, Jeff	13
7. Lemmer, John	19
8. Kratz, Rudi	19
9. Slattery, Dave	25
10. Wilson, Robert	26
11. Volgstadt, Dave	30
12. Wilcox, Scott	31

HOBBIE 16A	POINTS
1. Block, Dave	4 3/4
2. Buckley, Bill	6 3/4
3. Elve, Charlie	8 3/4
4. Korzeniewski, T.	11 3/4
5. Meyer, Doug	16
6. Caster, Pat	17
7. Chamberlin, S.	18
8. Messinger, John	19
9. Howie, Dave	21
10. Perkins, Jim	28
11. Klahr, Chad	29
12. Beck, Ralph	29
13. McNamara, Mike	30
14. Ewert, Brad	30
15. Haillock, Marty	41
16. Stackhouse, Ken	47
17. Dittmar, Jim	47
18. Stephens, Mike	51

HOBBIE 16B	POINTS
1. Vandeveer, Mark	3 1/2
2. Gordon, Jack	9 3/4
3. Tompkins, Squat	10
4. Claxton, Dan	10
5. Vielhauser, Skip	10 3/4
6. Cuzdylo, Mike	17
7. Kusche, Gm	17
8. Saulszuer, Jon	18
9. Goslin, Tim	22
10. Treacy, John	24
11. DeRossa, Jeff	27
12. Blakely, Mike	30
13. Thames, Arch	31
14. Cammaroto, Vince	37
15. Platt, Corky	39
16. Bogie, Mike	44
17. Knoll, Jeff	46
18. Clinkenbroomer	48
19. Hill, Frank	49
20. Kleindinst, Jane	56

HOBBIE 16C	POINTS
1. Lane, Jim	6 3/4
2. Benson, Jack	7 3/4

3. Martino, Mike	8
4. Cameron, Don	12 3/4
5. Nyquist, Chris	14
6. Macerl, Ed	17 1/4
7. Sukienik, James	18
8. Onderko, John	20
9. Schmid, Fred	20
10. Williams, Don	28
11. Verdecchia, Ed	28
12. Anderson, Dave	36

HOBBIE 14	POINTS
1. Thaeler, Robert	4 1/2
2. Rosenberg, George	6 3/4
3. Horton, Ralph	6 3/4
4. Vount, John	9
5. Chamberlin, Alan	12
6. Loquasto, Jane	13
7. Barbato, Fred	19

HOBBIE 14Turbo	POINTS
1. Korzeniewski, S.	2 1/4
2. Pesane, Susan	4 3/4
3. Manno, Chris	10

INTERNATIONAL

8TH ANNUAL LAGUNA REGATTA
INTERNATIONAL DIVISION
SAIPAN, C.M.
FEBRUARY 19 - 21, 1983

HOBBIE 16	POINTS
1. Kosaack, Rex	5 1/4
2. Katsunoto, Kazuo	14 3/4
3. Holst, Jim	21
4. Garrett, Jac	24
5. Fichner, Steve	26
6. Tanaka, Michio	27
7. Stojkovich, Eric	29
8. Benwick, Rick	47
9. Kato, Toshiaki	48
10. Blake, George	49
11. Pevec, Davor	49
12. Audenbaugh, K.	57
13. Wilson, John	62
14. Glynn, Ray	67
15. Otto, Judy	73

HOBBIE 14	POINTS
1. Schick, Mike	7 3/4
2. Inoue, Masahito	14
3. Newman, Michael	14 3/4
4. Bellas, Tim	18
5. Reyes, Ben	19 3/4

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The First Eastern U.S. Hobie 14 Turbo Championship

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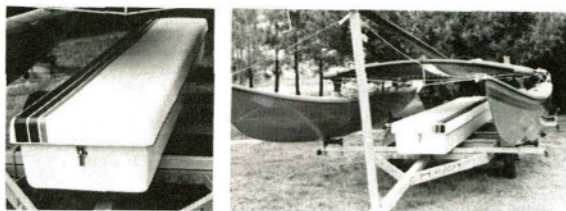
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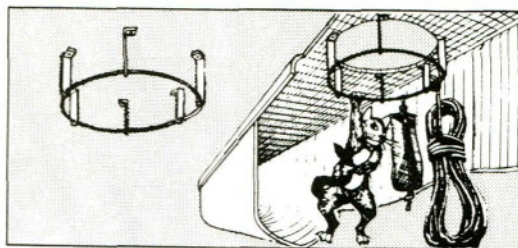
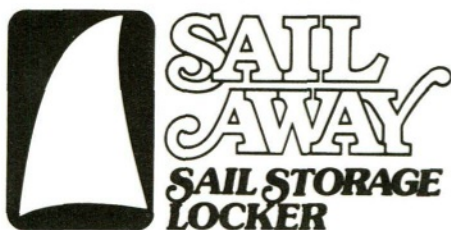
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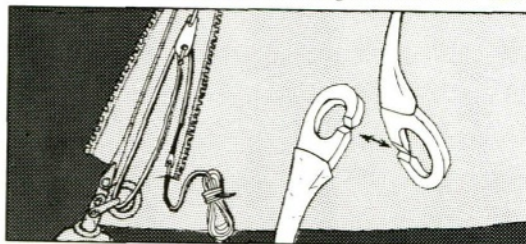
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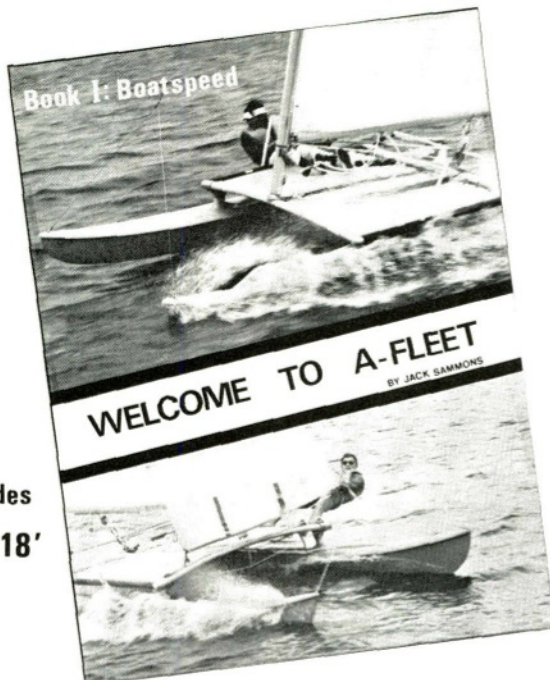
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READER'S FORUM

Cartopping Hobies

A *Hotline* reader in the July/August issue asks for car-top info.

I've never understood why cartopping Hobies hasn't caught on. My rack, bought from Coast Catamaran in March '72 has carried my old 14 to a great many District 10 regattas, plus the 1975 14 Nationals at Sleeping Bear Bay (in those days we brought our own boats.) The relative ease of travel when not dragging a trailer is the big attraction.

How to raise and lower a Hobie may well be what daunts would-be cartoppers. I have always been able to do this single-handed, by attaching temporary brackets with rubber rollers on Hobie fore and aft crossmembers, using the mast as a ramp, then using winch or tackle to raise/lower.

I think the full potential for cartopping has never been shown in a complete and logical way so that a comprehensive comparison to trailering could be made by Hobie owners.

The key to a "go" decision depends on the ability of a vehicle to carry a top rack. Murray's #131801, with some added mast support V's midwidth on both sections, can be used as-is or with some practical, affordable modifications.

John E. Storer, Jr.
Indianapolis, Indiana

Docking on the Rocks

I need some advice on how to park my new Hobie 14 Turbo.

The dealer forgot to tell me that Hobies should not be moored all sailing season, and since my 100' of shoreline on Lake Pawtuckaway, New Hampshire, is really rocky, I cannot pull it up on anything resembling sand.

Does anyone have any ideas or rough sketches of a dock or some contraption which would allow a lone sailor to drydock the Hobie at the end of a beautiful weekend?

George Jones
Merrimack, New Hampshire

Stop and Read Before You Glue!

I don't have any Chinese proverbs for the article of Ian Bashford's on tuning the Hobie 14. It was very good and informative. Nor do I have any specific advice for Bill Wood of Reno, Nevada, who suggested using aluminum sheets to reduce casting-to-pylon slop. But I have been working with these twin-pontoon boats for quite a long time, and would like to offer some information for consideration before one takes the pontoons off and gums up the casting permanently with glue.

As a deck-legged catamaran gets older, the racking of sailing in chop tends to "egg" the casting fits, and the boat feels more and more like a bamboo bomber. The problem with shimming as Bill Wood recommends is that it doesn't decrease the "casting-to-extrusion-clearance" uniformly. In fact, it tends to egg or elongate the corner casting holes more. When the range of flexibility is exceeded in that hole, the casting will crack. Gluing will take up the casting slop as required, but there are a couple of problems to provide for in the process or an owner can end up with a permanently whacked-out boat.

Hobies, being asymmetric, have skegline toe-in. Measure the distance between the bows, 12" down the stem from the lip of the rail. Now measure the distance between the sterns from the lip of the rail. Now measure the distance between the sterns, center of the skeg-line below the hull

Continued on page 73

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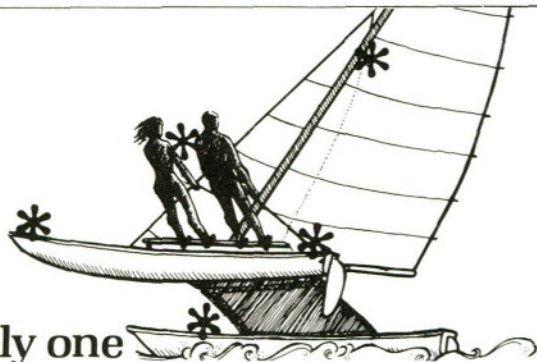
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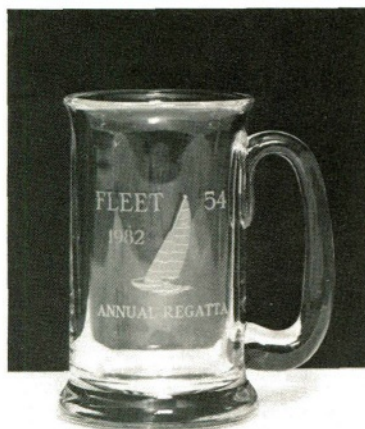
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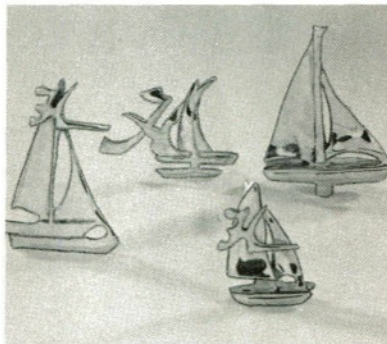
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Letters

Continued from page 11

two boatlengths, and before they have started, two boats may be overlapped with each other no matter how far apart they are. The only such limitations on the existence of an overlap are spelled out in Rule 38.3, which is appropriately entitled "Overlap Limitations." It says, "For the purpose of Rule 38 only: An overlap does not exist unless the yachts are clearly within two overall lengths of the longer yacht."

5. Finally, it seems that most of the rules that deal with starting can be more easily understood if one also understands the definition of what "starting" actually is. How about including appropriate definitions from Part I of the rulebook in future rules articles, especially ones intended for novices? In this case: "Starting—A yacht starts when, after fulfilling her penalty obligations, if any, under Rule 51.1(c), (Sailing

the Course), and after her starting signal, any part of her hull, crew or equipment first crosses the starting line in the direction of the course to the first mark."

Obviously, some of the points I've made here are picky and don't come up very often, especially for beginning racers. But I figure that we may as well learn the rules right when we first learn them, and then things will be much easier later on. Keep the rules explanations coming!

David Dellenbaugh
Fairfield, Connecticut

I must admit that David Dellenbaugh is 100 percent correct on all the points he raised. Actually, I purposely planted all those errors in the article and planned a secret contest, the winner being anyone who figured out the errors. Dave won. He and a companion of his choice will be treated to an all-expense paid afternoon in beautiful Bridgeport, Connecticut. They will dine at the world famous

Kate's-by-the-Interstate. Kate's steak au grease is listed in the Michelin Guide under "4-ply." After a delightful repast at Kate's, Dave and his companion will luxuriate in a horse and carriage ride around the STOP and SHOP parking lot. Mel Furd is looking for all the parts to the horse suit now. I guess I get to play the back end. Nice job Dave.

Joe Flaherty

Happy Hobie Family

We recently purchased a Hobie 16 and our entire family loves it! We also thoroughly enjoy the Hotline. As a new sailor, I enjoy the tips on rigging and tactics, and my daughter loves the pictures.

Keep up the good work!

Mike Perez
Sylmar, California

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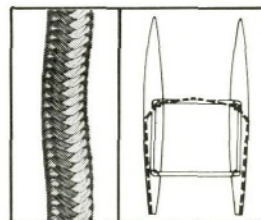
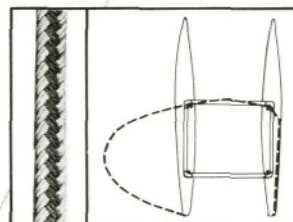
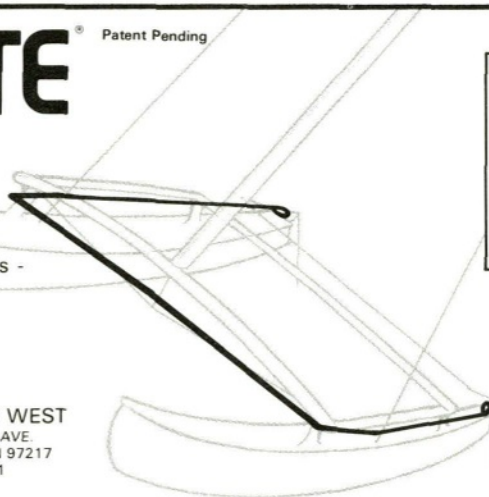
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All skippers, whether prequalified or not, must pre-register for this event. All entries should be received by September 1, 1983. If your entry is going to be late, please notify the Hobie Class Association immediately at (619) 758-9100.

Hobie 33s Smokin' At Mackinaw

Sitting at the dock amongst big racing machines, the dwarfed Hobie 33s looked like toys. In a mostly upwind race, on corrected time, three Hobie 33s finished in the top ten—an outstanding second, third and sixth. With conditions from storms to light airs with holes of no wind, the 33s proved that they can sail with the big boats upwind and downwind. The 33s were skippered by John Schuch (second place) and his team of Michigan hotshots, Miles Wood (third) with his team of Hobie reps, and Jack Evans (sixth).

Reader's Forum *Continued from page 68*

plugs. The sterns are farther apart. This gives an angle of attack to the lift of the lee hull. One will also note that looking at the sterns from directly aft, the outside line of the stern tips in from the skegline to the railskirt. This is negative camber, and reduces vortex flow under the hulls. The above two factors are as they should be. The third and most important factor is that the hulls be glued in the same plane at the same station. If one bow is below the other, it will plow and catch on a reach, or to weather in heavy going. By the same token, if one hull is "ahead" of the other, the center of lateral resistance (CLR) on one tack will not match up laterally with the CLR of the other hull or tack. If one ever sails a racked boat, with balanced helm, you get a windward helm on one tack and a leeward helm on the other tack.

So if you are going to stiffen your old boat, great. But jig both hulls level. When you assemble them with the glue, the cross-diagonal measurement (port bow to starboard stern; starboard bow to port stern) must be within 1/16", approximately 168". If you have a dolphin striker, back off the tension, jig the hulls so that the bow measurement between the hulls is at least 3 1/2" less than the stern measurement. You can get more for heavy weather by cranking up the dolphin striker later. Dimensions run about 78 1/4" for bow, about 82" for the stern. Jig the hulls so that the angle of the outside sterns is at least 3° negative camber on each hull with the boat level. If you use an epoxy glue, and that seems best, stay out of the sun! After you dry run the jig to make sure you can get these dimensions, and then assemble with epoxy, it will take about 20 minutes to get all these dimensions in line. If the glue dries in the meantime, and your boat isn't in spec, you built a whacked-out boat. If you do as suggested, you will be able to punch the bow into the waves, to weather, with no fear of torquing and pearling.

Over the last 15 years, I've never seen a stiffed boat break a corner casting from being hard glued. Engineering-wise, it is virtually impossible to egg the casting beyond the range of flexibility. That egging of the casting hole by the extrusion, or driving the boat too hard, is what breaks castings.

Kim Whitney

Ft. Lauderdale, Florida

P.S. Lacing the deck snug after hard gluing also adds to reduction of torquing in hulls.

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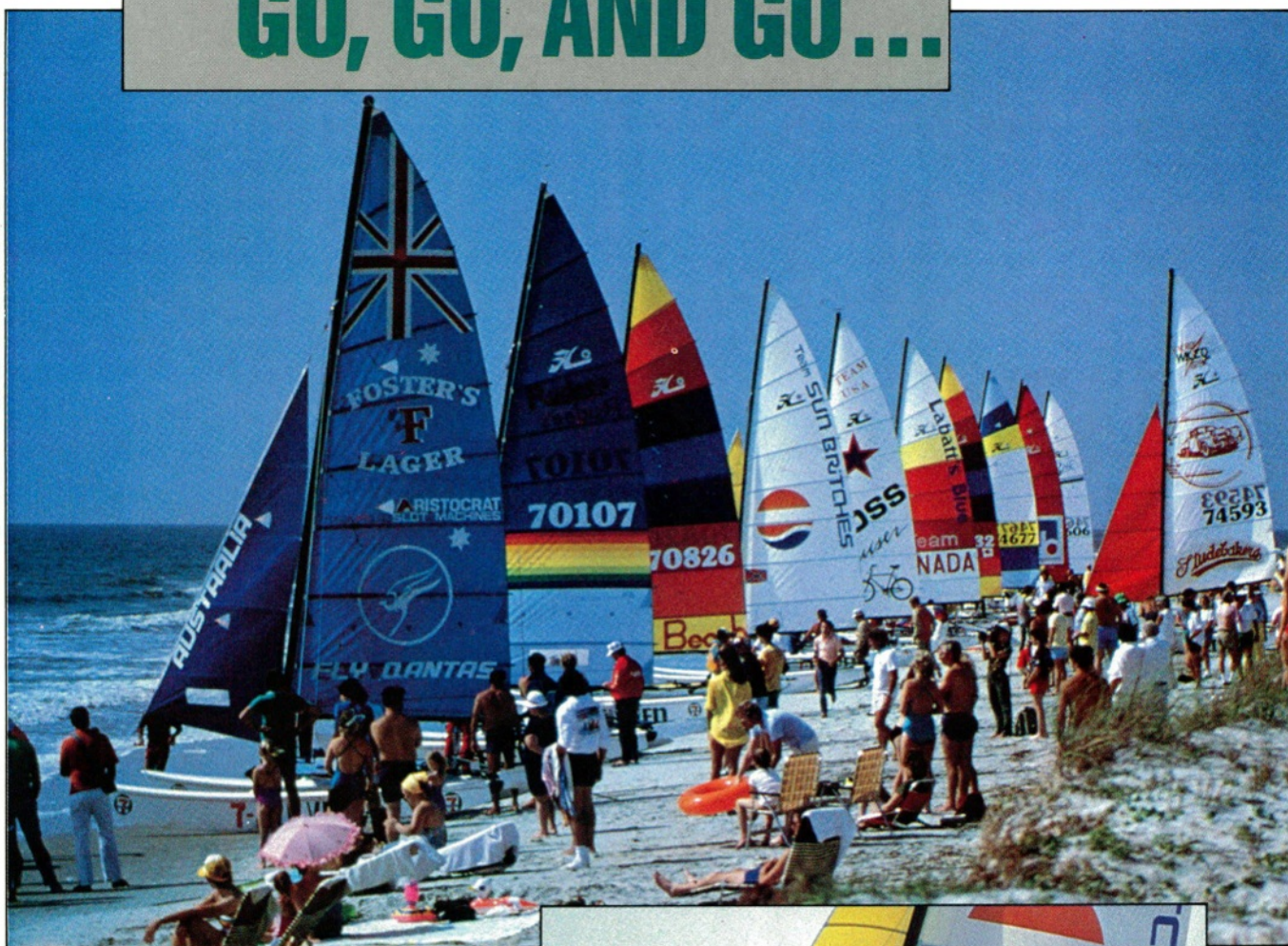
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READY, GET SET, GO, GO, AND GO...



Each morning, regardless of the finishing time the night before, the teams lined their boats up between two flags on the beach for the start (top).
Photos: Terri Crary.

TWELVE DAYS OF RACING IN THE WORRELL 1000

by Terri Crary

To grasp what this race is all about, just imagine sailing out to the starting line at a regatta and seeing a card for a Course Seven 50 times around. Note that your competitors are some of the best sailors in the world. Add to that ground crews, team managers, reporters, special equipment, sponsors, etc. Finally, head north and expect the same long courses and tough competition for the next 12 days and 1,000 miles. Voilà! Welcome to the Eighth Annual Worrell 1000!

Chances are you'd rather fly to Virginia from Florida, right? But for 11 teams from the USA, Canada, Holland, France, and Australia, Hobie 16's were the way to go in this long-distance challenge.

In Ft. Lauderdale, two days before the race, the teams were building Worrell-supplied, randomly assigned, boats from scratch. The local Hobie dealer did a booming business responding to combinations of the following: "Oh no, I forgot the a) reefing line, b) carpet kits, c) trapeze wires, d) anything and everything." At the skippers' weigh-in, Team Australia was only four pounds over (324 lbs.), a figure that made them happy when you consider that Rod Waterhouse had lost 14 pounds and Brett Dryland about eight in preparation for the Worrell. Team Holland was the heaviest; Team Sun Britches, the lightest.

As the racing progressed from Ft. Lauderdale, the Aussies clearly took the lead while U.S. boats held on to second through fifth. It's important to note that the European teams sailed without the benefit of previous years' experience. Team Holland had to carry a DNF and DNS from the beginning after missing the first checkpoint and the start of the next heat. Team France, however, faced perhaps the greatest difficulties of all: They had one day's notice on their invitation to sail, completed the entire race without charts, and missed every word of instruction as its members spoke only French.

THE NEW FORMAT

This year's Worrell 1000 had a new format that required the boats to stop overnight at each checkpoint and start together from the beach the next morning. They were to be lined up from north

to south in the order in which they finished the day before. Each of the 12 legs was scored under the low points systems (3/4 point for first, two for second, etc.), with no throwouts and the last heat counting double. The teams were reduced from three to two members.

At the beginning, most of the veteran Worrell sailors rebelled against this new format. They wanted the previous continuity, including the demand of sailing around the clock, making only brief pit stops. Most felt that the race would take too long.

By the half-way point, however, many realized that the new format was far from easy. Everyone agreed that it was more mentally demanding this year because the competition was so close that all had to stay constantly alert to covering tactics. Tacking duels could last for hours. Everyone also enjoyed the opportunity to socialize each evening with the other sailors. Dave Sloan put it this way: "Now you don't have to wait until the finish to pour beer all over your competitors."



Australian Rod Waterhouse, three-time veteran of the Worrell 1000 and two-time winner concentrates on the race (top). Photo: Terri Crary.



AT THE BEGINNING, MOST OF THE VETERAN WORRELL SAILORS REBELLED AGAINST THE NEW FORMAT. THEY WANTED THE PREVIOUS CONTINUITY OF SAILING AROUND THE CLOCK.

The Teams

Australia: Brett Dryland, skipper and two-time World Champion, and Rod Waterhouse, top Hobie sailor. Sponsored by Foster's, Qantas, and Aristocrat.

Rudee's Restaurant: Deane Froome, 1976 Hobie 16 World Champion, 1977 Hobie 14 World Champion, and 1979 Hobie 18 National Champion, and John Driscoll, super crew. The Movie Stars; have sailed in the Worrell four years.

Boss Cruisers: Carlton Tucker, defending member of first place Team USA in '82, and Mike Furukawa (Hawaii). Carlton has sailed in the Worrell four years in a row.

Virginia Beach: Ron Anthony, the ultimate Worrell veteran with seven years and overall finishes from first through sixth, and Dave Sloan (four years), took fifth in '82 Hobie 16 Nationals.

Sun Britches: David Rodgers, second at Hobie 18 Nationals in '82, third at 18 Worlds in '83, and Tom Whitehurst, member of 470 Olympic Team in '76, and second place Worrell team in '82.

France: Bernard Massafiero, ground crew who took over for Lue Regnier due to injury, and Dede Ghielmetti, '82 Hobie 18 European Champion.

Canada: Mike Karassowitsch, second in '82 Canadian Hobie 16 Nationals, sailed 14s since he was 14, and Borre Reksten, who sailed five years through the Greek Islands.

Holland: Tony Van Oeveren, World and European Champion 470s and Sea Moons, member of Olympic 470 Team, and Jan Lange, '79 Hobie 16 European Champion and twice Holland Hobie 16 National Champion.

Belk: Rock Bell, two-year Worrell veteran, and Bob Goforth.

Tidewater: Jack Eure, two-year Worrell veteran and Al Etheridge.

Studebaker: Greg Richardson and Bill Rogers from Myrtle Beach, South Carolina.

THE FIRST FEW DAYS

The Aussies had double trouble at the start and were in last place five minutes after the gun. In addition to having drawn a southern starting position, Waterhouse fell off the boat when they launched through the surf. As the 10-12 knot southeasterly died and the wind clocked south, out to sea was the place to be. Team Australia and Team Sun Britches were so far out that their final tack into the shore took two hours, but they finished first and second, respectively, at nine o'clock that evening.

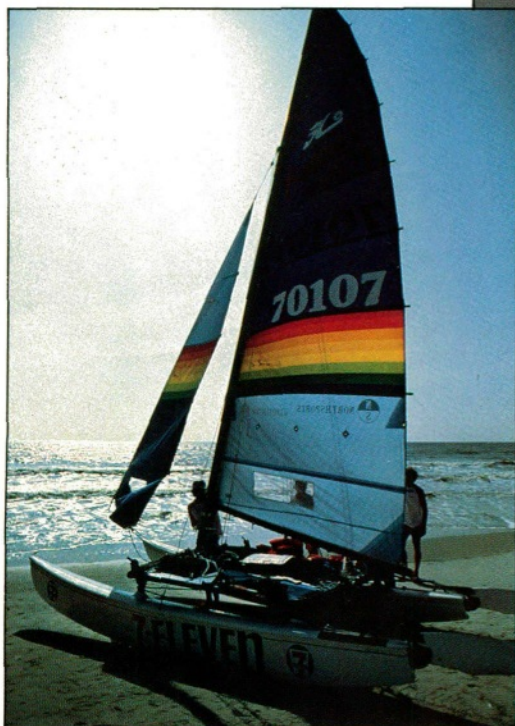
There was more light air downwind sailing on day two. Team Virginia Beach took first with Boss Cruisers and Rudee's just minutes behind. As the boats became visible on the checkpoint horizon, the telescope at the Cocoa Beach Holiday Inn probably got as many quarters from ground crews as it gets from tourists during a shuttle launch. For ground crews, the Worrell is a lot of work, fun, and waiting. The questions of the day were always: "Has anyone seen the boats?" and "When do you think they'll get in?" Daily life during the Worrell included a series of usually rushed activities: rig the boat, stock it with food, help push off at the start, pack the bags, load the car, check-out, drive, check in, unload the car, do the laundry, grocery shop, or whatever, and wait. We logged in our 1000 miles in lobbies, stairways, hallways and parking lots.

There was a big incentive to get to Daytona Beach early the next day as the local Hobie Fleet was hosting a party complete with free rooms, food and drink, and prizes for the winning team. For the first time, the sailors had an hour doubletrap reach as the wind picked up to 15 knots out of the east. Team Australia finished first, and Waterhouse said, "We stayed in. The wind was shifty earlier then 'came on' to 15 knots. I think it was boatspeed for us today as everyone followed basically the same course."



The winning team, Australians Rod Waterhouse and Brett Dryland (top). Hawaiian Mike Furukawa and teammate pull the boat up at another check point.

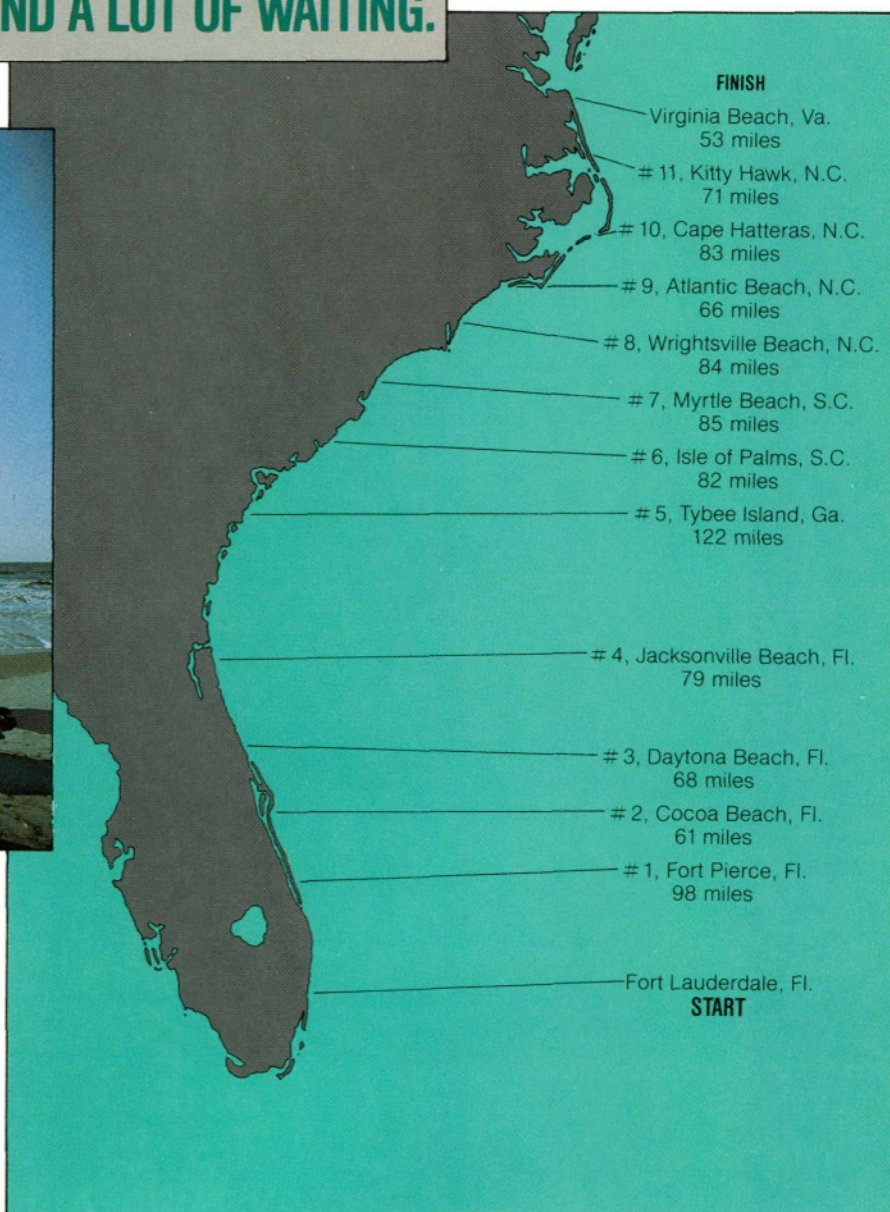
FOR GROUND CREWS, THE WORRELL IS A LOT OF WORK, A LOT OF FUN, AND A LOT OF WAITING.



THE LONGEST LEG

The fifth leg to Tybee Island, Georgia, was 122 miles. Last year it took 22 hours for the first boat to finish. In the morning the sailors were computing, "Let's see, at 5 m.p.h., we'll be arriving just in time to start the next heat." This is also the leg where the teams have to say goodbye to the beautiful smooth coast of Florida and prepare for cooler weather; a rough, desolate coastline; and shallow shoals.

Sailing under a steady northeasterly of five to seven knots that picked up for about six hours of double trapping before dying at nightfall, Team Australia came in first (again!) at 12:41 a.m. after 14 hours and 40 minutes of racing. Team Studebakers came in last after 33 hours and withdrew from the Worrell. Although the first teams in were tired and hungry, they exhibited a certain post-midnight madness as they wandered the hotel halls, joking from room to room. Dinner for these sailors consisted of whatever survival food their ground crews could come up with in a hotel room in the middle of the night.



SIX DAYS GONE, SIX MORE TO GO

The teams set off the next day on another long one; the Aussies didn't hit the beach until 10:20 p.m. Ten minutes later, Holland, Boss Cruisers, Virginia Beach, and Rudee's landed within six minutes of each other. It had been a long day to windward. Four teams had been caught up in tacking duels that lasted hours. Also making the sailing demanding were the shoals and strong currents, causing waves to break on the left and right at certain points. While waiting for the boats to come in, Mike Worrell said, "I think the race has gone

pretty smoothly this year. But I tell you, right now I'm holding my breath about the jetty over there. I'm glad I've got those boats insured."

The redeeming feature of this checkpoint was the terrific cookout and party hosted by Belk's Department stores. Among those in attendance were Hobie Sr., his wife Kahala, and Hobie Cat President, Doug Campbell. The scoop was that everyone could look forward to a strong involvement from Hobie Cat in the 1984 Worrell. Long after the ground crews had eaten a delicious steak dinner, the sailors were treated to the same fare around midnight. With full stomachs

and tired minds, they turned in for the night and dreamed of going to weather.

THOSE AWESOME AUSSIES

"Blimey Mate, but they were bloody fast!" Halfway, the Aussies had won five of the six heats and overall had less than half the total points of second place. Dryland, 22, Chartered Accountant, and Waterhouse, 23, Safe and Lock Sales Rep, had sailed together and won the Worrell in 1981; they took fourth in 1982. Their total team's competitive spirit was serious. During the race, Team Manager, Don Algie, could tell you exactly how much time was allocated each morning to rigging procedures and chart review. I couldn't believe how sparsely the boat was rigged when I sailed with Waterhouse in the post-Worrell races: no jib traveller system, standard trapeze wires, and duct tape for non-skid. Indeed, sacrifices were made to keep weight down. Rarely did they have more than a couple pieces of fruit and a single jug of water on board. In the last heat, they forfeited wetsuits. The other sailors also noticed that hour after hour, day after day, Dryland never moved from his skippering position. They analyzed it to the point that they felt surely he must be at least peeking out of the sides of his sunglasses to see what was going on. In summing up the factors contributing to his team's success, Don Algie stated, "They're top sailors in excellent physical condition, and they're also good friends. But most importantly, they really, really want to win."

MORE RACING

Day seven was the great downwind day that started with a light southeasterly but picked up to a honking 20 knots. Team Rudee's set a record for the leg of eight hours and ten minutes. The next leg, to Wrightsville Beach, North Carolina finally provided a "screaming reach" as the wind picked up to 20 knots for 50 miles of broad reaching. "That's the longest drag race I've ever been in," Mike Furukawa (Hawaii) commented. All ten teams broke the record for that leg. The sailors told a wealth of humorous stories that day about life in the fast lane on a Hobie. One topic was eating. Some didn't eat, while those who tried to also didn't. David Rodgers (Florida) explained, "First I tried to get my sandwich, and the container flew overboard. Then my sandwich flew overboard. Then the water jug flew overboard. Changing into extra foul-weather gear was a barrel of laughs, too."

Yet another record was broken on day ten by Team Sun Britches, which finished first in five hours and thirty minutes. Boss, Rudee's, and Australia finished within two minutes of each

IN MEMORIAM

Known as "Mr. 1000," Ron Anthony, active Hobie Cat sailor from Ft. Lauderdale, Florida will be missed. A Wang Computer Sales Representative, Anthony was killed in a tragic plane accident along with several of his Wang colleagues. Anthony was considered the Worrell race veteran. This year was his seventh time racing up the eastern coast. Known for his helpful and compassionate nature as well as his amazing endurance level, he was a person everyone got to know.

Two years ago he moved from Virginia Beach to Ft. Lauderdale where the climate was better for year-round Hobie sailing. He had been active and respected in fleets in Divisions 8 and 9. Amalie Ash described him as "a kind, loving



man. Whenever you were around him you could look up and see his gentleness."

His goal in life was to beat his friend, Miles Wood. But it seems his desire to win was never as great as his desire to be kind.

Anthony will be greatly missed by Hobie sailors around the world.

other. The wind forced sailors onto the tramp, into single and double trapeze spots, then back onto the tramp, only to route them back onto the trap again.


THE STORM

As in years past, the sailors experienced the worst conditions near Cape Hatteras. A storm with gusts of 50 m.p.h. hit about 5:00 p.m. as the boats neared the Ocracoke Inlet. (The four leading teams were actually inside the inlet by mistake and had to sail out against 8-foot waves.) There was a moment of calm and then "unbelievably loud thunder and lightning." Team France flipped their boat on purpose and floated with it for 30 minutes; Teams Tidewater and Belk went into shore; Team Virginia Beach sailed with a tattered jib; and Team Holland was rescued by the Coast Guard when their mast broke at dusk. "It was like, let everything out. If the wind had been more behind us, we all would have capsized," Carlton Tucker said. Everyone did make it safely to shore, though, with Team Australia leading, followed by Rudee's and Boss Cruisers. It was the first of Froome's flyers to pay off; Carlton said he never even saw where he came from.

With the winds at a light eight to ten knots, the boats took almost 11 hours to reach Kitty Hawk the next day. While waiting, the ground crews discovered a band in the Holiday Inn and were dancing the night away. The second of Froome's flyers worked well, and he won the heat, followed by Sun Britches and Australia. Froome told the second place finishers, "That's the old Worrell nightmare: you lead the race all day and then discover there's another boat on the beach when you hit the checkpoint."

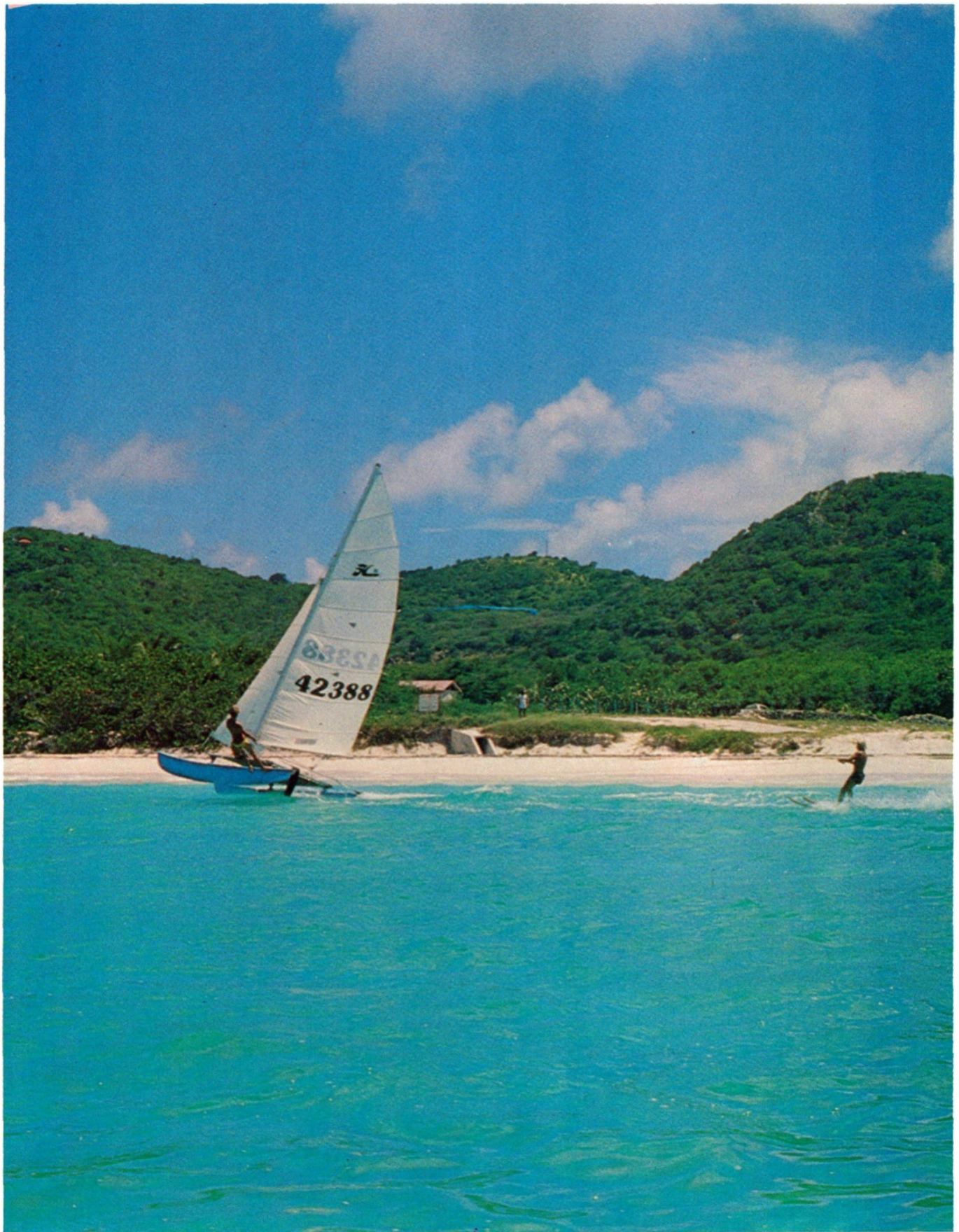
Going into the last day, Team Australia had first place pretty well locked up, but the challenge was on for second through fifth and sixth through tenth. Only half a point separated second place overall (Rudee's) from third (Boss). Even though it was the shortest leg of the race, it was intense as the competition stayed close together in the light air. The Aussies won the heat and won the race, while Team Virginia's second place heat finish, under the double scoring, enabled them to pass Team Sun Britches and take fourth overall. Rudee's finished third and Boss fourth so they remained in their previous overall positions. Only five points separated France and Canada for sixth and seventh overall, while just one point separated ninth place Belk from tenth place Tidewater. In the total picture, veteran teams with a minimum of three years Worrell experience took the top four places.

All ten teams, the race officials, reporters and sponsors well deserved the party hosted by Rudee's that night. It had been a long couple of weeks, but the camaraderie that developed on this race made it seem like it was ending just as the best party began. Everyone danced until the wee hours of the morning.

If you're thinking that the guys must have become pretty tired of sailing, guess again. Most of them rigged up boats the next morning and sailed in the Atlantic Coast Championships, even if only for the first couple of heats. 

Terri Cray crews for David Rogers in Florida and has written several articles on board and cat sailing.

LAST LOOK



Yes, Virginia; You can ski behind a Hobie!

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