

Hobie

HOTLINE

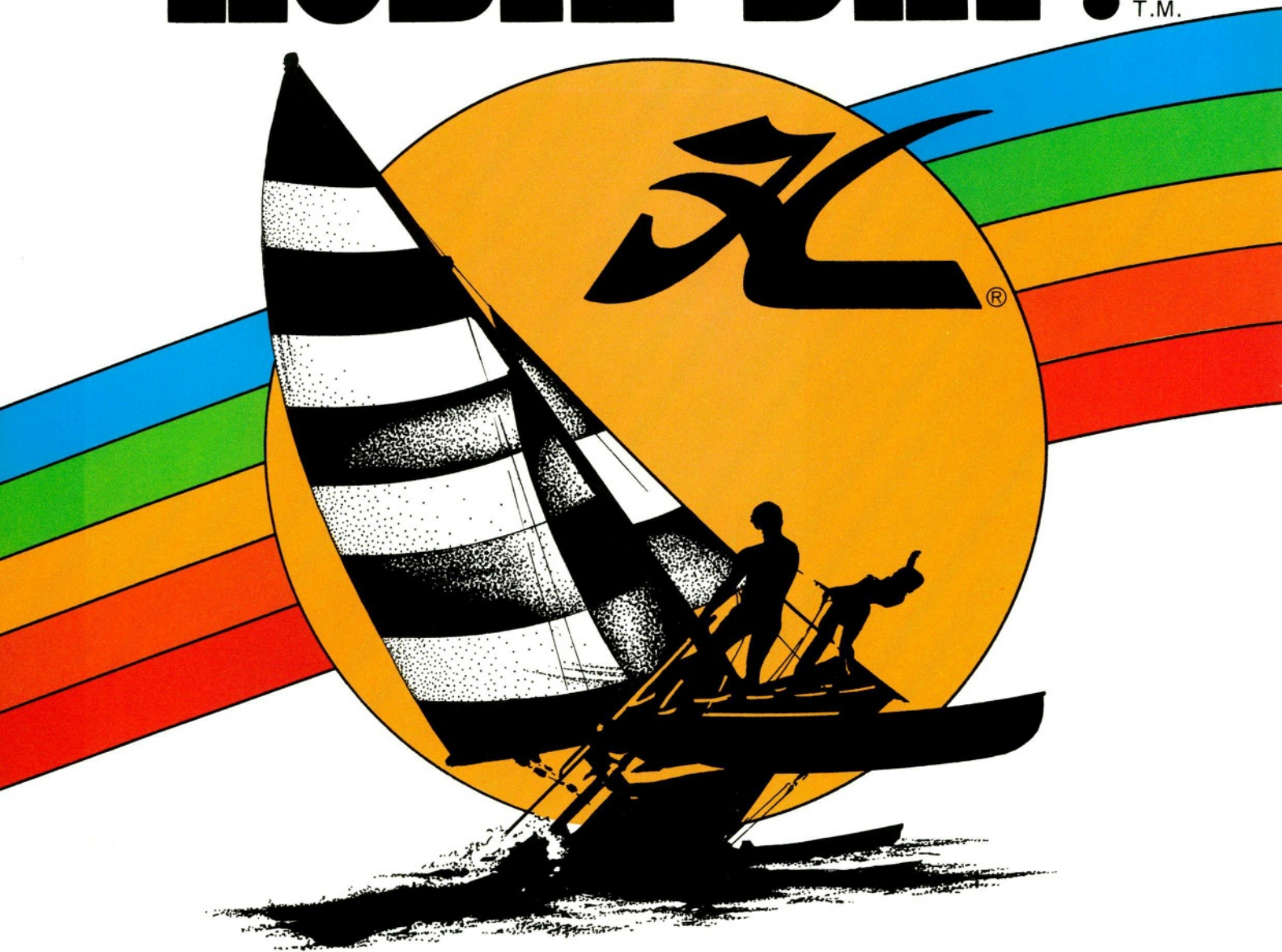
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Craig Fineman

REGATTA REVIEW

31/They Sail Hobies in Nebraska Too

Fleet 192 sponsors a regatta for the family of racers in Division 7.

48/1983 Canadian Nationals

Serious racing and fun partying come together on Canada's Lake Winnipeg.

74/Association des Hobie Cat

From across the Pacific comes a tropical breed of Hobie sailors.

FEATURES

6/Introducing the Hobie 18 Magnum

An exciting new adventure for Hobie sailors.

16/Sailing Strategy

Mel, Jake and Jane return to explain the puzzles of wind and wave action.

20/The Second Language of Sailors

An easy guide to those often baffling sailing and racing terms.

26/The Great Lakes Challenge

Exploring the largest inland bodies of water in the world can be fun . . . and dangerous.

30/Maintaining Through the Winter

Keep busy until the ice thaws.

32/Freshwater Sailing

Photographer Guy Motil takes us on a sailing vacation to a mountain lake.

44/Reefing the Hobie 18 for Heavy Air

A Hobie 18 sailor comes up with a great remedy for the "too windy" blues.

46/Here Come the Regulators

Beach usage becomes a controversial issue affecting sailors.

69/Police Olympics

Cops on cats sail to victory in this annual event.

ON THE COVER



A hulls up salute to the 1984 Summer Olympic Games. The center boat is a special "Summer Games" model. For every "Summer Games" boat sold, Hobie Cat will make a donation to the United States Olympic Sailing Team. Photo by Guy Motil.

DEPARTMENTS

9/Hobietorial

11/Letters

51/Hobie Racing

68/Reader's Forum

70/Hobie Briefs

79/Last Look

Hot Line Publications. all rights reserved. The *Hot Line* magazine is published bi-monthly by the World Hobie Class Association, 4925 E. Oceanside Blvd., Oceanside, CA 92056. Subscriptions in USA \$9 per year (six issues); in Canada and other foreign countries, \$15 per year.

introducing

THE HOBIE 18 MAGNUM*

by Biff Roberts



S

kippers call it exciting. Passengers say it's comfortable. They're talking about Hobie Cat's latest addition to its high performance family, the new Hobie 18 Magnum.

The engineers at Hobie Cat Corporation have designed the Hobie 18 Magnum to achieve the best of both the high performance and comfort worlds. Technicians experimented for over a year before they were satisfied with the capabilities of the new wings which are the cornerstone of the Hobie 18 Magnum.

The anodized aluminum wings sport a polypropylene mesh trampoline seat. Initial reports indicate that the Hobie 18 Magnum performs extremely well in heavier winds since both skipper and crew can hike much further out. Trapeze wires run under and to the outside of the wings, so both skipper and crew are able to hike out further than on any other standard boat. This advantage, when combined with an increase in beam width of four feet, makes the Magnum a definite star when on a reach or when sailing to weather.

Fortunately, the extra beam width does not affect the trailerability of the boat. In order to assure road legality, the Magnum was designed so that the wings fold up and onto the trampoline.

Comfort is the other advantage intrinsic to the Magnum. Since the wings are 7'2" long and 15" wide, they are roomy enough to accommodate up to three passengers without crowding. They all will remain remarkably dry; drier, indeed, than on any other comparable catamaran.

Because of this extra weight and because of the Magnum's increased performance, a separate class will be established as the demand increases.



Sailors find a real challenge in skippering the Hobie 18 Magnum. Its extra stability means greater boatspeed in heavier weather and the increased hiking leverage adds not only more speed, but some thrilling hull flying as well.

**patent pending*

Magnum wing conversion kits are available for those sailors who wish to add wings to their standard Hobie 18s. The procedure is simple and requires a minimum of time and effort. These kits can be purchased through authorized Hobie Cat dealers.

Two of the best Hobie 18 sailors in the world, Carlton Tucker and Hobie Alter Jr., seem to have nothing but good things to say about the new Hobie 18 Magnum. The two greatest advantages, say these two sailors, are comfort and lots of extra excitement.

"My father is of the older generation," says Tucker, "and he loves it because it is so comfortable."

"Really," says Alter, "it's like sailing in a lawn chair."

"I took it out when it was blowing between 35 and 40 and I tell you I was under control a heck of a lot more than if I hadn't had those wings. Going 20 mph in that boat is a strange and terrific feeling . . . I took it out night sailing and it was just beautiful. Put a girl on one side and me on the other and it was *fantastic*," said Tucker.

As far as excitement goes, these skippers feel that the Magnum has no shortage of thrills. Alter claims that you can really "max out" on the Magnum, yet stay much drier.

"A whole lot more excitement," is how Tucker describes it. "You can put more people on it and then *they* get excited. I tell you, we've got all kinds of boats down here (Tucker's father owns a boat dealership in Ft. Walton Beach, Florida) and it is definitely my favorite."

That seems to be the consensus. Sailors in the know appear to enjoy the extra comfort even if they don't race. And everyone likes the extra performance. It looks as though the Hobie 18 Magnum may start a new wave in catamaraning.



The new Magnum wings are easy to trailer and comfortable to use. Their ability to be folded onto the trampoline in just seconds makes them very convenient. Relaxing on the wings' trampoline may become the newest way to cruise on Hobies. In fact, some sailors like to use the long tiller extension to lounge on the wings when sailing easily.

Of Things New

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The Hobie *Hotline* is the official publication of the World Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December.

Subscriptions may be obtained by sending check or money order (foreign subscribers send International Money Order only) for \$9 U.S., \$15 foreign to: *Hotline Subscriptions*, P.O. Box 1008, Oceanside, CA 92054. Subscribers with change of address should include their old mailing label and allow eight weeks for processing.

The editor welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material.

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The 1984 Hobie Cat Dealers Meeting was held recently on the Kona side of the big island of Hawaii. Between excursions into the lava flows, the dealers talked about what's new for 1984 including the new colors being featured in *Freshwater Sailing* which appears in this issue. The exciting new Hobie 18 Magnum was also introduced at the dealer meeting. Now *you* can get acquainted with this latest addition to the Hobie family on page six.

Hobie dealers had lots of ideas for future *Hotlines* and many had to increase their orders for the magazine. You seem to be buying them out. Keep up the good work.

Joe Flaherty brings us yet another Mel Furd and Jane the crew saga. Flaherty's experience and writing abilities make learning rules and strategy fun, especially for beginning racers. Terri Crary takes a humorous look at that mysterious jumble of sailing language that is second nature to some but can be quite confusing to others. "Hard on the wind" doesn't mean giving the wind a bad time.

From Michigan comes the story of two intrepid adventurers named Craig and Curt Mayes. They've made two forays into the unpredictable Great Lakes on Hobie Cats, and, in this issue, we feature their longest journey through

Lakes Huron and Michigan in *The Great Lakes Challenge*.

San Franciscan Bill Andersen has some interesting advice for those sailors who dream of taking on a little more wind when sailing their Hobie 18s. Andersen, who has wide experience on a variety of boats, has developed a reefing system that's certainly worth investigating.

Although the *Hotline* has been steadily improving over the last couple of years, we know there's always room for more. Toward that end, we have expanded our staff to include our new Associate Editor, Brian Alexander. Brian loves to research and write about issues of interest to Hobie sailors. This month, he briefly examines several pieces of local legislation that affect the catamaran sailor's way of life, and what some groups are doing about it, in *Here Come the Regulators*.

In this issue, we even have more advice on keeping your Hobie in shape for a long winter's nap. A real potpourri greets the reader in this issue so enjoy.

Remember, just because the sailing season is ending in some parts of the country doesn't mean that you cannot enjoy the Hobie life. After all, that's what the *Hotline* is for!

Paula Alter

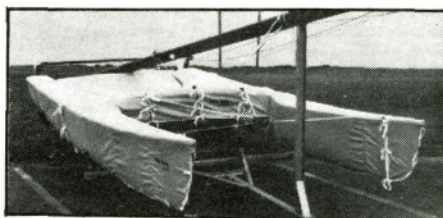
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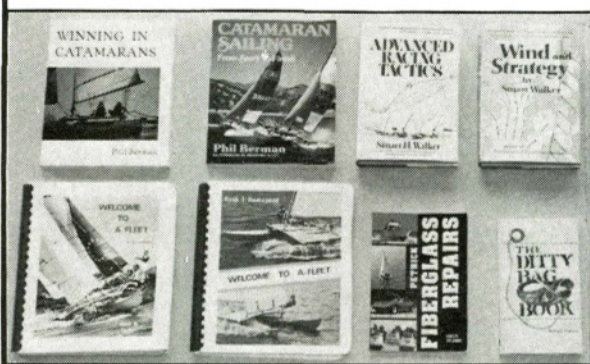
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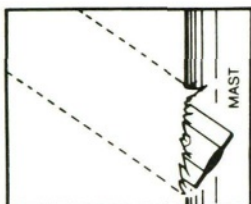
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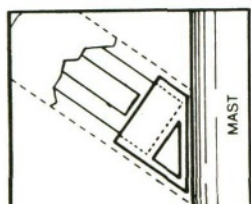
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LETTERS

Pac Man Racing

I feel it's time for the local fleets within the association update their methods of race tabulation to gain greater efficiency. What the fleets need is a small, portable computer system with a "Regatta Software" package. Two or three inexpensive items like this should be passed around within the division just like buoy markers are now. A master file would then be maintained with all the racing results. Total season standings could be updated between regattas. If the sail numbers were entered out on the committee boat, results could be calculated and printed out before the race committee stepped on shore.

I have already designed a software package that will do all this. Of course, the whole fiasco of protests will have to be dealt with. I have a solution to this problem also, in case anyone is interested.

This would be great for the racers who don't have time to hang around for hours after a long day for their results. If you're in the running, or you know someone who is, you stick around. Otherwise, you accept your score and leave.

"The future belongs to the efficient," so, if you have more ideas or are interested, please write.

Frank W. Quinn
Systems Programmer
710 Nido Dr.
Campbell, CA 95008

Righting Options

Congratulations on your improvements to the *Hotline*. A lot of hard work has gone into these changes which have made a good magazine even better.

Linda Leon's article on "Righting Your Hobie" in the September/October *Hotline* was excellent and should be studied by all sailors. Her analysis of what happens and what to do about it shows much research, but I would like to have seen some more emphasis placed on righting systems that are available and much easier to use than the one line method she describes.

Most dealers will not let a boat leave the shop without some type of righting system installed. The single line system is included in the price of the boat, but while explaining righting procedures, we inform our customers of the much greater ease of righting using the Hawaiian or snap-back system. This system is partially explained and illustrated in the accompanying article "A Fast Trick." The fact that the Hawaiian

system can be used as a safety line to prevent that thrilling "fly around the forestay" trick on sudden stops when out on the trapeze adds to its usefulness.

Capsizing can be a traumatic experience for many people, and it is imperative for all Hobie sailors to have a righting system on their boat that is right for them. Heavier people can get by with the one line system. But, it is much easier for the lighter crews to keep their weight out where it is required to bring the boat upright if they use the Hawaiian system.

Other mechanical righting aids for very light people or single-handers are the shroud lengthening systems which are available. These systems allow the top hull of the capsized boat to fall back to the position where its weight is helping to pull the mast up rather than pushing it down to the turtle position.

DANGER



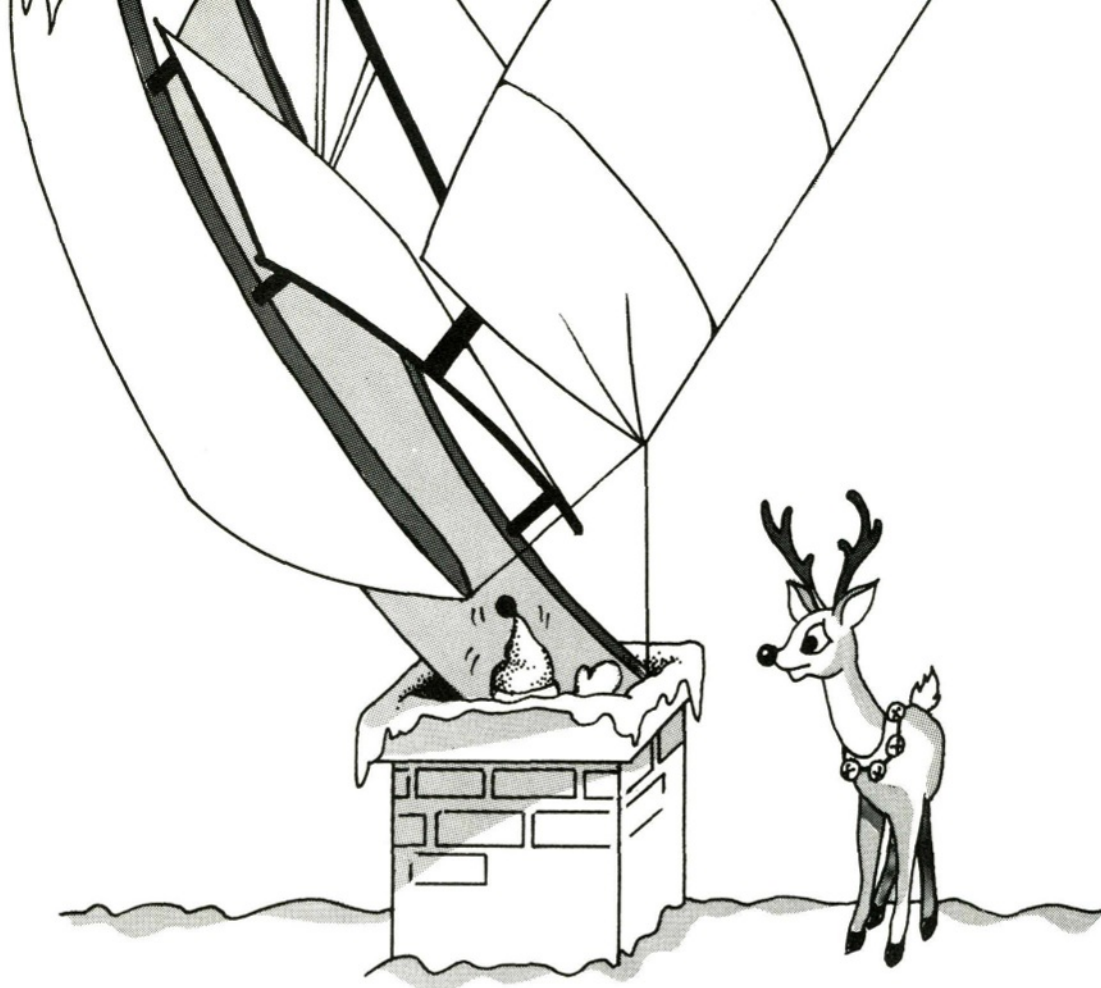
**Extreme caution
must be observed
when launching and
sailing near over-
head wires. A mast
near a wire could
be fatal!**

This system is not class legal, and is somewhat awkward to use, but it works. If you are by yourself on a capsized 16 with no boats to help and in cold water, it's the perfect solution.

Righting practice can be an entertaining and educational fleet activity. Pick a warm day, shallow water, lots of assistance, and in an hour or so of fun you can prepare people for what could be a very upsetting (pardon the pun) experience if they are not equipped for and knowledgeable about righting their Hobies. The fear of dumping keeps some people off the water if they are not sure what happens and what to do about it. Show them and you may gain some new active fleet members.

Dave Bexton
South West Sails
Chatham, Ontario,
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Continued on page 13



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Letters

Continued from page 11

Reverse Confusion

My understanding of sailing in reverse is not entirely the same as that presented by Scott Ward in the Reader's Forum (July/August). A reverse is used when it is necessary to change the direction for rounding marks. In the case of "R," all marks are left to starboard instead of leaving the marks to port. This generally occurs because of a wind shift, but it's misleading to imply that it is necessary for a shift to go 180° before it is used.

My interpretation can best be explained by an occurrence that recently happened at the Northeastern Championships held by Division 12 in July. Right before the start sequence of the race, there was a slight counterclockwise windshift. The original "B" mark was now straight upwind. It had become the weather mark. Rather than move the original "A" mark, the committee merely posted "R," and all marks were left to starboard. The only adjustment required was a slight realignment of the starting line. The net result was a perfect course layout. If "R" can be used only with a 180° degree shift, race committees would spend all their time resetting the marks.

Lawrence W. Scharbach
Darien, Connecticut

Editor's Note: You are absolutely correct. The wind does not need to shift 180°. We regret that we missed the mark.

Developers vs. Sailors

Here on the Pinellas County Suncoast, our sport is becoming endangered. Over development and restrictive regulations are threatening the beach access we need. We share this problem with other Hobie fleets, the sailors of other catamarans and small monohulls.

At the Division 8 level, we began a "Save Our Beaches" campaign. At our local level, we have joined together to form the larger context of "United We Stand."

We have three Hobie Fleets, 5, 42, and 449, all pulling together with the Gulfcoast Catamaran Club (G-Cat, Tornados, NACRA), and the windjammers of Clearwater, (Sunfish, Snipes, J-24s and board sailors). Our dealers are solidly behind us.

We decided that we need political power and a very positive public image. Our committee of representatives banded together under the purview of the Florida Gulf-coast Boater's

Continued on page 14



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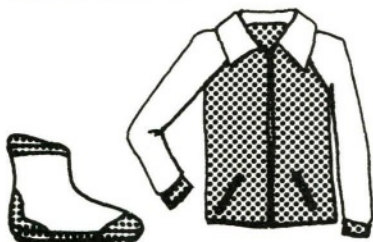
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Letters

Continued from page 13

Association, an existing body which lobbies for the rights of both sail and power boaters.

We have begun the process of producing a benefit event. It is a combination of three fun regattas, a fun day, a boat show, a sailing school, youth games and a beach party.

We intend to raise money and, in the public eye, donate it to the Suncoast Seabird Society. This is an organization which was founded in 1974 by Ralph Heath. He rescues, repairs, recuperates, and returns to flight, the sick and injured seabirds of our area.

The birds are natural beneficiaries of our efforts. Sailboats and seabirds have much in common. We both use the wind and water without doing harm to either. We both are faced with the threat of extinction by the same forces which are inattentive to development of the seashore.

Wish us success in protecting our birds and our sport.

William C. Campbell
Pinellas County, Florida

Power Lines in Kansas

I just sent a letter to the Kansas Power & Light Company. I can't believe how close a call I had with this line. Even though I checked for power lines before setting up, trees obscured the view. It was not until I was actually backing the boat down the ramp that my crew, bless her heart, saw the line.

As a former electrician, I am well aware of the dangers these lines create—and of the injuries they cause. You cannot harp on this issue too much in the *Hotline*. Keep up the good work.

Gordon H. Preller
Topeka, Kansas

DANGER



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

WANTED

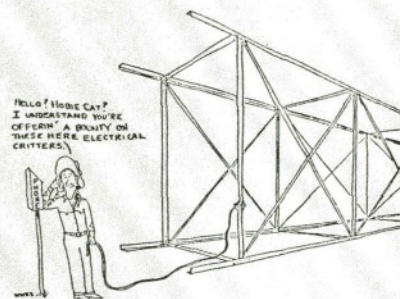
Information leading to the elimination of low power lines in sailing and launching areas.

REWARD

Hobie Class Association goodie for the following participation:

- Scout your areas for low power lines.
- Write a letter to the power company in control of those lines, outlining the hazard for sailors, and asking the company what action they will take to rectify the matter.
- Send a copy of the letter to us. Send a copy of the response, once you get it, too.

Hobie Cat will support your effort with a follow-up letter to the power company and forward your reward.



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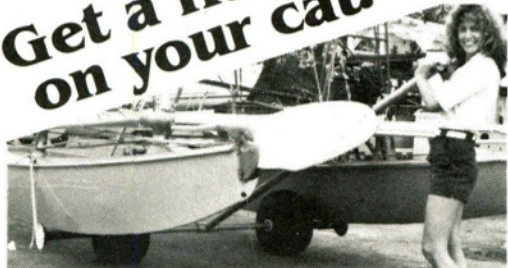


Here's how Cat Trax beats the competition:

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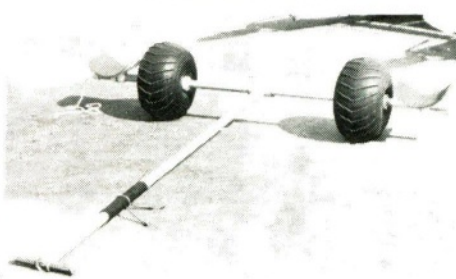


The **Cat Trax handle** makes it easy for one person to pick up a catamaran and move it across the beach. A roller bearing in the handle allows the axle to spin under the hulls as the boat slides onto the **Cat Trax**. The handle is then fastened to the rear beam for 3-point support and the boat can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

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Roller bearing handle \$89
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-add 5% for freight in Cont. U.S.A.
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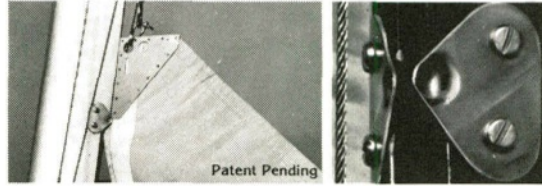
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Sailing Strategy

Janie learns more and Mel leaps for joy

By Joe Flaherty



Join us now for another in the continuing saga of Mel Furd and his crew Janie Gentle. When we last left Mel and Janie, they had just attended a racing clinic at a local regatta. Janie listened attentively while Mel fell asleep. Janie now makes the decision to further her sailing education with Jake, a winning skipper in their fleet. Will Janie learn the mysteries of wind? Will Mel become jealous or worse yet lose the next race again?

"Jake? This is Janie."

"Who?"

"Janie, Janie Gentle, you know, Mel's girlfriend."

"Oh, Janie. How are you? What can I do for you?"

"Well, Jake. I just gotta say I was quite impressed with your lecture at the last regatta. I mean, all the things you said made so much sense."

"Well, thank you Janie, I appreciate that. I think most folks enjoy a sport more, the more they know about it, so I thought I'd try to share what I have learned over the years."

"Yeah, well, but, Jake I've got a problem. I heard what you said, and it makes sense, but I just can't seem to figure it out for myself on the water, and when I ask Mel, he says it's just a bunch of nonsense and doesn't mean anything."

"Janie, how'd you like to go sailing with me tomorrow? I'll show you what I mean, on the water."

"That would be great. I never . . ."

"You be at the beach at ten, okay?"

"Okay. See you at ten tomorrow."

Janie was thrilled. She wanted to call Mel and tell him about her good fortune, but she thought better of it. Mel might be jealous.

The next morning at ten, when Janie arrived at the beach, Jake already had his boat rigged and ready to go. Janie thought she might be late. She'd never arrived at the beach with the boat ready to go before. Mel usually depended on her to get the sails, and guide the main into the slot on the

mast. But, she checked her watch and she was three minutes early. Jake waved to her from the boat and yelled for her to hurry up and get her harness on. She nervously got into her harness and buckled up. She had just finished pulling on her sailing gloves when she got to Jake's boat. Jake put out his hand to shake hands. Jake's handshake made her feel a little calmer.

They launched the boat, and sailed close hauled in a light breeze. After sailing for a few minutes, Jake asked if she knew when high tide was. She didn't. He explained that high tide was in four hours; that the current of the incoming tide ran east to west and since they were on a southerly course on starboard, the current was setting them to weather. Jake asked Janie to concentrate on the government buoy directly ahead of them. He asked her to try to determine if it was moving relative to the land behind it. Janie was doubtful since she knew government buoys aren't supposed to move.

"Holy smokes, that mark is moving to the left awfully fast," said Janie.

Jake restored her confidence in government marks by pointing out that the buoy was not moving, but that it just appeared to be moving. "It appears to be moving to the left," Jake said, "because the current is setting us to the right."

"Marks moving like that, are a quick way to see which way the current is going and how severe it is. Obviously, the faster the mark appears to be moving, the swifter the effect of the current. Other ways of seeing the direction of the current include watching the wakes around marks, buoys and lobster pots," explained Jake. "Now, let's do some experimenting with waves."

Jake asked Janie to concentrate on the leeward hull as they sailed along through some moderate chop. He asked her to average in her mind about how deep the hull buries



Robert Brown

each time it goes over a wave. He asked her to ignore the occasional deep one, but to estimate the depth of the majority.

After sailing for a few minutes, Janie said; "About four inches from the deck flange." Jake thought awhile and then said, "That's about what I make it to be, too. Let's tack over and go where there may be some bigger waves outside the protection of that headland."

They had tacked and sailed for awhile when Jake asked Janie to start concentrating on the leeward bow again. It wasn't thirty seconds before Janie said "I think the average is just below the deck flange with the bow burying a lot more." It was clear to both of them that the waves were bigger now, although a casual look at the waves never would have revealed it. Janie felt good. She was beginning to really grasp the practicality of what Jake was talking about. At the same time, she realized that these principles were the easy ones to master. Wind observation was next and she knew that would be difficult. "Okay, Janie, it's time to watch for wind patterns," said Jake.

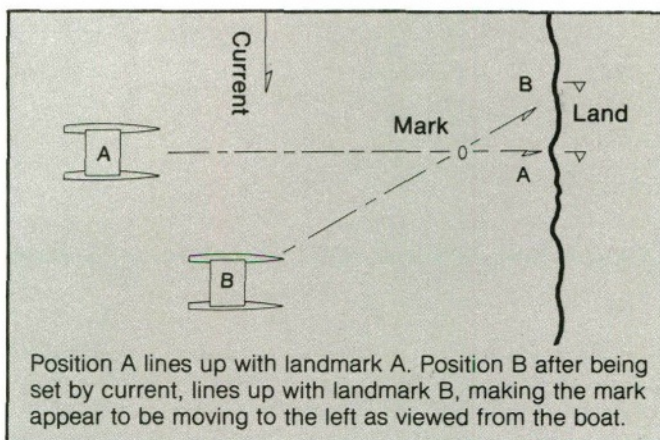
Janie looked nervous. Jake tried to explain that wind was not as mysterious as everyone makes it out to be, and that the key was to find the clues that the wind leaves then try to piece the puzzle together. Jake explained that there are three basic clues to wind velocity: water surface, the heel of your boat and the movements of other boats.

The water surface under air that is not moving, has a glassy shine to it. We've all seen those pictures of tranquil lakes in which the reflection is a mirror image of the background. This is no wind. Wind breaks up that surface so it appears darker. Jake pointed out a few spots to Janie. Once she began to recognize the pattern, they tested Janie's new found talent. She couldn't really distinguish those tell tale dark patches, but she kept working at it. In about half an hour, four out of five of what she thought to be wind patches turned out to be genuine puffs of wind.

Just when she was getting good at it, the wind filled in completely and the differences in wind velocity were too subtle to distinguish by observing the water surface.

Jake pointed out that remembering what it took to keep your own boat on an optimum heel on different parts of the course, provides a clue as to where there may be some extra wind. This is not a foolproof scheme because the pockets of extra wind may move around and what was a hole on the first beat may be a puff on the second. But usually, sustained instances of extra strength wind are caused by funneling effects of land contours or some other phenomenon that could last for an entire race.

Jake commented that it is sometimes painful to observe other boats when you're in a hole and they have wind. The most profitable observation you can make of another boat



occurs when a boat ahead of you has sailed into a hole that you're headed for. Sailors who don't bail out of that situation are unobservant. Another observation you can make to



Robert Brown

improve your position happens when you find yourself in the middle of a beat and undecided as to whether to go right or left. Determine which side has the boats that are moving the fastest. This is especially worthwhile when the wind suddenly drops for a time. After a calm, the wind will usually fill in from one side or the other. The first boats in the new wind are either smart or lucky. The second wave of boats into the new wind are observant, and the boats that run away from the new wind are certain losers.

"Let's chat for a minute about wind direction, especially about ways to tell if you're sailing in a lift or a header," said Jake.

"Oh, I always get this messed up," said Janie, "What's a lift and what's a header?"

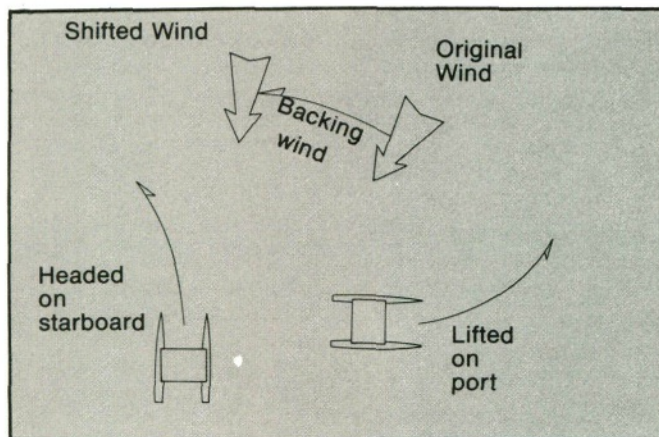
Jake explained that a lift is a shift in the wind that feels like the wind is coming from a position further aft. You must head up to maintain your original sailing angle. A header is a shift in the wind that feels like the wind is coming from a position further forward, in which case you must head down to keep on your original sailing angle. Janie timidly nodded her understanding of what Jake was discussing. He went on to explain that when sailing close hauled, a lift feels like the boat is carving its way upwind and that a header feels like brakes are being slowly applied and you have to "force" the boat to sail. Janie smiled as Jake continued.

"The very talented helmsman can sense a lift or a header almost intuitively," Jake said. "We can all sense those big, sweet lifts that carry us up to the weather mark just when it seems hopeless as well as those slam dunk headers that drop a well trimmed boat and crew in the water. It's the subtle ones for which we must hone our powers of detection."

"Come on Jake, don't get fancy," Janie said. "I just figured out the difference between a lift and a header and you want me to 'hone' techniques for the subtle ones."

Okay, Janie, I won't get too fancy, but let me show you one easy technique that may be a bit of fun for you.

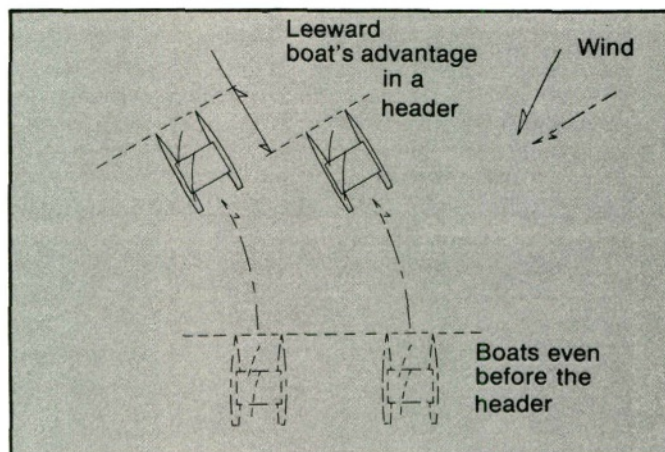
Jake needed a second boat for his demonstration, so they sailed back to the beach to see if any were rigged. When they arrived, they were surprised to find Mel ready to go with one of his friends from work. Jake felt confident that the afternoon seabreeze would materialize and cause the wind to shift from the southwest to due south in the next hour. He knew he had to move fast if he was going to fully illustrate this technique to Janie. He and Mel sailed off on starboard tacks. Jake positioned himself to leeward before they started. Since the wind was backing, the starboard tack was headed.



As they sailed, Jake asked Janie to watch Mel's boat, especially as it related to the land in the background.

"Big deal," said Janie. "You're going faster, but you always go faster than Mel. You're going so much faster that he looks like he's going backwards. Boy, will Mel be mad."

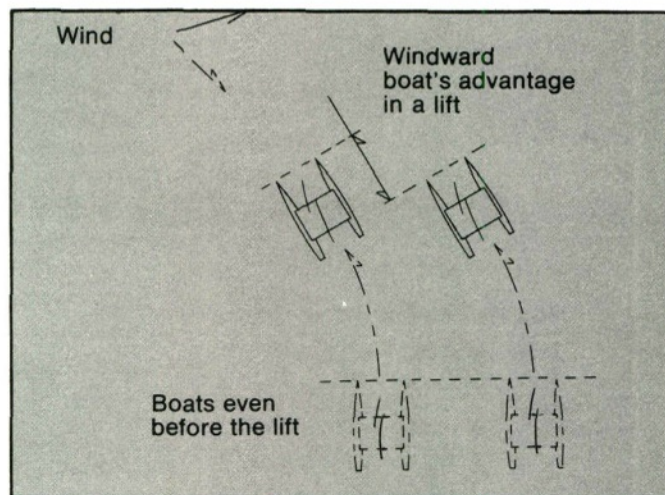
Jake explained that he really wasn't going faster than Mel; that in a header, upwind, the leeward boat gains.



Jake tacked over to port and hailed Mel to do the same. He luffed for a minute until Mel was about abeam and to leeward. He sheeted in and asked Janie to observe how he was doing relative to Mel's speed.

"I get it," she beamed, "If the leeward boat has the advantage in a header, the windward boat has the advantage in a lift."

"Only upwind," warned Jake as he tacked over to starboard again and signaled for Mel to do the same.



Jake waited for Mel to come abeam and to leeward. He sheeted in as Mel flew by. Janie observed that Mel seemed to be going faster and gaining an advantage. As soon as Mel's advantage was clear cut, Jake tacked and hailed Mel to do the same. With Mel to weather, Mel held his advantage and gained even more as they went upwind on port.

"Very interesting," muttered Janie as the realization sunk in that nothing she had observed had anything to do with boatspeed.

When both boats arrived at the beach, Mel could hardly contain his joy. "Janie, did you see me as I buried you and Jake out there on those last two tacks? I've really got the boat going fast now. Watchout Jake."

Janie glanced at Jake and they exchanged knowing winks as Mel leaped for joy.



The Second Language Of Sailors

by Terri Crary

Illustrations by Russ Gillis

Sailing terminology is rough for the beginner. *Tack* can mean turning or sailing in a straight line; a layline turns into a rhumbline off the wind; beating and pointing mean the same thing but you don't sail on the point while you can sail on the beat. Incongruencies abound. I read everything I could to learn, but found that the very terms I didn't understand were used to describe everything else I didn't understand.

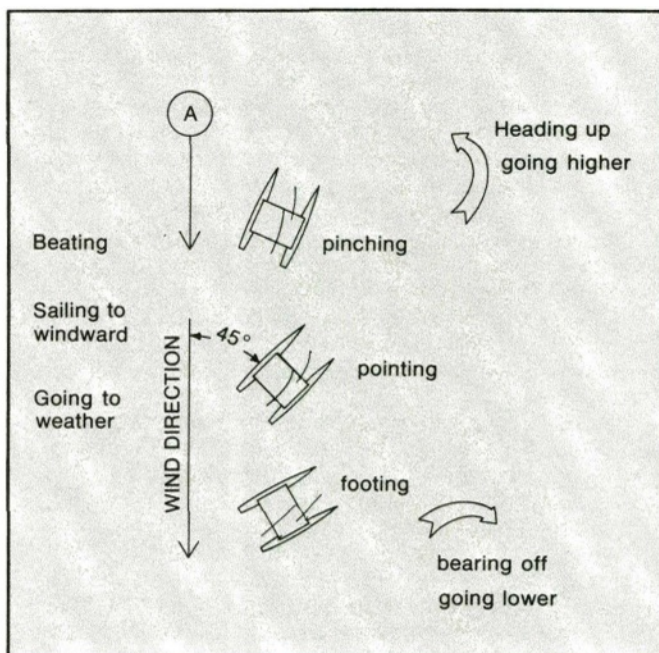
The following "glossary" on sailing to weather and tacking isn't as well researched as Webster's Dictionary, but it will help you to learn to talk more like a pro at the end of the day's racing.

Toward the Wind, Matey

The *weather leg* refers to sailing to A mark from either the start or from C mark. There's also a reaching leg, downwind leg, and finish leg, but never a starting leg. If you want to talk about something that happened, say, the second time you went to A mark, you could say, "on the second weather leg."

Going to weather (or sailing to weather) means sailing toward the direction of the wind. Synonyms are *sailing to windward*, *pointing* and *beating*. Specifically, pointing is sailing about 45° into the wind. If you sail any higher than that, you'll begin to stall and will be *pinching*. If you come to a dead standstill in the water, you're in irons (never "in chains," please).

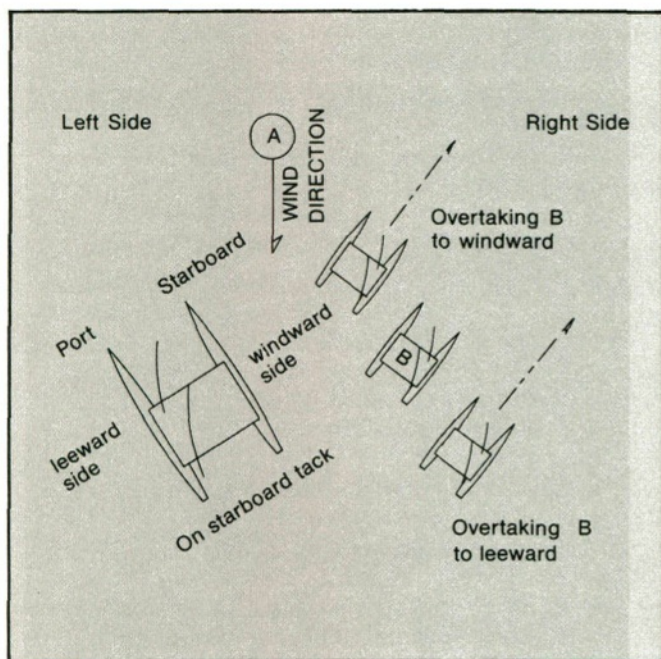
The process of *heading up* or *going higher* into the wind can also be called *hardening up* or *taking it up*. If instead of heading up, you turn further away from the wind, you're *bearing off*, *falling off*, *taking it down*, or *going lower*. When you bear off slightly from pointing, you're *footing*. Because of their style of sailing to windward, some skippers are known as "pinchers" or "footers." (Others are known as "fast" or "slow" but that's usually the boat's fault so we won't discuss it here.)



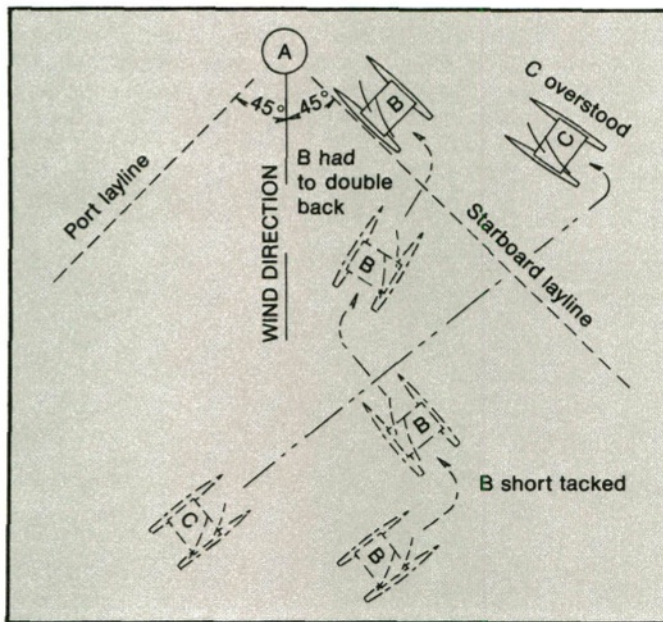
All That Jazz About Right and Left

Right and *left* alone are not sufficient in the vernacular of the sailor. Enter port and starboard and windward and leeward. You *do* use right and left when referring to sides of the course. Someone might comment that the *right side* was *favored* or that so-and-so *played the right side* (did most of his sailing there). The starting line, however, is always *port* or *starboard favored*. You also round, or leave, the marks *to port* (usually) or *to starboard* (rarely).

While your boat has a port hull and a starboard hull, it also has a *windward side* and a *leeward side*. These terms relate to the wind direction; the side the wind hits first is the windward side while the side the sails are on is the leeward side. Skippers frequently ask their crews politely (heh-heh) to *go over* or *go down to leeward* when sailing downwind in light air. You can pass a boat to leeward (synonym: *break through his lee*) but it's tough to do. It's much easier to overtake a boat to windward (synonym: *drive over him*). In other words, only in cars do you pass to the right or the left. However, once you start feeling really nautical, you'll find yourself exclaiming with enthusiasm, "We're breaking through his lee," as you power past a truck on the freeway.



A mark, when sailing the least distance while maintaining proper course (speed). By the way, the layline moves when the wind changes directions. In the absence of a favorable wind shift to the right, a favorable current, or the ability to pinch higher than 45° into the wind, you'll have to *double tack* to *lay* (be able to round) the mark if you *short tack* it. Synonyms for short tacking are *tacking short* and *understanding* (the layline). The opposite is *overstanding*, which means that you sailed past the layline. In steady conditions, you'll have to bear off or come down on the mark to round it properly.



Yak Yak Yak and Tack

Toss any preconceived notion you might have from kindergarten that a tack is something you put in a bulletin board. This word has several uses in sailing. In fact, if you have never used it when describing your day on the race course, chances are you were still tied to the dock.

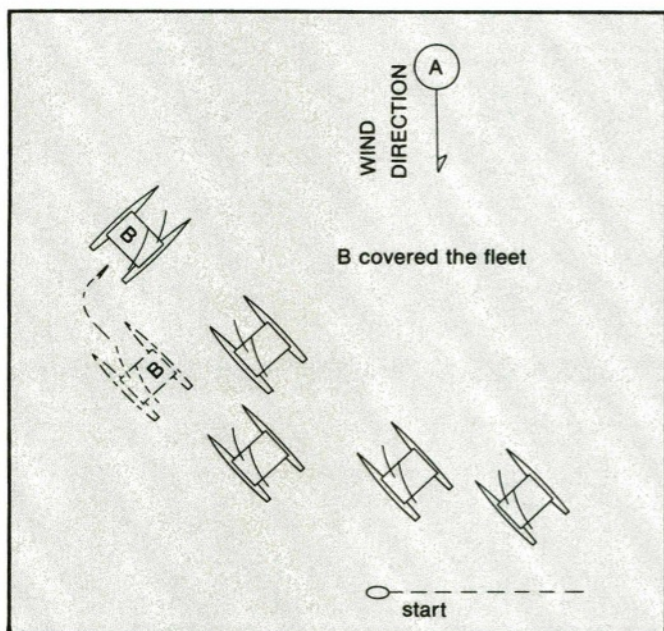
To *tack* is to change direction by turning through the eye of the wind. Synonyms include *tacking over* to port or starboard, *coming about* and *flopping over*. On *port tack* or on *starboard tack* refers to sailing in a straight line with the wind coming from your right (starboard) or left (port). Most commonly, you'll hear someone say, "I was on port," or "I was on starboard," with *tack* deleted from the end but still implied.

Those on starboard have the right-of-way. When you're on port and cross behind boats on starboard to avoid a collision, you're *eating sterns* or *ducking transoms* (and being smart).

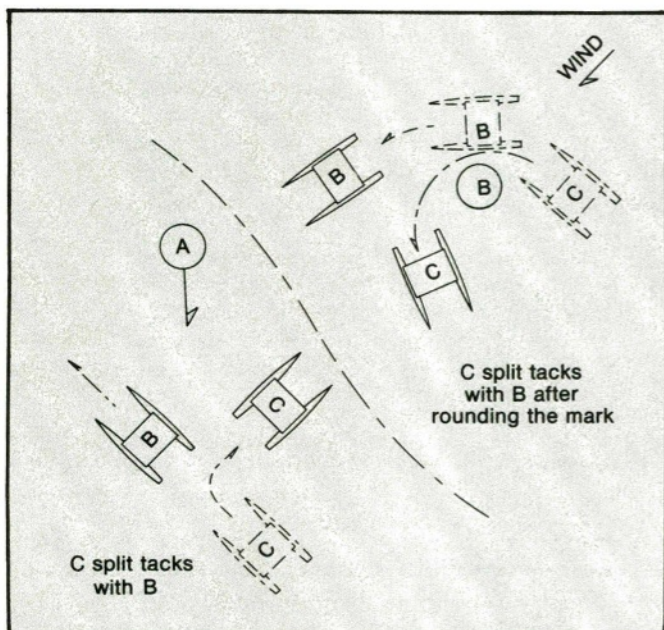
Tacking downwind is a mysterious one. When you are "zig-zagging" downwind, you're *gybing* downwind, right? Well, believe it or not, it is also called *tacking downwind*.

Short tacking means you tack over before you've reached the *layline*, which is the path you would take to get directly to


Tacking duels happen when one boat close to another boat tacks every single time the other boat does so. If a boat ahead tacks over because a boat right behind tacked, he's *covering* the boat that tacked first. *Covering* is when one boat makes the same moves as a boat behind in order to stay between the boat behind and the mark ahead. *Covering the fleet* is the same but a bit more difficult as you have to stay between many boats and the mark. It is used most often in describing a situation shortly after the start where the lead boat on starboard can tack over to port and cross in front of all the boats behind him on starboard.

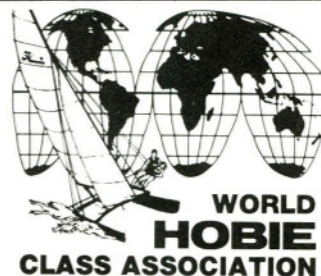


Splitting tacks is when two boats that are close together head in opposite directions. A single boat can also *split tacks with the fleet*, which means the one boat goes off on port while the other boats remain (or go on) starboard or vice versa. While *taking a flyer* means virtually the same thing as splitting tacks with the fleet, it is a more risky maneuver. In essence, the person who takes a flyer heads off in a direction that is not expected to have good conditions. It's a great idea if you're in last place; maybe you'll get a big stroke of luck out there on your own that the others will miss.



Continuing Education

You're not going to get a master's degree from this article, but if you're ready to learn more, look for scoops on downwind terms, starting language, and wind classifications in the next issue. 



Christmas is coming and so are a few new gift giving ideas. Listed below are some perfect stocking stuffer items for the new and old Hobie Cat owner. Identify with your class in the **World Hobie Class Association** the largest multi-hull class in the world.

A WHCA decal will be sent free of charge with every order.

All orders **MUST** be received prior to December 1st for guaranteed arrival in time for Christmas.

Please send me the items checked below in time for Christmas.

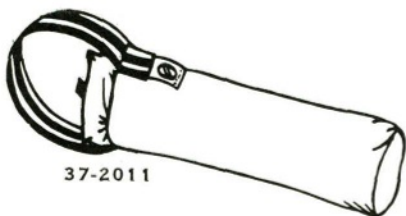
	Quantity Ordered	Price
Key Chains	\$ 3.50 ea. X _____	= _____
Hats	\$ 6.00 ea. X _____	= _____
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Pens	\$ 1.50 ea. X _____	= _____
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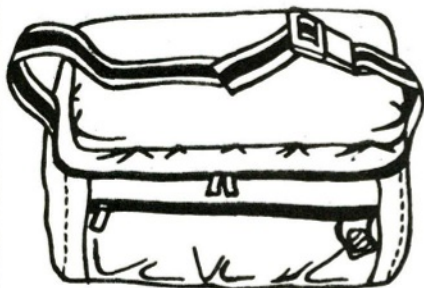
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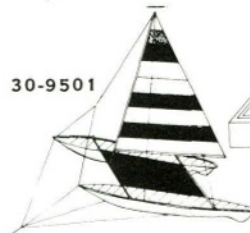
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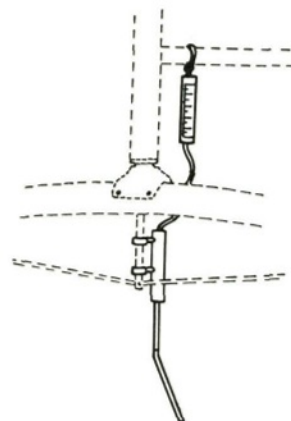
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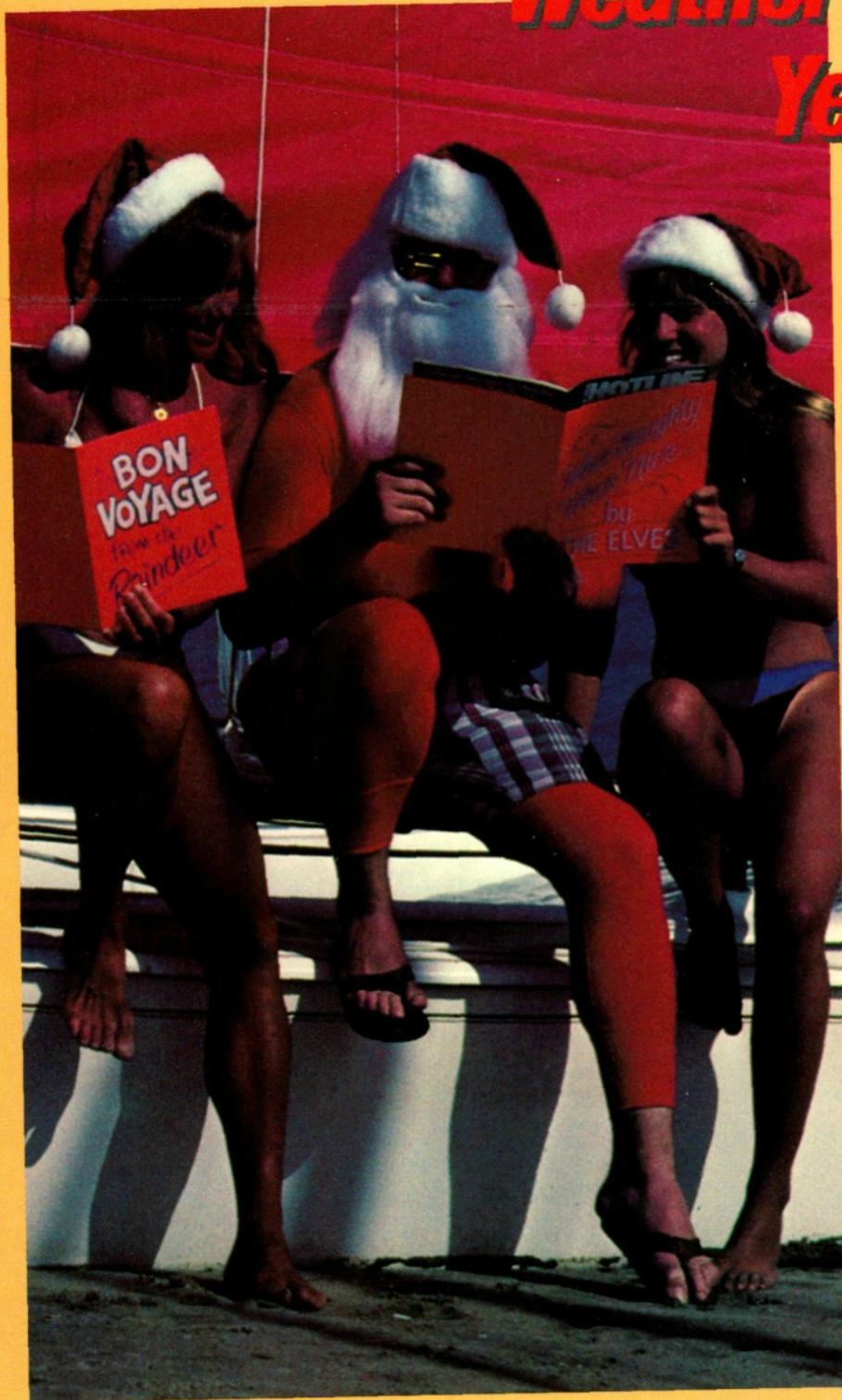
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***Robin* HOTLINE**



The Great Lakes Challenge

by Craig Mayes

Two Intrepid Sailors Take on the Greatest Inland Bodies of Water in the World.

Sunsets like this one on Lake Huron during their first Great Lakes adventure, impelled Craig and Curt Mayes to set out again.

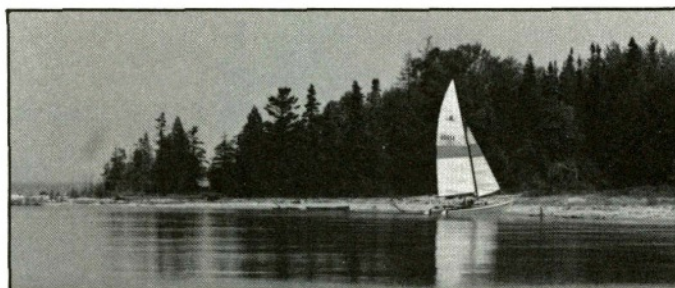
When most people think of Hobie sailing, they instantly imagine an ideal day filled with sun, wind and flying hulls. Most people maybe, but not Craig and Curt Mayes, a pair of college teachers from Michigan, who like to use their Hobies for cruising on the Great Lakes. In June of 1981, they set sail along the Canadian coast of Lake Huron on their Hobie 14. Although they fell short of the destination they had set for themselves as a goal, they did manage to fight broken rudders, fog and windless days while still covering over 260 miles.

This past summer, the Mayes brothers took stock of mistakes made on the first trip and ventured out into the unpredictable Great Lakes once again, this time on a Hobie 16. Their plan was to navigate Lake Michigan northward along

Michigan's lower peninsula, through the Straits of Mackinac, into Lake Huron and up the Saint Mary's River to Sault Ste. Marie; another trip of approximately 260 miles.

Weather on the Great Lakes can be treacherous. Sudden squalls are not uncommon and wrecks of giant freighters stand as mute witnesses to their destructive force. Legends like that of the Edmund Fitzgerald are written into the history of Great Lakes navigation. The turbulent weather, combined with their planned course, which took them into some major shipping lanes, added up to a great deal of potential danger.

The brothers supplied their boat with sleeping bags, a tent, safety gear, dry food, compass, charts and some personal items. All provisions were triple

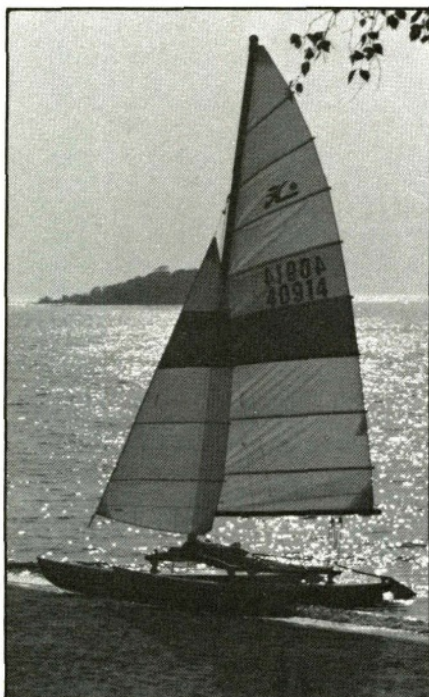


Sunset on Lake Michigan as seen from Fisherman's Island State Park at the end of day two (top). The Mayes brothers found refuge from heavy winds on St. Martin's Island in Lake Huron (center). At day's end, the brothers savored the quiet moments on land while the boat took a well deserved rest (bottom).

Some people find life is made to take risks—whether it's driving fast cars, climbing mountains or sailing small boats out to sea.

Such adventures are not for everyone, and should always be undertaken with a complete understanding of the many risks involved. Offshore Hobie Cat sailing is not safe.

The Hotline editorial staff brings you an offshore sailing adventure so we can share a reader's experience. Please understand that the World Hobie Class Association and the Hobie Cat Corporation neither endorse nor recommend the use of Hobie Cats for offshore sailing.



wrapped in plastic bags and lashed with elastic straps to the trampoline near the mast in an effort to equalize weight. Since the water temperature could not be expected to rise above 55 degrees, wetsuits were worn at all times. What follows are excerpts from the log of Craig and Curt Mayes.

Saturday—June 11

We set sail into the harbor of Frankfort at 12:15 PM on an unseasonably warm and sunny June afternoon. As we sailed across the harbor heading for the open seas, we watched the car and trailer leave the launch area and head for Sault Ste. Marie where, hopefully, we will meet it in eight days. As we headed west through the harbor, we sailed to within twenty feet of the huge, docked car ferries and were dwarfed by their towering steel hulls. The wind was out of the southwest at 0 to 15 mph. The cold water and warm air combined to create a haze that limited visibility four to six miles.

We set a northerly course along the Michigan shoreline as we watched the sandy bluffs rise 100 feet above the water . . . We rounded Pt. Betsie with its picturesque lighthouse, and looked for Sleeping Bear which could normally be seen some twenty miles to the north with its giant sand dunes. Due to the haze, we could see only open water. When we finally reached Sleeping Bear, we looked for our goal of South Manitou Island. But at five PM it was still veiled in the haze.

After consulting compass and charts, we decided to head for open water . . . As if by design the wind freshened to 15 mph and carried us quickly on a beam reach across the seven mile passage to the island. As we neared the island a battered wreck of a sunken freighter protruded from the water on the south shore. It was the Liberian ship Francisco Morazon which had run aground during a storm in November 1960 . . . We set foot on shore at 6:45 PM, set up camp, and went off exploring. We had sailed 35 miles in six and one half hours.

Monday—June 13

Our charts became crucial as we crossed Sturgeon Bay and approached Waugoshance Point. A string of small, low lying islands stretch to the west from the point some five or six miles out into Lake Michigan, with narrow and sometimes shallow passages between the islands. The charts indicated that between the mainland and the first island was a passage called Big Cut. The passage was approximately 400 yards across and only a couple of feet deep. The waves were less than a foot, so we decided to try the passage. With one person at the helm and the other at the bow looking for shallow water, we

zigzagged our way through the passage between the huge boulders just below the surface. The rudders made contact with some of the boulders, but the passage was made without incident. In rough water, the passage would have been dangerous if not impossible.

We set ashore at Wilderness State Park at two PM. In seven hours of sailing, part of which was drifting, we covered 51 miles—bringing the three day total to 133 miles.

Tuesday—June 14

We set sail at 6:50 AM under cloudy skies with a light offshore breeze . . . Shortly, the wind came up from the east, forcing us to tack in the Straits of Mackinac toward the Mackinac Bridge. This was the first tacking of the trip. As we neared the bridge, we had to stay clear of the channel as a freighter came from our stern heading in the same direction. It was a race to the bridge, with the freighter beating us by five minutes. We crossed under the bridge and into the waters of Lake Huron at 8:30 AM . . .

After securing needed supplies in the town of St. Ignace, we sailed east toward Mackinac Island. The island is only two miles from St. Ignace, but the haze was so heavy that the island was barely visible . . . As we neared the island, a line of wind was visible on the water off the northern tip of land. We headed for the wind and were surprised to find it blowing 20-25 mph out of the east. The contrast was stark. In a matter of minutes we went from paddling to flying with spray and all.

For the first time, the supplies became a problem as the jib sheets became tangled in the plastic bags. As the wind continued to increase, we literally flew into the open waters of St. Martin's Bay. Suddenly, shore was not visible in any direction. Luffing the sails made the weather manageable, but a further increase could mean trouble. Our charts indicated that two islands lay to our north in St. Martin's Bay. Given our speed, we could reach them shortly as long as our compass was giving a true heading . . . but with no sight of land, it was much harder to have complete faith in a compass. Sure enough, two islands appeared to the north, and as we passed between them, the eastward island sheltered us from the wind and waves. We decided to put ashore on St. Martin's Island, and finally eat some of the food we had bought in St. Ignace . . .

After an hour, the wind let up so we set sail. For the next couple of hours as we headed east, we were frustrated by tacking into light winds and big waves. We made little progress along the rocky coast in such conditions. As far as two miles off shore, waves were breaking on "submerged islands" just below the

. . . the wind increased to a dangerous level. A decision was made to sail into the islands . . .

water's surface.

As we approached the Les Cheneaux Islands, the wind increased to a dangerous level. A decision was made to sail into the islands and follow the channel between the mainland and the islands. We roared into the west entrance of the islands and flew a hull for the first time despite constant luffing of the sails . . .

We made Cedarville at 6:30 PM. The prospect of finding a place to camp was dim until a man who was intrigued that we had sailed "all the way from Frankfort in that?" offered his waterfront yard. The boat was kept in the water. We figured that we had covered at least 40 miles making our four day total 173 miles.

Wednesday—June 15

At 9:10 we cleared the islands and entered the open water. As the day progressed, fog rolled in, cutting down visibility to less than half a mile. Many small islands dotted the waters, but remained concealed. It was eerie to hear the sound of foghorns but never see the islands. As we neared Detour Passage, we could hear the horns of the great freighters but did not see a single ship . . .

As we headed north, we no longer had to tack but sailed on a beam reach. Suddenly, a loud blast made us jump. It appeared as though a freighter had spotted us on its radar and signaled its presence. We gave plenty of clearance . . .

The beauty of Potagannising Bay almost defies description. The bay is full of more small, wooded and rocky islands than we could count, with picturesque St. Joseph Island (Canadian) to the North. We made camp in an un-

We considered taking down the jib and reefing the main but decided to sail on . . . we should have gone with our better judgement . . .


occupied cottage on the island. Forty miles had been covered. The five day total was now 213 miles. If the weather cooperated, the next day would see the completion of the trip.

Thursday—June 16

. . . Once again we found ourselves tacking in narrow channels with rocky beaches and this time we were sailing against the current. The correct course would have been impossible to determine were it not for the channel markers. The wind increased to a steady 25 mph with gusts at least 10-15 mph stronger. Even though we luffed the main, it was hard to keep the boat down.

For the first time, cold spray was splashing off the hulls and striking our faces. We considered taking down the jib and reefing the main, but decided to sail on. As it turned out, we should have gone with our better judgement.

We passed St. Joseph Island, continuing west across the Northern shore of Neebish Island. The southbound freighters pass Neebish Island on the west, and the northbound freighters pass the island on the east. The northbound freighters, after traveling up the eastside of the island turn west and eventually merge with the southbounders in the St. Mary's River. It was this area that we were now entering, and we were just a little apprehensive about sailing in the company of such huge ships. As we crossed the northern shores of Neebish, a northbound freighter closed in from behind us in the narrow passage. However, we beat the ship out into Lake Nicolet, part of the St. Mary's River, where the shipping channels merge. It was here that we had the closest call of the entire trip. When only one mile from our final destination, a particularly strong gust hit. Letting the main sheet go entirely did nothing to keep the boat from going up on its side and the lower hull from nosediving. We both thought we were over, but somehow the boat came back down. With all of our gear aboard, capsizing was the last thing we wanted, especially in the shipping lanes. With little discussion we sailed carefully to the reed-filled western shore, took down the jib, and completed the last mile with just the main sail.

The trip was completed two days ahead of schedule. We had covered an estimated 263 miles in the Great Lakes on a Hobie 16 in less than six full days of sailing. That evening, we did what any die-hard sailor would do. Without the gear cluttered about the mast, we enjoyed an evening sail, using the trapeze for the first time, proving conclusively that Hobies can be both great pleasure boats, and, given the right circumstances and proper planning, can provide a great adventure, too. 

Maintaining Through The Winter

An annual
checklist to keep
your Hobie fit

Whether you are lucky enough to live where you can sail all year round or if you're braving out the cold and have your Hobie snugly tucked in for the winter, a yearly maintenance check is a wise idea.

A complete maintenance job on a Hobie Cat involves a total disassembly of the boat, including disconnecting the hulls to check for dents, scratches and excessive bottom wear. Anodized hull extrusions and spars may be cleaned with an all-purpose auto finish wax and then rubbed to a shine. Do not use an abrasive on the anodized aluminum surface as it will expose the raw aluminum to rapid oxidation. Here's your checklist.

Rigging

Check all shrouds and halyards for kinks or broken strands which can lead to wire breakage. Shroud covers can be used to prevent discoloration of the sail.

Fatigue may take place at Swedge or Nicro fittings. These areas should be inspected thoroughly for signs of corrosion or broken strands. The wire pennant at the head of the 16 and 18 forestay should be given special attention (the twisting action of the jib tends to weaken this part due to its short length). Many sailors replace it each season.

If your boat is anchored or in dry storage with mast standing, extra care should be given to a rigging check as masts have been known to fall when a ring works loose. Shackle pins used for shroud pins can loosen with continuous water and wind motion. When storing boats that will be anchored, all slack should be taken out of the rigging as the constant rotation of the mast and snapping of loose rigging will fatigue and wear many parts, and may wear holes in furled sails.

Chain Plates

Check the chain plates where they are riveted to the sidebar. Electrolysis can take place on boats used in salt water and the chain plate should be relocated if this

process goes too far. (When relocating, use RTV silicone sealant or other nonconducting protectant before installing. Use monel or heavy duty aluminum rivets.)

Check the dolphin striker on the Hobie 16 and 18 for fatigue. Make sure the nuts are tight.

Rudder System

Rudder Pins: If your rudder pins are badly worn or destroyed, replace them.

Rudder Blades: Any nicks, deep scratches, or cuts on the blade may result in failure. Consider carrying a spare blade in your car.

Tiller Extension: Inspect the swivel joint on the tiller extension. If the swivel is loose and sloppy, it should be replaced.

Rudder Gudgeons: Check for cracks around sharp bend areas that are subject to fatigue.

Miscellaneous

Inspect trampoline laces for wear. It can be a real letdown if one breaks. Keeper rings on the shroud adjusters should be replaced if distorted or worn. Check all hull castings for worn or broken rivets. Some dealers will rent or loan a rivet gun for repairs. Tighten shackles with pliers and check to see that drain plugs are in.

—Check for cracks in the boom bail.

—Check for burrs or sharp edges where the sail enters the boom.

—Check blocks to be sure that cams work properly.

—Check ratchet to be sure that it engages properly.

—Check all cleats for breaks. Replace if necessary.

—Check and clean sail track.

—Check for water in the mast. Reseal with a silicone sealant if necessary. Always use sealant sparingly.

Sail Maintenance

Check all batten pockets and stitching for parted seams. Also examine the headboard clew and tack grommets for wear. Rewax the luff and foot rope with parafin wax or spray with silicone (such as Catlube) for easy hoisting and sail adjustments. An extremely dirty sail may be washed with a medium bristle brush and cold water soapsuds. Spread the sail out on a lawn and scrub all dark areas. Rinse and hang dry. You may experience problems with sail chafing if the batten pockets rub against the shrouds. The cause of the problem could be either a rough surface inside the pocket rubbing against a hard surface outside the pocket (the bare shroud) or a stiff object forcing the cloth hard against the immovable wire.

Several things can be done to alleviate the problem. Most important is a periodic inspection of your sails. Here is a list of things we have found to help:

1. Cover the full length of the shrouds with shroud covers.

2. Apply tape on the sail to absorb the wear. Replace as needed.

3. Smooth-sand the taper on the battens to remove extreme roughness and even out any sharp or blunt edges.

4. Apply several layers of smooth tape over the battens in the area of chafing to cushion the shrouds. This provides complete protection for your sail and requires little attention.

As is usually true, attention to the small details can prevent big problems from occurring later. Now that the season is winding down, take time out to go over your Hobie. It could make the difference next year.



They Sail Hobies In Nebraska Too!

Photos By Will Roundy

Division seven sailors are an enthusiastic group of Hobie Catters. Jeff "Mr. Boat" Mau assures us that there's no sailing like Midwest sailing. At Fleet 192's Points Regatta held on Branched Oak Lake in Nebraska (where the photos were taken), sailors from the entire region caught the breeze off the Great Plains in what Mau terms a "nail chewing" competition. Sailors in this region seem to generate a genuine family atmosphere at their gatherings. Friendship is the operative word according to Mau. Visiting Hobie Catters or sailors moving to the area should take note and get in touch with the natives. We have a feeling you'll have a good time.




The regatta also featured a few fun games. In a Texas rules race called "Pass the Buck," competitors sailed to a buoy and grabbed a card taped to a large beach ball. Ace high won the "buck" (a moth eaten four point antler trophy).

JK





FRESHWATER



Precision. Thought. Challenge. Meditation. Fresh-water sailing gives them all . . . and demands them in return.

SAILING

by Brian Alexander
Photography by Guy Motil





A lonely lake, a lonely skipper. The silent wind joins them in motion, each giving purpose to the other.

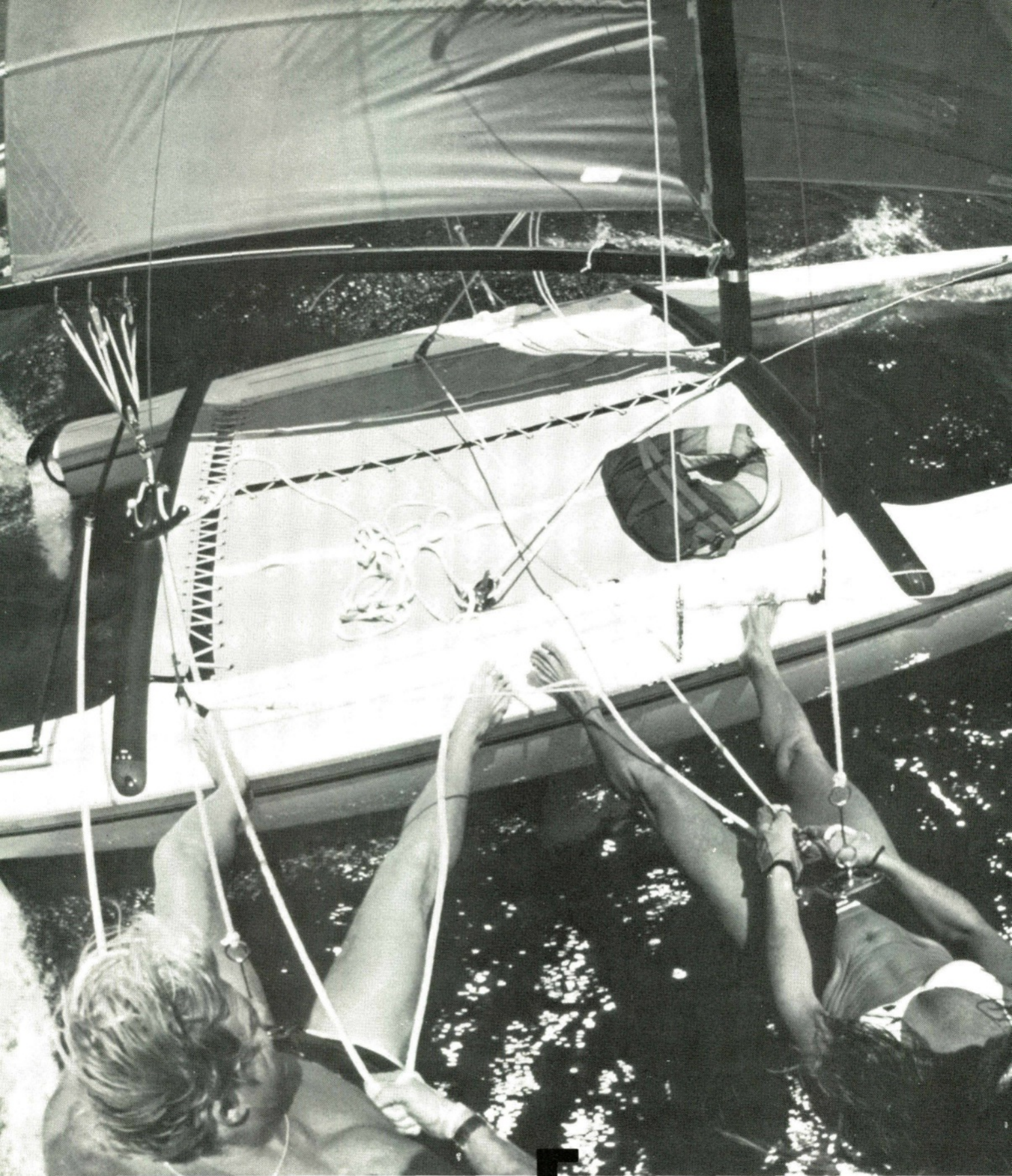


S miles come easily in freshwater sailing. Hull flying somehow seems more fun and the trapeze becomes a place from which to view the panorama. The water becomes a playground for friends.





Gentle cruising through the morning haze leaves time for thoughts to flow as smoothly as the boats.



Freshwater sailing can change both skipper and crew's outlook on the sport. It is a different world.



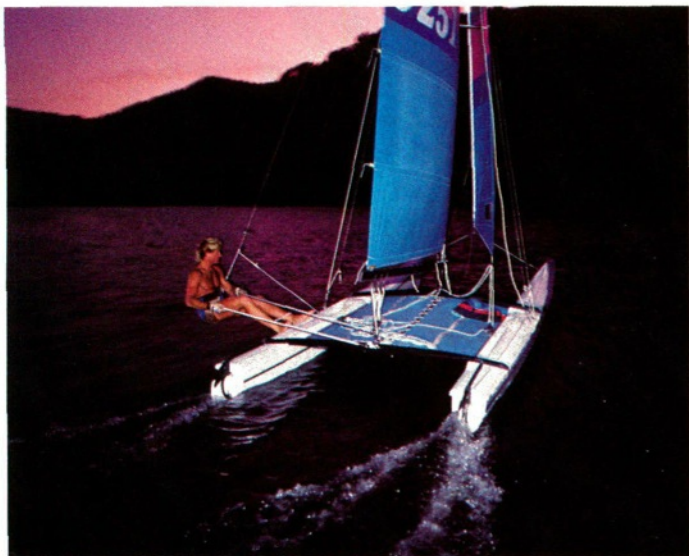
A weekend trip with family and friends gives time to choose just the right conditions, including opportunities for some fog flying.





HOTLINE

Flying through clouds on a high lake; free to soar, to stand atop the world and claim it as your own.



Sailing on the cusp of time between light and dark turns the mind away from sails and boat and helm to things forgotten, primal and eternal.



nllets, coves and tree-lined shores all await within the belly of the mountains for the freshwater Hobie explorer.



REEFING THE HOBIE 18 FOR HEAVY WEATHER

By Bill Andersen

Lots of sail on a tall mast adds up to a fast boat that performs well even in light winds. The Hobie 18, a maximum rigged, fighter plane of a sailboat, definitely fits the description. Some sailors however, may feel that the Hobie 18 is overpowered in heavy air but, because of its advanced and unique high performance rig, the 18 has no built-in mainsail reefing capability.

I have devised a solution to this problem by equipping my Hobie 18 with a mainsail reefing arrangement that has tremendously increased the boat's capacity to sail safely in heavy weather. The boat has taken on San Francisco Bay in 30-35 knot winds with gusts up to 50 knots, while maintaining top speed, good control and nearly the same comfort as in lighter air. I would like to bring this modification to the attention of other Hobie sailors so they may increase the use of their boats in wind conditions they might otherwise avoid.

I was a six-knot monohull sailor before buying my Hobie Cat on the recommendation of my two teenage sons. The boat scared the heck out of me the first time I sailed it during a demonstration ride in the Pacific off Santa Cruz, California. Winds were up, and I was unprepared for the resulting high speeds. Being suspended on a trapeze wire

flying through the air at 20 knots, the constant spray, the rush of the wind and the lee hull crashing again and again through the waves was frightening. Capsizing on a jibe, a quick righting and then screaming off again was first magnitude shock.

After this traumatic experience, my Hobie 18 became a challenge. My sailing expertise would be lacking until I mastered sailing her. With a lesson from a top instructor, and a lot of practice, I learned to sail the boat well. I found the Hobie 18 not only fast and exciting but seaworthy too. With the stabilizing weight of two people suspended to windward on trapeze wires, and the boat's narrow bow aspect, she can be driven through waves that would badly pound a monohull. However, in the 20 to 30 knot summer daytime winds, routine in San Francisco Bay, it was quickly apparent my Hobie 18 was overpowered.

I learned on monohull sailboats that when the wind is too strong, a boat sails better with reduced sail area. The invention of the knotmeter had forever proven that in heavy winds, a boat with reduced sail, at its optimum heel angle, sails not only easier, but faster than a boat laid on its side with sails flogging. Reefing is the successful, accepted solution to excess winds.



It seems the only reason the Hobie 18 doesn't have reefing is because its advanced, complicated mainsail rig precludes using existing reefing methods (even the Hobie 16 is minimally equipped for reefing). The loose footed main is attached only at the tack and clew to allow draft adjustment. There has to be space at the mast between the sail foot and the boom for the mast rotation control yoke. This eliminated securing the sail directly to the boom. Also, the full, sail-width battens twist badly, severely stressing the sail when tied in a bundle. The mainsail is held up by locking the head of the sail on a mast top hook. Luff tension is achieved by down hauling the tack. This means there is no way to keep the mainsail up unless it is fully raised. I overcame these difficulties.

Through trial and error, I essentially adapted a modified "jiffy reef" to my Hobie 18 rig. This is the arrangement: two sets of five reef points on

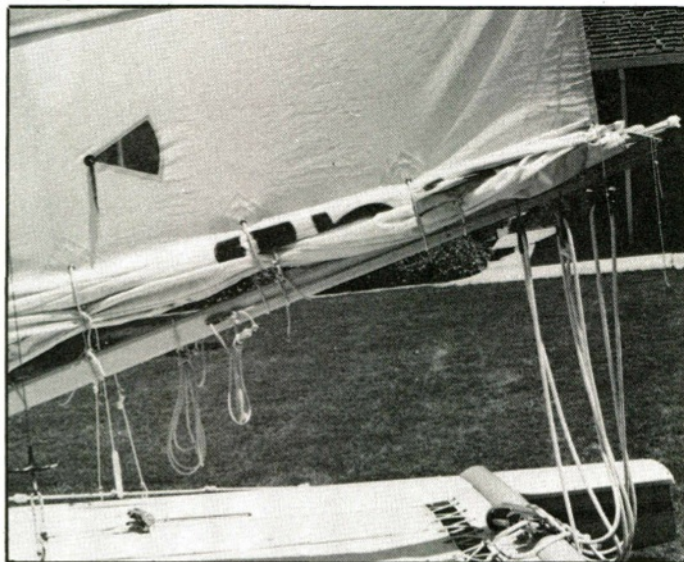
the mainsail; one above the third batten (about six feet from the foot of the sail), and one above the fourth batten (about eight feet from the foot of the sail). I had a third lower set that proved unnecessary. My standard main halyard was replaced with a minimum stretch dacron line. A small jam cleat was mounted on the side of the mast eight feet from the bottom for securing the main halyard.

Up the luff of the mainsail I have two lariat-like reef lines. The first line goes from the tack grommet to the first reef grommet and back down the other side through a small loop at the beginning of the reef line opposite the tack grommet. The second lariat reef loop goes from the first reef grommet to the second reef grommet and back down the other side through a loop at the beginning of the line on the other side of the first reef grommet. Through the reef points on the leech of the mainsail, lines run up from either side of the boom



Andersen's boom and mainsail ready for reefing (opposite). The double reefed mainsail (left). Note reefing lines through grommets.

A close-up view of the reefed Hobie 18 (below). A double reef has a noticeable effect on boat speed. Single reefing can maintain the Hobie 18's normal high performance. Note jam cleat on the center of the boom.



through the respective first and second reef points down the other side of the sail to blocks on the boom, and then forward to jam cleats on the boom within arm's reach of the mast. There are one foot long batten ties on the lower batten tips with knots near the ends.

The sail can be reefed easily before launching, but more importantly it can be reefed while sailing. If your cat is overpowered or about to be overpowered, sail down wind and roller furl the jib. Bring the bow of the boat slowly up to the wind to heave to (tillers hard to leeward, main sheet fully eased, boat at a stop, drifting slowly with the wind). The helmsman, using the tiller extension, moves to the forward windward corner of the trampoline keeping the bows low into the waves. The Hobie 18 heaves to very well in this configuration; she will ride comfortably in high winds and rough seas.

Next, move aft and release

the out haul and the two lower batten ties. This takes stress off the tack area of the sail and allows the battens to slide out enough to bundle the sail without severely twisting the battens and stressing the sail. Then, at the mast, ease the down haul and release the mainsail from the mast head hook. Slowly lower the main with the halyard. Draw in the lower loop reef line gathering the lowered mainsail luff as it exits the mast slot. When the first tack reef point nears the end of the mast slot, secure the halyard on the mast cleat supporting the main. Tighten the loop reef line around the gathered luff and tie it off with a half hitch. This positions the gathered sail above the mast rotation yoke. Take the regular down haul line and tie the part nearest the tack to the down haul block. Pass the line through the tack reef point and the down haul jam cleat. Down haul the luff.

Now, reach back to the leech reef line on the boom

and haul it in. This will raise the boom up to the first reef point on the leech and bundle the lowered sail together. Go aft and release the tension on the third batten, which is now low enough to reach. After that, place long reef ties with loops on the ends through the other reef points and tie the lowered sail together with a half hitch. Extend the ends of these lines down to the boom and tie them on. Coil your excess tack and leech reef lines and secure them to the boom. You are now ready to deploy your jib, fall off and sail. To put in a second reef the same procedure is repeated on the other side of the boom, preferably on the other tack, although you can double reef from either tack. In heavy winds, my boat seems to retain complete performance with a single reef (approximately 66% of the mainsail remains in use). From a single to a double reef there is a larger drop in power and some loss of performance (approximately 50%

of the mainsail remains in use). The boat will not point as high into the wind on a beat and there is some lee helm if the jib is being used. If lee helm becomes a control problem or winds are still too strong, roller furl the jib and sail with a double reefed mainsail alone.

A Hobie 18 can be equipped for reefing. It's simple and inexpensive. Reefed, a Hobie 18 can be sailed in heavier weather than you thought possible. That's freedom. Try it.

Bill Andersen has been sailing his Hobie 18 since 1978. Andersen, a real estate broker in Sunnyvale, California, developed this reefing system for conditions on San Francisco Bay. Along with sailing his Hobie 18, Andersen is a racing crew member on the 58 foot ketch Natoma of the Saint Francis Yacht Club in San Francisco. Andersen is a member of Fleet 20 in San Jose.



HERE COME THE REGULATORS

by Brian Alexander

Small boat owners, especially Hobie sailors, from North Carolina to California, are currently faced with restrictions which could seriously hinder their boating enjoyment. Throughout the Sunbelt, pressures from development, a meteoric rise in population and a surge in the popularity of small boats themselves, have led city councils and park boards in several states to establish regulations which limit the rights of boaters to operate and store their vessels. The fallout from these moves has included protests, angry letters and some positive action on the part of affected Hobie fleets.

When the great southern and western migrations started in the late seventies, communities along the Atlantic, Pacific and Gulf coasts were forced to turn their attention to the effects that the new development was having in their area. Many local governments, in an attempt to preserve their towns' uncrowded image as well as its ecology, moved to prohibit uses of beach areas in which overcrowding occurred or sensitive sections such as dunes or grass were in danger of being damaged.

One such town is Wrightsville Beach, North Carolina. In June of 1981, Wrightsville Beach adopted a measure requiring all boats which desired to sail from its beaches from April through September to purchase a registration tag. The tags, each of which cost ten dollars and remain with the boat permanently, were instituted to help lifeguard and police officials find boaters who were violating beaching, sailing and safety rules. Initially, the town had proposed much tougher legislation, but a boating group represented by attorney Bill Cameron, managed to present their objections to the town aldermen. Then, by working with their local government, these sailors were able to effect a compromise which pleased all concerned as much as possible. By working with their elected officials, the Wrightsville Beach group managed to preserve some of the best features of their sailing environment without resorting to confrontation.

Other cities have enacted restrictive legislation aimed at the small boat owner. Virginia Beach, Virginia passed a similar ordinance to that of Wrightsville Beach, but required a \$30 annual fee instead of the ten dollar one-time permit. Virginia Beach took the further step of limiting the number of permits available per block. For example, the area between 42nd Street and 57th Street was limited to four permits per block. Galveston, Texas wrote a law demanding that a fee be paid by any boater who wished to launch his boat from certain beaches even though the beaches were public property.

The city of Daytona Beach Shores enacted one of the tougher laws in the realm of small boat beaching and sailing. Section 7-1, subsection (b) states:

"The launching, landing, use or operation of any boat, sailboat or vessel, raft, amphibious vehicle or other structure, capable of carrying one or more persons along the Atlantic Ocean Beach is specifically prohibited in, on or along the Atlantic Ocean Beach within the city limits of Daytona Beach Shores from Dunlawton Avenue to the south city limits (an area of about two miles) of the city at any time."

Later, Daytona Beach Shores attacked parking privileges. Ordinance 82-17 Section 7.9:

"The parking of boats, vessels, or trailers on the Atlantic Ocean Beach, to include the soft sand and dune areas from sunset to sunrise, within the municipal boundaries of the City of Daytona Beach Shores is hereby prohibited. Any person who violates any of the provisions of this section and who shall have been convicted thereof, shall be punishable by a fine not to exceed five hundred dollars (\$500.00) or by imprisonment not to exceed sixty (60) days, or both."

Currently, the city of San Diego, California is considering legislation to prohibit the overnight parking of sailboats more than ten feet long on the shores of Mission Bay except on weekends and holidays. Complaints from property owners and city sanitation crews that the boats were constantly in the way, made noise and obstructed views, prompted city councilman Mike Gotch, whose district includes Mission Bay, to begin examining what was quickly becoming a large problem. Many boat owners have been using the area as a permanent storage facility. At times, nearly 200 catamarans line the narrow beach and, in some cases, so congest the sand as to make any other uses impossible.

Brian Bell of the Hobie Sports Center in San Diego, stresses that the vast majority of these boats belong to infrequent users. "In fact," says Bell, "a lot of those boats aren't even sailable. The owners are using the beach for dry storage."

For years, there was little regulation of boats stored along Mission Bay. "Unfortunately, some owners took advantage of this situation and abused the city's relaxed attitude," according to Bell. Now the city has been forced to act in order to remedy the situation. But some catamaran owners, like Eric Guenther of Hobie Fleet 4 in San Diego, feel that the pending legislation goes too far. He has turned the energies of the Mission Bay Users Committee toward moderating the proposed law in an attempt to eliminate the problem of derelict boats without punishing the frequent user.

"But what about the guy who sails all the time and wants to go down to the bay a couple of days in a row?" asks Guenther, "He has to pack everything up, take it home, then




go back down and rig and set up all over again the next day." Bell also has objections. "They've set up the weekend as the norm," he says, "but I know lots of people who work weekends and like to sail during the week."

Spokesmen for Councilman Gotch's office in San Diego admit that there are objections but maintain that action needs to be taken. They emphasize that public hearings will be held and that they want to hear from as many people as possible. According to one spokesman, "Councilman Gotch is eager for as much input as possible on this."

"What we want to do," says opponent Guenther, "is convince the City Council that we can regulate ourselves, but it's hard to get your point across when you don't have enough momentum. We need to be as organized as possible and we need to be able to cooperate with the council to get at some sort of compromise."

Indeed, cooperation and organization are the two lessons catamaran sailors must learn in order to assure a fair hearing of their views. Many sailors are surprised to find out that they can have a direct and profound effect on regulations that are

Overcrowding and use of beaches for storage may spell the end of overnight beaching in many communities. Photo by: Roger Scruggs

being considered in their area. Wrightsville Beach stands as a good example of what an organized effort can accomplish. Other groups, such as Hobie Fleet 34 in West Palm Beach, Florida, have mounted publicity campaigns to air their views. In the case of Fleet 34, their efforts resulted in new launch facilities at Phil Foster Park. By staying aware of proposals that affect sailing and by expressing the desires of the sailing community, these groups have managed to help their own cause rather than stand by and feel powerless. 



Dos Chappell



Gerry Pringle

Hobie 18s move through the chop of Lake Winnipeg and racers get some trapeze time (above). Happy Canadian Nationals participants pose with awards (left).

The 1983 Hobie Cat Canadian Nationals

A variety of conditions on Lake Winnipeg proved to be a good test of skill for skippers and crews at this year's Canadian Nationals held at Gimli, Manitoba from July 30 through August 31. Once again, the Canadians demonstrated superior racing (and partying) ability.

Sixty-five entrants from all Canadian provinces except the Maritimes gathered at the small town of Gimli. Some crews had driven over 1300 miles to reach the race site, but once they arrived, they were made to feel welcome by the members of Winnipeg's Fleet 90.

The first day of racing offered a broad range of conditions. Light air greeted the sailors early on but storm clouds rolled over the area later and many racers found themselves double trapezing. Marjorie Innes of Ontario, dominated first day Hobie 14 competition while Bill Buckley, also of Ontario and Mike Starkey of Winnipeg battled into the leading spots of the Hobie 16 and 18 contests.

Lake Winnipeg turned turbulent on the second day as winds whipped up three to four foot waves. Many inland sailors found the conditions a little tough, and Adrian Neville of Australia (and the same sailing club as Ian Bashford) shot through the waves to lead the pack of 18s. Marjorie Innes hung on to first among the 14s, and Bill Buckley led the 16s.

Partying is the perfect balm to sooth away a rough day of sailing. After a dinner break at the renovated army barracks which housed the competitors, sheets were ripped from the beds and a toga party began. Some visiting Americans from Minnesota (The Canadian Nationals were also a Division 7 points regatta.) provided some extra excitement with a very risqué version of the Hobie Olympics.

The partiers, er . . . sailors awoke to light but warm air on Monday, the final day of the championship. Tense sailing during these final races resulted in two general recalls for the eager Hobie 16s. When the final points were tallied, Mike Starkey was shown to have withstood the challenge of Adrian Neville to capture first on his Hobie 18. Bill Buckley maintained his dominant position in the Hobie 16 competition, and Marjorie Innes stood victorious as the Hobie 14 champion.

Special thanks go to Fleet 90 for providing an excellent Canadian Nationals. Thanks also to Dos Chappell for his work aboard the committee boat. Lake Champlain in Quebec will be the scene of the 1984 Canadian Nationals. Bring your own sheets.



Results

Hobie 18

	Skipper	Crew	Points	
1.	Mike Starkey	Tricia Starkey	19.25	Man.
2.	Adrian Neville	Murray Hainer	28.50	Sask.
3.	Shawn Worstfold	Blair Bates	28.75	B.C.
4.	Craig McNulty	Betsy McNulty	31.75	MN
5.	Terry Karaim	Tracey McGregor	36.00	Ont.
6.	Dave Glick	Steve Grundtner	39.00	MN
7.	Warren Killeen	Scott Sturton	43.00	Man.
8.	Rejean Masse	Jean Marier	44.75	Que.
9.	Bill Hohn	Roger Humprey	53.00	MN
10.	Gerry Pringle	Don Eagleton	54.00	Ont.

Hobie 16—A Fleet

1.	Bill Buckley	Russ Blake	12.00	Ont.
2.	John Liefeld	Jim Terpstra	21.75	Ont.
3.	Mike Karassowitch	Steve Jung	37.75	B.C.
4.	Dave Howie	Mac Fraser	39.00	Ont.
5.	Rob Woodward	Mike Woodward	41.75	B.C.
6.	Rob Sinclair	Craig Burwell	45.75	Ont.
7.	Paul Gray	Corrie Gray	54.00	Man.
8.	Greg Knight	Alana Stanley	63.00	B.C.
9.	Nick Van Brunt	Jan Van Brunt	71.00	MN
10.	Harry Sturm	Morgan Minor	75.00	Ont.

Hobie 16—B Fleet

1.	Bruno Lahancette	Pierre Audet	7.75	Que.
2.	Bruce Peto	Brian Peto	24.00	Man.
3.	Kevin Morrison		35.00	Alta.
4.	Gene Mahalko	Janet Mahalko	35.00	ND
5.	Greg Chernott		42.00	Sask.
6.	Ray Savard	Jeannine Savard	43.75	Man.
7.	Bob Pelton	Linda Locher	45.00	MN
8.	Terry Berquest	Lesley Sutton	48.50	Sask.
9.	Dale Kilimnik	Shirley Kilimnik	52.00	Man.
10.	Neil Westdal	Ross Mitchel	65.00	Man.

Hobie 14

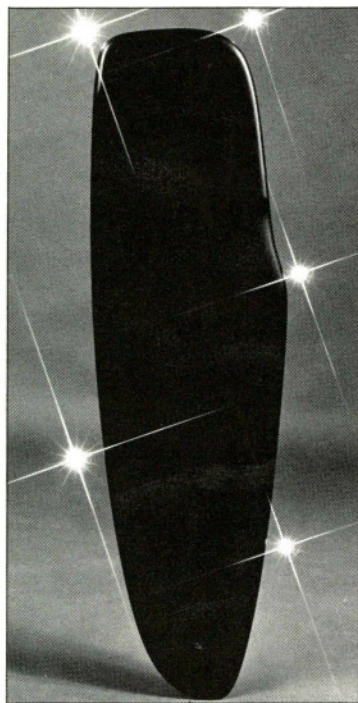
1.	Marjorie Innes	5.25	Ont.
2.	Mark Summerfield	14.00	Ont.
3.	Garth Cane	18.75	Ont.

Pure Hobie Cat®

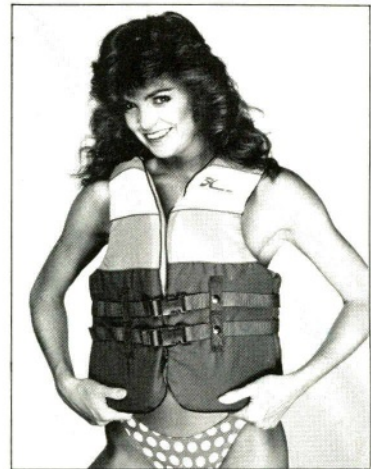
This innovative design is the ideal way to keep hot or cold drinks in the mug and off of you. High impact, dishwasher resistant, blue plastic is tough enough to really take the punishment. A special non-skid bottom prevents tipping up to a steep 45° angle. Great for home, car and work. Price: \$4.95.



Equip your Hobie 18 with "power steering." These lightweight epoxy composite, foam core rudder blades are now standard equipment as of the 1984 model year. Get a headstart and save \$50.00. All registered owners will receive coupons good for a \$50.00 savings when two blades are purchased. Offer effective from November 1, 1983 through February 29, 1984. Price: \$167.00/pair, \$83.50 each.



The life vest worn by the U.S. Sailing Team in this year's Pan American Games. These colorful vests emphasize style as well as safety. At \$29.95, you can't beat the price.



Protect your cat with these heavy duty tie-down straps. Thirteen feet of 2" nylon webbing, tested up to 6000 lbs., assures safe trailering. A 3/8" plastic coated hook with hook keepers and a spring loaded buckle make using these tie-downs very convenient. Available in blue only. Price: \$18.95.

Photos by Tony Aquilano

For nearest dealer call
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Available from your Hobie dealer

HOBIE RACING

NOVEMBER/DECEMBER 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 1983/1984

November 11-13

Eastern U.S. Hobie 14 Turbo Championship
Tampa, Florida

Tampa Sailcraft
(813) 962-4092

January 14-22

Sixth Hobie 14 World Championship
Puerto Azul, Philippines

H.C.A.
(619) 758-9100

May 3-6

S.A.L.H.H.C.F.F.R.
Lake Havasu City, Arizona

H.C.A.
(619) 758-9100

June 23-24

Clementines Saloon Mid-Easterns
South Haven, Michigan

Chris Sundberg
(616) 345-9480

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 2

November 5	Winter Series #2	Luanne Burton
	Dana Point, CA Fleet #1	714/661-0995
November 20	Winter Series #3	Luanne Burton
	Dana Point, CA Fleet #1	714/661-0995
December 3	Winter Series #4	Luanne Burton
	Dana Point, CA Fleet #1	714/661-0995
December 8	Winter Series #5	Luanne Burton
	Dana Point, CA Fleet #1	714/661-0995

DIVISION 3

*November 12 - 13 Casa Maria's Turkey Regatta ('84 Points) Jesse Guerrero
Monterey Bay, CA Fleet #222 408/394-5280

DIVISION 8

November 11 - 13	Eastern U.S. 14 Turbo Championships	Tampa Sailcraft
	Tampa, FL Fleet #42	813/962-4092
November 25 - 27	Keys Cat Challenge	Lenny Carey
	Smathers Beach, FL Fleet #71	505/294-0326

DIVISION 10

June 23 - 24	Clementine Saloon Mid Easterns	Chris Sundberg
	South Haven, MI Fleet #40	616/345-9480

DIVISION 13

November 6	Sunday Series	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794
November 25	Awards for 1983/84 Officer Elections	Dorian Goldberg
	Isla Verde, Puerto Rico Fleet #133	809/726-5794

DIVISION 15

November 12 - 13	3rd Annual Turkey Trot	Susie Falk
	Shell Point, FL Fleet #43	904/562-2365

INTERNATIONAL

EUROPE

November 11 - 13	Grand Prix Armistice
	Maubuisson, France
November 19 - 20	Essener Eispokal
	Baldeneysee, Germany
December 26 - 31	Noel sur l'eau
	Hyeres, France

SAUDI ARABIA

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

November 27	Trofeo Hobie
	C. N. Sanlucar
December 8	Trofeo Hobie
	C. N. Sanlucar
December 28	Navidades Hobie
	C. N. Benidorm

FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 3

Rio-Nicia on the Rocks

Fleet 194 Division 3

Benicia, California

June 18, 1983

by: Susan Harris

Only one word can describe the results of this year's Rio-Nicia on the Rocks... Terrific. Balmy weather and just the right wind and chop combined to give everyone who participated a great run to Benicia. This race annually draws all the hardy souls who aren't scared off by the prospect of sailing 26 miles to weather through the formidable chop of Suisun Bay, the

relative calm of the San Joaquin Delta and the windy Rio Vista leg of the Sacramento River. Fifty boats, most of them veterans of past Rio-Nicias, participated.

Flagmen Steve Tarr and Ed Heffernan got all the boats off as scheduled with no snafus. Turbo 14 skipper Jack Hill led the pack down the river and off into the delta. Light winds throughout the delta area gave skippers the opportunity to conserve energy for the rapidly approaching Suisun Bay area near Martinez. Although the wind did not build into the velocity it has for previous Rio-Nicia races, there was plenty to get everyone

double trapping and hull flying right down to the finish line. Skipper Jack Hill not only started off first, but finished first as well—so far ahead of the rest of the pack that he was nearly mistaken for a well-timed day sailor rather than a race participant.

Tony Probst and crew crossed the finish line to take a first in 18As and Roger Steadman with crew Margie Scrillo did likewise in 18Bs. Bill Timms and crew Denise Aldrette nailed down first place in 16As. Sue Brenny and crew Sue Thronberry did an outstanding job in taking first in 16Bs, while Mark Fierner and crew Pete King

took home the first place trophy for the 16Cs. And then, of course, there was Jack Hill in his Turbo and Chuck Dotson in the stock 14 who both sailed extremely well.

The hot dog barbecue was, as usual, a big success. Weary but ravenous sailors devoured an incredible amount of food before collapsing on the lawn to try their luck in the raffle. Bruce Chapman won the O'Brien kayak and Phyllis Fierner went home with a new set of Deckskins. Nearly everyone went home with a raffle prize. The awards ceremony capped a perfect day and a great race.

Many thanks go to our ex-

trremely generous sponsor, Olympia Beer and Phil Fox of Alasco Distributing. Phil not only donates a wonderful array of prizes for our raffle, but also revives weary sailors with an endless supply of that life saver, Olympia Beer. We thank you, Phil.

Bay Winds Sailboat Company came through for us again by donating all the trophies for the Rio-Nicia as well as a super list of giveaways. They donated the kayak, Deckskins foul weather gear, coolers and more. Thanks also to Susan, Reed and Doug for their time and energy.

Thanks to Steve Tarr who gave his time and computer to register and score everyone. It worked out great and we're looking forward to using it again at Brannon Island in September. Thanks also to everyone who donated their time to help out, including the chase boat drivers and crew who made it all possible. See you all next year and good sailing!

DIVISION 4

Fifth Annual Northwest Women's Hobie Championship Regatta

Fleet 72, Division 4
Portland, Oregon
August 27-28, 1983
by: Pat Toews

Starboard, Starboard . . . star what? The Fleet 72 ladies, Portland, Oregon are off their seats, on their feet and running for their boats. Skipper and crew, it's hard to tell who's who but one day a year, all fears aside, they brave the winds and take to the water (as long as the wind is under 15 mph). These racers range in ability from those who race frequently and are consistently A-Class contenders, to those who crew for male skippers regularly during the sailing season, to those who have been coaxed to give it a try. Husbands, children and boat-loaning friends are always vocal from the shore, offering plenty of advice . . . some of which is taken, and some of which would be taken if only we knew how.

A unique race, it has quickly become an annual favorite of the participants. Boats have come from as far

north as British Columbia to test their skill, and as many as twelve boats have competed. It doesn't sound like many, but as soon as the race is over, crews and skippers match up for the next annual event and training begins again.

Because the women of the fleet usually sail with a male skipper for the remainder of the sailing season, the effort that is put into a ladies' race is appreciated. They not only get a chance to try their own skill at the helm, but gain a better understanding of the boat and how it handles. It is a hands-on learning experience. Keith Fuller said that his wife and regular crew, Joan, "has improved boat performance. She is more knowledgeable of good boat speed, sail shape and correct jib settings."

While it is true that many of the women who crew for male skippers may never skipper their own boat in a national race because of other commitments, the experience gained is invaluable and the sheer enjoyment is unmatched. Any division can hold a race strictly for female skippers and crews and reap untold benefits and rewards.

Sunny summer weather and warm winds were waiting for the Fifth Annual Northwest Women's Hobie Championship Regatta at Yale Reservoir, Washington on August 28. Saturday, August 27 was reserved for tuning up, running the course, or just psyching out the opposing teams with fine sailing. A potluck dinner and entertainment eased the tension Saturday night. A momento was provided for each entrant and crew to commemorate the event as well as several drawings. Sponsors defrayed the costs and lent their names to the teams. All in all, it was a very successful race for Fleet 72 women. To the women in other fleets: Wind is up ladies . . . so get off your seats, on your feet and take to the water.

DIVISION 5

Mountain Madness '83
Fleet 61, Division 5
Granby, Colorado
August 6-7, 1983
by: Richard McCusker

Blue sky, warm water, and

the Indian Peaks made a perfect setting for this black tie affair. Although jilted by the wind, it was a great success. One hundred fifteen boats attended this August event held annually at the Gala Marina, located on the northern shores of Lake Granby—just a few miles from Rocky Mountain National Park. It was a well organized event and the pride of Fleet 61's efforts to date, with the exception of spring's Craig Hospital Event.

Division 5's foremost racing committee—Bruce, Buck, and Flash—started things off Saturday morning. Attired in pink ruffled tuxedo shirts complemented with links, studs, and ties and accessorized with XXX beaver top hats, parasol, and a 12 gauge shotgun (the preferred starting method in these parts), they welcomed this year's entrants and reviewed the sailing instructions, the racing rules and established the starting sequence.

Following Saturday's racing, an early evening reception with beer, wine, soda, fruit, cheese, crackers, and dips was hosted by Commodore John Cox and Rear Commodore Patti Murphy. Afterward, one could enjoy campground frivolity or go into nearby Grand Lake Village for dinner, shopping, a movie, or even live theater.

Travelling from afar, and among the notable guests, were H 16 skipper George Roseberry and family from Phoenix, Arizona, and the James Barnes' of Boise, Idaho, with their H 18.

After a quick review of the starting sequence by Deutschlander Buck, Esq., confused contestants put aside a disappointment in the wind and Sunday's fun began with an on the water Hobie link-up of record setting proportions, followed by refreshments, trophy presentations, and an early start home.

It was a good time and fun for the not so serious in the tradition of Mountain Madness '83.

DIVISION 8

Michelob Div. 8 Championships
Fleet 45, Division 8
Cape Canaveral, Florida
May 28-29, 1983
by: Don Schiller

Memorial Day weekend always means at least one good thing to Division 8 Hobie racers: There will be lots of good racing, fun, and beer at Jetty Park in Cape Canaveral. This year's was the 10th Annual Jetty Park Regatta hosted by Fleet 45. An extra attraction this year was the Divisional Championships, which meant that the top two skippers in each design would automatically pre-qualify for their respective national championships for 1983. However, this good news was also bad news for the Fleet 45 sailors who would have liked to pre-qualify, because 90% of our would-be racers elected to sacrifice this opportunity to go for the glory in favor of working on the regatta. This is standard procedure in our fleet to insure that all aspects of the regatta are well planned and executed. This policy of self-denial and hard work paid off again, as all events, particularly the racing, went smoothly for all.

Convincing the drivers to get their vehicles off the beach was a formidable task, and we were not surprised to find Hobie sailors were quite adept at making excuses as to why they should not be required to park elsewhere during the day. Please, sailors, a little cooperation in observing the designated traffic patterns and parking rules will make life a lot easier for the regatta workers and help insure that our sailing events will remain welcome in the future.

After the skipper's meeting, most of the boats left the beach at about 11:30 to be ready for the 12 o'clock white flag. Seas were about two to three feet with a very light chop, and launching conditions were quite easy, even for the inexperienced. Overall, the weather was close to perfect, as it often is in the area at this time of year, a welcome change from the blowouts and boatbusters which had prevailed in Division 8 in the earlier months of the season.

Gene Combs and Bill Fries were Race Committee chairmen on A and B courses, respectively. Both were well prepared and expertly set up the marks and start lines, while Pat Dwyer and Dave "U-Boat" Andrews worked the scoring committees. In Saturday's racing, Bob

Johnson of Tampa, Fleet 42, dominated the 18A action with three firsts, and Bob Curry of Tampa, Fleet 5 took a commanding lead in 14A. Curry placed second in the first race and was apparently dissatisfied with his boatspeed, because he was seen on shore with his mainsail down for batten adjustments before the next race. The result of the adjustment was a first place finish in the day's two remaining races. Everything else was pretty much up for grabs as the boats hit the beach just before 5:00 PM. Lee Dunn and his beer committee had the Michelob tapped and flowing as the thirsty sailors arrived, but there was little time for drinking because the dinner and party at the Crossway Inn in Cocoa Beach were ready to begin.

In Sunday's racing, Bob Johnson almost lost his overall lead when his tiller crossbar broke during the first race, but he was able to hold on for fifth place, which was good enough for a first overall in 18A. Dick McKee of Lake Park, Fleet 34, took second place and the other national qualifier spot for 18's. In 18B, Pedro Cortoposi of Miami, Fleet 36, took an impressive first with only 5 1/4 points. In 16A, Merrick Endres of Dunedin and Bob Whitehurst of Clearwater took the top two spots with 8 1/2 and 10 1/4 points respectively. Phil Sanchez and Rick Weaver finished 3rd and 4th, giving Fleet 5 the top four places in 16A. In 16B, Fleet 36 gained another A fleet sailor as Jose Hernandez of Miami finished first. Bob Curry continued his winning ways as heaced the first race on Sunday. This allowed him to relax on the beach with victory clinched while Alex Kirby, also of Tampa and Fleet 5, held off Allan Brice and took second. Gail Carlson of Tampa, Fleet 42, took first in 14B and Bart Ruark won in the Turbo's.

After the racing, the Michelob was flowing while the boats were being packed away and the results were figured. Lots of door prizes were given out just before trophies, thanks to the *Hobie Hotline* and Action Sail of Melbourne, the major contributors. Trophies were colorful silkscreen renditions of a Hobie beating in a stiff breeze with a Space Shuttle lift-off in the background. Fleet 45 presented a

check for \$820.00 to our charity, the United Way of Brevard County. Finally, the fleet go-fast trophies, three beautiful stylized acrylic sailboats furnished by Michelob, were presented. By that time, it was no surprise that Fleet 5 had taken top fleet honors by a wide margin.

After the last trophy was presented and the crowd dispersed, the remaining Fleet 45 members policed the beach and thanked the Jetty Park Rangers for their cooperation. It was evident from the smiles and conversation that this had been a championship regatta that would be fondly remembered.

Finally, Fleet 45 extends a special thanks, on behalf of all Hobie sailors, to Michelob and the Carroll Distributing Co. Thanks also to Subaru and Diane Rettinger, who chipped in for the T-shirts.

The Tenth Annual CAT 44/Gulfstream Regatta

Fleet 44, Division 8
Ft. Lauderdale, Florida
June 11-12, 1983
by: Mike and Terry Okragleski

The 10th Annual CAT 44/Gulfstream Regatta was held June 11-12 on Ft. Lauderdale Beach. We had 124 registered boats, breaking last year's record. Grey skies threatened in the morning, but luck was with us as the bad weather stayed inland.

We got off three good races on Saturday. The winds were between 5 to 11 knots by the end of the day. Mark Jones was in charge of "A" Course and Mike Okragleski was in charge of "B" Course. The two of them did an excellent job both days!!

The party was held just north of the regatta site at the Mark 2100 Hotel. Ribs and chicken were the main menu for dinner. There was a steel drum band for dancing and pina colodas, creamcicle daiquiri, punch, and beer for drinking. A limbo contest highlighted the party.

Sunday's Skippers' Meeting was delayed a bit while *Playboy's* Miss October was modeling with one of our own fleet members, Larry Assalone!! We finally got underway in light and shifty winds, causing



Boats vie for position at the start of the Tenth Annual CAT 44/Gulfstream Regatta in Ft. Lauderdale, Florida.

three general recalls in 16 B fleet.

Tropies and door prizes were presented around 4:30 with Fleet 34, our neighbors to the north, taking the Go-Fast Trophy.

Many thanks go to Port Tack sailboats who made most of the regatta possible. A big thanks also goes out to all of those CAT 44 members who worked hard to see that our regatta ran smoothly. Hope to see y'all next year!!!

DIVISION 9

Spring Fever Points Regatta

Fleet 290, Division 9
North Bend State Park
Kerr Lake, Virginia
May 14-15, 1983
by: Sue Davis

Fleet 290 hosted their Spring Fever Points Regatta, May 14-15, 1983, on Kerr Lake, North Bend State Park, Virginia.

Saturday's weather was wind and sunshine, but as the temperature rose, the winds died and only two races were run. The skippers and crews cooled off with free beer and later a picnic. Afterwards, the dinner tickets were used for the drawing of prizes. Sweat suits, Hobie equipment, Hobie mugs and other miscellaneous items were given away.

Sunday, we were greeted with wind, sunshine and cooler weather. As the races got underway, the winds came up!! They went from moderate to heavy within an hour.

By the end of the second race, the skippers, crews, and race committee were wet and tired. It was so rough on the Lake, the race committee thought they were on the ocean and found themselves checking the anchors several times to make sure the boat was not moving. The chase boat was kept busy between A and B mark checking the flipped boats.

The group, soaked and exhausted, was rewarded with beer and more prizes. Another drawing was held while the scores were tallied. There were more sweat suits, Hobie equipment, and a Miller Lite 50-quart cooler given away.

There were a few gag awards presented too. The "Mack Bull Dog" award was presented to Ed Bush of Richmond, VA. The "A.S.S." Award, "Glad You Were Here" was presented to Mike Jernigan of Chesterfield, VA. The "Cry Baby" Award, "The One with all the Excuses," was presented to Alison Bush, crew and daughter of Ed Bush.

John Kain, Commodore, and Hill Felton, Race Chairman of the regatta, presented the trophies to the winning skippers and crews. Congratulations to all the winners!

Fleet 290 would like to thank the following for their donations and help: North Bend State Park; Miller Brewery, Eden, NC; Pannill Knitting Co., Martinsville, VA; Awards & Trophies Co., Roanoke, VA; The Waterfront, Smith Mountain Lake, VA; Pelican Point Sailing Center, Union Hall, VA;

Swift Print, Martinsville, VA;
Rusty Lacy, Chase Boat;
Daniel Blounte, Race Commit-
tee Boat; Garland Ayscue,
Fleet 97, Henderson, NC.

First Annual Hobie Fleet 294 Michelob Regatta

Fleet 294, Division 9
Tybee Island, Georgia
June 25 & 26, 1983
by: Joe Jarrett

Hobie Fleet 294 sponsored their first ever points regatta June 25 & 26, 1983. Seventy-two entries, the most ever in the Savannah area, attested to the race's success. Competition was intense with several classes being decided by first and second tie-breakers.

The race committee was headed by 294 Commodore, Joe Short and Bob Berry. The race committee postponed the white flag for 18As 30 minutes until approximately 12:30 PM. At that point the winds characteristically clocked from a five knot westerly to a 10-15 knot southeaster. Three races were completed Saturday and one Sunday. Clear skies prevailed and the 90° plus temperatures did little to dispel the enthusiasm.



Boats rest on the beach before the First Annual Hobie Fleet 294 Michelob Regatta on Tybee Island, Georgia.

Saturday's action was close and consistent and the party held poolside at the Lahda Beach Motel afterward was well deserved. Michelob and H & H Distributing of Savannah supplied the beer and T-shirts, Jeffery's Lot, a Tybeeanian bluegrass band supplied the entertainment. Both were fully appreciated.

Sunday's weather was

slightly lighter and again there was a postponement. Tension reared its ugly head as 1982 Division 9, 16A champion, Bob Poteat's crew, along with two other unidentified pranksters, attempted to capsize Division 9 Commodore, Dan Breedan's boat. Fortunately, no one lost any time or beer. This incident typified the fun, camaraderie and good sportsmanship shared by all, particularly the Mt. Pleasant crazies.

Thanks to our many sponsors for the door prizes and beer and special thanks to the Island of Tybee, The Lahda and Michelob for their help and generous support. Finally, hats off to all of the 294 folks for their tireless efforts. Everyone agreed that our first points regatta was a success and we look forward to an even bigger and better one next year. See you then!

DIVISION 10

Lowenbrau Points Regatta

Fleet 400, Division 10
Crane Creek State Park, Ohio
July 16-17, 1983
by: Bill McDaniel



Satisfied winners pose with awards following Fleet 400's Lowenbrau Points Regatta at Ohio's Crane Creek State Park.

were held on Saturday with the third being cancelled when the wind died. The after race party at the Green Derby Bar and Grill made even the most irritable skippers more mellow.

Sunday brought more heat, more humidity and more wind. Two races were held back to back with the course being lengthened for the second race as the wind kept building. A dark front threatened in the west as George Pollauf hurried to total the points before it hit. The local CB unit kept us posted as to changing weather conditions and enabled Commodore Glen Blohm to keep in touch with race Committee Chairman Larry Theis of Sailing Unlimited.

The storm hit just as the Lowenbrau Perpetual Trophy was awarded to Rick White of Fleet 60 for the lowest point accumulation of the series (three points in four races). The boats were cleared from the beach in record time with the aid of John Baertschi's Cat-trapion.

Fleet 400 would like to express its appreciation to the Rangers and maintenance personnel of Crane State Park for providing a perfect regatta site, to Harry Heineman of Miller Distributors and Heineman Winery of Port Clinton and Put-in-Bay, Ohio, for shirts, trophies and beverages.

We would also like to thank Steve Stranahan, Team Sports, Wendy's, Kentucky Fried Chicken, Sailing Unlimited, The Green Derby, WMHE, McDonald's, Dunkin' Donuts, Dave Sullivan Sr. and Division 10.

DIVISION 11

Second Annual Corson's Inlet Ocean Race

Fleet 24, Division 11
Corson's Inlet, New Jersey
August 15, 1983

Fleet 24 hosted Hobie Cat-ters from three states for a fun day of racing after the points season had ended. Race director Chuck Allison set a ten mile long ocean course that featured a short, seventy yard long starting line that saw the current pushing boats over early.

Barb and Dan Bullock took a great shore-end start in only two feet of water to lead the fleet out to the shallow sand bar that closes off the inlet to power boats. After rounding a mark set just over the shoal, the fleet set out on a 3½ mile upwind beat in slowly building light air. The fleet of Hobie 16s and two turbos was closely packed until the start of the five mile downwind leg. Turbo skipper Bill Wetty and race leaders George Schmidbauer and Jay Gouzo duelled offshore as they searched for the third mark which had been set just off the end of an old fishing pier. Reaching the finish line demanded an upwind beat into a four knot current and a 15 knot sea breeze! The result was some great finishes as Jay Gouzo and crew failed to lay the line allowing George Schmidbauer to capture the win.

Prizes were bottles of champagne and beer for all. A special finish line salute was given for Bob Firth who struggled over the course in his first race. He was greeted at

the line with cheers and a cold one for being so stubborn.

DIVISION 12

The Northeastern Championships

Fleet 124, Division 12
Great South Bay, New York
July 16-17, 1983
by: Charlie Carpenter

The Northeastern Championship Regatta was held on the Great South Bay off the south shore of Long Island. The race was sponsored by Absolut Vodka and hosted by Hobie Fleet 124. As the saying goes, everyone had an Absolut-ly great time.

The Great South Bay, famous for its strong winds and big chop, did not live up to its reputation. We were treated to moderate, shifty, northwestern winds for the majority of the weekend. However, there was plenty of air for spirited sailing and the final race on Saturday was sailed in a challenging northwest wind gusting up to 25 knots.



Hiking out during the Northeastern Championships where 25 mph gusts made for spirited sailing.

The annual July regatta at Heckscher State Park has rapidly developed a tradition of good racing and enjoyable social activities. The event attracts many novice racers who are so impressed with the Hobie Day they become regulars on the regatta circuit. Heckscher State Park is perfectly suited for a Hobie regatta with extensive beach area and plenty of parking. There is a campsite just up the road. Absolut Vodka continues to be an exceptional sponsor, providing us with super T-shirts (the best I've

ever seen), a wild cocktail party and awards for top finishers.

Sincere appreciation goes out to park superintendent, Mr. Fred O'Neil; Absolut Vodka, the members of Fleet 124 and the many personal friends who worked so hard to make this a successful weekend.

Rum Runners Regatta

Fleet 448, Division 12
Narragansett, Rhode Island
July 23, 1983

by: Jim Lockwood

Every fleet probably has at least one boat crewed by someone like Hank and Pete Voorvaart. They come to every regatta, are the last to rig their boat, the first to tap the keg and always seem to catch a rudder on a lobster pot. It's almost as if there was a black cloud over their boat. Hank and Pete got their revenge on the rest of the fleet by volunteering to run a regatta in our summer series. They thought that if they were in charge, they could change the rules enough to win. And so, Local Buoys #3 turned into the Rum Runners Regatta.

The regatta flyer stated, "Pirate costume is required in order to participate! Violators of this order will be publicly flogged and ultimately keel-hauled!" It was a pretty flashy bunch of swashbucklers and serving wenches (not to mention a mermaid and Nancy, Queen of the Jungle) that showed up on the beach. Eye patches and jolly roger flags were given out instead of the usual t-shirts. All this added to the normal pre-skippers meeting confusion as swordfights broke out when people, lacking their depth perception, bumped into each other.

The day was a good mixture of fun and serious racing. Relay races with LeMans starts were held, using rubber knives for batons. (Ken, next time remember that as you give the boat that final push in a LeMans start, you're supposed to jump on.) A half-hearted attempt was led by Don to board the Southland, a local party boat. Some triangle races were held. One almost had to be cancelled when a local fisherman attempted to tie his boat up to C mark just as the fleet approached. Special thanks to



Hobie "pirates" spy their next victim off Narragansett, Rhode Island during Fleet 448's Rum Runners Regatta.

Charlie for picking up Evans after he fell off his boat in race two. And the race committee, Mo, Sue and Debbie, want to thank Jim for getting the starting line mark hung up under his tramp at the start of race three, giving them a bigger mark to sight the line on.

Between the races, Linda, Mark and Sharon kept the rum flowing and put together a cookout. Later, some of the fleet decided to go back out and fly hulls. True to form, Hank capsized by himself directly upwind of a stone jetty. With five people in the water to keep the Hobie off the rocks, it was righted with Pete on board. Within minutes, he managed to capsize in the same spot! (Maybe it's genetic!)

At the awards presentation, as he was thanking everyone responsible for contributing to a perfect day, Hank looked up and said, "Let's thank God for good winds and no fog for a change . . . maybe we should sacrifice a dog!"

DIVISION 13

Copa Nikolai de San Juan Regatta

Fleet 133, Division 13
Isla Verde, Puerto Rico
June 11-12, 1983
by: Dorian Goldberg

On June 11-12, 1983, we held the "Copa Nikolai de San Juan" Regatta off the Isla Verde Hobie Beach. A total of 96 participants competed on Hobie 14's A & B, 16 A & B, and 18s. Sponsors asked that the entry fee be free of charge for all, which made it quite a nice event. Included in a goody bag were: T-shirt, poster, visor, canvas bag, towel

wallet, and Saturday's chicken lunch, Sunday's Vodka Happy Hour coupon, and loads of Coca-Cola.

On Saturday, we held four triangle buoy races in winds of 15 to 20 knots and seas with two to three-foot swells, and clear blue skies. Sunday's activities began with the Hobie Cat San Juan Cup race at 11:35 a.m. for the Hobie 14, 16, and 18. The San Juan Cup goes back to 1973 when originally the Hobie 16 raced from Fajardo to Vieques and then to Culebra and back to Fajardo; while the Hobie 14 went to El Morro, starting and ending with Isla Verde. It's a two to three-hour race (for the faster boats), starting behind P. R. Sailboats, short windward leg to the Cangrejos Governor's Buoy leaving it to port, then a 1½ hour roller coaster swell ride down to Buoy #1 at the entrance of the San Juan Bay (front of El Morro Castle), leaving this buoy to starboard, beating upwind on four to six-foot swells (faster boats take two hours), again to the Governor's Buoy of Cangrejos, except this time leaving it to starboard, and a short downwind leg to the finish line in front of P. R. Sailboats.

DIVISION 14

Second Annual Keystone Battle of the Hobie Sailors

Fleet 25, Division 14
September 3, 1983

Last Labor Day weekend, Fleet 25 held the First Annual Keystone Battle of the Hobie Sailors and had such a good time that we decided to hold the Second Annual Keystone

Battle of the Hobie Sailors at the same time this year. Last year, Fleet 27 of Wichita paid us an unexpected visit, participated in the activities and beat the socks off us. This year, we invited them back.

The first event scheduled was the best out of three volleyball tourney. After the first two games, the score was tied one to one but Fleet 27 must have been practicing because they pulled out all the stops and beat Fleet 25 in the tie-breaking third game.

After a short breather, a sack race was held. The Fleet 25 girls did well with Peg Mabree and Sharon Hamm winning their contests. The Fleet 25 guys were pinched out at the finish line despite the efforts of Manny Reyes and Bob Williamson who hopped their hearts out. Sara van Sickle of Fleet 25, broke the tie by beating Jolene, one of the Fleet 27 kids, in the "get out all your guns" last race.

The ever popular egg toss was held next. The "cackleberry catch" is a real favorite. Everyone enjoys seeing others with egg on their face. Will Henry and Chris Henry of Fleet 25 won the contest by tossing their egg the furthest without breaking it.

After the egg toss, a tug of war was held. Eight participants from both fleets pulled on their cat gloves and struggled to pull the other team over the line. Fleet 27 had participated in a tug of war at their city's Riverfest so they had inside knowledge of tugging strategies. They won the contest. Congratulations Fleet 27!

The day's events came down to a tie-breaking Hobie relay. The skipper and crew were to chug a beer, run to their boats taking the empty can with them, sail to the other side of the cove, fill up the can with sand and sail back where a second team would repeat the procedure. Despite the best efforts of Sharon Hamm, Dave Young, Terry Cedar and Doug Mullett, Fleet 27 won this event as well as the entire Second Annual Keystone Battle of the Hobie Sailors. They were presented with the travelling trophy for the second year.

At dusk, we built a bonfire, set out luminaries and listened to the tunes of Bob Williamson on the guitar. It was a fine

ending to a fine day. O.K. you other Division 14 fleets, we've tried to defeat Fleet 27 twice in a row. Come to Keystone next Labor Day weekend and help us take that trophy away from them!

DIVISION 15

Hog's Breath #7

Fleet 178, Division 15
Ft. Walton Beach, Florida
May 21-22, 1983
by: Kay Brooks

Finally, the weather gods smiled for a weekend, and the 1983 Hog's Breath Regatta began with this good omen. Early registration Friday showed about 75 boats already signed up. With the help of many good-hearted souls, parking, arranging of trailers, and launching of boats was handled smoothly. They must have known exactly what they were doing, because they did the same great job Saturday when the remainder of the 210 boats showed up to be maneuvered into place.

Susan Rhodes and her covey of workers (both Friday night and Saturday morning) frantically gave directions, fielded questions, collected money, suggested shirt sizes (and exchanged accordingly), sold calendars, and hustled the Hobie 14 donation tickets. Jack Pranzarone (coordinator of the whole affair) walked around with a chronic frown and slit eyes, seemed to talk through clenched teeth, and had a tendency to draw out his sentences: "You-can't-find-what? . . . You-need-what-when?"

Saturday morning saw everyone excited—and I mean excited!! The weather was good; there was wind, beer, Hobies everywhere, and plenty of people exchanging ideas about boat rigging. Scores of new girls for our guys to look at, and new guys for our girls to check out!! Really everything Hobie



Sally Chestnut

Double trapezing at the seventh Hog's Breath Regatta in Ft. Walton Beach, Florida.

Catters race for—a perfect setting!!

After the skippers' meeting and general instructions, Jack Pranzarone bid everyone adieu and set out for the Pele, committee boat for the "A" course. Others in authoritative positions set out for their spots, either on the Pele or Wynn Nolan's boat, committee boat for the "B" course. Grunting and hopping up and down into butt buckets (rather than unhooking one side and stepping in), sliding into gloves (some reinforced with silver duct tape), pulling out protest flags to check for good working order (praying one wouldn't be flown against you) . . . up and down the beach, all this went on—the Hobie ritual before the race begins.

I sailed on "B" course, so am not able to give first-hand information about the activities on the "A" side. I heard that on the first race, though, some rounded "B" course's B-mark thinking it was one of theirs. "B" course's A-mark sank before the second race, but everyone sailed right around where it should have been, acting as if it were sitting right there.

The boats close enough to talk back and forth didn't; maybe because someone would tell them there really wasn't a mark there at all. I couldn't believe it; everyone sailing to B-mark as if nothing were wrong. Finally (and I mean maybe five minutes after the race was started) a chase boat hollered at all of us to restart. Then everyone turned around as if to say "I knew there was no A-mark—I just wanted the chase boat to confirm it."

"B" course sailed one race and lunched; "A" course sailed two races and lunched; all of which was a good idea and made for plenty of room on the beach. Skippers and crews filled up on hot dogs, cokes, and beer, hollering across to competitors, "How'd you do?" Standard answers: "First or second" or "middle of the pack," or "not too good." Then, back to their boats for the rest of their races and the things that they were to do that become memories—both good and bad.

Late Saturday afternoon found everyone tired and happy. Almost everything went smoothly on both courses, and Pranzarone was seen to smile. Even

FLEET NEWS

the Park Rangers were smiling as we hadn't trespassed too heavily against their regulations. The traditional pork barbecue, sponsored by the Hog's Breath Saloon, was great, and everyone pigged out again and again (pardon the pun). The traditional sandspurs were in their usual places as all without their shoes can attest. Replete, skippers and crews drifted away to regroup and recuperate for Sunday's trials.

Another beautiful day dawned and the second

day of the Hog's Breath points regatta began. (This is a first, isn't it? A two-day, five-race, POINTS regatta??)

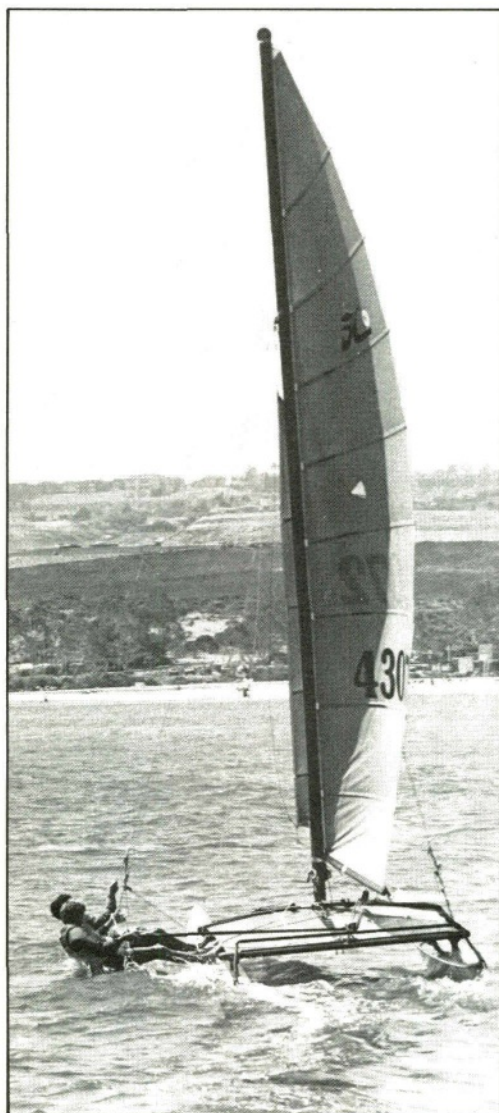
Fierce battling grew on both courses as contestants vied for coveted places. Breaths were held as boats inched by each other to either fall back or surge ahead, the losing skipper with a stony look to his face and the skipper edging by with an equally blank stare, although you knew he was "ya-hooing" inside. Some boats were encouraged lovingly; oth-

ers harshly.

Finally, the last race finished, and the last two days' competition became history. It was time for the trophy presentations. Pranzarone, now back to his usual self—smiling and benign—set about the ceremonies. It took a while to get to the actual races because there were so many people whose hard work and efforts deserved recognition and sincere thanks. The trophies were beautiful—heavy and rich looking, and the crew members received one

too. Charlie Thornton got a baptism in the Bay for taking a first place in Hobie 16 B-Fleet. A "No-two-ways-about-it, you-go-to-A-Fleet-forever" when you take that award. As usual, even though there were many, many out-of-towners, Fort Walton Beach took its fair share of well-earned awards. The annual event was an overall unqualified success, a good time, and are you going to do it again next year, Jack??

REGATTA RESULTS



DIVISION 1

PORTLOCK REGATTA
FLEET #6, DIVISION #1
KAILUA, HAWAII
MAY 1, 1983

HOBIE 18A	POINTS
1. Froome, D.	3 1/2
2. Driscoll, J.	6 3/4
3. Culbertson, T.	10
4. Rothwell, M.	11
5. O'Sullivan, D.	13
6. Grove, L.	17

HOBIE 16A	POINTS
1. Furukawa, M.	5 3/4
2. VanDeVerg, P.	6 3/4
3. Irvine, B.	6 3/4
4. Blaha, T.	10
5. Palanca, R.	19
6. Harwood, B.	20
7. Kaan, K.	20

HOBIE 16B	POINTS
1. Foote, B.	4 1/2
2. Talpas, R.	4 3/4
3. Mailheau, D.	9

HOBIE 16C	POINTS
1. Goodman, T.	2 1/4
2. Rodriguez, T.	4 3/4

HOBIE 14	POINTS
1. Mullins, T.	2 1/4

MICHELON TUNE UP
FLEET #6, DIVISION #1
KAILUA, HAWAII
MAY 15, 1983

HOBIE 18	POINTS
1. O'Sullivan, D.	4 3/4
2. Driscoll, J.	6 3/4
3. McFoull, D.	7 3/4
4. Rothwell, M.	11
5. Ching, A.	14
6. Lee, B.	18

HOBIE 16A	POINTS
1. Schutz, B.	6 1/2
2. Van Deverg, P.	7 3/4
3. Harwood, B.	10
4. Blake, T.	10
5. Furukawa, M.	11
6. Irvine, B.	16

HOBIE 16B	POINTS
1. Coles, S.	6 3/4
2. Woehl, R.	7
3. Foote, B.	8 3/4
4. Smith, K.	10 3/4
5. Mailheau, D.	13
6. Talpas, R.	16

HOBIE 16C	POINTS
1. Atwell, M.	4 1/4
2. Rodriguez, T.	9
3. Burke, J.	10
4. Goodman, T.	10
5. Orrick, A.	16
6. Garcia, D.	17

HOBIE 14	POINTS
1. Shronz	4 1/2
2. Mullins, T.	6 3/4
3. Hawell, B.	7

MICHELON MEMORIAL DAY REGATTA
FLEET #6, DIVISION #1
KAILUA, HAWAII
MAY 28 - 30, 1983

HOBIE 18A	POINTS
1. McFaul, D.	5
2. Rothwell, M.	9 1/2
3. Ching, A.	16
4. Culbertson, T.	21
5. Andresen, H.	22
6. Grove, L.	23
7. O'Sullivan, D.	24

HOBIE 18B	POINTS
1. Gilbert, L.	7 1/4
2. Lee, B.	9 3/4
3. Foote, B.	11 3/4
4. King, J.	13 3/4

HOBIE 16A	POINTS
1. Lung, D.	8 1/2
2. Schatz, B.	9 1/2
3. Wythes, B.	13 3/4
4. Harwood, B.	17
5. Montague, M.	21 3/4
6. Blaha, T.	29
7. Palanca, R.	29
8. VanDeVerg, P.	32
9. Irvine, B.	43

HOBIE 16B	POINTS
1. Sullivan, J.	9 1/4
2. Holden, D.	12 3/4
3. Peebles, D.	15
4. Mailheau, D.	19
5. Woehl, R.	20 1/2
6. Smith, K.	23
7. Coles, S.	28
8. Young, C.	38
9. Hershorn, P.	39

HOBIE 16C	POINTS
1. Burke, T.	6 1/4
2. Orrick, A.	12 1/2
3. Paul, P.	15 3/4
4. Wellen, D.	20
5. Garcia, D.	22
6. Rodriguez, T.	29
7. Atwell, M.	29
8. Goodman, T.	30
9. Tate, C.	41
10. Johnson, M.	47
11. Padilla, H.	53
12. Johnson, G.	57

HOBIE 14	POINTS
1. King, P.	7
2. Schranz, R.	7 1/2
3. Mullins, T.	14
4. Howell, B.	16

DIVISION 2

DEL REY AT THE GULCH REGATTA
FLEET #57, DIVISION #2
CABRILLO BEACH, CALIFORNIA
JULY 9 - 10, 1983

HOBIE 18A	POINTS
1. Thomas, Bob	5 1/2
2. Blakanja, Krist	14 3/4
3. Parizeau, Paul	17
4. Douglas, David	18
5. Acreman, Corky	23
6. Lindley, Ted	27
7. Brown, Chuck	27
8. Brown, Roger	28
9. Timm, Steve	29 3/4
10. Wright, Craig	31
11. Munsey, George	31 3/4
12. Brown, Rick	32
13. Woods, Wayne	36
14. McGraw, Jock	44
15. May, Rich	59

HOBIE 18B	POINTS
1. Clair, Bob	4 1/4
2. Haket, Fred	8 3/4
3. Liberatore, Alan	10
4. Preiss, Mike	14 3/4
5. DeLong, Tom	18
6. Coffey, Jim	24
7. Alden, Steve	25
8. Dunn, Tim	27
9. McCurry, Chuck	34
10. Switzer, Ian	35
11. McKee, Ron	39

HOBIE 16A	POINTS
1. Christensen, K.	3
2. Bell, Brian	10 3/4
3. Oltmans, Don	11
4. Hauser, John	15
5. Seaman, Bob	20
6. Howard, Ray	20
7. Casher, Jeff	22
8. Walsh, Geoff	25
9. Schafer, Wayne	26
10. Christensen, T.	37
11. Dockstader, Lee	42
12. Harris, John	45
13. Newsome, Jeff	48
14. Delave, Dan	53
15. Shibata, Daryl	57
16. Greer, Bill	58

REGATTA RESULTS

17. Fogerty, Fred	59
18. Rathbun, Pat	67
19. Rose, Ben	75
20. Klaidman, Lori	77
21. Gantsweg, Marv	81

HOBIE 16B POINTS

1. Hall, Herb	4 1/4
2. Magill, Gary	18
3. Ward, David	20
4. Gifford, Kent	25 3/4
5. Billings, Ludi	26
6. Petti, Paul	28
7. Proietto, Perry	28
8. Butcher, Ross	28
9. Hammond, Marshal	32
10. Wentworth, Scott	32
11. Olson, Jami	38
12. Novell, Steven	39
13. Sims, Greg	40
14. Johnson, Wayne	45
15. Bailey, Gordon	46
16. Rossetti, Tony	49
17. Evans, John	60
18. Shibley, Bruce	66
19. Barbarika, Harry	74
20. Flood, Tyler	81
21. Fields, Chris	81
22. Mayeski, Paul	83
23. Corell, Darrell	85
24. Leth, Linda	86

HOBIE 16C POINTS

1. Brulee, Rudy	4 1/4
2. Fujimoto, Craig	11 3/4
3. Elter, Ron	14
4. Barger, Ray	15
5. Damros, John	19 3/4
6. Lockwood, Pete	20
7. Rounds, Tom	24
8. Conner, Jeff	24
9. Keane, Ed	31
10. Ives, Dan	35
11. Scott, Michael	40
12. Lockhart, Roger	45
13. Simons, Larry	46
14. Thompson, Mike	49
15. Daub, Tony	49
16. Cardinale, Vince	55
17. VonLeden, Jon	61
18. Robinson, Rich.	20
19. Tarillo, T.	75
20. Lundberg, Ron	76

HOBIE 14A POINTS

1. Wagniere, Ron	3
2. Linn, Jack	10
3. Fields, Bruce	10 3/4
4. Bush, Marty	17
5. Blount, Dick	19
6. Legge, Mike	20
7. Patterson, Mike	24
8. Legg, Jim	27
9. Lantz, Dick	34

WOFFORD HEIGHTS REGATTA
FLEET #167, DIVISION #2
LAKE ISABELLA, CALIFORNIA
JULY 16 - 17, 1983

HOBIE 18A POINTS

1. Clacher, Dave	7 3/4
2. Timm, Steve	8 3/4
3. Brown, Chuck	9 3/4
4. Brown, Rick	13
5. Biakanja, Krist	13 3/4
6. Poitras, Lou	30
7. Lewis, Jim	30
8. Douglas, David	32
9. Woods, Wayne	35
10. Ruiz, Richard	37

HOBIE 18B POINTS

1. Wooding, Bill	4 1/2
2. Samson, Marc	8 3/4
3. Myrann, Bob	13
4. Covey, Ken	13 3/4
5. Liberatore, Alan	16
6. Springer, Tom	21

HOBIE 18C POINTS

1. Eby, Shea	5 1/2
2. Cline, Brad	6 1/2
3. Harris, Jim	9 3/4
4. Effinger, Dan	13
5. Barr, Jim	17

HOBIE 16A POINTS

1. Alter, Jeff	4 1/2
2. Seaman, Bob	11 3/4
3. Casher, Jeff	15
4. McCormick, Pat	17
5. Walsh, Geoff	18
6. Hauser, John	18 3/4
7. Schafer, Wayne	22
8. Heath, Frank	31
9. Materna, Tom	35
10. Winkler, Udo	39
11. Newsome, Jeffrey	41
12. Hall, Herb	43
13. Forgrave, John	45
14. Ketterman, Dan	49
15. Oltmans, Don	49
16. Delave, Dan	52
17. Howard, Ray	58
18. Ensor, Mark	60
19. Dixon, Scott	62

HOBIE 16B POINTS

1. Brulee, Rudy	6 1/2
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2. McDonald, M.	12 3/4
3. Patterm, Pat	14 3/4
4. Burge, Mark	23
5. Ware, John	29
6. Payne, Stevan	29 3/4
7. Alter, Paula	31
8. Ward, David	34
9. Rossetti, Ron	34
10. McGrath, Mark	34
11. Fujimoto, Craig	35
12. Johnson, Chuck	39
13. Gerbluck, Bill	41
14. Rodberg, John	42
15. Rendler, John	42
16. Fields, Bruce	51
17. Elter, Ron	58
18. Kaney, Steve	67
19. Corell, Darrell	72
20. Smith, Dean	75
21. Priorette, Perry	84
22. Barbarika, Harry	87
23. Rogers, Terry	88

HOBIE 16A POINTS

1. Christensen, K.	3 1/2
2. Alter, J.	5 3/4
3. Egusa, A.	5 3/4
4. Walsh, G.	15
5. Casher, J.	17
6. Oltmans, D.	18
7. Hauser, J.	19
8. Martin, G.	21
9. Hernandez, C.	28
10. Forgrave, J.	30
11. Miller, H.	31
12. Schafer, W.	32
13. Crider, D.	33
14. Winkler, U.	35
15. Howard, R.	37
16. Christensen, T.	38
17. Harris, J.	41
18. Weaver, G.	36
19. Dockstad, L.	48
20. Chee, M.	49
21. Bell, B.	49
22. Fogerty, F.	51
23. Dixon, S.	59
24. Newsome, J.	63
25. Brulee, R.	64
26. Hall, H.	66

HOBIE 16C POINTS

1. Hager, John	11 3/4
2. Leonard, Allen	17 3/4
3. Zickefoose, D.	18
4. Hundley, Thomas	19 3/4
5. Chaney, Bill	24
6. Perez, Mike	26 3/4
7. Jones, Michael	28
8. Delfino, Carl	29
9. Spencer, Gary	30
10. Summer, Terry	32
11. Paulson, Eric	32 3/4
12. Seales, Hobie	40
13. Jeffrey, Dave	43
14. Prusa, Jeff	43
15. Lehman, Bert	47
16. Braught, Don	53
17. Cardinale, Vince	54
18. Landino, Steve	76
19. Harlow, Jeff	78
20. Palanco, Rick	80

HOBIE 16NOVICE POINTS

1. Lobre, Frank	4 1/4
2. Hunt, Ray	17 3/4
3. Cargill, Bob	17 3/4
4. Fussell, Trent	21
5. Adkins, Scott	32
6. Lowry, Wayne	33
7. Reese, Roger	35

HOBIE 14A POINTS

1. Morris, Bob	4 1/4
2. Hilliard, Cliff	5 1/2

HOBIE 14B POINTS

1. Sajdak, Jim	3
2. Tim Ryan	5

HOBIE 14 TURBO POINTS

1. Johnson, Ron	4 1/4
2. Pratt, Rod	8

TODOS SANTOS REGATTA

FLEET #4, DIVISION #2
CAMP LA JOLLA, MEXICO
JULY 23 - 24, 1983

HOBIE 18A POINTS

1. Douglas, B.	4 3/4
2. Parizeau, P.	5 3/4
3. Thomas, B.	7 3/4
4. Biakanja, K.	13
5. Linley, T.	13
6. Munsey, G.	15
7. Acreman, C.	15
8. Timm, S.	22 3/4
9. Brown, R.	22
10. Kimball, J.	23
11. Drake, S.	37
12. Brown, R.	38
13. Buchanan, R.	39
14. Mark, R.	41
15. Burton, C.	42
16. Clair, B.	46
17. Hurwitz, S.	46
18. McGrath, M.	47
19. Ruiz, R.	48
20. Poitras, L.	49
21. Rafuse, S.	54
22. Lewis, J.	64
23. Brown, C.	69

HOBIE 18B POINTS

1. Mande, W.	5 3/4
2. Preiss, M.	5 3/4
3. Bull, P.	12 1/2
4. Liberatore, A.	7
5. Hershfield, J.	15
6. Ponte, C.	15
7. Samson, M.	17
8. Huebner, P.	18
9. McCurry, C.	23
10. Crimes, E.	26
11. McFadden, I.	27
12. Rotholz, B.	35
13. McKee, R.	38
14. Johnson, M.	45
15. Pilato, F.	45

HOBIE 18C POINTS

1. Dunn, T.	2 1/4
2. Obrien, B.	6 3/4
3. Allison, D.	9
4. Ross, B.	9
5. Ritenour, F.	15
6. Debolt, B.	17
7. Smith, H.	18

8. Lewis, C.	24
9. Urvinikta, P.	24
10. Kaplan, D.	28
11. Miller, S.	29
12. Hartsell, J.	34
13. Parsons, M.	36
14. Atkeson, E.	37

HOBIE 16A POINTS

1. Christensen, K.	3 1/2
2. Alter, J.	5 3/4
3. Egusa, A.	5 3/4
4. Walsh, G.	15
5. Casher, J.	17
6. Oltmans, D.	18
7. Hauser, J.	19
8. Martin, G.	21
9. Hernandez, C.	28
10. Forgrave, J.	30
11. Miller, H.	31
12. Schafer, W.	32
13. Crider, D.	33
14. Winkler, U.	35
15. Howard, R.	37
16. Christensen, T.	38
17. Harris, J.	41
18. Weaver, G.	36
19. Dockstad, L.	48
20. Chee, M.	49
21. Bell, B.	49
22. Fogerty, F.	51
23. Dixon, S.	59
24. Newsome, J.	63
25. Brulee, R.	64
26. Hall, H.	66

HOBIE 16B POINTS

1. Nash, W.	8
2. Hansen, E.	13
3. Elter, R.	13 1/2
4. Tyler, R.	14
5. Rendler, B.	18
6. Tilley, J.	19
7. Alter, P.	19 3/4
8. Johnson, W.	21
9. Wentworth, S.	24
10. Day, R.	30
11. Barbarika, H.	33
12. Wheaton, W.	34
13. Proietto, P.	35
14. McCall, K.	35
15. Jeavons, R.	36
16. Mayeski, P.	41
17. Sims, G.	50
18. Magill, G.	53
19. Grimes, J.	51
20. Flood, D.	52
21. Halbertstad, M.	56
22. Tilger, B.	57
23. Carpenter, G.	59
24. Poulos, R.	61
25. Kurt, B.	63
26. Jasenik, R.	72
27. Petti, F.	74
28. High, C.	86
29. Michelson, G.	89
30. Shibley, B.	90
31. Butts, F.	96
32. Blain, M.	100
33. Bowles, P.	108
34. Harper, F.	108
35. Rhodes, K.	108
36. Wright, J.	108

HOBIE 16A POINTS

1. Christensen	6 1/2
2. Egusa, A.	10 3/4
3. Veneman, C.	13
4. Walsh, G.	27
5. Oltmans, D.	28
6. Howard, R.	31
7. Shearer, M.	32
8. Miller, M.	36
9. Alter, J.	39
10. Ketterman	40
11. Casher, J.	41
12. Porter, Pat	51
13. Leo, S.	51
14. Heath, Fran	53
15. Martin, G.	53
16. Materna, T.	54
17. Schafer, W.	56
18. Greer, B.	59
19. Shearer, A.	60
20. Concin, J.	63
21. Bell, B.	64
22. Forgrave, J.	68
23. Polnger, G.	75
24. Dockstad	76
25. Crider, D.	79
26. MacDonald	94
27. Dixon, S.	95
28. Winkler, H.	99
29. Christensen	103
30. Rathbun, P.	105
31. McGraw, J.	105
32. Newsome, J.	107
33. Rose, Ben	111
34. Berg, Carl	126
35. Delave, D.	130
36. McNamara, R.	130
37. Brulee, R.	131
38. Hall, M.	147
39. Howard, J.	152

HOBIE 16C POINTS

1. Luckey, O.	5 3/4
2. Hipolite, G.	3 3/4
3. Patterkiew, Z.	7 1/2
4. Byrne, P.	15
5. Aparicio, D.	19
6. Vogt, M.	22
7. Welch, R.	25
8. Conner, J.	29
9. Gilb, S.	29
10. Muto, K.	30
11. McFadden, T.	30
12. Zimmerman, G.	32
13. Miller, S.	32
14. Senerchia, B.	32
15. Paulson, F.	39
16. Weaver, S.	40
17. Harscheid, D.	46
18. Peinado, C.	48
19. McLow, J.	52
20. Jones, M.	59
21. Braught, D.	60
22. Van Assche, P.	61
23. Krall, B.	62
24. Perlmutter, J.	66
25. Ward, T.	67
26. Cook, J.	68
27. Von Leden, J.	78
28. Munsey, H.	78
29. Benson, B.	79
30. Addison, P.	81
31. Williams, J.	82
32. Burtless, G.	94
33. Ghio, W.	95
34. McCauley, D.	105
35. Cataland, D.	106
36. Foster, R.	112
37. Twomey, T.	117
38. Valasquez, J.	119
39. Ramirez, R.	123
40. Dyer, J.	124
41. Piper, D.	124
42. Johnson, W.	133
43. Bentsen, R.	147
44. Bussey, J.	147
45. Grimaud, M.	147
46. Inshower, J.	147
47. Kendall, R.	147
48. Kirk, R.	147
49. Uber, B.	147

HOBIE 16B POINTS

1. Ward, D.	8 1/2
2. Butcher, R.	11
3. Patterm, P.	23
4. Fields, R.	23
5. Rendler, B.	25
6. Magill, G.	25
7. Proietto, P.	31 3/4
8. Hitch, J.	33 3/4
9. Mason, J.	34 3/4
10. Elter, Ron	38
11. Ploss, D.	50
12. Novell, S.	51
13. Hammond, M.	53
14. Legge, M.	59
15. Barbarika	61
16. Tilley, J.	61
17. Biblings, L.	63
18. Alter, P.	66
19. Kofahl, D.	70
20. Tilger, B.	73
21. Wentworth	74
22. Evans, J.	74
23. Moe, Larter	84
24. Geolingo, A.	90
25. Rossetti, R.	93
26. Payne, S.	93
27. Tyler, R.	100
28. Corell, D.	103
29. Kurt, B.	105

HOBIE 16NOVICE POINTS

1. Lockhart, R.	3 1/2
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2. Buchanan, D.	5 3/4
3. Darby, B.	10
4. Donesley, G.	12
5. Valentine, T.	12

REGATTA RESULTS

2. Dotson, C.	6 3/4
3. Kitowski, R.	7
4. Freeman, K.	12
5. Carney, B.	12
6. Poncin, J.	13
7. Howell, B.	16
8. Wood, B.	16
9. Allen, J.	26

HOBBIE 14B	POINTS
1. Aranda, D.	2 1/4
2. Williams, C.	7
3. Taylor, S.	9

WOMEN'S HOBBIE 16 CHAMPS DIVISION #3 UNION VALLEY, CALIFORNIA JULY 30 - 31, 1983

HOBBIE 16	POINTS
1. Skarstedt, B.	4 1/4
2. Robertson, L.	5 1/2
3. Russell, C.	12
4. Crema, A.	19
5. Weff, P.	20
6. Millhollen, B.	23
7. Gustin, J.	28
8. Franklin, K.	34
9. Kennedy, J.	34
10. Arnada, D.	36
11. Mathews, E.	37
12. Farris, S.	37
13. Scott, L.	46

DIVISION 4

REGATTA RESULTS
FLEET #105, DIVISION #4
C.J. STRIKE RESERVOIR, IDAHO
MAY 21 - 22, 1983

HOBBIE 18	POINTS
1. Insinger	3
2. Polhemus	3 3/4
3. Rasmussen	12
4. Sander	14
5. White	14

HOBBIE 16A	POINTS
1. Bowen	3 1/2
2. Hansen	6 3/4
3. Woodard	10
4. Olsen	10

HOBBIE 16B	POINTS
1. Elliott	5 3/4
2. Hofstetter	8
3. Mircale	8 3/4
4. Quick	8 3/4
5. Carter	16
6. Kircher	18
7. Mircale, D.	25

REGATTA RESULTS
FLEET #105, DIVISION #4
C.J. STRIKE RESERVOIR, IDAHO
JUNE 11 - 12, 1983

HOBBIE 18	POINTS
1. Insinger	4 3/4
2. Armstrong	9 3/4
3. Rasmussen	12
4. Sander	19
5. White	19

HOBBIE 16A	POINTS
1. Woodand	2 1/4
2. Bowen	6
3. Hansen	9
4. Elliott	13
5. Olson	15

HOBBIE 16B	POINTS
1. Barnes	6 1/2
2. Carter	7 1/2
3. Quick	9

REGATTA RESULTS
FLEET #105, DIVISION #4
CASCADE, IDAHO
JULY 2 - 3, 1983

HOBBIE 18	POINTS
1. Armstrong	4 1/4
2. Sander	7 3/4
3. Wolfe	7 3/4
4. Rasmussen	16
5. Rand	19
6. Compton	23

HOBBIE 16A	POINTS
1. Woodand	4 3/4
2. Bowen	7 3/4
3. Elliott	7 3/4

HOBBIE 16B	POINTS
1. Hofstetter	4 1/4
2. Barnes	9 3/4
3. Stanczak	10
4. Krumm	10 3/4
5. Quick	18
6. Kireher	18

CASCADE REGATTA
FLEET #105, DIVISION #4
CASCADE, IDAHO
JULY 23 - 24, 1983

HOBBIE 18	POINTS
1. Sander, P.	6 3/4
2. Wolfe, D.	8 3/4
3. Barnes, J.	10
4. Insinger, J.	13 1/2
5. Cryslar	15

HOBBIE 16A	POINTS
1. Woodland, C.	7 1/2
2. Polhemus, S.	11 1/2
3. Hofstetter	11 3/4
4. Olson, C.	15
5. Rasmussen, D.	17
6. Julian	18
7. Elliott, J.	22
8. Hansen, B.	21

HOBBIE 16B	POINTS
1. Stanczak	4 1/4
2. Quick	5 1/2
3. Kincher	14

MOUNT ST. HELENS BLOWOUT
FLEET #72, DIVISION #4
PORTLAND, OREGON
AUGUST 6 - 7, 1983

HOBBIE 18A	POINTS
1. Ling, Tom	9 1/2
2. Butler, Paul	10
3. Verrinder, Bob	13 1/2
4. Melton, Jim	13 1/2
5. Bonica, John	19 3/4
6. Riggle, Tom	24
7. Simpson, Larry	27

HOBBIE 18B	POINTS
1. Marshack, Ken	3 3/4
2. Gorman, Bob	10 3/4
3. Beard, Jerry	13
4. Weeks, Steve	20
5. Horswill, Jim	21

HOBBIE 61A	POINTS
1. Christensen, T.	13 3/4
2. Behrend, Doug	18
3. Kasten, Don	23 1/2
4. Purdy, John	24 3/4
5. Allen, Don	25
6. Glover, Bill	25
7. Wenker, Geoff	25 3/4
8. Severs, Lenny	29
9. Bundege, Chris	31
10. Carter, L.	36 3/4
11. Dickinson	41

HOBBIE 16B	POINTS
1. ZOP	6 1/4
2. Armstrong, Sean	12 3/4
3. Marshall, Lee	14 1/2
4. Fuller, Keith	15
5. Williams, Bill	20
6. Johnson, Mary	26
7. Fisher, Jeff	32

HOBBIE 16C	POINTS
1. Smith, Randy	8 1/2
2. Chalupney, C.	11 3/4
3. Wood, Ron	11 3/4
4. Steffes, Paul	15
5. Larson, David	16
6. Nielsen, Paul	20 3/4
7. Scouel, Mike	24
8. Newberry, Mark	28
9. Ramseyer, Jeff	32
10. Mahoney, Tim	34
11. Brown, Ric	37
12. Sekel, Steve	40
13. Wills, Steve	45
14. Duffers, Kurt	49

HOBBIE 14	POINTS
1. Verrinder, Brain	5
2. Ursich, Greg	8 1/2
3. Fuller, Susan	13
4. Score	20

DIVISION 5

GLENDON REGATTA
FLEET #156, DIVISION #5
ALCOVA, WYOMING
JULY 9 - 10, 1983

HOBBIE 18A	POINTS
1. Foust, Glenn	7 1/2
2. Brabant, Jan	8 3/4
3. Anderson, Steve	12 3/4
4. Zabel, Dan	12 3/4
5. McCrady, Ken	14
6. Grieseman, Vince	18
7. Brown, Parry	24
8. Cooley, Stephen	24
9. Collins, Fred	30
10. Meyer, Bob	34

HOBBIE 18B	POINTS
1. Comer, Rocky	5 3/4
2. Ford, John	7 1/2

HOBBIE 16A POINTS

1. Shearer, Mike	5 1/4
2. Shearer, Andy	8
3. LaVallee, Woodrow	16
4. Shearer, Dave	16 3/4
5. Johnson, Mike	17
6. Tolly, Will	19
7. Adams, Bill	7
8. Henderson, Paul	33
9. Tracy, Sean	33
10. Metscher, Craig	33
11. Berg, Carl	36
12. Roybal, Ichael	39 3/4
13. Leonard, John	44
14. Baker, B.J.	47
15. Hochmann, Roger	56
16. Becton, Eric	65
17. Roybal, Ron	79

HOBBIE 16 B POINTS

1. Slagle, John	8 1/2
2. Sifin, Brad	12 3/4
3. Henderson, Doug	19 3/4
4. Cheatham, Goode	4
5. Valdez, Ron	21
6. Cowan, Doug	24
7. Hillis, Gary	25
8. Lenz, Marcy	28
9. Hahn, Stan	28 3/4
10. Kaphammer, Bob	29
11. Kelly, Charlie	42
12. Beauregard, Bill	46
13. Hill, Steve	19 3/4
14. Hodges, Will	50
15. Nordlander, Ken	50
16. McLaughlin, Peter	56
17. Nicholas, Dave	62
18. McCombs, Rich	63
19. Sobal, Bob	65
20. Crogg, Dave	66
21. Rooney, George	72
22. Bollig, Bryan	76
23. Carmess, Charles	77

HOBBIE 16C POINTS

1. Marsden, Kevin	5 1/2
2. Rooney, Reed	8 3/4
3. Johnson, C.D.	13
4. Major, John	13
5. Simonton, Dave	17
6. Spackman, Paul	18 1/2
7. Byrne, Riddiff	32
8. Foote, Russell	38
9. Holland, Richard	39
10. Riccio, Tony	53
11. Kos, Steve	58
12. Carter, Gary	59
12. Mail, Nicholas	59
12. Victory, Tik	59
12. Webb, Jeff	59

HOBBIE 14A POINTS

1. Hill, Stuart	4 1/4
2. Beck, Bart	8 3/4
3. McCuskey, Dick	9
4. Conklin, Edward	13 3/4
5. Cox, John	17
6. Bruce, Bill	23
7. Fite, Walt	26
8. Clark, Bryan	28
9. Kellogg, Jeanette	34

HOBBIE 14B POINTS

1. Leonard, Elyse	5 1/4
2. Steinmetz, Jim	2
3. Knapp, Krias	3
4. Fite, Scott	14

HOBBIE 14 Turbo POINTS

1. Gorce, Marty	3
2. McColester, Bob	8
3. Aavang, Hal	8
4. Pearson, William	8
5. Lance, Greg	22

GRANBY POINTS REGATTA
FLEET #61, DIVISION #5
DENVER, COLORADO
AUGUST 6 - 7, 1983

HOBBIE 18A	POINTS
1. Zebel	1 1/2
2. Foust	4
3. Beauregard	6
4. Brabant	11
5. Anderson	12
6. Wittrup	13
7. McCrady	13
8. Curtis	14
9. Collins	16
10. Creisemer	16

HOBBIE 18B	POINTS
1. Barnes	1 1/2
2. Edwards	5
3. Lucarelli	6
4. Braun	7
5. Marsh	10
6. Grace	12

HOBBIE 16A	POINTS
1. Cotter	2 3/4
2. Lavallee	6
3. Shedd	7 3/4
4. Tully	9
5. Adams	11
6. Shearer	14
7. Bengtson	15
8. Trautman	18

9. Danly	20
10. Roybal	21
11. Roybal	21
12. Seabourn	22
13. Booton	25
14. Leonard	25
15. Beck	27

HOBBIE 16B POINTS

1. Koliha	6
2. Cavness	7 3/4
3. Meeker	12
4. Hillis	14
5. Larson	15
6. Bowen	17
7. Aleccia	17
8. Shay	18
9. Cowan	19 3/4
10. Kaphammer	20
11. Stoll	23
12. Lindholm	27
13. McCombs	28
14. Lenz	28
15. Norlander	29
16. Cross	30
17. Cheatham, Jr.	30
18. Watt	35
19. Wynder	36
20. Weaver	37
21. Beauregard	39
22. McLaughlin	40
23. Gatto	41
24. Bollig	45
25. Dinkel	47
26. Eckett	49
27. Whittemore	50
28. Johnson	56
29. Hodges	56
30. Kelly	57

HOBBIE 16C POINTS

1. Shaw	7 3/4
2. Clarke	8
3. Riccio	10 3/4
4. Kellogg	14
5. Garrod	14
6. Way	21
7. Culhane	24
8. Herrfeldt	24
9. Foote	25
10. Smith	25
11. Rosnik	28
12. Tanasar	29
13. Victory	30
14. Lewis	31
15. Stanley	32
16. Linguist	34
17. Kellogg	35
18. Taylor	35
19. Sears	36
20. Cassel	37
21. Williams	38
22. McKenzie	41
23. Kray	41
24. Knorr	45
25. Snatchko	45
26. Firkce	46
27. Osmon	47
28. Dickey	47
29. Rogers	49
30. Becker	54
31. Howser	59
32. Raish	60
33. Olson	62
34. Dora	62
35. Roseberry	64
36. Patterson	71

HOBBIE 14A POINTS

1. Fancis	2 3/4
2. Fite	2 3/4
3. Kellogg	7
4. McCusker	8
5. Leonard	10
6. Cox	11

HOBBIE 14B POINTS

1. Knapp	2 3/4
2. Fite	5 3/4
3. Amundson	6
4. Fuller	7
5. Moyle	9
6. Wotkins	11

HOBBIE 14C POINTS

1. Gorce	1 1/2
2. Lyons	5
3. Pearson	6
4. Bodett	7
5. Aavang	10
6. Croissant	12

BEAR LAKE REGATTA
(HOBBIE 14'S POINTS ONLY)
FLEET #167, DIVISION #5
BEAR LAKE, UTAH
AUGUST 20 - 21, 1983

HOBBIE 18A	POINTS
1. Zabel, Dan	3 3/4
2. Foust, Glenn	5
3. Jensen, Mark	9 3/4
4. Brown, Parry	11
5. Insinger, John	12
6. Bleyl, Rick	14
7. Roll, Lee	14
8. Collins, Fred	14
9. Brabant, Jan	16
10. Anderson, Steve	18
11. McCrady	20
12. Beauregard, John	22
13. Curtis, Hoyle	25

14. Wittrup, Mark	26
15. Martin, Gerald	29
16. Barday, Buz	33
17. Bruckner, Jack	33

HOBBIE 16A POINTS

1. Shearer, Marilyn	3 3/4
2. Bell, Brian	9
3. Lavellee, Woody	10
4. Shearer, Andy	14
5. Beck, Bart	15
6. Tully, Will	16 3/4
7. Draeger, RC	18
8. Adams, Bill	20
9. Cotter, Richard	20
10. Roybal, Michael	21
11. Cavness, Charles	21
12. Hitch, Todd	23
13. Bengtson, Paul	23
14. Trautman, Jack	24
15. Guthrie, Gary	26
16. Barnes, Rick	27
17. Martin, Claire	27
18. Berg, Carl	33
19. Fulton, Ed	35
20. Booton, Eric	38
21. Shedd, Kim	39
22. Wheatley, Fort	42
23. Metscher, Craig	47
24. Baker, Bruce	47

HOBBIE 16B POINTS

1. Badger, Bruce	3 3/4
2. Shaw, Jeff	7
3. Valdez, Ronald	13
4. Machette, Mike	14
5. Meyer, Tom	14 3/4
6. Silver, Brad	15
7. Larson, Len	16
8. McLaughlin, Pete	19
9. Aleccia, Jay	20
10. Shay, Robert	20
11. Olpin, Scott	22
12. Lenz, Marcy	23
13. Bowman, Eric	24
14. Behnher, Lance	27
15. Duane, Tom	29
16. Bowen, Mike	29
17. Fowler, Jack	31
18. Hodges, Will	32
19. Geller, Jim	35
20. Marsden, Kevin	36
21. Lambert, Joe	38

REGATTA RESULTS

12. Rittner, Will	50
13. Teske, Ed	51
14. Teddlie, Dennis	56
15. Eckenroth, P.	60
16. Mayo, Mark	66
17. Nix, Tom	68
18. Hamilton, Chuck	69
19. Taylor, Jocko	71
20. Schaff, Bob	74
21. Frank, Jim	75
22. McGonigle, R.	77
23. Hardy, Mike	77
24. Wood, Miles	95

HOBIE 16B	
POINTS	
1. Irwin, Greg	10 3/4
2. Sloan, Steve	12
3. Whittaker, Tim	16
4. Zahorsky, Tom	19 1/2
5. Rose, Jimmy	22
6. Mallum, Dan	31
7. Kopp, Kevin	33
8. Cornelius, Ken	34
9. Righthower, Leigh	39
10. Whitener, M.	40
11. Nagel, Dave	43
12. Caraway, Maurice	46 3/4
13. Delasandri, T.	53
14. Dominy, W.W.	55
15. Smith, Jim	57
16. Trimm, David	58
17. Bandemer, Larry	58
18. Endres, Arkey	65
19. Binder, Dave	78
20. Ferguson, Ira	79

HOBIE 16C	
POINTS	
1. Putman, John	11 1/2
2. Jackson, David	17
3. Ford, Rick	19 3/4
4. Volmert, Jim	23
5. Douglas, Dwan	23
6. Stinson, Richard	23
7. Smyth, Richard	25
8. Shade, Ron	29 3/4
9. Rowley, Skip	30
10. Simpson, Jim	36
11. Padon, Frank	43
12. Smith, Richard	54
13. Thornton, Dee	54
14. Willis, Bob	56
15. Anderson, Paul	57
16. Rice, Stan	57
17. Hall, Roy	59

HOBIE 14A	
POINTS	
1. Acquart, Stephen	7 3/4
2. Dominy, Billy	7 3/4
3. Miller, Michael	10 1/2
4. George, Bill	15
5. McCrackin, J.	23
6. Turner, Kitty Jo	28
7. Scheidt, Chuck	29
8. French, Mike	30
9. Binig, Tom	31
10. Finley, Tim	38

HOBIE 14TURBO	
POINTS	
1. Morrison	5 1/2
2. Richnow, Billy	8 3/4
3. Ferraro, Fred	8 3/4
4. McFarland, Joe	19
5. Weick, Marty	25
6. Colby, Peter	29
7. Hausmann, Clem	30
8. Grace, Paul	34
9. Booth, Rick	35
10. Rymal, Joe	35
11. Nowlin, Jim	42
12. McNamee, P.J.	47

DIVISION 7

BUDWEISER LIGHT MIDWESTERS
FLEET #84, DIVISION #7
SAYLORVILLE LAKE, IOWA
JUNE 11 - 12, 1983

HOBIE 18A	
POINTS	
1. Fischer	7 1/2
2. Rahn	8 3/4
3. Starkey	10 1/2
4. Metzger	13
5. Kelleen	16
6. Leekley	21
7. Mitchell	27
8. Georgy	31
9. Ray	34
10. George	38
11. Friesth	39
12. Recker	42
13. Kenworthy	43
14. Sherman	56
15. Koe	57
16. Craven	63

HOBIE 18B	
POINTS	
1. Bain	4 1/4
2. Newport	8 3/4
3. Newell	13
4. Slasser	15 3/4
5. Evans, S.	18
6. Evans, T.	27
7. Garrett	31
8. Olsen	34
9. Dofy	37
10. Saner	39

HOBIE 16A	
POINTS	
1. Smith	5 1/4

2. Bonesteel	8
3. Williams	8 1/2
4. Gray	20
5. McCain	20
6. Hensler	23
7. Stayner	23
8. Miller	38
9. Preller	37
10. Christensen	39
11. Valere	41
12. Swanson	43
13. Brewer	44
14. Herbert	53
15. Levins	57
16. Hartman	59
17. Minne	67
18. Fox	67
19. Denahue	74
20. Mav	76
21. Baldwin	78
22. Cambell	86
23. Jeffers	89
24. Bendixen	89
25. Stoffel	92
26. Fisher	94
27. Zachar	97
28. Kellogg	106

HOBIE 16B	
POINTS	
1. Pepple	5 1/4
2. Gourley	9 3/4
3. Russell	9
4. Lenz	10 3/4
5. Mellickler	17
6. Lehen	28
7. McGarvey	33
8. McKee	35
9. Spyskma	35
10. Hauser	44
11. Jensen	45
12. Sprague	47
13. Toledo	48
14. Elsberry	51
15. Lowm	59
16. Narsden	60

HOBIE 16C	
POINTS	
1. Thornton	5
2. House	6 3/4
3. Waldron	13

HOBIE 14A	
POINTS	
1. Bird	3
2. Andrysik	8 3/4
3. Tyler	12
4. Durkee	14

SPICER GREEN LAKE REGATTA
FLEET #444, DIVISION #7
SPICER, MINNESOTA
JULY 16 - 17, 1983

HOBIE 18	
POINTS	
1. Akre, S.	5
2. Sylvester, C.	9 3/4
3. Powell, D.	14 3/4
4. Leekley, C.	18
5. Slinkard, M.	23
6. Bain, T.	26
7. Loe, D.	28
8. Nelson, B.	36

HOBIE 16A	
POINTS	
1. Donahue, S.	14
2. Creed, T.	17 3/4
3. Hartman, B.	21 1/2
4. Johnson, S.	26
5. Knowles, C.	26 3/4
6. Jameson, D.	34
7. Morris, R.	36
8. Somody, J.	40
9. Froelich, J.	41
10. Alexander, P.	42
11. Peterson, E.	50
12. Josephson, R.	52

HOBIE 16B	
POINTS	
1. Russell, S.	9 3/4
2. Buckingham, D.	10 1/2
3. Rasmussen, K.	10 1/2
4. Kroupa, J.	15 3/4
5. Lepel, K.	23
6. Travis, M.	24
7. Hughes, M.	31

DIVISION 8

WOMEN'S CHAMPIONSHIPS
FLEET #5, DIVISION #8
DUNEDIN, FLORIDA
JULY 30 - 31, 1983

HOBIE 16	
POINTS	
1. Bowerfind, Linda	3
2. Sattler, Susie	7 3/4
3. Sloan, Helen	11
4. Sassaman, M.	17
5. Danner, Becky	20
6. Hood, Marilyn	25
7. Caffee, Nancy	28
8. Renfro, Julie	31
9. Sammons, Jodi	32
10. Weis, Susan	32
11. Cray, Terri	37
12. Crampton, Sarah	39
13. Harles, Judy	46
14. Jetter, Holly	47

DAYTONA BEACH POINTS REGATTA
FLEET #80, DIVISION #8
DAYTONA BEACH, FLORIDA
AUGUST 27 - 28, 1983

HOBIE 18A	
POINTS	
1. Duke	9 1/2
2. Crouse	20 1/2
3. Birch	22
4. Johnson	27 3/4
5. Sassaman	28
6. Walsh	29
7. Davis	29
8. Parks	31
9. Duke	32
10. Cortopassi	32
11. Carlson	34
12. Alfrod	35
13. Ferrera	39
14. Thompson	44
15. Mayo	45
16. McKee	51
17. McCann	52
18. Furman	56
19. Reed	59
20. Cook	68
21. Ussery	73
22. Braun	74
23. Cady	76
24. Lipka	89
25. Davis	91
26. Riley	92
27. Hohenhausen	97
28. Coolidge	104
29. Latvala	106

HOBIE 18B	
POINTS	
1. Duffield	4 1/4
2. Downing	7 1/2
3. Brew	14
4. Sova	21
5. Fox	23
6. Banner	26
7. Anderson	26
8. Stevens	27
9. Elder	32
10. Carras	35
11. Newton	37
12. Schenck	39
13. Keough	43
14. Mullen	49
15. Cawley	51
16. Knoche	51
17. Meyer	64

HOBIE 16A	
POINTS	
1. Karkan	4 1/4
2. Weaver	13
3. Rodgers	16 3/4
4. Andrews	22 3/4
5. Brice	25
6. Sloan	27
7. McMillen	34
8. Andrews	34
9. Whiteleather	34
10. Post	38
11. Thiess	40
12. Dwyer	48
13. Lung	49
14. Miller	49
15. Backer	50
16. Womier	52
17. Bennett	53
18. Raditch	56
19. Vasilades	63
20. Walton	64
21. Dickson	66
22. Warringer	66
23. Sassaman	77
24. Keyser	79
25. Stortenbecker	82
26. Renelt	85
27. Dunn	97
28. Gallagher	107

HOBIE 16B	
POINTS	
1. Caffee	12 3/4
2. LeGrand	14 3/4
3. Bowerfind	18
4. Sattler	18 3/4
5. King	25
6. Bidoe	26
7. Benier	32
8. Virden	33
9. Danner	33 3/4
10. Bream	35
11. Gallagher	35 3/4
12. Schulman	38
13. Consbruck	45
14. Corson	49
15. Andersen	51
16. Murph	51
17. Sammons	57
18. Okragleski	58
19. Soule	61
20. Boetcher	69
21. Broomfield	63
22. Wiley	69
23. Pead	72
24. Cowman	92
25. Duncan	100
26. Wood	105
27. Straker	106
28. Ball	114

HOBIE 16C	
POINTS	
1. Nicol	4 1/4
2. Sheppard	12
3. Krolkowski	20
4. Smalley	20
5. Dew	26
6. Weis	32
7. Esser	35
8. Belote	37 3/4

9. Jordan	38
10. Shireling	41
11. Poppelien	46
12. Stephansen	46
13. Sutton	47
14. Detrick	51
15. McKee	54
16. Bodoh	65
17. Hedden	65
18. Lofland	68
19. Hunt	75
20. Kuffic	81
21. O'Connell	85
22. Davis	87
23. Bibson	89
24. Biggs	89
25. Hanner	95
26. Strathman	100
27. Brooks	100
28. Wheeler	102
29. Rainger	103
30. Biest	109
31. Parson	111
32. Ridenour	113
33. McClung	113
34. Boone	114
35. Griffin	119
36. Ellis	138
37. Steighner	143
38. Lengyel	145
39. McKenzie	148
40. Arthur	154
41. Vaughan	162
42. Robertson	182
43. Tarczynski	183
44. Gardy	183
45. DeWitt	193
46. Burns	193
47. Wright	194
48. Farlinger	195

HOBIE 14A	
POINTS	
1. Curry	4 1/4
2. Kirby	7 1/2
3. Brice	14
4. Conaty	21
5. Weiss	26
6. Keyser	26
7. Buie	27
8. McIntosh	29
9. Coss	29
10. Fry	35
11. Moldt	37
12. Danner	39
13. Brooks	59
14. Sarday	48
15. Johnson	48
16. Miller	55
17. Walter	57
18. Kirby	62
19. Lester	70
20. Powell	82

HOBIE 14TURBO	
POINTS	
1. Heil	6 1/4
2. Johnson	10
3. Joslin	12
4. Gdovin	14
5. Medley	17 3/4
6. Bonney	18
7. Reed	10
8. Wathen	31
9. Papas	34
10. Powell	36
11. Osaba	36

DIVISION 9

ATLANTIC COAST CHAMPIONSHIPS
FLEET #32, DIVISION #9
VIRGINIA BEACH, VIRGINIA
JUNE 4 - 5, 1983

HOBIE 18A	
POINTS	
1. Willard, M.	7 1/4
2. Dunn, L.	14 3/4
3. Braun, W.	14 3/4
4. Williams, M.	16 3/4
5. Gauthier, R.	17
6. Smith, K.	23
7. Akers, C.	30

HOBIE 18B	
POINTS	
1. Booth, B.	10 1/2
2. Markel, D.	13 3/4
3. Allmond, S.	16
4. Tyska, D.	16 3/4
5. Cowan, K.	20 3/4
6. Hanchey, T.	22
7. Vallecillo, R.	29 3/4
8. Dunaway, R.	35

HOBIE 16A	
POINTS	
1. Tucker, C.	13
2. Brice, R.	21
3. Smith, W.	25 3/4
4. Guthrie, K.	27 3/4
5. Flanagan, J.	28 3/4
6. Poteat, B.	31
7. Humphrey, J.	37
8. Eason, W.	51
9. Driscoll, J.	55 1/2
10. Mases, F.	56
11. Blount, J.	58
12. Kroger, C.	58
13. Liefeld, J.	62
14. Morris, M.	66
15. Wiedeman, C.	66
16. Barrett, J.	69
17. Owen, R.	70
18. Koch, R.	82

19. Magee, R.	83
20. Krauss, J.	84
21. Bobbitt, G.	89
22. Goldman, M.	97
23. Walters, G.	107
24. Engelhard, P.	111
25. Hinn, F.	111
26. Lange, I.	112 3/4
27. Bush, E.	140

HOBIE 16B	
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REGATTA RESULTS

6. Ricketts, Paul	6
7. Deglam, Bob	7
8. Barbee, Patrick	8
9. Halthcock, Terry	9
10. Bowers, Jeff	10
11. Hayes, Wesley	11
12. Price, Marilyn	12
13. Cagle, Steve	13
14. Jarrett, Richard	14
15. McCrary, Walker	15

HOBBIE 14A	POINTS
1. Myers, Danny	3/4
2. Lowrance, Robbie	2
3. Karnitschnig	3

HOBBIE 14TURBO	POINTS
1. Paile, Steve	3/4
2. Rhodes, Phil	2
3. O'Connell, Mike	3
4. Cochran, Hank	4

DIVISION 10

SANDUSKY BAY TRI-STATE CHAMP
FLEET #60, DIVISION #10
SANDUSKY BAY, OHIO
JUNE 11 - 12, 1983

HOBBIE 18A	POINTS
1. Roberts, Carl	2 1/4
2. Tannert, Tom	8
3. Sullivan, Dave	10
4. Isco, Gordon	13
5. White, Rick	13 3/4
6. Fredrick, Jim	17
7. Spitler, Steve	18
8. Burleson, R.	18
9. Tannert Jr., Tom	23
10. Dielman, Bard	27
11. Gentile, Don	28
12. Platt, Don	29
13. Swain, Kevin	30
14. Greenwald, Hugh	34
15. Matuszak, Ron	35
16. Hedler, John	39
17. Shaeffer, David	42
18. Griswold, Ken	47
19. Smith, Larry	50

HOBBIE 18B	POINTS
1. Young, L.	3 1/2
2. Nosko, Lou	6 3/4
3. Novach, Joe	8
4. Klinger, Joe	8 3/4
5. Schassberger, F.	11
6. Gary, Rex	15
7. Lakin, Rich	20
8. Simpson, Mike	24
9. Starrett, Jim	26
10. Wilkes, Harold	36

HOBBIE 16A	POINTS
1. Baidas, Rob	3 1/2
2. Hansell, Greg	4 3/4
3. Campbell, Steve	5 3/4
4. Parker, Dale	13
5. Porfelli, Joseph	14
6. Kidder, Matt	17
7. Powers, Lou	18
8. Jacobs, Andy	16
9. Lemaitre, Frank	36

HOBBIE 16B	POINTS
1. Bolin, William	3 1/2
2. Blohm, Glen	8
3. Ravary, Tuart	8 3/4
4. Creeger, Gordon	14
5. Palsey, Lou	14 3/4
6. Barth, Sandy	16
7. Earls, Ron	16
8. Suhan, Jim	16
9. Suttmiller, H.	17
10. Roesch, Mark	22
11. Keldel, Bob	25
12. Blum, Tim	44

HOBBIE 16C	POINTS
1. Malek, Mike	4 1/2
2. Flucke, Rob	4 1/2
3. Steiner, Bob	8
4. Vick, James	8
5. Tileston, Dick	10
6. Maynard, Dave	19
7. Frank, Mark	29
8. Favert, Bruce	31

HOBBIE 14	POINTS
1. Woodruff, Stan	2 1/4
2. Wall, Bob	4 3/4
3. Brown, Jane	9

HOBBIE 14TURBO	POINTS
1. Horthrup, David	2 1/4
2. Marshall, Ron	6
3. Maze, Joe	8
4. Lesego	12
5. Harrel, Mike	18

DIAMOND LAKE LONGEST DAY
FLEET #89, DIVISION #10
MISHAWAKA, INDIANA
JUNE 18 - 19, 1983

HOBBIE 18	POINTS
1. Roberts, Carl	6 3/4

2. Wedemeyer, John	8 3/4
3. Sundberg, Chris	10 1/2
4. Garrett, Mike	13 3/4
5. Cauer, Jim	18
6. Thiessen, Bob	23
7. Heikkila, Victor	27
8. Rahn, Fred	30
9. Greenwald, Hugh	33
10. Swain, Kevin	34
11. Griswold, Kevin	41
12. Jacobs, Lawrence	45
13. Platte, Don	46
14. Giles, Glenn	49
15. Murphy, Mike	53
16. Buricowite, Bart	53
17. Frederick, James	58
18. DeVisser, Ken	65
19. Oehege, Ron	65

HOBBIE 16A	POINTS
1. Williams, Bruce	8 3/4
2. Baidas, Bob	12 3/4
3. Cary, Steve	12 3/4
4. Pairitz, Phil	14 3/4
5. Herbert, Rick	27
6. Bidwell, Mark	31
7. Bonesteel, Dave	32
8. Francis, Reed	33
9. Bley, Bob	39
10. Campbell, Steve	39
11. Welch, Tom	41
12. Price, Evan	41
13. Prates, Roger	46
14. Willis, Martin	47
15. Field, Steve	49
16. Allen, Greg	51
17. Hansell, Greg	51
18. Kartz, Jim	53 3/4
19. Werntz, Pat	57
20. Beyer, Scott	60
21. Kellogg, Jim	70
22. Griffie, Mike	70
23. Parker, Dale	72

HOBBIE 16B	POINTS
1. McGann, Kevin	8 1/2
2. Lehman, John	9 3/4
3. Gay, Don	21
4. Stotsman, Gene	22
5. Walsh, Dean	23 1/4
6. Kosht, David	24
7. Anderson, Louie	27 3/4
8. Oswald, Amy	29
9. Holmes, Buzz	29
10. Kreeger, Gordon	32
11. Rutz, Steve	43
12. Terrell, Tim	49
13. Beutter, Brad	50
14. Mack, William	51
15. Harrington, John	52
16. Tileston, Dick	55
17. Pigulski, Bruce	57
18. Peterson, Jim	60
19. Ewing, Joe	65
20. Bathje, Don	70
21. Max, Bernie	76
22. Laven, Robert	87
23. Bond, John	90
24. Sikkewa, Alan	94
25. Oelschlager, P.	95
26. Itzcorn, Lyle	95

HOBBIE 16C	POINTS
1. McGann, Kevin	8 1/2
2. Lehman, John	9 3/4
3. Gay, Don	21
4. Stotsman, Gene	22
5. Walsh, Dean	23 1/4
6. Kosht, David	24
7. Anderson, Louie	27 3/4
8. Oswald, Amy	29
9. Holmes, Buzz	29
10. Kreeger, Gordon	32
11. Rutz, Steve	43
12. Terrell, Tim	49
13. Beutter, Brad	50
14. Mack, William	51
15. Harrington, John	52
16. Tileston, Dick	55
17. Pigulski, Bruce	57
18. Peterson, Jim	60
19. Ewing, Joe	65
20. Bathje, Don	70
21. Max, Bernie	76
22. Laven, Robert	87
23. Bond, John	90
24. Sikkewa, Alan	94
25. Oelschlager, P.	95
26. Itzcorn, Lyle	95

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

HOBBIE 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. Tannert, T.	28 3/4
7. Jacobs, L.	33
8. Wedemeyer, J.	33
9. Garrett, M.	34
10. Heikkila, V.	34
11. Burleson, R.	35
12. Thiessen, B.	38
13. Laure, J.	38
14. Fredrick, J.	41
15. Isco, G.	41
16. Gentile, D.	43
17. Burleson, R.	46
18. Smith, L.	50
19. Griswold, K.	51
20. \$546	51
21. Shaeffer, D.	58
22. Lochmanoy, J.	60
23. Greenwald, H.	61
24. Avis, K.	71
25. Swain, K.	72
26. Murphy, M.	74

HOBBIE 14	POINTS
1. Woodruff, Stan	5 1/2
2. Wall, Bob	8 3/4
3. Driggs, Matt	8 3/4
4. Driggs, Kip	10 3/4
5. Glen, Gary	19
6. Bidwell, Don	26
7. Carton, Tom	28
8. Weber, Mike	29
9. Woodruff, Stan	35

DAM REGATTA II
FLEET #300, DIVISION #10
COLUMBUS, OHIO
JUNE 25 - 26, 1983

HOBBIE 18	POINTS
1. White, Rick	3
2. Tannert, Tom	8
3. Burleson, Dick	11 3/4
4. Kovach, Joe	14
5. Shaeffer, Dave	18
6. Murphy, Mike	20
7. Frederick, Jim	24
8. Starrett, Jim	32
9. Connor, Tom	36

HOBBIE 16A	POINTS
1. Herbert, Rick	3
2. Rons, Steve	6 3/4
3. Campbell, Steve	10
4. Porfelli, Joe	16
5. Moore, Randy	19

HOBBIE 16B	POINTS
1. Metcalf, Ron	7 1/2
2. Haller, Steve	9
3. Walsh, Dean	17 3/4
4. Flucke, Rob	20
5. Frey, John	21 3/4
6. Suhan, Jim	23 3/4
7. Schwartz, J.	24
8. Vickery, Bill	25
9. Ruchert, J.	26
10. Melleck, Mike	27
11. Campbell, Skio	31
12. Suttmiller, Harry	30
13. Woodie, Richard	44

HOBBIE 16C	POINTS
1. Janik, Francis	8
2. Lemaster, Mike	9
3. Ferguson, C.	10 3/4
4. Sloan, David	11
5. Nesser, Kathleen	15 1/2
6. Tileston, Dick	19
7. Haas, Jerry	19
8. Hoagland, Steve	19 3/4
9. Demetry, Mark	24
10. Barth, Jim	25
11. Way, Mauri	26
12. DeSantis, Dave	28
13. Blake, Steve	28
14. Gram, Bernie	29
15. Byers, Dave	37
16. Martin, Sandy	38
17. Schotelschein	45
18. Haas, Mike	50

HOBBIE 14TURBO	POINTS
1. Horthrup, Dave	5 1/4
2. Maze, Joe	8 3/4
3. Elsiele, Tom	10 3/4
4. Herrel, Mike	11
5. Lesego, Les	17
6. Kellam, Bill	18

DUCK LAKE REGATTA
FLEET #210, DIVISION #10
DUCK LAKE, MICHIGAN
JUNE 26, 1983

HOBBIE 18	POINTS
1. Bristol, R.	3 1/2
2. Schelb, J.	6 3/4
3. Loncray, R.	6 3/4
4. Bristol, T.	8

HOBBIE 16	POINTS
1. Allen, G.	2 1/4
2. Deuberly, D.	7
3. Bush, J.	8
4. Elliott, S.	9 3/4
5. Brown, L.	10

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

HOBBIE 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. Tannert, T.	28 3/4
7. Jacobs, L.	33
8. Wedemeyer, J.	33
9. Garrett, M.	34
10. Heikkila, V.	34
11. Burleson, R.	35
12. Thiessen, B.	38
13. Laure, J.	38
14. Fredrick, J.	41
15. Isco, G.	41
16. Gentile, D.	43
17. Burleson, R.	46
18. Smith, L.	50
19. Griswold, K.	51
20. \$546	51
21. Shaeffer, D.	58
22. Lochmanoy, J.	60
23. Greenwald, H.	61
24. Avis, K.	71
25. Swain, K.	72
26. Murphy, M.	74

HOBBIE 14	POINTS
1. Driggs, K.	2 1/4
2. Driggs, M.	7
3. Woodruff, S.	8
4. Storer, J.	12
5. Brown, J.	15
6. Smith, D.	18

CRANE CREEK REGATTA
FLEET #400, DIVISION #10
LAKE ERIE, CALIFORNIA
JULY 16 - 17, 1983

HOBBIE 18	POINTS
1. White, Rick	2 1/4
2. Lashaway, Ben	7
3. Tannert, Tom	11
4. Frederick, Jim	11
5. Burkewitz, Bert	13
6. Kovach, Joe	16
7. Matuszak, Ray	16
8. Sullivan, David	20
9. Smith, Larry	21
10. Biddle, Peter	28
11. Smith, Kim	30

HOBBIE 16A	POINTS
1. Bonesteel, Dave	2 1/4
2. Smith, Greg	6
3. Lashaway, Les	6 3/4
4. Baidas, Rob	13
5. Woodruff, Stan	13
6. Herbert, Rick	14
7. Porfelli, Joe	19
8. Hansell, Greg	21
9. Labine, Bob	27

HOBBIE 16B	POINTS
1. Ravary, Stuart	4 3/4
2. Yerman, John	6 3/4
3. Petersen, Jim	7 3/4
4. Ferguson, Jerry	8
5. Ronian, Dale	15
6. Yarger, James	15 3/4
7. Mencia, David	18
8. Suttmiller, H.	19
9. Hotlock, Larry	27
10. Haas, Jerry	28

14. Ferguson, C.	41
15. Bonesteel, D.	42
16. Seleno, R.	44
17. Metclaf, R.	47
18. Johnson, R.	51
19. Bleg, R.	54
20. Wissert, J.	57
21. LeMaitre, S.	58
22. Jowe, J.	58
23. Hoffman, Ross	61
24. Hansell, 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. Holter, H.	92
32. Kidder, M.	97
33. Rehymen, L.	98

HOBBIE 16B	POINTS
1. Mancin, J.	10
2. Miller, T.	15
3. McKinney, K.	16 1/2
4. Rerd, D.	16 3/4
5. Mack, W.	22
6. Kosht, D.	23
7. Green, D.	25
8. Terrell, T.	29
9. Sigulski, B.	29
10. Seigler, G.	34
11. Luebbers, D.	36
12. Vickery, B.	40
13. Patton, M.	42
14. Leonard, J.	43
15. Poling, W.	43
16. Hood, S.	44
17. Gray, D.	47
18. Zolar, G.	53
19. Noel, M.	54
20. Borgman	55
21. Gorski, B.	58
22. Newhouse, R.	61
23. Stoeck, R.	63
24. Kinkel, T.	70
25. Bracon, F.	71

DUCK LAKE REGATTA
FLEET #210, DIVISION #10
OLIVET, MICHIGAN
AUGUST 7, 1983

HOBBIE 18	POINTS
1. Sundberg, C.	2 1/4
2. Laure, J.	6
3. Bristol, P.	10
4. Schelb, J.	10
5. Bristol, T.	15
6. Holtkamp, J.	15

HOBBIE 16	POINTS
1. Bush, J.	3 1/2
2. Brown, F.	4 3/4
3. Reed, O.	7 3/4
4. Elliott, S.	10
5. Dewberry, D.	10
6. Moore, S.	16

HIGGINS LAKE BOAT CLUB REG
FLEET #144, DIVISION #10
ROSCOMMON, MICHIGAN
AUGUST 13 - 14, 1983

HOBBIE 18	POINTS
1. Roberts, C.	9 1/4
2. Sundberg, C.	9 1/2
3. Medler, J.	17
4. Jenkins, J.	24
5. Frederick, J.	30
6. Oehler, R.	30
7. Pell, N.	34
8. Briscois, J.	

REGATTA RESULTS

NORTHERN BAY REGATTA FLEET #54, DIVISION #11 ELK NECK, MARYLAND JULY 9 - 10, 1983

HOBIE 18	POINTS
1. Freymeyer	4 1/4
2. Lippincott	5 1/2
3. Swank	10

HOBIE 16A	POINTS
1. Gersen	7 1/2
2. Planigan	8 3/4
3. Pagels	12
4. Heretick	16 3/4
5. Macconnell	23
6. Schmidbauer	26
7. Glanden	27
8. Ruck	27 3/4
9. Andrews	34
10. Smith	35
11. Dees	36
12. Strauss	39
13. McCarvill	42
14. Turner	45
15. Krause	47
16. Kopp	59
17. Jose	69

HOBIE 16B	POINTS
1. DeSmyter	9 1/2
2. Arata	10 3/4
3. Hanna	12
4. Covella	14 3/4
5. Deiling	18 3/4
6. Downes	28
7. Williamson	30
8. Martin	35
9. Hayes	35
10. Kvesch	38
11. Dumas	41
12. Antonovich	45
13. Witt	46
14. Cohan	48
15. Hall	49
16. Frink	52
17. Fitchan	53
18. Richardson	56
19. Shimp	65
20. Pirth	70
21. Lurcott	71

HOBIE 16C	POINTS
1. McCool	7 1/4
2. Keiser	12
3. Buttner	13 3/4
4. Carvella	21
5. Burling	24
6. Wharry	30
7. Jepsen	31 3/4
8. Wentzel	32
9. Du Von	32
10. Wagner	34
11. Yorty	34
12. Hook	37
13. Yates	37
14. Cummin	40
15. Conover	47
16. Brozene	47
17. Brinton	51
18. Brown	56
19. Snedeker	70
20. Iles	71
21. Paticca	82
22. McCarvill	85

HOBIE 14	POINTS
1. Holland	3
2. Biddle	9
3. Hall	9 3/4
4. Lewis	14

HOBIE 14TURBO	POINTS
1. Roberts	4 1/4
2. Rohrer	5 1/2

4TH ANNUAL NEW JERSEY STATE HOBIE CHAMPIONSHIPS FLEET #250, DIVISION #11 SANDY HOOK BAY, NEW JERSEY SEPTEMBER 10 - 11, 1983

HOBIE 18	POINTS
1. Morris, Bob	12 1/4
2. Farrell, Kevin	14
3. Benton, Bob	14 1/2
4. Luisi, Gary	15 1/2
5. Alldian, David	25

HOBIE 16A	POINTS
1. Pagels, Bill	10 1/4
2. Myers, Wally	10 1/4
3. Glanden, Jim	30
4. Dees, Bob	35
5. Schlecker, Mark	39
6. MacConnell, R.	40
7. Strauss, Bruce	47
8. Whitted, Turner	50
9. Felskens, Ken	62
10. Iave, Peter	62
11. Schmidbauer	65
12. Benston, Don	70
13. McCarvill, Will	71
14. Lenshoek, Peter	72
15. Meade, Patty	72
16. Andrews, Chris	73
17. Kulloski, Dan	74
18. Sullivan, John	75
19. Labouef, Keith	90
20. Johnson, Warren	93
21. Cocotos, Paul	107
22. DeSmyter, Sid	116

HOBIE 16B

<u>HOBIE 168</u>	<u>POINTS</u>
1. Rhodes, W.J.	15 1/4
2. Condon, William	17 3/4
3. Williamson, Mike	21
4. Arata, Harold	21 1/2
5. Witt, Walter	35
6. Villa, Bernie	35 3/4
7. Love, Jim	42
8. Rosenfield, S.	46
9. Binghamam, Tim	51
10. Sutton, Jay	55
11. Wintners, Robert	55
12. Mullen, Peter	56
13. Downers, John	61
14. Lucott, Steve	62
15. Mergott, Jr., G.	64
16. Trussler, David	85

HOBIE 16C

<u>HOBIE 16C</u>	<u>POINTS</u>
1. Ackroyd, Doug	11 1/4
2. Essington	13
3. Defuria, Adrien	15
4. White, Roger	24
5. Keiser, Jack	29
6. Wiegiers, Bill	39
7. Brown, Clark	41
8. Edwards, Bob	48
9. Conover, Roy	49
10. Smith, Kent	51
11. Zimmerman, Henry	56
12. Brozene, Pete	61
13. Wagner, Bob	66
14. Postolico, K.	74
15. McCarvill, Liz	78
16. Weiss, George	87

HOBIE 14

<u>WOBIE 14</u>	<u>POINTS</u>
1. Roberts, Mick	4 1/2
2. Schneider, Chuck	13
3. Evans, George	19
4. Stewart, George	22
5. Goldfarb, Mark	25

DIVISION 12

LONG ISLAND SOUND CHAMPIONS FLEET 356, DIVISION #12 WESTPORT, CONNECTICUT MAY 14 - 15, 1983

HOBIE 18A

HOBBIE 18A	POINTS
1. Adelman, Jim	4 3/4
2. Luzziaga, Jay	5
3. Cutillo, John	9
4. Blom, Gerard	12
5. Miller, Jan	13
6. McCarty, Cliff	13
7. Shea, William	15
8. Caiati, Rich	16 3/4
9. Mone, Tom	19
10. Taylor, John	20
11. Coccarri, Paul	22
12. Littauer, R.	22
13. Matthews, Jim	23
14. Dugas, Ken	23
15. Dugas, Paul	26
16. Barber, Drake	28

HOBIE 18B

<u>MOBIE 188</u>	<u>POINTS</u>
1. Cutillo, Daniel	2 3/4
2. Farrell, Kevin	3 3/4
3. Whitney, Bud	5
4. Walkiet, Colin	11
5. Walsh, Tim	11
6. Mallory, Frank	12
7. Garofalo, Jim	13
8. Quarrier, N.	14
9. Hayes, Jeff	15
10. Green, Peter	17
11. Mead, George	17
12. Hardcastle, Bob	19
13. Kvanke, Don	23

HOBIE 16A

<u>HOBBIE 16A</u>	<u>POINTS</u>
1. Warren, Jeff	2 3/4
2. Knowlton, Ted	4 3/4
3. Colum, Bob	8
4. Christopher, Eric	8
5. Johnson, Warren	10
6. Becker, David	11
7. Campbell, Al	11
8. Kringle, George	16
9. Samson, Alain	20
10. Kirmaier, M.	21
11. Simms, Art.	22
12. Ferrara, Bob	24
13. Broskofaske, G.	24
14. Markantois, N.	27
15. Smith, Dave	30

HOBIE 16B

HOBIE 168	POINTS
1. Najjar, Robert	2 3/4
2. Cocotos, Paul	9 3/4
3. Baigert, Kevin	11
4. Ferguson, Dick	11
5. Venegas, Jose	14
6. Van Hoesen, R.	15
7. Lundergan, Bill	15
8. Linke, Howard	17
9. Wolf, Sandy	19
10. Gallagher, A.	19
11. Muth, Doug	22
12. Sperry, Ralph	23
13. Gibson, Thomas	24
14. Mirylees, Ewan	26
15. Gundersen, I.	27
16. Kustes, Tom	29
17. Campbell, Bill	31
18. Trussler, David	34
19. Dinshofer, Milt	34
20. Sulkin, David	39

HOBIE 16C

MOBIE 16C	POINTS
1. Bliss, Barbara	1 1/2
2. Watson, John	6
3. Ellis, Bob	7
4. Love, Jim	9
5. Walkiet, Keith	13
6. Mutte, John	13
7. Nelson, John	16
8. O'Keefe, Jim	20
9. Driscoll, Joe	20
10. Argenta, Barry	21
11. Brazezicki, Pete	23
12. Vainius, Jonas	25
13. Higbee, Douglas	26
14. Conroy, Bob	26
15. Philbrick, John	27
16. Long, David	30
17. Piazza, Bernard	34
18. Bernier, Ron	36

HOBIE 14

<u>HOBIE 14</u>	<u>POINTS</u>
1. Romanos, Paul	4 3/4
2. Knorr, Gil	4 3/4
3. Davis, Harvey	7
4. Scharbach, Larry	8
5. Baker, Scott	9
6. Baker, Douglas	13
7. Pastore, Stan	15
8. Reuland, Jeff	15
9. Fairchild, Edwin	15
10. Honeycomb, John	18
11. Pastore, Susanne	22

HOBIE 14TURBO

<u>MOBILE LICENSE</u>	<u>POINTS</u>
1. Bradley, Bob	4 3/4
2. Becker, Larry	4 3/4
3. Carpenter, C.	5
4. Osmun, Dick	5
5. Bowman, Ned	10

NANTUCKET SLEIGHRISE REGATTA FLEET #28, DIVISION #12 HARDINGS BEACH, MASSACHUSETTS MAY 28 - 29, 1983

HOBIE 18A

<u>HOBBIE 18A</u>	<u>POINTS</u>
1. Adelman, Jim	3 3/4
2. Mone, Tom	12
3. Miller, Jan	14 3/4
4. Dugas, Paul	20
5. Colcaps, Paul	23
6. Shea, Bill	25
7. Gable, Jim	28
8. Taylor, John	36
9. Finn, William	42

HOBIE 18B

POINTS	
1. Thompson, Brad	9 1/2
2. Eaton, Greg	12
3. Woodbury, Talbot	13 1/2
4. Katz, Jonathan	13 1/2
5. Hoffman, Preston	25
6. Green, Peter	26
7. Hart, Richard	30
8. Friedland, Karl	37
9. Ferkler, Charles	42
10. Atkins, Ned	53

HOBIE 16A

HOBBIE 16A	POINTS
1. Knowlton, Ted	9 1/4
2. Bless, Dave	10 1/4
3. Simms, Art	16
4. Warren, Jeffrey	16
5. Campbell, Al	25
6. Crossley, Ralph	28
7. Mullen, Steve	29
8. Najar, Robert	39
9. O'Rourke, Sally	44
10. Ponti, Robert	44
11. Ferrara, Bob	49
12. Markantonis, N.	52

HOBIE 16B

<u>HOBIE 16B</u>	<u>POINTS</u>
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. McCall, Rick	22
6. Kahn, David	28 3/4
7. Gibson, Tom	32
8. Piermattei, Gene	33
9. Kustes, Tom	37
10. Gallagher, Andy	40
11. Phobrick, John	51
12. Silverstein, S.	54

HOBIE 16C

HOBBIE 16C	POINTS
1. Sullivan, Chris	7 1/4
2. Campbell, Kevin	13 1/2
3. Driscoll, Joe	14 3/4
4. Curran, Dave	20
5. Love, Jim	26
6. Hissinger, 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, Barry	83
16. Chin, George	85
17. Krauter, Linc	86
18. Loftus, Sheree	107
19. Crush, Jeff	108

HOBIE 14A

<u>HOBIE 14A</u>	<u>POINTS</u>
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, Brain	28
8. Gable, Cari	29

RYE ON THE ROCKS REGATTA FLEET #109, DIVISION #12 RYE, NEW YORK JUNE 4 - 5, 1983

HOBIE 18A

<u>HOBIE 18A</u>	<u>POINTS</u>
1. Adelman, Jim	3 3/4
2. Miller, Jan	13
3. Blom, Gerard	16
4. Luzuriaga, Jose	19
5. Shea, Bill	20
6. Barber, Drake	25
7. Flaherty, Sean	32
8. Manganella, Joe	35
9. Mazzacane, Ron	45

HOBIE 18B

HOME 188	POINTS
1. Livatino, Joe	3 3/4
2. Hamshar, John	11 3/4
3. Hodson, Bill	18
4. Schwager Jr., F.	23
5. Pratt, John	23
6. Garber, Al	25
7. Haynes, John	26
8. Cocco, Richard	38
9. Andrews, Robbie	41

HOBIE 16A

HOME 16A	POINTS
1. Walser, Richard	10 1/4
2. Warren, Jeffrey	10 1/2
3. Bliss, David	13 3/4
4. Becker, David	14
5. Colum, Bob	16
6. Campbell, Al	28
7. Samson, Al	35
8. Ferrara, Bob	41
9. Snyder, William	42
10. Bounds, Matt	46
11. Smith, Dave	50

HOBIE 16B

<u>ROBIE 16B</u>	<u>POINTS</u>
1. Ferguson, Dick	8 1/2
2. Rosenfield, Steve	9 1/2
3. Cocotas, Paul	15
4. Baigert, Kevin	20
5. Ban Hoesen, Rick	25
6. Mirylees, Ewan	29
7. Kustes, Tom	30
8. Lundergan, Bil	33
9. Redwood, P.	34
10. Finnerty, Brain	36
11. Weinstein, David	51
12. Philbrick, John	59
13. Kahn, David	65

HOBIE 16C

<u>HOBIE 16C</u>	<u>POINTS</u>
1. Love, Jim	6
2. O'Keefe, Jim	12 3/4
3. Brill, Michael	12 3/4
4. Brzezicki, Peter	19
5. Karp, Gerry	19
6. Bete, Michael	25
7. Snyder, William	30
8. Zock, Peter	39

HOBIE 14

<u>HOBBIE 14</u>	<u>POINTS</u>
1. Davis, Harvey	6 1/4
2. Knorr, Gill	6 1/4
3. Scharbach, L.	15
4. Fairchild, Edwin	18
5. McDermott, R.	23
6. Pastore, Sue	26
7. Pastore, Stan	27

HOBIE 14TURBO

<u>HOBBIE 14TURBO</u>	<u>POINT</u>
1. Carpenter, C.	5
2. Osmun, Dick	9 3/4
3. Roberts, Mick	14
4. Duncan, George	14 3/4
5. Bowman, Ned	22

LRCAMHC REGATTA FLEET #209, DIVISION #12 LAKE WINNIPEAUKEE, NEW HAMPSHIRE JUNE 11 - 12, 1983

HOBIE 18A

POINTS

REGATTA RESULTS

15. Crossley, Ralph	15
16. Brososake, G.	16
17. Bliss, Woody	17
18. Ferrara, Bob	18
19. Smitt, Dave	19
20. Stone, Peter	20

HOBBIE 16B	POINTS
1. Michalowski, P.	3/4
2. Fondrk, Terry	2
3. Lundergan, Bill	3
4. Synder, Bill	4
5. Mirylees, Mary	5
6. Popoloski, Louis	6
7. Rosefield, Steve	7
8. Higbee, Douglas	8
9. Cocotos, Paul	9
10. Philbrick, John	10
11. Rogers, Mel	11
12. Landrey, Paul	12
13. Gallagher, Andy	13
14. Ulmer, Paul	14
15. Baigert, Kevin	15
16. Coburn, Richard	16
17. Clark, Ron	17
18. Love, Jim	18
19. Casey, Kris	19

HOBBIE 16C	POINTS
1. Davis, Harvey	3/4
2. Long, Michael	2
3. McGrath, Jack	3
4. Franceski, Alan	4
5. Rock, Michael	5
6. Brzezicki, Peter	6
7. Bornhorst, Walter	7
8. Creem, Bob	8
9. Carroll, Kim	9
10. Kavarnos, G.	10
11. Voelker, Jack	11
12. Soderberg, Scott	12
13. Lipstrot, Robert	13
14. Szeluga, Ken	14
15. Crouch, Daniel	15
16. Loftus, Sherlee	16
17. Taylor, A.	17
18. Tisdell, John	18
19. Shultz, John	19
20. Nieken, David	20
21. Caron, Keith	21

HOBBIE 14	POINTS
1. Baker, Scott	3/4
2. Baker, Douglas	2
3. Fairchild, E.	3
4. Fall, Brian	4
5. Knorr, Gil	5
6. Renland, Jeff	6
7. McDermott, R.	7
8. Gable, Jim	8

HOBBIE 14TURBO	POINTS
1. Carpenter, C.	3/4
2. Pickett, Bob	2
3. Lindfors, Carl	3
4. Bailey, Albert	4
5. Nichols, Charles	5

NORTHEASTERN CHAMPIONSHIPS FLEET #124, DIVISION #12 LONG ISLAND, NEW YORK JULY 16 - 17, 1983

HOBBIE 18A	POINTS
1. Adelman, J.	6 3/4
2. Cuttillio, J.	10
3. Miller, J.	11 1/2
4. Buckman, A.	12 3/4
5. Williams, S.	18
6. McCarty, J.	27 3/4
7. Dugas, K.	29
8. Matthews, S.	32
9. Shea, J.	35
10. Blom, P.	37
11. Cuttillio, D.	41
12. Farrell, J.	46
13. Dugas, P.	47
14. Tlunca, J.	47
15. Barber, J.	58
16. Coccarri, J.	60
17. Springburn, R.	62
18. Luzuriaga, J.	68
19. Donnerstag, J.	71
20. Finn, J.	80

HOBBIE 18B	POINTS
1. Miles, J.	6
2. Olsen, J.	12 1/2
3. Levy, J.	15
4. Walklett, J.	16
5. Noyes, J.	18 3/4
6. Cowan, J.	20
7. Long, J.	24
8. Johnson, J.	28
9. Wilson, J.	32
10. Campbell, J.	32
11. Chanko, J.	34
12. Woodbury, J.	37
13. DeMatteo, J.	52
14. Garbell, J.	53
15. Wydan, J.	56
16. Andrews, J.	57
17. Birmingham, J.	64

HOBBIE 16A	POINTS
1. Glanden, J.	14 1/2
2. Becker, J.	16 3/4
3. Campbell, J.	17
4. Pagels, J.	20 3/4
5. Carpenter, J.	23
6. Schmidbauer, J.	28

7. Kane, J.	34
8. Warren, J.	35
9. Dees, J.	36
10. Colum, J.	44 3/4
11. Thacher, J.	46
12. Sauberg, J.	47
13. Knowlton, J.	48
14. Sims, J.	49
15. Strauss, J.	51
16. Bliss, D.	53
17. Flaherty, J.	53
18. Conroy, J.	56
19. Swartwout, J.	58
20. Walser, J.	59
21. Sturman, J.	61
22. Bliss, W.	77
23. Samson, J.	77
24. Maser, J.	82
25. Ferguson, J.	94
26. Johnson, P.	96
27. Johnson, W.	96
28. Smith, J.	98
29. Benston, J.	98
30. Webster, J.	119
31. Mais, J.	131
32. Harding, J.	134
33. McCarthy, J.	135
34. Peters, J.	136

HOBBIE 16B	POINTS
1. Darress, J.	5 1/4
2. Moore, J.	10
3. Rogers, J.	22
4. Myrlyees, J.	25 3/4
6. Davis, J.	31
7. Ferrara, J.	31
8. Arata, J.	32
9. D'Agustino, J.	35
10. Abramczyk, J.	51
11. Rosenfield, J.	52
12. Baigert, J.	57
13. Finnerty, J.	63
14. Dinhofer, J.	63
15. Redwood, J.	64
16. Schroeder, J.	65
17. Ammann, J.	69
18. Springer, J.	71
19. Calini, J.	72
20. Cocotos, J.	73
21. Love, J.	76
22. Coburn, J.	79
23. Higbee, J.	80
24. Mann, J.	80
25. Howe, J.	81
26. Smith, J.	83
27. Casey, J.	86
28. Brenner, J.	89
29. Gundersen, J.	93
30. Gibson, J.	98
31. Weinstein, J.	100
32. Dossae, J.	103
33. Monroe, J.	105
34. Snyder, J.	107
35. Bassett, J.	108
36. Trussler, J.	109
37. Zydek, J.	113
38. Marcisak, J.	113
39. Ferrara, J.	127
40. Marcisak, J.	136
40. Schumacher, J.	136
42. Elliott, J.	164
43. Winston, J.	175
44. Linder, J.	178
45. Losier, J.	180

HOBBIE 16C	POINTS
1. Featherstone, J.	9 1/2
2. Brill, J.	16
3. Ostheimer, J.	17
4. White, J.	24 1/2
5. Lefere, J.	28
6. Long, J.	32 3/4
7. Karp, J.	34
8. Brzezicki, J.	40
9. Bete, J.	42
10. Knorr, J.	42
11. Scarduzio, J.	44
12. Conover, J.	46
13. Carroll, J.	46
14. Cunningham, J.	46
15. Smith, J.	49
16. Kupferberg, J.	53
17. Kluse, J.	55
18. Kinchloe, J.	56
19. Serenita, J.	64
20. Bustard, J.	66
21. Giangrass, J.	72
22. Finnegan, J.	74
23. Tisdell, J.	85
24. Dwyer, J.	86
25. Pratt, J.	87
26. Loftus, J.	90
27. Iden, J.	99
28. Jones, J.	99
29. Wolf, J.	104
30. Paz, J.	107
31. Hanbury, J.	112
32. Hoff, J.	115
33. Precht, J.	137
34. Scheetz, J.	143
35. Jaull, J.	150
36. Penny, J.	154
37. Hahne, J.	155
38. Vainius, J.	159
39. Mutter, J.	161
40. Zimmer, J.	172
40. Green, J.	172
40. Hankard, J.	172
40. Livezey, J.	172

HOBBIE 16C	POINTS
1. Featherstone, J.	9 1/2
2. Brill, J.	16
3. Ostheimer, J.	17
4. White, J.	24 1/2
5. Lefere, J.	28
6. Long, J.	32 3/4
7. Karp, J.	34
8. Brzezicki, J.	40
9. Bete, J.	42
10. Knorr, J.	42
11. Scarduzio, J.	44
12. Conover, J.	46
13. Carroll, J.	46
14. Cunningham, J.	46
15. Smith, J.	49
16. Kupferberg, J.	53
17. Kluse, J.	55
18. Kinchloe, J.	56
19. Serenita, J.	64
20. Bustard, J.	66
21. Giangrass, J.	72
22. Finnegan, J.	74
23. Tisdell, J.	85
24. Dwyer, J.	86
25. Pratt, J.	87
26. Loftus, J.	90
27. Iden, J.	99
28. Jones, J.	99
29. Wolf, J.	104
30. Paz, J.	107
31. Hanbury, J.	112
32. Hoff, J.	115
33. Precht, J.	137
34. Scheetz, J.	143
35. Jaull, J.	150
36. Penny, J.	154
37. Hahne, J.	155
38. Vainius, J.	159
39. Mutter, J.	161
40. Zimmer, J.	172
40. Green, J.	172
40. Hankard, J.	172
40. Livezey, J.	172

HOBBIE 16B	POINTS
1. Miles, J.	6
2. Olsen, J.	12 1/2
3. Levy, J.	15
4. Walklett, J.	16
5. Noyes, J.	18 3/4
6. Cowan, J.	20
7. Long, J.	24
8. Johnson, J.	28
9. Wilson, J.	32
10. Campbell, J.	32
11. Chanko, J.	34
12. Woodbury, J.	37
13. DeMatteo, J.	52
14. Garbell, J.	53
15. Wydan, J.	56
16. Andrews, J.	57
17. Birmingham, J.	64

HOBBIE 16A	POINTS
1. Glanden, J.	14 1/2
2. Becker, J.	16 3/4
3. Campbell, J.	17
4. Pagels, J.	20 3/4
5. Carpenter, J.	23
6. Schmidbauer, J.	28

7. Frey, J.	22
8. Warner, J.	30
9. Baxter, J.	35
10. Craig, J.	37
11. Bubaris, J.	39
12. Wardle, J.	52
13. Frank, J.	54
14. Doerle, J.	59
15. Cole, J.	62
16. Kennedy, J.	74
17. Smith, J.	86
18. Force, J.	92
19. McClare, J.	92
20. Vassallo, J.	92
21. O'Dwyer, J.	92

HOBBIE 14TURBO/H	POINTS
1. Becker, J.	4 1/4
2. Carpenter, J.	5 1/2
3. Bradley, J.	11
4. Osmun, J.	15
5. Roberts, J.	19
6. Duncan, J.	24
7. Springhorn, J.	26
8. Pinta, J.	28

HOBBIE 14TURBO/L	POINTS
1. Duncan, J.	3
2. Stackenreiter, J.	8

RUM RUNNERS REGATTA FLEET #448, DIVISION #12 POINT JUDITH, RHODE ISLAND JULY 23, 1983

HOBBIE 18	POINTS
1. Friedland, K.	5 1/2
2. Dates, J.	7
3. Haile, R.	8
4. Nessler, H.	9

HOBBIE 16	POINTS
1. Franco, B.	6
2. Boulay, J.	6 1/2
3. Scarduzio, N.	7 3/4
4. Linke, H.	15
5. Lemme, H.	17
6. Girard, W.	21
7. Lockwood, J.	20
8. Gamache, B.	24
9. Stevens, K.	25
10. Voorvaart, H.	28
11. Barrett, P.	33
12. Salonia, J.	36
13. Johnson, E.	40

1983 LOWENBRAU CHAMPIONSHIP FLEET #28, DIVISION #12 MATTAPANSETT, MASSACHUSETTS JULY 30 - 31, 1983

HOBBIE 18A	POINTS
1. Adelman, J.	3
2. Cuttillio, J.	9
3. Coccarri, P.	10 3/4
4. Miller, J.	13
5. Mone, T.	17
6. Shea, B.	19
7. Taylor, J.	26
8. Gable, J.	27
9. Dugas, K.	30
10. Finn, W.	38
11. Mazzacane, R.	40
12. Thompson, B.	48
13. Dickinson, B.	49
14. Bowen, J.	49
15. Luisi, G.	56
16. Blown, G.	57
17. Larivier, A.	63
18. Eckblom, J.	64
19. Olsen, B.	64
20. Trunca, E.	66
21. Manganello, J.	69

HOBBIE 18B	POINTS
1. Senfiteber, F.	6 1/2
2. Walklett, G.	8 3/4
3. Hayes, J.	12 3/4
4. Eaton, G.	22
5. Gilman, E.	26
6. Ferkler, C.	26 1/2
7. Rodomista, G.	30
8. Katz, J.	33
9. Downing, J.	33
10. Long, M.	34
11. Hoffman, P.	37
12. Belisle, J.	37
13. Woodbury, T.	41
14. Mead, G.	42
15. Hardcastle, B.	56
16. Farmer, D.	60
17. Friedland, K.	62
18. Hart, R.	66
19. Brown, W.	76
20. Eaton, S.	76
21. Marinc, R.	84
22. Campbell, B.	88

HOBBIE 16A	POINTS
1. Walser, R.	9 1/2
2. Becker, D.	14 1/2

3. Bounds, M.	17
4. Carpenter, B.	19
5. Simms, A.	21
6. Warren, J.	27
7. Knowlton, T.	30
8. Swartwout, B.	32
9. Campbell, A.	35
10. Fox, S.	39
11. Bliss, D.	43
12. Crossley, R.	44
13. Mullen, ST.	45
14. Sturmann, K.	47
15. Samson, A.	56
16. Johnson, W.	63
17. Franco, B.	64
18. McCarthy, C.	65 3/4
19. Kimball, T.	70
20. Christopher, E.	72
21. Ferguson, D.	78
22. Muth, D.	80
23. Franklin, L.	81
24. Ryan, M.	81
25. Orourke, S.	86
26. Bliss, W.	91
27. Ponte, B.	95
28. Santos, E.	96
29. Kustes, T.	99
30. Watts, B.	103
31. West, E.	104
32. Campbell, K.	106
33. Najjar, R.	107
34. Mais, A.	112
35. Stone, P.	125
36. Thacher, J.	137
37. McCarthy, J.	137
38. Smith, D.	152

HOBIE 16B	POINTS
1. Ferrara, B.	6 1/2
2. Rogers, M.	11 1/2
3. Davis, H.	13
4. Casey, Kristin	24
5. Linke, H.	33
6. Price, G.	34
7. Snyder, B.	34
8. Smith, G.	40
9. Boulay, J.	44
10. Baigert, K.	48
11. Cocotos, P.	49
12. Hessinger, B.	53
13. Vanhoesen, R.	53 3/4
14. Nichols, D.	55
15. Clafk, R.	58
16. Rosenfield, S.	58
17. Herring, A.	63
18. Price, W.	64
19. Kammerer, S.	65
20. Wilson, G.	66
21. Fondrk, T.	71
22. Coburn, D.	72
23. Kennedy, D.	74
24. Christopher, T.	78
25. Beck, Peter	78
26. Higbee, D.	81
27. McDonald, M.	82
28. Voorhes, H.	85
29. Gallagher, A.	92
30. Gandersen, I.	93
31. Weigold, G.	95
32. Lockwood, J.	97
33. Sullivan, C.	104
34. Love, J.	104
35. Moxley, D.	104
36. Silverstein, S.	117
37. Polonski, L.	124

REGATTA RESULTS

2. Ortiz, Javier	11 1/2
3. Alonso, Jose	15 3/4
4. Vachier, Jose	22
5. Vicens, Raul	32 3/4
6. Claudio, Ricky	37
7. Armstrong, Tommy	46
8. Puello, Jose	49
9. Tellechea, Eddie	54
10. Bacz, Marino	60

HOBI 14A POINTS

1. Junco, Denny	14 1/4
2. Andrews, Billy	16 1/2
3. Creel, Kyle	18 3/4
4. Rivera, Eric	32 3/4
5. Colon, Pedro	33
6. Garcia, Ramon	38
7. Gonzalez, Carlos	41

HOBI 14B POINTS

1. Rojas, Ricky	10 3/4
2. Biascechea, Jose	17 1/2
3. Costa, Jose	22
4. Colon, Bebo	25
5. Dalmay, Raul	32

13. Blantat, G.	35
14. Hine, G.	36
15. Brown, J.	38
16. Escobar, J.	45
17. Burton, M.	45
18. Palmer, N.	45
19. Huber, T.	48
20. Jones, D.	51
21. Strange, D.	61
22. Roll, L.	66

HOBI 18B POINTS

1. Sparks, S.	5 1/2
2. Walburg, J.	6 3/4
3. Walker, R.	7 3/4
4. Burrows, A.	9
5. Becoco, F.	12
6. Denney, Sr., J.	12
7. McClure, K.	16
8. Lawrence, N.	20
9. Williams, G.	25
10. Griffin, G.	30

HOBI 18C POINTS

1. Jacobi, J.	2 1/2
2. L'Heureux, D.	7 3/4
3. Roberts, J.	8
4. Cotton	10
5. McCain, E.	10
6. Howard, M.	18

HOBI 16A POINTS

1. Balthaser, D.	4 3/4
2. Henning, D.	10 3/4
3. Freed, D.	13
4. Forsyth, J.	13 3/4
5. Gregar, D.	15
6. Ralph, M.	18
7. Dickerson, M.	20
8. Vockrodt, R.	21
9. Collins, P.	21 3/4
10. Liles, R.	23
11. Stout, D.	28
12. Morris, M.	31
13. Luce, E.	32
14. Will, R.	36

15. Przylucki, T.	41
16. Sampson, T.	42
17. Jones, B.	47
18. Woodworth, W.	48
19. Young, D.	48
20. Bass, B.	51
21. Fields, R.	54
22. Digs, B.	55
23. Shaw, R.	64
24. Wilson, D.	65
25. Fuller, T.	65
26. Brewer, D.	68
27. Bateman, N.	68
28. Kinbach, J.	69
29. McCredie, D.	71
30. Rankin, N.	72
31. Eddy, M.	81
32. Hester, C.	81
33. Lovings, J.	86
34. Crockett, M.	98
35. Beatty, D.	101

HOBI 16B POINTS

1. Gregar, D.	5 1/4
2. Beatty, D.	12
3. Young, D.	13 3/4
4. Robinson, A.	14 3/4
5. Morrison, M.	16
6. Long, S.	20
7. Hess, P.	22
8. Green, J.	32

1. Fuller, J.	10
2. Raney, C.	12 3/4
3. Nickerson, B.	13 3/4
4. Raney, C.	14
5. Robinson, A.	14 3/4
6. Keeton, J.	17 3/4
7. Williams, JR.	21
8. Saylor, R.	21
9. Hoover, A.	24
10. Yngve, D.	25
11. Stahlschmidt, D.	25
12. Bodkin, M.	31
13. Bradshaw	32
14. Greene, J.	32
15. Travis, T.	35
16. Nigus, D.	39
17. Newbitt, N.	41
18. Leveritt, S.	47
19. Mead, H.	49
20. Smith, J.	50
21. Keefe, D.	53
22. Denison, N.	54
23. Taylor, JB.	55
24. Wilkinson, J.	57
25. Crockett, D.	57
26. Kelsey, B.	74
27. Kocsis, B.	74
28. Plum, D.	75
29. Whitehead, B.	82
30. Rainbow, K.	84
31. Jarvis, M.	85
32. Koller, T.	102
33. Lanter, J.	105
34. Ellis, D.	105
35. Newman, L.	105

HOBI 16C POINTS

1. Taylor, JR	5 1/2
2. Bracken, J.	5 1/2
3. Smith, J.	9 3/4
4. Jarvis, M.	15
5. Mantia, B.	18

HOBI 14A POINTS

1. Rainbow, B.	6 1/4
2. Myner, G.	9
3. Welch, J.	1 3/4
4. Sanders, A.	11 3/4
5. Easley, R.	21
6. Webb, D.	22
7. Trotter, P.	23
8. Mynor, M.	27
9. Taylor, D.	30
10. Whitehead, R.	30
11. Long, M.	41

HOBI 14B POINTS

1. Rainwater, C.	4 3/4
2. Mebitt, N.	5 1/2
3. Saunier, R.	12
4. Boyd, N.	14

HOBI 14TURBO POINTS

1. Trent, G.	4 1/4
2. Decoco, E.	5 1/2
3. Saunier, R.	12
4. Boyd, N.	14

HOBI 14TURBO/L POINTS

1. Trent, G.	4 1/4
2. Decoco, E.	5 1/2
3. Saunier, R.	12
4. Boyd, N.	14

HOBI 16C POINTS

1. Edwards, J.	8
2. Schlig, D.	8 3/4
3. Walton, J.	8 3/4
4. Curtis, J.	14
5. Howeth, R.	15
6. Nouveau-ne	17
7. Winblad, D.	18
8. Kollman, R.	20
9. Smith, C.	21
10. Broyles, S.	24 1/2
11. Folck, J.	29
12. Cobb, R.	30

HOBI 16B POINTS

1. Campbell, W.	4 1/2
2. Kotoun, B.	8 3/4
3. Johnson, R.	10 3/4
4. Mantia, E.	19
5. Armstrong, G.	26
6. Bracken, J.	28
7. Loeffelholz	28
8. Etnner, F.	29
9. Blair, C.	31
10. Chicoine, N.	32
11. Miller, JE.	34
12. Moreland, J.	34
13. Cross, J.	36
14. Davis, M.	41
15. Dessler, J.	41
16. Van Sickle, N.	43
17. Meek, J.	44
18. Doran, P.	46
19. Hayward, J.	47

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 14TURBO/L POINTS

1. Rainwater, C.	4 3/4
2. Mebitt, N.	5 1/2
3. Saunier, R.	12
4. Boyd, N.	14

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

1. Burrows, A.	5 1/4
2. Waldrop, S.	8
3. Eagle, J.	8 1/2
4. Costa, V.	15
5. Travis, T.	17
6. Walburg, J.	21
7. Garvin, L.	32
8. Metiger, L.	32
9. Denney, J.	46
10. Cotton, T.	46
11. Beach, S.	48

HOBI 16A POINTS

1. Freed, D.	8 1/2
2. Hennings, D.	8 3/4
3. Collins, P.	9
4. McCredie, D.	12 3/4
5. Ralph, M.	12 3/4
6. Liles, B.	27
7. Sparks, S.	30
8. Forsyth, J.	31
9. Gregar, D.	33
10. Morris, M.	41
11. Allen, D.	45
12. Stout, D.	48
13. Young, D.	50
14. Crockett, M.	53
15. Bateman, N.	53
16. Jones, B.	59
17. Holmes, C.	69
18. Hennings, S.	72
19. Brewer, D.	74
20. Fuller, J.	74
21. Vockrodt, R.	77
22. Hester, C.	85
23. Priucki, C.	92
24. Allen, J.	95
25. Kocsis, B.	95

HOBI 18B POINTS

2. Myner, G.	9
3. Welch, J.	1 3/4
4. Sanders, A.	11 3/4
5. Easley, R.	21
6. Webb, D.	22
7. Trotter, P.	23

REGATTA RESULTS

9. Arbster, T.	30
10. Taylor, J.B.	33
11. Davis, M.	35
12. Saylor, R.	36
13. Bjork, T.	39
14. Rogers, B.	42
15. Carver, R.	53

HOBIE 16C POINTS

1. Montgomery, S.	8 1/2
2. Roys, M.	8 3/4
3. Tosch, P.	13 3/4
4. Vansickle, N.	14 3/4
5. Mullett, D.	16
6. Maudlin, G.	20
7. Nunn, S.	21
8. Cornford, F.	24
9. Seyfarth, H.	24
10. Worchester, G.	38

HOBIE 14A POINTS

1. Whitehead, R.	4 1/4
2. Rainbow, B.	6 1/2
3. Miller, M.	12
4. Easley, R.	14
5. Trotter, P.	14
6. Twyman, B.	22

HOBIE 14B POINTS

1. Vogt, Brian	4 1/4
2. DeCoca, Ed	7 3/4
3. Flynn, Diane	10 3/4
4. Taylor, Debbie	14
5. Grimes, Bill	14

HOBIE 14TURBO POINTS

1. Trent, Greg	5 1/2
2. Bates, Allen	8 1/2
3. Giles, Jerry	8 3/4
4. Wallo, George	10

MT. SCOTT POINTS REGATTA
FLEET #251, DIVISION #14
LAKE LAWTON, OKLAHOMA
AUGUST 6 - 7, 1983

HOBIE 18A POINTS

1. Winblad, David	1 1/2
2. Curtis, John	2
3. Palmer, Norris	3
4. Seidel, Tim	8
5. Burton, Mike	9
6. Broyles, Steve	16
7. Bates, David	16
8. Walton, Jack	16

HOBIE 18B POINTS

1. Logan, Kathie	4
2. McClure, Kade	7 3/4
3. Jeffers, Jim	7
4. Nixon, Bill	7
5. Tynon, Al	7 3/4
6. Klein, Tom	12
7. Gillespie, R.	13

HOBIE 16A POINTS

1. Ralph, Mark	4
2. Freed, David	6 3/4
3. Kelley, Noel	9
4. Collin, Phil	10
5. Balthaser, Dan	10 3/4
6. Cregar, David	15
7. Fuller, Judy	17
8. Hess, Fred	17
9. Bass, Boyd	20
10. Brewer, Dan	20
11. Morris, Marilyn	20
12. Allen, Jeannie	23
13. Woodworth, Woody	23
14. Sparks, Scott	24
15. Vockrobt, Rob	25
16. Stout, David	32
17. Buford, Chris	35
18. Giles, Jerry	40
19. Kocsis, Bill	40
18. Hinning, Dale	40

HOBIE 16B POINTS

1. Arbster, Tom	3 3/4
2. Greene, John	4
3. Williams, Guy	9 3/4
4. McIntosh, Ken	11
5. Brigham, Bob	14
6. Davis, Nick	15
7. Wade, Maurice	16
8. Saylor, Robert	17
9. Loeffelholz, Tom	17
10. Maewski, Jon	18
11. Leveritt, Susan	18
12. Keefe, Doug	19
13. Nesbitt, Nancy	22
14. Bonner, Rick	24

HOBIE 16C POINTS

1. Moreland, Jim	1 1/2
2. Mullett, Doug	5
3. Schuyler, Rob	5
4. Collins, Jay	10
5. Flynn, Diane	10
6. Vunn, Steve	12
7. Nelson, Cary	14
8. Fangio, Steven	14
9. Walters, Larry	21
10. Russell, Ron	22
11. Wilde, Barb	22
12. Lambert, William	23
13. Sheehan, Bob	26
14. Hunt, Lisa	26
15. Scott, Pat	34
16. Scott, Jeff	34
15. Sterling, Wayne	34

HOBIE 14A POINTS

1. Trotter, Phil	1 1/2
2. Whitehead, Randy	4
3. Easley, Roger	6
4. Leveritt, Chris	9
5. Blackwell, Gus	16
6. Stacy, Michelle	11
7. Taylor, Debbie	14

HOBIE 14TURBO POINTS

1. Trent, Greg	2 3/4
2. Boyd, Nancy	3 3/4
3. Wallo, George	5
4. Fulton, Mike	8

8TH ANNUAL PRAIRIE REGATTA
FLEET #27, DIVISION #14
WICHITA, KANSAS
AUGUST 20 - 21, 1983

HOBIE 18A POINTS

1. Collins	7 3/4
2. Weihe	8 1/2
3. Curtis	11
4. Winblad	13 3/4
5. Pierce	14 3/4
6. Cerretti	17
7. Mitchell	25
8. Blanchat	29
9. Burton	31
10. Meaton	35
11. Andrews	38

HOBIE 18B POINTS

1. Blecha	3
2. Buskirk	12
3. Tyler	15
4. Dillon	17
5. Reimer	18 3/4
6. Perry	21
7. Wright	25
8. Wilson	33
9. Beyrouti	45
10. Nixon	48
10. Santa	48
10. Wright	48

HOBIE 16A POINTS

1. Henning	3
2. Forsyth	11
3. Allen	11 3/4
4. Loewen	16
5. Cregar	17
6. Preller	23
7. Brewer	26
8. Kelly	26
9. Young	31
10. Means	36
11. Downham	36
12. Rankin	44
13. Bass	48
14. Buford	51
15. Hattan	60

HOBIE 16B POINTS

1. Ingram	10
2. Mills	10 1/2
3. Bridgman	10 3/4
4. Jarvis	16
5. Cedar	16 3/4
6. Fry	25
7. McIntosh	25
8. Parmon	26
9. Reyes	28 3/4
10. Roys	33
11. Mullett	43
12. Milligan	43
13. Taylor	44
14. Carver	50
15. Schwilling	54

HOBIE 16 POINTS

1. House	5 1/2
2. Frahm	7 1/2
3. Chicoine	10
4. Bright	19 3/4
5. Wellert	21
6. Pinaire	22
7. Swiler	22
8. Wagoner	27
9. Germonprez	31
10. Ettner	32
11. Duty	37
12. Friesen	52
13. Tinker	53
14. Harcotte	72
15. Dewey	77
16. Hoop	77
17. Unruh	78
18. Wennings	84
19. Knapp	84
18. Schirkoisky	84
18. Vansickle	84

HOBIE 14A POINTS

1. Webb	3
2. Rainbow	9
3. Trotter	12
4. Reimer	14 3/4
5. Barry	17
6. Tiger	20
7. Blackwell	24
8. Vogt	29
9. Taylor	29

HOBIE 14B POINTS

1. Bentz	5 1/2
2. Graham	5 1/2

3. Giles	8 3/4
4. Riggins	16
5. Stolz	18

HOBIE 14C POINTS

1. Brueger	4 1/4
2. Ratts	8

HOBIE 14TURBO POINTS

1. Trent	4 1/4
2. Wallo	8 3/4
3. Schlueter	10 3/4
4. Beddow	11
5. Capes	19
6. Purinton	24

DIVISION 15

APRIL FOOLS REGATTA
FLEET #70, DIVISION #15
OCEAN SPRINGS, MISSISSIPPI
JULY 16 - 17, 1983

HOBIE 18A POINTS

1. Ederer, Mark	3
2. Winter, Bill	11
3. Webber, Steve	11
4. Dalton, Mike	12
5. Coco, Marshall	17

HOBIE 16A POINTS

1. Kalata, Larry	13
2. Laney, Tim	16
3. Franzen, Larry	16 3/4
4. Whitehurst, Bill	17 3/4
5. McRee, Mike	21 3/4
6. Brooks, Todd	24
7. Lorn, George	25
8. Thornton, C.	26
9. Sanders, Glen	29 1/2
10. Andrews, Mack	30
11. Record, Bruce	31
12. Lattman, John	33
13. Verhoeven, Gary	34
14. Lambert, Brian	39
15. Myers, Jackie	47

HOBIE 16B POINTS

1. Hoppmann, Joe	4 1/2
2. Stone, Lynn	5 3/4
3. Putnam, Sherman	9
4. Ingram, Denis	16
5. Spears, Cam	19
6. Longnecker, Mike	17
7. Kernion, Brad	17
8. Kidder, John	19
9. Guarino, Joe	22
10. Koons, David	24
11. Bonnette, Rich	27
12. Deakle, Jeff	26 3/4

HOBIE 16C POINTS

1. Schlicher, Gene	4 3/4
2. Carter, David	6 3/4
3. Bound, Graig	9 3/4
4. McDonald, Lee	9 3/4
5. Mulvaney, George	10
6. Gauspohl, Paul	16
7. Rodgers, Jim	17
8. Frost, David	19
9. Ulland, Ray	23
10. Fahberg, Curtis	26
11. Wells, Bob	31
12. Daams, Doug	32
13. Soares, Herman	32
14. Fortenberry, J.	35
15. Euby, Joe	36
16. Kohler, David	39
17. Lee, Leslie	44
18. Brashier, Jim	45

HOBIE 14 POINTS

1. Neal, Steve	4 1/4
2. Mahugh, Kathy	6 3/4
3. Myers, Babe	9 3/4

HOBIE 14TURBO POINTS

1. Dick, Paul	4 1/4
2. Salmon, Jack	5 1/2

WILLIAM GRAMPRIE MEMORIAL
FLEET #120, DIVISION #15
PANAMA CITY, FLORIDA
JULY 23 - 24, 1983

HOBIE 18 POINTS

1. Kaeding, Greg	3
2. Ruthven, Larry	8
3. Cockcroft, Bruce	8 3/4
4. McLeroy, Mark	13
5. Lambron, Gary	17

HOBIE 16A POINTS

1. Stone, Lynn	6 1/2
2. Lattman, John	6 1/2
3. Mason, Billy	9 3/4
4. Brock, Jim	13
5. McLane, Dunkin	16
6. Watson, Ray	22
7. Sencil, Arthur	27
8. Self, Robert	32

HOBIE 16B POINTS

1. Smith, Kevin	5 1/2
2. Kernion, Brad	6 1/2

3. Eastabrook, Ken	12 3/4
4. Covey, Chris	15
5. Smith, Kendel	18
6. Roe, Roy	19
7. Davidson, Allen	24
8. Adams, Dan	25
9. Pitts, Don	33

HOBIE 16C POINTS

1. Rhodes, Gary	4 1/4
2. Stapler, Randy	5 1/2
3. O'Brian, Pete	11

HOBIE 14TURBO POINTS

1. Neal, Steve	3
2. Kalata, Larry	7 3/4
3. Salmon, Jack	10
4. Dick, Paul	15

DIVISION #15, CHAMPIONSHIPS
FLEET #43, DIVISION #15
SHELL POINT BEACH, FLORIDA
AUGUST 6 - 7, 1983

HOBIE 18A POINTS

1. Duke, T.	3
2. Dalton, M.	8 3/4
3. Moller, J.	11
4. Cockraf, B.	14
5. Lamborn, G.	17
6. Corello, T.	24

HOBIE 16A POINTS

1. Whitehurst, W.	6 3/4
2. Whitehurst, T.	7 3/4
3. Lattman	8 1/2
4. Tucker, C.	8 3/4
5. Thornton, C.	15
6. Kalata, L.	17
7. Franzen, L.	23
8. McNeir, M.	25
9. Brooks, T.	25
10. Record, B.	31
11. Zorn, G.	35
12. Holmes, S.	36
13. Dalton, J.	36
14. Huppmann, J.	40
15. McRae	42
16. Myers, J.	43
17. O'Brien, K.	46
18. Percy, M.	48
19. Stone, L.	54
20. Brock, J.	62
21. McLane, D.	64
22. Click, G.	66
23. Williams, V.	87
24. Waters, J.	111

HOBIE 16B POINTS

1. Fitzsimmons, C.	9 3/4
2. Smith, K.	10 1/4
3. Guarino, J.	15 3/4
4. Carr, L.	17
5. Covey, C.	18
6. Kernion, B.	19
7. Dalton, S.	20
8. Smith, K.	25
9. Kidder, J.	30
10. Self, R.	31
11. Andreozzi, T.	35

HOBIE 16C POINTS

1. Mulvaney	5 1/2
2. Puckett, T.	6 1/2
3. Dooley, J.	7 3/4
4. Gehlis, R.	15
5. Fahberg	20
6. McCully, G.	21
7. Polterson, P.	23
8. Davis, N.	29

HOBIE 14A POINTS

1. Neal, S.	7 1/2
2. Mahugh, K.	8 3/4
3. Reeder, D.	9 3/4
4. Eckland, E.	11 3/4
5. Bennett, R.	16
6. Myers, R.	20

HOBIE 14TURBO POINTS

1. Salmon, J.	3
2. Burggraf, R.	8
3. Sanda, B.	12
4. Moore, M.	13

DIVISION 16

MILLER HIGH LIFE REGATTA
FLEET #119, DIVISION #16
WENDT BEACH, NEW YORK
JULY 9 - 10, 1983

HOBIE 18A POINTS

1. Marner, P.	4 1/2
2. Caster, J.	5 1/2
3. Karim, T.	10
4. Marner, B.	12
5. Illi, T.	13
6. St. John, P.	20
7. McDonald, S.	20
8. Hall, J.	21
9. Snodgrass, T.	21
10. Tierson, D.	23
11. Rudd, J.	23
12. Admas, D.	25
13. MacLavery, J.	30
14. Lemmar, J.	41

HOBIE 16A POINTS

11. Rudd, J.	23
12. Admas, D.	25
13. MacLavery, J.	30
14. Lemmar, J.	41

REGATTA RESULTS

4. LoQuasto, S.	11
5. Kane, G.	12
6. Chamberlin, A.	13

HOBBIE 14TURBO	
POINTS	
1. Gamble, B.	2 1/2
2. Kirsten, K.	8 3/4
3. Uredborg, G.	10
4. Bowen, B.	12

1983 GLENORA CUP REGATTA
FLEET #86, DIVISION #16
SENECA LAKE, NEW YORK
JULY 23 - 24, 1983

HOBBIE 18A	
POINTS	
1. Caster	12 3/4
2. Hoglete	13 3/4
3. Barbee	20
4. St. John	20
5. Hoag	21
6. Hnauer	30 3/4
7. Delappa	31
8. Barnes	32
9. Peele	36 3/4
10. Hazlett	42
11. Tierson	42
12. Lemmer	54
13. Weiss	66
14. Harris	68

HOBBIE 18B	
POINTS	
1. Harvey	4 1/4
2. Hawewald	7 3/4
3. Doud	14
4. Ruh	17
5. Streeter	19
6. Belohusen	19 3/4
7. Salzer	20
8. Marciniak	23
9. Chapman	33
10. Weaver	25

HOBBIE 16A	
POINTS	
1. Buskley	8 1/2
2. Block	10 3/4
3. Howie	12 3/4
4. Korzeniewski	15
5. Elve	17
6. Cross	23
7. Peele	23 3/4
8. Teapetka	27
9. Vielhamer	36
10. Stackhouse	39
11. Klahr	42
12. Michalek	43
13. Meyer	46
14. Way	48
15. Hazlett	52
16. McAllister	56
17. Lovell	57
18. Demaline	67
19. White	74

HOBBIE 16B	
POINTS	
1. Kusche	10 1/2
2. Saulsgiver	11 3/4
3. Alford	12
4. Kulp	17 3/4
5. Walklet	20 3/4
6. Cuzdylo	24
7. Nellissen	24
8. Hale	30
9. Platt	34
10. Degarie	35
11. Blakely	40
12. Rewiger	40
13. Steter	46
14. Doyle	50
15. Davies	51
16. Delrosa	56
17. Sleeman	63
18. Gridley	65
19. Montange	71
20. Higgins	72
21. Willis	76
22. Laffer	83
23. Ursanik	88

HOBBIE 16C	
POINTS	
1. Cameron	10 1/2
2. Isard	13
3. Defreest	13 3/4
4. Ryan	15 3/4
5. Taylor	18
6. Reber	18 3/4
7. Buck	20
8. Reagan	28
9. Ford	32
10. Appel	34
11. Williams	34
12. Pecowicz	38
13. Grow	48
14. Miles	51
15. DeKalb	60
16. Milliron	64

HOBBIE 14A	
POINTS	
1. Rosenberg	3
2. Ivangie	9
3. Horton	9 3/4
4. Root	13
5. Cummings	20

HOBBIE 14TURBO	
POINTS	
1. Pesane	4 1/4
2. Gamble	5 1/2
3. Bone	11
4. Isard	14
5. Vredenburg	18

DIVISION 16 CHAMPIONSHIP
FLEET #295, DIVISION #16
ROCHESTER, NEW YORK
AUGUST 6 - 7, 1983

HOBBIE 18A	
POINTS	
1. Marner, M.	8 1/4
2. Holgate, B.	8 1/2
3. St. John, P.	19
4. Illi, T.	29
5. Barbee, G.	33
6. Knauer, D.	36 3/4
7. Delappa, R.	41
8. Obersheimer, C.	42
9. Rudd, J.	42
10. Hall, J.	44
11. Hoag, J.	45
12. Marner, B.	45
13. McRae, P.	51
14. Harvey, B.	56
15. Harris, P.	57
16. Reid, S.	58
17. Moyer, J.	64
18. Hewitt, J.	81
19. Weiss, R.	81

HOBBIE 18B	
POINTS	
1. Walket, C.	7 3/4
2. Stackhouse, K.	10 1/2
3. Wilson, D.	12 3/4
4. Breen, T.	14 3/4
5. Kratz, R.	16
6. Baglini, J.	18
7. Williams, R.	27
8. Knoren, J.	33
9. Ruh, R.	35
10. Goleman, M.	35
11. Belohusen, G.	36
12. McMaster, T.	38
13. Weaver, E.	44
14. Latal, R.	45
15. Klein, A.	47
16. Nichols, D.	63

HOBBIE 16A	
POINTS	
1. Howie, D.	10 1/2
2. Buckley, B.	13
3. Elve, C.	15 3/4
4. Meyer, D.	20 3/4
5. Terpstra, J.	25
6. Caster, S.	26
7. Perkins, J.	26
8. Messinger, J.	32
9. Klahr, C.	35
10. Korzeniewski	35
11. Chamberlin, R.	40
12. Peelle, S.	46
13. Michalek, J.	47
14. Vielhauser, S.	50
15. Emerson, J.	54
16. Phillips, C.	60
17. Demaline, T.	62
18. Vandever, M.	63
19. Caster, J.	68
20. Adams, W.	69
21. Kusche, J.	72
22. McNamara, M.	78
23. Way, B.	80
24. Hallock, M.	86
25. Evert, B.	87
26. White, M.	93
27. Block, D.	109

HOBBIE 16B	
POINTS	
1. Cuzdylo, M.	6 3/4
2. Kulp, B.	7 3/4
3. Tompkins, D.	8 3/4
4. Sallsgiva, J.	9 3/4
5. Goslin, T.	17
6. Colucci, A.	22
7. Lee, R.	24
8. Knight, D.	27
9. Nellissen, C.	32
10. Delrossa, J.	32
11. Meyer, C.	35
12. Cameron, D.	35
13. Ormiston, D.	37
14. Mergenhagen, D.	38
15. Schwarzmann, P.	42
16. Dalus, J.	44
17. Jaszczak, G.	44
18. Konieczny, B.	49
19. Fender, R.	50
20. Spear, B.	50
21. McCombs, C.	51
22. Thames, A.	52
23. Vielhauser, E.	53
24. Platt, Corky	58
25. Chamberlin, J.	59
26. Hodges, T.	59
27. Kassirer, P.	60
28. Treacy, J.	63
29. Lagusto, J.	65
30. Lane, J.	83
31. Clinkunbroomer	98
32. Kramer, R.	105
33. Kleindinst, J.	105
32. Principe, J.	105

HOBBIE 16C	
POINTS	
1. Potter, A.	22
2. Kelley, T.	28
3. Schmid, F.W.	29
4. Martino, M.	33 1/4
5. Ramsay, A.	33 3/4
6. Taylor, R.K.	34 3/4
7. Sleeman, L.	38
8. Ryan, D.	41 3/4
9. Williams, D.	51
10. Amico, M.	64
11. Magin, E.	68
12. Hopson, J.	68
13. O'Neill, K.	71
14. Bwyer, S.	75
15. Pecowicz, R.	82

16. Kent, B.	85
17. Kraft, B.	95
18. Appel, D.	98
19. Higgins, R.	100
20. Paulson, J.	102
21. Maciaszek, P.	108
22. Krystofik, R.	113
23. Michalak, D.	125
24. Quick, S.	130
25. Reber, B.	141

HOBBIE 14	
POINTS	
1. Cummings, D.	7
2. Ivancie, P.	9 1/4
3. Horton, R.	18
4. Loquasto, S.	26
5. Rosenberg, G.	26
6. Root, J.	30

HOBBIE 14TURBO	
POINTS	
1. Gamble, B.	11 1/2
2. Korzeniewski, S.	13 1/4
3. Pesane, S.	13 1/2
4. Bone, K.	16

GREAT SACANDAGA REGATTA
FLEET #238, DIVISION #16
SACANDAGA LAKE, NEW YORK
AUGUST 20 - 21, 1983

HOBBIE 18A	
POINTS	
1. St. John, P.	3 3/4
2. Grabski, R.	10
3. Lemmer, J.	18
4. Klein, M.	19
5. Belohusen, M.	20

HOBBIE 16A	
POINTS	
1. Caster, P.	3 3/4
2. Perkins, J.	11 3/4
3. Korzeniewski, T.	14
4. Vielhauser, S.	18
5. Hallock, M.	22
6. Michalak, M.	25
7. Stackhouse, K.	26

HOBBIE 16B	
POINTS	
1. Nellissen, C.	11 1/2
2. Schwarzmann, P.	12 3/4
3. Hale, F.	17 3/4
4. Ormiston, D.	19
5. Degarie, Y.	21
6. Johansson, J.	27 3/4
7. Thames, A.	28 3/4
8. Miller, C.	40
9. Hrycaj, W.	40
10. Laffer, S.	42
11. Zydek, S.	46

HOBBIE 16C	
POINTS	
1. Magin, E.	6 1/4
2. Martino, M.	9 1/2
3. Devine, J.	15
4. Fonda, C.	18 3/4
5. Pecowicz, B.	22
6. Shear, D.	22

HOBBIE 14	
POINTS	
1. Cummings, P.	6 1/4
2. Vance, M.	9 1/2
3. Ivancie, P.	11 3/4
4. Horoth, R.	17

HOBBIE 14TURBO	
POINTS	
1. Bone, K.	10 3/4
2. Pesane, S.	12 1/2
3. Korzeniewski, S.	14 3/4
4. Uredenburg, C.	14 3/4

HOBBIE 16A	
POINTS	
1. Buckley, Bill	12
2. Liefeld, John	21 3/4
3. Karasowitch, M.	37 3/4
4. Howie, Dave	39
5. Woodward, Rob	41 3/4
6. Sinclair, Rob	45 3/4
7. Gray, Paul	54
8. Knight, Greg	63
9. Van Brunt, Nick	71
10. Sturm, Harry	75
11. Renaud, Denis	78

12. Sullivan, Rick	79
13. Mudge, Mike	89
14. Donitz, Peter	89
15. McHardy, Dave	98
16. Johnson, Robin	99
17. Kelly, Roger	103
18. Jagger, Ted	107
19. White, Dick	110
20. Anderson, Bob	117
21. Shaw, Sam	120
22. Wyland, John	130
23. Paine, Bob	133
24. Magnusson, M.	160
25. Borecky, Don	164
26. Bowes, Bob	166
27. Anderson, Chuck	174
28. Millar, Rob	194
29. People, Rolf	199
30. Taylor, Mike	209

HOBBIE 16B	
POINTS	
1. Lahancette, Bruno	7 3/4
2. Feto, Bruce	24
3. Morrison, Dean	35
4. Mahalko, Gene	35
5. Chernott, Greg	40
6. Savard, Ray	43 3/4
7. Pelton, Bob	45
8. Berquest, Terry	48 1/2
9. Killmick, Dale	52
10. Westdal, Neil	65
11. Corness, Rick	70
12. Thomson, David	71
13. Pratley, Phil	74
14. Behrns, Kym	80
15. Horne, George	108
16. Kraisley, Bob	112
17. Adams, P.	126

HOBBIE 14	
POINTS	
1. Innes, Marjorie	5 1/4
2. Summerfield, M.	14
3. Cane, Garth	18 3/4

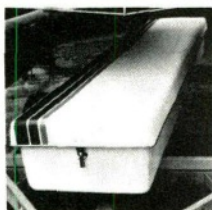
HOBBIE 18 EUROPEAN CHAMPIONS
HYERES, FRANCE
JUNE 12 - 16, 1983

HOBBIE 18	
POINTS	
1. Delius	15
2. DaMeyer	25 1/2
3. Laurent	29 3/4
4. Zimmermann, J.	60 3/4
5. Pradel	76 3/4
6. Foucaud	80
7. Escarret	89
8. Schroder	103
9. Marino	107
10. Braccini	112
11. Orsini	115
12. Rodenhausen	120
13. Heuer	129
14. Kalfon	129
15. Visser	130
16. Zimmerman, J.	132
17. Marais	136
18. Hildebrand	142
19. Bruder	142
20. Kappelmann	168
21. Rust	171
22. Krippner	173
23. Lunven	177
24. Pasquier	182
25. Annela	188
26. Blauenstein	195
27. Nicolas	199
28. McCook	199
29. Revay	203
30. Ryan	208
31. Wittwer	221
32. Marti	224
33. Schmitter	230
34. Grabow	246
35. Boucher	247
36. Cereghino	253
37. Walker	255
38. Poire	270
39. Tafari	272
40. Pelou	283
41. Bramaz	285
42. David	290
43. Bertish	303
44. Vivient	328
45. DeVolder	330
46. Broadley	332
47. Cattaneo	333
48. Daguet	337
49. Soule	344
50. Pacifico	350
51. Dinglage	357
52. Leif	360
53. Merbt	366
54. DeToro	368

HOBBIE 14 EUROPEANS RIVA DEL GARDA	
POINTS	
1. Reinhardt, D.	17 1/4
2. Zander, V.	32 3/4
3. Beriou, T.	39 3/4
4. Veeloo, T.	43
5. Manvis, P.	46 3/4
6. Luthy, C.	47
7. Kappelmann, T.	47 3/4
8. Visser, R.	73 3/4
9. Dallmann, K.	74 3/4
10. Drews, R.	87
11. Robert, M.	87
12. Gabronsky, H.	94 3/4

13. DeBakker, J.	99
14. Weller, F.	102
15. Laurent, T.	103 3/4
16. Hardacre, N.	105
17. Fulgoni, G.	124
18. Trouw, J.	130
19. Mangels, W.	131
20. Bos, R.	143 3/4
21. Angerhausen, H.	144
22. Lucking, B.	147
23. Liebel, N.	147
24. Leontieff, A.	149 3/4
25. Dinsdale, J.	152
26. Fankhauser, P.	153
27. Frewert, W.	166
28. Zumeple, R.	169

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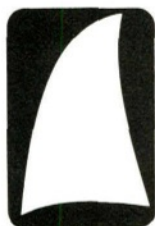
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READER'S FORUM

Striker Tension

John Grant of Norwood, Ohio, has some advice for sailors considering dolphin striker adjustments (July/August Reader's Forum). Grant advises Hobie Catters to adjust dolphin strikers only when absolutely necessary and to use extreme caution when doing so.

The adjustments for the front and rear crossbars are set at the factory and normally do not need to be adjusted. But, if you feel that your striker is loose, tighten it. Garwood cites several ways to examine your boat to check the tightness of the striker:

"One way is to measure the space between the hulls of your boat and compare these measurements to the measurements of other boats, preferably new ones. If your aft measurements are wider or narrower, then make sure those differences are on the same bow . . . I find this way of adjusting the striker the best way," writes Grant, "and that is to simply go out and sail it. Compare it with other boats. Sail different tacks and find out what is the best adjustment for your boat. It's time consuming, but it's the best way."

Keep in mind that when the boat is resting on land, the hulls will look slightly toed out. This shape is to account for the position of the hulls as they move through the water.

Now for the caution. Grant writes that since the dolphin striker helps to support the crossbar, a loose striker can result in a snapped crossbar.

"The crossbars are made out of cast aluminum," warns Grant, "which cannot bend as easily as ordinary aluminum. Therefore, if the hulls of your boat are toed in too far and you would like to toe them back out, then all you have to do is loosen the striker nuts . . . If you go too far you could end up with a \$200 mistake since on a windy day the force that is being applied to the center of the crossbar is much greater than it would normally be if the striker was lending its full support."

The word on striker adjustments is caution. Too loose could mean a broken crossbar. Too tight could mean that your boat will move through the water like a wedge.

Ring Around the Bolt Rope

We would like to know how to clean our Hobie 16 sails. They have become spotted from the wax we used along the bolt rope where it threads into the mast track. In rolling the sails, the wax has spotted them. The leading edge of the sails is also dirty.

We enjoy your magazine and hope you can help us with this problem.

Bill Stith
Duncan, Oklahoma

Editor's Note: We talked to the experts in the Hobie Cat sail loft. We talked to other experts at sail servicing companies. We talked to sailors. We did not find a definitive answer. Chemicals such as oxalic acid and acetone were suggested. So was kerosene, cleanser and solvent. So was boiling water. All of these have risks to sail color and fabric and none are sure to work. The consensus was that unless you are very troubled by wax stains, they are best left alone.

Continued on page 72

The Police Olympics

by Sue Bishop

Once a year, over 5,000 California peace officers leave their badge and its associated responsibility to compete in the California Police Olympics. San Diego, the birthplace of the Olympics, hosted the event last June 28-July 3. Cities including Modesto, San Jose, San Francisco, and Huntington Beach were represented by men and women looking for a challenge, a chance to meet new people and a great time. Events included archery, arm wrestling, badminton, basketball, bowling, boxing, cycling, equestrian, golf, handball, horseshoes, judo, karate, marathon, motocross, over-the-line, pentathlon, pistol, police service dogs, powerlifting, raquetball, rifle, sailing, skeet, soccer, softball, surfing, tennis, track and field, trap, triathlon, tug-of-war, volleyball, waterskiing, and wrestling.

Since its conception in 1967, the Olympics has grown in size and popularity, and is now the second largest event of its kind in the world—surpassed only by the International Olympics.

Two days were set aside for the sailing competition on sparkling Mission Bay, hosted by the Mission Bay Yacht Club. The sailing event consisted of a Hobie 16 Class, open 21' and under multi-hull class, and open 21' and under mono-hull class. Tanned or not, the participants took to the wind as true professionals and sportsmanship was the rule rather than the exception.

Rick Buchanan and Dan Polder of the Oceanside Harbor District took the Gold on Rick's Hobie 18 in the multi-hull Open. Hobie Cat sponsored the winning team, and provided them with trapeze suits and life jackets. This is their first year as participants, demonstrating their expertise by taking first in each race of their division. Rick attributes some of his success to his competitors, the Morgan brothers from the L.A.P.D. who directed him away from a wrong mark in one of the races. "We traded beers for sportsmanship," said Rick. It was a day where the only protests heard were concerning sunburns!

For the last eight years, John Hauser of the Huntington P.D. has won the Gold medal for the Hobie 16 class, finding the competition enjoyable but not demanding. He finished first in all seven races with little trouble. John has participated in the Olympics for the last 14 years, competing in golf until sailing was introduced in 1974. He sees the Olympics as another chance to sail his Hobie 16 and to enjoy the sport with friends he has acquired throughout his years as a participant.

In the mono-hull event, Bill Van Cleve and Bob Russell, also of the Huntington P.D., found that winning the gold by half a point was good enough. They were sailing a Coronado 15. "It's something we look forward to every year," says Bill. "It's great to see camaraderie associated with a group of individuals in the same profession." Bill is currently the District Secretary for the Coronado 15 in Southern California and Arizona.

The success of the Police Olympics is due to the determination of the officers who compete in the various events. Although encouraged by their departments to participate, they train and enroll on their own time, many scheduling their vacation around it. Although the purpose of the Police Olympics is to promote physical fitness among the law enforcement community, it is obviously more than that. It is a valuable opportunity to mingle with some of the finest sailors, runners, swimmers, and even skeet shooters in the

Continued on page 72

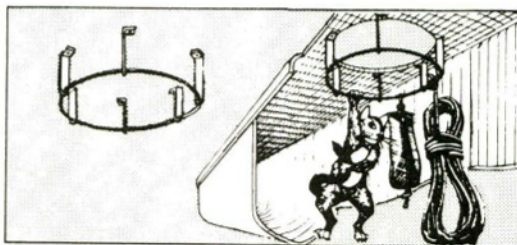
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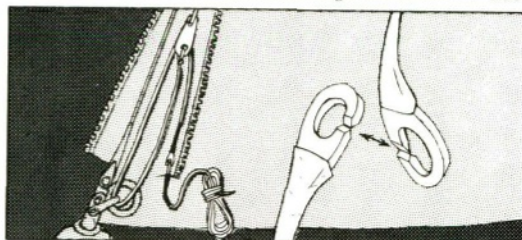
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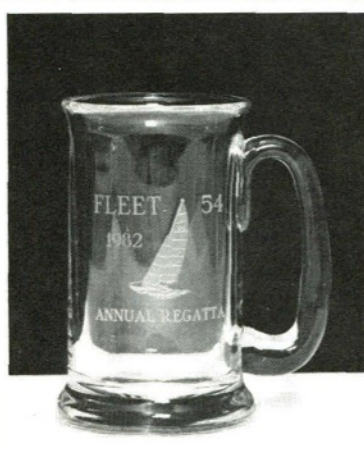
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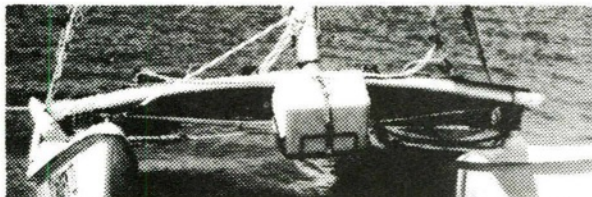
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HOBBIE BRIEFS

Erratum

In the September/October *Hotline*, several people were not recognized for their contribution to the issue. David Hendrix shot the colorful photo of the line-up on the beach of the Worrell 1000 on page 74 as well as the photo on page 77. Jean-Pierre van Swae photographed the racing action at the San Diego Classic Regatta on pages 51 and 57.

Patricia Sigfried-Giles was the author of "Mid-Americas '83, A Tenth Anniversary."

We at *Hotline* regret the omissions and apologize to the contributors.

Coast Guard Report

United States Coast Guard Commandant James S. Gracey has issued new instructions concerning Coast Guard response to non-emergency situations. Under the new policy, the Coast Guard will not lend assistance but will direct the caller to commercial towing and salvage vessels instead.

However, the Coast Guard will respond to non-emergencies during threatening weather, the approach of sunset or if the local commander feels his crew needs the practice.

The new directives also specify that the USCG will only tow a vessel to the nearest "appropriate" mooring. Formerly, the Guard would tow to the nearest port in which emergency repairs could be made. Gracey's orders instruct the USCG to attempt a determination of the severity of a situation by radio rather than dispatching a unit for on-sight inspection.

Coast Guard vessels will still respond to all emergency and life threatening situations.

To The Rescue

An alert Hobie sailor demonstrated that he had his priorities in the proper order while racing in the Division II Hobie 14 Championship. During the second race at Hurricane Gulch in San Pedro, California, Dick Blount spied a capsized Sabot that had just thrown a small boy into the water. With winds blowing 25 knots, and rocks nearby, the situation was obviously dangerous.

Blount immediately broke from the fleet (despite having a successful race) and sailed toward the boy. Upon arriving, Blount tried to calm the frightened boy and, since the boy had no life jacket, persuaded him to cling to the Sabot. Convinced that the boy needed more help, Blount waved his protest flag to attract the attention of Jeff Casher and Bill Rendler in the chase boat. Fortunately, he succeeded and the three men managed to help the boy right his boat. When they heard another boy was floundering, Casher left in the chase boat to help and to find the Harbor Patrol while Rendler and Blount stayed behind. They connected a line from the boy's boat to Blount's traveller line and, using Rendler as ballast, managed to tow the boy to his yacht club. The second boy was also rescued.

Blount stresses that race committees can and do make arrangements for such circumstances so that an entire race will not necessarily be lost if a racer goes to the aid of a boater. Even if an averaging of scores is not possible, it is certainly better to save a life than to save a race.

We at the *Hotline* salute Dick Blount and the quick reactions of Bill Rendler and Jeff Casher. They certainly have the Hobie spirit.

Continued on page 72



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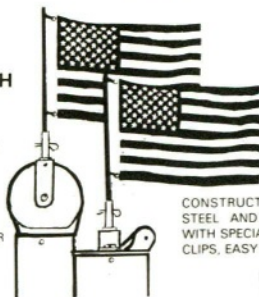
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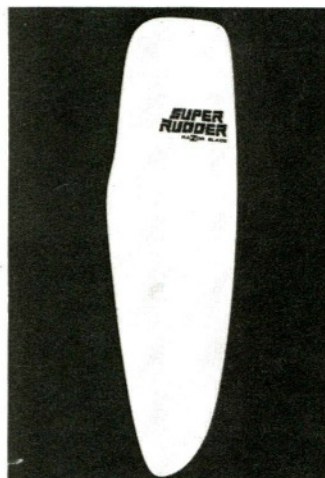
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Reader's Forum

Continued from page 68

Raising It Easy

I am an aging Hobie 16 owner whose back is giving him serious problems when raising the mast. I have heard there are some implements to make raising the mast easier. My question to you is: are any of these implements worthwhile and if so, which do you consider best? I'd really appreciate your advice in this matter. I don't want to have to sell my boat but it is getting a little embarrassing asking others to do the dirty work.

Cal Tabucchi
Santa Cruz, California

Editors Note: Hotline readers, any advice out there?

Hobie Briefs

Continued from page 70

Be on the Lookout

Please keep your eyes and ears open for a stolen Hobie 16, hull number: CCME7347M76G. It features white hulls with an orange tramp. A shipmate trailer, number 31526, was also stolen.

This boat and trailer were stolen from Marine Harbor Marina in Ithaca, New York around the end of June. If you have any information regarding this boat (sails and boom were not stolen), Please call: Mr. Randy Harmon, 93 Turkey Hill Rd., Ithaca, NY 14850 (607) 273-5960

Last July, 1982, a Hobie 16 disappeared from its mooring at Hyannisport, Massachusetts. Description: Hull Number: 125. Color: Lime green with a yellow tramp and black fiberglass super-rudders. Mast: An eighteen inch patch welded around the mast halfway up. The stern of one hull was rebuilt. Any information regarding this boat, please contact: Norm Herbert (Fleet 275), 8 Wesley Drive, Leicester, MA 01524

Police Olympics

Continued from page 69

state. The inscription on the winner's medallion honors them as the "bulwark of democracy, society's first line of defense." Put simply, they're a great group of people who know how to have fun.

Look for the 18th Annual Police Olympics in Sacramento in June of '84.

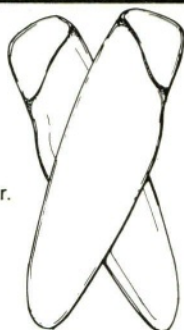
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- Eliminates slop in rudder castings
- Hand produced rudders guaranteed for 1 year.
- Total use of foil shape hinders "stall outs" providing faster tacks

CLASS LEGAL — HOBIE 14 & 16

Tested by Bob Curry, 1980 Hobie 14 National Champion. Already used by many of Florida's racing skippers and Carlton Tucker in the 1983 Worrell 1000.



\$200.00 pr. retail
Send check or money order.
Fla. residents add 5% sales tax

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SPECIALIZING IN HOBIE CATS®

Mainsail Racing Recut

with Teflon Boltrope	\$85.00
Jib Reshape Seams	\$65.00
Pie Shape Tell-Tale Window . .	\$10.00
Oblong Tell-Tale Window	\$12.00
Vision Windows	
Mainsail	\$25.00
Jib	\$20.00
Clew Board for Jibs (5 Holes) . .	\$16.00
Reef's per Set	\$24.00
Sta/Master Turnbuckles	
Large	\$18.00
Small	\$16.00

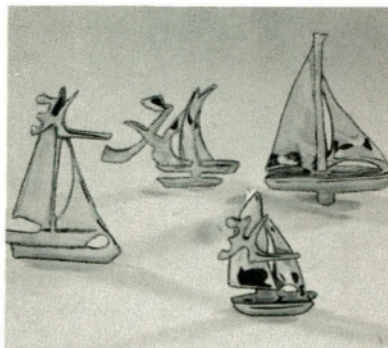
★★★★ 1 WEEK SERVICE ★★★★★

All shipments via U.P.S. freight collect C.O.D.
Prices subject to change without notice.

All reshaping in accordance with
the Hobie Class rules.

Give a Gift of Gold

14Kt Solid Gold Custom-Made Jewelry



CUSTOM DESIGNERS, P.O. Box 400,
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(512) 347-5134

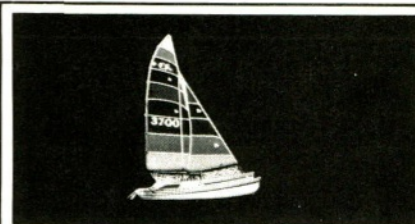
* clockwise from left

Please send me:	Price	Quantity
HC catamaran with small H on sail 1 1/4"	\$ 85.95	_____
HC with catamaran 3/4"	\$ 69.50	_____
HC Heavy 3-dimensional (large) catamaran 1 1/4"	\$175.00	_____
HC Heavy 3-dimensional (small) catamaran 3/4"	\$ 95.50	_____
Plus 5% Sales Tax	\$ _____	
Total Cost	\$ _____	

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

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

Full refund if not completely satisfied!



The Hobie Lapel pin

OK Hobie lovers. Let's unite. The finest sail boats in the world are now being offered in an exact metal replica pin cast plated in gold and in full color. Each shows the major details of the boat right down to the mast. Wear on your shirt, parka, hat or create your own spot. • Original Colors • Actual Size 1 1/2" • Makes a Great Gift.

DEALER INQUIRIES WELCOME

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

HOBIE 14 ☐ HOBIE 16 ☐ HOBIE 18 ☐
☐ 9⁹⁹ EA ☐ 2 for 16⁹⁹ 3 for 25⁰⁰

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

VISA, MASTERCARD, AMERICAN EXPRESS

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Hobie Sailors have more Fun Trailex Anodized Aluminum Trailers for Hobies assure that Fun

- LIGHTWEIGHT - for Beach Launch
- Compact Towing
- NO RUST - Maintenance Free
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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.

TRAILEX, INC.

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

INTERLOCK MAST WITH

HOBBIE® MAST-CADDIE®

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



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

ONE YEAR LIMITED WARRANTY
Purchaser may obtain a refund within 15 days of purchase and replacement of any defective part for one year.

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(California Residents, add 6% Sales Tax)

- ☐ C.O.D. (U.S. Only)
- ☐ Check Enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)
- ☐ Please send more information

Mast-Caddie \$34.00 Each

Check type of Cat

- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat. _____

SEE YOUR LOCAL DEALER or order direct:

SHIPPED IN USA VIA UPS. PREPAID (no P.O. Box No's please)

Name _____

Address _____

City _____ State _____ Zip _____

Account Number _____

Expiration Date _____

U.S. Patent Pending * Reg. U.S. Pat. Off.

Association des Hobie Cat

NOUMÉA,
NEW CALEDONIA

The village of Nouméa, on the island of New Caledonia, is Hobie Cat territory. The Association des Hobie Cat, headquartered on Anse Vata Beach at the Hobie Cat Club, sounds like a Hobie sailor's dream. Two club houses, showers, storage space and a large fleet of 80 of the most up to date boats greet the sailing visitor on this South Pacific island.

Hobie 16s dominate the New Caledonian fleet and some excellent 16 sailors sail out of the Hobie Cat Club. New Caledonian crews regularly take part in international competitions including last year's Hobie 16 World Championship in Papeete, Tahiti, and the 1983 Hobie 18 World Championship in Hyères, France. The New Caledonians are also very active in regional competition. Rivalries between the islands are a constant source of some fierce racing. Sailors in this part of the world are sharp indeed.



Hobie Cats become part of the South Pacific geography in this shot taken off New Caledonia. Breathtaking scenery seems commonplace in this part of the world.

This year, the Hobie Cat Association of New Caledonia invites foreign crews to share in a Hobie 16 encounter during International Yachting Week (December 10th through the 17th, 1983). The New Caledonians are welcoming sailors from around the world. New boats will be placed at their disposal, and safety crews will be at the ready as a precaution against the strong December trade winds. The New Caledonians appear ready to provide some wonderful racing, as well as pleasure, in the blue waters of the Pacific. For information, contact: Jean-Pierre Ferrigno, P.O. Box 774, Nouméa, New Caledonia.



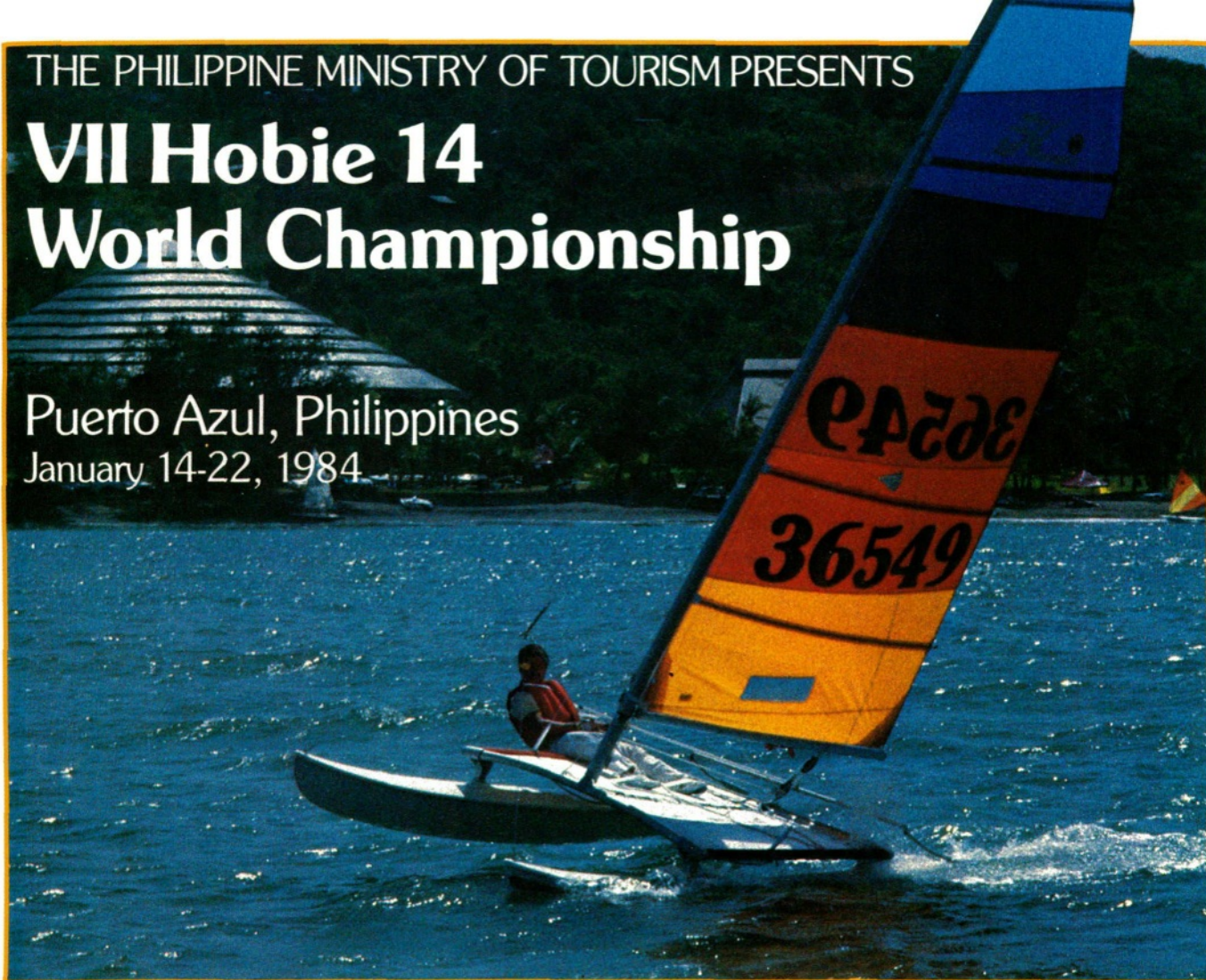
An island of sails. New Caledonia offers everything a Hobie Catter could want. Wind, open seas, warm air, beaches and friendly natives are all available in endless supply.



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, boom vang.

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

Australian Contact:

World Aviation Services
Ken Gillespie
5 Elizabeth St.
Sydney, Australia

All Others Contact:

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

The top three finishers in the 1983

Hobie 14 U.S. National Championship will receive round trip tickets from Philippine Airlines, the official carrier of the 1983 Hobie 14 World Championship.

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
- .. Western night bar-b-que and entertainment, hosted by San Miguel Beer.

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.

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

291 Geary St., Suite 200
San Francisco, CA 94102
(415) 956-3750 or (800) 622-0723



SAN MIGUEL CORPORATION

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 () _____

Official Airline



Philippine Airlines

November/December 1983 77

STRETCH RITE® Patent Pending

THE EASIEST RIGHTING SYSTEM YET

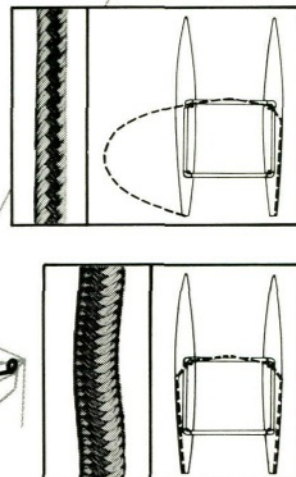
- Thick 1/2" line stretches out for instant use
- Internal shock cord recoils automatically
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- Excellent trapeze stabilizer

\$34.95

Add \$3.00 postage and handling

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Official Righting System for the Worrell 1000



It's elegant. It's classy. It's darn right dazzling. The 1984 Hobie Cat Calendar is a collection of the most beautiful and exciting Hobie photographs you've ever seen. To create a dramatic and stunning effect, the photos are highly glossed and printed on a dull black background. The calendar portion is designed in large daily blocks with plenty of room to write in those important dates. Actual open size is 18" x 24".

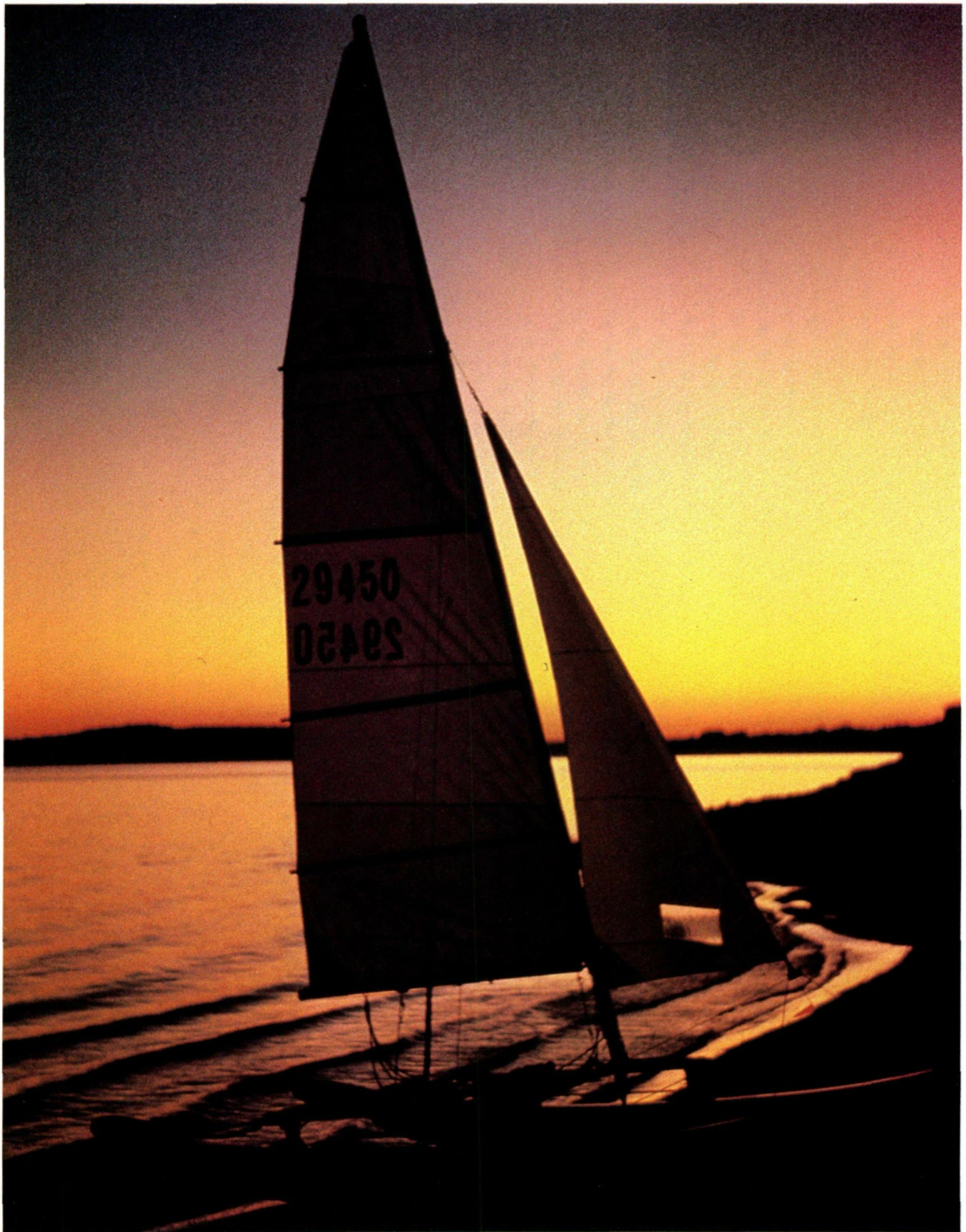
This Hobie Calendar promises to be a best seller, so order yours today. It's the perfect Christmas gift, too, for all your sailing friends!

Hobie Cat



To order send a check or M.O. (U.S. funds only) for \$10.00 ea. plus \$3.50 ea. (U.S.) or \$13.00 ea. (outside U.S.) for 1st Class postage and handling to: **Hobie Cat Calendar • P.O. Box 1008 • Oceanside, Ca. 92054.** Or better yet, save the postage and see your Hobie dealer today!

LAST LOOK



The day is done. The wind is gone. But we remain, lost in the Oklahoma sky. Photo by Paul Blackburn.

Coleman. Basic backup for the challenge ahead.

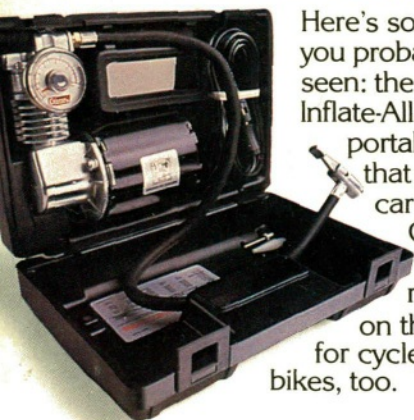


If you approach the outdoors head on, head for Coleman first. Run with the most popular canoe on the water. Or take on anything out there and enjoy it more, thanks to support equipment you can really count on.

Like Coleman® personal-size coolers and jugs. Built tough. And packed with plenty of insulation for the best cold-holding around.

You should have a couple of coolers or jugs in hand whenever you head out.

*Clockwise from left: Poly-Lite® Jug, Oscar® Roundabout.**



Here's something you probably haven't seen: the Coleman® Inflate-All®. It's a

portable air pump that plugs into your car lighter.

Carry one along to keep a flat from ruining your weekend, on the road or off. It's great for cycles, balls and bikes, too.



You know Coleman® liquid-fueled and propane lanterns. But maybe you've forgotten how handy they are for extending the daylight – or getting an extra-early morning start.



We outfit your outdoors.™

When you camp close to the action you can spend less time traveling, more doing what you like. Coleman® sleeping bags and tents make it easy.

Backpack Classic® Tent

Coleman Grill



Coleman even helps you cook out the way you want. Make a hot breakfast in a hurry on our liquid-fueled or propane stove. They adjust from simmer to sizzle in a second. Go with a Coleman® Grill (right) when you have more time for a meal. Or add a Smoke Barrel™ to turn it into your own Smoker-Grill.

Rebate programs may be in effect in your area. Look for details and coupons at participating dealers.

Coleman® Fuel and Coleman® propane for lanterns and stoves are available virtually everywhere.