

Hobie **HOTLINE**

MARCH/APRIL 1984

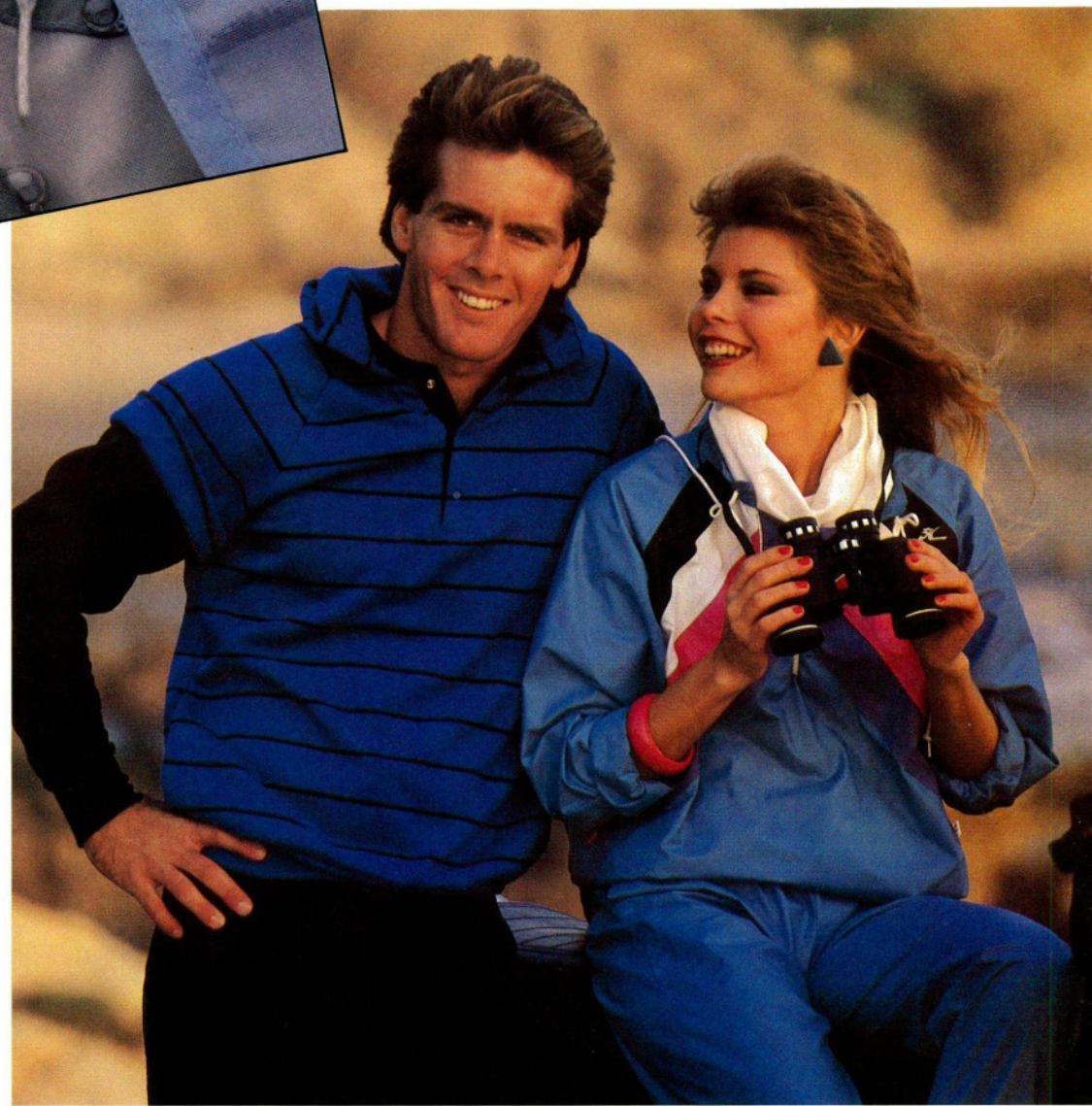
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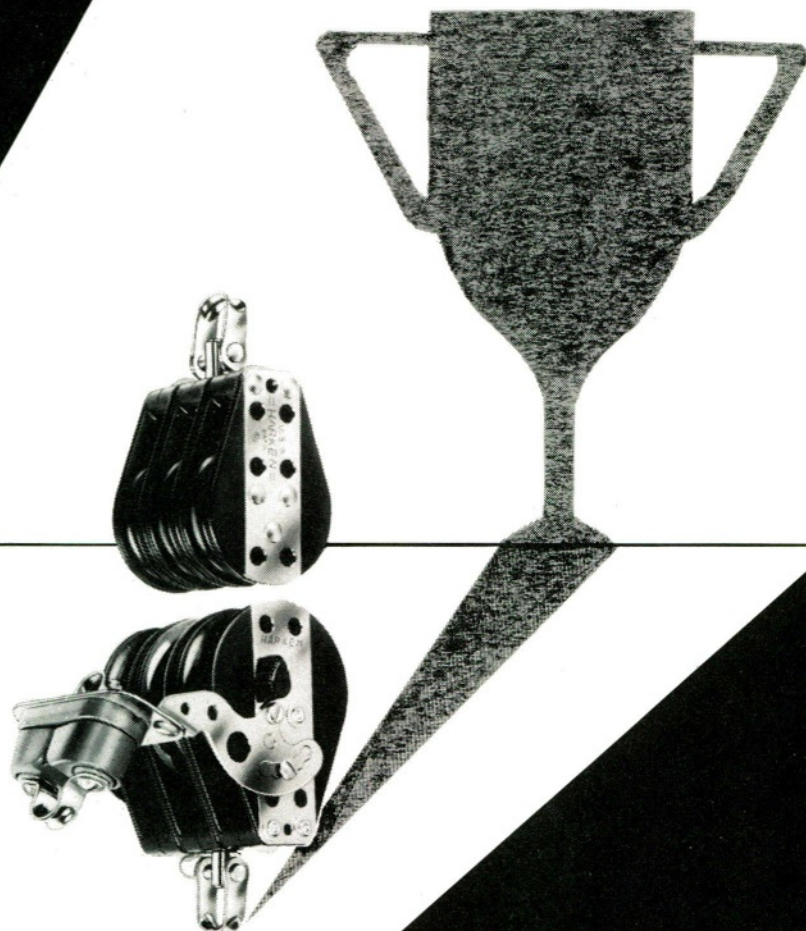


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Hobie **HOTLINE**

March / April 1984

Volume 13, Number 2



Jim Brown

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Hobie 14 sailors experienced the warmth and excitement of sailing in the Philippines at the Seventh Hobie 14 World Championship. Photo by Michele Krcelic.

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SAFETY

DANGER: EXTREME CAUTION MUST BE OBSERVED WHEN LAUNCHING AND SAILING NEAR OVERHEAD WIRES. A MAST NEAR A WIRE COULD BE FATAL.

How many times have we read this familiar warning which appears so frequently? How many times have we actually considered what could happen upon encountering a power line? Have we really digested this warning and considered the consequences?

Saturday, June 5, 1982, dawned a beautiful day, the perfect Hobie Day that we all long for. Fleet 97 busily set out marks on John H. Kerr Reservoir for its June fleet race. The winds were mild, the sun and water warm. The laughter hovered over the race course as we all

enjoyed another wonderful day.

Back on the beach, as we gathered to swap war stories of the day's event, a concerned hush fell over the fleet. The 2:30 p.m. news broadcast was stating that an accident involving a catamaran had just occurred on the secluded coastal island of Ocracoke, North Carolina. Three men had been killed and a fourth seriously injured when the mast of their sailboat had come in contact with a power line. The names were being withheld until proper notification could be made.

We had a few members that weren't at Kerr Lake that weekend. Some had gone down to the coast for a couple of days. But they were all experienced sailors. It just couldn't be them. After all, we all knew and loved those guys and things like that just don't happen to us. Not to our Fleet. Not to our friends.

A telephone call to the Ocracoke Coast Guard Station completely shattered our hopeful dreaming. One Hobie 18 had beached safely. The second did not. There were no warning signs to

advise them of the danger overhead. The powerful line hung only 28 feet above the shoreline.

Tragedy had struck home for Fleet 97. Numerous days and miles will never erase the hurt and distress suffered by friends, families, and fleet members over the senseless loss of these three extremely active young men. The reality of it all is still, and will be for sometime, difficult to face. So many people were affected. Fleet 97 had never suffered such a severe and painful blow.

Hopefully, this won't be just another tragedy. Hopefully, it will help to make us all more aware of the potential dangers overhead, that one place so many of us never think to look. Hopefully, utility companies everywhere will take notice and initiate corrective action to prevent further occurrences of this nature. It's a real shame to think that three lives have to be lost just to get a simple power line raised a few feet. Why must it be this way? Must it take the loss of life at every potentially dangerous location before something is done?

The two friends had over 200 hours of sailing experience on their 15 foot Alpha Cat, so they did not think twice when they set sail from Port Costa in the Carquinez Straights of San Francisco Bay. It was a beautiful day with two foot swells and slightly gusty wind. Visibility was excellent.

After about two hours of sailing, a gust of wind filled the cat's sail just as it was cresting a wave and forced one of the hulls to dip into an oncoming swell. The downward angle of the boat, in combination with the gusts of wind, forced the cat to an immediate halt and threw the two sailors into the sea. Fortunately, both were wearing flotation devices, so they were immediately forced to the surface and saved from drowning.

Since the two were experienced catamaraners, they calmly set about righting their boat, something they had done frequently in the past. But they did not count on the gusting wind which forced their craft back into the water every time they attempted a righting. After several tries, the skipper noticed that the starboard hatch cover was leaking. Righting the cat became impossible.

As soon as the two realized that their main priority was no longer the boat, they began to worry about their own safety. The water temperature hovered at 55 degrees, and hypothermia loomed ahead if the two could not be rescued.

Their hopes soared as they spotted another catamaran about 250 yards ahead, but as they watched anxiously, the other boat sailed away from them. The skipper probably assumed that since catamarans are usually easy to right from a capsize, his assistance was not needed. Every minute brought increasing fear of death. They remained

bobbing in the icy water for nearly two hours before they were finally rescued.

Although the Coast Guard is required to investigate only marine deaths in territorial waters, the rare circumstances surrounding this incident prompted them to examine the case despite the fact that no deaths occurred. "... the uniqueness of this incident, the surviving in the 55 degree water for some two hours and not being assisted by fellow boaters causes the Coast Guard some concern," says Harold Jones of the United States Coast Guard's Marine Safety Office in Alameda, California. "Since the Coast Guard's mandate is safety of property and life at sea, we recognized the need to research this particular matter and perhaps come up with some logical conclusions and advice."

Three factors entered into the Coast Guard's final conclusions. First, there are no existing federal or state requirements which call for any type of signaling equipment to be carried aboard non-propulsion open sailboats with a length of 26 feet or less if they operate only during the daylight hours. Any boats operating at night are required to carry distress signals.

Secondly, catamarans are relatively stable which is why they appeal to so many new sailors. Initially, it is difficult to topple a multi-hulled vessel, but once the boat has begun to tip, this built-in stability decreases rapidly according to Jones. This helps to explain why some sailors who are new to the sport and may not have much experience in righting a catamaran, have difficulty once their boat is over.

Lastly, despite the fact that catamarans are normally easy to right, under certain conditions, this task can be

nearly impossible without assistance from other boaters. Jones says that this is what causes the skippers of passing boats to ignore cat sailors who may be in need of their help. The other sailors know that cats do flip occasionally and they take it for granted that their presence is not essential. This helps to explain why the two sailors were forced to stay in the water for such a long period of time before they were aided.

With this evidence in mind, the Coast Guard arrived at two very important advisory statements. "The Coast Guard recommends that owners of open sailboats with no propulsion machinery aboard attach two or three waterproof and submersible smoke distress signaling devices. These devices, which can be either hand held or floating, can be secured within the lacing of the trampoline or on the crossbars where they can be easily retrieved should the need arise. Velcro fasteners are recommended since it can be disengaged even if a sailor's hands become numb or injured. Smoke signals, which can be purchased at marine supply stores or local boat dealers, will let other boaters know that your situation is not normal and that you *do* need help. Therefore, they should be used only when necessary.

The Coast Guard feels that all boaters carry the responsibility of keeping an eye out for capsized boats. It is not wise to assume that others do not need help. By hailing a tipped boat, you may save a life.

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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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Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

Spring Is Coming. Promise.

It's hard to believe but it's already time to start thinking about pulling the cat out of the garage and start sailing again. Oh, I know it's still cold in most parts of the country, but you can at least start *thinking*. Those warm thoughts just may pull you through the last few weeks of what looks like a pretty severe winter. If the weather is still too brisk for the cat, then dust off your minds and think about the strategy mistakes you made last year and promised to correct this year. Even if you can't tune your boat, you can tune your thoughts.

We've known for several years that he was hot. He was the 1980 Hobie 14 National Champion and battled it out to the last race for the 1983 Hobie 14 National title and finished second. He won the first Eastern Hobie 14 Turbo Championship. Now he has added a World Championship title to his list. Bob Curry, from Tampa, Florida won the 1984 Hobie 14 World Championship. Check out the story in this issue. Close behind was Blaine Dodds from South Africa. Dodds finished second behind Hobie Alter Jr. in the last Hobie 16 Worlds held in Tahiti.

We have received many requests over the last year or so to include more information for the sailor who is fairly new to the sport. In response, we have created "The Hotline Guide for Beginning Sailors and Racers." Experts like Phil Berman, Skip Hurwitz, Paul Miller and others will explain those things which every sailor needs to know in order to feel confident out on the water. Even you old salts out there will be able to learn something, especially if you plan to teach someone how to sail catamarans or if you need to brush up on some rules.

Everyone will enjoy Terri Crary's second installment in her series of "The Second Language of Sailors." This time, she focuses on words to use when you're sailing downwind and rounding marks. Impress your friends. Even if you aren't a champion, you can sound like one.

Several of the items in our special

section were sent to us in the form of fleet newsletters. We do read all of our mail, and we often find something that we think might interest other Hobie sailors around the world. Since fleet organization provides the backbone for the sport, we have included a response to that often asked question: Why should I join? We think that you'll find Rob McLaren's comments well worth your time. With so many adverse things happening in the world, it's nice to know that there are people, Hobie sailors, who still want friendship and camaraderie above winning at all costs.

Many of you have written in asking for information on drydocking devices. One letter printed several months ago has elicited a great deal of response. In this issue, we include a Hot Tip for those of you who want to know how to build an effective and affordable dry docking device that keeps your boat out of the water without sacrificing convenience. Hobie sailors really appreciate the advice in the Hot Tips column, so keep it coming.

We were not able to include an interview with the 1984 Women's 16 National winner, Caroline Winter in our Special Racing Issue due to difficulty in reaching her in South Africa. We finally made it through and are certainly glad we did. Winter has a good many things to say about sailing in the U.S. and in South Africa, and she discusses some of her sailing techniques that helped her to win the U.S. Women's Nationals.

So there you have it. There's a little something for everybody in this issue, so sit back and enjoy. Read it by the fire as you wait out those last lingering days of cold weather. Spring is just about ready to poke itself out from under the snow, so get ready with the information in this issue. There's no such thing as learning too much, especially in sailing. Don't be afraid to teach yourself something, or to teach your friends. This spring get all of your family and friends out on your Hobie. We've found that once people get over the initial shock, they fall in love with sailing. But then, all of you already know that.

Paula Alter

LETTERS

Remembering Ventura

Sitting here at home with a warm fire and a cup of hot apple juice brings back pleasant memories of the Hobie 14 Nationals. They were great; the people, the parties, the racing. I don't know whose idea it was, but having the hot apple cider ready when we hit the beach after the first race (in the rain) on Tuesday was a terrific idea. It really hit the spot. Good thinking.

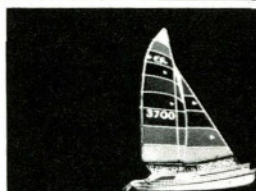
Cliff Hilliard
Diamond Bar, California.

Trailer Request

Thank you for your very good work. I especially like the articles on how to do what we love best, sail our Hobie. I'd like to see an article on how to get on and off the trailer fast. We keep our Hobie 16 in the back yard and trailer it to Harve de Grace, Maryland, to sail on the northern Chesapeake Bay. The faster we can hit the water the better. We don't race but we love sailing.

Chris Lory

Editor's note: Any of you organized Hobie sailors have some suggestions?



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Richard Clark
Bayshore Village, Ohio

Editor's Note: We would like to use your letter as an opportunity to inform HOTLINE readers about some of the problems that arise with subscriptions. We received and processed your warranty card several weeks after the March/April issue was mailed from our printer, but after you moved, we did not receive an address change until December of 1983. Since the HOTLINE is mailed third class (the only type of mailing permit we have been able to obtain) it is not forwarded to new addresses. This is probably the most common problem with HOTLINE subscriptions. The information on the warranty card is what we go by, so, if there is a mistake, there will be delays. Be sure your dealer gives complete and accurate information.

Please allow six weeks for processing because we are a bi-monthly publication and it can be a long wait between issues. In addition, if a change of address is mailed to the post office and you wish to have the HOTLINE forwarded, you must indicate that you wish third class mail to be forwarded.

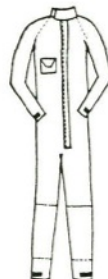
To better serve the readers, we have the magazine mailed from Dallas, Texas. This central location allows people throughout the country to receive the HOTLINE earlier than if it was mailed from California. The mail date is ten days prior to the cover date, but some parts of the nation have reported that it sometimes takes three weeks to receive the magazine. In addition, the renewal cards are mailed first class, so they will often pass the magazines in the system even if they have been sent out later.

Be assured that circulation is of the highest priority to the HOTLINE. We have done, and will continue to do, everything in our power to serve our readers.

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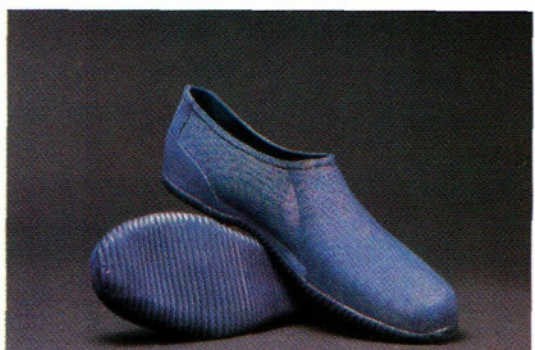
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FOR IMMEDIATE RELEASE

HOBIE CAT PLEDGES SUMMER GAMES SUPPORT

A promotion to aid U.S. sailors preparing for the 1984 Summer Games, launched by Hobie Cat of Oceanside, California, has been announced by USYRU's Olympic Yachting Committee (USOYC). The firm has pledged a contribution to USOYC for each "Summer Games" catamaran and monohull sold between September, 1983 and August, 1984.

"We expect our sailors will benefit tremendously from this arrangement, knowing the popularity of Hobie sailboats," says USOYC Chairman Sam Merrick. "With this venture, Hobie Cat sets a precedent for the boating industry in support of our sailors' campaign over the next ten months."

With the sale of each "Summer Games" red, white and blue model Hobie 14, 16, 18, 18 Magnum, Holder 12 and 14, Hobie Cat will donate ten dollars to the USOYC's Gold Medal Fund. The fund supports hopefuls in each of the seven Olympic yachting classes—Finn, Flying Dutchman, 470, Soling, Star, Tornado and Windglider.

"We are looking forward to a lot of enthusiasm for the U.S. team," says Larry Chisholm, Hobie Cat National Sales Manager. "Our dealers are excited about our relationship with the Olympic Yachting Committee, and several have already suggested matching contributions to these funds."

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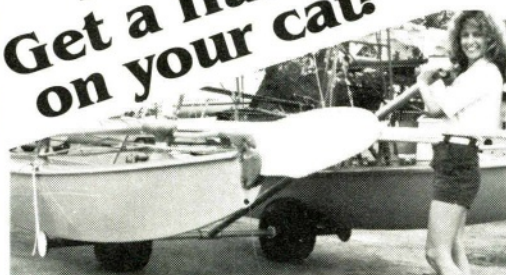
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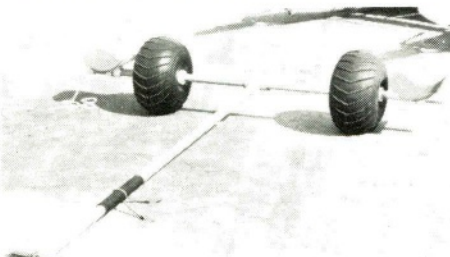


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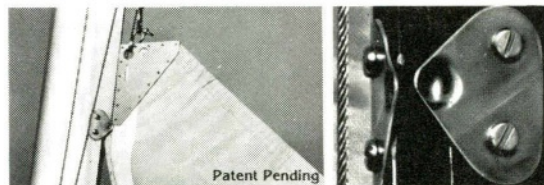
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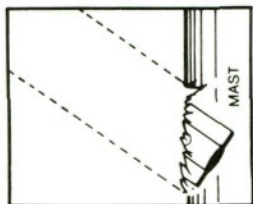
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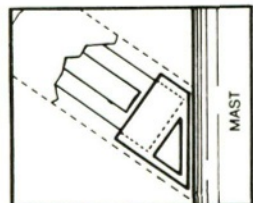
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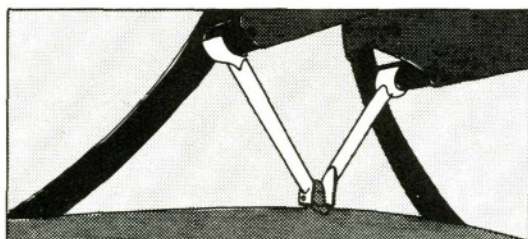
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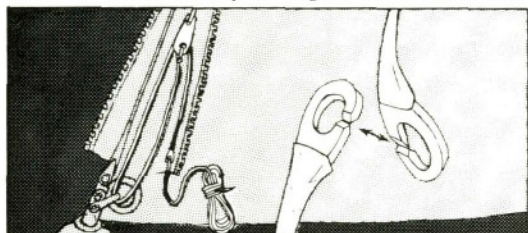
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HOW TO TAME YOUR CAT; IT'S NOT THAT TOUGH

by Phil Berman

Editor's Note: Phil Berman is the author of *Winning in Catamarans* and several other books on catamaran sailing. This piece originally appeared in SAIL Magazine's Learn to Sail.

Learning to sail a catamaran isn't difficult, in fact it's a lot like learning to sail a monohull. The only basic difference lies in handling. Since catamarans are much faster than monohulls, but less maneuverable, learning the idiosyncrasies of cat handling is essential if you are to get the most out of your boat.

The first thing to consider is steering. Because cats are quite beamy, carry a lot of sail, and are light in terms of their size, they accelerate quickly, but lose momentum easily. It's quite easy to bring a catamaran to a halt by sheeting out the sails and pushing the tiller hard over to leeward. Turning the two rudders to a 90-degree angle to your heading creates a most efficient braking system. While it is nice to know that you have brakes for those times when you are approaching a dock or launching or you are sailing in a crowded waterway, this advantage can turn into a disadvantage. Most novice catamaran sailors steer too much, and oversteering not only slows the boat, but it also ruins many tacks. The secret to steering is smoothness. All turns should be carried out gradually. Sharp turns put that braking system into action and slow the boat.

Since oversteering a catamaran with the rudders slows the boat, using the sails to help steer is a good idea especially in moderate and heavy airs. In these conditions, pumping the sheets to keep the boat driving at all times should prevent the skipper from being forced to head up as a means of controlling heel. It's much better to sheet out in a gust and steer straight through it than to risk sailing too high and then putting on the brakes to get back down on course once the gust passes.

Holding on to the sheets at all times rather than cleating them is your best

insurance against capsize. If there is any wind at all and you are afraid of capsizing, hang on to those sheets. Then, if the hull begins to fly too high or the leeward bow begins to plunge, all you have to do is sheet out. Finally, if you really want to slow down, put on the brakes by pushing the tiller to leeward to kill your speed instantly.

In addition to being steered and sheeted a little differently from a monohull, a cat is also balanced differently. Balancing a catamaran properly requires a consideration of both heel and fore and aft trim.

The proper heeling angle is not hard to understand but it is sometimes difficult to maintain. Catamarans always sail the fastest with a very slight heel to leeward. Flying a hull, while a lot of fun, is not the most efficient way to trim the hulls for speed. Proper trim requires that crew weight be kept far down to leeward in light air and slowly shifted up to windward as winds pick up to the point that the crew eventually sails from the trapezes. These adjustments sound simple, but in reality, they are not. If the wind is fluky, keeping the proper heel angle can require a lot of moving about. Remember, there's a lot of beam to a catamaran. Therefore, balancing the boat is not always a matter of the crew leaning in or out. Often, in fact, it's a matter of getting up and shifting one's entire body up or down the trampoline.

Fore and aft trim, as opposed to heeling angle, is sometimes hard to understand and maintain since it is affected both by wind strengths and water surface conditions.

As a rule, a catamaran is thought to have proper fore and aft trim when the sterns are just touching or are slightly above the water. To achieve this, the

crew stays well forward in light airs and then inches back as the wind increases and exerts more downward pressure on the bows. If swells are present, the crew will have to move aft sooner since it is never wise to run headlong into waves with the bows depressed. A good way to find the right crew position is to start with the crew weight forward, and then slowly inch back until the boat's bows seem to ride smoothly over or through most of the waves.

The biggest mistake most novice catamaran sailors make is sailing with the weight too far aft in light and moderate airs and too far forward in heavy air. Placing the weight too far aft causes the sterns to drag and the boat to lose drive. Placing weight too far forward causes the sterns to lift too much consequently forcing the bows into the water so that the boat cannot be driven at full speed.

The exact position of course depends on crew weight, wind strength and water surface conditions. As a rule of thumb, crew weight should be near the forward crossbar in light to medium airs on a smooth sea, about midships in moderate and heavy airs on choppy seas and aft of the midship spot in heavy air on choppy seas or swells.

Tacking a catamaran gracefully is not easy to do. It takes a lot of coordination in order to time everything right and to scramble fluidly across the boat. To make a fast tack, first trim the cat for maximum upwind speed. Don't attempt to tack from a screaming reach. Most novices make this error. When you're getting ready to tack, warn the crew by hailing: "Ready to tack." But before you actually steer into the wind, look for a flat spot ahead and bear off a few degrees to be sure you're moving at full speed. As you near the flat spot, alert your crew by hailing: "Coming about." Then, push the tiller slowly and gradually so that your bows turn into the wind. Never turn the rudders more than 45 degrees, and be certain to push slowly and gradually. Remember, it's easy to put the brakes on when turning sharply, something to be avoided when performing routine tacks. Throughout the tack, sails should be strapped in tight and cleated.

When the bows are pointing directly into the wind, start to move across the trampoline. At the same time, ease the mainsheet a foot or so and hail your crew to cut the jib as soon as the bows have crossed the eye of the wind. When you are halfway across the trampoline, pass the tiller extension around your back and over to the other side.

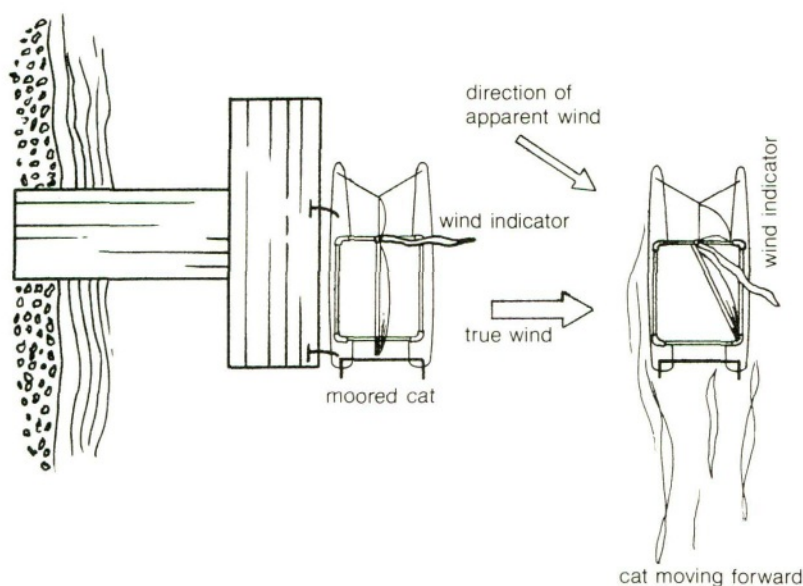


FIGURE 1: The difference between true and apparent wind is shown as the cat moves forward. The direction of the true wind remains the same; the pennant shows the apparent wind caused by the boat's speed.

As the tiller extension is being passed around the stern, the rudders will have a tendency to straighten out. This should not be allowed to happen. Keep them turned until the mast pops over and the jib begins to fill. As the boat begins to accelerate, slowly straighten the rudders and trim the sails tightly.

The first step in learning to sail downwind is understanding "apparent wind." The only time a cat's wind indicators show the true or actual wind is when it is sitting on the beach or tied at the dock. When the boat is actually underway, its wind indicators show what is called the apparent wind rather than true wind.

Apparent wind is the true wind combined with the breeze created by the boat's forward motion. The faster a boat goes, the more apparent wind it generates and the further forward of its beam the wind appears to blow. On a catamaran, the mast and bridle telltales will increasingly lag behind as they pass through the air. It is very important to remember that the sails must always be trimmed to the apparent wind. On all headings sailed on a catamaran in winds of five knots or more (except dead downwind) the bridle fly will always show the wind blowing further aft than it really is.

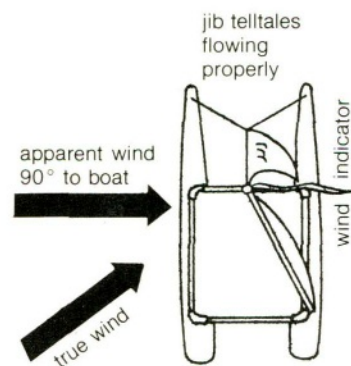


FIGURE 2: A cat sails best downwind with the apparent wind at 90 degrees.

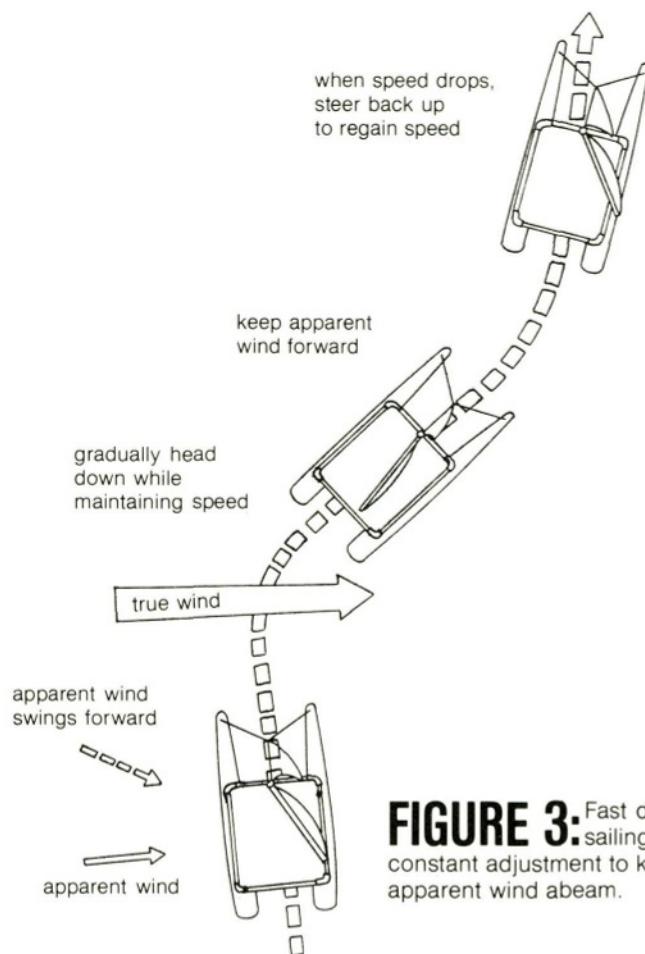


FIGURE 3: Fast downwind sailing means constant adjustment to keep the apparent wind abeam.

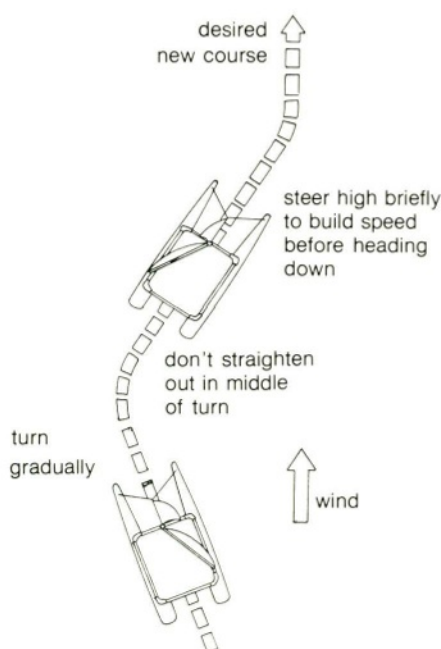


FIGURE 4: To gybe a cat, steer a smooth arc and then accelerate by heading up to build speed for the next gybe.

poline. Now, gradually steer offwind while watching the bridle wind indicator. When it shows the wind at apparent 90 degrees, straighten out. This is the starting point for setting the sails precisely. Watch the telltales along the luffs of both sails, then adjust the sheets so that both sets of telltales flow aft on both the windward and leeward sides of the sails.

After the telltales are streaming correctly, steering becomes the most important task. If the apparent wind moves forward to 80 degrees—forward of abeam—fall off until the indicators show 90 degrees again. If the apparent wind moves aft, head up to achieve the same result. In short, when the wind shifts ahead, fall off. When it moves back, head up.

Downwind boat balance is very similar to boat balance techniques used on other tacks. The only exception is when surf conditions exist. In such cases, both skipper and crew should move forward when trying to catch and ride waves and aft when the boat hits the bottom of a trough.

Gybing a cat is a little easier than tacking it upwind. The goal is to carve one continuous, graceful arc until the boat accelerates away on a new gybe.

Smooth jib handling greatly facilitates a fast gybe, so the skipper should be sure to warn the crew well in advance that a gybe is planned. If waves are present, try to find a particularly deep wave trough forming underneath your bows. When you find such a wave, or when it is simply time to gybe, the skipper should call: "gybing," then drop down into the wave and begin to carve a gentle arc by pulling the tiller to windward. Pull at a continuous speed then hold it about one third over during the rest of the gybe. Do not increase the rudder angle, or the brakes will be applied and the boat will stall.

Scrambling across the trampoline at the end of a gybe is often the most difficult part of the maneuver. The instant the traveller begins to slide, the skipper must grab all the parts of the mainsheet to throw the boom across while passing the tiller bar to the other side. It is also important to know exactly when to straighten out the rudders. If you straighten them out too soon, your sails will remain stalled; too late and the boat will reach to weather thereby giving up extra distance that could be made downwind.

In cat sailing, as in everything else, practice is the key to success. Good luck and have fun.

WHY SHOULD I JOIN ?

by Rob McLaren

A Hobie fleet member examines the motives behind joining a Hobie fleet and the fears that plague all new members.



Robert Brown

Two years ago, my wife and I stood on the beach beside our brand new Hobie 16, mainsheet in one hand and the instruction manual in the other. I felt like I was taking part in a Harvard University hand/eye coordination test.

"Uh, dear, pass me the thing-a-ma-bob, you know that funny thing that looks like a fishing reel? Over there, next to the doom-hickey."

I vividly recall the frustration when the main halyard refused to lock down properly. Before I could burst into tears, a fellow Hobieite wandered over and secured the thing in a jiffy. This type of

incident quickly set a pattern. Whenever we were totally baffled by our boat, it was a fellow sailor, and usually a fleet member, who came to our rescue. Granted, there was a lot of involuntary experimenting by using the mast as an outrigger, but these little indiscretions gradually grew fewer in number. Some of this was simple experience, but a lot of it was good advice. We made some fine friends along the way, and it wasn't long before we joined fleet 214. We enjoyed the social banter, learned to laugh at our mistakes and became better sailors. (Apparently this is open to argument.)



Jean-Pierre van Swae

RACING

It was enough to make strong men tremble and weak men faint. These people were going out there to race. Naturally, our fellow fleet members tried to persuade us to compete.

"It's just a club race, nothing heavy."

"Well, we're not racers. We're just out here to enjoy the sailing. Besides, we don't know a thing about racing. We'd be a menace out there."

"No sweat. It's easy. Give it a try."

The problem was that my wife was standing right beside me. Not only that, but there were a lot of impressive looking women on the beach, and I just knew they were watching me. Manhood was at stake! How could I refuse?

"Well, maybe we'll just try it. We'll kind of tag along to get the hang of it. Just for the experience."

Predictably, this state of affairs lasted only as long as the ten minutes between the white flag and the start. Tag along? Not a chance. We were in there scratching, or trying to scratch.

"What do you mean you want room at the line? We're leeward boat. Luff it up your drainplug Upton . . ."

We didn't know what we were talking about but it sure sounded good. We had a lot of fun, a bit of frustration and some good competition. We also found that while we were able to sail adequately, we still had an awful lot to



Jean-Pierre van Swae

learn about the upper levels of performance on the boat. This didn't necessarily mean learning how to run it up to warp factor five in a howling gale. It meant learning to point into and foot off the wind, sail into light airs and numerous other skills.

We found that these skills helped our leisure sailing. We learned slowly, but there was no doubt we were improving our seamanship. We gained confidence and pride in our boat handling abilities. We sharpened our skills by racing against our fleet members, and by discussing the race over a beer at the party afterward. We would later go on to sail in some of the zone four regattas and in the British Columbia Championship.

Looking back over the past two years, I can vividly recall many good moments on the water, but there have been good times on land as well. There was the last Christmas dinner when over 30 of us occupied the Keg Boathouse and held it for over five hours. The Hal-loween Monster Mash, the Harrison Events, the Lloyd's Fund Raiser all spring to mind.

There is a mistaken impression that exists of the racing sailor and the fleet member. He is pictured as an elitist snob, aloof from his compatriots. He is obsessed with his boat's performance, and secretive about its success. He will spend great sums on exotic equipment, then blame that same equipment for any failures. This image of the racing sailor is not accurate.


Admittedly, much of our activity centers around the sport of Hobie racing. The first priority of the World Hobie Class Association is the promotion of one design class racing. The Class

Association rules produce two effects worth noting.

1. You can take your boat right out of the box and race it without fear of being outclassed by the equipment freak.
2. The class rules employed at the larger events ensure you will be competing only against sailors of your own experience level.

Basically, what I'm trying to do is assure you that the general rules are simple and easy to deal with. Of course, the second thing you will encounter will be the people. This too is not difficult. Even at the large regattas, the emphasis is on fun and entertaining competition. It is a far cry from "Hobies to the death." Your closest competitor is likely to be the guy who helped you raise your mast the day before, and he will probably loan you a spare shackle today.

But we do more than just race. Some of the social events we hold are designed strictly for sailing and on shore enjoyment. Some are legendary. Here again, the people make the difference. The excursions and weekends are planned by experienced fleet members for maximum enjoyment with little cost.

I hope we have cast a little light on our fleet. I also hope that you will join us and help make our organization even stronger in the future. 

YOU CAN'T WIN WITHOUT THEM

by Ruth Hoffman

Ruth Hoffman, an intrepid "C" fleet member from fleet 4 has some interesting advice about the importance of learning the rules. From her viewpoint, there seems to be only two ways to learn them: the hard way and the less hard way.

rule (rool) n. 1. a regulation for standard procedure; a law. 2. an established method or way of doing anything. 3. government; supreme authority. v.i. 1. have power of command. 2. prevail; decide.

Now just read that definition. Do you notice that the noun form expresses a rule as a law and the verb form of the word definitely shows that if you follow the noun form, you will prevail and have power of command? How many times have you been out racing and sailed well only to be defeated by the rules because you were not sure or didn't know about one?

We had one fellow in our fleet from whom I learned a lot about the rules. He approached a mark and before he was 20 feet away, he would start yelling the rules: "Starboard" (when he was on a port tack), "room at the mark" (when there was no chance of an overlap) or "sea room" (the meaning of which I am still unsure). I was never sure if the rules he was shouting had anything to do with rounding a mark or anything at all for that matter, but he sure bluffed me out more than once. The first experience with this boisterous individual set me to going home and learning my rules.


I find you never stop learning the rules even though you may have read the book two or three times. There is nothing like an on-the-spot lesson to clear your mind of the actual definition. At the last fleet race, we had a couple of skippers who learned a tough lesson. It seems that the line had some fluky wind

in the middle. Two boats approached it on starboard, from opposite directions close hauled, on 90 degree angles. The windward boat hailed the leeward boat "starboard" so loud and aggressively that the leeward boat gave room and created a minor collision. After thinking about it, both skippers realized that they were both on starboard and close hauled. In this case, the leeward boat has the right of way. This took some thinking on both their parts, and at the scene there was little time for thinking. The next time either one of these skippers approaches the same situation, they will know the rule and be able to take advantage of it in time to prevent a collision.

Another instance occurred at the Todos Santos regatta, in Baja California. I was on the race committee and was staging "A" fleet with a second start after a general recall, when I watched a skipper go over early 30 seconds before the start. After the race had started, he dipped back across the starting line, did a 360 and started racing again. He ended up DSQ'd as an over early boat. He did not know the "one minute rule" which states that an over early boat after a general recall must round either of the starting line's pins before restarting. As he never rounded either of the starting marks, he failed to clear himself

and never started the race. I watched him sail for over an hour in a race he had already lost.

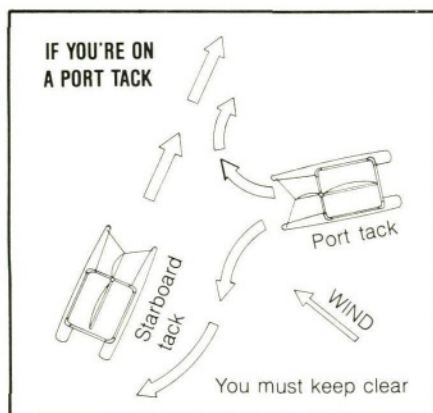
Now that I have convinced you to learn the rules, how do you go about it? First get a copy of the complete rules of racing such as the USYRU rules or IYRU. All boats are governed by those. Also, being a Hobie sailor, you must have the World Hobie Class Association "Racing Rules" which can be purchased at your local Hobie dealer for a dollar. Once you have the literature, start reading. If it all starts to look like Latin to you, ask questions. I usually pick out an "A" fleet sailor and discuss the rules with him. I find that "A" fleeters have been sailing longer and have usually been in more scrapes than anyone else. Don't just talk to "A" fleeters though; listen to every one of the skippers and what they have to say about unique situations they may have been in. If you are unsure of what they are saying, then pull out your rule book and discuss the rules with them again. Another individual I like to talk to is the person who knows how to run the protest committee. They are usually full of stories about those unique situations.

So, enjoy the racing. You may be a great sailor but without knowing the "laws" you can't "prevail." 

FOUR BASIC RULES TO GET YOU STARTED

by Paul J. Miller

Editor's Note: The four racing rules necessary for beginning racers were selected and simplified by Paul J. Miller, director of the California Sailing Academy in Marina del Rey, California.



Illustrations by Kevin Thompson

Many sailors don't ever get into racing because they're intimidated by complicated rules and irate sailors who seem to protest every technicality. But it doesn't have to be that way. With a good working knowledge of a few fundamental rules, you could start racing next week—without embarrassing yourself or inciting some hotshot to punch you in the mouth.

The rules of racing deal mostly with who can do what to whom, or, put another way, right of way. Theoretically, the best way to avoid right of way hassles is to stay completely away from the other boats. Then, you can't possibly get into any trouble, but you may have to sail ten miles out. If you can't avoid the other boats, you have to get in there and fight it out.

It's not as bad as it sounds. When two or more boats are sailing in the same area, they have to be sailing either on the same tack or on opposite tacks.

If they are on opposite tacks, the rule is simple. Port tack keeps clear of starboard tack. There are exceptions to this rule, but you'll avoid problems if you follow it in most cases. If you're the boat on the port tack, all you have to do is stay out of the other guy's way. If you're on starboard, then hold your course. If the port boat does not yield, hail "starboard" to inform the other boat of the rules.

For boats on the same tack, there are a couple of rules that apply depending on the position of the boats. If the boats

are parallel, the windward or upwind boat keeps clear of the leeward or downwind boat. Again, this rule is easy to apply. If you're the windward boat, keep out of the way. If you're leeward (with right of way), hold your course and let the sailor maneuver around you.

The major exception to the rule deals with boats on the same tack which are approaching the mark. However, until you have logged a few races, follow this procedure: If you are the boat without the right of way, give the other boat room enough to get around the buoy. If you do have right of way, hail for room and see what happens. The other boat will know the rules well enough to know what he has to do. Occasionally you will run into a sailor who will try some tricky technical stuff. If this happens, do the best you can to avoid a collision and make a note to see the skipper after the race.

If two boats on the same tack are not parallel, then one is either astern of the other or overtaking the boat ahead. If one of the boats is clear ahead of the other, then the boat behind must keep clear of the boat ahead. As with the other rules, if you're behind it's your responsibility to avoid the boat ahead. If you are leading, let the other guy worry.

The other situation that arises when two boats are on the same tack is when one boat is overtaking the other from behind. The boat ahead has right of way and the boat behind must allow him to maneuver. You can pass him on either side, but if you pass to windward, you forfeit leeward right of way. Once the boats reach a position where the overtaking boat is mast abeam, the windward boat gives right of way to the leeward boat.

There are a lot of subtle technicalities to this rule and you would do better by sticking to the straight and narrow. If you're the boat astern and want to overtake, pass to the leeward side of the other boat. He has the right of way until

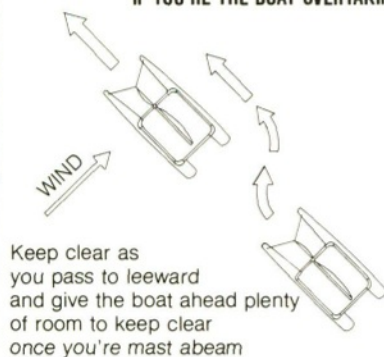
IF YOU'RE THE BOAT ASTERN



you reach a mast abeam position, so you must keep clear of him. But, once you reach mast abeam (your normal sitting position ahead of their mast), you have right of way. Again, rely on him to behave responsibly, and hold your proper course. If you are the boat being overtaken, hold your course and give the other boat right of way when he achieves mast abeam.


These four rules will cover the majority of situations you will encounter as a beginning racer. If you follow them closely and use good judgement to avoid any crises, you should do well. Here are a few extra pointers on how to enter and start your first race.

IF YOU'RE THE BOAT OVERTAKING



Choose a race that is a casual one, like a fleet race or perhaps one held in the evening during the week. Pick up a copy of the race instructions and the race chart. Study both carefully and attempt to memorize them.

The day of the race, you should arrive at the line before the start to check the wind and plan a good starting strategy. In order to discover the proper starting end, sail your boat directly to the middle of the line and luff into the wind. The starting mark that is at the smallest angle to the bow of the boat will be the favored end. Don't forget to consider the positions of the other racers. If the favored end is going to be crowded, you might try the middle. Also consider any other circumstances that might affect your start (i.e. currents, windspeed).

As soon as the warning signal for the first start is sounded, stay clear of the line for five minutes. Attempt to start on a starboard tack close hauled toward the middle of the line, until you have enough races under your belt to plan your own strategy. Keep a close watch under your sails for other boats. If you're on a starboard tack, shout "starboard" to alert unaware boats. Avoid collisions at all costs, don't sail your boat beyond your capabilities and good luck. 






To check for favored end of the starting line, luff directly into the wind.

The end that's the smallest angle from the boat is the favored one. In this case the port end is favored.

THE OFFICIAL USYRU SIGNALS

In order to communicate with the fleet that is racing at the time, race committees use a series of flag signals. Although there are some variations, these are the most commonly seen flags. For other flags and their meanings, refer to the USYRU's Yacht Racing Rules and the sailing instructions for the particular event in which you are competing. The World Hobie Class Association provides lists of courses used and entry requirements for national and world events (see January/February HOTLINE). Local fleets can provide instructions for races they sponsor.

SHAPE OR FLAG SOUND SIGNAL MEANS...

	1	Warning white	Ten minutes to start
	1	Preparatory blue	Five minutes to start
	1	Start red	Go!
	2	Postpone ment red & white	The start of the race is delayed
	2	General Recall blue & yellow	The fleet just started is called back for a new start

NOTE: 1. Time is taken from the visual signals, not the sound signals.
2. Signals, (flags or shapes) are lowered one minute before the next signal.

TEACH A BEGINNER AND MAKE A FRIEND

by Skip Hurwitz

Sailing a Hobie Cat, whether it be the 14, 16 or 18, is a great way to get into the excitement of boating. Nothing can match the exhilarating combination of wind, sun, water and Hobie sailing. Hobie sailors feel this way about their sport and they want others to share the same thrill. But then the problem arises; how do you teach them?

If you plan to teach your wife, husband, children or just a friend how to sail a Hobie, then this article is for you. Just keep one thing in mind. Anybody of any age can learn to sail if their teacher follows a few simple rules.

Rule 1. Keep it simple and fun. As a sailor you are accustomed to using the universal sailing vocabulary, but your

student may not be. (Husband to wife: "Pull in the mainsheet." Wife to husband: "I already took the laundry in from the line.")

The first lesson, which should be taught before you even get out on the water, is the wind. Explain in simple terms how to tell what direction the wind is blowing. Feel the wind on your faces, look at flags or throw objects up into the air. Next, use the clock method to explain how wind affects the direction of the boat. (Of course, your student must know how to tell time for this to be effective.)

First, draw a picture of a clock on a piece of paper or in the sand. Once you find the direction of the wind, you can set your clock accordingly. Always set the wind direction at noon. If the wind direction changes, your clock should also. Explain that it is impossible to sail directly into the wind and that 11 o'clock or one o'clock is just about the closest to the wind the boat can sail without coming to a dead stop. Since sailing is new to them, a corollary example must often be used. Tell them that sailing a boat directly into the wind is like trying to peddle a bicycle up a very steep hill or like trying to drive a car up a hill without putting on the gas.

The next step is to explain the five points of sail. Stay with the clock example so your student will understand.

Now it is time to explain tacking. Use the clock to explain that when the boat moves from 11 o'clock to noon then on to one, the boat has tacked into the wind or come about. Remind the student that whenever the boat passes

through the dead range, that is, through noon, it has tacked and that this motion constitutes coming about in the wind.

Then explain gybing. Tell the student that when the boat sails from seven o'clock and moves through six to five o'clock, the boat has turned down through the wind or gybed.

If you do not see a face filled with confusion, it is time to take your student to the nearest Hobie 14, not a 16 or 18. After all, new drivers seldom learn to operate a car behind the wheel of a Porsche.

It is absolutely vital to keep the terms you use simple; the beginner is often intimidated by nautical words. At California Pacific, we use automotive language to help the novice understand what part of the boat performs each function. For example, the bows are called "the front" or "the pointy end." The stern is called the "the flipped end" or simply "the back." The mainsheet is called the gas and the brake; the rudders become the steering wheel; the sail is the motor; the telltales tell us when to give or take gas; and the hiking straps keep us from falling off.

When you explain the parts of the boat, use these terms, or words like them, then give the proper name since they will have to learn them eventually. Demonstrate all the parts of the boat on land and let them feel and work any moving parts. The more familiar they are, the easier it will be for them to learn.

Show them where to sit on the boat. Tell them to keep the boat balanced at all times. In other words, if the boat

starts to put its bow down into the water, tell them to move back. If the boat's stern becomes buried in the water, it's time to move forward.

When explaining how the boat and sails work together, I have found that it is not a good idea to use "right" and "left" for port and starboard. When the boat changes tacks, the student becomes confused. Instead, I prefer to tell the novice that the boat will always go into the wind when the tiller is pushed toward the sail and away from the wind when the tiller is pulled away from the sail. This way, the beginner need only know that toward means into the wind and away means away from the wind. It doesn't matter which side of the boat they are on.

"How much gas should I give?" is probably the most often asked question. Use the clock to give easy answers.

1. The sail should be pulled in tighter when the boat is heading toward ten or 11 or one and two if the boat is to go faster.

2. The sail should be pulled in fairly tight when heading to eight or nine or three or four.

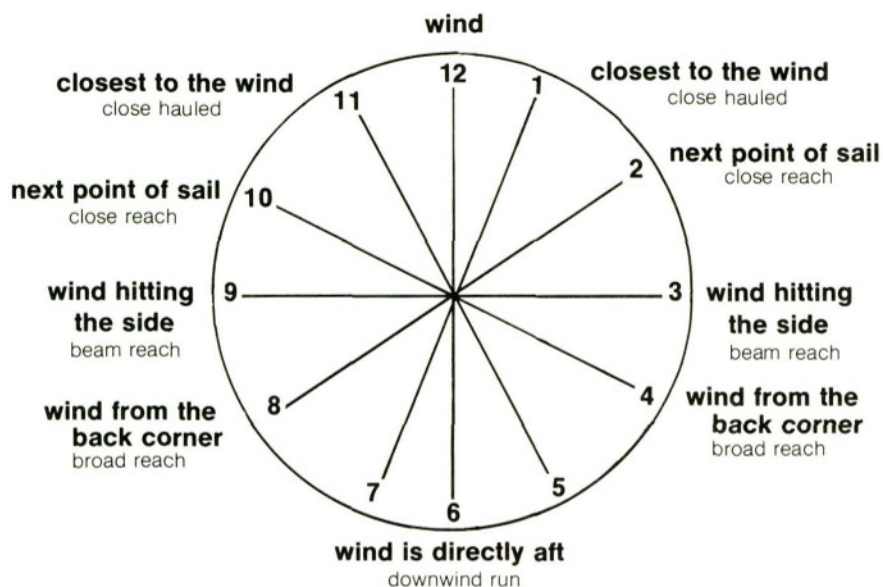
3. The sail should be out most of the way to sail downwind or five, six or seven.

Explain to your student that the telltales should be flowing back together and that adjusting the sail will allow them to do so. Be sure to explain to them that if they feel the boat is going too fast or they are not sure what to do with the sail at any particular time, let it out!

Now it's time to go out on the water. Demonstrate how to get from a kneeling position to a sitting position and vice versa and still keep the boat moving. When you get enough boatspeed, demonstrate tacking by pushing the tiller halfway to the sail in a smooth fashion and explain to the student again that pushing the tiller into the sail puts the boat into the wind and means that the boat is coming about.

As the boat comes about, show the beginner how his hand will work the sail and lock it in. Their backhand, which is now on the tiller bar, will grab the main-sheet (gas). Have the student move towards the middle of the boat as it turns into the wind. Let the gas off a couple of inches and, as the boat moves through twelve, have the student cross over to the other side and straighten out the rudders. After you have accomplished a tack (you have haven't you?) let him take the controls and sail through a tack. Encouragement is a must at this stage. Remember, you want them to

"... use the clock method to explain how wind affects the direction of the boat ..."



have all the fun that you've been having. This is not life and death, so any criticism should be in the form of suggestions.

Use the same technique for demonstrating a gybe with the exception that since you will now be sailing down the clock the tiller will be pushed away from the sail as you let out the main. Be sure to explain that gybing in heavy air is not advisable since the boat has a greater chance of flipping.

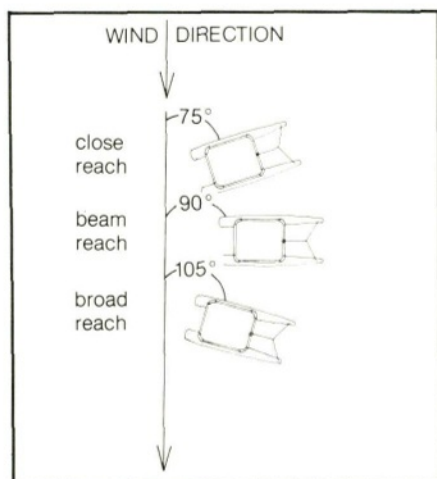
Now that the student seems to be having fun and has overcome their fear of sailing, gently remind them of safety tips. Pick a hot day and show them how to right a Hobie. Everybody will flip one sooner or later. Be sure that they always wear life vests and fully explain the rules of the road before they sail around other boats.

Tell them they have learned a lot already; then send them out onto the water to have fun. If you follow these procedures your family or friends will thank you for showing them such a good time instead of going away mad. You'll be assured of staying out of the doghouse.

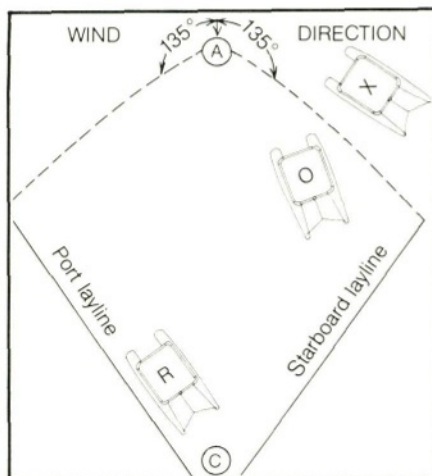
Skip Hurwitz is the owner and operator of California Pacific Catamaran Rentals on San Diego's Mission Bay. Hurwitz, who also competes in national championships, estimates that he teaches over 2500 people how to sail Hobies every summer. By using the method he describes below, Hurwitz claims that over 70% of his students can tack a Hobie Cat after only 30 minutes of teaching time even if they have never sailed before. Although Hurwitz teaches beginners on the 14 only, he feels that a 16 is also acceptable if the jib has been taken down. Once the basics are learned, the jib can be added. Hurwitz prefers to teach in winds of five to ten knots.

THE SECOND LANGUAGE OF SAILORS

by Terri Crary



In the November/December issue Terri Crary explained the terms sailors use to describe aspects of sailing to weather. We know you also need reaching and downwind terminology to understand and talk about how you went from first to last after the day's racing, so we continue with Part II.



X is going high and is above O
O is going low
R is going deep

SHIFT INTO HIGH GEAR

The *reaching leg* runs from A mark to B mark and is just about everyone's favorite because it's the fastest leg of the course. If the wind is above 15 knots happily exclaim, "Man, that was a *screaming reach*." And while we're on the subject of speed, note that you're not limited to an enthusiastic, "We were going so fast." The concept is great but the words lack gusto. Go ahead and say you were *cooking*, *smoking* or *flying* on the reach. They don't have anything to do with barbecues, cigarettes or airplanes, by the way, but deal with the thrill of flat-out speed.

There are three types of reaches more technical than the screaming reach: close, beam and broad. On a *close reach*, you sail just a little further off the wind than you would be when footing upwind. As you bear off to where the wind hits your sails perpendicularly (90°), you're on a *beam reach*. As you turn off the wind even further to about 100–110°, you're *broad reaching*.

The sailing path from A to B (also

called the *gybe mark*) is a straight line. After rounding A on a properly set course you'll be able to get to, and round, B without tacking or gybing. Because of this, what is similarly referred to as the layline up and down wind, is called *the rhumbline* on the reach.

HI-HO HIGH AND LOW

High and low are common terms but are confusing enough that the beginner might be tempted to comment, "High and low? I just don't know!"

Basically, a boat *going high* / *taking it high* is sailing closer to the wind, with the opposite being true for *going low* / *taking it low*. On a reach with the marks rounded to port (buoy passes the boat's left side as you round), anyone sailing high is above or to the right of the rhumbline. Going low refers to sailing below or to the left of the rhumbline.

Because there isn't only one straight line for reference downwind, it's easiest to think of high and low based mainly on a boat's angle to the wind. Since 135° off the wind (or 45° back from straight downwind) is the lowest angle for optimum speed and distance, sailing any further off the wind is going low. The reverse holds true for going high.

To *go higher* is to *reach up* / *harden up* / *head up*. To *go lower* is to *bear off* / *fall off* / *take it down*. If you're higher than another boat you're *above* it; lower and you're *below* it. Sailing low on the downwind leg is also called *going deep*.

You put on your deductive reasoning hat. "Why high and low? There are optimum paths to get to both marks so the boats will follow those lines." Negative. The only reasoning cap racing sailors wear tells them they can't go fast sucking dirty air and/or they've got to pass to get ahead. Here's what happens: Boats behind go higher in order to pass to windward. The skippers ahead, however, have a strong conviction that



going to the moon is probably better than letting some guy drive over them so they go higher at the same time in defense. Any two or more boats thus jockeying for position begin to head away from the rhumbline or layline. The skipper ahead will say that the skipper behind took them high/forced them up/took them to the moon.

When boats are in that duel of going high, a boat far enough behind can actually pass by going low because he won't get stopped by the brick wall of dirty air and can take a more direct path to the mark. Also, in light of a windshift and/or strong current, it can pay to go high (more "safety room" for laying the mark) or low (less distance to the mark).

BYE-BYE B AND HELLO C

You sail downwind or off the wind from either A or B to get to C (also called the leeward mark). The downwind leg is often called *the run* and sailing downwind called *running downwind*. While there aren't many terms to describe subtle differences in sailing at certain angles downwind, there is *dead downwind*. Unless you're on a Hobie 14, "dead" aptly describes the speed you'll have on this point of sail with the wind directly behind you. In the rare cases where someone on a 16 or 18 sails dead downwind, they'll go *wing-on-wing*, which means they'll have the jib on one side and the main on the other. Going wing-on-wing is such a desperate measure that if you use the term, hope that it's to describe what someone else did.

To change direction downwind you turn the boat away from the wind until the sails go over to the other side. Although this is *gybing* and is the opposite of tacking, the process of gybing downwind is called *tacking downwind*.

Bleeding it down refers to going lower and connotes using a wave or puff of wind to do so with speed. *Speed arcs*

are maneuvers in which you head up to pick up speed then bear off to aim for the mark. You use them to catch waves so you can surf downwind.

With planes there's the fear of flying; with heavy air sailing off the wind, there's the fear of *pitchpoling*. This phobia seems to run deepest in crews, probably because they get a more vivid view up front of the boat flipping end over end. Pitchpoling results from being *over powered/over sheeted/driving the boat too hard*.

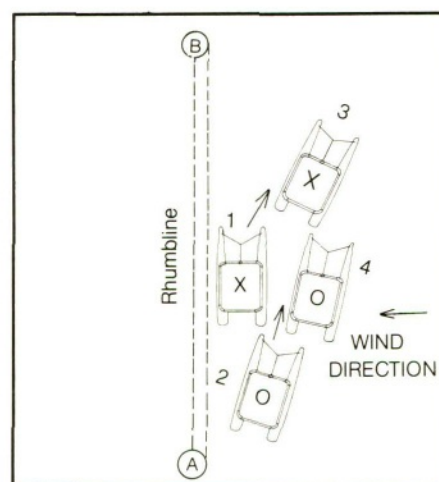
On the run, boats behind have the advantage of getting the wind first. Similar to the way boats ahead feed you dirty air upwind, boats behind *steal your air/blanket you* downwind. *Being taken to the moon* is another bad thing that can happen to you in downwind situations. If you're heading to the layline directly to windward/above another boat, you can't gybe until he does. If he doesn't gybe on the layline but continues past it, he's taking you to the moon.

THE OVERALL VIEW

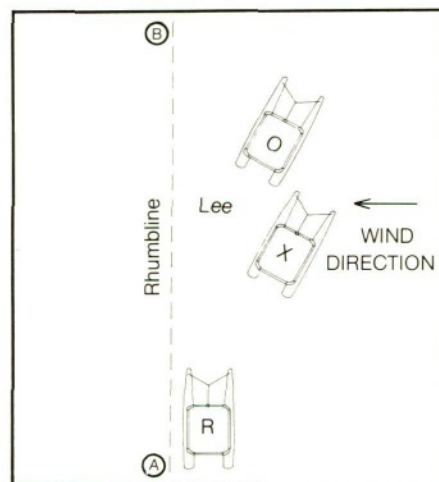
In the bird's eye picture, the reaching leg is part of the A-B-C/triangle course. In the absence of a reaching leg you sail the *sausage/windward-leeward/A-C* portion. To illustrate, an ABCAC course can also be described as a triangle-windward-leeward course or a triangle-sausage (with the eggs over medium) course.

THE LAST WORD

On a two-person boat neither one wants to hear the other saying, "We're way high, we're way too high" or any other edgy statement every five seconds. Use newly discovered terminology sparingly during the race. After all, in heavy air you'll be too busy controlling a fast boat and in light air too busy trying to make a slow boat fast.



O rounds A and starts going high. X goes higher in defense. O follows, staying high.



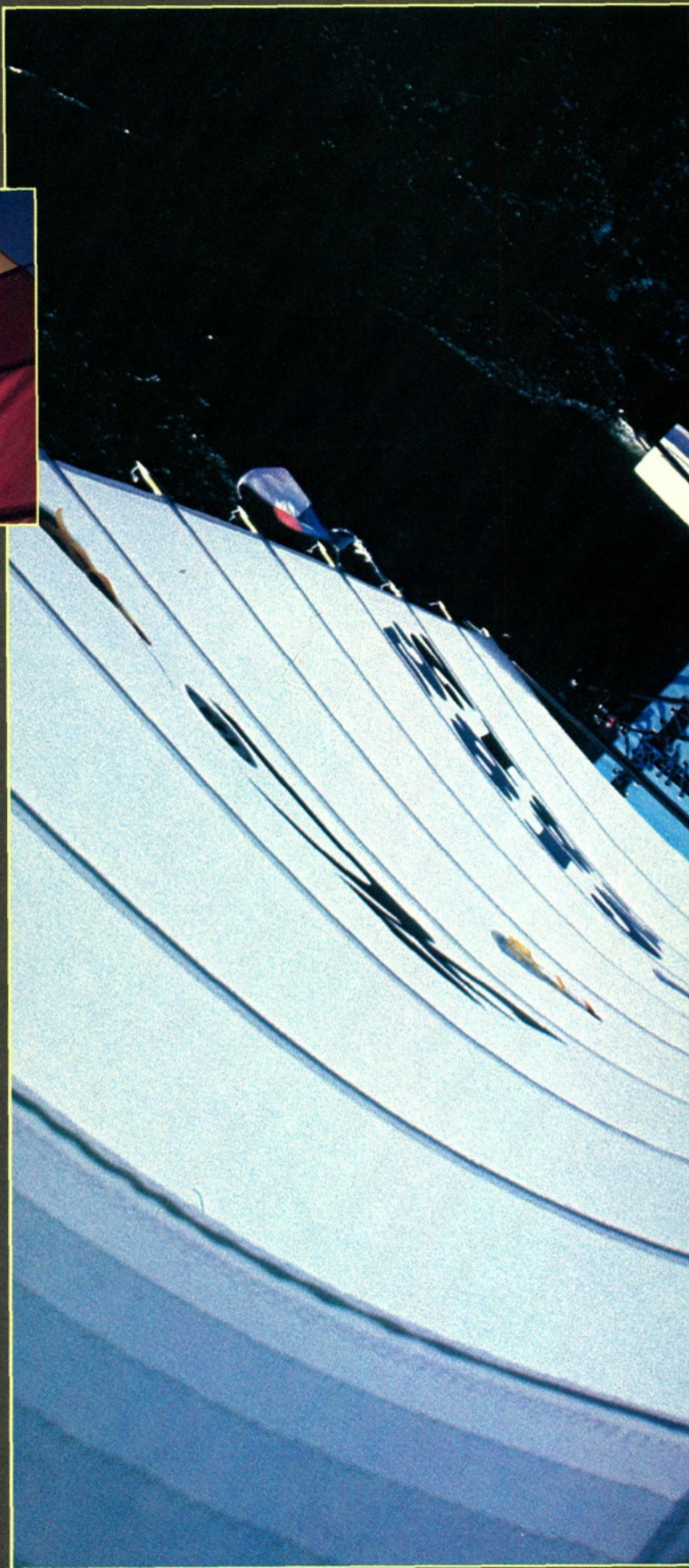
Because O is taking X up, R can round A and go low. The further X and O go high, the easier it is for R to sail through their lee.

THE UNIVERSAL INGREDIENTS OF HOBIE SAILING

GRACE

Keeping over three hundred pounds of moving Hobie Cat balanced on a couple inches of hull demands intricate movements. Hands operate tiller and sheets. Eyes glance furtively at the tell-tales as legs and feet prepare to scramble. The body works in coordination with the boat to direct this aquatic dance. Photo by Jon Foster.

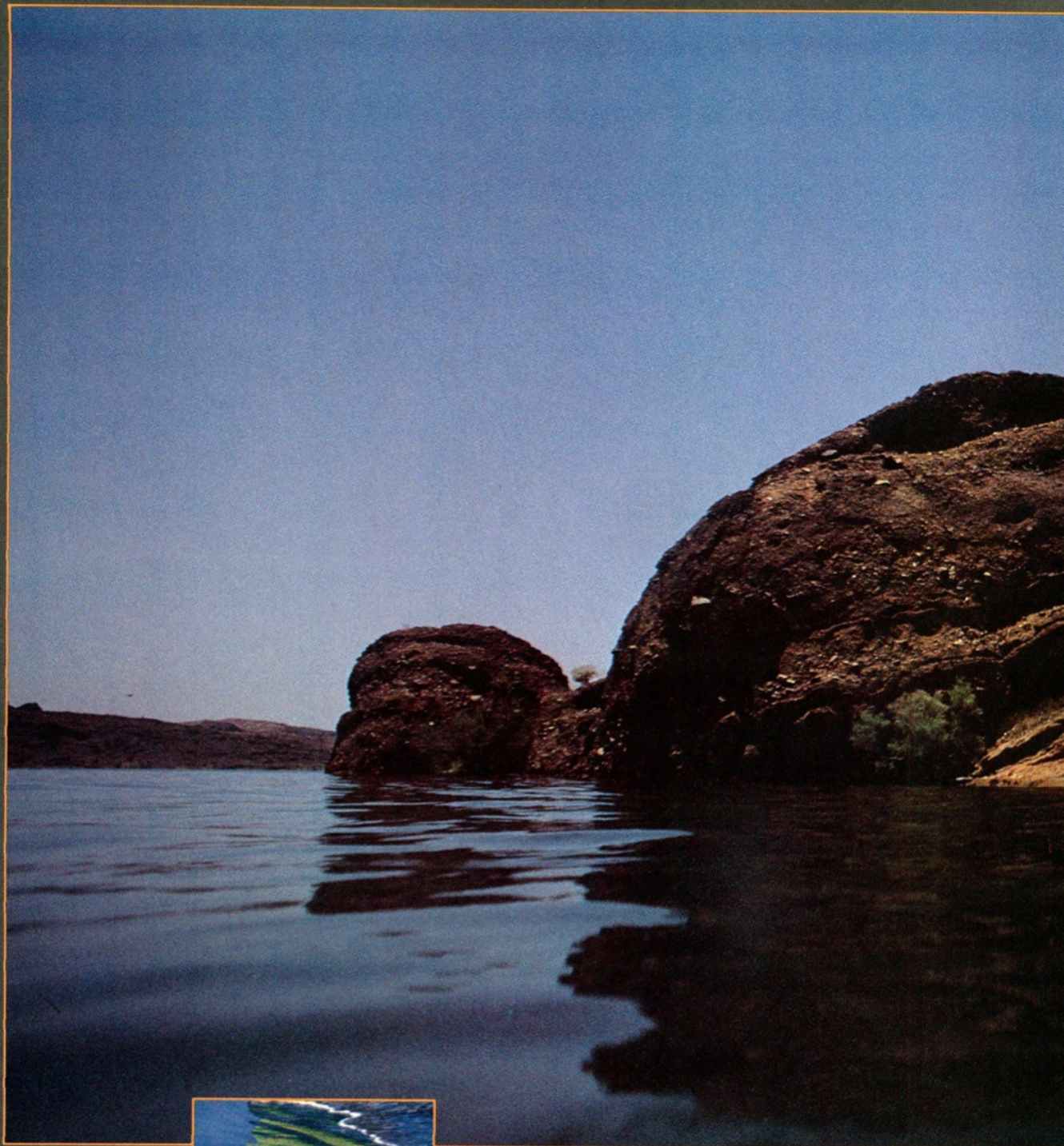




P PRECISION

In miles of water, inches can mean everything. Miscalculations of the wind's grid turn champion racers into anonymous sailors. Boats vie for position along geometric lines like arrows forcing themselves into the same spatial dimension. When man challenges nature with his technology, judgements must be exact; nerves must be steady. Photos by J. Feist (right), Rick Doyle (above).





REFLECTION

When the wind slows there is time to look inward. The introspective sailor often finds resources fermenting, waiting to be used. The thinking sailor can demand more from his craft and himself. He may become a better sailor. Photos by Robert Brown (above), Les Schwartz (left).







ENDURANCE

Heavy air and a long day out on the trapeze or miles of empty water looming in the horizon; both must be met with the mind as well as the body. Tired arms and legs beg for relief but must go unsatisfied if the goal is to be won. Discipline must prevail if the boat is to perform. Photos by Wayne Castillo (left), Robert Brown (above).



HOTLINE

38 Hobie Hotline



Photo by Robert Brown

B O B C U R R Y

Jim Brown



Michèle Krčelić

New Hobie 14 World Champion Bob Curry relaxes after a day's racing.

BY DICK BLOUNT

CURRY TAKES THE 14 WORLDS

Manilla is so far away from the U.S. that Honolulu could be "A" mark on the way there. But the distance did not deter the world's best Hobie 14 skippers from making the trek. The U.S., South Africa, Australia, Japan, Tahiti, Brazil, France, Germany and several other countries were represented, and the Philippine Ministry of Tourism was ready to put on a good show for all of them. As it turned out, Enrique Figueroa, Bob Curry and South African Blaine Dodds would provide the most entertaining show of the week.

Arriving skippers were met at Manilla's airport by officials of the Ministry of Tourism and bused the 60 kilometers (about a 90 minute drive) to Puerto Azul, a new resort on Manila Bay. The Puerto Azul Beach Hotel treated the competitors to a welcome and registration party complete with all the food and drink any travel weary skipper could want.

Sunday was spent in practice races and the skipper's meeting at which it was announced that all the skippers that wished to sail would be able to do so since the field would not be too crowded. The announcement meant that there would be no qualifying races so skippers would have extra time to practice and tune without the added worry of trying to qualify.

Indeed, tuning questions dominated the first skipper's meeting. Most of the sailors wished to make additional modifications to their boats. The feeling seemed to be that more mast rake should be allowed and that some adjustments were needed on the rudders. After some discussion, World Class Director Sandy Banks agreed to allow the skippers to have more rake and to modify their rudders as they saw fit.

All the racers would have plenty of opportunities to adjust the tuning on their boats during the week since the weather conditions varied from mild to wild. The opening races were held in six to 12 knot winds. Blaine Dodds and fellow South African William Edwards charged out to take firsts in their opening races. To no one's surprise, Bob Curry and Enrique Figueroa each took firsts in the next pair of semi-final races. U.S. National Champion Tom Materna finished a strong second in his first race, but then could manage no better than eighth. By the end of the semi-finals, he was mired in the pack.

The wind began to blow hard for the third semi-final race and some had problems. "I've sailed Hurricane Gulch and in a Chubasco, but I've never had to sail with the traveller all the way out the entire race. I could have used another two feet of traveller car," said one wind tossed sailor. "I couldn't tack for fear of flipping. I ended up sailing into what I thought was a protected cove. It wasn't. As I sailed closer and closer to the beach, my rudder hit a rock on the bottom. It turned out to be just the right touch because I swung right around and back on course."

Tahitian Kitty Salmon had been finishing well in his first races, but with a victory in his third race of the semi-finals,

he looked like the man to beat. When Blaine Dodds took the last race of the first series however, he edged out Salmon as low point man going into the finals. Unfortunately for Figueroa, the Puerto Rican's mast touched a mark when he flipped his boat. He continued to sail without rounding the mark again and finished a respectable seventh, but a protest wiped out his remarkable recovery and Figueroa was disqualified. It was obvious which race he would have to throw out.

Those who did not make the cut were consoled with a buffet catered by Philippine Air, an open bar, and the thought that now that they were out of the running, their vacations could begin. Soon after the finalists were announced, a troupe of young dancers entertained the assembled Hobie Catters. Each youngster represented a different part of the Philippines and dressed according to each region's custom. It wasn't long before the skippers joined in and began to dance like natives.

The standings after the semi-finals saw Blaine Dodds leading Kitty Salmon by just over a point. Bob Curry was third with William Edwards and Paul Thomas, two more South Africans, rounding out the top five. Enrique Figueroa appeared to be foundering in twelfth place.

Figueroa was not to be kept down for long, however, as he roared out to grab a bullet in the first race of the finals, while Curry and Dodds finished seventh and eighth respectively. Salmon finished a disappointing seventeenth, while Edwards placed second.

The second race saw more of the same. Figueroa again charged ahead to lead the entire race until an untimely windshift stalled his progress. Australian Tony Laurent finished first while Do Salmon, brother of Kitty, took second. Figueroa placed fourth, but his failure to win despite leading most of the way was softened by Curry's tenth place, Dodds' sixteenth and Salmon's twentieth.

"It looked like Enrique was running a clinic out there during the third race," said one bystander as Figueroa ate up the rest of the fleet to finish nearly a full minute in front of second place Hiro DeMaeyer. Once again, Figueroa picked up valuable points and found himself leading the fleet once Curry's eighteenth and Dodds' fourteenth were added in.

Salmon took over second place by winning the fourth race. Although Curry picked up a point on Figueroa by finishing third compared to Figueroa's fourth, Figueroa still held a 3½ point lead. Dodds was 7¼ points behind the two leaders. As some had predicted, the championship would go down to the last race with Curry and Figueroa in the thick of the battle. Dodds and Salmon were also capable of taking the championship home.

Tension was high as the racers prepared for the start of the last race and the ten minute sequence began. Figueroa surprised the rest of the fleet by taking a port start while most

continued on page 63

PHILIPPINES

IMPRESSIONS

BY PAM BELL



Jim Brown

As is always the case when Hobie sailors get together for an event, fun takes no back seat to racing during the week's festivities. The Philippine Ministry of Tourism, Philippine Airways, the Puerto Azul Hotel, San Miguel Beer and the World Hobie Class Association saw to that, as did the amazing geography of the Philippines.

This archipelagic island nation is an ideal spot for Hobie sailing. The weather is perpetually warm, the beaches are



Jim Brown

TEAM AUSTRALIA



Jim Brown

inviting and there are so many islands from which to sail, that nobody is quite sure of the actual number. The latest count stands at over 7,000. Most of the islands are mountainous and thick jungle growth covers those which are still undeveloped (and only about ten are). Indeed, the country stands midstream between the twentieth century and prehistory. Some parts of the nation are still occupied by bushmen while islands like Mindinao feature modern skyscrapers.

Puerto Azul, however, is thoroughly modern. It was developed by the Sea Pines Company, the same organization which turned swampy Hilton Head off the coast of South Carolina, into one of the finest resorts in the U.S. Most of the skippers who attended the World Championship had nothing but praise for the facilities and the amenities that were made available to them by the Puerto Azul Hotel.

Skippers from all around the world gathered at Puerto Azul to race, but also to meet each other. During the week, a touching ceremony was held which seemed to exemplify the way Hobie sailors feel about their sport and about each other. It was called "Mixing of the Waters." Philippine dancers representing each province of the Philippines, gathered water samples that sailors from various nations had brought along. They poured the vials into a common urn and committed the water to the sea as a symbolic gesture of the brotherhood which not only Hobie sailors, but all mankind shares.

And then there were the parties. Over the years, the Australians have demonstrated that they may very well be the most proficient drinkers of malt, hops and barley in the world. "Not so," claimed the South African Beer Drinking Relay Team of "Lionel Pulley and the Movers." They were right. The South Africans demolished the Australians and exploded the myth of Australian invincibility. But even the South Africans could not make a dent in the copious supplies of San Miguel that the manufacturer had supplied.

All the skippers were determined sailors who had the goal of victory in mind, but none could be called more determined than Gerard Falconi of France and Eugenio Juca of Brazil. Both overcame disabilities to finish among the top 44 skippers in the world. Falconi sails with one leg, and Juca has lost the use of both legs. This proves what sailors have long known. Sailing can be physically demanding, but it is a very mental sport. The skipper who can outthink his rivals stands

the best chance of victory.

But sailing also provides heartbreaks. Since the tenth race of the semi-finals was called, the ninth race had to be thrown out and the finalists chosen on the basis of eight races. That meant that Bob Curry had to throw out a first place. Needless to say, the second, third, fourth and other top finishers were not pleased either. Fate is a part of the game.

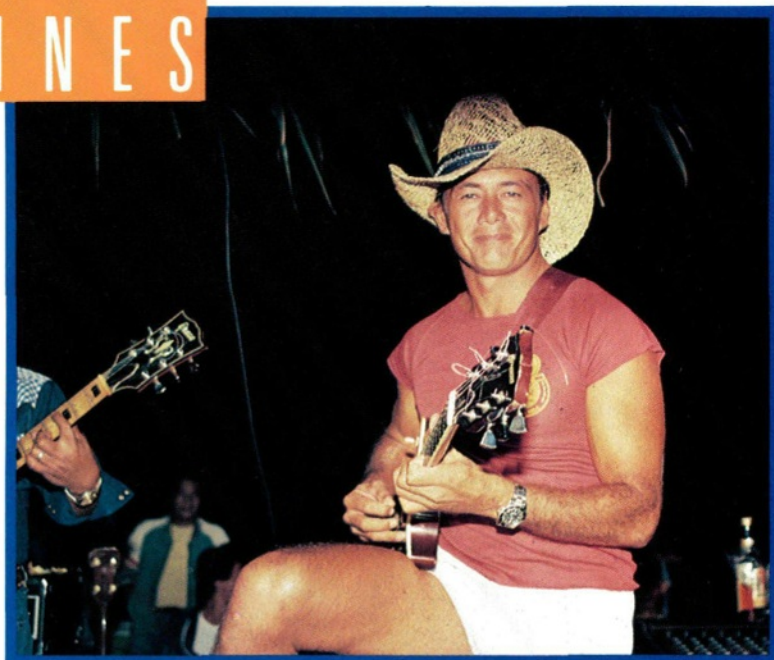
So is common sense. What is the best way to fix sticky rudder cams? The experts gathered around for high level discussions on the matter, and for a time, the situation looked bleak. It was Wayne Schafer, the old man of the sea, who suggested following the directions in the owner's manual which advises owners to lubricate the cams. "I had the same problem on the first day. Put on Vaseline. Fixed it right away. Why didn't someone ask me?" said Dick Blount of the rudder cam crises.

While the sailors have the excitement of sailing in a world championship, and the fun of learning drinking songs in ten different languages, others are making sure that the whole operation runs smoothly. Linda Mascardo and the staff of the Ministry of Tourism made the trip worthwhile even for those sailors who did not make the cut. San Miguel and the Coca-Cola Bottlers of the Philippines helped sponsor some of the wonderful parties. It's hot in the Philippines. Thirsts need to be quenched. San Miguel and Coke did the job. If David Socash had not wanted the Hobie 14 World Championships to be in the Philippines, they simply would not have come. He and his staff at Coast Catamaran Philippines, especially Toy Cancio, performed well under the pressure of organizing so many details. Hans Zaunmayer and Robert Bolger of the Puerto Azul Hotel have everybody's undying gratitude. Who knows what might have happened if Bob Eustace had not been there to provide on the water assistance, and of course, the ever popular protest committee composed of Doug Campbell, President of Coast Catamaran, Pierre Gombert of Tahiti, John Dinsdale of France and David Socash, kept everybody honest. Last, but not least, special consideration had to be given to Mr. Allan Boodle, the organizer and headmaster of the Hobie Olympics, those wild games featuring teams with unprintable names.

It wasn't the New York Yacht Club, but it was a lot more fun. It'll be tough to get back to work in the real world.

PHILIPPINES

Tahitian cowboy Kitty Salmon serenades a captive audience at one of the after race parties in Puerto Azul (right). Heavy weather alternated with lighter air throughout the week. The Puerto Azul Hotel stands in the background (middle).



Jim Brown



Michele Krcelic



Jim Brown

A Filipino maiden pours water from various nations into the waters off Puerto Azul in the Mixing of Waters ceremony (bottom).

SEVENTH HOBIE 14 WORLD CHAMPIONSHIPS PUERTO AZUL, PHILIPPINES JANUARY 14-22, 1984

SKIPPER	HOMETOWN	RACE BY RACE RESULTS										
		SEMI-FINALS					FINALS					TOTAL
		1/2	3/4	5/6	7/8	1	2	3	4	5		
1. Bob Curry	MacDill AFB, FL—USA	2	3/4	6	4	7	10	18	3	3/4	33 1/2	
2. Blaine Dodds	Plettenburg Bay, S. Africa	3/4	4	3	3/4	8	16	14	6	2	38 1/2	
3. Enrique Figueroa	Isla Verde, Puerto Rico—USA	7	3/4	11	41	3/4	4	3/4	4	19	47 1/4	
4. Kitty Salmon	Papeete, Tahiti	3	2	3/4	4	17	20	7	3/4	14	48 1/2	
5. William Edwards	Tarkastad, S. Africa	3/4	7	2	8	21	9	9	7	6	48 3/4	
6. Colin Hancox	Cape Town, S. Africa	8	3	4	8	2	8	27	19	5	57	
7. Mike Metcalfe	Queensland, Australia	6	4	7	11	3	27	6	17	3	57	
8. Tony Laurent	Hollywell, Australia	5	6	2	10	40	3/4	15	9	17	64 3/4	
9. Hiro DeMaeyer	Papeete, Tahiti	10	2	13	3/4	16	6	2	22	29	71 3/4	
10. Anthony Duchatel	N.S.W., Australia	10	5	4	24	43	12	4	5	11	75	
11. Mike Collier	Port Elizabeth, S. Africa	16	3	3/4	14	18	25	12	10	8	81 3/4	
12. Do Salmon	Papeete, Tahiti	13	7	5	13	13	2	10	27	27	90	
13. Kerli Corlett	Mona Vale, N.S.W., Australia	4	8	3	5	12	30	20	23	15	90	
14. Alan Egusa	Hawthorne, CA—USA	5	14	24	10	10	15	36	12	4	94	
15. Paul Thomas	Umthahga Rocks, S. Africa	3	16	6	2	26	13	41	20	10	96	
16. Tuke Paquier	Papeete, Tahiti	6	11	10	3	9	23	29	35	9	100	
17. Dierk Reinhardt	Grosszecher, Germany	12	17	15	16	15	18	8	13	12	108	
18. Arnould Didier	Papeete, Tahiti	4	10	10	6	31	38	11	16	20	108	
19. Walter Relter	Porto Alegre, Brazil	8	16	9	15	5	35	28	14	13	108	
20. Bruce Reed	N.S.W., Australia	14	13	19	9	14	7	19	15	24	110	
21. Nelson Piccolo	Porto Alegre, Brazil	9	9	16	12	30	5	13	18	30	112	
22. Christophe Luthy	Geneva, Switzerland	40	6	5	18	23	37	5	25	7	126	
23. John Poncin	Sunnyvale, CA—USA	7	14	27	17	4	33	33	11	18	131	
24. Tom Materna	Sherman Oaks, CA—USA	2	15	8	21	25	36	35	8	19	133	
25. Allan Lawrence	Cape Town, S. Africa	11	8	15	11	41	3	31	39	16	134	
26. Geoff Pearson	Sydney, N.S.W., Australia	18	16	14	12	20	32	3	29	36	144	
27. Phil Duchatel	N.S.W., Australia	20	11	8	6	27	29	21	31	25	147	
28. Tony Kenny	Sydney, N.S.W., Australia	15	14	9	9	22	19	24	37	44	149	
29. John Lam	Papeete, Tahiti	11	5	11	20	37	24	17	28	42	153	
30. Clive Kennedy	Terrigal, N.S.W., Australia	22	18	13	5	6	28	25	40	44	157	
31. Scott Johnston	Cape Town, S. Africa	21	9	16	25	35	17	16	30	32	166	
32. Matt Miller	San Diego, CA—USA	13	15	14	18	11	40	23	34	40	168	
33. Wayne Schafer	Capistrano Beach, CA—USA	18	20	12	23	28	14	32	32	23	170	
34. Ren Brand	Cape Town, S. Africa	17	12	17	19	44	11	22	42	31	171	
35. Francis Petras	Papeete, Tahiti	20	12	7	19	33	22	26	44	33	172	
36. Lionel Hartley	East London, S. Africa	19	23	24	13	24	26	39	24	21	175	
37. Nino Salmon	Papeete, Tahiti	16	35	18	14	34	41	30	2	34	183	
38. Andre Morse	Cape Town, S. Africa	27	21	18	16	19	21	37	43	28	187	
39. Eugenio Juca	Macho, Brazil	15	23	23	3	36	41	44	21	35	197	
40. Jan Tukker	Parkmore, S. Africa	24	10	12	29	32	31	34	41	26	198	
41. Bruce Fields	Torrance, CA—USA	12	13	27	26	39	41	41	26	38	222	
42. Rolf Dallman	Tohr, Germany	14	34	22	18	29	41	42	36	37	231	
43. Gerard Fulgoni	Hyeres, France	19	19	17	25	38	39	38	38	41	233	
44. Ron Waginere	Pacific Palisades, CA—USA	17	17	42	15	42	34	40	33	39	237	
45. Andre Morse	Johannesburg, S. Africa	27	21	18	16						55	
46. Scott McCook	Singapore	22	20	26	17						59	
47. David Brookes	Brisbane, Queensland, Australia	23	19	23	22						63	
48. Rene Boz	Zandvoort, Holland	40	18	25	7						65	
49. Dick Blount	Hermosa Beach, CA—USA	21	25	19	28						65	
50. Christian Banks	Dana Point, CA—USA	23	21	32	21						65	
51. Ollie Hughes	Cape Town, S. Africa	26	41	20	24						70	
52. Chris Hundling	E. London, S. Africa	26	25	21	26						72	
53. Masaharu Konno	Chiba, Japan	31	29	22	23						74	
54. Billy Dominy	Corpus Christi, TX—USA	29	18	31	27						74	
55. Yutaka Yazawa	Yokosuka, Japan	27	24	32	28						79	
56. Vince Herrera	Manila, Philippines	32	22	26	38						80	
57. David Socash, Jr.	Manila, Philippines	28	26	28	27						81	
58. Mark Pryke	Sydney, Australia	35	27	24	30						81	
59. Ray Walker	Kowloon, Hong Kong	28	33	29	22						83	
60. Masaaki Ogura	Yokohama, Japan	24	41	32	29						85	
61. Koji Takta	Nagoyo, Japan	25	28	33	34						86	
62. John Botterill	Seria, Brunei	30	28	29	31						87	
63. Doug Booker	Sydney, Australia	29	27	32	34						88	
64. John Amooore	Kowloon, Hong Kong	31	23	34	36						89	
65. Nick McQueen	Kowloon, Hong Kong	34	33	28	30						91	
66. Matti Kahl	Manila, Philippines	30	32	30	38						92	
67. Fiete Macheft	Rantumslylt, Germany	34	22	36	41						92	
68. Ken Taylor	Seria, Brunei	32	36	32	31						95	
69. Malcolm Wilkonson	Melbourne, Australia	31	29	37	35						95	
70. Angela Lefknecht	Kowloon, Hong Kong	37	31	31	36						98	
71. Hideo Inzuka	Hamamatsu, Japan	36	30	32	38						98	
72. Steve Haigh	Seria, Brunei	33	35	30	40						98	
73. Tony Wong	Manila, Philippines	36	34	32	33						99	
74. Peter Capotosto	Pasay, Philippines	35	32	38	32						99	
75. Ross McCowan	Manila, Philippines	35	38	32	37						104	
76. Alan Burrell	Manila, Philippines	33	35	37	40						105	
77. Ted Cross	Tacoma, WA—USA	37	39	35	35						107	
78. Richard Simpson	Manila, Philippines	35	40	39	33						107	
79. Mark Summerfield	London, Ont., Canada	38	40	32	37						107	
80. Richie McNamee	Los Angeles, CA—USA	38	43	40	41						119	

A WEIGHTY ISSUE

It has long been Hobie 14 doctrine that the lighter a racer is, the faster he will sail. One of these truisms states that anybody over 150 pounds needs consistently heavy air to have any chance of victory. A survey was taken by Dick Blount at Puerto Azul and the results were somewhat surprising. They are as follows.

Average weight of all entrants:

160.59lbs

Top 44 skippers' average weight:

159.75lbs

Top twenty skippers' average weight:

159.30lbs

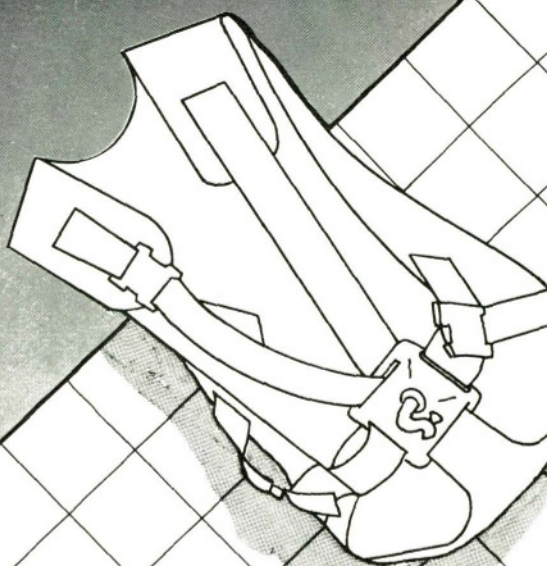
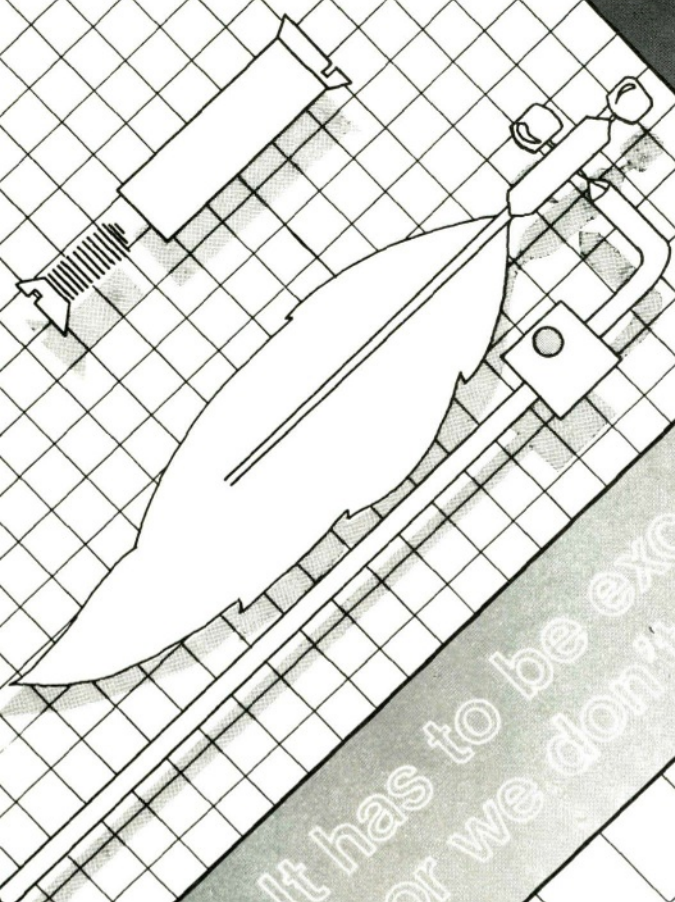
Top ten skippers' average weight:

160.4lbs

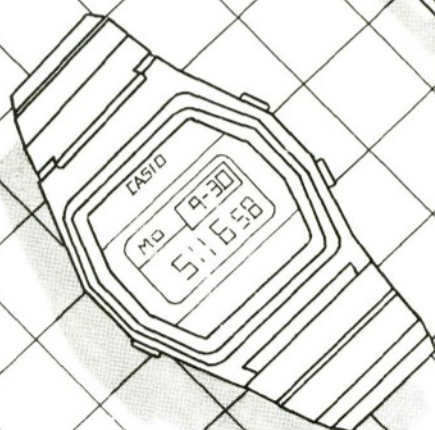
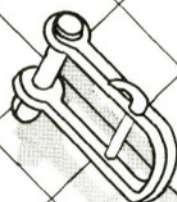
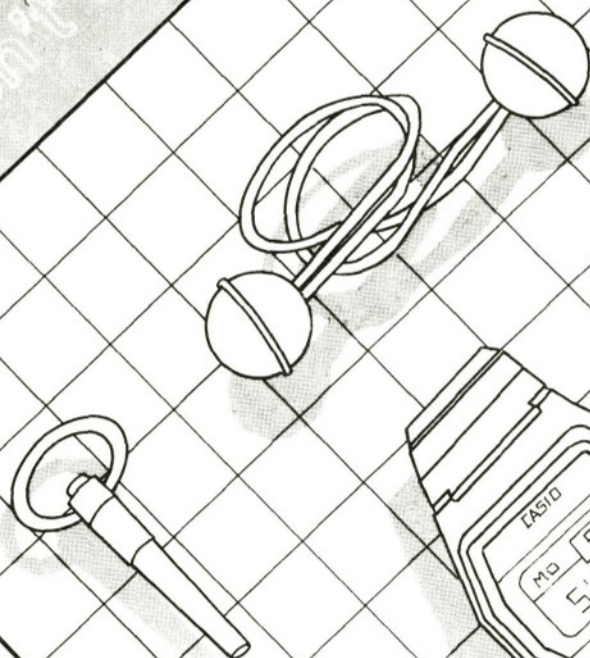
Weight distribution of the top ten skippers:

149 & below	150-155	156-160
0	3	3
161-165	166-170	171+
1	2	1

The evidence seems to indicate that weighing less than 150lbs actually hurts the skipper and that a twenty pound range, from 150lbs to 170lbs, is acceptable.



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HOBIE RACING

MARCH/APRIL 1984

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 1984

March 10-11	Midwinters West San Felipe, Mexico	H.C.A. 619/758-9100
April 14-15	Gulf Coast Area Championships Pensacola, Florida	Jack Salmon 904/747-2342
April 28-29	Midwinters East Miami Beach, Florida	Bob DePree 305/385-5870
May 3-6	E.A.L.H.H.C.F.F.R.R. Lake Havasu City, Arizona	H.C.A. 619/758-9100
May 18-20	Northeastern Championships Onieda Lake, New York	South Bay Sails 315/699-7985
May 26-28	Mid Americas Lake Texoma, Texas	Jer Giles 214/227-5714
June 16-17	Atlantic Coast Championships Virginia Beach, Virginia	Bob Taylor 804/460-3716
June 23-24	Clementine's Saloon Mideasterns South Haven, Michigan	Chris Sundberg 616/345-9480
July 5-6	Canadian National Championships Lake Champlain, Venise en Quebec, Canada	Mario Dollan 514/353-4750
*August 26-September 1	Hobie 16 National Championships Traverse City, Michigan	H.C.A. 619/758-9100
*September 23-29	Hobie 18 National Championships Atlantic City, New Jersey	H.C.A. 619/758-9100
*October 7-13	Hobie 16 World Championships Ft. Walton Beach, Florida	H.C.A. 619/758-9100
*October 21-November 3	Hobie 14, Hobie 14 Turbo & Hobie 14 Turbo Women's Nationals Indian River Plantation, Florida	H.C.A. 619/758-9100

*These dates and locations are tentative at press time.

FLEET DIRECTORY

The following Fleet Location listing is based on material received as of January 23, 1984. If your fleet is active, and is shown on the inactive or possibly inactive list, PLEASE have your Commodore or Secretary/Treasurer send in their 1984 report to: Hobie Class Association, c/o Rose Roberts, P.O. Box 1008, Oceanside, CA 92054.

- + Inactive
- * Have not received 1984 Officers yet
- ** Have not heard from this fleet for over a year and will be put on the inactive list as of 4/1/84 if we do not receive a report
- @ Fleet was formed during the year, 1984.

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*1.	Don Crider	Dana Point, CA	2	*34.	Scott Baker	North Palm Beach, FL	8
*2.	Wyatt Mathews	Auburn, CA	3	*35.	Rick Cumby	Pensacola, FL	15
3.	Charlie High	Long Beach, CA	2	*36.	Clive Mayo	Miami, FL	8
4.	Greg Brown	San Diego, CA	2	37.	Gary Baker	Bellingham, WA	4
5.	Jack Bowerfind	Clearwater, FL	8	+38.			
6.	Robert Foote	Kailua, HI	1	*39.	John Walton	Bradenton, FL	8
*7.	George R. Martin	Pasadena, CA	2	*40.	Rick Hoffman	Richland, MI	10
*8.	Tom Delesandri	Houston, TX	6	41.	Kenny Boudreaux	New Orleans, LA	15
*9.	Maurice C. Caraway	Lake Charles, LA	6	*42.	Rick Sheppard	Tampa, FL	8
*10.	Kirk Kraft	Clear Lake, IA	7	*43.	Jacque Myers	Tallahassee, FL	15
*11.	Robbie Brice	Orlando, FL	8	*44.	Rich Robbie	Ft. Lauderdale, FL	8
*12.	John Saunders	Decatur, GA	9	*45.	Dennis A. Dwyer	Cocoa, FL	8
*13.	Ralph Weir	Spokane, WA	4	46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.
*14.	Paul Ulibarri	Seattle, WA	2	*47.	Bill Settle	Cincinnati, OH	10
15.	Bill Johnson	Ventura, CA	2	48.	Tom Nelson	Albuquerque, NM	5
@16.	Ken Dawson	Big Bear Lake, CA	2	*49.	Tom Creed	Clear Lake, NM	7
17.	Jim Gustin	Citrus Heights, CA	3	*50.	Hoyle Curtis	Loveland, CO	5
18.	John R. Medler	Ypsilanti, MI	10	*51.	Dick Arendsen	Las Vegas, NV	2
19.	Mike Sowers	San Jose, CA	3	*52.	Dan David	White Bear Lake, MN	7
*21.	Dennis Edge	Modesto, CA	3	*53.	Hayes Patterson, Jr.	Isle of Palms, SC	9
*22.	Mike Kristiansen	St. Albert, Alb., Canada	4	*54.	John McLaughlin	Baltimore, MD	11
*23.	Mendy Whitehead	Dallas, TX	14	*55.	Mike Ropelowski	Baton Rouge, LA	15
24.	Wally Myers	Ocean City, NJ	11	56.	Jim Adelman	Weston, CT	12
*25.	Manny Reyes	Tulsa, OK	14	*57.	Dean R. Stordahl	Los Angeles, CA	2
*26.	John T. Swenby	Indianapolis, IN	10	*58.	Teri Baker	Jackson, MI	10
27.	Bob Bridgman	Wichita, KS	14	59.	Louis Griesemer	Springfield, MO	7
*28.	Art Simms	Natick, MA	12	*60.	Stephen Spitler	Sandusky, OH	10
29.	Mark Londree	Merced, CA	3	*61.	John Cox	Denver, CO	5
*30.	Scott Williams	Riverside, CA	2	*62.	Bob Kinnear	Clovis, CA	3
31.	Gil Knorr	Brookfield, CT	12	63.	Phil Trotter	Norman, OK	14
*32.	Robert N. Taylor	Virginia Beach, VA	9	*64.	Bill Crowell	Austin, TX	6
*33.				*65.	Mark Schleckser	Shore Acres, NJ	11
				66.	Pete Wolcott	Scottsdale, AZ	2

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*67.	Mary Tuckett	Salt Lake City, UT	5	194.	Mark Fierner	Vallejo, CA	3
+68.				195.	Rick Parsons	Richland, WA	4
+69.				*196.	C. J. "Kit" Meyer III	Rockville, MD	11
70.	D. A. Rogers	Ocean Springs, MS	15	*197.	Jane Heck	Rockport, MA	12
*71.	Lenny Carey	Key West, FL	8	198.	Charli Ellis	Rapid City, SD	7
*72.	Keith Fuller	Portland, OR	4	*199.	John W. Grosskopf III	Carbondale, IL	10
*73.	Bill Hiller	Northfield, NJ	11	*200.	Barry W. Barnes	Norfolk, VA	5
+74.				*201.	Bob Fredregill	Pueblo, CO	9
*75.	Steve Eichner	Tamuning, Guam	Inter.	*202.	Paul Johnson	Escanaba, MI	7
76.	Lee McDonald	Fairhope, AL	15	203.	Scott Dacus	Reno, NV	3
*77.	John Wright	Vail Lake, CA	2	*204.	Terry Demaline	Brewerton, NY	16
*79.	Dick Wass	Pago Pago, American Samoa	Inter.	*205.	Susan Farris	Clearlake, CA	3
80.	Judd Dando, Jr.	Daytona, FL	8	+206.			
+81.				+207.			
*82.	T. Wapole	Guelph, Ont., Canada	10	*208.	Drake Barber	Fairfield, CT	12
*83.	Bob Curtis	Rock Hill, SC	9	209.	Rick Bolduc	Amesbury, MA (located in NH also)	12
*84.	Kim Brittain	Des Moines, IA	7	*210.	Lyman Brown	Olivet, MI	10
*85.	Skip Lewis	Columbus, OH	10	+211.			
*86.	Jim Hoag	Elmira, NY	16	+212.			
*87.	Steve Cary	San Rafael, CA	3	*213.			
*88.	Bill Pawlowski	Lake Havasu City, AZ	2	*214.	Pat Lloyd	Vancouver, B.C., Canada	4
+89.				215.	Tom Newport	Cedar Rapids, IA	7
*90.	Tricia Starkey	Winnipeg, Man., Canada	7	216.	Jack Keldenich	Marion, IN	10
91.	David Cregar	Fort Worth, TX	14	217.	David Carter	Chattanooga, TN	9
*92.	Mike O'Connell	Charlotte, NC	15	+218.			
93.	Bill Groves	Lafayette, LA	15	*219.	Billy Joe Crider	Marion, KY	10
+94.				+220.			
*95.	Frank Thomson	Bothell, WA	4	221.	Ed Bush	Richmond, VA	9
+96.				222.	Rod Nixon	Pacific Grove, CA	3
*97.	David R. Thaxton	Henderson, NC	9	*223.	Thomas S. Zalewski	Wausau, WI	7
98.	Frank Nowicki	Clear Lake, Man., Canada	7	+224.			
99.	Billy Dominy	Corpus Christi, TX	6	*225.	Scott Rankin	Mattoon, IL	10
*100.	Harry Worden	Salterpath, NC	9	226.	Steven L. Tubbs	Anchorage, AK	4
*101.	Richard Johnson	Wilmington, NC	9	227.	Peter DeHueck	Pierre, SD	7
*102.	Lou Kellogg	Brownsville, TX	6	*228.	Joe McKeag	Erie, PA	16
103.	Mac Hasvold	Sioux Falls, SD	7	229.	Patrick Babiaiz	Remsen, NY	16
+104.				+230.			
*105.	Dan Rasmussen	Boise, ID	4	*231.	Rich McNeill	S. Windham, ME	12
*106.	John Rawlins	Steamboat Springs, CO	5	*232.	Dennis McNally	Beaumont, TX	6
*107.	Albert Alina	Papeete, Tahiti	Inter.	*233.			
*108.	Jerry Tejchma	Muskegon, MI	10	*234.	Cheryl Stone	Mazatlan, Mexico	Inter.
109.	Walt Dinhofer	Great Neck, NY	12	235.	Scott Levanway	Millville, NJ	11
*110.	Jim Frank	Victoria, BC	6	+236.			
111.	Richard Brew	Jacksonville, FL	8	*237.	Rob Miller	Sarnia, Ont., Canada	10
+112.				*238.	Ron Heiss	Mayfield, NY	16
*113.	Joe Thompson	Freeport, Grand Bahamas	Inter.	*239.	Tom Davis	Akron, OH	10
+114.				240.	Rich Grewohl	Bolder Creek, CA	3
*115.	David A. Hutchings	Wilmette, IL	10	*241.	David Nigus	North Little Rock, AR	14
*116.	Eric Hull	Winter Haven, FL	8	*242.	Rick Sullivan	Saskatoon, Sask., Canada	4
*117.	Jack Taber	Grand Rapids, MI	10	*243.	Jane Loquasto	Grand Island, NY	16
*118.	Dave Plum	Tyler, TX	14	*244.	Charles G. Power	Myrtle Beach, SC	9
*119.	Gary Kresser	Angola, NY	16	*245.	Jon Edblom	Joanopolis, CO	7
120.	Robert Self	Panama City, FL	15	246.	William Kingston	Grand Rapids, MN	7
+121.				*247.	George Holthof	Rondeau Bay, Ont., Canada	10
*122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.	248.	Terry Brown	Union Lake, MI	10
123.	Dan Gallagher	St. Louis, MO	10	+249.			
124.	Dick Osmun	Bayport, NY	12	*250.	John W. Sullivan	Sandy Hook, NJ	11
*125.	Eric K. Peterson	Lake Poinsett, SD	7	*251.	Tom Neiswonger	Lawton, OK	14
*126.	Donald J. Bidwell	Chesterton, IN	10	*252.	Joel Kilner	Lami, Fiji	Inter.
*127.	Judy Soule	Vero Beach, FL	8	*253.	Brian Dunloy	Dhahran, Saudi Arabia	Inter.
128.	Mike Minerva	San Antonio, TX	6	*254.	Robb Naylor	Bemidji, MN	7
*129.	William Fretz	Thunder Bay, N. Ont., Canada	7	*255.	Samuel Applegate	New Albany, IN	10
*130.	Bruce Machtaler	Penticton, B.C., Canada	4	*256.	Tim Goslin	Grand Island, NY	16
*131.	Stoney Douglas	Oklahoma City, OK	14	*257.	Gray Deans	Washington, NC	9
*132.	Strange	Kalimantan Timur, Indonesia	Inter.	+258.			
*133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13	*259.	Nick Holt	Arroyo Grande, CA	3
*134.	Bruce Wright	Memphis, TN	15	*260.	Michael Schonbach	Jensen Beach, FL	8
135.	Deborah Cox	Hewitt, NJ	12	+261.			
136.	Joel Marcus	Enfield, CT	12	+262.			
137.	Jay Sutton	Hopatcong, NJ	11	*263.	Ron Rubadeau	Kelowna, B.C., Canada	4
*138.	Manfredo Topke	Guatemala, Guatemala	Inter.	+264.			
+139.				+265.			
*140.	Richard Owen, Sr.	Levittown, PA	11	*266.			
*141.	Ron Woodcock	Columbia, SC	9	*267.	Gary Kirschenmann	Philadelphia, PA	11
*142.	Jim Bowlds	Louisville, KY	10	268.	Sam Smith	Lubbock, TX	14
*143.	Ron Marcisak	Seaford, NY	12	+269.			
*144.	Ric Balesky	East Lansing, MI	10	+270.			
*145.	John Bracken	Ft. Smith, AR	14	*271.	John Smith	Newark, DE	11
*146.	Neal R. Denison, Jr.	Wichita Falls, TX	14	+272.			
+147.				*273.	Tom Burrows	Florissant, MO	7
*148.	John Owen	Bangkok, Thailand	Inter.	*274.	Tony Wong	Manila, Philippines	Inter.
*149.	Steve Tyler	Blue Springs, MO	7	*275.			
*150.	Helen Parnham	Orillia, Ont., Canada	10	*276.	Brian Oakes	Roseville, MI	10
*151.	Art Clark	Decatur, IL	10	277.	Stan Muse	Birmingham, AL	15
*152.	Bob Duncan	St. Simons Island, GA	8	*278.	Lionel Conacher	Cambridge, Ont., Canada	16
*153.	L. Kenny Duffield	Gainesville, FL	8	*279.	Larry Van Tuyl	Ann Arbor, MI	10
+154.				280.	Jim Stevenson	Stockton, CA	3
*155.	Gerald D. Knierum	Brooklyn, MI	10	281.	Sam Chesmore	Santa Rosa, CA	10
*156.	Cheryl Rooney	Casper, WY	5	*282.	Scott Brubaker	Birmingham, MI	10
+157.				283.	Ann Calluzzo	Springfield, OH	10
*158.	Dan Mandli	Springfield, IL	10	*284.	Robert L. Ryan	West Liberty, OH	10
+159.				*285.	G. J. deVries	Curacao, Netherlands, Antilles	Inter.
*160.	Steve Rice	Grand Junction, CO	5	+286.			
*161.	Roy Underwood	Bryan, TX	6	*287.	Jim A. Brisabois, Jr.	Saginaw, MI	10
*162.	Jane Kittner	Waco, TX	14	*288.	Dennis Henderson	Marquette, MI	10
*163.				289.	Carlos Aguilo E.	Santo Domingo, Dominican Repub.	Inter.
*164.	Rick Harper	Seneca, SC	9	290.	Sue Davis	Union Hall, VA	9
*165.	Ollie Fredrick	Mahtomedi, MN	7	*291.	John Murray	Yankton, SD	7
*166.	Steve Drake	Oceanside, CA	2	*292.	Al Balazovic	Traverse City, MI	10
*167.	Dennis Woods	Bakersfield, CA	2	*293.	Dave Chick	Bathurst, N.B., Canada	12
168.	Gerald Jenkins	Rapid City, MI	10	294.	Joe Short	Savannah, GA	9
+169.				*295.	James Moyer	Rochester, NY	16
+170.				+296.			
*171.	Steve Amador	Ann Arbor, MI	10	*297.	Dick Wichman	Emporia, KS	7
*172.	Brian Price	Ganonoque, Ont., Canada	16	*298.	Dave Milne	Ottawa, Ont., Canada	16
+173.				299.	Larry Armstrong	Fredericton, N.B., Canada	12
*174.				*300.	Joe Porfelli	Westerville, OH	10
175.	Steve Dixon	Albemarle, NC	9	301.	Manfred Dangel	Munich, Germany	Europe
*176.	Ed Ogden	Mohnton, PA	11	302.	Sandro Michelangeli	Bracciano, Italy	Europe
177.	Grey Ganz	Hitchcock, TX	6	303.	Alain Saurat	St. Malo, France	Europe
*178.	Lynn Stone	Fort Walton Beach, FL	15	304.	Ruud Visser	Zandvoort, Holland	Europe
*179.	William Addington	Hong Kong	Inter.	305.	Bram Lussenburg	Hoek v., Holland	Europe
180.	Berry Bernbaum	Woodland Hills, CA	2	306.	Chris Minee	Katwijk, Holland	Europe
*181.				307.	Jan Van Spellen	Schreveningen, Holland	Europe
*182.	Robert L. Mock	Kingshill, St. Croix, USVI	13	308.	Jan Wijker	Emmond, Holland	Europe
*183.				309.	Toulon, France	Toulon, France	Europe
184.	Stephen Treadwell	Milton, VT	12	310.	Sigurd Maxwell	Geneva, Switzerland	Europe
+185.				311.	M. Harrin	Nantes, France	Europe
*186.	Stanley Pastore	Rowayton, CT	12	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
*187.	Denis Renaud	Montreal, Quebec, Canada	12	313.	Marc Gattier	Le Havre, France	Europe
188.	Mike McGinnis	Tampa, FL	8	314.			
*189.	CHR. I. Sakovich	Chili, Saipan, C.M., Guam	Inter.	315.	Helmut Jakobowitz	Vienna, Austria	Europe
190.	Warren Kaplan	Linwood, NJ	11	316.	Martin Schutema	Wassenaar, Holland	Europe
*191.	Pete Richardson	Greensboro, NC	9	317.	Dieter Braun	Hamburg, Germany	Europe
*192.	Roger Hensler	Omaha, NE	7	318.	Michael Rust	Bremen, Germany	Europe
193.	Gary Nichols	Eugene, OR	4	319.	Heiner Knopp	Krefeld, Germany	Europe

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
320.	Claude LeRoux	Metz, France	Europe	*437.	Jackson Land	Asheville, NC	9
321.	Guy Delmas	Lacanau, France	Europe	*438.	Age deVries	Manama, Bahrain	Inter.
322.	Helmar Haubi	Zurich, Switzerland	Europe	439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12
323.	Colin White	Plymouth, England	Europe	440.	John Priesz	Hampton, VA	9
324.	Joseph Perrissaguet	Ban Saint Martin, France	Europe	441.	Chris W. Walker	Burlington, Ont., Canada	14
325.	Rinus Van de Haak	Noordwijk, Holland	Europe	*442.	Tomas Izariz	Mayaque, Puerto Rico	11
326.	Osten Nilsson	Hordviknas, Sweden	Europe	*443.	Doug Ackroyd	Town Bank, NJ	7
327.	Jurgen Klein	Mannheim, Germany	Europe	*444.	John David Morris	Spicer, MN	10
328.	Pierre Molia	Biarritz, France	Europe	*445.	Pete Mulligan	Madison, OH	4
329.	Walter Steiner	St. Gallen, Switzerland	Europe	*446.	Roger Kelly	Calgary, Alb., Canada	10
330.	Erik Niensstaedt	Copenhagen, Denmark	Europe	*447.	Don Gockenbach	Pawtucket, RI	12
331.	Dario Soresina	Milan, Italy	Europe	448.	Mark Tong	Pinnellas Park, FL	8
332.	Bino Bani	Alsen, Denmark	Europe	449.	Walter Goodell	Whitmore Lake, MI	10
333.	Fred Paasch	Hamburg, Germany	Europe	*451.	Marg Lawson	Klamath Falls, OR	4
334.	Peter Jannack	Vienna, Austria	Europe	*452.	Buck Fleming	Barneget Bay, NJ	11
335.	Friedrich Schiebel	Graz, Austria	Europe	*453.	Paul Pocock	Quesnal, B.C., Canada	7
336.	Erich Minarik	Zandvoort Nord, Holland	Europe	*454.	Mark Tryggstad	Amery, WI	7
337.	Rene Bos	Cap d'Agde, France	Europe	*455.			
338.	Serge LeCouteur	Montpellier, France	Europe	*456.			
339.	Jean-Marc Niedergang	La Rochelle, France	Europe	*457.	Vaughn Costa	Brownwood, TX	14
340.	M. Chincholle	Morges, Switzerland	Europe	458.	Luis Lerdo de Tejada	Mares, Spain	Inter.
341.	Werner Wittwer	Stafford, England	Europe	459.	Salvador Barrachina	Castellon, Spain	Inter.
342.	Don Findlay	'S-Gravezande, Holland	Europe	460.	Carlos Hernandez	Sevilla, Spain	Inter.
343.	Bram Van Straalen	Cannes, France	Europe	461.	Raul Moreira	Portugal	Inter.
344.	Denis Auckenthaler	Cagliari, Sardinia	Europe	*462.			
345.	Mario Busino	Rhodos, Greece	Europe	463.	Fred Jodts	Titusville, FL	8
346.	Manolis Pallas	Ajaccio, Corsica	Europe	*464.			
347.	Xavier Kieffer	Munich, Germany	Europe	*465.	C. Everett Thompson	Elizabeth City, NC	9
348.	Donald Aubin	Cologne, Germany	Europe	466.	Diane Charles	Pymatuning, PA	11
349.	Klaus Wegner	Baldeneysee, Germany	Europe	*467.			
350.	Rainer Kellermann	Gooimeer, Germany	Europe	468.	Boyd Bass	McAlester, OK	14
351.	Karl-Fried. Heemann	Wiesensee, Germany	Europe	*469.	Poncho Limon	San Felipe, Mexico	Inter.
352.	Michael Schwindt	Gooimeer, Holland	Europe	470.	Jack Bruckner	Whitefish, MT	4
353.	Dirk Jan Kann	Marseille, France	Europe	*471.	Claus C. Nimb	Christchurch, New Zealand	Inter.
354.	Georges Daniele	Toulouse, France	Europe	*472.	Scott J. Schuppe	Madison, WI	12
355.	Robert Rives	Nurnberg, Germany	Europe	*473.	Nieter Bromkamp	Niantic, CT	7
356.	Wolfgang Listl	Dunkerque, France	Europe	*474.	Dr. Charles Bendixen	Spirit Lake, IA	10
357.	Christopher Maquin	Venice, Italy	Europe	*475.	Scott Russell	Storm Lake, IA	7
358.	Maurizio Juris	Rome, Italy	Europe	*476.	Jim Murray	Leesburg, IN	10
359.	Domenico De Toro			*477.	Neal D. Houx	Tahoe City, CA	3
360.				*478.	Debbie Blackburn	Walker, MN	1
361.				*479.	Mike Stevens	Kahului, Maui, HI	7
362.	Stefan Griesmeyer	Bavaria, West Germany	Europe	*480.	Gary Doty	Cordova, IL	7
*400.	Glen R. Blohm	Toledo, OH	10	*481.	Chuck Drucker Miller	New Lisbon, WI	7
401.	Jay Terrell	Shreveport, LA	6	482.	James T. Walrath	Puget Sound, WA	4
*402.	Gerald E. Smith	Laos, Nigeria	Inter.	483.	Miguel Soldevila	Benidorm, Spain	Inter.
*403.	Jim Trask	Lynn, MA	12	*484.	Bruce T. Johnston	Montgomery, AL	15
404.	Douglas Meyer	Angola, NY	16	*485.	Jane Brown	Elkhart, IN	10
405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.	*486.	Scott Carter	Ahile, TX	14
*406.				*487.	Geoffrey Monsen	Seria, Brunei	Inter.
*408.	Ed Teske	Humble, TX	6	*488.	Richard L. Rymer	Pewaukee Lake, WI	7
*409.				489.	Randy Beimann	Two Rivers & Manitowoc, WI	7
*410.				*490.	Ubaldo Tacconelli	Edo. Mueva Esparta, Venezuela	Inter.
411.	Ken Farnar	Dubai, United Arab Emirates	Inter.	*491.	Will Pulsford	Trinidad, West Indies	Inter.
*412.	John Pearman	Jeddah, Saudi Arabia	Inter.	*492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.
*413.	Wayne Fischer	Green Bay, WI	7	*493.	Mike Rea	Muscat, Gulf of Oman	Inter.
*414.	Bill Petraitis	Connet Lake, PA	11	*494.	John W. Ingham	Doha, Qatar, Arabian Gulf	Inter.
*415.	Jahn Koedt	Tuli Beach, Philippines	Inter.	*495.	Brad Kelsey	Longview, TX	14
416.	Craig Moore	Hatfield, PA	11	*496.	Nick Kalergis	Seabrook, NH	12
*417.	Bill Gill	Amherst, N.S., Canada	12	*497.	Rick Tinga	Trenton, Ont., Canada	16
*418.				*498.	Masahiko Ozeki	Kanagawa 250, Japan	Inter.
*419.	Bob Slusser	Peoria, IL	10	*499.	Moriyasu Murase	Saitama-ken 350, Japan	Inter.
*420.				500.	Russ Trowbridge	Libreville, Gabon	Inter.
421.	Ricardo Rovira	Calafell, Spain	Inter.	*501.	Ajiro Hayama	Tokyo, Japan	Inter.
422.	Alvarez Del Manzano	Vilafranca, Spain	Inter.	*502.	Fred Sponsel	Brigantine, NJ	11
423.	Joan Nuviola	Castelldefels, Spain	Inter.	*503.	John Smal	Athens, Greece	Inter.
424.	Esteve Pujula	Rosas, Spain	Inter.	*504.	Jerry Nilsson	Cadillac, MI	10
425.	Felipe Bellini	Port Pollensa, Spain	Inter.	505.	Henry Kzmier	Ogden Dunes, IN	10
426.	Ramon Pino	Puebla Farnals, Spain	Inter.	*506.	Craig Findlay	Caringbah, NSW, Australia	Inter.
*427.				*507.	Masami Kozuge	Kanagawa Prefecture, Japan	Inter.
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.	*508.	Steve Hoyle	N. Myrtle Beach, SC	9
429.	Antonio Munoz	Talas De Guando, Spain	Inter.	*509.	T. Marc Dickenson	Malvern, AR	14
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.	*510.	Steven L. Hoop	El Dorado, KS	14
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.	*511.	Chris Loat	Abudhabi, UAE	Inter.
*432.	Neal Lawrence	Ponca City, OK	14	*512.	Graham Webby	Wellington, New Zealand	Inter.
*433.				*513.		Germany	Inter.
*434.	Don Campbell	Lake Arrowhead, CA	2	*514.	Bert Wells	Tucson, AZ	2
*435.	Steve Fanguio	Amarillo, TX	14	*515.	Charles Leekley	Excelsior, MN	7
*436.	Mike Cooper	Mammoth Lakes, CA	10				

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 1

March 4	Commadore's Regatta	Robert Foote
March 18	Maunaloa Beach Park, HI Fleet #6	808/947-8888
April 14 - 15	Kailua Beach Regatta	Robert Foote
April 29	Kailua, HI Fleet #6	808/947-8888
May 20	Campout Regatta	Robert Foote
May 26 - 28	Kualoa Beach Park, HI Fleet #6	808/947-8888
June 10	Kakohi Sailing Club	Robert Foote
June 24	Kaneohe Bay, HI Fleet #6	808/947-8888
July 8	Michelob Tune-Up Regatta	Robert Foote
July 21 - 22	Kailua Beach Regatta	808/947-8888
August 4 - 5	Kailua Beach, HI Fleet #6	Robert Foote
August 11 - 12	Waimanalo, HI Fleet #6	808/947-8888
August 18 - 19	location to be announced Fleet #6	Robert Foote
	Hobie 16 States	808/947-8888
	location to be announced Fleet #6	Robert Foote
	Hobie 18 States	808/947-8888
	location to be announced Fleet #6	Robert Foote

DIVISION 2

March 4	Winter Series II	Wally Schleisser
*March 10 - 11	Lake Pleasant, AZ Fleet #66	602/831-9547
*March 17 - 18	Mid-Winters West	H.C.A.
March 24 - 25	San Felipe, Mexico	619/758-9100
March 31	Idea March	Mike Jamison
*March 31--April 1	Puerto Penasco, Mexico Fleet #66	602/892-3552
April 1	4th Annual Dual Regatta For Charity	Bob Bauer
April 14 - 15	San Diego, CA Fleet #4	619/226-4021
April 14 - 15	Single Handed Championships	Wally Schleisser
April 28 - 29	Lake Pleasant, AZ Fleet #66	602/831-9547
April 28 - 29	Port Hueneme IV	Mark Cardone
May 3 - 6	Port Hueneme Beach, CA Fleet #15	805/985-3330
May 12	Spring Series I	Wally Schleisser
*May 19 - 20	Lake Pleasant, AZ Fleet #66	602/831-9547
May 25 - 28	Dana Point Regatta	Don Crider
June 2 - 3	Dana Point, CA Fleet #1	714/661-7506
June 9 - 10	Spring Series II & III	Wally Schleisser
	Lake Pleasant, AZ Fleet #66	602/831-9547
	Single Handed & Ladies Regatta	Horry Barbarika
	Long Beach, CA Fleet #3	213/597-3916
	Gompers Charity Regatta	Dave Baker
	Lake Pleasant, AZ Fleet #66	602/971-3190
	E.A.L.H.N.C.F.P.R.R.	H.C.A.
	Lake Havasu City, AZ	619/758-9100
	Race Clinic	Charlie High
	Long Beach, CA Fleet #3	213/865-1812
	Castaic Regatta	Los Luby
	Castaic Lake, CA Fleet #180	213/365-4531
	Mammoth Hobie Sail/Ski	Pam Murphy
	Mammoth Mountain, CA Fleet #436	619/934-3866
	Long Beach Hobie Grand Prix	Richard Carroll
	Long Beach, CA Fleet #7	213/308-2182
	Hobie Olympics	Wally Schleisser
	Lake Roosevelt, AZ Fleet #66	602/831-9547

REGATTA SCHEDULE

*June 16 - 17	San Diego Classic San Diego, CA Fleet #4
*June 30 - July 1	Big Bear Hobie Cup 1984 Big Bear Lake, CA Fleet #16
*July 7 - 8	Division 2 Hobie 16 Championships Long Beach, CA Fleet #3
*July 14 - 15	12th Annual Del Rey Regatta Hermosa Beach, CA Fleet #57
*July 28 - 29	Division 2 Hobie 18 Championships Oceanside, CA Fleet #166
*August 4 - 5	Todos Santos Regatta Ensenada, Mexico Fleet #4
*August 18 - 19	Division 2 Hobie 14 Championships Cabrillo Beach, CA Fleet #57
August 19	First Annual Bathub Regatta Lake Pleasant, AZ Fleet #66
*August 25 - 26	Lake Perris Regatta (1985 Points) Lake Perris, CA Fleet #30
*September 8 - 9	Hurricane Gulch (1985 Points) Long Beach, CA Fleet #3
September 15 - 16	4th Annual Mile High Invitational Lake Arrowhead, CA Fleet #434
*September 22 - 23	Wofford Heights Regatta (1985 Points) Lake Isabella, CA Fleet #167
September 23	Fall Series I Lake Pleasant, AZ Fleet #66
October 13 - 14	Fall Series II & III Lake Pleasant, AZ Fleet #66
November 3 - 4	Arizona/Hobie State Championships Lake Pleasant, AZ Fleet #66
November 10 - 11	17th Annual Ancient Mariner Regatta Newport Beach or Long Beach, CA FT #3

DIVISION 3

*March 10 - 11	Mid-Winters West San Felipe, Mexico	H.C.A. 619/758-9100
*March 31--April 1	O'Neill's Kickoff Santa Cruz, CA Fleet #240	Bruce Feinberg 408/425-8587
*April 14 - 15	Breakaway Regatta Folsom Lake, CA Fleet #17	Ron Katz 916/965-0655
April 21	Rio-nicia on the Rocks Rio Vista to Benici, CA Fleet #194	Mark Pierner 415/229-4984
April 21	Valley Fever Lake Yosemite, CA Fleet #29	Mark Londree 209/721-4137
*April 28 - 29	Clear Lake Regatta Clear Lake, CA Fleet #205	Charlie Cunningham 415/824-2775
*May 12 - 13	Wet & Wild Oakdale, CA Fleet #21	Rodney Bray 209/575-2554
*May 26 - 27	Silver State Invitational Washoe Lake, NV Fleet #203	Kathy Freeman 702/322-4853
*June 2 - 3	Michelob Shark Feed Tomas Bay, CA Fleet #281	Len Chesmore 707/664-1982
*June 16 - 17	1984 Otter Regatta Monterey, CA Fleet #222	Dave Dunham 408/394-2150
June 30 - July 1	Lopez Invitational Lake Lopez, CA Fleet #259	Allan Shinogle 805/937-9858
*July 14 - 15	Treasure Island Crown Beach, CA Fleet #87	Steve Cary 415/447-5007
*July 28 - 29	Roaring 20's & Div. 3 Championships San Mateo, CA Fleet #20	Mike Sowers 415/856-0317
August 4 - 5	Women's 16 Division Championships Union Valley Reservoir, CA	Laurie Robertson 916/525-6191
*August 11 - 12	Mile High Regatta Huntington Lake, CA Fleet #62	Sailing Center 209/431-6261
*November 3 - 4	Turkey Regatta (1985 Points) Monterey, CA Fleet #222	Dave Dunham 408/394-2150

DIVISION 5

April 8	Boat Tune-up Cochiti, NM Fleet #48	Tom Nelson 505/982-6384
April 21 - 22	Spring Fiesta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384
May 5 - 6	Elephant Butte Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384
May 20	Pre-Points Regatta Practice Cochiti, NM Fleet #48	Tom Nelson 505/982-6384
*May 26 - 27	Society Rogers Memorial Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
June 16 - 17	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
July 7 - 8	4th of July Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
July 28 - 29	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
August 18 - 19	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
September 1 - 3	Labor Day Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
September 22 - 23	Elephant Butte Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384
October 6 - 7	Columbus Day Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384

DIVISION 6

*March 3 - 4	Ideas of March Lake Monroe, TX Fleet #407	Ed Teske 713/383-3351
*March 17 - 18	Crosswinds Regatta Lake Somerville, TX Fleet #161	Roy Underwood 409/764-7194
*March 31--April 1	Deep South Regatta Lake Charles, LA Fleet #9	Kathleen Caraway 318/474-0003
*April 14 - 15	9th Annual Olympic Regatta Corpus Christi, TX Fleet #99	Louis Sanchez 512/854-5178
*April 14 - 15	Gulf Coast Area Championships Pensacola, FL Fleet #35	Jack Salmon 904/432-3899
*April 28 - 29	Hill Country Regatta Canyon Lake, TX Fleet #64	Don Schnorr 512/250-8841
*May 12 - 13	Longneck Regatta Canyon Lake, TX Fleet #128	Mike Minerva 512/964-3772
*May 26 - 28	Mid-Americas Lake Texoma, TX Fleet #23	Jer Giles 214/227-5714
*June 2 - 3	Wayward Winds Regatta Galveston, TX Fleet #8	Tommy Delesandri 713/388-1702
*June 16 - 17	Sindletop Regatta Sea Rim Park, TX Fleet #232	Gaylord Strohm 409/886-7989
*June 30 - July 1	The Windjammer Regatta South Padre Island, TX Fleet #103	Jibber Terheggen 512/943-6125

*July 14 - 15	8th Annual Sand Dune Regatta Corpus Christi, TX Fleet #99
*July 28 - 29	Division #6 Championships Galveston Island, TX Fleet #8
*September 15 - 16	The Great Hobie Shootout (1985 pts) Matagorda Bay, TX Fleet #110

Billy Dominy 512/289-1414
Tommy Delesandri 713/388-1702
Jim Trimble 512/578-7280

DIVISION 7

May 26 - 27	The Icebreaker Regatta Angostura, SD Fleet #198	Mark Magbuhut 605/343-8906
June 16 - 17	Paul Stabile Day Angostura, SD Fleet #198	Mark Magbuhut 605/343-8906
June 30 - July 1	A Fun Weekend at Pierre Pierre, SD Fleet #198	Mark Magbuhut 605/343-8906
July 21 - 22	"Real Woman's Regatta" Angostura, SD Fleet #198	Mark Magbuhut 605/343-8906
August 4 - 5	Governors Cup Pierre, SD Fleet #227	Peter DeHueck 605/224-9644
*September 2 - 3	4th Annual Black Hills Regatta (1985 pts) Angostura, SD Fleet #198	Mark Magbuhut 605/343-8906

DIVISION 9

*March 31--April 1	Bare What You Dare II Lake Keowee, SC Fleet #164	Mark Okarski 803/225-3508
*April 7 - 8	Come With The Wind Old Perderal Park, GA Fleet #12	Joe Haight 404/967-2908
*April 14 - 15	Belks - WBTV Regatta Lake Norman, Charlotte, NC Fleet #92	Mike O'Connell 704/372-7089
*April 21 - 22	Anheuser-Busch Points Regatta High Rock Lake, NC Fleet #175	Steve Dixon 919/439-5223
*April 28 - 29	Fifth Annual Pam Walker Memorial Race Columbia, SC Fleet #141	Lisa Weible 803/776-4437
*May 5 - 6	7th Annual Pamlico Regatta Washington, NC Fleet #257	Phil McRoy 919/946-8409
*May 5 - 6	Choo-Choo Classic Regatta Lake Chickamauga, TN Fleet #217	David Carter 615/877-3066
*May 12 - 13	North Carolina State Championships Kerr Lake, NC Fleet #97	Terry Hanchey 919/467-7543
*May 19 - 20	4th Annual Lake Wylie Regatta Rock Hill, SC Fleet #83	Bob Curtis 704/825-5735
*May 26 - 27	Bogue Blowout Regatta Morehead City, NC Fleet #100	Ray Vallecillo 919/728-2025
*June 2 - 3	6th Virginia State Championships Richmond, VA Fleet #221	Ed Bush 804/740-3805
*June 9 - 10	Savannah Michelob Hobie Regatta Tybee Island, GA Fleet #294	Joe Short 912/354-6462
*June 16 - 17	1984 Atlantic Coast Championships Virginia Beach, VA Fleet #32	Matt Healy 804/464-9438
*June 23 - 24	Coors Emerald Isle Ocean Regatta Emerald Isle, NC Fleet #191	Dave Richbourg 919/668-0210
*June 30 - July 1	7th Annual Sandlapper Isle of Palms, SC Fleet #53	Ernie Johnson 803/554-9528
*July 21 - 22	Michelob/Carolina Beach Ocean Regatta Div. 9 Champs - Carolina Beach, NC	Ship's Store 919/256-4445
August 4	Cannonball Run Offshore Regatta Atlantic Beach, NC Fleet #100	Ray Vallecillo 919/728-2025

DIVISION 10

*April 28 - 29	Crab Orchard Regatta Crab Orchard Lake, IL Fleet #199	John Grosskopf 618/932-2164
*May 5 - 6	Cowan Lake Regatta Cowan Lake, OH Fleet #47	Bill Settle 513/232-8257
*May 12 - 13	Ohio State Championships Alum Creek, OH Fleet #85	Skip Lewis 614/870-1611
*May 19 - 20	Illinois State Championships Lake Carlyle, IL Fleet #23	Terry Allen 618/277-4811
*May 26 - 27	Clark Lake Regatta Clark Lake, MI Fleet #58	John Beffel 517/782-6749
*June 2 - 3	Dam Regatta Hoover Reservoir, OH Fleet #300	Ron Marshall 614/548-4040
*June 9 - 10	Saginaw Bay Regatta Cassville, MI Fleet #18	John Medler 313/828-1321
*June 16 - 17	Diamond Lake Regatta Diamond Lake, MI Fleet #89	David Rechtold 616/445-2287
*June 23 - 24	Clementine's Salloon Mid-Easterns South Gaven, MI Fleet #40	Chris Sundberg 616/345-9480
*July 14 - 15	Crane Creek Regatta Crane Creek, OH Fleet #400	Glen Blohm 419/841-4142
*July 21 - 22	Indiana State Championships Eagle Creek, IN Fleet #26	John Swenhy 317/297-2096
*August 4 - 5	Wilmette Points Regatta Wilmette, IL Fleet #115	Dave Hutchings 312/729-5816
*August 11 - 12	Muskegon Points Regatta Muskegon, MI Fleet #108	Jerry Tijchma 616/739-6534
*August 18 - 19	Division 10 Championships Cedar Point, Sandusky, OH Ft #400 & 60	Ron Earls 419/691-1829

DIVISION 15

March 17 - 18	Pitchpole Regatta Ft. Walton Beach, FL Fleet #178	J. Pranzarone 904/244-0971
*March 31--April 1	April Fools Regatta Ocean Springs, MS Fleet #70	Bruce Record 601/875-7544
*April 7 - 8	Crescent City Classic Ponchartrain Beach, LA Fleet #41	Ken Boudreaux 504/758-1504
*April 14 - 15	Gulf Coast Championships Pensacola, FL Fleet #35	Jack Salmon 904/432-3899
*April 28 - 29	11th Annual Stephen C. Smith Regatta Tallahassee, FL Fleet #43	Bob Shells 904/877-5445
*May 5 - 6	Dixie Invitational Jackson, MS Fleet #235	Don Ramsey 601/956-5859
*May 12 - 13	XI Batten Busters Panama City, FL Fleet #120	Larry Kalata 904/265-2600
*May 19 - 20	Y Cajun Classic Lafayette, LA Fleet #93	Bill Groves 318/234-7563
*May 26 - 27	Hogs Breath Regatta Ft. Walton Beach, FL Fleet #178	Jack Pranzarone 904/244-0971
*June 2 - 3	Running of the Bull Pensacola, FL Fleet #35	Jack Salmon 904/432-3899
*June 9 - 10	Mobile Bay Classic Fairhope, LA Fleet #76	Jo Gaston 205/342-4300
*June 16 - 17	Brooks Mast Regatta Memphis, TN Fleet #134	Bruce Wright 901/522-5324
June 23 - 24	Sand Flea Regatta Ft. Walton Beach, FL Fleet #178	Jack Pranzarone 904/244-0971

REGATTA SCHEDULE

June 30 - July 1	Island Hop	Bruce Record
July 28 - 29	Ocean Springs, MS Fleet #70	601/875-7544
	Hobie for Heart	Jack Franzarone
	Ft. Walton Beach, FL Fleet #178	904/244-0971
*August 4 - 5	Division 15 Championships	Bruce Record
August 11 - 12	Ocean Springs, MS Fleet #70	601/875-7544
	William Gramie Memorial Regatta	Karen Cockcroft
	Panama City, FL Fleet #120	904/265-8140
*September 15 - 16	Poor Ol' Kowaliga	B. Johnson
	Montgomery, AL Fleet #484	205/265-0714
October 7	VI Mad Dawg	Babe Myers
	Shell Point, FL Fleet #43	904/599-3481
October 13 - 14	Jubilee	Bill Patton
	Fiarhope, AL Fleet #76	205/928-1272
*October 20 - 21	Falsies III (1985 Points)	Al Schweizer
	Baton Rouge, LA Fleet #55	504/291-5811
November 10 - 11	Turkey Trot Poker Regatta	Jacque Myers
	Tallahassee, FL Fleet #43	904/877-2467

DIVISION 16

*May 18 - 20	Northeastern Championships	South Bay Sails
	Ondas Shores Park, NY Fleet #204	315/699-7985
*June 16 - 17	Women's Division Points I	South Bay Sails
	Skaneateles Lake, NY Fleet #204	315/699-7985
*July 6 - 8	Miller High Life Regatta	Gary Kresser
	Wendit Beach, Erie, PA Fleet #119	716/874-2392
*July 20 - 22	Glennora Cup	Jim Hoag
	Watkins Glen, NY Fleet #86	607/733-7497
*August 3 - 5	Ontario Open	Jeff DeRosa
	Lake Ontario, Rochester, NY Fleet #295	716/458-6600
*August 10 - 12	The Great Sacandaga Open	Ron Weiss
	North Hampton Beach, NY Fleet #238	518/869-8882
*August 17 - 19	Toronto Cat Club Hobie Points	Steve Reid
	Lake Ontario, Canada OHCA	416/665-5960
*September 7 - 9	Women's Division Points II	James Hoag
	Seneca Lake, Hector, NY Fleet #86	607/733-7497

INTERNATIONAL

ONTARIO CLASS ASSOCIATION - CANADA

May 12 - 13	Icebreaker Regatta	T. Walpole
	Guelph Lake, Ont., CN Fleet #82	519/824-0596
May 26 - 27	Rondau Bay Regatta	Steve Peid
	Rondeau, Canada	416/822-8692
June 4 - 8	Race Training Week	Steve Reid
	Orillia, Ont., CN	416/822-8692
June 9 - 10	Couchi Cat Regatta	David Sariva
	Orillia, Ont., CN Fleet #150	705/336-1810
June 23 - 24	Turkey Point Regatta	Nigel King
	Turkey Point, Ont., CN	519/886-0069
July 4 - 8	Canadian Nationals	Mario Dollan
	Venise en Quebec, CN	514/353-4750
July 14 - 15	Molson Beach Bum Regatta	Chris Walker
	Burlington, Ont., CN Fleet #441	416/632-8296
July 28 - 29	Kingston Regatta	Steve Reid
	Kingston, Ont., CN	416/822-8692
August 11 - 12	Cedardale Westbeach Regatta	Rick Tinga
	Trenton, Ont., CN Fleet #497	613/392-9464
August 18 - 19	Toronto Open	Gary Francis
	Toronto, Ont., CN Fleet #183	416/668-9374
August 25 - 26	Can Am 884	Rob Sinclair
	Sarnia, Ont., CN Fleet #237	519/862-2911

EUROPEAN ASSOCIATION

March 3 - 4	Trofeo Algarve	Juan Nuviola Camps
	Vilamoura, Spain	03/237-63.91
March 10	Cala Galera	Carlo Lepsky
	Monte Arrentario, Italy	06/379-12.10
March 24 - 25	Challenge Mediterranee 14	Joel Escarret
	Hyeres, France	56/58 58 61
March 29	Hobie Ski	Joel Escarret
	Cannes, France	56/58 58 61
March 31	Hobie Auftakt	Ernst Bartling
	Steinhuder Meer, Germany	0221/43 86 04
March 31	Challenge Mediterranee 16 & 18	Joel Escarret
	Hyeres, France	56/58 58 61
April 1	Lake Bracciano	Carlo Lepsky
	Rome, Italy	06/379-12.10
April 7 - 8	Trainingslager West	Ernst Bartling
	Laacher See, Germany	0221/43 86 04
April 8	Trainingslager West	Ernst Bartling
	Zulpich, Germany	0221/43 86 04
April 7 - 8	Cavalaire-sur-Mer	Joel Escarret
	Cavalaire, France	56/58 58 61
April 14	Trainingslager West	Ernst Bartling
	Dummer, Germany	0221/43 86 04
April 14 - 15	Trofeo Grima	Juan Nuviola Camps
	Denia, Spain	03/237-63.91
April 14 - 15	Rameaux a Hyeres	Joel Escarret
	Hyeres, France	56/58 58 61
April 14 - 15	Ouvverture	Christian Dalgas
	Founex, Switzerland	022/76 25 87
April 14 - 15	Dummer Dobben	Ernst Bartling
	Dummer, Germany	0221/43 86 04
April 20 - 22	Vele di Pasque	Carlo Lepsky
	Cesenatico, Italy	06/379-12.10
April 20 - 23	Hobie Regatta	Don Findley
	Wimblehall, Britain	952/77 05 89
April 21 - 23	Trainingslager Sudwest	Ernst Bartling
	Worth, Germany	0221/43 86 04
April 21 - 23	Championnat de Ligue	Joel Escarret
	Moulleau Pyla, France	56/58 58 61
April 21 - 23	Les Sablettes	Joel Escarret
	Toulon, Les Sablettes, France	56/58 58 61
April 21 - 23	Hobie Regatta	Joel Escarret
	Carry-le-Rouet, France	56/58 58 61
April 25	Long distance 80 km	Carlo Lepsky
	Venice, Italy	06/379-12.10
April 28 - 29	Oortkatensinken	Ernst Bartling
	Hamburg, Germany	0221/43 86 04
April 28 - 29	Frühjahrspekal	Ernst Bartling
	Starnberger See, Germany	0221/43 86 04
April 28 - 29	Eifelcup	Ernst Bartling
	Laacher See, Germany	0221/43 86 04
April 28 - 30	Campion. Espana Hobie 16	Juan Nuviola Camps
	Villajoyosa, Spain	03/237-63.91
April 28 - 29	Tune-up Regatta	Erik Nienstaedt
	Copenhagen, Denmark	01/64 37 19
April 28 - 29	Eröffnungsregatta	Martin Schuitema
	Naarden, Dutch Association	1751/12 834

April 28 - 29	Hobie Regatta	Joel Escarret
	Frejus, France	56/58 58 61
April 28 - 29	Hobie Regatta	Joel Escarret
	Mandelieu, France	56/58 58 61
April 28 - 29	Hobie Regatta	Joel Escarret
	Royan, France	56/58 58 61
April 28 - 29	Hobie Regatta	Joel Escarret
	Port Barcares, France	56/58 58 61
April 28 - 29	Ouvverture de printemps	Christian Dalgas
	Ascona, Switzerland	022/76 25 87
May 5 - 6	Maultaschenregatta	Ernst Bartling
	Bodensee, Germany	0221/43 86 04
May 5	Trainingslager West	Ernst Bartling
	Bijlandsee, Germany	0221/43 86 04
May 5 - 6	Grenzlandregatta	Ernst Bartling
	Bijlandsee, Germany	0221/43 86 04
May 5 - 6	Attersee Regatta	Herbert Gradl
	Weyregg, Austria	022/55 21 78
May 5 - 7	Hobie Regatta	Don Findley
	Netley, Britain	952/77 05 89
May 5 - 6	Hobie Regatta	Joel Escarret
	Lancieux, France	56/58 58 61
May 5 - 6	Lac Majeur	Christian Dalgas
	Maccagno, Switzerland	022/76 25 87
May 12 - 13	Hinkelstein Regatta	Ernst Bartling
	Ammersee, Germany	0221/43 86 04
May 12 - 13	Plobsheim, Germany	Ernst Bartling
	Hobie Regatta	0221/43 86 04
May 12 - 13	Les Lecques, France	Joel Escarret
	Hobie Regatta	56/58 58 61
May 13	Ascenso Guadalquivir	Joel Escarret
	Sevilla, Spain	56/58 58 61
May 18 - 20	Italian Nationals Hobie 18	Juan Nuviola Camps
	Fregene, Italy	03/237-63.91
May 19 - 20	Fohregatta	Carlo Lepsky
	Wyk, Germany	06/379-12.10
May 19 - 20	Kriterium Hobie	Ernst Bartling
	Geneve, Switzerland	0221/43 86 04
May 19 - 20	Walensee Regatta	Christian Dalgas
	Switzerland	022/76 25 87
May 19 - 20	Hoek van Holland	Martin Schuitema
	Dutch Association	1751/12 834
May 19 - 20	Hobie Regatta	Joel Escarret
	Saint-Jean-de-Luz, France	56/58 58 61
May 19 - 20	Hobie Regatta	Joel Escarret
	La Havre, France	56/58 58 61
May 20	Hobie Regatta	Joel Escarret
	Nice, France	56/58 58 61
May 23 - 27	European Championship Hobie 18	Carlo Lepsky
	Fregene, France	06/379-12.10
May 26 - 28	Stage U.C.P.A.	Joel Escarret
	Maubuisson, France	56/58 58 61
May 26 - 27	Schilkesee Regatta	Ernst Bartling
	Kiel, Germany	0221/43 86 04

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P.O. Box 187, Atlantic Highlands, NJ 07716

REGATTA SCHEDULE

May 26 - 27	Edersee Pokal Edersee, Germany	Ernst Bartling 0221/43 86 04
May 26 - 27	Bocksbeutel Goldkanal, Germany	Ernst Bartling 0221/43 86 04
May 26 - 27	Regional Balears Sollensa, Spain	Juan Nuviola Camps 03/237-63.91
May 26 - 27	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78
May 26 - 27	Tune-up regatta Copenhagen, Denmark	Erik Nienstaedt 01/64 37 19
May 26 - 27	East Coast Open Stockholm, Sweden	Osten Nilsson 40/45 38 01
May 26 - 27	Blauwe Band Rursee Eifel, Germany	Ernst Bartling 0221/43 86 04
May 31	Championnat National France Mauvissin, France	Joel Escarret 56/58 58 61
May 31	IDB Ploner See Bosau, Germany	Ernst Bartling 0221/43 86 04
May 31	Championnat Suisse Ascona, Switzerland	Christian Dalgas 022/76 25 87
June 2 - 3	Regata di Pentecoste Punta Ala, Italy	Carlo Lepsky 06/379-12.10
June 2 - 3	Trofeo Cascas Cascas, Spain	Juan Nuviola Camps 03/237-63.91
June 9 - 11	Kriterium Multicoques Crans, Switzerland	Christian Dalgas 022/76 25 87
June 9 - 10	SGR Cup Sylt, Germany	Ernst Bartling 0221/43 86 04
June 9 - 11	Wagerevoog Strandregatta German Association	Ernst Bartling 0221/43 86 04
June 9 - 10	Coleman Cup Skanoer, Sweden	Osten Nilsson 40/45 38 01
June 9 - 11	Catamarans 1984 La Baule, France	Joel Escarret 56/58 58 61
June 14 - 17	Italian Nationals Hobie 16 Marina di Pisa, Italy	Carlo Lepsky 06/379-12.10
June 16 - 17	Trofeo Castelldefels Castelldefels, Spain	Juan Nuviola Camps 03/237-63.91
June 16 - 17	Pepper Cup Copenhagen, Denmark	Erik Nienstaedt 01/64 37 19
June 16 - 17	Kellenhusen Cup Ostsee, Germany	Ernst Bartling 0221/43 86 04
June 16 - 17	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78
June 16 - 17	Hobie Regatta Calshot, Britain	Don Findley 952/77 05 89
June 21 - 23	Campeon. Espana Hobie 14 Sitges, Spain	Juan Nuviola Camps 03/237-63.91
June 23 - 24	Cat week-end Estavayer, Switzerland	Christian Dalgas 022/76 25 87
June 23 - 24	Syltregatta Hornum, Germany	Ernst Bartling 0221/43 86 04
June 23 - 24	Chieminger Hobie Regatta Chiemsee, Germany	Ernst Bartling 0221/43 86 04
June 29	Noilly Prat Cup Copenhagen, Denmark	Erik Nienstaedt 01/64 37 19
June 30	Travesia Ebro Ampos/Rosas, Spain	Juan Nuviola Camps 03/237-63.91
June 30	Wurmsee Regatta German Association	Ernst Bartling 0221/43 86 04
July 7 - 8	Point Regatta Katwijk, Holland	Martin Schuitema 1751/12 834
July 13 - 15	Regional Cataluna Calafell, Spain	Juan Nuviola Camps 03/237-63.91
July 13 - 15	Raid Tour des 3 Iles La Rochelle, France	Joel Escarret 56/58 58 61
July 14 - 15	Raid Saint-Malo, France	Joel Escarret 56/58 58 61
July 13 - 14	Oeland Regatta Stockholm, Sweden	Osten Nilsson 40/45 38 01
July 16 - 17	Oeland Regatta Koeppingsvik, Sweden	Osten Nilsson 40/45 38 01
July 19 - 20	Oeland Regatta Skanoer, Sweden	Osten Nilsson 40/45 38 01
July 22 - 23	Oeland Regatta Marstrand, Sweden	Osten Nilsson 40/45 38 01
July 21 - 22	Hobie Regatta Hendaye, France	Joel Escarret 56/58 58 61
July 28 - 29	Point Regatta Edmond, Holland	Martin Schuitema 1751/12 834
July 28 - 29	Vilstrallregatta German Association	Ernst Bartling 0221/43 86 04
July 28 - 29	Perienregatta Gardasee Campione, Germany	Ernst Bartling 0221/43 86 04
July 28 - 29	Challenge Ouest Lemanique, Switzerland	Christian Dalgas 022/76 25 87
August 3 - 10	European Championships Hobie 16 Skanoer, Sweden	Osten Nilsson 40/45 38 01
August 4 - 5	Ostseepokal Scharbeutz, Germany	Ernst Bartling 0221/43 86 04
August 4 - 5	Solitaire Multicoques Crans, Switzerland	Christian Dalgas 022/76 25 87
August 5	Hobie Regatta Erquy, France	Joel Escarret 56/58 58 61
August 4 - 5	Imperial Taraco Calafell, Spain	Juan Nuviola Camps 03/237-63.91
August 11 - 12	Sergelsommer West German Association	Ernst Bartling 0221/43 86 04
August 13 - 15	Trofeo Sotogrande Sotogrande, Spain	Juan Nuviola Camps 03/237-63.91
August 15	Raid Chausey, France	Joel Escarret 56/58 58 61
August 15	Sabaudia Long distance 80 km Ponza, Italy	Carlo Lepsky 06/379-12.10
August 18 - 19	Dutch Nationals Katwijk, Holland	Martin Schuitema 1751/12 834
August 19	Rund Fehmarn Ostsee, Germany	Ernst Bartling 0221/43 86 04
August 22 - 28	Sardinia Cup Costa Smeralda International Gardasee Regatta Riva, Italy	Carlo Lepsky 06/379-12.10
August 25 - 26	Kriterium Hobie Geneve, Switzerland	Christian Dalgas 022/76 25 87
August 25 - 26	U.K. Nationals Hobie 16 Eastbourne, Britain	Don Findley 952/77 05 89
August 25 - 26	Gelting Regatta Ostsee, Germany	Ernst Bartling 0221/43 86 04
August 25 - 26	Sommerregatta Dummer, Germany	Ernst Bartling 0221/43 86 04
August 26	Vuelta Saldedines Sanlucar, Spain	Juan Nuviola Camps 03/237-63.91
August 27 - 31	European Championships Hobie 14 Kellenhusen, Germany	Ernst Bartling 0221/43 86 04
August 30	Austrian Nationals Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78
September 1 - 2	Trav. Comarruga/Altafulla Comarruga/Altafulla, Spain	Juan Nuviola Camps 03/237-63.91
September 1 - 2	Kaptn Hahn Cup Sylt, Germany	Ernst Bartling 0221/43 86 04

September 1 - 2	Starnberger See Regatta German Association	Ernst Bartling 0221/43 86 04
September 1 - 2	Choatenregatta Selz, Germany	Ernst Bartling 0221/43 86 04
September 8 - 9	Langstreck-Weiden Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78
September 8 - 9	Freundschaftsregatta Insel Fohr, Germany	Ernst Bartling 0221/43 86 04
September 8 - 9	10. Int. 2 Lander-Cup Gooimeer, Germany	Ernst Bartling 0221/43 86 04
September 9	Regata delle rose Lake Bracciano, Italy	Carlo Lepsky 06/379-12.10
September 8 - 11	Trofeo de Plata Castelldefels, Spain	Juan Nuviola Camps 03/237-63.91
September 15 - 16	Hobieregatta Ammersee, Germany	Ernst Bartling 0221/43 86 04
September 15 - 16	Cat week-end Bienne, Switzerland	Christian Dalgas 022/76 25 87
September 15 - 16	Breitenbrunn Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78
September 15 - 16	Hobie Regatta Highcliffe, Britain	Don Findley 952/77 05 89
September 16	Marina Baie des Anges France	Joel Escarret 56/58 58 61
September 23	Annual Regatta Pisa, Italy	Carlo Lepsky 06/379-12.10
September 23 - 24	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78
September 29 - 30	Herbstregatta Ammersee, Germany	Ernst Bartling 0221/43 86 04
September 29 - 30	Rauheif-Regatta Chiemsee, Germany	Ernst Bartling 0221/43 86 04
September 29 - 30	Hobie Regatta Ronce-les-Bains Annual Regatta Fregene, Italy	Joel Escarret 56/58 58 61
October 6	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78
October 6 - 7	Hobie Ausklang Steinhuder Meer, Germany	Ernst Bartling 0221/43 86 04
October 13	Les Sablettes Toulon, France	Joel Escarret 56/58 58 61
October 20 - 21	Hobie Regatta Grafham, Britain	Don Findley 952/77 05 89
October 20 - 21	Tumpel Trophy Zulpicher See, Germany	Ernst Bartling 0221/43 86 04
October 27 - 28	Ausklang Goldkanal, Germany	Ernst Bartling 0221/43 86 04
October 27 - 28	Oortkatenfeuer Hamburg, Germany	Joel Escarret 56/58 58 61
October 27 - 28	Hobie Regatta Treoule, France	Christian Dalgas 022/76 25 87
October 27 - 28	Cloture Crans, Switzerland	Juan Nuviola Camps 03/237-63.91
November 1 - 4	Trofeo Algarve Vilamoura, Spain	Joel Escarret 56/58 58 61
November 1	Hobie Regatta Frejus, France	Joel Escarret 56/58 58 61
November 11	Grand Prix Armistice Mauvissin, France	Joel Escarret 56/58 58 61
November 17 - 18	Essener Elspokal Baldeneysee, Germany	Ernst Bartling 0221/43 86 04

8th Madcatter Regatta and Northeastern Championships

sponsored by



May 19 - 20, 1984

at : Oneida Shores Park
Brewerton, N.Y.

for further

information : Marty Hallock 315-637-6941

(fleet comodore)

Tom Korzeniewski 315-458-7182

(division 16 chairman)

Pat + Barb Coster 315-699-7985

(South Bay Sails)

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DIVISION 1

Eleventh Annual Pacific Beer Regatta
Fleet 6, Division 1
January 1, 1984
Kailua Beach, Hawaii
by Thomas M. Culbertson

While most of the nation nursed its hangover in front of the boob-tube watching football, the Hawaii Hobie Cat Association celebrated the New Year with its *Eleventh Annual Pacific Beer Regatta* (which bore an uncanny resemblance to last year's *Ninth Annual PBR*; see May/June, 1983 Hotline). As usual, the rules were extremely important. There are no rules except trophy winners must sail the entire course, no motors are allowed, and each boat must have a female aboard (or a reasonable facsimile thereof).

Tension mounted on the beach as noon, the appointed hour for the judging of the Miss PBR contestants, approached. A few half-hearted "reasonable facsimiles" were seen here and there (a guy with a bikini top is not much of a facsimile!) and then, seemingly out of nowhere, appeared Commodore Bob "Roberta" Foote in a fluorescent pink slinky gown. His downfall, however, was a chest straight out of a lumber yard. The winner, after being bridesmaid for so many years, was Danny "Danielle" O'Sullivan, who slid out of a classy convertible (complete with chauffeur) in a gold-glittered gown, long flowing ebony hair, a rainbow of color around the eyes, an appropriately limp wrist, a bust Dolly Parton would be proud of, and (for the first time in seven years) no hair on his/her upper lip. The challenge is on for next year, as previous winners (Dave "Cutie Pie" Lung, Bill "Billie Jo" Reid, and Alfred "Alice" Ching) have promised a Best of the 80's review in '85.

There was also a boat race, sponsored by Michelob and Coca Cola. After chugging a Coke at the gun, sailors had to sprint to their boats for a Le Man's start. The first mark was only 100 yards offshore. The wind was traditionally light, and the resulting chaos (remember: no rules) was awesome. The course involved sailing about three miles down the beach and

back, twice around, with four mandatory stops along the way, at which everyone had to chug a Coke or a Michelob. For those who had the most fun New Year's Eve, those pit stops were truly the pits!

Bill Harwood (Hobie 16), Doug Garcia (Hobie 16) and Mike Rothwell (Hobie 18) got away from the mess at the start and were first around the first mark. Bill and Doug had difficulty finding the second pit stop (the turn-around point), so they beached their boats and decided to run along the beach until they found it. Little did they know that they were close to a mile short of the mark! But the rest of the fleet fell in a hole and sat a hundred yards or so offshore watching them jog up and down the beach. More than one becalmed skipper was heard to say, "They're making out like bandits, but is it worth it?" After that, Bill and Doug had the race to themselves, with Bill (an A-fleet skipper) edging out Doug (a C-fleet skipper) for first overall. For the rest of the fleet, it was a matter of constantly changing positions, wind which came from everywhere or nowhere, and numerous contestants who decided that chugging one beer made no sense when one could leisurely sip several and watch the fleet go by. In the 18 fleet, Mike Rothwell clutched defeat from the jaws of victory by accidentally sailing past one pit stop and then never finding enough wind to come back, leaving the race to Tom Culbertson, Bob Foote and Dean Froome, who finished almost overlapped in that order. Needless to say, a good time was had by all.

DIVISION 2

Ancient Mariner Highlights
Fleet 3, Division 2
November 12-13, 1984
Newport Beach, California

Veterans Day weekend began with ominous rain clouds lurking over Newport Beach, CA, site of the 16th Annual Ancient Mariner Hobie Cat Regatta, held November 12 and 13. Nevertheless, 62 die-hard entries, already resolved to the fact that Hobies are wet boats, and rain only helps

wash the sails, set up and geared up with foulies and full wet suits.

Saturday's two races were run back-to-back, the first starting at the pier of the newly remodeled Ancient Mariner Restaurant. Dave Kofahl, Regatta chairman from host Fleet 3, Long Beach, and Commodore Charlie High started the seven fleets as soon as the wind came up. Hobies battled crew shells, the Balboa ferry, dinghy and big boat fleets on their way down Newport Harbor to the sea.

The Hobies ghosted out on light breezes and misting rain to find the committee boat near Balboa Pier bouncing in the infamous Newport Beach "pitch 'n plop" waves.

Rain and shifting wind made the second start a trapezing reach, to the chagrin of veterans used to weather starts.

At the end of Saturday's racing, Nick Steele, in 18As, with a first and a third, led Dave Douglas by three points. In 16As, John Hauser had a two point lead over Don Crider.

The 18B fleet had the largest turnout with 18 starters, showing the need for an 18C fleet in 1984. 16C fleet had 15 starters.

Sunday gleamed with bright blue skies, sunshine, and crisp wind for the long third and final race. Double trapezing occasionally on the longer reaches was a novelty in Newport Bay, which rarely sees more than 5 knot winds. Harbor traffic and congestion made racing dangerous but good sailing prevented any accidents. The last race took about 2½ hours to cover nearly 16 miles from the Ancient Mariner to the harbor entrance buoy and return, twice.

At the end of the Sunday race, John Hauser remained in first in 16As with 3½ points; Nick Steele won 18As with 5½ points; Scott Wentworth took 16B with 4¾ points; Jeff Perlmutter had three convincing firsts to win 16C; Mike Manclark took 18B with 6¾ points; Henry Brooks was the sole 14 Turbo; and Bruce Fields placed first in 14A.

Door prizes and trophies were presented in the new Ancient Mariner Restaurant with trophies provided by the Ancient Mariner, hosted by Brad Philpott.

DIVISION 4

The Great Montana Luau Points Regatta
Fleet 470, Division 4
Sept. 17 & 18, 1983
Flathead Lake, Montana
by Ginny Draeger

OVER INDULGENCE; the name of the game for the weekend. Whatever your desires are: wind, food, beer, friends, campfires, music, dancing, prizes—we had them all and in great abundance.

There are definitely no complaints about not enough wind, which made for some extremely exciting and intense sailing. Thanks to our exceptional race committee headed by Lowry Chamberlain, we had four excellent races, with winds blowing 15-18 knots.

Saturday morning found everyone full of energy and overflowing excitement to get out in the wind and water and test their sailing skills against other racers. One long race got enthusiasm flowing, a short break to regroup, and then two shorter, more intense races were held in succession. Sailors hit the beach Saturday evening exhausted, wet, and with grins from ear to ear, and quickly made their way to the flowing kegs of Killians Red. Three cheers to Fun Beverage of Kalispell for donating plenty of beer to last the entire weekend. Then the luau started. Everyone literally pigged out on a terrific pork and all the trimmings, barbecue catered by Bubs Bar in Dayton. Although stuffed and exhausted, the night was still young, so when Doug and Jack arrived with their guitar, banjo, and entertaining ability, more fun began. Between dancing to the faster beats, singing to the slower ones, and participating in a limbo contest, all the while trying to drain that everlasting keg, BED felt absolutely wonderful to everyone. That is, except to our friends to the north who serenaded the campfire with Canadian songs, prompted by beer drinking contests (which, I might add, they are famous for), into the wee hours of morning.

It was obvious Sunday's skipper meeting had come much too soon, especially for some, so coffee and donuts was the first order of business which helped in recuperating pounding heads and squinty

eyes. When the wind came up; however, it definitely was blowing its heart out, so with little hesitation we all jumped on our boats and took off for a very trying and challenging battle. One race was quite enough!

Well earned trophies, exceptional ones at that, were handed out to all winners, and MANY prizes and giveaways were donated for drawings. Hats off to all the sponsors, especially our supporting dealer, Quiet World of Kalispell, and to the Montana Fish and Game Department for operating Big Arm State Park for just us Hobie sailors. It was great to see all those license plates from Oregon, Washington, Idaho, Alberta, British Columbia and Montana, all with Hobies attached. We owe a big thanks to every one who came and helped to make our regatta so successful and so much fun.

As the weekend came to a close, handshakes and smiles were freely given away to newly acquired friends and instead of "good-byes," you could hear a definite "see you next year" (or was it "wait till next year"?).

And, yes, we do plan on over indulging again next summer in a great time and a terrific regatta. We'll even work on having some sunshine!

DIVISION 6

Who Are We Fleet 407, Division 6 Humble, Texas

Fleet 107 is a sailing club chartered by the Hobie Cat Class Association. Our purpose and objectives are:

- to inspire camaraderie and sportsmanship
- to promote Hobie Cat racing under uniform rules and maintain the one-design features of the Hobie Cat.
- to promote the science of seamanship and safety afloat.

Fleet 407 offers two types of membership.

1. Regular Membership: Hobie Cat owners and their families are entitled to full club privileges. Annual dues are \$20.00.
2. Associate Membership: Non-owners of Hobie Cats are entitled to full

club membership privileges except those voting rights granted solely to owners by the H.C.C.A. Annual dues are \$10.00.

DIVISION 8

Back on Track Division 8 Fleet 169 Cape Coral, Florida by Mike and Terri Dawson

We are reactivating fleet 169 in the Cape Coral/Ft. Myers area. We would like to invite all area Hobie sailors and enthusiasts to join us. If you are interested, contact us in care of fleet 169, Hobie fleet 169, 1411 SE 43rd St., Cape Coral, Florida.

DIVISION 9

Singlehanded Insanity Fleet 12, Division 9 Atlanta, Georgia by Paul Dingman

The last race. Atlanta Fleet 12's final event to the 1983 fleet racing schedule. It's held every year at the end of October on Lake Lanier. Frost bite hangs in the air and strong winds arch down from arctic fronts. The beach is deserted. It's forty-five degrees and raining and the winds are 15 to 18 out of the northeast. A fog hangs low over the water. You can't see the marks or the gusts that fan across the elusive course.

On the beach, twenty-five wet-suited skippers prepare their boats with little downhaul and lots of courage. These

brave individuals face the last challenge, singlehandedly; one man, one boat. The odds are stacked heavily against them.

These are die-hards, the crazies, and the insane who never know when to quit. They are also the best skippers in the fleet. Rivalries are intense. The heavy-set boys are confident. They have a noticeable edge over their lighter counterparts. The 150 pounders, on the other hand, are nervous. They keep detuning, making sure all the strings are loose and the out-haul is stretched flat. In the end, endurance and reflexes are the key. After trapezing four legs of a six-legged course, you begin to tire. After three such races, you worry less about being pin high at the flag and more about just surviving. Under NSYRU rules, any incident that requires outside assistance will result in a DSQ for that race. The stakes are high. One wrong move and you're over and out of the running.

Mike Percy battled a host of challengers to survive as the singlehand champ of the 16s. He was followed by Steve Kiemele, Tom Andreozzi, and Steve Vibert. In keeping with the saying that old sailors never die, they abandon their crews and go singlehand; forty-one year old Stan Sunderland took the 18s with three firsts. Chuck Jones and Greg Green followed behind.

Don't think that the singlehand championship was strictly an all male event. Melinda Moore sailed her new 16 for the second time after soloing a 14 turbo all summer.



Paul Dingman

Wild and wooly cold weather action at fleet 12's singlehanded championship.

Atlanta Hobie Fleet 12 closed out its '83 racing season with trophies, chile, and hot spiced cider. In addition to its spring points regatta, the fleet held 12 official race days in 1983.

DIVISION 10

Division Ten Championships 1984 Fleet 400 & Fleet 60 Cedar Point, Sandusky, Ohio by Deborah K. Schaefer

Members of Fleet 400 and Fleet 60 have combined efforts and are already busy organizing the 1984 Division Ten Championships to be held August 25 and 26 at Cedar Point in Sandusky, Ohio. Centrally located in the Division with races held on the big waters of Lake Erie, this Regatta promises to be one of the biggest and best ever for testing the metal of our Team Ten members.

The race planning committee, co-sponsored by Ron Earl and Rick White, is planning for a fleet of 300 to 350 Hobie Cats from five states. Our committee is working closely with Cedar Point to insure that all aspects of the regatta will enhance the enjoyment of this event. Foreseeing that many sailors will plan their vacations around this major regatta, our committee has reserved blocks of rooms at Cedar Point Hotel Breaker's and camping sites at their Camper Village as well as arranged for group rate tickets for the amusement park. As the second largest amusement park in the world, Cedar Point is just one of the many attractions of Vacationland, Ohio. Be it walleye fishing, cave spelunking, camping or beachcombing, the Cedar Point area offers much more to the Hobie Catter than a beautiful beach and a nifty place to sail. We invite you all to be there.

INTERNATIONAL

Noumea International Sailing Week International Division December 10-17, 1983 Noumea, New Caledonia by J. P. Ferrigno

The International Sailing

Week is now a regular feature and the highlight of our season. This year, invitations went out to all the Pacific Fleets and free tickets were sent to Ian Bashford and his crew Gill Chapman thanks to the generosity of UTA French Airlines. The Tahitian fleet sent Paquier Chave and the Fijians sent Tony Philip and Tony Philip Jr. who, unfortunately, had to cancel at the last minute. A total of 18 crews were entered.

Brisk tradewinds of 20 knots and up combined with superb organization to give everyone a memorable sailing week, especially since one of our local fellows, Vladimir Revay and crew Gerard Charneau, compared quite favorably with the World Champion on the scoreboard at the end of the first day of sailing.

Ian Bashford expressed his surprise at the quality of the local sailors in heavy weather, which combined with choppy seas to create demanding sailing conditions. He realized early on in the week that this was not to be just another holiday sail on some lost island in the Pacific. With the strong wind and no shifts or currents to speak of, the name of the game was boatspeed. There was no hope of catching those up front with fancy tactics.

Everybody in the fleet took turns taking our guests out to the numerous nightclubs, Chinese, French and other restaurants, and tried their best to wear down our charming guests.



Heavy weather was the name of the game at Noumea's International Sailing Week. Ian Bashford emerged with a win.

The following days saw the top four sailors continuing to dominate the top spots with the rest of the pack battling it out further behind. Those in back had the opportunity to admire Bashford's style the two times he capsized and then went from fifteenth place to the front of the fleet. If they have ever seen anybody going fast on a Hobie, it was right then. Still, Bashford was never quite fast enough to completely bury Revay who won a long distance race on Tuesday in 20-25 knot winds. Actually, the course had to be shortened which was fortunate for Revay since his rudder was falling apart.

Bashford said that he had never experienced that sort of sailing condition. All of us were surprised that his crew was still there, tired and worn out, hands in shreds, but no worse than the rest of us.

Although Revay made excellent showings on the last two days, Bashford emerged the winner. At the trophy party, given by Taittinger Champagne, Bashford promised to come with Brett Dryland next year and beat the hell out of us. Meanwhile, the champagne made us forget that we had been beaten by a girl. A girl with a World Champion skipper, yes, but a girl just the same. We had

heard that those crazy Aussies and Americans let their girlfriends hang out there on the trapeze in light weather, but in New Caledonia, we thought Gill would stay on the beach knitting a jumper for Ian.

We had a terrific week. Our thanks to Bashford and his charming crew for sharing their wealth of knowledge and teaching us how to drink beer. We taught them how to drink champagne and this should give good results in the future. Thanks also to UTA French Airlines who sponsored the event and to Jean Pierre Ferrigno for getting it going.

MIDWINTER'S EAST - 1984 - OCEAN REGATTA NATIONAL QUALIFYING REGATTA

WHEN: April 28 - 29, 1984

WHERE: Miami Beach, Holiday Inn, 8701 Collins AVE (ALA), Miami Beach

PHONE: 305/866-5731 or Reservations: 1-800-HOLIDAY

(Request the Special Rates: \$35.00 - Single, double or whatever)

WHAT: April 27 - Registration from 6:00pm to 11:00pm directly below the lobby.

April 28 - Registration from 7:30am until the skipper's meeting.

Three races back to back on Saturday.

Skipper's meeting at 10:30am poolside.

First of three races at 11:30am.

Two Olympic courses will be used. Sodas on both courses.

Music on the beach starting at 5:00pm. Beer will begin to

flow as the boats hit the beach.

Party - Bar-b-que (Ribs) - Live Band and continuous music -

door prizes - cash bar - Fun Time for all.

(Celebrate Daylight Savings Time)

April 29 - Two races back to back.

Skipper's meeting 10:30am poolside.

Trophy's ASAP.

Late checkout has been arranged.

(A special breakfast buffet will be served by Holiday Inn on Saturday and Sunday).

TROPHIES:	Magnum - 2 deep	16A - 10 deep	14A - 5 deep	(Go Fast)
	18A - 8 deep	16B - 10 deep	14B - 5 deep	(if required)
	18B - 8 deep	16C - 10 deep	14 Turbo - 2 deep	

PRE-REGISTRATION SPECIAL Help us plan for the number of boats and enjoy a savings on your registration for this regatta. (18's and (BEFORE APRIL 1) 16's - \$22.00, 14's - \$16.00). This includes: T-shirts, Beer, Sodas, Bar-b-que, Band, etc.

REGISTRATION AT THE REGATTA 18's and 16's - \$25.00, 14's - \$20.00. This will include: T-shirts, Beer, Sodas, Bar-b-que, Band, etc.

NAME: _____ SHIRT SIZE: Men's - S M L XL
Ladies - S M L (circle one)

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____ Phone: _____

CLASS: Magnum 18A 18B 16A 16B 16C 14A 14B 14Turbo _____

MAKES CHECKS PAYABLE TO: FLEET #36 and mail registration to:

BOB DEPREE
8041 SW 138 PL
Miami, FL 33183

FOR MORE INFORMATION:
Bob DePree: 305/385-5870
Jolena Plaut: 305/553-1041
Fred Eng: 305/444-8488

REGATTA RESULTS



THE GREAT MONTANA LUAV REG FLEET #470, DIVISION #4 FLATHEAD LAKE, MONTANA SEPTEMBER 17 - 18, 1983

HOBIE 18A	POINTS
1. Ling, Tom	4 1/4
2. Crowe, Bruce	8 3/4
3. Young, Dennis	10
4. Bruckner, Jack	22
5. Shoemaker, G.	24

HOBIE 18B	POINTS
1. Stock, Sherman	4 1/4
2. Parsons, Rick	6 3/4

HOBIE 16A	POINTS
1. Skidmore, Doug	12 1/2
2. Anderson, Bob	15
3. Read, Russ	16 1/2
4. Kelly, Roger	18
5. Draeger, HC	20
6. Weir, Ralf	21
7. Morrison, Kevin	24
8. Graham, Jerry	25
9. Guthrie, Gary	26

HOBIE 16B	POINTS
1. Cobb, John	5 1/4
2. Nishiyama, Rod	9
3. Pratley, Phil	10 3/4
4. Stollbert, Frank	19
5. Braunberger, B.	23
6. Jones, Mark	23
7. Walker, Tom	26
8. Hull, Todd	32
9. Fisher, Bill	36
10. Chandler, Bruce	40
11. Boller, Rex	46

HOBIE 14	POINTS
1. Martin, Claire	5 1/2

DIVISION 8

POLK COUNTY SPECIAL OLYMPICS
FLEET #116, DIVISION #8
DUNEDIN, FLORIDA

HOBIE 18A	POINTS
1. Parks, Terry	3 1/2
2. Hackney, John	3 1/2
3. Mayo, Clive	11
4. Johnson, Bob	16
5. Dupuis, Gary	18
6. Duke, John	18
7. Cope, Woodie	19
8. Cozart, Key	21
9. Varney, Jim	21
10. Ferrera, John	22
11. Thompson, Andi	23
12. Cavassa, Ed	25
13. Passmore, Cheryl	33
14. Thompson, Jill	36
15. Onsgard, Bob	37
16. Cuellar, Alex	42
17. Trajos, Tina	47

HOBIE 18B	POINTS
1. Frye, Patrick	3 1/2
2. Stevens, Rick	4 3/4
3. Sheppard, Rick	6 3/4
4. Acker, Renea	10

HOBIE 16A	POINTS
1. Smith, Jan	2 1/4
2. Karran, Richard	8 3/4
3. Gray, Rhonda	9
4. Deff, Jeff	11
5. Jones, Richard	14
6. Dwyer, Pat	16
7. Raditch, Paula	18
8. Rokos, Lyn	20
9. Brice, Robert	22
10. Monical, Jamie	27
11. Liebel, Steve	27
12. Walton, Julie	28
13. Andrews, Janet	32
14. Barnes, Susan	32
15. Side, Linda	35
16. Lagrand, Stef	37
17. Kyle, Greg	39
18. Murray, John	44
19. Daniel, Robbie	47
20. Haas, Karen	51
21. Mormier, Jim	58
22. Bowerfind, J.	60
23. Keysor, Clark	61

HOBIE 16B	POINTS
1. Perlmutter, J.	2 1/4
2. Munsey, H.	2
3. Maben, B.	12
4. Parks, B.	13
5. Elder, M.	16
6. Van Assachs, P.	17
7. Lundberg, R.	21
8. Oranges, G.	24
9. Venturelli, R.	26
10. Buchanan, D.	26
11. Schinazi, E.	39
12. Kesel, R.	40
13. Gerkins, C.	40
14. Lockhart, R.	40

HOBIE 14A	POINTS
1. Fields, B.	3 1/2
2. Froeb, C.	4 3/4

HOBIE 14TURBO	POINTS
1. Brooks, H.	2 1/4

HOBIE 16C	POINTS
1. Dawson, Mike	3 1/2

2. MacPhail, Roy	5 3/4
3. Burnett, Neal	6 3/4
4. Conetta, Lou	18
5. Roche, C.	12
6. Frank, Bill	18
7. Lowery, Ron	20
8. Taucher, Rodney	20
9. Norvell, David	23
10. Lemay, David	29
11. Halpin, Kevin	35
12. Elder, Lance	39
13. Koos, Ricky	39

HOBIE 14A	POINTS
1. Brice, Allyn	3 1/2
2. Kirby, Alex	5 3/4
3. Moldt, Dick	6 3/4
4. Keysor, Chris	9
5. Fontaine, Denis	10
6. Conaty, Kevin	15
7. Craig, John	22
8. Fontaine, Peter	24
9. Johnson, Cheryl	26
10. Brooks, Bill	26
11. Kirby, Art	26

HOBIE 14B	POINTS
1. Liebl, James	4 1/2
2. Nelson, John	5 3/4
3. Baker, Alan	9
4. Renfro, Julie	9
5. Marecki, Roman	11 3/4
6. Bossie, Ken	13
7. Green, Kelly	14

HOBIE 14Turbo	POINTS
1. Joslin, Bill	3 1/2
2. Knebel, Ed	4 1/2
3. Dekreek, Vel	6
4. Coss, Paul	11
5. Hamlet, John	15

AUTUMN REGATTA FLEET #235, DIVISION #15 JACKSON, MISSISSIPPI OCTOBER 1 - 2, 1983

HOBIE 18	POINTS
1. Webro, Steve	3 1/4
2. Denson, Roger	5 1/2
3. Denton, Bob	12

HOBIE 16A	POINTS
1. Cantrell, Jim	4 1/2
2. Andrews, Mack	5 3/4
3. Schweizer, Albert	5 3/4
4. Jackson, Dennis	8
5. Britton, Scott	15
6. Cumby, Corky	18

HOBIE 16B	POINTS
1. Leyens, Louis	4 1/2
2. Rabalais, Kieth	5 3/4
3. Puckett, Todd	8
4. Johnson, John	10 3/4
5. Starr, Rob	12
6. White, David	13

HOBIE 16C	POINTS
1. Lasserre, Joe	2 1/4
2. Richards, David	6
3. Brooks, Wally	7
4. Thoren, David	9
5. Cartwright, Mike	15

INTERNL

GRAND PRIX DE L'ARMISTICE 1983
EUROPEAN ASSOCIATION
SAINT-MEDARD-EN-JALLES, FRANCE
NOVEMBER 13, 1983

HOBIE 16	POINTS
1. Escarret	16
2. Matovani	25
3. Leontieff	27
4. Pellot	37
5. Tastet	37
6. Laurent	40
7. Delmas	43
8. Foucaud	44
9. Auckenthaler	49
10. Blanquart	50
11. Liebel	60
12. Lebras	61
13. Sateclucque	63
14. Marchand	63
15. Abba	66
16. Gleyze	66
17. Rey	68
18. Maurias	71
19. Maixent	73
20. Madrias, S.	77
21. Cabanieu	82
22. Dutilleul	87
23. Delaire	93
24. Ribouleau	93
25. David	94
26. Del	96
27. Brouqueyre	102
28. Dumas	103
29. Maquin	103
30. Beimert	104
31. Astie	113

32. Devolder	114
33. Leveque	114
34. Perrineaux	116
35. Descatoire	117
36. Condoret	118
37. Benessis	119
38. Delpeyroux	121
39. Menaldo	129
40. Charrois	133
41. Mesnage	142

DRAGON BOAT SERIES FLEET #179, INTERNATIONAL HONG KONG

HOBIE 18	POINTS
1. Sliper	11 1/2
2. Linton	12
3. Ussher	17
4. Wilson	17 1/2
5. Belbin	18

HOBIE 16A	POINTS
1. Peddie	11 3/4
2. Marshall	15
3. Forster	16 3/4
4. Blower	16 3/4
5. Ko	18
6. Mitcalfe	19
7. Ward	22 3/4
8. Amoor	23
9. Heasman	23 3/4
10. Hunt	31
11. Koidl	32
12. Ashton	33 3/4
13. Gibson	37
14. Kanning	43

HOBIE 16B	POINTS
1. Scales	9 3/4
2. Atkinson	9 3/4
3. Leckenby	10 3/4
4. Hill	15
5. Thurlow	19
6. Buttlug	24
7. Taylor	26
8. Pascall	28
9. Huang	30 3/4
10. Browne	40
11. Randall	47
12. Rooth	51
13. Neilson	52
14. Driver	54
15. Scriven	55
16. Westwater	56
17. Maillard	58

TYPHOON SERIES FLEET #179, INTERNATIONAL HONG KONG

HOBIE 18	POINTS
1. Walkers	7 1/2
2. Wilsons	7 3/4
3. Linton	11
4. Ussher	14
5. Belbin	17

HOBIE 16A	POINTS
1. Fortster	12
2. Gibson	12
3. Ashton	19
4. Ko	22 1/2
5. Ward	24 3/4
6. Marshalls	33
7. Peddie	55
8. Evans	61

HOBIE 16B	POINTS
1. Neilson	11 1/2
2. Scriven	18 1/4
3. Browne	25 3/4
4. Nunn	29
5. Atkinson	30 3/4
6. Koidl	33
7. Randall	50 3/4
8. Scales	56
9. Leckenby	64
10. Pascall	82
11. Huang	87
12. Addington	105

INTERNATIONAL SAILING WEEK INTERNATIONAL DIVISION NOUMEA, NEW CALEDONIA DECEMBER 10 - 17, 1983

SKIPPER	POINTS
1. Revay	6
2. Bashford	20
3. Mazoyer	28
4. Marais	44
5. Frei	65
6. Toeblmann	81
7. Amar	91
8. Bougras	92
9. Lorenzini	100
10. Ginet	105
11. Perrigno	110
12. Schuler	113
13. Bachet	117
14. Paquier	121
15. Cale	143
16. Martin	148
17. Johnston	160
18. Sisteron	161

DIVISION 2

HOBIE 14 DIVISIONALS
FLEET #57, DIVISION #2
CABRILLO BEACH, CALIFORNIA
AUGUST 12 - 14, 1983

HOBIE 14A	POINTS
1. Seaman, Bob	5 1/2
2. Wagniere, Ron	11 3/4
3. Walsh, Geoff	13
4. Fields, Bruce	17 3/4
5. Materna, Tom	19
6. Linn, Jack	22
7. Leyge, Mike	24
8. Blount, Dick	29
9. Sherriiff, Burt	30 3/4
10. Morris, Bob	35
11. Deschamps, Paul	44
12. Miller, Matt	46
13. Socash, Dave	55
14. Heath, Frank	55
15. Legge, Jim	60
16. Patterson, Mike	69
17. Jenkins, Roger	70
18. Parizeau, Paul	73
19. Coebel, George	83
20. Lantz, Dick	90
21. Brooks, Henry	91
22. Shenkel, Steve	92
23. Johnson, Ron	93
24. Kessler, Erich	94

ANCIENT MARINER REGATTA FLEET #3, DIVISION #2 NEWPORT BEACH, CALIFORNIA NOVEMBER 12 - 13, 1983

HOBIE 18A	POINTS
1. Steele, H.	5 3/4
2. Brown, R.	9
3. McGraw, J.	10
4. Wright, C.	10 3/4
5. Douglas, D.	12 3/4
6. Mark, R.	17
7. Virtue, J.	18

HOBIE 18B	POINTS
1. Manclark, Mike	6 3/4
2. McFadden, Ivan	8
3. Eggen, R.	12
4. Mark, D.	12 3/4
5. MacArthur, R.	17
6. Lewis, C.	17
7. DeLong, T.	20
8. Boumeester, W.	24 3/4
9. Lewis, J.	32
10. Lane, B.	33

DIVISION 4

FLEET 187 PRESENTS THE

CANADIAN NATIONAL 1984 HOBIE CAT CHAMPIONSHIP



JULY 5-7 (Special events July 8)

VENISE EN QUÉBEC (Que.)

(located 45 minutes South of Montreal on Lake Champlain)

***ALSO a DIVISION 12 POINTS REGATTA**

For further information, contact:

MARIO DOLLAN

2410 Honore Beaugrand, Apt. 1, Montreal H1L 6M3

TEL: (514) 353-4750

GULF COAST AREA CHAMPIONSHIPS

Pensacola

April 14-15, 1984

PENSACOLA SAILING
CENTER

MURRAY'S MARINE

Tune-ups April 13

Winners Qualify to Nationals



Strook's

Regatta info: Jack Salmon 904-432-3899

Race HQ: Pensacola Beach Holiday Inn 904-932-5631

Pensacola area info (camping, beach houses,

motels, entertainment) 800-874-1234



Sailing in Lake County

The features that make Lake County so attractive to visitors is the host of activities that await their pleasure. Among the most exciting of these is sailing. Join the many vessels on the lake for the challenge of the "Northwesterly" winds blowing in every afternoon. April is Sail Month on Clear Lake. April 14 and 15 will be the first of the annual sailing regattas out of Lakeport.

For Details and Information Contact:

LAKE COUNTY CHAMBER OF COMMERCE
875-H Lakeport Blvd., • Lakeport, CA 95453-5498 • 707/263-6131

HOBIE® 16 PERFORMANCE MANUAL

By Phil Berman

The Hobie® 16 Performance Manual

is new, © 1984, and authoritative. Phil Berman has drawn from his experience as a former Hobie Cat® world champion, and he has done extensive additional research and collaboration to bring together a truly useful manual for success in tuning, handling and racing the H-16. Chapters include: Rigging, sail shape, tuning (3 chapters), and handling.



H-16 Performance Manual #45-0032 \$9.95

H-18 Performance Manual #45-0031 \$9.95

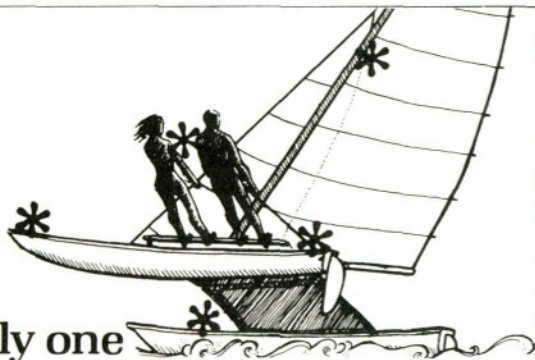
Available exclusively from Hobie Cat dealers & distributors.



Domestic Shipping ... add 5% (\$2 min, \$10 max)
California Residents ... add 6% sales tax.

P.O. Box 490, Carpinteria, CA 93013

MURRAYS MARINE (805) 684-8393



Only one block enables you to trim or release sheets from any of these positions (*) on your boat.

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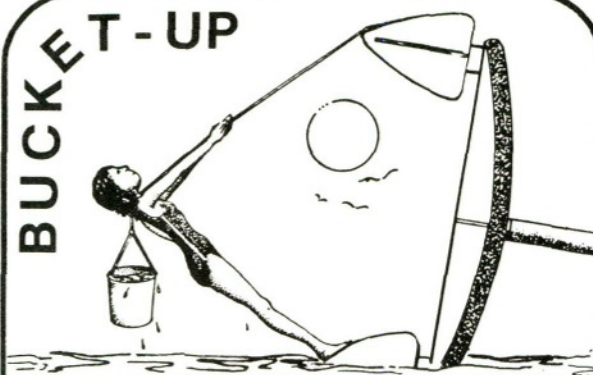
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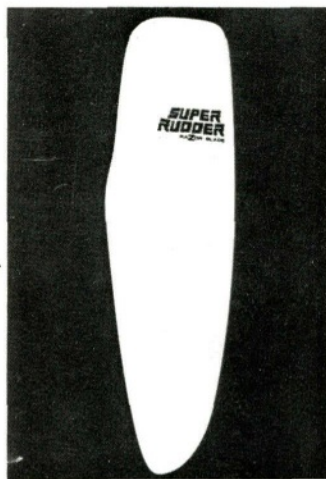
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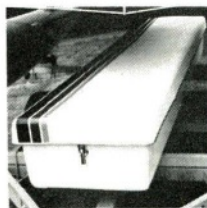


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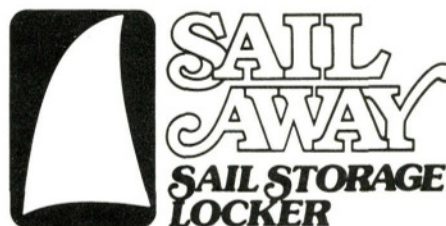
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of the other skippers decided to take a starboard tack to the layline. Figueroa's strategy backfired, and he found himself mired back in thirty-third place. The wind was beginning to die, and, as he had proved all week, few sailors are better able to handle light airs than Bob Curry. He sailed an excellent race as he led nearly all the way on the long course seven. As Curry crossed the line, he knew what everyone on the beach knew: Bob Curry, from Tampa, Florida's MacDill Air Force Base, was the new Hobie 14 World Champion.

A second place finish kept Dodds in second and a devastating nineteenth meant that Figueroa would finish third.

Salmon pulled a fourteenth to finish fourth. Rounding out the top five was Edwards who had sailed consistently in the top ten all week.

Curry, who always places in the top five at U.S. nationals and has won one, finds himself at the top of his sport. He appears ready for the challenge and has expressed Olympic ambitions for 1988. He hopes to convince the Air Force, his chosen career, to sponsor a run at the Tornado gold medal. In the meantime, Hobie 16 sailors should beware because Curry now says that he is going to concentrate on a run for that championship.

AC

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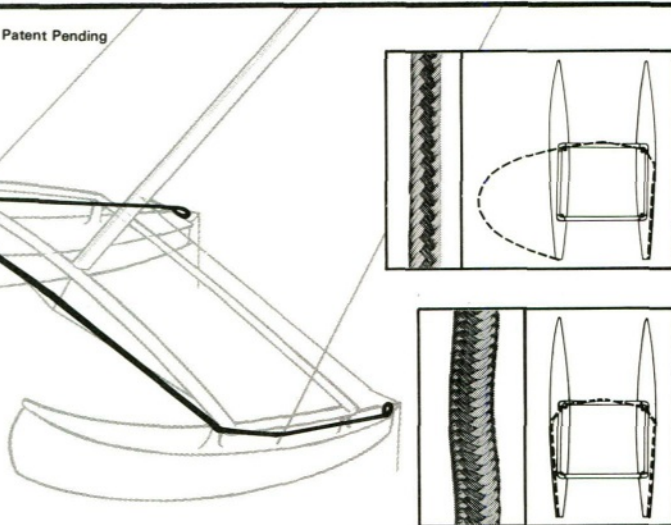
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- IT comes without the swivel cam cleat (you can choose the one you prefer for jib sheet control and use the one that comes on the boat for traveler control).
- IT is of no value to skippers who do not use cam cleats on their jib sheets. (You guys and gals will want to try the KISME "OK".)
- IT may not yet be available at your favorite dealer, or maybe he has already sold out??



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An Interview With Women's Champ Caroline Winter

The scene was St. Petersburg Beach, Florida. The event was the Women's National Championship to be sailed on Hobie 16s. From out of the blue, an unknown (to Americans) South African sailor named Caroline Winter charged to victory. Because we were not able to contact Winter in time for the HOTLINE's special racing issue, we include an interview with her here. We have a feeling that her victory in Florida may be the start of an illustrious Hobie career.

HL: Was this your first national or international event?

Winter: I've competed in three South African Hobie Nationals: the 1981 Hobie 14 in Port Elizabeth, the 1983 Hobie 14 Women's at Hendrik Verwoerd Dam and the 1983 Hobie 16 at Port Elizabeth. The Florida event was my first international competition.

HL: What did you do to prepare for the women's national?

Winter: I got myself as fit as I could by exercising, then I started jogging to increase stamina and finally, I did some exercises for my wrist and arms.

HL: Were you surprised after winning two of the three practice races?

Winter: Yes, I was surprised and certainly very excited. After those practice races, I felt I had a chance of being in

the top five. Prior to that I had no idea of what I was up against. There's nothing like a win to boost the ego!

HL: How often do you race?

Winter: Since August, 1982, I've raced very regularly, mostly on 14s. Then, from May, 1983, I teamed up with Lisa Stuckenburg and began sailing 16s, although I had to continue with the 14 since I was lying well in the Transvaal Points series and the Bonamanzi Club Championships.

HL: To what do you attribute your win at the U.S. championship?

Winter: Our starts were generally good and we were nearly always the first boat to tack for the weather mark, even if this meant dipping behind one or two starboard boats. We thus got clean air, plenty of boatspeed and never overlaid the mark. As far as I'm concerned, tacking at a mark on a Hobie is to be avoided, although one can pull it off from time to time if one's lucky.

HL: What advice would you give to people who are just beginning to sail or race?

Winter: Listen, look and learn. Listen to all the boat talk around you and you'll pick up a lot of knowledge. Look at what the good guys do and copy them. If you only look and listen, you'll learn all about rigging, tactics and how to

achieve good boatspeed. Then I would advise somebody asking me to learn the rules to foresee those tricky situations and avoid them (novices) or see those situations and learn how to make them work to your advantage (boffins).

HL: What advice would you give to women who are interested in sailing?

Winter: The same, except don't think that because you are female, you can't do it. What is important is good physical condition to compensate in part for your inferior strength.

HL: Did you tune your boat differently than the American sailors?

Winter: Slightly. My rig was tighter than many of theirs. Also, I found that many people overtightened some of their mainsail battens causing them to hook when sheeting in tight. A quarter inch less here and there did wonders, I think. Lastly, Lisa and I are used to trapezing real low so as to catch those guys we sail with in the heavies. It's wet but it works.

HL: Were tactics and rules used the same way as at home?

Winter: Yes. Hobie sailing is Hobie sailing no matter where or who it may be.

HL: What did you think of the women's national as a whole?

Winter: Wonderful! I have only compliments. There was never any confusion over bridge signals, whatever they were. The boats we used were, in my opinion, equipped with nothing but the best. The venue was ideal. The onshore organization seemed as efficient as the waterborne side of things. I have never enjoyed myself at a regatta as much before. To me, it was a privilege to meet so many challenging and charming teams and to see such sportsmanship. I can't wait for the South African scene to grow.

HL: How long have you been sailing Hobies?

Winter: Well, I began sailing the 14 about three and a half years ago and I began practicing as a crew on a Hobie 16 for the Transvaal Championship in August of 1982. After that, I forgot about the 16 entirely until May of 1983, which was when Lisa and I teamed up for our forthcoming trip to the U.S.A. We sailed one regatta offshore in Durban in truly adverse "survival conditions" which was my first experience at skippering a Hobie 16. Then we sailed as often as we could inland, as well as at the South African National in Port Elizabeth in July. We came in fourteenth.

HL: Which is your favorite boat?

Winter: I'm torn between the two.



The crowd of boats made the going tough for Caroline Winter during the racing at St. Petersburg Beach. Photo by Patrick McDowell.

I'm used to my 14—I love it to bits—but having tasted the excitement of sailing a 16, there's no doubt in my mind that a 16 is more fun than a 14. I find a 14 harder to sail, therefore more of a challenge, but you can't beat the thrill of that 16 at full power.

HL: What are the conditions at home as compared to those at St. Petersburg?

Winter: Light conditions predominate at the dams at which we sail. We do have a windy season in August, which is our coldest month, so it's wetsuits and the works for the keen and crazy. Our warm months are generally dead, except for violent thunderstorms. So, it's feast or famine. St. Petersburg Beach was easier to launch from than most South African shores, which are known for their surf. The courses at St. Petersburg were far longer than our inland ones (the dams aren't big enough) and I've been used to sailing a standard Olympic ABCAC ABC, so Sandy's variations were quite a change.

HL: What are your favorite conditions?

Winter: I hate drifters and I find anything over 25 knots too much like hard work. Anything in between is just great.

HL: What else do you do when you aren't winning championships?

Winter: I waterski when there's no

wind, and I windsurf when I'm too lazy to rig the Hobie. I write, I knit and I do pottery and needlework. I like cooking, and I love eating! If there's any time left over, I enjoy immersing myself in the pages of a good book.

HL: Do you race mostly with men in South Africa? How are women accepted on the racing circuit there?

Winter: Yes, I do race mostly with men. Actually, I think they are proud of me in a way. I'm their protege and their oddity. They've given me hints and tips and advice and, on occasion, praise. I've seldom retired from a race, even if I'm miles behind and very tired. It's a kind of determination not to be outdone either by the elements or by the men. They know I'll go out in any weather and take them on. They know I mean business when I stand up for my rights at a mark. This goes for the other girls on the water too. We know we can't beat them by strength and stamina all the time, but we sure have a go at outwitting them when we get the chance.

HL: What starting techniques do you prefer?

Winter: I try to be as near to that leeward pin as possible, without being hemmed in by the other boats. To me, clear air and speed are important at the

start. This usually means that I dip round the committee boat and run the line to end up three quarters of the way down the line at the start. It doesn't always work.

HL: Did you get much recognition when you got home from America?

Winter: The Hobie fraternity was ecstatic and devoted most of their next magazine issue to the regatta. We telephoned the news from Florida to Johannesburg at some ungodly hour of the morning and from there it spread to Cape Town and up the coast like wild-fire. By the time I got home, ten days later, telegrams, letters, cards and bouquets flooded in. The top two sailing magazines both printed cover stories and my home club "Bonamanzi" treated me like a celebrity. I was overwhelmed by it all.

HL: What do you do to train your crew?

Winter: I asked Lisa to exercise and get into good physical condition, with emphasis on thighs and arms for trapezing. That, and sailing on any boat to keep in touch with the water.

HL: What are the most important qualities you look for in your crew?

Winter: Lisa and I have an unusual skipper/crew relationship so I don't know that I can answer that in general terms. I would rather describe how the two of us work together as a team. You see, we are both proven skippers. Therefore, I depend on her tactical knowledge far more than the average skipper would do. I am thus free to concentrate solely on boatspeed and windshifts. I ask my crew for unflagging concentration also. In fact, we both concentrate so hard during a race that we don't have the time or the inclination to be distracted by chatter or arguments, which is super. In fact, we are two skippers urging that boat on with our combined mental and physical abilities.

HL: How much attention do you pay to boat speed, handling, tactics and tuning?

Winter: Tuning is important. If you are convinced the boat looks good, it will feel good and you'll sail well because you are confident and you'll have all the boat speed in the world. Tactics are something you've got to play by ear. Some races are won and lost on tactics. There's no doubt you've got to be able to seize an opportunity when you see one, but some races are won on boat speed alone. I sail purely by the feel of things. I'm no textbook sailor, so boat handling for me is just doing what feels right.

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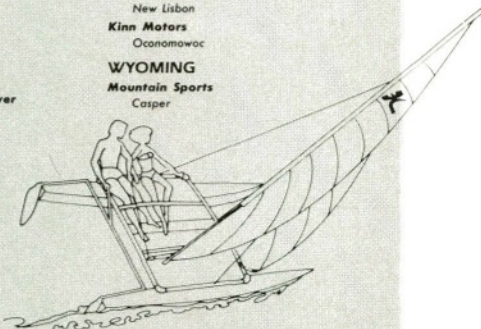
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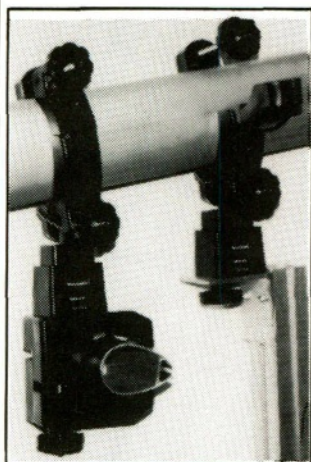
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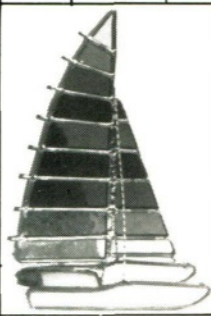
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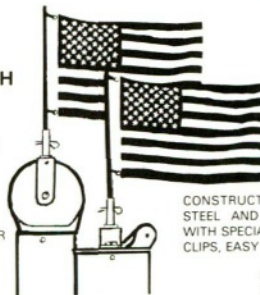
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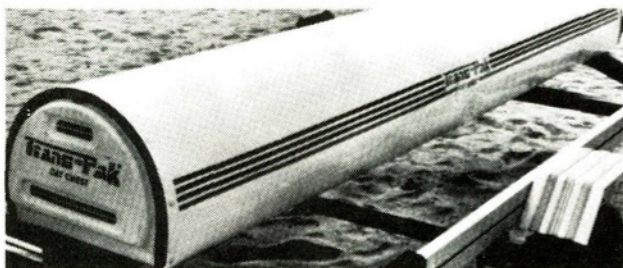
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HOBIE HOT TIPS

Pipe Drydock for Hobie 16

This letter is in response to one of your reader's requests for design information on a drydock device for a Hobie 14. I offer the enclosed sketch, tool list, material list and approximate cost of such a device which I built last year and have used, singlehandedly when necessary, to drydock my Hobie 16.

The drydock is made entirely of one inch galvanized pipe and fittings, the frame of which is adjustable for differing shoreline configurations. The approximate cost of the lift is \$100.00. Time to construct is about one day without a power threader. Required tools are as follows:

- 2—2' pipe wrenches
- 1—pipe cutter
- 1—pipe threader (capable of threading 1" pipe)
- 1—pipe vise
- 1—1/4" electric drill
- 1—1/4" drill
- 1—oil can with cutting oil

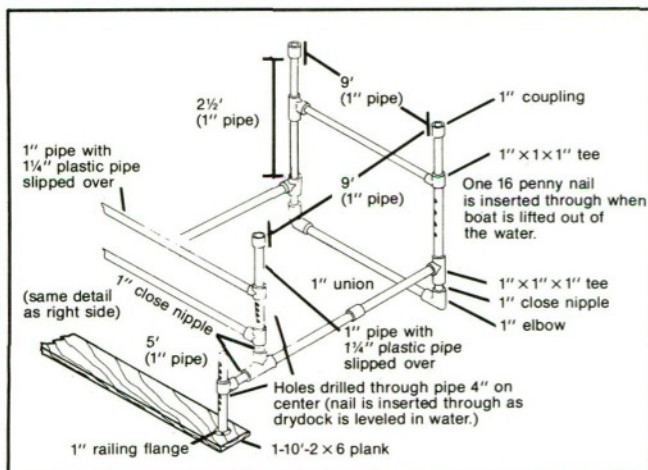
The following materials are required:

- 6—1"x1"x1" tees
- 6—1 1/4"x1"x1 1/4" tees
- 6—1" close nipples
- 2—1" railing flanges
- 1—1" union (or a right and left handed 1" coupling)
- 4—1" couplings
- 80' of 1" galvanized pipe
- 8—1 1/2" wood screws
- 18'—1 1/4" pliable black plastic pipe
- 6—16 penny nails

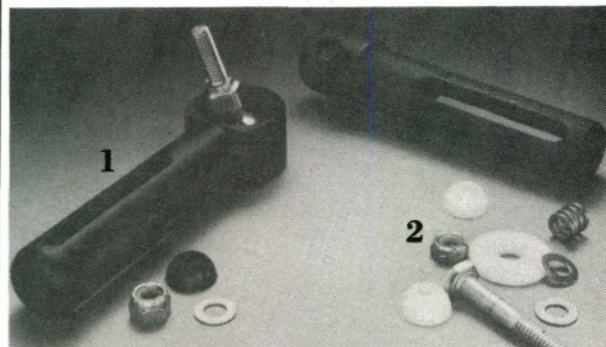
The entire drydock is positioned in the water. The unadjustable end (the end near the shoreline) is placed on the bottom of the lake with the plastic pipe covered cross member slipped down to the bottom just under the water. The adjustable end of the drydock should be set so the plastic pipe covered cross member is likewise just under the water when slipped all the way down. The boat is then easily slipped on adjustable cross arms, tied down to the cross arms and raised by sliding the cross arm up and inserting the pins (nails) through the vertical pipes when the boat has cleared the water. Each side of the cross arm may be raised independently so that one person can raise the boat.

We have used this design of drydock for the past year and have found it entirely satisfactory. I believe anyone else who builds one will be similarly satisfied.

Leigh E. Buggeln
Newark, New Jersey



INVITES YOU TO COMPARE THESE TWO TILLER
LINKAGE CONNECTORS



THE SIMILARITIES ARE NOT SURPRISING

BOTH mount in the same place and in the same manner.
BOTH provide for 360° of rotation around their vertical axis.
BOTH provide 4 1/2" of toe-in adjustment.
BOTH are made to fit all Hobie® tiller connector bars.

But...

THE DIFFERENCES MAY SHOCK* YOU

- *1's body does not conduct electricity —
- *2's body is an excellent conductor.
- *1 has only **four** separate parts —
- *2 has **nine** separate parts.
- *1 has only **two** parts that **rub** together —
- *2 has **ten** parts that **rub** together.
- *1 weighs approximately **100** grams —
- *2 weighs approximately **120** grams.
- *1 needs no spring —
- *2 must use a spring to relieve built-in binding at the outer positions and to reduce built-in free-play around the center position.
- *1 is virtually maintenance free —
- *2 should be checked frequently, adjusted occasionally, and its bolt should be considered for replacement yearly to preclude fatigue failure.
- *1 provides **30°** of **precision** linkage articulation around **ITS** longitudinal and horizontal axes.
- *2 provides **10°** of **variable** linkage articulation around **ITS** longitudinal and horizontal axes.
- *1 has absolutely **no** connector related "**slop**" or free-play —
- *2 has **design "slop"** or free-play that varies inversely with spring compression. (Yes, Clyde, that means more spring compression yields less "slop" ...unfortunately more spring compression also yields more binding and less control.)
- *1's connecting bolt **does not rotate, swing, pivot, or move** inside its tiller mounting hole. Its bolt is rigidly tightened to the tiller end cap —
- *2's connecting bolt is **designed to rotate, swing, pivot, pull** (against the spring) and generally move about inside the tiller end cap mounting hole. This required movement is what eventually "wallows-out" the holes in the end caps.
- *1 produces a constant system "feel" for all tiller motions and all tiller positions —
- *2 self generates an internal binding force that varies according to the amount and direction of tiller deflection. (Yes, Clyde, this self generated force can actually break the connecting bolt if you combine aggressive tiller action with an over-tightened nut and over-compressed spring.)
- *1 is a **simple, complete, 3 dimensional** solution to a simple 3 dimensional problem —
- *2 is a **complicated, limited** spring restricted solution to a simple 3 dimensional problem.
- *1 has a **five year** guarantee with **no** exceptions and the **company pays** any postage —
- *2 has **one year** warranty with **eight** exceptions and **you pay** any transportation.
- *1 is the **KISME TLC** (patent pending — prototype shown) —

*The same logic that got rid of the stock aluminum tiller extension applies to the stock aluminum tiller linkage connector; but beyond this obvious safety reason, there are at least a dozen other good reasons to give your boat a little **TLC**...

From



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JOIN THE JIB LIBERATION MOVEMENT — GO CLEATLESS!

in a



Oxen Kart

The **OK** (Oxen Kart): is a new jib traveler car for the H-16.

Everyone who has tried the Ochsen blocks (that we've talked to) raves about how easy they are to use — the ladies especially appreciate the effortless self-holding feature from out on the wire...but when the raked-back, layed-out, go-fast set tried to use them on the 16's jib they ended up block to block before they could harden the jib sheet. (Yes Clyde, that means that they needed to pull the rope in some more.) Now, even the H-16 go-fast set can enjoy this magnificent option without giving up jib control OR mast rake — The solution is the **KISME Oxen Kart** (yes Clyde, Ochsen sounds just like oxen).

THE GOOD NEWS IS

The **OK** (with Ochsen Blocks) shaves 5" off the stack-up height* of the Ochsen 76HC package and 3" off the stack-up height* of the stock Hobie® set-up. In fact, because of its unique design, the stack-up height* for the **OK** is only about 1/8" regardless of the traveler block you use!!

The **OK** (with Ochsen Blocks) also shaves over 260 grams off the weight of the Ochsen 76HC package and approximately 190 grams off the stock Hobie® set-up.

The **OK** will accept **any block** you prefer that has a 3/8" dia. swiveling pin head. Note: Using the **OK** with any blocks other than Ochsen will require separate cam cleats (like the stock boat).

The **OK** has built-in eyes for connecting your barber hauler system.

The **OK** is guaranteed for five years, printed in plain english on every package.

THE BAD NEWS IS

The **OK** solution with Ochsen blocks is expensive — (the very best is rarely cheap!)

A SHORT PUFF

Some of the Florida go-fast set handle their H-16 jibs with Harken 083's mounted on Micro-Fico 390c travelers — The **KISME OK** with the Harken 166 gives you the same basic block with over 3" **less** stack-up height* and over 40 grams **less** weight, plus convenient attachment points for connecting your barber hauler.

*Stack-up height: height from the top of the traveler track to the bottom of the jib clew blocks, with the jib sheet fully hardened.

Maybe you can't afford to go cleatless —

But you can't afford not to go **OK** —

With



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HOBIE BRIEFS

800 Project Launched

A nationwide toll-free hotline—(800) 336-BOAT—which will provide America's 12 million boat owners with instant access to up-to-date information on boating courses being offered in their area was launched on January 2, 1984.

Established and operated by the BOAT/U.S. Foundation for Boating Safety, this toll-free number connects boaters who have had little or no formal boat handling education or are interested in upgrading their boating skills with hundreds of courses being offered around the country. The "800 Project" includes courses given by the United States Power Squadrons, the United States Coast Guard Auxiliary and state boating agencies.

After dialing the 800 number a caller can simply provide the Foundation operator with basic information on the area in which he wishes to take a course. A computer will then match-up the caller's needs with the most conveniently located courses.

In addition to receiving basic course location information, the 800-Project's computer will also supply the caller with a local contact either from the Power Squadron or the Auxiliary.

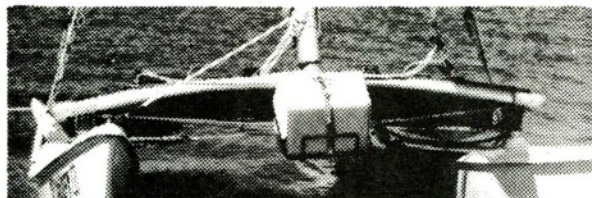
Five Hobies Can't Be Beat

Hobie Cats proved their dominance once again as they completely overwhelmed the competition in San Diego's New Year's Day Race. The race, one of the largest regattas in the nation which features a tremendous catamaran fleet, brings sailors from all parts of California. Class champions such as Richard Loufek of Prindle take part. This year, however, Hobie sailors from fleets three and four completely shut the other skippers out of the top five. After the times had been corrected, Keith Christensen had placed first aboard his Hobie 16; Ron Wagoneer was second on a Hobie 14; Ray Howard finished third on a 16; Dick Blount took fourth with his 14; and Matt Miller grabbed fifth, also on a 14. It's enough to make a Hobie sailor smile.

Absolut Support for 1984

Action Sports Marketing has announced that Absolut Vodka will again be the sponsors of the 1984 Hobie Cat National Championships. The Action Sports Marketing team, led by Hank Kaiser, originally introduced Absolut to the world of Hobie sailing. Kaiser's organization is responsible for the sponsorship of other events such as the Grand Marnier Ski Racing Circuit. After spending several years as an avid Hobie enthusiast, Kaiser arranged for Absolut's sponsorship of Hobie events. World Class Association Director Sandy Banks, has expressed his thanks to Action Sports Marketing and Absolut Vodka for their continued support in 1984.

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DANGER

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



World Council Minutes

January 18–19, 1984
Puerto Azul, Philippines

In Attendance:

Sandy Banks—Executive Director, WHCA
Wayne Schafer—President, WHCA
Michele Krcelic—Class Secretary, WHCA
Ren Brand—Licensee Representative, South Africa
Mike Collier—Skipper Representative, South Africa
Mark Pryke—Skipper Representative, Australia
Kerli Corlett—Observer, Australia
David Socash—Licensee Representative, South East Asia
Hiro Imano—Skipper Representative, Japan
Doug Campbell—Licensee Representative, North America
Miles Wood—Skipper Representative, North America
John Dinsdale—Licensee Representative, Europe
Tony Laurent—Skipper Representative, Europe
Walter Dreher—Skipper Representative, Brazil

Rule Interpretations Ratified

The following rules have been ratified by the World Council:

1. Two battens are permitted in the bottom pocket on the Hobie 14 and 16 mainsail.
2. Goose neck slide bearings (i.e., as currently manufactured by Trentec) will be permitted.

Items to Be Discussed at the Hobie 16 Worlds

Each representative in attendance was asked to poll Hobie 14 and Hobie 16 Turbo skippers on the following questions and come to Ft. Walton Beach, Florida prepared to vote.

1. Trapeze for the Hobie 14

Most representatives at the Philippines seemed to be against this addition to the Hobie 14. However, it was decided to poll skippers for their opinions and to put this issue on the table at Fort Walton Beach.

2. Turbo Rules

A. Minimum Crew Weight. A proposal was made that minimum crew weight be set at 175 lbs. world wide. Several representatives objected to this weight, so it was decided that each region would set its own weight until the next meeting in Florida where a decision will be made as to the weight to be set world wide.

B. Other rules allowing changes to the Turbo will be submitted to the World Council members prior to the next meeting where they will vote to adopt or reject. **Presently, all equipment making up the Turbo jib kit shall remain stock.** Input on these issues would be appreciated and should be submitted to the World Hobie Class Association Rules Committee, P.O. Box 1008, Oceanside, CA 92054.

Future Hobie World Championship Venues

The following sites were proposed for 1985 events:

1. Hobie 18—Port MacQuarie, Australia in February
2. Hobie 14—Puerto Rico, late 1985

The following venues were suggested as sites for the 1986 Hobie 16 World Championship.

1. South Africa
2. Europe (Netherlands or France)
3. Brazil
4. Philippines
5. Perth, Australia

The above locations are suggested venues only. No formal proposals have been made to date.



The World Council of the Hobie Class Association met in the Philippines during the Hobie 14 World Championship on January 18 and 19, 1984. Below are the highlights of that meeting.

Hobie 14 and 16 Rudder Weight

Since the introduction of the EPO 864 rudder blade by Hobie Cat this fall, many Hobie 14 and 16 sailors have requested that the blades be made class legal for their boats. With this in mind, Executive Director Sandy Banks proposed that the minimum blade weight be lowered to four pounds, thus legalizing blades like the EPO 864. After some discussion of the current weights as opposed to a new weight for each boat's blades, the council voted unanimously to lower the legal rudder weight. **Effective March 30, 1984, the class legal weight for rudder blades will be four pounds.** This in no way affects the rest of the rudder rule or the minimum boat weight regulations. This new rule has no effect on Hobie 18 rudder blades. It is applicable only to the Hobie 14 and 16.

Hobie 16 Jib

The World Council authorized Coast Catamaran Corporation to make slight changes in the jib pattern to correct problems created by the added mast rake that is currently popular with racing skippers. **The council specified that any changes must be able to be done to old sails by local sailmakers.**

Hobie 14 and 16 Main Traveller Track

The World Council authorized Coast Catamaran to design the Hobie 14 and 16 with the main traveller track extruded into the rear crossbar. The traveller car must be able to be removed or installed without having to remove the rear corner casting.

Women's Racing

The established weight for women only events will be as follows:

Hobie 16—250 lbs. Hobie 14—135 lbs.

Both minimum weights apply to all woman crews. Women racing in open Hobie regattas shall meet the current weight requirements.

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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.



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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.

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