

# *Hobie* **HOTLINE**

MAY/JUNE 1984

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# Hobie **HOTLINE**

May/June 1984

Volume 13, Number 3



Guy Mott

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## **REGATTA REVIEW**

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### **44/Midwinters West '84**

It's an annual Hobie invasion and Baja plays host.

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## **FEATURES**

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### **13/Guest Line**

A Canadian sailor brings back tips from the 14 Worlds.

### **19/Winner's Circle: Ted Cross**

Cross proves that Hobie sailing is fun at any age.

### **20/It Could Happen to Anyone**

Old salt and novice alike should beware of overhead lines.

### **24/The World According to Wayne**

Schafer's been around long enough to know. Give a listen.

### **26/Understanding Those Rules . . . The Definitions**

Olympic hopeful Dave Perry shares his knowledge of the rules.

### **28/Mid-life Crisis the Hobie Way**

Can a middle age sailor survive his first Hobie experience?

### **32/Wisdom and Whimsy on Wind and Weight**

Terri Crary comes through again to answer questions on weight.

### **34/Photo Essay: The Name of the Game is Fun**

That's what it's all about sportsfans.

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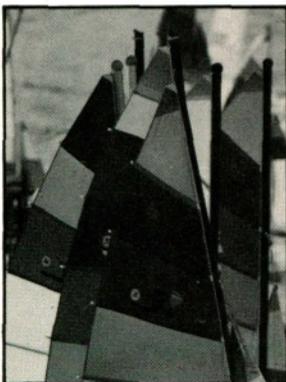
76/Hot Tips

78/Briefs

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### ON THE COVER



*March means Midwinters West in Mexico. Robert Brown captures the colors in our cover photo.*

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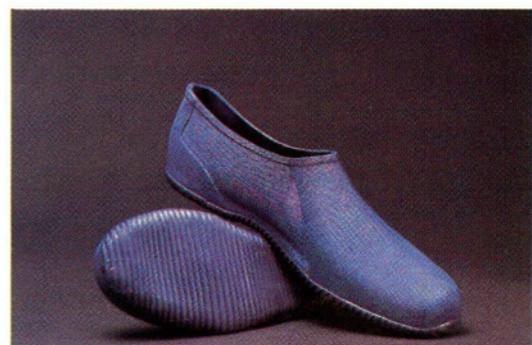
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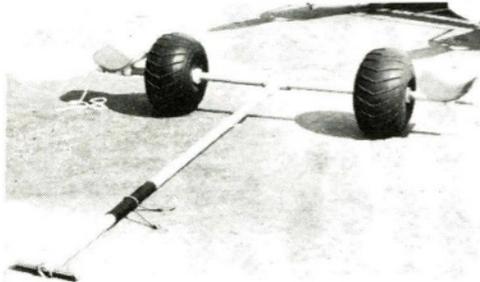
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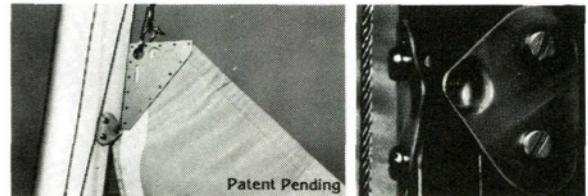
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## Are We Having Fun Yet?

Just when I'm coming into a mark on port, with a stream of boats on starboard, I spy a little hole. Is it enough? Do I have to dive the whole pack? Not more boats . . . !

It's in situations like this that I ask myself, "Is this really fun?" Afterwards, as wonder stories and disaster stories are told on the beach, the joke is, "Are we having fun yet?" Fun is that mysterious quality that got us into this game of sailing these funny little boats. Sometimes fun is an elusive quality. Other times it's pervasive. I remember one particular year when I would have quit forever had I not discovered the ability to examine a less than perfect situation, question if it was fun, and then realize that no matter how far back in the fleet I was, I really was having fun. (I'm still not a master of this technique, but it sure helps sometimes.) For me, fun is sailing hard and sometimes losing, sometimes winning. I like making good racing decisions, I can live with the bad ones, and the friends and competitors I meet along the way make it all worthwhile.

Now, there are others of you that know how to have fun just sailing for the pleasure of it. You enjoy your sailing to relax, have some thrills, be with your families and share with your friends. Whatever form of fun you experience with your Hobie Cat, this issue is dedicated to the pursuit of it. In the beginning that's what it was all about.

We start off with a special guest editorial from Mark Summerfield who tells us about the wonderful time he had at the Hobie 14 World Championship in the Philippines. Not only does he give us a sense of what it's like, but he also drops a few tips he picked up along the way about sailing his Hobie 14.

Next, we feature Ted Cross, a man who people keep saying is too old for this lifestyle, but who keeps on sailing. Ted was also in the Philippines and his renewed love of Hobie sailing after that event has prompted him to take some action for

better facilities in his home town of Tacoma, Washington.

An important aspect of fun is the safety precautions for which we are all responsible. Tina Sherman Harnden, an editor at SAIL magazine, has written an excellent piece about our old enemy, mast electrocution. Sherman and SAIL have given us permission to reprint it here. Even if it's something you've seen before, it's an issue which cannot be stressed too much.

For the more racing oriented, we feature a question and answer session which took place between Wayne Schafer and his audience at last month's Midwinters West regatta. And just to be sure all of you get your fill of the rules, Olympic sailor Dave Perry clarifies the ground rules in effect when you're out on the course.

Of course, many Hobie sailors don't race. Don Doughty is one of those. In fact, Don is barely sailing! If you've ever thought that you've had a bad day out on the water, take a look at Don's uh, well, I guess the best word is "experience."

Our photo essay this issue is devoted to fun. We've been told that fun is a universal quantity in the world of Hobie sailing and these photos prove it. No matter where they are or what they are doing, Hobie people manage to have a good time.

We sent our associate editor, Brian Alexander, to the Midwinters West regatta to report on the wild variety of fun that Hobie sailors have been having there for the last decade. It's an interesting look at the town and the weekend of racing.

Don't miss reading the race section where fleets from across the country give us their version of what's happening in their pursuit of fun. Of course, way in back, there's Hot Tips, Briefs and a Reader's Forum to contribute to the good time your going to have reading this issue. We've had a good time getting this one ready for you, so enjoy it and, by the way, send us letters to tell us: "Is it fun yet?"

*Paula Alter*

**AN OPEN LETTER TO THE FLEET**



**First**

Given that we did not publish an address or phone number, we are overwhelmed at the extraordinary effort made by so many Hobie® enthusiasts to contact us — literally from all over the country — except the far Northwest! We are encouraged and flattered (yes Clyde, and very grateful).

**Second**

We already knew that fleet members are a special group (yes Clyde, of course you are included!), but we underestimated the exceptional quality of the people in the "support" business. You wouldn't believe how many great guys and gals have donated their business time to help us get the **Kisme** boat off the beach and on the water.

**Third**

(Answers to the most often asked questions about **Kisme**)

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**Kisme's** head of research and engineering is a bona fide graduate aerospace engineer with over 25 years of engineering and sailing experience—and over 10 years of experience sailing Hobie® Cats. (Yes Clyde, we also depend on Sunday sailors like you and some "A" fleet skippers to field test all the prototypes of our products). Incidentally, almost **all really good ideas come from you out there in the active fleet**.... If you think you have a super idea, but can't afford to pursue it, we would be happy to hear from you (but we make **no** promises; product development and manufacture is a lengthy, expensive and sometimes frustrating process!) **Kisme** is located at 118 Millridge Road, Universal City, Texas 78148 (northeast edge of San Antonio). At present we do **not** have a retail sales outlet. However, we will respond to individual requests that cannot be met by established dealers out in the field.

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**Fourth**

Bear in mind that your favorite dealer is not going to stock anything (especially something new) unless you indicate sufficient interest.

**Fifth**

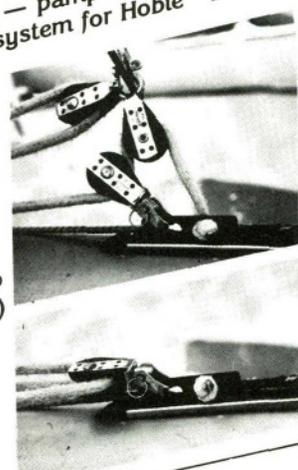
Interested dealers should first contact **Murray's** or **SSI**. They are both superbly set-up to handle **all** your catamaran hardware requirements, including **Kisme** products (yes Clyde, both companies employ super nice people, too!)



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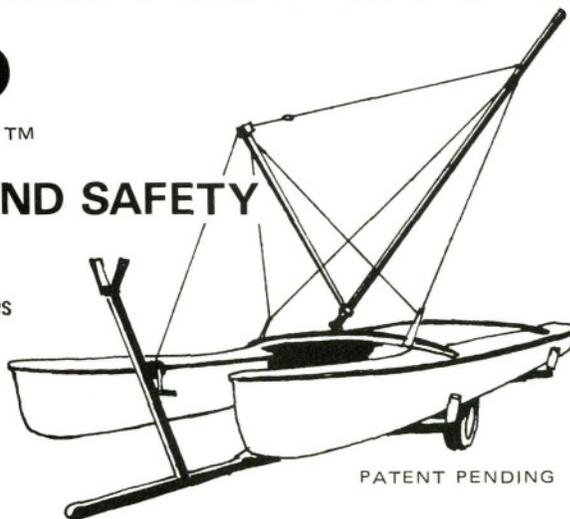
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# LETTERS

## Dutch Treat

Hello from Holland! Thought I'd drop you a note to tell you about a displaced American sailing in a Dutch fleet in the Netherlands. I'm an F-15 pilot who took up Hobie sailing while stationed in Ft. Walton Beach and, with Jim Tucker's help, shipped my boat here when I was re-assigned to the 32nd Tactical Fighter Squadron here.

I sail with fleet 353 (Without a bar and a beach it isn't a fleet!) based in Oud Naarden, southeast of Amsterdam on the coast of what used to be the Zeider Zee. They have reclaimed the land north of us, leaving an artificial bay called the Goaemeer where we have a mini yacht basin for about 80 catamarans.

Boy, do we have wind! It's not unusual to see two pretty big guys sailing together and double trapping is the norm with mast rake plus. I went from Ft. Walton's B fleet to sailing in a single fleet country with the big boys, but I'm learning a lot about heavy air sailing. Sailing season runs from late April to the first of October and it's almost always in a wetsuit. I froze last Fourth of July in a wetsuit, so I got a sailing suit to wear over it. Many days are nice, but at 52 degrees north, it can get cold in a hurry if a front comes down.

Mike Francisco  
Netherlands

## Two Hobies Are Better Than One

We hope you can be of some help in our search for a double trailer. We are trying to find a trailer that can stack one Hobie 16 on top of the other. We also wonder if it is possible to convert a single trailer to a double. Also, we have seen numerous ads in HOTLINE for mast step devices. We would like to hear if there have been any complaints or praises for any particular model.

Steve and Sara Wiseman  
Chapel Hill, North Carolina

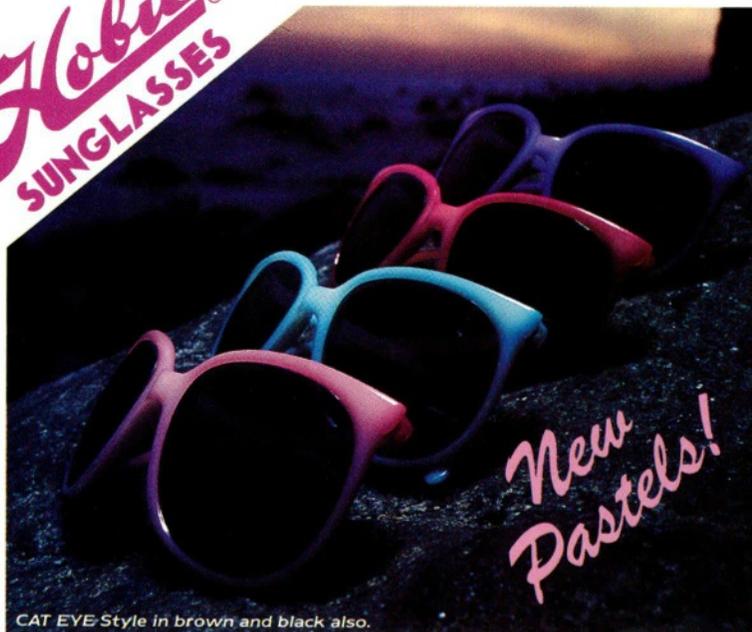
*Editor's Note: Well readers, we're waiting to hear from you.*

## What Weight's Right?

I have been sailing a Hobie 16 and subscribing to the HOTLINE for the past three years. I keep reading stories about light, medium and heavy crews. I also see references to light, moderate, heavy and "blowing like stink" wind conditions. At 220 pounds and at having been called heavy all my life, I presume I fit into the heavy crew category. Having pitch polled, I have learned that "blowing like stink" means

*Continued on page 11*

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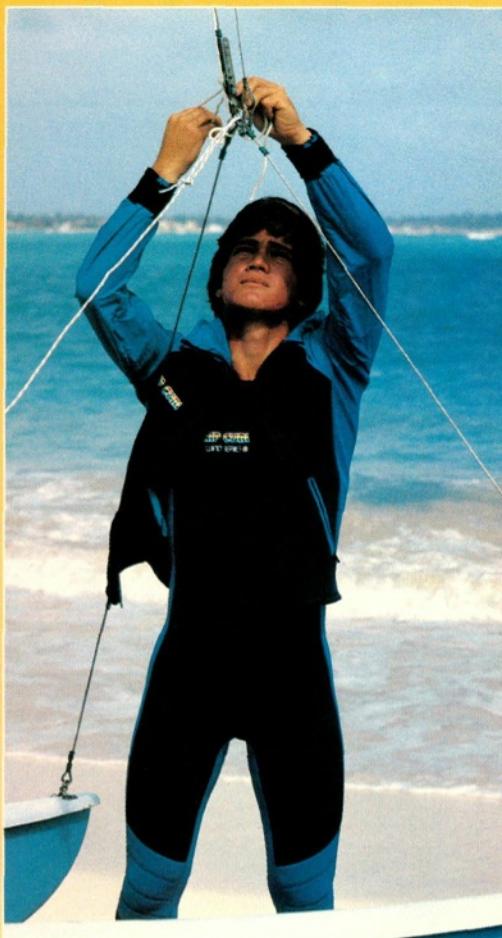
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# LETTERS

Continued from page 7

faster than hull speed. As an inland lake sailor, we don't worry about chop and swell, we only worry about chop and white caps.

The purpose of this letter is to clarify what wind speeds and what crew weights HOTLINE usually considers when it talks about the above named terms. I am fortunate in having a wife, daughter and son who can crew for me in various wind conditions: my wife at 130 pounds, my daughter at 115 pounds, or my son at 98 pounds. Maybe you can do a graph relating crew weight to wind speed for your readers. Keep up the good work with your great magazine!

Mark Atkinson  
Eau Claire, Wisconsin

*Editor's Note: Ask and you shall receive. We've finally done it, Mark. For the answers to all of your questions, see Terri Cray's article on page 32.*

## Hobie Vikings

Thanks for a very good magazine. The new layout is superb and the articles about trim and tactics are used in the fleet. Most of the members are subscribing for 1984.

Our season is over for 1983 but Hobie sailing in Sweden and the other countries of Scandinavia is growing quickly and the 1984 season looks to be wonderful.

Osten Nilsson  
Fleet Commodore  
Höllviksnäs, Sweden

## Child Prodigy

Your articles in the January/February issue of the HOTLINE on Hobie World Champions were so inspirational that I have already set my goal in life: be the youngest Hobie World Champ ever. I realize that I'm only four weeks old, but I've already boned up on racing rules. I've also read Boatspeed by Jack Sammons and am halfway through Tactics by the same



author. Although your January/February issue of HOTLINE was the first issue I've ever seen, my mommy and daddy have several years of previous issues that I can review so I can check out my competition from past racing results and also read past articles on racing tactics.

I hope you can print my picture so everyone will recognize my face so that when I point up to my first start line, all will know that "Drew is racing today!" My parents have promised to put me out on the wire for some practical training on Beaver Lake in Rogers, Arizona as soon as the weather warms up. Please let me know of any manufacturers of very small butt buckets!

Drew Robinson  
Rogers, Arizona  
P.S. I am the proud son of Andy and Vicki Robinson

**DANGER**



**Ex'treme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!**

## Hobie Verse

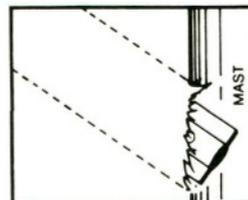
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Jason Sutter  
Houston, Texas

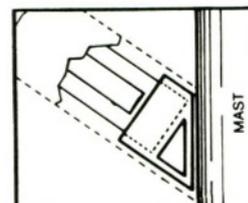
*Editor's note: The above was submitted by Robert Sutter of Houston, Texas, on behalf of his 16 year old son.*

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WITHOUT POCKET PROTECTOR



WITH POCKET PROTECTOR

### Pocket Protector

#### LUFF CAPS (Pat. Pend.)

HC-14-5-L .....	\$ 5.95
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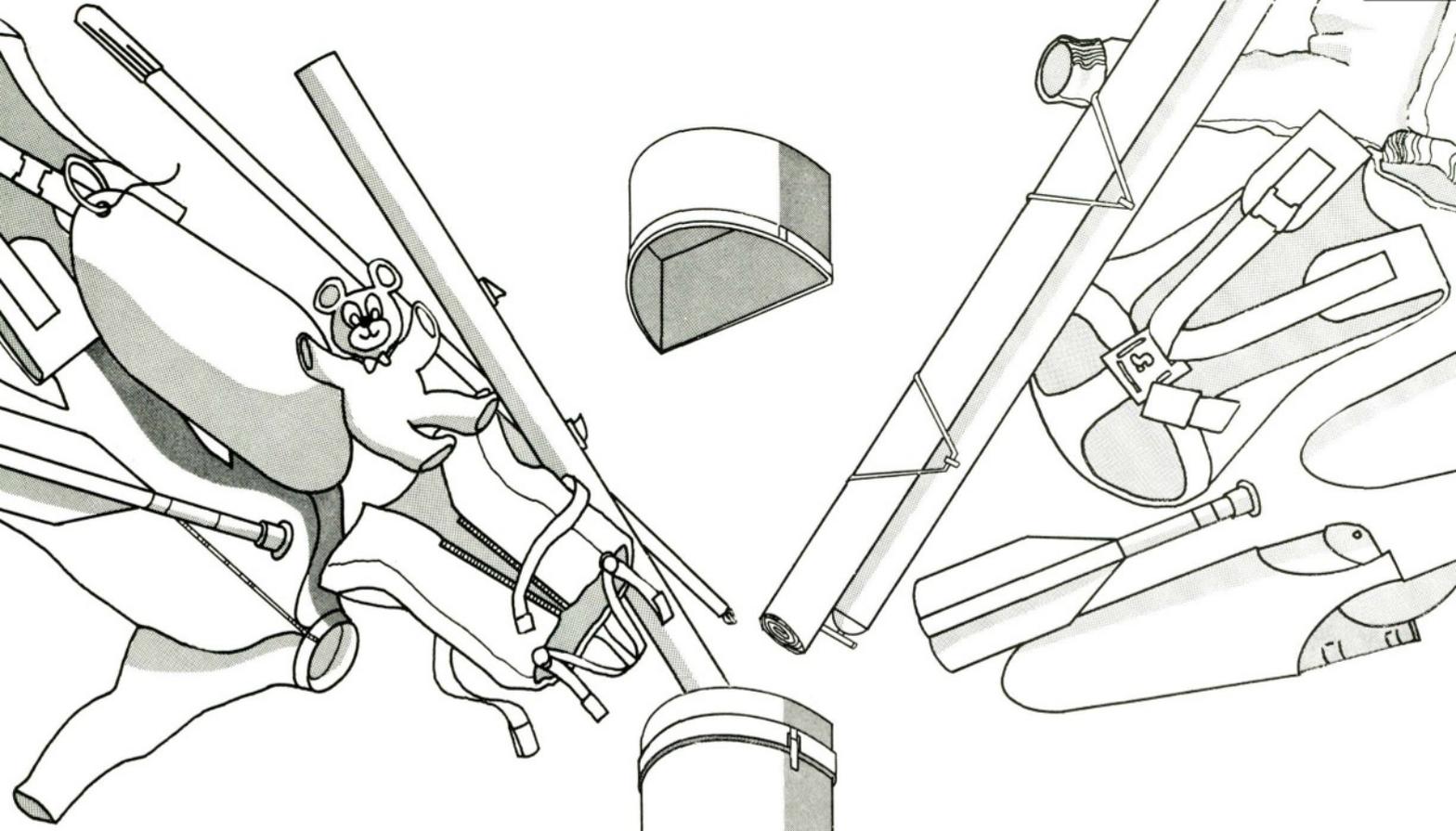
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Be sure to specify your boat and size and include check. Florida residents add 5% sales tax. We pay postage. MasterCard and Visa, include card number and expiration date.



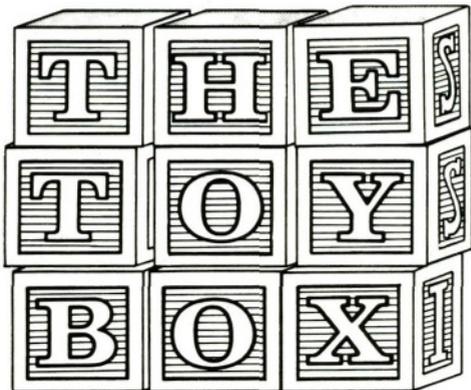
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The SSI Toy Box is in stock now! See your dealer or order directly from us.

Part # 182-3 \$225 plus \$30 frt.

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The new SSI Toy Box is the outstanding sail storage system with the unbeatable features. The leak-proof, roto-molded, no-seam construction gives the SSI Toy Box walls that are sturdy enough to stand on. The 23 inch width tapers to 20 inches at the front, where the 15 inch height tapers to 12 inches. That's wide enough to store Hobie 18 dagger boards with ample space for sails, rudders, life jackets, and all your other sailing toys! The SSI Toy Box is 11 feet long with a flat bottom that is ribbed to allow wet things to drain. The 11 x 19 inch access door on the top, front, has snap-action clasps, and the sturdy, roto-molded end closure doubles as a wash down bucket! The SSI Toy Box is where the fun begins.



## A Worlds Experience

Canadian sailor Mark Summerfield was one of the lucky people able to fly to the Philippines to take part in the Seventh Hobie 14 World Championship in Puerto Azul. He wrote about his experience and some of the things he learned in the Canadian Hobie Cat Association newsletter "Telltales."

Palm trees, 80 degree winter weather, steady winds of 10-20 knots, four to five foot waves, great camaraderie, tables and tables of exotic food, warm water, air conditioned luxury condos, taxi service at your door, "yes, sir" here and "yes, sir" there, tennis courts (indoor and out), bowling alleys, racquetball courts, two golf courses, four swimming pools, and 48 brand new Hobie 14s all added up to the Seventh Hobie 14 World Championship held January 12 through 24 in Puerto Azul, Philippines.

What a joy it was to leave four feet of snow in my driveway! Forty hours later I was in the Philippines at the site where the next world champion would be decided. From the time of check-in to check-out, we received the VIP treatment by the Philippine Ministry of Tourism. It was truly a fabulous experience. But you don't really want to hear about all of that. You want to know the nitty gritty like "How did you do, Summerfield?" Well, lets just say that I wasn't last and I learned a lot. Unfortunately, the HOTLINE reported my results all too accurately.

Seriously, it's hard to be competitive with skippers who sail year round on the ocean. And when Tahiti, with a total population of only 150,000 shows up with eight pre-qualified skippers and a national team coach paid for by the French government, well you really start to feel that you're taking your flyer on the wrong tack. But, still, you give it your all. You watch Figueroa, Dodds, Metcalf, Curry, Materna, Egusa, Schafer and Wood. Where are they on the start line?, you ask yourself. Which way did they go after C pin? But one persists and muddles through, hits a couple of boats, does some three sixtys, passes Team Japan going to weather, dumps from an unexpected 25 knot gust, experiences the sting of the jelly fish, passes through the finish line unnoticed by the committee boat, gets depressed, vows to never sail again and then watches the finals. All is not lost however. One learns many things at a world class event.

"OK Summerfield, what did you learn?" Plenty, but I'm not going to tell you everything, especially you current or potential 14 sailors. One must keep his competitive

edge. But, sailors must share, so here's a few tips I picked up.

1. The new six batten sail requires incredible mast rake. We had two forestay adjusters plus a large shackle connected together to allow the mast to "fall back" enough.
2. Learn to tack all over again.
3. Don't try to jibe in heavy air. Tack it.
4. Rub some paraffin along the deck—it prevents slipping when you're hiked out with one foot on the hull.
5. Have more than one hiking position so you can switch as you become tired. Bob Curry has five positions.
6. Work out until you're "Muscle Beach" material.
7. Tie the sail to the mast in case it decides it wants to come down during the race.
8. Try hiking out between the hull and the trampoline with your toes hooked into the trampoline lacing from underneath. Miles Wood got a second this way.

9. Add some extra telltales in panels three and five (from the bottom) about eight inches back from the mast, and then tie some streamers off the second (from the top) batten cap to judge the flow of air as it leaves the sail.

10. Finally, for you 16 sailors, Curry recommends a wind indicator extended one foot to a foot and a half in front of the mast, attached to the mast tang. He says it gives a "sooner" indication of wind changes.

Well, that's enough. If I have forgotten anything, I hope it will be in my favor at the finish line (chortle). By the way, let me include a couple of dos and don'ts for your next worlds.

Dos: 1. Go. Hang the cost. 2. Take a lot of T-shirts. The Aussies really get excited about trading.

Don't: Eat the barbecued cow if it is offered. Miles Wood found out that it's a good way to miss the finals you worked so hard to get into.

## The Racer's Edge!

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All above watches have 24 hour alarms, stop-watches and more! For a complete description of all our watches, write for a free one-year subscription to our catalog.

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**Hobie sailors:** You can count on finding copies of the latest *Hot Line* at the Hobie dealers listed below.  
**Hobie dealers:** Get the *Hot Line* into your store today! It's a sure way to increase store traffic and other sales. Call Bonnie Hepburn at (619) 758-9100 x 263 for details, or write to the *Hot Line* Circulation Department, P.O. Box 1008, Oceanside, CA 92054.

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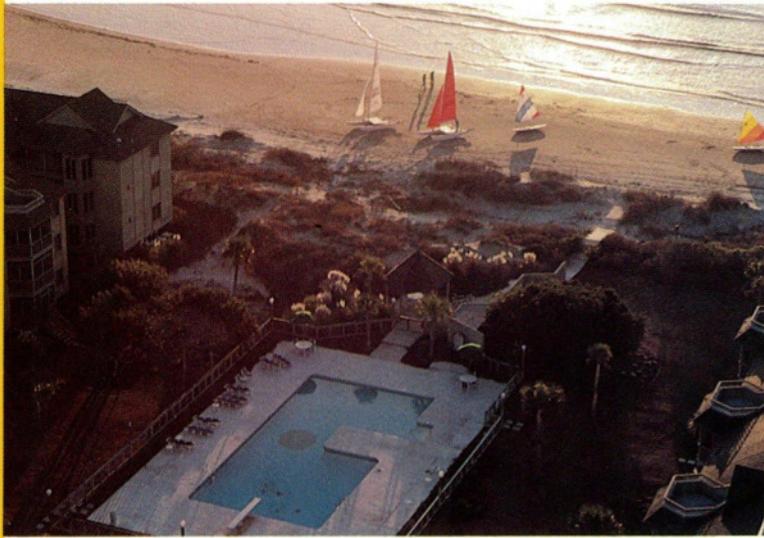
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## SOUTH AFRICA



# GO SOUTH YOUNG MAN

To the Hobie 16 U.S. National Championship Wild Dunes, Isle of Palms, South Carolina  
August 25–September 1, 1984  
Timeout Sailboats, fleet 53 and The Hobie Class Association present the 14th annual Hobie 16 National Championship.

All skippers, prequalified or not, will be required to preregister by August 1, 1984. The entry fee is \$125.00 per team. All skippers will be required to pay a \$250.00 boat damage deposit upon registering for the event. This deposit must be paid in traveller's checks or cash only. Please do not mail the deposit. It will be collected at race check-in.

Reservations: Wild Dunes Resort is made up of cottages and villas so reservations will be handled differently for each. All reservations will be made through the Hobie Class Association. A one night deposit is required with your reservation and the balance will be due to the Class Association on August 1, 1984.

## Hobie 16 U.S. National Championship Race Registration

Name \_\_\_\_\_ Crew Name \_\_\_\_\_

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Telephone ( ) \_\_\_\_\_ Weight \_\_\_\_\_ (Skipper plus crew)

I am prequalified from Division \_\_\_\_\_ ( )

I wish to attempt to qualify from Division \_\_\_\_\_ ( )

Make check payable to the Hobie Class Association, P.O. Box 1008 Oceanside, CA 92054

## Hobie 16 U.S. National Championship Hotel Reservation

Name \_\_\_\_\_

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Please reserve the following (all prices include taxes):

- Group I. 3 bedroom/2 bath cottage  
\$51.00 per bedroom per night
- Group II. 2 bedroom/2 bath villa (near beach villa)  
\$82.00 per bedroom per night (each bedroom  
has two double beds)
- Group III. 3 bedroom/3 bath Ocean View Villas  
\$81.00 per bedroom per night

I would like a bedroom in group I ( ) II ( ) III ( )

I will be sharing a cottage/villa with \_\_\_\_\_ .

Enclosed is my deposit for \_\_\_\_\_ made payable to the Hobie Class Association. I understand that I will receive an invoice for the balance by July 1, 1984. I understand that this invoice is to be paid by August 1, 1984.

I plan to arrive on \_\_\_\_\_ and leave on \_\_\_\_\_ I can be reached by telephone at \_\_\_\_\_ (day) or \_\_\_\_\_ (night)

Mail to Hobie Class Association / 16 National Hotel, P.O. Box 1008 Oceanside, CA 92054

**VENISE EN QUÉBEC (Qué.)**  
**(sur la Baie Missisquoi**  
**du Lac Champlain)**  
**du 5 au 8 juillet**

# LE CHAMPIONNAT CANADIEN HOBIE CAT 1984



**WHAT IS THE DIFFERENCE BETWEEN A KISS-ME-QUICK**

AND A  **QUICK?**

Answer: The former is generally considered a pleasing, but very brief, visceral sensation---most often caused when an automobile passes rapidly, but smoothly, over a sudden hump or dip in the road.

The latter is the **KISME** acronym for one of its products called a **Quick** (Quick, Universal, Integrated, Clew Keeper)---It is also pleasing, but it is associated with sail boats and is guaranteed to last for five years!

**THE GOOD NEWS IS**

The **QUICK** is a quick connect/disconnect device designed especially for your Hobie® jib clew.

The **QUICK** is universal---fits all Hobie® jib clews.

The **QUICK** is integrated---combines in one connected unit: 2 Harken premium quality ball bearing blocks, a custom clevis and a Deluxe Ball-Lock Fast Pin.

The **QUICK** may be confidently positioned over the water because there are no loose pieces to fumble and drop (Clyde will appreciate this feature).

The **QUICK** is smoother in light or heavy air because the stock blocks have been replaced with Harken ball bearing blocks.

The **QUICK** shaves over 1½ inches off the stack up height (measured from the bottom of the clew to the bottom of the clew blocks) off of a pair of stock blocks and a good snap shackle; and over ½ inch off the normal stock clew block set-up.

The **QUICK** shaves a full 35 grams off the weight of a pair of stock blocks and a good snap shackle.

The **QUICK** will cost you **less** than adding a good snap shackle to the stock blocks... and much, **much less** than buying two quality ball bearing blocks plus a good snap shackle.

The **QUICK** should last at least 5 years---guaranteed in writing---on every package!

**THE BAD NEWS IS**

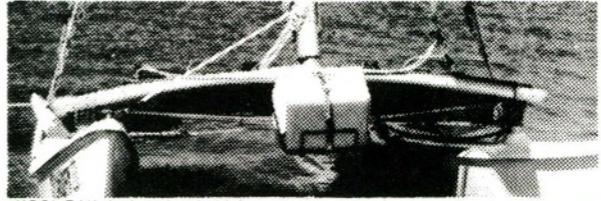
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The next time you want a **KISME QUICK**-----  
Specify that you want the enduring kind from



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**PERFECT COMPANIONS!**



**KOOL-RAK** designed to hold the popular **PLAYMATE** and **LITTLE PLAYMATE** beverage coolers by **IGLOO**.

- Fits Hobie 16 & 18
- Mounts low on center line
- Easy to use push button lock with swing down top
- Black vinyl coated for corrosion protection

- All stainless steel mounting hardware
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- Easy on and off



Your **IGLOO** cooler is rugged high impact plastic. A tough hide that won't chip, rust or corrode. 3 year guarantee.

<b>KOOL-RAK complete with (circle one) red blue yellow</b>	
<b>PLAYMATE cooler (holds 18 cans)</b> .....	<input type="checkbox"/> 46.95
<b>KOOL-RAK only</b> .....	<input type="checkbox"/> 28.95
<b>LITTLE KOOL-RAK complete with (circle one) red blue yellow</b>	
<b>LITTLE PLAYMATE cooler (holds 9 cans)</b> .....	<input type="checkbox"/> 37.95
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Add \$1.50 postage (outside Mainland USA add \$3.00). California residents add 6% sales tax. We accept check or money orders, mastercharge and visa.

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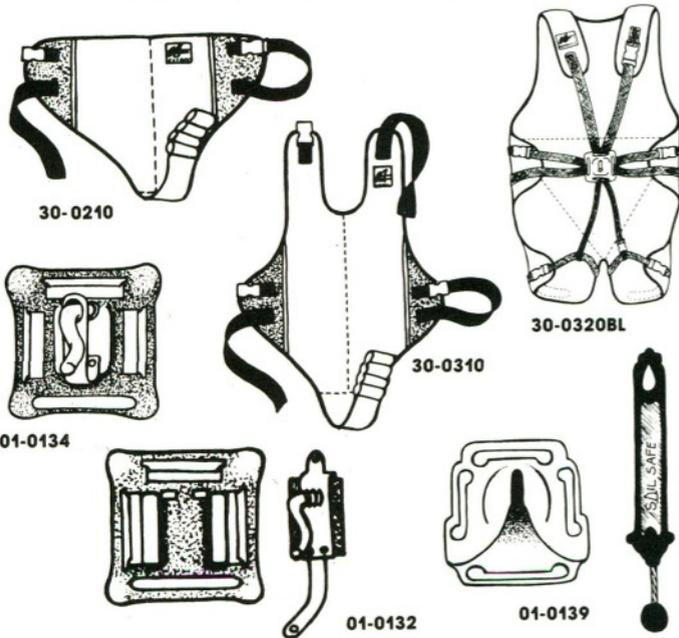
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**Harness Features**

- **Good Looking** - You make it look good, because you feel good.
- **Comfort** - Designed to fit. Padded with thick closed-cell foam.
- **Safety** - Quick-release buckles to help to get-it-on, or off, fast.
- **Convenience** - QR buckles are adjustable, even while sailing.
- **Colors & Materials** - Blue, Red, Yellow - Nylon pack cloth.

**Murray Butt Bucket** The family choice for quick-change adaptability and convenience. (Share it with the gang!) The skipper's choice for unhindered freedom of movement. Sizes: S,M,L. # **30-0210** \$ **30.00**

**Murray Super Harness** The racers' choice for real back-support! Features superior shoulder mobility. Back-support can be adjust while hiked-out. Sizes: S,M,L. # **30-0310** \$ **48.95**

**Murray Freedom Harness** For men only? We don't know, but men will appreciate the relief from not having that strap between their legs! Sizes: M,L. Color: Blue # **30-0320BL** \$ **65.00**

**Trapeze Buckles** Please order buckles separately.

**Standard buckle** Our most popular! Nylon "keeper" inhibits inadvertent unhooking. # **01-0134** \$ **11.95**

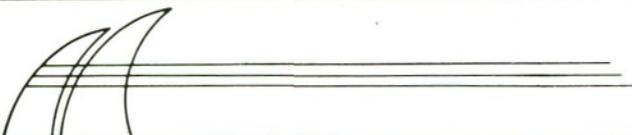
**Matson Quick-Release Buckle** The only buckle with a quick release hook. If you need to get free, merely raise the thumb lever for an instant release. # **01-0132** \$ **17.95**

**Sail Safe Trapeze Buckle System** No hook ... and it does everything better than the hook-type buckles. It is the fastest, safest, most convenient buckle system on a trapeze harness. (Ask any of us who use it!) Includes smooth molded buckle and two ball-end hook-up handles. # **01-0139** \$ **24.95**

**Please ask to see these products at your local catamaran dealer!**

Domestic shipping ... add 5% (\$2 min, \$10 max)  
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**(805) 684-8393**



**MURRAY'S MARINE**

P.O. Box 490, Carpinteria, CA 93013

# HOBIE 4 CHAMPIONSHIPS? ABSOLUTLY!

Absolut Vodka Women's Hobie 14 Turbo U.S. National Championship — October 18-21

Absolut Vodka Hobie 14 Turbo U.S. National Championship — October 25-28

Absolut Vodka Hobie 14 U.S. National Championship — October 30 — November 4

**GET READY  
BECAUSE THEY  
ARE COMING  
TO FLORIDA.**

The events will run over a two week period. All three Championships (the first Turbo ever!) will be held on the Indian River Plantation near Stuart, Florida. Indian River Plantation is 40 miles north of Palm Beach on the state's southeast coast. Over a mile of sandy ocean beach is available at this site for sailing and sunbathing. One and two bedroom condominiums will be reserved.

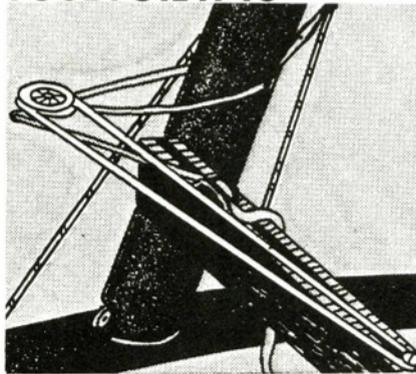
All hotel and race information will be included in the July/August HOTLINE.

## HANG-IT IN THERE



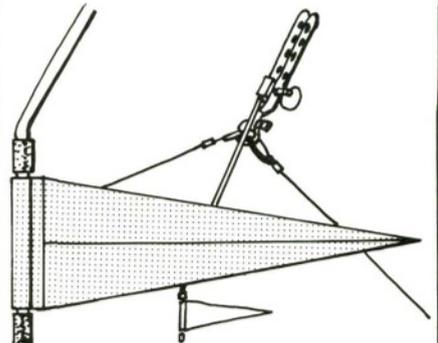
Port hanger for convenient "clip-on" storage. Put one in each port to organize your loose gear. Nothing hangs from cover. Kit fits all 4, 5 & 6 inch ports.  
CM7729 \$6.95 each

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Relax your guard — concentrate on winning FOUL FOIL absolutely keeps jib sheets from fouling mast base & rotation limiter.  
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## BRIDLE VANE



The most popular apparent wind indicator among catamaran sailors. Consistent top performance, wet or dry. You've seen them at Hobie Regattas — see them at your Hobie Dealers.

CM7703 std. Bridle Vane	\$8.00
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## HALYARD SNUBBER H-16

Keeps main halyard from snagging jib battens. Exerts constant tension to hold halyard aft. Kit includes HALYARD HANDLE for that "Big-Help" during sail hoist.  
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## HIKING STAY USING IT COMES NATURALLY



Hiking Stay & Grip kit installs permanently in minutes, on aluminum, fiberglass or PVC; holds stick firmly to cross bar; releases with a slight tug; forms a comfortable, sure grip.  
\$4.50

# CROSS JUST KEEPS ON SAILING



Warren Anderson

no decent place to launch the boats.

Cross, a man who so abounds with energy and optimism that he comports himself like a man half his age, even has a site picked out for small sailboat launching. All he has to do is convince the Metropolitan Park District that it should invest some money in developing it.

"I drool every time I drive near Titlow Beach and see a piece of property near the TOA (Tacoma Outboard Association) launching ramp," said Cross. "I just wish the parks people shared my dream. There isn't really much of anywhere to launch around here, what with the railroads owning so much of the waterfront and the remainder in private hands."

However, the lack of facilities and competition here doesn't keep Cross off the water in his Hobie, *Cross-Eyed Cat*.

Cross, an engineer when he isn't on the water, is a member of a Hobie club in Seattle, and there are Hobie fleets in such places as Victoria and Vancouver, B.C., Everett, Bellingham and Richland, with regattas every two weeks during the summer and once a month in the winter.

Not only does he enjoy racing the Hobie-14, designed by Hobie Alter, he's good at it, though not the best.

Last year, he won the Pacific Northwest championship, qualifying him for the nationals at Ventura, Calif., where he didn't place. Last September, he won the B.C. championship.

And then there was what he considers the greatest thrill in his long sailing career, competing in the world championship at Puerto Azul, a posh resort in the Philippines.

He placed 77th in a field of 88 who qualified, but he wasn't displeased. Only a handful of the racers were over 40, he noted, and he placed ahead of one of the top finishers in the Ventura nationals.

Cross began sailing at age 8 when he and his brother rigged a rowboat with laundry-bag sails and crossed Puget Sound at Indianola, where he grew up. As a Sea Scout, he graduated to a staysail schooner. Later came a 26-foot Blanchard racing sloop and a season of crewing on the legendary Gov. Teats' yacht, *Stormy Weather*.

Then, in 1978, he met the *Cross-Eyed Cat* and began dreaming of dozens of Hobie-14s racing on Puget Sound—off the shores of Tacoma.

All they need, says Cross, is a place to launch.

**A**t 61, Ted Cross has sailed on everything from a rowboat with laundry-bag sails to a seagoing racing yacht, but he said the little Hobie-14 catamaran is "more fun than anything I know."

The problem in Tacoma, said Cross, a Wapato Lake resident, is that while more than 100 of the swift little boats have been sold here, there is no organized Hobie racing fleet, principally because there is

Reprinted courtesy of Tacoma News Tribune.

# IT CAN HAPPEN TO ANYONE

By Tina Sherman Harnden

**O**n September 10, 1983, ex-collegiate All-American sailor John Stewart Walker, Jr., died at the age of 26. He was killed by an electrical shock he received from an overhead powerline while he was unrigging a Lightning at the edge of the parking lot of the Waccamaw Sailing Club in Whiteville, North Carolina. Walker was holding the base of the boat's aluminum mast when it connected with 13,200 volts of live current from the line. A cardiologist present at the time who attempted to resuscitate Walker believes he died instantly.

**C**ompletely reliable figures for the number of sailors who have died or been seriously injured as a result of powerline contact are not available. Although the United States Coast Guard is responsible under the Federal Boat Safety Act of 1971 for collecting information on accidents and deaths on navigable waters, the chief of boating safety for the Coast Guard's Office of Boating, Public and Consumer Affairs has only rough figures for powerline accidents. Captain Robert Ingraham estimates that "on the average" four people die each year by electrocution from powerlines and another four from lightning. But Ingraham says the Coast Guard has had difficulty keeping track of all powerline accidents, particularly those that occur on small inland lakes, which are not in the Guard's jurisdiction. Furthermore, these estimates include only those reported accidents that occurred on the water; they do not take into account the large percentage of powerline injuries and fatalities that result from contact with a line over a launching ramp, in or near a yacht club parking lot or rigging area, or in sailors' backyards.

Walt Millar, corporate counsel for Coast Catamaran, builder of Hobie Cat catamarans, thinks the Coast Guard's estimates are alarmingly low. For the past three years Millar has coordinated product liability defenses for Hobie Cat in lawsuits arising from powerline accidents. While a variety of small boats have tangled with powerlines, the design characteristics that make catamarans ideally suited for sailing on small bodies of water—shallow draft and ease of trailering and launching combined with disproportionally tall masts—tend also to involve them in a large percentage of powerline accidents. As counsel for the

world's foremost catamaran manufacturer, Millar has become an expert on the subject and is considered a reliable source of facts and figures on accidents involving all makes of sailboats. He estimates that for the past five years (though his records date much earlier) no fewer than 10 to 15 sailors have been killed each year as a result of hitting overhead powerlines. Another eight to 10 sailors are seriously injured in powerline accidents.

This lack of accurate federal figures contributes to a dangerous naiveté on the individual, state, and federal levels. For the sailor, the apparent infrequent incidence of powerline accidents fosters a false sense of security. For those state and federal lawmakers in a position to enact stricter legislation governing powerline installations, the numbers appear to be so small as to be almost inconsequential.

Compared to the number of all sailing-related deaths and injuries each year, the number of powerline accidents is relatively small—perhaps 10 percent of the total. What makes these figures particularly disturbing, though, is their consistency; the death toll is not decreasing. Moreover, the details of the individual accidents are strikingly similar. In case after case, the sailors involved were experienced and were sailing or launching on familiar waters, and in several incidents, the lines they contacted either had caused previous problems for sailors or had been the subject of complaints to the responsible power company. The details of Stewart Walker's death are not atypical.

Walker and his skipper, Lenny Krawcheck, were knowledgeable, competent sailors. An All-American at the College of Charleston, Walker was an expert dinghy sailor and regular J/24 crew and had recently served as fore-

Reprinted courtesy of SAIL magazine.

deckman aboard the New York 40 *Iroquois* when it won its division in the New York Yacht Club cruise a month before his death. Ironically, as a high school sailor he had been honored with the Phillip Hanvey Memorial Award, given for excellence and integrity in sailing. Hanvey was electrocuted in 1962 while rigging his sailboat in a friend's backyard.

Krawcheck was tactician aboard *Iroquois* and has been sailing for more than 30 years. In addition to the Lightning involved in the accident, he owns a J/24 and a Y-Flyer. He was the Y-Flyer National Champion in 1982 and is a three-time champion in two southeastern Lightning regional circuits. Krawcheck and Walker, along with Krawcheck's wife, Townie, had won all three races of the Lightning regatta they sailed in the day Walker was killed.

Walker and Krawcheck were both aware of the powerline (there were actually three wires strung overhead) several feet outside a fence along the road that parallels the tiny sailing club's lot; everyone was aware of it. Although the line is not near the launching area, but about 90 feet from the water, it had been involved in a nonfatal accident in 1980, and club officers had approached Carolina Power and Light about moving it. According to the club's rear commodore, Dick Coburn, the company maintained at that time that because the lines were not on club property but on legal right-of way and had been there before the club was established, if the club wanted them moved, the financial burden would be theirs. Estimates to have the lines raised ranged between \$2,500 and \$3,000 and to have them buried, between \$7,500 and \$10,000. The 100-family-member club could not immediately raise the money but did begin a fund-raising effort. When the lines were finally buried shortly after Stewart Walker's death, the bill, according to Coburn, was \$4,932.

Even if Walker had not been aware of the previous problem with the line, its life-threatening presence was made immediately apparent to all the morning of the day he died when another sailor, Dr. James Nutt of Raleigh, North Carolina, hit telephone lines strung just inches from the powerlines while preparing to launch his Lightning. It was Nutt who, along with another cardiopulmonary specialist, attempted to resuscitate Walker.

Krawcheck recalls that he parked his Lightning and trailer parallel to the fence near the lines only because he was the first one back to the lot at about 1900, and it was the only space available. Even though Krawcheck and Walker were



aware of the lines above the nearby fence, in unstepping the aluminum spar, it somehow touched one of the lines, or as Krawcheck suspects, current arched from the line to the mast. "I never felt the mast hit; I think I would've felt it," he explains. Krawcheck was standing on deck, with his hands on the mast near the spreaders when the accident occurred. Walker was standing on the ground, guiding the mast at its base. Krawcheck recalls a stinging sensation in his hands as the current ran down the mast. He was not injured, but the electricity shot through Walker to the ground and killed him instantly.

According to Nutt, it is the nature of electricity to seek ground, and it usually does so by the easiest possible route. Krawcheck was not injured because he did not provide that route. Standing on the Lightning's deck, he was protected by the insulating properties of the fiberglass under his feet and the rubber tires on the boat's trailer. Although the aluminum mast he was holding afforded a high degree of conductivity, fiberglass and rubber are considered "good" insulators in that they do not facilitate the flow of electrical current. Walker, standing on the ground and holding the mast, provided a direct route for the current to take from the mast into the ground.

Because the body is not a good conductor of electricity, it resists the flow of current. Heat generated by this resistance often causes fatal cell and tissue damage similar to a burn inside the body. Nutt thinks that in Walker's case the cause of death was the force of the electrical shock itself. "The heart pumps through a series of coordinated electrical impulses that cause the muscle fibers that make up the heart to expand and contract," Nutt explains. "When the heart receives an electrical charge such as

Stewart's did, the impulses become confused, contracting and relaxing in an uncoordinated action. The heart stops pumping." Cardiopulmonary resuscitation (CPR) can either stimulate the heart to restart or stimulate the muscle's action by manually pumping the blood through the heart until more complicated medical procedures can be administered. Nutt says Walker did not have a pulse and was not breathing when he began to administer CPR less than a minute after the accident, and Walker never responded to the attempts to revive him. Nutt also says that the experience has left him shaken. "I hear people say that education is the answer to this problem. Education is important, but every time this happens, it seems to involve experienced sailors."

In a 1982 accident on Okracoke Island, North Carolina, one of the three people killed when their beached catamaran hit a line was Stan Hassinger, a public relations officer with Carolina Power and Light. The sailors had hit another powerline earlier that day while launching and had burned a forestay and sail. But one of the three sold Hobie Cats and had spare parts with him to make the necessary repairs to continue sailing.

"All these people know not to (sail or launch near a powerline)," Nutt says, "I know not to do it, and I did it that same day. We're not stupid, but we forget, and all it takes is a second—the blink of an eye. Education is not enough. We have to physically remove the dangers."

Walt Millar agrees that education is not a solution, but making both sailors and power companies more aware of the dangers inherent in the location of some powerline installations on or near recreational waters is the first step to removing them. The second is enacting stricter legislation governing the minimum-height requirements for powerlines.

Hobie Cat has been in the forefront of a number of sailboat manufacturers that have been working for years to alert sailors, power companies, and lawmakers to the problem. In addition to running frequent articles and reminders in its class magazine, Hobie Cat has since 1979 placed warning stickers on all its masts at a position tests have indicated is most likely to catch a sailor's eye. In 1982 the company added to the mast a second sticker, this one bright orange, as an extra warning.

Hobie Cat has also instituted a "Bounty Program" that offers sailors a small gift in exchange for writing letters to power companies concerning problem installations. Sailors send copies to Hobie, which then sends a follow-up letter to the utility,

urging an investigation into the potentially dangerous line. Millar says the program not only makes sailors more responsible for policing their environments, but in many cases has alerted power companies to situations they were not aware were dangerous.

Hobie Cat has also tried to make utilities aware of the potential danger of some installations through two letter-writing campaigns, one in 1979 and the latest in October 1982. In the more recent campaign, Hobie sent 3,200 individually typed letters, each one personally signed by president Doug Campbell, to every utility in the United States, requesting that they review their existing lines and exercise caution in stringing any future lines on or near recreational waters.

While these efforts have resulted in the removal, raising, or burying of many dangerous lines across the country, Millar contends that there are still large numbers of utilities and sailors who either do not recognize the problem or believe the solution lies not in moving powerlines but in designing "electrocution-proof" sailboats. One power company sincerely suggested that boat manufacturers survey the heights of all existing lines on or near water and then redesign their boats with masts short enough to clear them.

Only slightly less ridiculous suggestions have been made in a number of product liability suits. Families of sailors who have been electrocuted have charged manufacturers with negligent design in failing to devise either effective grounding or insulating systems or both.

But according to Dr. John Kassakian, associate professor of electrical engineering at the Massachusetts Institute of Technology, neither a grounding system nor insulation can be relied upon to protect a sailor from injury in the event of contact with a powerline. "Grounding does seem to provide some means of protection from lightning, in that it can protect against damage to the boat. But there is an appreciable difference in character between lightning and the electrical current transmitted in powerline contact," Kassakian explains. "With lightning the period of contact is only about one millionth of a second. In an electrical shock from a powerline, the duration is at least a million times longer. So the amount of energy involved in a powerline contact is much, much greater. You're dealing with an entirely different situation."

Tests have shown that the #8 copper wire recommended by the American Boat and Yacht Council for use in lightning grounding systems cannot withstand the



**For the sailor, the apparent infrequent incidence of powerline accidents fosters a false sense of security.**

amount of energy normally absorbed in a powerline accident; it can actually be melted by the power of the current.

Kassakian says another popular misconception that leads people to believe a grounding system can provide protection in powerline contacts is that electrical current always takes the path of least resistance. "This is a gross oversimplification. Most of the current will take the path of least resistance on its way to the ground, but it does not follow only one path; it can divide and follow several paths. And the more energy involved, the more likely it is the current will travel multiple paths.

"Current, particularly when driven by a high voltage, can also jump from one object to another — often referred to as sideflashing — without the need of a direct link. Even if your grounding system were completely tied in with every metal component on the boat, there is so much energy in the current flowing from a powerline contact that you could not rely on a grounding system to protect you."

Kassakian adds, "When you set up a grounding system you immediately provide a path for the current to flow. There are instances where, if the boat is dry, if it's not humid, if no one is touching the rigging, and if the rigging is not grounded, nothing will happen. If you ground your boat, you invite the current aboard."

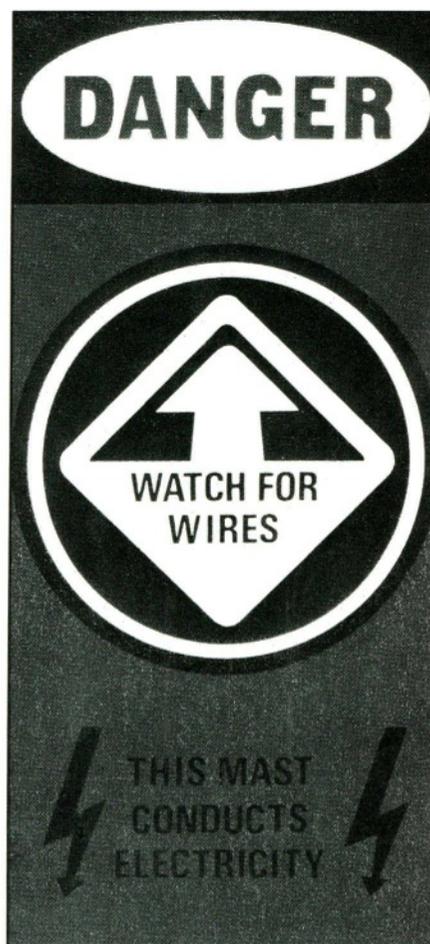
Not only will a grounding system not guarantee any protection, it can often put sailors in greater danger because of the increased amount of electrical current it permits to flow to ground. Walt Millar has reports of several accidents where people have been electrocuted not onboard but in the water surrounding the boat. Millar explains, "It's human instinct to protect yourself, and when people on a boat realize they're about to hit a powerline, the most common reaction is to abandon ship. This is the worst thing you can do. In most powerline accidents on the water, the current travels through the water on its way to ground. Water, being such a good conductor, easily absorbs the charge."

Kassakian testified for Bangor Punta this past summer in a product liability suit arising from the electrocution of two people aboard an O'Day 25 in Alabama in 1979. The suit, brought by Alabama Power Company, charged that Bangor Punta was negligent in not safeguarding the boat with a grounding system. The man was electrocuted in much the same way that Walker was, in that his body provided a path to ground for the current.

He was leaning against the backstay and had one hand on the outboard throttle when the boat's mast hit a line. The current went through him and into the water via the outboard propeller. It was not determined whether his wife died from the shock she received from him through her leg, which was leaning against him, or from drowning; she reportedly fell overboard after receiving a sideflash. The crucial fact, though, was that the couple's nine-year-old child was not electrocuted, even though she jumped overboard in an attempt to rescue her mother. Kassakian testified that if the boat had been grounded, the daughter probably would have been killed, too, because the current flowing in the water would have been much greater than it was. The jury found Bangor Punta not at fault.

After years of experimenting with a variety of materials and techniques, manufacturers have reached the conclusion that insulation is no more feasible a solution than grounding. Insulators such as those used by power companies themselves to safeguard against accidents are too heavy or otherwise structurally inappropriate for use in a mast, and some of these materials require an enormous degree of maintenance to preserve their insulating capabilities. Water, particularly salt water, dirt, and other contaminants can greatly increase a component's conductivity. In the fatal Okracoke Island accident, one of the three people electrocuted was not in direct contact with any metal on the boat but was holding a saltwater-soaked line. "I don't believe there is a solution to protecting people from the dangers of powerline contact, other than to prevent contact," Kassakian says.

Preventing contact, in Walt Millar's eyes, translates to having hazardously placed lines either removed or raised. The National Electrical Safety Code's minimum height requirements for powerlines are regarded as the legal standard in most states. For lines strung over bodies of water covering less than 20 acres, the NESC required height is from 18 to 22 feet; from 20 to 200 acres, the range extends from 26 to 30 feet; for 200 to 2,000 acres, from 32 to 36 feet; and for bodies of water over 2,000 acres, from 38 to 42 feet. For "public or private land and water areas posted for rigging or launching sailboats," the requirements call for an additional 5 feet above that required for the body of water the launching area serves. A typical catamaran mast stands 28 feet 6 inches above a normally loaded



**In case after case, the sailors involved were experienced and were sailing or launching on familiar waters.**

waterline; the height of the mast on a typical 20- to 25-foot daysailer is between 22 and 35 feet.

Hobie Cat for several years has attempted, through the Coast Guard and the National Association of State Boating Law Administrators (NASBLA), to have these height requirements upgraded on a national level. Millar said his efforts have met with little more than frustration. The government relations director for the National Marine Manufacturer's Association (NMMA), Ron Stone, feels equally thwarted in his attempts to find a solution to the steady number of electrocutions. "It's our contention that the powerlines are the root of the problem; we have to get them raised or moved away from recreational waters."

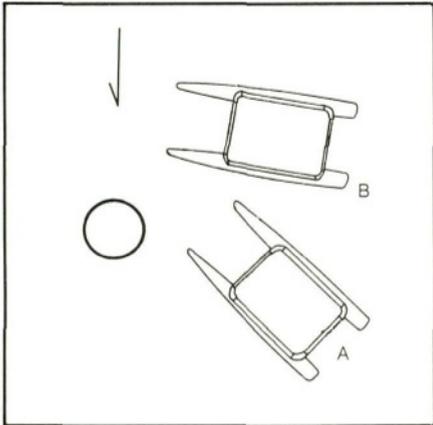
Since 1975 Stone has been trying to influence both the National Boating Federation and NASBLA to lobby for stricter federal or state legislation governing powerlines. In 1976 NASBLA passed a resolution taking cognizance of the problem and charging that there did not seem to be adequate guidelines for safe minimum vertical clearance. It further resolved that the NESC should be revised to increase clearance and that state agencies should work to revise codes on a state level as well. The resolution asked that the Coast Guard intercede with the responsible federal agency. "In all the time since that resolution was passed, only one state, Wisconsin, has taken any legislative action," Stone says. Wisconsin actually revised its codes in late 1975. The new laws require substantially higher clearances, particularly on smaller bodies of water, and, furthermore, mandated that existing lines had to comply with the new regulations by 1978. Michigan also has clearance codes for lines over water that are stricter than those the NESC requires.

Many of Stewart Walker's friends and fellow sailors have formed a committee to draft legislation that Lenny Krawcheck, a former South Carolina state representative, says they hope to present to legislators in South Carolina this year. Within weeks after Walker's death, the committee was instrumental in having potentially dangerous powerlines at other clubs in both North and South Carolina moved or buried and is continuing that effort. "The damn wires are coming down in our state, I can tell you that," Krawcheck says.

"We were the guys it wasn't supposed to happen to; we knew what we were doing," Krawcheck laments. "If it can happen to us, it can happen to anyone."



# THE WORLD ACCORDING TO WAYNE



As two boats on the same tack approach the weather mark, windward boat must stay clear of leeward boat. B must allow A room to round the mark.

Wayne Schafer has been sailing Hobie Cats since there were Hobie Cats to sail. Through these years of experience, Schafer has picked up a lot of knowledge about real situations that spring up when racing. Since most of our readers have probably never had the chance to attend a Schafer racing clinic, *HOTLINE* sat in on one at the Midwinters West. The following questions and answers were taken directly from the exchanges that took place at the clinic.

**QUESTION:** What do you do if you get a great start but then you don't know which side of the course to play?

**W.S:** Well, that's where you have to learn. You go for the great start, then do the best you can to that first mark. If somebody beats you there because he took a different side of the course, then ask yourself how he got there and learn for the second race. This is the kind of stuff you put into your little on-board computer.

**QUESTION:** But what happens if conditions change for the second race?

**W.S:** Then you go back and read the start line again. You read the wind direction again. You still have more to go on. That's the kind of stuff that drives you crazy and gives you grey hairs. That's why I'm an old man and still out here trying. But when you get it right, it's so much fun. There isn't anything better than that.

**QUESTION:** What's the best way to determine your layline so that you can tell when to tack?

**W.S:** You can sail approximately 45 degrees to the true wind. But a rule of thumb is sighting off the boat. Pick a spot on your boat; it doesn't matter if it's the front crossbar or the rear crossbar, whatever you want it to be. Ninety degrees abeam of any mark you're approaching will be the approximate layline. If a guy goes a little sooner, he's hoping for a lift, a little later and he thinks he's going to get headed. I think it's wisest to take just what's there. If you get a lift, then you made out. If not, then just sail the boat as fast as you can, because boatspeed is going to make up for a multitude of sins. But don't oversail it, because if you do and get headed, then you have really sinned. There is no making that one up. You're in the tank and that's where you're going to stay.

**QUESTION:** What about barging?

**W.S:** Barging is forbidden fruit. Dip starting is really a form of barging. A minute before the start they will begin filling the line on the port side, but there's nobody there to barge so they're not breaking any rules.

**QUESTION:** Does there have to be boat contact before barging can be considered to have taken place?

**W.S:** No. But if you're going to throw a protest, you have to be able to prove that you didn't screw him up and force him to barge.

**QUESTION:** If you barge somebody after you get across the line, do you have to go back across and do the three-sixty?

**W.S:** If you fouled before the start, and this is important, your three-sixties are done after the start behind the line. If you fouled after the start, then you do your penalty at the first opportunity, as soon as you can without fouling everybody else up. You've got to wait until everybody is clear. If you don't, it'll be a mess.

**QUESTION:** Should you really fly the protest flag for everything?

**W.S:** If somebody is obviously breaking the rules, from lack of knowledge or just because he's trying to get away with it, he should be brought into line. But it's a terrible feeling to lose a protest. You feel that the whole world is against you. I know, I've lost them. So it's important not to take one on that you can't prove. Pick one you can win.

**QUESTION:** What happens at an overlap at "A" mark?

**W.S:** If you have an overlap outside the two boat length circle surrounding the marks, and then you hit that imaginary line, it does not make any difference if after you hit the circle he breaks the overlap. You still retain your rights if you had them before the two boat length circle. Remember, an



Robert Brown

Every question at one of Schafer's clinics is answered with the help of sand borne catamarans to illustrate the point.

overlap is when you don't have luffing rights but you're obviously overlapping boats. Your bows are overlapping with his stern to the port side.

**QUESTION:** What happens when there's a whole lot of boats overlapping each other at a mark?

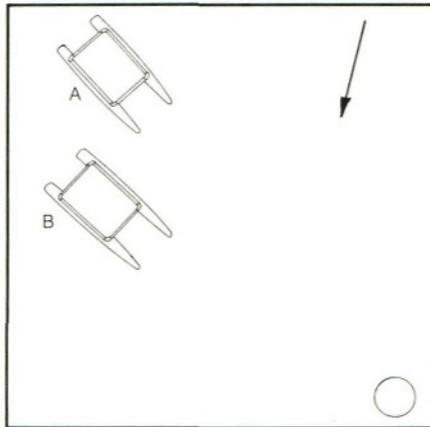
**W.S:** Good question. This is an instance when there may not be room for boats to give way, so you ask for room and the other guy says: "Room? There's no room. Can't give it." Your only recourse is to protest. Your rights are tenuous at best in this area. If you can prove that they had room and didn't give it, then you win, but you have to be able to prove it and that's hard.

**QUESTION:** At what time during the race should I fly my protest flag?

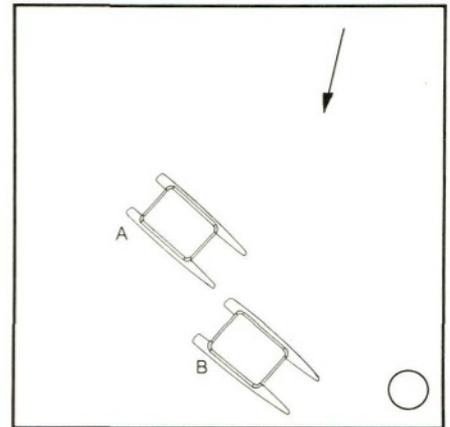
**W.S:** Pull it right away, not when you cross the finish line. When you have any thought of it, even if you're not sure if you're right or wrong, pull your flag. Protests will be thrown out if you wait until the finish to say, "Hey, I'm protesting."

**QUESTION:** You're on starboard tack and the boat behind you is two or three boat lengths back, so you think you can pull off a port tack in front of him. But then you discover you really don't have the room to tack and you make this guy alter his course. Obviously the front boat is wrong. But what if the rear boat still comes at you and clips you on the back when he did have enough room to miss you and go around? What if damage to the boat occurs?

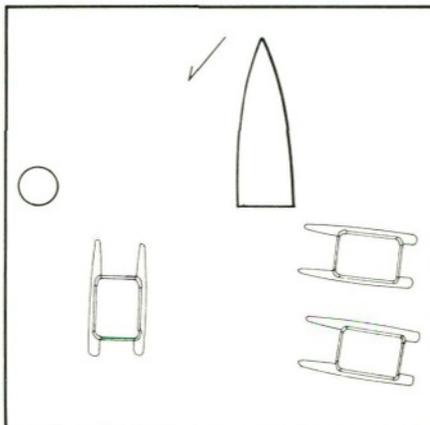
**W.S:** That's an iffy one since it depends on the contact. If it's strictly the case where he makes minor contact, the front boat is definitely wrong. If he really clips you and does damage to gelcoat and everything, then you both lose.



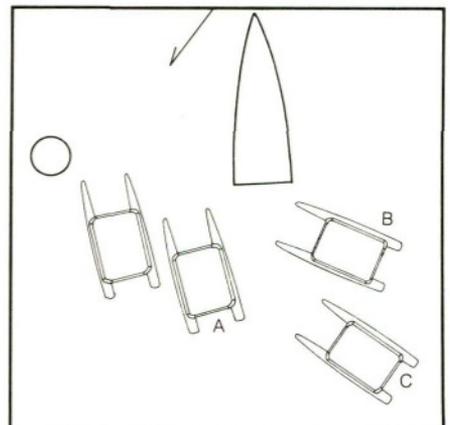
**1.** Coming into a leeward mark, overlap is established outside the two boat length circle; boat A has established inside overlap on boat B.



**2.** Overlap is broken after A and B entered the two boat length circle, boat B must still give A room to round the mark.



**1.** Typical starting situation as boats sail toward the starting line. Windward boat must stay clear of leeward boat.



**2.** Boat B is barging. Neither A nor C needs to give B room at the committee boat.



# UNDERSTANDING THOSE RULES... THE DEFINITIONS

by Dave Perry

Reprinted courtesy of *Yacht Racing/Cruising Magazine*.

get involved in are covered in just 10 pages of the rule book — Part IV “Right of Way Rules” (8 pages), and Part I “Definitions” (2 pages); also that armed with a rule book and an appeals book, you can answer for yourself most of the rule situations you’ve ever wondered about.

A major step to understanding the rules in Part IV is fully understanding the definitions of the key words and phrases in Part I, so let’s get right into it . . .

**RACING**—A yacht is *racing* from her preparatory signal until she has either *finished* and cleared the finishing line and finishing *marks* or retired, or until the race has been *postponed*, *abandoned*, *cancelled*, or a general recall has been signalled, except that in match or team races, the sailing instructions may prescribe that a yacht is *racing* from any specified time before the preparatory signal.

If you seriously hinder a boat that is *racing*, even if you are not *racing* yourself, you can be disqualified (Rule 31.2). Otherwise you can only be disqualified under a rule of Part IV, “Right of Way Rules,” if you are *racing*. You begin *racing* at the preparatory signal. In a 10-5-Go sequence, the five-minute signal is usually the preparatory. In a 3-2-1-Go sequence, it’s usually the two-minute signal. Check the sailing instructions for the regatta to find out when the actual preparatory signal is.

You are no longer *racing* when you have *finished* and cleared the finishing line and finishing *marks*, or retired. Appeal 99 says, “It is held that when no part of a yacht’s hull, equipment or crew is still on the finishing line she has cleared it.” So as soon as you completely cross the line you are free from the rules, except that you can’t seriously hinder someone still *racing*. (See Appeals 99, 136.)

**STARTING**—A yacht *starts* when, after fulfilling her penalty obligations, if any, under rule 51.1(c), (Sailing the Course), and after her starting signal, any part of her

hull, crew or equipment first crosses the starting line in the direction of the course to the first *mark*.

You *start* when you first cross the starting line after the starting signal. Rule 51.1(c) is the “Round the Ends” or “One Minute” rule, which says, “. . . when, after a general recall, any part of a yacht’s hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her starting signal, she shall return to the pre-start side of the line across one of its extensions (i.e. around one of the ends), and *start*.”

**FINISHING**—A yacht *finishes* when any part of her hull, or of her crew or equipment in normal position, crosses the finish line from the direction of the course from the last *mark*, after fulfilling her penalty obligations, if any, under rule 52.2, (Touching a Mark).

Normal position is generally defined as where your crew and equipment were located previously on that leg in similar conditions. So you can’t come into a downwind finish and suddenly let your spinnaker halyard and sheets out two feet. Also, the way you round the *marks* of the course has no bearing on which side you leave the finishing *marks*. Simply cross the line sailing a natural course from the direction of the last turning *mark* (Appeal 84).

**LUFFING**—Altering course towards the wind.

Though we use the word “luffing” to describe many things in sailing, the definition simply describes the actual turning of the boat. Any time you are turning your boat toward the wind, you are *luffing*.

**TACKING**—A yacht is *tacking* from the moment she is beyond head to wind until she has *borne away*, when beating to windward, to a *close-hauled* course; when not beating to windward, to the course on which her mainsail has filled.

The words “full and by” do not exist in the

**T**his column opens a three-part series on the racing rules. Now I certainly appreciate that the rule book doesn’t make the most thrilling bed-time reading; but getting to know the rules isn’t as difficult and confusing as it’s often made out to be either. Two things that keep us from knowing the rules as well as we should are these: 1) We’re often too close-minded, thinking we already know the rules and their interpretations, which prevents us from asking questions and keeping current with the latest editions of the rule and appeals books; or 2) we get an overwhelming feeling that the rules are totally complex and full of exceptions every time we try to learn them on our own.

I’d like to give you my best shot at untangling the denser areas of the rules. More importantly, I’d like to show you that 95 percent of the rule situations you ever

rules. When you're beating to windward, you begin to *tack* when the bow of your boat crosses the wind, and your *tack* is completed when you are aiming on your *close-hauled* course. Appeal 135 says, "... when a yacht which tacks in 90 degrees has turned through an arc of 90 degrees, she is on her new close-hauled course, whether or not her sails are full..." When you're not beating to windward, i.e. before the start or on a reach-to-reach *tack* around a *mark*, etc., your *tack* is completed when your sails are full.

**BEARING AWAY**—Altering course away from the wind until a yacht begins to *gybe*.

This is just the opposite of *luffing*.

**GYBING**—A yacht begins to *gybe* at the moment when, with the wind aft, the foot of her mainsail crosses her centre line, and completes the *gybe* when the mainsail has filled on the other *tack*.

When the foot of the sail crosses the centerline the *gybe* begins. (It's easiest to think of the boom, unless the boat doesn't have a conventional rig, as on a sailboard.) The *gybe* is completed when the sail fills on the other side, which is usually immediately after it starts going out.

**ON A TACK**—A yacht is on a *tack* except when she is *tacking* or *gybing*. A yacht is on the *tack* (starboard or port) corresponding to her *windward* side.

Though people refer to being on starboard *gybe*, etc., there's no such beast in the definition. If you're not *tacking* or *gybing*, you're on a *tack*.

**CLOSE-HAULED**—A yacht is *close-hauled* when sailing by the wind as close as she can lie with advantage in working to windward.

Because of the variety in boats and people sailing them, this is one of the trickiest definitions to write. Basically put, your *close-hauled* course is the course you'll sail in trying to get to the windward *mark* as fast as possible.

**CLEAR ASTERN AND CLEAR AHEAD; OVERLAP**

—A yacht is *clear astern* of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is *clear ahead*.

The yachts *overlap* when neither is *clear astern*; or when, although one is *clear astern*, an intervening yacht *overlaps* both of them. The terms *clear astern*, *clear*

*ahead*, and *overlap* apply to yachts on opposite *tacks* only when they are subject to rule 42, (Rounding or Passing Marks and Obstructions).

In a race, boats are either *clear ahead* and *clear astern*, or *overlapped*. Take your boat and draw an imaginary line perpendicular to its centerline through the aftermost point on the boat. This is usually the transom or the back of the rudder, but it would also include your auxiliary engine if that were stowed and swung up on the transom. Once you've drawn the line, any boat that is completely behind the line is *clear astern*, and you are *clear ahead*. If a boat crosses that line, she is *overlapped* with you. The tricky part is that if you and a guy behind are *clear ahead* and *clear astern* of each other, but a third boat in between *overlaps* both of you, then by definition all of you are *overlapped*.

**LEEWARD AND WINDWARD**

—The *leeward* side of a yacht is that on which she is, or, when head to wind, was carrying her mainsail. The opposite side is the *windward* side. When neither of two yachts on the same *tack* is *clear astern*, the one on the *leeward* side of the other is the *leeward yacht*. The other is the *windward yacht*.

The definition of *leeward* and *windward* is premised on which side of the boat your mainsail is on. If the main is on the port side, the port side is your *leeward* side, and the starboard side is *windward*. If the boat is head to wind, i.e. the main is in the middle, but the main had previously been on the port side, then the port side is still the *leeward* side.

The definition of *on a tack* says that a yacht is on the *tack*, starboard or port, corresponding to her *windward* side. If the main is on the port side, the *windward* side is the starboard side, and the boat is on starboard *tack*. It's commonly accepted that this definition refers to where the wind would push the sail; not where some other force, such as an arm or gravity, would push it. If you're sailing along in light air on port, you can't push the boom, or heel the boat so the boom falls to the port side, and then call starboard. The same applies to holding the boom out to stop or back down.

**PROPER COURSE**—A *proper course* is any course which a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to *finish* as quickly as possibly. The course sailed before *luffing* or *bearing away* is presumably, but not necessarily, that yacht's *proper course*. There is no *proper*

*course* before the starting signal.

This is probably the most misunderstood definition in the book, though it forms the basis for all our "luffing rights" rules. A good analogy is that of a time trial. You and nine other sailors show up to race around a fixed length triangle course, one at a time; the one with the fastest time wins. Around the windward-reach-reach course there are windshifts, grandstands, and a small man-made island on the second reach for the press and photographers.

You start. You've already calculated the fastest path up the first beat, accounting for windshifts, waves, current and time lost while tacking, etc. Down the first reach as you approach the grandstand area, you notice it's creating a huge windshadow, so you bear away to avoid the light air and break through to leeward as quickly as possible. On the second reach you've calculated that passing to leeward of the press island is the shortest, fastest route to the leeward mark. You finish.

The next guy starts. But this guy goes a different way up the beat. And he doesn't think the grandstand's windshadow is that bad, so he doesn't bear off as much. And finally he passes the press island to windward and finishes. Both boats were trying to race and finish as quickly as possible, and so they were both sailing their *proper courses*. In fact, all 10 boats may have different opinions as to the "fastest course" that day; but each boat sailed its *proper course*.

For some people the phrase, "... in the absence of the other yacht or yachts affected ..." is confusing. This doesn't mean in the absence of all the boats in the race. If I'm sailing for the *gybe mark* and there's a group of boats in front of me going slow, I'm going to have to decide whether to *luff up* and try to pass to *windward*, or *bear away* and try to pass to *leeward*. The course I thought would get me to the *gybe mark* the fastest would be my *proper course*. But if I chose to *bear away* and then saw that there was a boat right to *leeward* of me, I'd have to sail a higher course than I wanted to in order to stay clear of the *leeward* boat. So in the absence of that *leeward* boat I'd be able to *bear away* to the course I thought was the fastest, which would be my *proper course*.

Because it's very difficult to prove when someone is actually on their *proper course* as opposed to sailing extra high or low for tactical purposes, the IYRU suggests in their Appeal Case 25, "The criterion for a *proper course* ... seems to be whether the yacht sailing it has a logical reason for its being a *proper course* and whether she applies it with some consistency." Before

*Continued on page 71*

# Mid-life Crisis The Hobie Way

BY DON DOUGHTY

**W**ell, it happened. They told me when I turned 50 I would in all probability, come slightly unwound, and they were right. You know what I did? I bought a Hobie. As if that wasn't enough, I decided to teach myself to sail it. Who needs books or lessons? That's for kids! After all, I can drive a car without killing myself. Got a great deal on the boat, too. Sails are in good shape, the hulls are sound, and the trampoline (that's the part you sit on for you non-nautical types) has no holes in it. The only problem is the sailor — me.

The guy I bought it from lives near Sandestin, and I live, as we say, "on the Island." These two places are some 15 miles or so from each other, or what one might consider a "neat little sail" away. It was a pretty Tuesday morning — a light wind, soft sunshine and a subtle swell to the Gulf. We took off from Destin's sugary shores heading for the East Pass like we knew what we were doing. We sailed along smartly about one-half mile from shore, hung a hard right — 'scuse me, starboard turn — into the Pass, and came through that sucker on the front end of the breakers like we were born to sail. So much for *that* problem.

And then we got into the current in the Pass. Water was running against us at a pretty good clip — as it turned out, just about at the same speed as what wind we had was pushing us from behind. Strange



Karen Nevis

feeling that. Sail full of wind, water rushing past the bows, and you're going *nowhere!* So, we decided to tack back and forth across the Pass, and son-of-a-gun, it worked. We made a little headway. Then we got cocky and tried going behind one of the channel markers instead of in front of it. I found out right then and there that those markers not only show you where it is safe to go from a depth standpoint, they also mean "don't go behind me dummy, because the current is *really* swift back there." We did and it is. With the sail full of wind, we started going *backwards!* You think it's easy to sail backwards? Well, we jumped off the boat — thank God it was shallow — and proceeded to do a "Humphrey Bogart in *The African Queen*" imitation by pulling it against the current. You have no idea how heavy a snappy little Hobie can get after a half hour or so of that kind of foolishness.

Eventually we got out of what I shall hereafter think of as The Rapids of the East Pass, and tacked back to the other side. At that point, the wind freshened, as us nautical folks like to say, and we took off towards the bridge. Now, I have to insert something here. The guy I bought the boat from said to me, "when you go under the Destin Bridge, don't go through the center span, because you will lose your wind (hell, I lost my wind pulling the damn thing in The Rapids); and if a power boat comes by and kicks up a wake, it could throw you against the pilings, and you could damage your boat, not to mention yourself." Made sense to me. "Go through on either side of the main span," he said. Well, what he *didn't* say was, on either side right next to the center. Not knowing any better, and wanting to stay clear of power boat wakes, we decided to go under the bridge, four — count 'em friends — four spans to the right.



Brenda Elliott

You know what I found out? The mast of a 16' Hobie under sail is just about a foot and a half taller than the space between the water and the bottom of the bridge. And you do you *how* I found out? I ran into the bridge! With the mast! Isn't that droll? NO!! It's embarrassing, is what it is.

Well, there we were. The current coming from in front of us was pushing us backward, and the wind coming from behind us was pushing us forward, and they were both doing it just hard enough to keep us pinned to the bridge—by the mast, of all things. To make matters even worse, we chose to hit the bridge exactly where three local citizens were on it, crabbing with heavy crab baskets on thick lines, and we got the lines fouled up in our sails and shrouds. Naturally. I don't know when I have heard such a virtuoso display of creative cursing in my life. I mean, these people were MAD, and the sweet looking little old lady was unbelievable . . . not to mention unprintable. Well, we got all kinds of advice, and some of it actually pertained to freeing ourselves from our entrapped position. A lot of it had to do with our ancestry, but I won't go into that. We finally struck the jib (there he goes again, that sea-going son of a gun of a sailor), cut two of the three crab bucket lines which created a whole new chorus of the aforementioned creative cursing, and sailed on our merry way under the bridge

out into the safety of the bay.

The rest of the voyage was mundane, and 5½ hours after our departure from Destin, none the worse for the wear except for bruised egos and sunburned shoulders, we arrived at the little beach near my house, dropped the sails, and I went home . . . most heartily vowing to sell the damn thing to the first fool I could find.

Well, that feeling passed in due course. I never cease to be amazed at the innate human ability to block out the bad times and magnify the good ones. Perhaps it is a safety valve our Maker built in to insure we would not all be suicidally depressed once we passed the age of 11. I don't know. Anyway, as I said, the negative feelings passed, and within a week I was ready to try my luck again. I say luck, because skill has no part in it. I still refused to consider lessons. I think the medical term for this sort of approach to things is known as "Irish Thick and Stubborn," and God knows, I've got more than my share of the affliction.

It was a Saturday. There was a smart breeze, and my courage had built back up once again past the point where reason could prevail. About noon, I gathered up my sails, and trudged to where my Nemesis lay in wait on the beach. By now, the breeze had freshened somewhat, but I was sure it was nothing I couldn't cope with. I *did* notice as I was rigging the boat

(Oh my dear, is that sailor talk or is that sailor talk?) that there was only one or two other catamarans on the water, but I figured, "well, it's only noon, and we all know how boat people love to party, and maybe they're just not up and about yet." As it turned out, I could not have been more in error.

It took a bit of doing to get the sails up in what I presumed to be the correct manner, and I was ready to SAIL! Look out world, here I come! I pushed the bow of the boat around so it pointed out from shore, got it in the water . . . and had to make a mad leap for it before it sailed off on its own! See, not bothering with anything so childish as lessons, I didn't know you are supposed to have the sails all the way out when you start from shore, so, I had them pulled in nice and tight—the way they are supposed to be when you are running in a race trying for all the speed you can get. Okay. I caught the boat in time, sat down on the trampoline, and proceeded to "sail." I put the word in quotes because what I was doing and sailing have only one thing in common—they both require that a boat be on the water.

Now, I don't want you to think I am a *complete* fool. I was not *thoroughly* unprepared to try this. I had bought a book on *How To Sail Your Hobie*, and what's more, I had actually read it. I knew what a sail was, what the pontoons were, where

and what the mast was, and stuff like that. What I *didn't* know was what to do with it. But I was trying. "A" for effort. There were some other terms like "sailing on a close/broad reach, jibing, and coming about" that were thoroughly foreign, but I knew they would become self-explanatory as I progressed. They did. Particularly jibing. That one is a dandy — especially if you don't do it right.

Okay. I am out on the water, and I am SAILING!! Wow. What a thrill. And I am *moving*. I mean, that little boat is cooking! There was only one barely significant problem. See, where I beach my boat is on the shore of what we locals call The Sound. In this case, it is not more than a half a mile wide or so across at its widest point, and the way the wind is blowing by now, I am heading directly towards the opposite shore, and I am going *fast*. So I say to myself, "Self, you better get this thing turned around pretty soon, or you are going to be on the other beach." Now, I remembered reading in the book, that inexperienced sailors should always — that's *always* — come about *into* the wind. That means (for you non-sailing types) that you turn the bow of your boat directly toward the direction the wind is coming from. Got that? As I was rapidly approaching the other shore, I figured I'd better get that sucker turned, and fast. Grasping the tiller firmly, and not having read this part well in the book, I shoved it as far as it would go in the proper direction, the bow started to come around, and I came to a dead standstill. "Hm m m m," I said. "Maybe I wasn't going fast enough to get it turned." So, I straightened it back about with the wind, and took off again. Got going a little faster than before, shoved the tiller all the way over . . . same result. "Something's wrong here," I said.

As I sat there — stalled — with the sail flapping like a wounded condor, I noticed something strange — I was going backward! I seem to be good at that. It's not something you are supposed to do, but I was good at it. Finally, I got it figured out, or so I thought. "It must be," I said, "that there just isn't enough wind today to come about into it, soooo, I'll just have to come about *with* it." This, for those of you like myself who don't know what that means, in seagoing talk, is "coming about with the wind." In landlubber parlance, it means you turn the bow of your boat away from the direction from which the wind is coming, and you change your course. This maneuver is known as jibing. Jibing has two sole and distinct definitions. One is the aforementioned turning of the bow of the boat with the wind, and then completing a very complicated, tricky series of moves in exact sequence, thereby executing the change in direction. The other is that you have absolutely no idea of what you are doing, but that doesn't stop you a bit. You turn the bow of the boat with the wind, and



Jeff Hamilton

you sit there like a piece of stone as you watch the top of the mast pass over your head, feel the trampoline come up under you, and you slide most slowly and gracefully into the water as your boat capsizes. That's the one I did.

So, there I was. In the water, not on it. With the boat on its side. Okay. I've seen *lots* of catamarans on their sides. Everybody does it at one time or another. Of course, they are usually out to sea somewhere, and there is usually a stiff *wind* blowing as opposed to my light breeze, but what the hell — you gotta start somewhere. As I was fairly sure I would tip over in due time, I had rather carefully read the section in the book about "how to right your Hobie after capsizing." At the time, it struck me that the author used an inordinate amount of space on that particular subject, but now I knew why. It goes with the territory — a lot. It's not easy to remember what to do and the sequence in which to do it while you are swimming and trying to hold on to a boat that is making a desperate run for freedom, but I managed. When I bought the boat, I noticed a 20 foot

long heavy duty piece of rope tied under the trampoline, and I wondered what it was for. Now I knew. That's what you tie onto the trampoline base, get a firm two handed grip on, and lean back so your weight pulls against what feels like nine tons of water, sail and boat, and up she comes. In the book it looks and sounds easy — in real life it is another matter entirely. In the book it says to get the mast pointed around into the wind, lean on your rope, and she will right herself. Easy for *them* to say.

After about 20 minutes of swimming and pushing to get the boat headed in what I thought was the proper direction, I got on the pontoon, grabbed the line, leaned back, gave myself a double hernia, and lookout!, she started to come up. A little higher . . . a little higher. All of a sudden the wind got under the sail, she righted herself, plopped back down on both pontoons and went right on over on her other side. See, I also didn't read the part in the book about loosening the sails before righting when you capsize to prevent this from happening, just like I didn't read the part



about loosening the sails when you prepare to leave the shore. Must have missed those pages somehow.

So, there I was again. Back in the water with the boat on its side, except this time the trampoline is square against the wind, and is acting like a sail. I mean to tell you, the boat was really moving—on its side, but moving! Well, here we go. Start the entire procedure over. I was getting pretty tired. I had been pushing this thing around for the better part of an hour and it was getting tougher and tougher. About this time, a guy in a little power boat came along, and asked the question I was to hear a lot that day, and one I was to thoroughly come to dread—“Need some help, Mister?” Not having a shred of pride left by now, I assured him I did; he said he’d be glad to, but hadn’t I better look out for “that.” “That” turned out to be a 60 foot paddle wheel boat lying at anchor, that I was about to crash into! I had to dive off the pontoon, and while doing my Johnny Weismuller impression of a butterfly kick, fend my boat from the paddle wheel, one hand on each. It is *amazing* the things you can do when you have to. Good thing the paddle wheeler was at anchor though, or I would have been chopped fish food. Between the guy in the power boat and myself, we got my boat to shore, I righted it, thanked him, and sat down to catch my breath and contemplate my next move.

In about, say 15-20 minutes, I had my heart rate down to a nice sedate 240 or so beats a minute, so I figured. “O.K. dummy, let’s try it again.” But I had a problem. All of this floundering around had brought me down about a mile from where my beach is located. When I say down, I mean downwind, and that presented what appeared to be an insurmountable problem. I couldn’t sail the damn boat *across* the Sound *with* the wind. How in the name of the patron saint of seamen, St. Elmo himself, was I going to sail it *upwind*? Well,

nothing ventured, nothing gained, faint heart never won fair and away I went. I had to! My alternatives were to try it or leave it there, where I’m sure it would have been stolen, and I didn’t even have the insurance policy yet. If I had had it . . .

Having learned absolutely nothing, I turned the bow of the boat towards the water once again, still not loosening the sails, made another mad leap to catch it before it sailed off without me, and off I went. Had I known what was in store, I probably would have let it go and be damned.

The aforementioned breeze had by now become a *wind*. “Oh boy,” I thought, “turning into the wind should present no problems and I should be able to tack home most handily.” (That’s more nautical talk. Why they can’t just say zig-zag and be done with it, is beyond me. But, when in Rome . . .) I was right. It *should* have been no problem, but it was.

I very carefully rehearsed the sequence of what to do in my mind, sucked up what stomach muscles and courage I had left, and shoved the tiller all the way over . . . IN THE WRONG DIRECTION!! Instead of “coming about into the wind” as I had so painstakingly planned, I was JIBING, and I couldn’t do a damn thing about it. I did my piece of stone in slow motion act again, and once more into the drink I went. As I came to the surface thinking, “God, I’m getting sick of this.” I noticed a new problem was about to make its presence felt. I didn’t tell this part before. Remember I said I lived on what we refer locally to as “the Island?” Well, to get to this particular island, you have to cross a bridge—a big bridge—the kind that allows tall masted ships and big boats of all kinds to go under it. There is a rather swift current under this bridge, and I was smack in the middle of it with my capsized Hobie, and I was going to crash into one of the cement pilings. “Oh my God I’m going to die!!!,” I thought.

Furthermore, I was too pooped to do anything about it even if I wanted to!

You know, when I was a kid, I never thought very much about the Coast Guard. I mean, what do they do? Guard the Coast? What is that? The Marines. The Commandos. Paratroopers. That was the *real* stuff. I’m here to tell you, those guys—my former heroes—are nothing! The Coast Guard—that’s what counts. Know why? Because just when I knew beyond a shadow of a doubt that either my boat (uninsured), or myself (insured, but my ex-wife is still the beneficiary), or both were going to crash and/or die, I once more heard the now infamous question . . . “need some help mister?” It was the Coast Guard. They had come to save me. My life had yet to flash before my eyes, so I figured I still had a chance. Could they help me?? Is water wet?

I nodded mutely in the affirmative primarily because I was too winded to speak, and secondarily, if I had opened my mouth for *any* reason, I would have cried. They tossed me a line, I tied it to my boat, and they towed me unceremoniously to shore. I thanked them profusely, offered my first born daughter—who is 28 and dynamite—in tribute, they declined, and they left.

Bet you think that’s the end of it. Wrong. See, where they towed me in happened to be right near a place that rents catamarans to fools like me for a living. As I was sitting in the sand crying soft tears of thanks, and revelling in the fact that I was still alive, a soft voice asked *that* question again. “Need some help, Mister?” I was beginning to *hate* that question! I looked up to see what appeared to be a 12 year old boy, sporting a tan that sweet young things on the beach would kill for. I smiled rather patronizingly, told him no thanks. I didn’t think so, because you see, I live about a mile and a half from here, and I’ve got to figure out a way of getting my boat home without drowning myself. And he said—and this is a direct quote—“As soon as my Dad gets back, I’ll sail it home for you.” Imagine that!! The nerve of that kid. Here I was, a grown man—a fool, but a grown man nonetheless—and I couldn’t handle that boat. How could this tanned midget do it? He didn’t come up to my *waist*, for God sakes! I weigh in the neighborhood of 215 pounds, and I kept tipping it over. This kid didn’t weigh 65 pounds if you threw in his bathing trunks! How was he going to handle my boat, which was by now taking on the proportions of the Queen Mary in my eyes?

However, still being most thankful for just being alive, I swallowed all the wise remarks that had sprung unbidden to my lips, and condescendingly asked, “Do you think you can handle it?” “Of course,” he said. Not smark alecky—just matter of fact like. I smirked. “We’ll see about that,” I thought. About then, his dad came back

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# WISDOM AND WHIMSY ON WIND AND WEIGHT

by Terri Crary

Mark Atkinson of Wisconsin had a problem. While he had a wife, daughter, and son willing to crew for him, he wasn't quite sure which crew weight would be best for which wind condition. He also wanted to know just what, exactly, was meant by light, moderate, heavy, and "blowing like stink" references to wind speed. We put Terri Crary on the case and what follows is her entertaining and informative look at wind and weight.

The chart below gives the relative wind speeds under all scales. Knots, and descriptive adjectives such as "light" and "double trap" are the most popular ways to describe wind speed in the United States. Occasionally, you'll hear miles per hour, which is effective in making the wind seem stronger since the numbers are larger. The Beaufort/force scale is prevalent among Europeans and your understanding of it will demonstrate a touch of international savoir faire.

The ability to distinguish wind velocities really comes more from personal experience than from numbers. After all, we're sailors, not statisticians, right? You'll also find characteristics within each wind range that dictate ideal crew weights. For example, you'll know *drifting or ghosting* conditions exist if lakes are like mirrors. Your tell-tales will hang lifelessly and some joker will point to them and say, "Look! The wind is coming straight down." In a drifter you'll wish your recreational reliance on wind was about as heavy as it is for table tennis and bowling. You'll consider taking up one of these.

Skip the crew entirely in ghosting conditions unless he or she smokes cigarettes. In that case, ask them to light up during the race (they'll be shocked) and scrutinize each puff for any sign of wind direction as if you were Columbus seeking America.

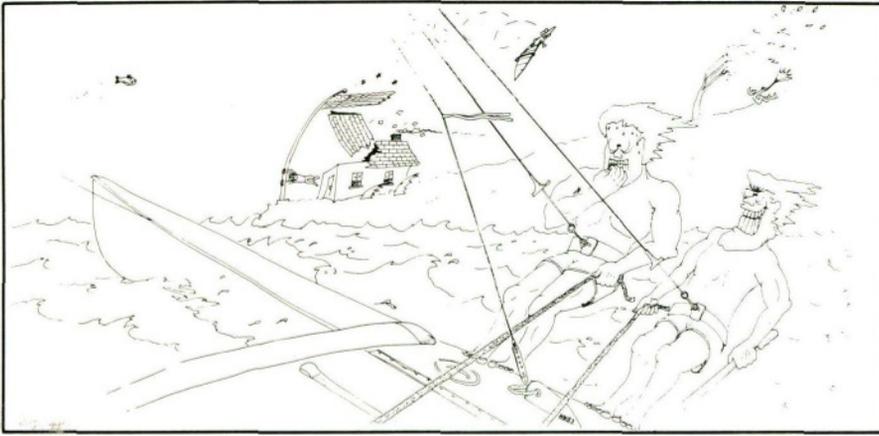
*Light air* isn't much better, but at least you will be able to tell if your sails are on the right side. Ripples form in the water and your tell-tales start to fly. Recommended crew weight falls somewhere between zero and a six-pack. Snake-like qualities—the ability to slither across the tramp without rocking the boat—along with eagle eye sight with which to *continuously* watch the jib, are highly sought after traits in light air crews.

In *moderate* conditions you'll start to feel the speed of the boat. Lightweight flags extend and the jib on a Hobie 16 will pop over on tacks and jibes without assistance. In moderate air, particularly if it's puffy, you'll need a deep knee bend champion for a crew so they can pop out on the wire in puffs and crouch in on lulls over and over again.

You'll know it's *medium-heavy* if every-

	BEAUFORT FORCE NO.	KNOTS	MPH
Drifting/Ghosting	1 Light Air	1-3	1-3
Light	2 Light Breeze	4-6	4-7
Single-Trap/Moderate	3 Gentle Breeze	7-10	8-12
Double-Trap*/Medium-Heavy	4 Moderate Breeze	11-16	13-18
Heavy	5 Fresh Breeze	17-21	18-24
	6 Strong Breeze	22-27	25-31
Blowing Like Stink	7 Moderate Gale	28-33	32-38
	8 Fresh Gale	34-40	39-46
	9 Strong Gale	41-47	47-54
	10 Storm	48-55	55-63
	11 Violent Storm	56-63	64-73
	12 Hurricane	Above 63	Above 73

\*Note that when "double-trap" is used to describe wind conditions at a race, it usually means in the 12-18 knot range.



one is saying, "It's a GREAT day for sailing!" Flags flap out regally, chop forms on the water and you can really hear the wind. Race instructions and drink tickets will take off down the beach if left unattended. It's double-strap time! Because height adds leverage you'll want a tall crew. But, you also want a light crew so you can go over chop rather than plow through it. What you really need in medium-heavy winds is a quick, light telephone pole for a crew.

In heavy winds, sailing becomes three-dimensional and exhilarating. Whole branches sway in the wind and flags snap forcefully. Wetsuits and sailing gear will take off if not secured. It is difficult to use an umbrella in heavy air. For a crew, you'll want the bouncer from the bar you visited the night before.

When it is really *blowing like stink*, you'll see "ponytail palms" and even the grass in your yard will be in motion. Short-board sailors with hanky-sized sails will take over the water with fanatical enthusiasm. Competitors at a national event may even reef down. It's virtually impossible to use an umbrella when it's blowing like stink. For a crew, you'll need Godzilla himself. Your only hope is that this same crew, with the admirable blowing-like-stink trait of having no fear in life, will have at least some respect for pitchpoling and will release the jib off the wind if necessary.

And even though you're now armed with charts, numbers and practical descriptions, you'll find that perceived wind strength does not fall in universally accepted categories but rather depends on a few variables. One man's light is another man's medium-heavy, so to speak. If you do indeed have Godzilla as a crew it'll take 25 knots before you'll admit to anything stronger than an occasional gust. Those from San Francisco (i.e. a windy city) may consider 12 knots light, while sailors from Florida in the dead of summer get ecstatic over a healthy seven knots. A team with the sole goal of breaking world records at a speed trial will say that anything less than 20 knots was "too light." I've

also found that beginning sailors, water-skiers and tennis players consistently over estimate wind velocities.

Along with these varying perceptions of wind velocities come different preferences for crew weight (no one will deny that, by-the-book, lighter weight aids boatspeed in light air, more weight is advantageous in heavy air, and that four adults will sink a Hobie 3.5). Some skippers just consistently sail with a light crew. Their opening line to eight year olds and petite girls is, "Hi, would you like to crew for me?" Others prefer a hefty hand in the front seat. A generic term of "Team Beef" has been adapted by Hobie sailors to describe these weightier teams.

In order to be able to have the optimum crew weight, if you're lucky enough to have two or three equally-skilled crews eager to sail with you in the first place, you'll have to be able to predict the wind. The best you can do is forfeit the A-Team, MTV, or the Thursday night special and switch over to the weather channel. By watching weather patterns and familiarizing yourself with forecasts and the general "wind reputation" of the race location, you can make an educated guess as to which weight would be best. Class rules prohibit changing crews once the racing has begun so hope that your analysis of wind conditions holds through the entire event.

For all general purposes, considering all wind conditions over a period of time, recommended crew weight would be:

300-305 lbs. on a Hobie 18 and  
290 lbs. on a Hobie 16.

These developed out of the "Goldilocks theory" of not too heavy but not too light.

As mentioned before, light air/light crew and heavy air/heavy crew are the rules of thumb. Taking it one step further, light teams have an advantage over heavier teams downwind and in medium air with chop. Because class rules dictate a minimum weight of 285 lbs., it doesn't do any good to be lighter than that. If you are, you'll have to carry weights and weights don't move. A way to see the disadvan-

tage, compared to a team that weighs in at exactly 285 is this: They can move all that weight where it will be most beneficial to boatspeed (out on the wire in puffs and gusts, far forward downwind, etc.) while those with weights can't. The only advantage to being under 285 lbs., then, is really the *opportunity* to sail at the lowest possible weight.

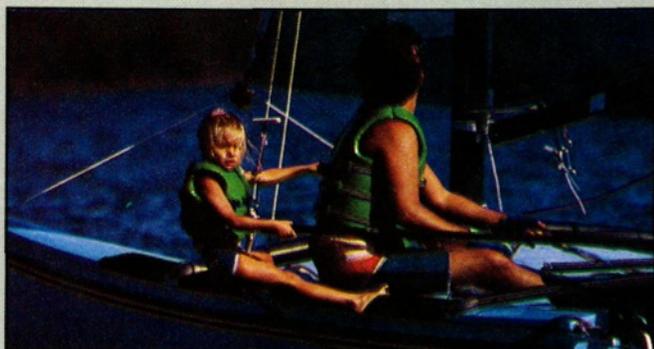
In heavy air, more crew weight helps on anything above a beam reach. With added poundage out on the wire holding the boat down, the skipper can sheet in for maximum power. A lighter team doing the same would flip over. More weight also helps in pointing since it depresses the leeward hull, thereby increasing lateral resistance.

Now say that through some misfortune of fate (which is bound to happen at about one out of every three regattas or just the one that is most important to you) you end up heavy in light air or vice versa. Before you kill the weather man, send your healthy son home "sick" so you can substitute King Kong, or take some other drastic measure take heart.

If you're light and it's blowing like stink try to build up a psychological advantage. Act stoked! Keep saying loudly, "Alright! We finally got some wind!" Make sure that your crew carries all 26 pounds of weights to the boat in one hand while smiling and whistling a merry little tune. You'll also want to let your travellers out so you can drive the boat rather than pinch up. Lower the trapeze wires and really hike out with back and legs straight for added leverage. Rake the mast back and flatten the sail by tightening your outhaul and downhaul and switching to stiffer battens, particularly the top two. Use your advantage downwind to make up for distance lost to heavier teams to weather. Remember that there are light teams that do well in heavy air simply because of skill. Those teams are not afraid of the wind and drive the boat as hard as they can.

If, on the other hand, you're heavy in light air suck in your belly and bite the inside of your cheeks. Act quietly confident and skip the pancake breakfast. You'll also want to strip the boat of unnecessary weight while raking the mast forward and loosening the downhaul and outhaul to make the sail fuller. Tapered battens will help. When sailing to weather foot off until you build up speed then use your weight advantage to point, point, point. And remember that there are some heavier teams that do well in light air because of their patience and ability to concentrate on boat speed. 

# THE NAME OF THE



Sue Wright

When Hobie Alter designed the Hobie Cat, his main thought was fun. In the years since, Hobie cats have become serious racing boats complete with a regatta system and world championships. Still, most people buy their Hobie in search of fun, that indefinable something that usually connotes something other than work. Fun means “getting away.” Fun means talking about things which have no bearing on anything serious. Fun means doing those things which you would love to do for a living but can't seem to make any money when you do them, and if you could, the experience would probably lose something anyway.

Hobie sailors are limited in their pursuit of fun only by the restrictions of safety and the limits of their imaginations. Some waterski behind their boats. Some camp with their boats. Some go on lake cruises. Occasionally, the more adventurous will take to open waters, making sure to take adequate safety precautions first, of course. Some host Hobie parties instead of the usual cookout or cocktail party. Fun is at the root of the Hobie experience, so, in tribute to the search for enjoyment, the HOTLINE presents this photo essay devoted to fun.



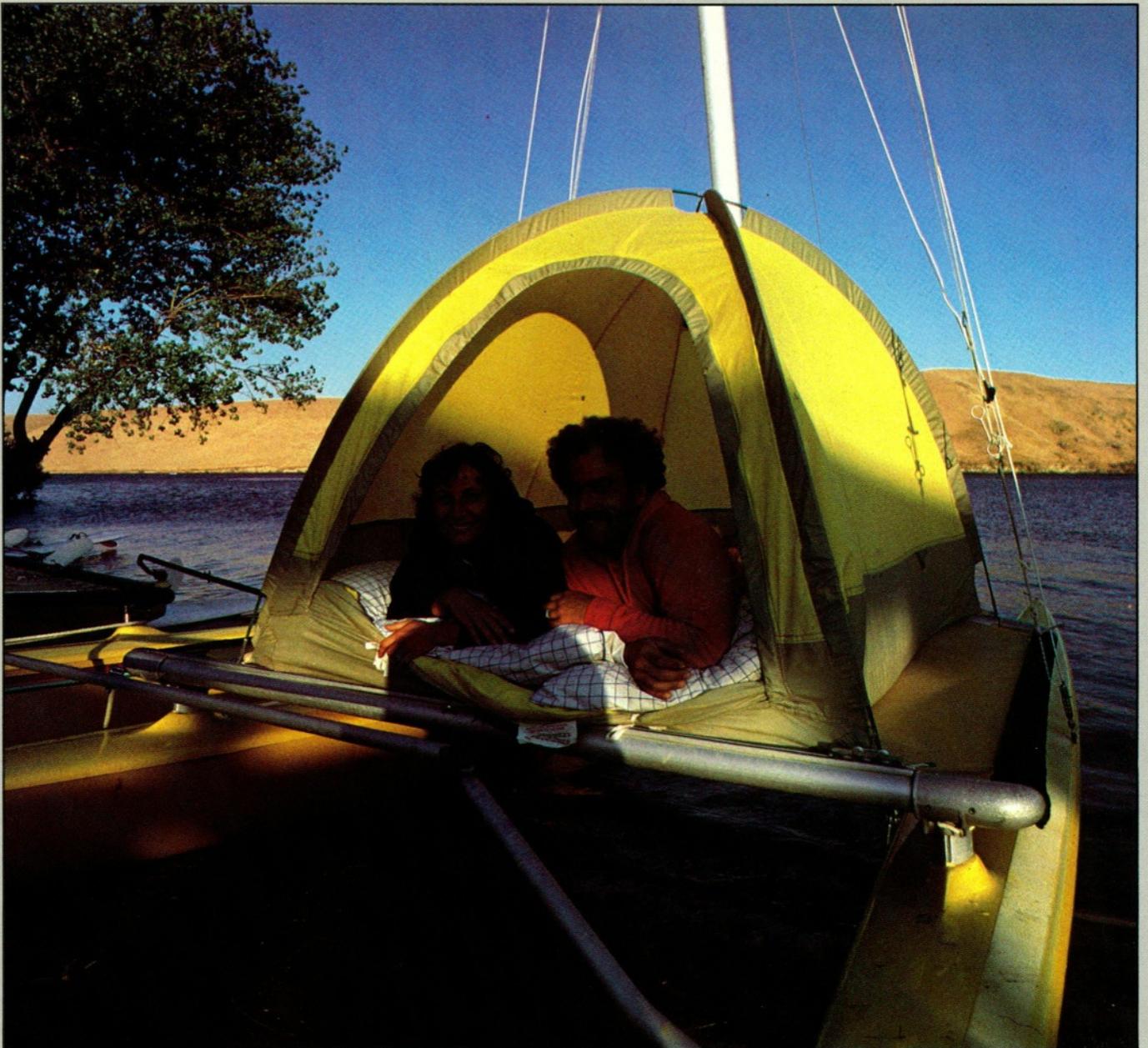
# GAME IS FUN



Michael Griffie

BY BRIAN ALEXANDER

A new pursuit that many Hobie sailors are discovering is camping. Joseph and Tommy Sanzone Oliviera opt for the tent on the tramp method. This turns a common everyday Hobie Cat into an aquatic mobile home. The possibilities for romance are increased with this set-up and the less adventurous of your friends will be more likely to agree to follow you into the wilderness.





Sergio Sanchez seems to prefer the low maintenance camping style of sleeping on the tramp and using the sails for covers. This is effective but can result in dewy faces. Also, the sails crinkle when turning over during sleep. This is for the rugged individualist.

Of course, Randy Hepple's Hobie home away from home is pretty hard to beat. This British Columbia retreat is for the person who believes that boats are strictly for sailing. The sailor who camps in this style puts a premium on hot water. People will ask to go with him. Romance could figure prominently in this person's weekend plans.





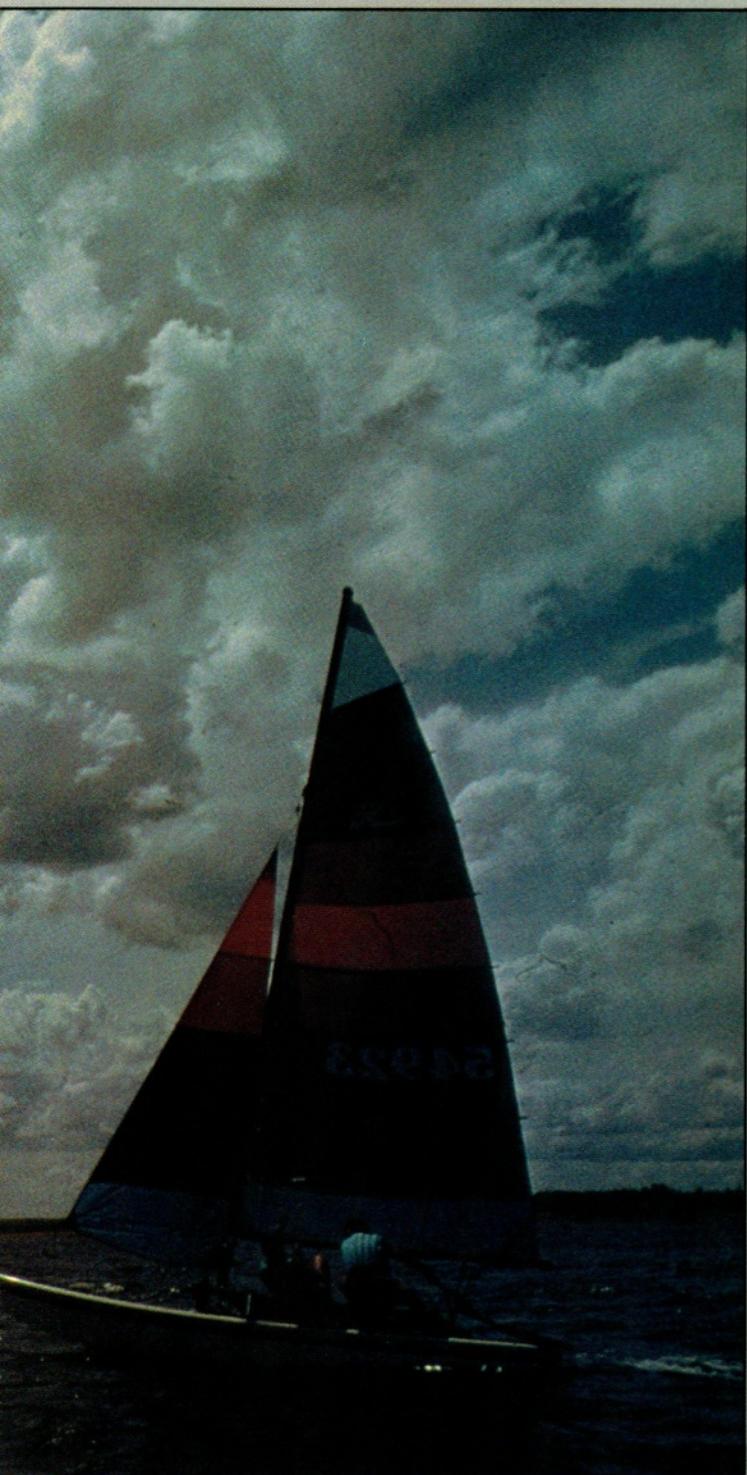
Fun for other Hobie sailors often means finding that special out of the way place to sail. Sometimes the wind is what attracts them to these nooks and crannies of the world. Other times, the conditions are secondary to the solitude and sense of peace they achieve by escaping the normal sites.

Hobie sailing and South Dakota seem to have discovered each other. With the help of the Army Corps of Engineers, the state has been blessed with more coastline than the entire state of California. Facilities are good, and the South Dakota Hobie fleet is very active.

“As South Dakotans travelling throughout the nation, it is our perception that many, if not most Americans consider our state to be a prairie, which it is, and that we still use “Prairie Schooners” (covered wagons) to get around,” says Jay Newberger, a Hobie fleet member from the state’s capitol of Pierre. “Few people realize that our prairie schooners are Hobie Cats and that a sailor’s paradise is located in the middle of the prairie.”

Prairie winds fill sails and prairie skies provide a breathtaking backdrop for sailors. An aerial view of the water near the state capitol, is proof of Newberger’s assertion that South Dakota gives Hobie sailors a “unique Hobie sailing experience.”

So can Alder Lake near Elbe, Wisconsin. In this case, the wind and the size of the lake seem to have little to do with why Fritz Braun is attracted to this area. Rather, it’s the natural beauty which draws sailors to this lake. If the wind happens to be good, so much the better. America is dotted with thousands of lakes such as this. It could take the intrepid Hobie explorer years to discover just a fraction of the total.



J. Elliott



Fritz Braun



Of course, some Hobie sailors demand the excitement that they know their boats can give them. One such group is fleet 30 in Southern California. This fleet holds an annual "Catalina Cruise" from the harbor of San Pedro near Los Angeles across 26 miles of open waters to Catalina Island. It is a well organized crossing which features a myriad of safety precautions including



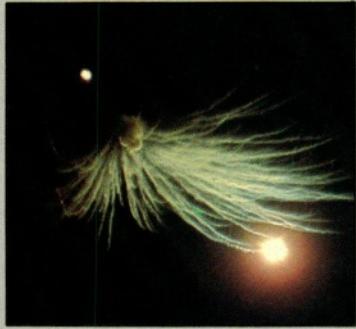
Leslie Irvin



David Kolahi

the use of chase boats and flyovers by Coast Guard helicopters.

The cruise, which is not a race, gives the sailors the thrill of navigating their way across the channel plus giving them the opportunity to shop and play in the town of Avalon. The event adds up to a terrific weekend for all the participants.



Leslie Irvin

Many people in the Hobie fraternity bought their boats and joined fleets to be a part of something special and to enjoy the company of others that share the same interest. A convivial atmosphere surrounds the scene when Hobie sailors appear. Many enthusiasts have found that Hobie parties are an excellent way to get together for an evening or a weekend. In a departure from the usual barbecue or cocktail party, many are sailing their Hobies to a favorite part of a lake or bay and holding the party there. Of course, refreshment is always a key feature. Toward that end, fleet 130 of Penticton, British Columbia has developed a recipe for "Hobie Hot Wine." 



Robert Brown



Robert Brown

## H O B I E H O T W I N E

### INGREDIENTS

- 1 Gallon Dry White Wine
- 3 Oranges
- 3 Lemons
- 3 Grapefruit
- 100 Whole Cloves
- 2 Cups Demorera Sugar
- ½ Tsp. Cinnamon

### UTENSILS

- 1 Large Pot

Using the whole cloves inbed them into the Grapefruits. Bake the fruit in roasting pan for 1 hour at 300 F. This makes the fruit juicy. Cut fruit into halves. In a large pot combine the gallon of wine, the cut up fruit, sugar and cinnamon.

Warm slowly and allow 1 to 3 hours for mixture to stew.

**CRITICAL**—Do not allow this mixture to boil during the steeping procedure.

Keep your lid on the pot this will help to contain any escaping alcohol fumes.

Let good friends warm your heart.

Let our Hobie Hot Wine warm your chill's.



Robert Brown

# MIDWINTERS WEST '84

## BEACH BLANKET BINGO GOES MEXICAN

"I've been here since the end of January," said a man standing on the beach in San Felipe, Mexico. "I called home to talk to my girlfriend in Boise. She said it was 28 degrees there. I said there was a Hobie Cat regatta coming down here that I had to stay and watch. She understood until I told her that next month an enduro race was coming through here and I'd probably want to see that too. I'm not sure if she's still my girlfriend."

The small seaside town of San Felipe, situated on the western coast of the Gulf of California, has the ability to attract and keep hold of visitors. The crowd of Hobie Cat sailors from as far away as Wyoming and Seattle who attended one of the largest Hobie events in history on the weekend of March 10-11, were drawn to this short stretch of beach with the lure of warm weather and warm people and the added attraction of very competitive sailing. They were not disappointed despite the wind's reluctance to show itself on the first day.

Just as all roads led to Rome in the days of the Caesars, all roads to San Felipe lead through the twin cities of Calexico on the U.S. side of the border and Mexicali on the Mexican side. On Thursday and Friday, these towns were inundated with Hobie Cats. They seemed to crawl through the streets and inch their way up to the pumps at gas stations like the column of an advancing army. Two sailors, Judy and Ron Valdez of fleet 156, came all the way from Casper, Wyoming.

"Hey buddy," shouted one startled citizen of Calexico, "What the hell are all of you people doing anyway? I never saw so many of these things at one time in my entire life." He was not alone. Many Hobie sailors had never seen so many boats travelling together. They had yet to see the crowd of boats on the Mexican beach.

Just a few miles outside of Mexicali, on a road in surprisingly good shape after the winter flooding of a year ago, the Mexican desert opens up like a rolling panorama of colorful plant and wildlife. Long-necked water fowl and pink rock formations make the 120 mile drive from the border to San Felipe seem like a short trip through a natural history museum. Blooming ocotillo

## MEXICAN



Robert Brown

BY BRIAN ALEXANDER

bushes, sand dunes and marshland line the side of the sparsely travelled highway.

On the approach to San Felipe however, signs begin to sprout out of the desert promising everything from cervezas frias or cold beer to campgrounds with names like Hawaii Beach and Campo Live and Let Live. The main attraction on this stretch of road has got to be the world renowned San Felipe Zoo. The zoo, built according to the hubcaps on wooden shack school of architecture, boasts several rattlesnakes and assorted other exotic desert creatures. Of course, there are also signs directing drivers to the village of San Felipe itself which, no matter where you are located along the road, is always "ten miles" away.

On this weekend, the truest test of the proximity of San Felipe was the sight of masts on the beach. By Thursday afternoon, there were at least 150 boats rigged and ready to sail and more were arriving every few minutes with hope of setting new records in Friday's scheduled speed trials. By the time night fell, more than 200 crews had arrived.

There's only one thing for that many Hobie Cat sailors to do on a long weekend in Mexico during the night and that's party. Dinner at George's was the plan of attack for most. George's is one of those places in Mexico that is used to seeing Americans. They even have the "Hobo Joe's" plates to prove that they are acquainted with the finest in American dining.

The waiters were in particularly good form. They slid across the floor with the dexterity of Lou Brock and managed to drop their loads of shrimp and carne asada directly in front of the right person almost every time. As the margaritas flowed, and the crowd grew larger, the staff realized that surrender was the only option. They stood back with arms folded across chests and shook their heads with amusement.

Those who didn't make it to George's relied on their own cooking abilities. Elaborate assemblages were constructed outside of hotel rooms and campsites and field kitchen gourmets went to work creating new uses for food with sand in it.

Friday dawned to be the type of day that



Robert Brown



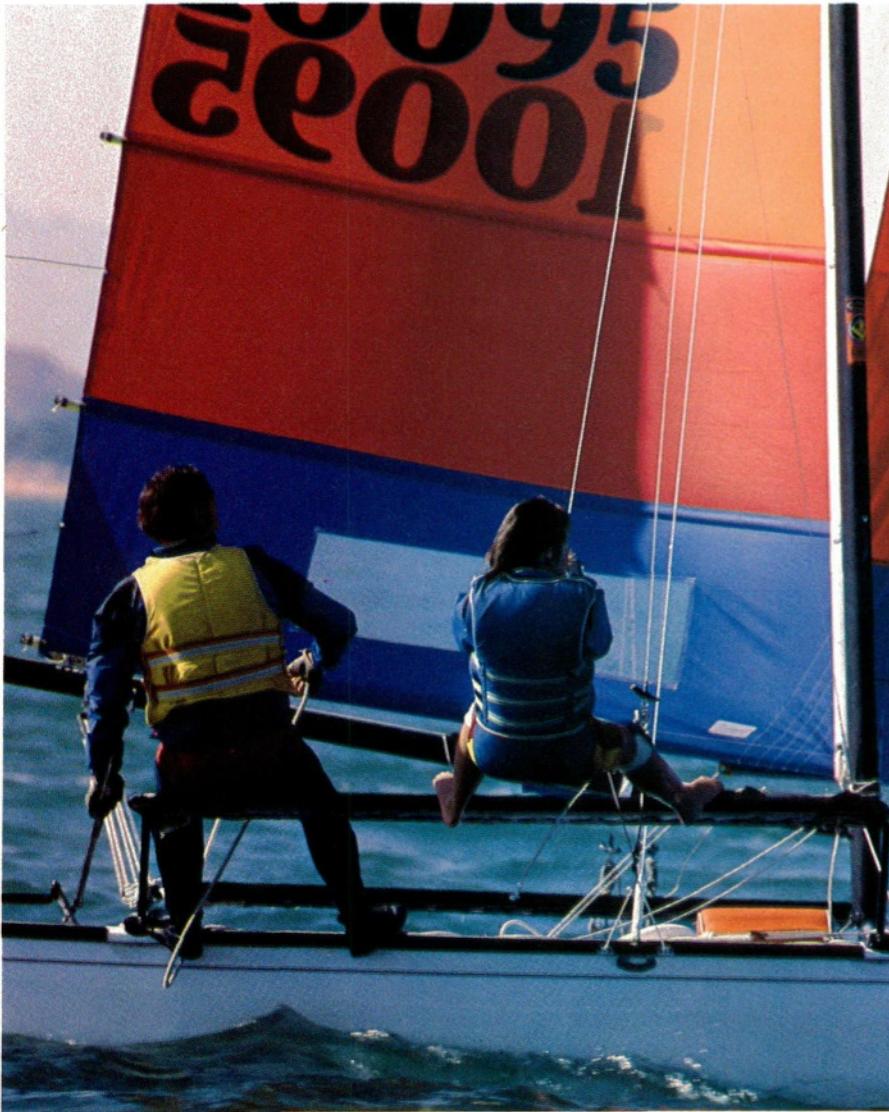
Robert Brown



Guy Mott



Guy Mott



Robert Brown

For those who feel variety is the spice of life, there was certainly a lot of spice in the wind conditions at Midwinters. Things progressed from still in the water to double trapping. In the case of Allen Eaton and Robbie Bienemann on their *Magnum* (above), double trapping meant a little more effort from the crew than the skipper.

Sailors who couldn't make it off the beach for lack of wind discovered that it is possible to buy everything from dresses to burritos to baskets on the sands of San Felipe.



Robert Brown

people from colder regions of the west had in mind when they tried to talk their wives into driving to this little town in a foreign country at least a hundred miles from the nearest McDonalds. The sun was hot, the beach was beautiful. The only thing missing was wind. By midday, the marks had been set, Wayne Schafer's racing clinic was over, and the water looked like glass. There would be no speed trials. The scene turned into a day at the beach and observers felt that most of the sailors were just as happy to sit in the sun and work on the first burn of the year as they would have been if they were sailing.

"Each time I roam"  
Chicago is  
Calling me home,  
Chicago is . . ."

Sinatra was in good form. His voice could be heard all the way past the two policemen working on their second beer and the small girl wandering the beach looking for customers who would buy her tamales. The sun was at its zenith and the entire beach had given up any thought of sailing. Annette Funicello and Frankie Avalon went to Mexico and ended up at a Hobie regatta.

Annette and Frankie go out on the town. In Casablanca, it was Rick's Cafe American. In San Felipe, it's the Miramar. The international intrigue isn't quite the same, and there's no piano player, but it is in a foreign country and there is a jukebox. For a mere "two American dollars," you get a "free" beer and a night you may never forget.

By Saturday morning, the gathered sailors were ready to race. The skipper's meeting was held, the marks were set, but the wind was still incognito. Sandy Banks delayed calling the boats off the beach until a small breeze began to fill. It looked as though everything was finally going to get off the ground.

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By the time the boats had gathered near the start line, the wind was cooperating enough so that a race, a light air race, but a race never-the-less, could begin. The 18A fleet got off first without incident, but all eyes were on the upcoming 16A start which promised to resemble something akin to the demolition derby with so many boats and so many aggressive sailors at the helm. The first attempt at a start resulted in a general recall but the second went smoothly with Jeff Alter sneaking over the port side of the line to take the early lead. The other classes all seemed to get their starts off on both the north and south courses. (The south course was sailed by 16A and B, 18A and B and the new magnum class. The other Hobie fleets, 14A, B and Turbo; 16C and novice; and 18 novice, sailed the north course.)

The wind proved it can be very fickle. Just as all the races were started, it began to die. When it looked doubtful that all the skippers would be able to complete their races within the month, Banks made the decision to finish all classes, except the 16A and 18A fleets, at B mark.

"Have mercy," shouted some Hobie 16 sailors as they tried to round the mark without drifting into it.

"Hey," shouted Alan Egusa, "after the fourth time around, do you get to just go ahead? Does it count?"

The sun was hurling its last rays over the mountains to the west of San Felipe as the last of the Hobie sailors paddled, drifted and swam their way into the beach. It looked like a margarita night.

A Mexican style fiesta was waiting poolside at the El Cortez for the stragglers who made it into the beach as night fell. Rice, beans, shrimp and fish along with beer, pop and margaritas satisfied those sailors who were frustrated at the lack of wind and those who could care less

*Continued on page 73*

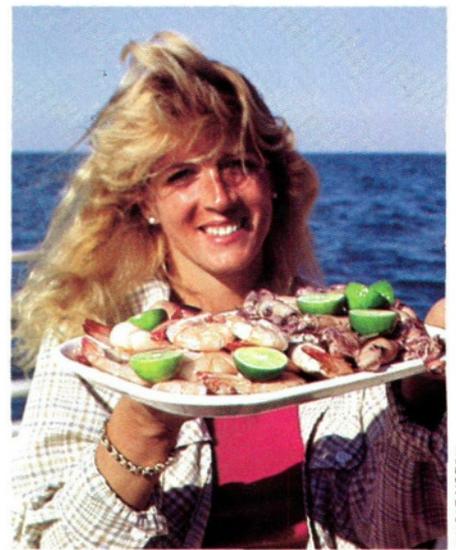


Robert Brown



Robert Brown

Nobody can say that Hobie regattas aren't colorful . . . There's the look of concentration on the faces of sailors trying to negotiate the light air and glean maximum performance out of minimum power. And how many people do you know who can twirl a rope around their bodies while lying down and drinking a bottle of Corona? Even the food is colorful. Shrimp and squid are just some of the delicacies that San Felipe has to offer.



Robert Brown

# HOBIE RACING

MAY/JUNE 1984

**IN THIS SECTION:**

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



Mike Harker

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## WORLD HOBIE CLASS ASSOCIATION

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*Racing Editor / Michele Krcelic*

*Regatta Schedule / Rose Roberts*

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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

May 3-6	<b>E.A.L.H.H.C.F.F.R.R.</b> Lake Havasu City, Arizona	H.C.A. 619/758-9100
May 18-20	<b>Northeastern Championships</b> Onieda Shores Park, New York	South Bay Sails 315/699-7985
May 26-28	<b>Mid-Americas</b> Lake Texoma, Texas	Dan Schlig 214/271-5225
June 16-17	<b>Atlantic Coast Championships</b> Virginia Beach, Virginia	Matt Healy 804/464-9438
June 23-24	<b>Clementine's Saloon Mid-Easterns</b> South Haven, Michigan	Chris Sundberg 616/345-9480
July 4-8	<b>Canadian Nationals</b> Venise en Quebec, Canada	Mario Dollan 514/353-4750
July 28-29	<b>Northwest Championships</b> Yale Lake, Washington	Ken Marshack 503/661-6114
August 26-September 1	<b>Hobie 16 U.S. National Championships</b> Isle of Palms, South Carolina	H.C.A. 619/758-9100
September 23-29	<b>Absolut Vodka Hobie 18 U.S. National Championships</b> Sight to be announced	H.C.A. 619/758-9100
October 7-13	<b>Absolut Vodka Hobie 16 World Championships</b> Ft. Walton Beach, Florida	H.C.A. 619/758-9100
October 18-21	<b>Absolut Vodka Hobie 14 U.S. Women's Turbo National Championships</b> Jensen Beach, Florida	H.C.A. 619/758-9100
October 25-28	<b>Absolut Vodka Hobie 14 U.S. Open Turbo National Championships</b> Jensen Beach, Florida	H.C.A. 619/758-9100
October 30-November 4	<b>Absolut Vodka Hobie 14 U.S. Open National Championships</b> Jensen Beach, Florida	H.C.A. 619/758-9100
February 9-17, 1985	<b>Third Hobie 18 World Championships</b> Port MacQuarie, N.S.W., Australia	H.C.A. 619/758-9100

## FLEET DIRECTORY

The following Fleet Location listing is based on material received as of March 26, 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 (see Fleet By-laws, Part V) to: Hobie Class Association, c/o Rose Roberts, P.O. Box 1008, Oceanside, CA 92054. ALL 1984 OFFICERS' LISTINGS ARE DUE NOW!!! DON'T MISS OUT ON THE UPCOMING NEWSLETTER BECAUSE YOUR MAILING ADDRESS IS OUT OF DATE!

+ Inactive

\* Have not received 1984 Officers yet (these were due in January 1984)

\*\* 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 1984 year.

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Bill Krull	Dana Point, CA	2	26.	Mike Millitorn	Indianapolis, IN	10
2.	Dave Giguere	Auburn, CA	3	27.	Bob Bridgman	Wichita, KS	14
3.	Charlie High	Long Beach, CA	2	28.	Art Simms	Natick, MA	12
4.	Greg Brown	San Diego, CA	2	29.	Mark Londree	Merced, CA	3
5.	Jack Bowerfind	Clearwater, FL	8	30.	Neil Brady	Riverside, CA	2
6.	Robert Foote	Kailua, HI	1	31.	Gil Knorr	Brookfield, CT	12
*7.	George R. Martin	Pasadena, CA	2	*32.	Robert N. Taylor	Virginia Beach, VA	9
8.	Tommy Delesandri	Houston, TX	6	*33.			
9.	Ralph H. Stallcup	Lake Charles, LA	6	*34.	Scott Baker	North Palm Beach, FL	8
10.	Larry Stayner	Clear Lake, IA	7	35.	Rick Cumbly	Pensacola, FL	15
*11.	Robbie Brice	Orlando, FL	8	36.	Jolena Plaut	Miami, FL	8
12.	Cary Heefner	Decatur, GA	9	37.	Gary Baker	Bellingham, WA	4
13.	Ralph Weir	Spokane, WA	4	*38.			
*14.	Paul Ulibarri	Seattle, WA	4	39.	Denny Siquefield	Bradenton, FL	8
15.	Bill Johnson	Ventura, CA	2	40.	Chris Sundberg	Richland, MI	10
@16.	Ken Dawson	Big Bear Lake, CA	2	41.	Kenny Boudreaux	New Orleans, LA	15
17.	Jim Gustin	Citrus Heights, CA	3	42.	Mike Weill	Tampa, FL	8
18.	John R. Medler	Ypsilanti, MI	10	*43.	Jacque Myers	Tallahassee, FL	15
*19.				*44.	Rich Robbie	Ft. Lauderdale, FL	8
20.	Mike Sowers	San Jose, CA	3	45.	Edward LeGrand	Cocoa, FL	8
21.	Ray Bray	Modesto, CA	3	46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.
*22.	Mike Kristiansen	St. Albert, Alb., Canada	4	47.	Steve Campbell	Cincinnati, OH	10
23.	Bill Kocsis	Dallas, TX	14	48.	Tom Nelson	Albuquerque, NM	5
24.	Wally Myers	Ocean City, NJ	11	*49.	Tom Creed	Clear Lake, MN	7
25.	Allen Bates	Tulsa, OK	14	50.	Bob Kaphammer	Loveland, CO	5

# FLEET DIRECTORY

HOBBIE RACING

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*51.	Dick Arendsen	Las Vegas, NV	2	+174.	Steve Dixon	Albemarle, NC	9
52.	Dan David	White Bear Lake, MN	7	175.	Ed Ogden	Mohnton, PA	11
*53.	Ernie Johnson	Isle of Palms, SC	9	+176.	Grey Ganz	Hitchcock, TX	6
*54.	John McLaughlin	Baltimore, MD	11	177.	Lynn Stone	Port Walton Beach, FL	15
55.	Al Schweizer	Baton Rouge, LA	15	*178.	William Addington	Hong Kong	Inter.
56.	Jim Adelman	Weston, CT	12	*179.	Berry Bernbaum	Woodland Hills, CA	2
*57.	Dean R. Stordahl	Los Angeles, CA	2	180.			
58.	Richard Seleno	Jackson, MI	10	+181.	Tom Baldauf	Kingshill, St. Croix, USVI	13
59.	Louis Greisemer	Springfield, MO	7	182.	Gary Francis	Whitby, Ont., Canada	16
60.	Tom Harper	Sandusky, OH	10	183.	Stephen Treadwell	Milton, VT	12
61.	Walt Fite	Denver, CO	5	+184.			
*62.	Bob Kinnear	Clowis, CA	14	*186.	Stanley Pastore	Rowayton, CT	12
63.	Phil Trotter	Norman, OK	14	*187.	Denis Renaud	Montreal, Quebec, Canada	12
64.	Don Schnorr	Austin, TX	6	188.	Mike McGinnis	Tampa, FL	8
65.	Mark Schleckser	Shore Acres, NJ	11	*189.	Bill Sakovich	CHRB, Saipan, C.M., Guam	Inter.
66.	Pete Wolcott	Scottsdale, AZ	2	190.	Warren Kaplan	Linwood, NJ	11
*67.	Mary Tuckett	Salt Lake City, UT	5	*191.	Pete Richardson	Greensboro, NC	9
+68.				192.	Red Phipps	Omaha, NE	7
+69.				193.	Gary Nichols	Eugene, OR	4
70.	D. A. Rogers	Ocean Springs, MS	15	194.	Mark Pierner	Vallejo, CA	3
*71.	Lenny Carey	Key West, FL	8	195.	Rick Parsons	Richland, WA	4
72.	Ken Marshack	Portland, OR	4	196.	Bill Davenport	Rockville, MD	11
*73.	Bill Hiller	Northfield, NJ	11	*197.	Jane Heck	Rockport, MA	12
+74.				198.	Charlie Ellis	Rapid City, SD	7
75.	Jim Holst	Tamuning, Guam	Inter.	*199.	John W. Grosskopf III	Carbondale, IL	10
76.	Lee McDonald	Fairhope, AL	15	200.	Barry W. Barnes	Norfolk, VA	9
*77.	John Wright	Vail Lake, CA	2	201.	Mark Wittrup	Escanaba, MI	7
+78.				*202.	Paul Johnson	Reno, NV	3
*79.	Dick Wass	Pago Pago, American Samoa	Inter.	203.	Terry Demaline	Brewerton, NY	16
80.	Judd Dando, Jr.	Daytona, FL	8	*204.	Susan Farris	Clearlake, CA	3
+81.				*205.			
*82.	T. Wapole	Guelph, Ont., Canada	10	+206.			
83.	Bob Curtis	Rock Hill, SC	9	+207.	Drake Barber	Fairfield, CT	12
*84.	Kim Brittain	Des Moines, IA	7	208.	Rick Bolduc	Amesbury, MA (located in NH also)	12
85.	Dick Armstrong	Columbus, OH	16	209.	Roger Bristol	Olivet, MI	10
86.	Jim Hoag	Elmira, NY	16	210.			
*87.	Steve Cary	San Rafael, CA	3	+211.			
*88.	Bill Pawlowski	Lake Havasu City, AZ	2	+212.			
89.	Mike Griffie	Mishawaka, IN	10	+213.			
*90.	Tricia Starkey	Winnipeg, Man., Canada	7	*214.	Pat Lloyd	Vancouver, B.C., Canada	4
91.	David Cregar	Fort Worth, TX	14	215.	Tom Newport	Cedar Rapids, IA	7
92.	Mike O'Connell	Charlotte, NC	9	216.	Jack Keldenich	Marion, IN	10
93.	Bill Groves	Lafayette, LA	15	217.	David Carter	Chattanooga, TN	9
+94.				*218.			
*95.	Frank Thomson	Bothell, WA	4	*219.	Billy Joe Crider	Marion, KY	10
+96.				+220.			
97.	Terry A. Hanchey	Henderson, NC	9	221.	Ed Bush	Richmond, VA	9
98.	Frank Nowicki	Clear Lake, Man., Canada	7	222.	Rod Nixon	Pacific Grove, CA	3
99.	Bill Dornay	Corpus Christi, TX	6	*223.	Thomas S. Zalewski	Wausau, WI	7
100.	Jerry Valleciullo	Salterpath, NC	9	+224.			
*101.	Richard Johnson	Wilmington, NC	6	*225.	Scott Rankin	Mattoon, IL	10
102.	Jibber Terheggen	Brownsville, TX	6	226.	Steven L. Tubbs	Anchorage, AK	10
103.	Mac Hasvold	Sioux Falls, SD	7	227.	Peter DeHueck	Pierre, SD	7
+104.				*228.	Joe McKeag	Erie, PA	16
105.	Jerry Elliott	Boise, ID	4	229.	Patrick Babiaiz	Remsen, NY	16
*106.	John Rawlins	Steamboat Springs, CO	5	+230.			
*107.	Albert Alme	Papeete, Tahiti	Inter.	*231.	Rich McNeill	S. Windham, ME	12
*108.	Jerry Teichma	Muskegon, MI	10	232.	Glenn Fontenot	Beaumont, TX	6
109.	Milt Dinhofer	Great Neck, NY	12	*233.	Cheryl Stone	Mazatlan, Mexico	Inter.
*110.	Jim Frank	Victoria, TX	6	234.	Scott Levanway	Millville, NJ	11
111.	Richard Brew	Jacksonville, FL	8	235.		Jackson, MS	15
+112.				+236.			
*113.	Joe Thompson	Freeport, Grand Bahamas	Inter.	237.	Rob Miller	Sarnia, Ont., Canada	10
+114.				238.	Ron Heiss	Mayfield, NY	16
115.	David A. Hutchings	Wilmette, IL	10	239.	Tom Davis	Akron, OH	10
*116.	Eric Hull	Winter Haven, FL	8	240.	Bolder Crewell	Bolder Creek, CA	3
*117.	Jake Taber	Grand Rapids, MI	10	*241.	David Nigus	North Little Rock, AR	14
*118.	Dave Plum	Tyler, TX	14	*242.	Rick Sullivan	Saskatoon, Sask., Canada	4
119.	Jack Knooren	Angola, NY	16	*243.	Jane Loquasto	Grand Island, NY	16
120.	Robert Self	Panama City, FL	15	*244.	Charles C. Power	Myrtle Beach, SC	9
+121.				245.	Jon Edblom	Durango, CO	5
122.	Walter Cabral	Portaleza, Ceara, Brazil	Inter.	246.	William Kingston	Grand Rapids, MN	7
123.	Dan Gallagher	St. Louis, MO	10	247.	John Harden	Rondeau Bay, Ont., Canada	10
124.	Dick Osmun	Bayport, NY	12	248.	Terry Brown	Union Lake, MI	10
*125.	Eric K. Peterson	Lake Poinsett, SD	7	+249.			
126.	Tim Terrell	Chesterton, IN	10	*250.	John W. Sullivan	Sandy Hook, NJ	11
127.	Gene Soule	Vero Beach, FL	8	*251.	Noel Neiswonger	Lawton, OK	14
*128.	Mike Minerva	San Antonio, TX	6	*252.	Brian Dunlop	Lami, Fiji	Inter.
*129.	William Fretz	Thunder Bay, N. Ont., Canada	4	*253.	Robb Naylor	Dhahran, Saudi Arabia	Inter.
*130.	Bruce Machtaler	Penticton, B.C., Canada	14	*254.	Samuel Applegate	Benajji, MN	7
131.	Toney Douglas	Oklahoma City, OK	13	255.	Tim Goslin	New Albany, IN	10
*132.	Dave Strange	Kalimantan Timur, Indonesia	Inter.	256.	Phillip M. McRoy	Grand Island, NY	16
*133.	Rafael Mediavilla	Isla Verde, Puerto Rico	15	257.		Washington, NC	9
134.	Bruce Wright	Memphis, TN	15	+258.			
135.	Deborah Cox	Hewitt, NJ	12	259.	Bill Gerblich	Arroyo Grande, CA	3
136.	Joel Marcus	Enfield, CT	12	260.	Charles A. Benner	Jensen Beach, FL	8
137.	Jay Sutton	Hopatcong, NJ	11	261.	Robert Woodward	Victoria, B.C., Canada	4
*138.	Manfredo Topke	Guatemala, Guatemala	Inter.	+262.			
+139.				263.	Ron Rubadeau	Kelowna, B.C., Canada	4
*140.	Richard Owen, Sr.	Levittown, PA	11	+264.			
*141.	Ron Woodcock	Columbia, SC	9	+265.			
142.	Dave Resch	Louisville, KY	10	+266.	Hal Savage	Philadelphia, PA	11
*143.	Ron Marcisak	Seaford, NY	12	267.	Sam Smith	Lubbock, TX	14
*144.	Ric Balesky	East Lansing, MI	10	268.			
145.	John Bracken	Ft. Smith, AR	14	+269.			
146.	Neal R. Denison, Jr.	Wichita Falls, TX	14	270.	Bill Pagels	Newark, DE	11
+147.				271.			
*148.	John Owen	Bangkok, Thailand	Inter.	272.	Tom Burrows	Florissant, MO	7
149.	Tom George	Blue Springs, MO	7	273.	Tony Wong	Manila, Philippines	Inter.
150.	Bob MacKenzie	Orillia, Ont., Canada	16	+274.			
151.	Art Clark	Decatur, IL	10	+275.			
*152.	Bob Duncan	St. Simons Island, GA	8	276.	Ken Mette	Roseville, MI	10
153.	L. Kenny Duffield	Gainesville, FL	8	277.	Stan Muse	Birmingham, AL	15
+154.				*278.	Lionel Conacher	Cambridge, Ont., Canada	16
*155.	Gerald D. Knierum	Brooklyn, MI	10	279.	Larry Van Tuyl	Ann Arbor, MI	10
156.	Woody LaValle	Casper, NY	5	280.	Jim Stevenson	Stockton, CA	3
+157.				281.	Len Chesmore	Santa Rosa, CA	3
158.	James V. Kelly	Springfield, IL	10	*282.	Scott Brubaker	Birmingham, MI	10
*159.	Steve Rice	Grand Junction, CO	5	283.	Ann Galluzzo	Springfield, OH	10
*160.	Roy Underwood	Bryan, TX	6	*284.	Robert L. Ryan	West Liberty, OH	9
*161.	Jane Kittner	Waco, TX	14	*285.	G. J. deVries	Curacao, Netherlands, Antilles	Inter.
+162.				286.			
*163.				*287.	Jim A. Brisbois, Jr.	Saginaw, MI	10
164.	Rick Harper	Seneca, SC	9	288.	Dennis Henderson	Marquette, MI	10
*165.	Ollie Fredrick	Mahtomedi, MN	7	289.	Carlos Aquilo E.	Santo Domingo, Dominican Repub.	Inter.
166.	Rick Buchanan	Oceanside, CA	2	290.	Sue Davis	Union Hall, VA	9
*167.	Dennis Woods	Bakersfield, CA	2	*291.	John Murray	Yankton, SD	7
168.	Gerald Jenkins	Rapid City, MI	10	*292.	Al Balazovic	Traverse City, MI	10
+169.				293.	Dave Chick	Bathurst, N.B., Canada	12
*170.				294.	Joe Short	Savannah, GA	9
171.	Steve Amador	Ann Arbor, MI	10	*295.	James Moyer	Rochester, NY	16
172.	Brian Price	Ganonoque, Ont., Canada	16	+296.			
+173.				*297.	Dick Wichman	Emporia, KS	7

# FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION	
*298.	Dave Milne	Ottawa, Ont., Canada	16	+456.				
299.	Larry Armstrong	Fredrickton, N.B., Canada	12	457.	Vaughn Costa	Brownwood, TX	14	
300.	Jay Vestal	Westerville, OH	10	458.	Luis Lerdo de Tejada	Mares, Spain	Inter.	
				459.	Salvador Barrachina	Castellon, Spain	Inter.	
301.	Manfred Dangel	Munich, Germany	Europe	460.	Carlos Hernandez	Sevilla, Spain	Inter.	
302.	Sandro Michelangeli	Bracciano, Italy	Europe	461.	Raul Moreira	Portugal	Inter.	
303.	Alain Saurat	St. Malo, France	Europe	+462.				
304.	Ruud Visser	Zandvoort, Holland	Europe	463.	Fred Jodts	Titusville, FL	8	
305.	Bram Lussenburg	Hoek v., Holland	Europe	+464.				
306.	Chris Minee	Katwijk, Holland	Europe	465.	C. Everett Thompson	Elizabeth City, NC	9	
307.	Jan Van Spellen	Schreeveningen, Holland	Europe	466.	Diane Charles	Pymatuning, PA	11	
308.	Jan Wijker	Egmond, Holland	Europe	+467.				
309.	Guy Pasquier	Toulon, France	Europe	468.	Boyd Bass	McAlester, OK	14	
310.	Sigurd Maxwell	Geneva, Switzerland	Europe	+469.	Poncho Limon	San Felipe, Mexico	Inter.	
311.	M. Harrin	Nantes, France	Europe	470.	Jack Bruckner	Whitefish, MT	4	
312.	Jean-Pierre Foucauld	Hyeres, France	Europe	+471.	Claus C. Nimb	Christchurch, New Zealand	Inter.	
313.	Marc Gattier	Le Havre, France	Europe	472.	Scott J. Schuppe	Madison, WI	7	
314.				473.	Dieter Bromkamp	Miantic, CT	12	
315.	Helmut Jakobowitz	Vienna, Austria	Europe	+474.	Dr. Charles Bendixen	Spirit Lake, IA	7	
316.	Martin Schuitema	Wassenaar, Holland	Europe	475.	Scott Russell	Storm Lake, IA	7	
317.	Dierk Reinhardt	Hamburg, Germany	Europe	+476.	Jim Murray	Leesburg, IN	10	
318.	Michael Rust	Bremen, Germany	Europe	477.	Neal D. Houx	Tahoe City, CA	3	
319.	Heiner Knopp	Krefeld, Germany	Europe	+478.	Debbie Blackburn	Walker, MN	7	
320.	Claude LeRoux	Metz, France	Europe	479.	Mike Stevens	Kahului, Maui, HI	1	
321.	Guy Delmas	Lacanau, France	Europe	480.	Gary Doty	Cordova, IL	7	
322.	Helmar Hubli	Zurich, Switzerland	Europe	481.	Chuck Bruckemiller	New Lisbon, WI	7	
323.	Colin White	Plymouth, England	Europe	482.	James T. Walrath	Puget Sound, WA	4	
324.	Joseph Perrissaguet	Ban Saint Martin, France	Europe	483.	Miquel Soldevila	Beni-Orn, Spain	Inter.	
325.	Rinus Van de Haak	Noordwijk, Holland	Europe	484.	Bruce T. Johnston	Montgomery, AL	15	
326.	Osten Nilsson	Hollviksnas, Sweden	Europe	+485.	Jane Brown	Elkhart, IN	10	
327.	Jurgen Klein	Mannheim, Germany	Europe	486.	Dean Tyler	Abilene, TX	14	
328.	Pierre Molia	Biarritz, France	Europe	487.	Geoffrey Monsen	Seria, Brunei	Inter.	
329.	Walter Steiner	St. Gallen, Switzerland	Europe	488.	Richard L. Rymer	Pewaukee Lake, WI	7	
330.	Erik Hienstaedt	Copenhagen, Denmark	Europe	489.	Rudo Rivers & Manitowoc	Edo. Mueva Esparta, Venezuela	Inter.	
331.	Dario Soresina	Milan, Italy	Europe	+490.	Ubaldo Tacconelli	Trinidad, West Indies	Inter.	
332.	Bino Bari	Pisa, Italy	Europe	491.	Will Pulsford	Singapore, Republic of Singapore	Inter.	
333.	Fred Paasch	Alsen, Denmark	Europe	492.	Jose L. Marti	Muscat, Gulf of Oman	Inter.	
334.	Peter Jannack	Hamburg, Germany	Europe	493.	Mike Rea	Doha, Qatar, Arabian Gulf	Inter.	
335.	Friedrich Schiebel	Vienna, Austria	Europe	494.	John W. Ingham	Longview, TX	14	
336.	Erich Minarik	Graz, Austria	Europe	495.	Brad Kelsey	Seabrook, NH	12	
337.	Rene Bos	Zandvoort Nord, Holland	Europe	+496.	Nick Kaleris	London, Ont., Canada	16	
338.	Serge LeCouteur	Cadix, France	Europe	497.	Rick Tinga	Kanagawaken 250, Japan	Inter.	
339.	Jean-Marc Niedergang	Montpellier, France	Europe	498.	Masahiko Ozeki	Saitama-ken 350, Japan	Inter.	
340.	M. Chincholle	La Rochelle, France	Europe	499.	Moriyasu Murase	Libreville, Gabon	Inter.	
341.	Werner Wittwer	Morges, Switzerland	Europe	500.	Russ Trowbridge	Tokyo, Japan	Inter.	
342.	Don Findlay	Stafford, England	Europe	501.	Ajiro Hirayama	Brigantia, NJ	11	
343.	Bram Van Straalen	'S-Gravezande, Holland	Europe	502.	Fred Sponzel	Athens, Greece	Inter.	
344.	Denis Auckenthaler	Cannes, France	Europe	503.	John Smal	Cadillac, MI	10	
345.	Mario Businco	Cagliari, Sardinia	Europe	504.	Jerry Nilsson	Ogden Dunes, IN	10	
346.	Manolis Ballas	Rhodos, Greece	Europe	505.	Henry Kazmier	Caringbah, NSW, Australia	Inter.	
347.	Xavier Kieffer	Ajaccio, Corsica	Europe	506.	Craig Findlay	Kanagawa Prefecture, Japan	Inter.	
348.	Donald Aubin	Munich, Germany	Europe	507.	Masami Kozuge	N. Myrtle Beach, SC	9	
349.	Klaus Wegner	Cologne, Germany	Europe	508.	Paul Ricketts	Malvern, AR	14	
350.	Rainer Kellermann	Baldeneysee, Germany	Europe	509.	T. Marc Dickenson	El Dorado, KS	14	
351.	Karl-Fried. Hesemann	Gooimeer, Germany	Europe	510.	Dennis Patterson	Abudhabi, UAE	Inter.	
352.	Michael Schwindt	Wiesensee, Germany	Europe	511.	Chris Loat	Wellington, New Zealand	Inter.	
353.	Dirk Jan Kamm	Goolmeer, Holland	Europe	+512.	Graham Webby	Friedrich Niederquell	Germany	Inter.
354.	Georges Daniele	Marseille, France	Europe	513.	Bert Wells	Tucson, AZ	2	
355.	Robert Rives	Toulouse, France	Europe	514.	Charles Leekley	Excelsior, MN	7	
356.	Wolfgang Listl	Nurnberg, Germany	Europe	515.	Tom Yorty	Pohick Bay, VA	11	
357.	Christopher Maquin	Dunkerque, France	Europe	516.	Nigel King	Turkey Point, Ont., Canada	16	
358.	Maurizio Juris	Venice, Italy	Europe	517.	Max Westwater	Cheung Chau, Hong Kong	Inter.	
359.	Domenico De Toro	Rome, Italy	Europe	518.				
360.	Reiner Seelen	Sonsbeck, Germany	Europe					
361.	Freidhelm Weller	Bunde, Germany	Europe					
362.	Ctefan Griesmeyer	Bavaria, West Germany	Europe					
400.	Stuart Ravary	Toledo, OH	10					
401.	Jay Terrell	Shreveport, LA	6					
*402.	Gerald E. Smith	Lagos, Nigeria	Inter.					
*403.	Jim Trask	Lynn, MA	12					
404.	Douglas Meyer	Angola, NY	16					
405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.					
+406.								
407.	Ed Teske	Humble, TX	6					
+408.								
+409.								
+410.								
411.	Ken Farnar	Dubai, United Arab Emirates	Inter.					
*412.	John Pearman	Jeddah, Saudi Arabia	Inter.					
*413.	Wayne Fischer	Green Bay, WI	7					
*414.	Bill Petraitis	Conneaut Lake, PA	11					
*415.	John Koedt	Tali Beach, Philippines	Inter.					
416.	Craig Moore	Hatfield, PA	11					
417.	Bill Gill	Amherst, N.S., Canada	12					
+418.								
419.	Bill Slusser	Peoria, IL	10					
+420.								
421.	Ricardo Rovira	Calafell, Spain	Inter.					
422.	Alvarez Del Manzano	Vilafortuny, Spain	Inter.					
423.	Joan Nuviola	Castelldefels, Spain	Inter.					
424.	Esteve Fujula	Rosas, Spain	Inter.					
425.	Felipe Bellini	Port Pollensa, Spain	Inter.					
426.	Ramon Pino	Puebla Farnals, Spain	Inter.					
+427.								
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.					
429.	Antonio Munoz	Calas De Guisando, Spain	Inter.					
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.					
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.					
+432.	Neal Lawrence	Ponca City, OK	14					
+433.								
*434.	Don Campbell	Lake Arrowhead, CA	2					
435.	Steve Fangio	Amarillo, TX	14					
*436.	Mike Cooper	Mammoth Lakes, CA	2					
437.	Don Estapa	Asheville, NC	9					
438.	Age deVries	Manama, Bahrain	Inter.					
439.	J. Thomas Lang, Jr.	Wassenaar, NY	12					
440.	John Friesz	Hampton, VA	9					
441.	Chris W. Walker	Burlington, Ont., Canada	16					
*442.	Tomas Irizarry	Mayaguez, Puerto Rico	13					
*443.	Doug Ackroyd	Town Bank, NJ	11					
*444.	John David Morris	Spicer, MN	7					
*445.	Pete Mulligan	Madison, OH	10					
*446.	Roger Kelly	Calgary, Alb., Canada	4					
447.	Hunter Fry	Pox Lake, IL	10					
448.	Joe Boulay	Pawtucket, RI	12					
*449.	Mark Tong	Pinnellas Park, FL	8					
450.	Walter Goodell	Whitmore Lake, MI	10					
*451.	Marg Lawson	Klamath Falls, OR	4					
452.	Frank Brearley	Barnegot Bay, NJ	11					
*453.	Paul Pocock	Quesnal, B.C., Canada	7					
*454.	Mark Tryggstad	Amerly, WI	7					
*455.								

## 1984 MAMMOTH HOBBIE SAIL/SKI

May 25-28

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

Open to skiers and Hobbie Cat sailors. Teams must ski and sail together. First 120 registrants only. Registration fee: \$25.

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

**Registration:**  
Friday, May 25—Mammoth Mountain Inn, 5:30–7:30 p.m.  
Saturday, May 26—9:00 a.m. Crowley Lake.

**Accommodations:**  
Mammoth Mountain Inn, P.O. Box 353, Mammoth Lakes, CA 93546  
934-2581 \$15/double occupancy

Sponsored by

# REGATTA SCHEDULE

**\*POINTS REGATTA**

## DIVISION 1

May 20	Michelob Tune-up Regatta Kailua Beach Park, HI Fleet #6	Robert Foote 808/947-8888
May 26 - 28	Michelob Regatta Kailua Beach Park, HI Fleet #6	Robert Foote 808/947-8888
June 10	Portlock Regatta Maunaloa Beach Park, HI Fleet #6	Robert Foote 808/947-8888
June 24	Kaneohe Invitational Kaneohe Bay, HI Fleet #6	Robert Foote 808/947-8888
July 8	Kailua Beach Regatta Kailua Beach, HI Fleet #6	Robert Foote 808/947-8888
July 21 - 22	Fromme's Sailing Company Campout Race Waimanalo, HI Fleet #6	Robert Foote 808/947-8888
August 4 - 5	Hobie 14 States Location to be announced Fleet #6	Robert Foote 808/947-8888
August 11 - 12	Hobie 16 States Location to be announced Fleet #6	Robert Foote 808/947-8888
August 18 - 19	Hobie 18 States Location to be announced Fleet #6	Robert Foote 808/947-8888

## DIVISION 2

*May 3 - 6	E.A.L.H.H.C.F.F.R.R. Lake Havasu City, AZ Race Clinic	H.C.A. 619/758-9100 Charlie High 213/865-1812
*May 19 - 20	Castaic Regatta Castaic Lake, CA Fleet #180	Les Luby 213/365-4531
May 25 - 28	Mammoth Hobie Sail/Ski Mammoth Mountain, CA Fleet #436	Pam Murphy 619/934-3866
*June 2 - 3	Long Beach Hobie Grand Prix Long Beach, CA Fleet #7	Richard Carroll 213/308-2182
June 9 - 10	Hobie Olympics Lake Roosevelt, AZ Fleet #66	Wally Schleisser 602/831-9547
*June 16 - 17	San Diego Classic San Diego, CA Fleet #4	Tim McFadden 619/574-5368
*June 30 - July 1	Big Bear Hobie Cup 1984 Big Bear Lake, CA Fleet #16	Steve Prather 714/966-3000
*July 7 - 8	Division 2 Hobie 14 Championships Long Beach, CA Fleet #3	Krist Biakanja 714/549-1241
*July 14 - 15	12th Annual Del Rey Regatta Hermosa Beach, CA Fleet #57	Herb Hall 213/391-4360
*July 28 - 29	Division 2 Hobie 18 Championships Oceanside, CA Fleet #166	Rick Buchanan 619/436-3097
*August 4 - 5	Todos Santos Regatta Ensenada, Mexico Fleet #4	Scott Dixon 619/484-4814
*August 18 - 19	Division 2 Hobie 14 Championships Cabrillo Beach, CA Fleet #57	Bruce Fields 213/540-9629
August 19	First Annual Bathtub Regatta Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
*August 25 - 26	Lake Perris Regatta (1985 Points) Lake Perris, CA Fleet #30	Hobie Riverside 714/656-4793
*September 8 - 9	Hurricane Gulch (1985 Points) Long Beach, CA Fleet #3	Charlie High 213/865-1812
September 15 - 16	4th Annual Mile High Invitational Lake Arrowhead, CA Fleet #434	Jan Woolley 714/337-6379
*September 22 - 23	Wofford Heights Regatta (1985 Points) Lake Isabella, CA Fleet #167	Ron Johnson 805/871-4263
September 23	Fall Series I Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
October 13 - 14	Fall Series II & III Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
November 3 - 4	Arizona Hobie State Championships Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
November 10 - 11	17th Annual Ancient Mariner Regatta Newport Beach or Long Beach, CA FT #3	Jim Howard 213/434-9640

## DIVISION 3

*May 12 - 13	Wet & Wild Oakdale, CA Fleet #21	Radus 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 Monterey 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	Round 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 4

May 1 - Aug. 7	Tuesday Night Races Houghton Beach Park, Kirkland, WA	Mike Stewart 503/827-8080
*May 5 - 6	Vancouver Regatta Jericho Beach, Vancouver, Canada	John Lawton 604/925-1839
*May 12 - 13	Port Worden Regatta Port Townsend, WA Fleet #95	Mike Stewart 206/488-8834
*May 19 - 20	Potholes Regatta Moses Lake, WA Fleet #13	Ralph Weir 509/928-1413
May 27	Ski to Sea Bellingham, WA	Chamber of Commerce no # given
*June 2 - 3	Victoria Points Regatta Victoria, B.C., Canada	John Alexander 604/658-8490
*June 9 - 10	Hobie "Cat" Regatta Vancouver Lake, OR Fleet #72	Ken Marshack 503/661-6114
*June 23 - 24	Ocean Shores Regatta Ocean Shores, WA Fleet #72	Ken Marshack 503/661-6114
June 24	Crazy Legs Regatta Everett, WA Fleet #482	Bob Evans 206/659-5035
*June 30 - July 1	Fleet #263 Hobie Cat Regatta Kelowna, B.C., Canada	Pat Dandaneau 604/764-8748
*July 7 - 8	Spudcup Regatta Cascade Lake, ID Fleet #105	Dan Rasmussen 208/336-0490

*July 14 - 15	Bohemia Mining Days Regatta Baker Bay Park, OR Fleet #193	Larry Simpson 503/687-0187
*July 21 - 22	Division #4 Championships Lake Whatcom, Bellingham, WA Fleet #37	Gary Baker 206/734-9471
July 22	5th Annual Sea & Prix Portland, OR Fleet #72	Keith Fuller 503/244-2836
*July 28 - 29	Northwest Championships Yale Lake, WA Fleet #72	Ken Marshack 503/661-6114
*August 4 - 5	Fern Ridge Shores Regatta Eugene, OR Fleet #193	Larry Simpson 503/687-0187
*August 18 - 19	Great Montana Luau Regatta (1985 pts) Flathead Lake, MT	Ginny Draeger 406/862-5821
August 19	N.W. Women's Championships Fife Lake, WA Fleet #72	Patty Toews 503/285-6588
*September 1 - 2	Harrison Hot Springs Regatta ('85 pts) Harrison Hot Springs, B.C., CN	John Lawton 604/925-1839
September 1 - 2	8th Annual Crescent Lake Regatta Crescent Lake, OR Fleet #193	Larry Simpson 503/687-0187

## DIVISION 5

May 5 - 6	Elephant Butte Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384
*May 12 - 13	First Pueblo Classic Pueblo Reservoir, CO Fleet #201	Mark Wittrup 303/570-6056
May 20	Pre-Points Regatta Practice Cochiti, NM Fleet #48	Tom Nelson 505/982-6384
*May 26 - 27	Scott Rogers Memorial Regatta Heron Lake, NM Fleet #48	Tom Nelson 505/982-6384
May 28 - 29	Colorado Ski & Sail Cherry Creek, CO Fleet #61	Walt Fite 303/988-3898
June 9 - 10	1984 Racing Clinic Deer Creek, UT Div. 5 & Fleet #67	Dave Shearer 801/355-1791
June 9 - 10	Stray Cat Regatta Northshore, Lake Pueblo, CO Fleet #201	Ching-Sun Lloabats 303/543-5355
June 16	Craig Hospital Fun Day Littleton, CO Fleet #61	Mary Nordlander 303/770-9334
June 16 - 17	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
*June 23 - 24	Lake Granby Regatta Lake Granby, CO Fleet #61	Walt Fite 303/988-3898
June 30	Jackson Lake Fun Regatta Littleton, CO Fleet #61	Mary Nordlander 303/770-9334
*July 7 - 8	Rocky Mountain Marine Regatta Dillon, CO	Geoff Chappell 303/399-2824
July 7 - 8	4th of July Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
July 15	Fun Day Lake Pueblo, CO Fleet #201	Mrk Wittrup 303/570-6056
*July 21 - 22	Pathfinder Regatta Pathfinder Reservoir, WY Fleet #156	Woody LaValle 307/226-2139
July 28 - 29	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
*August 4 - 5	Bear Lake Regatta Bear Lake, UT Fleet #67	Mary Tuckett 801/254-4303
*August 11 - 12	Boyd Lake Classic Boyd Lake, UT Fleet #50	Bob Kaphammer 303/221-0549
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 1 - 3	Governors Cup Lake McConaughy, NE Fleet #61	Walt Fite 303/988-3898
September 9	Lake Pueblo, CO Fleet #201	Mark Wittrup 303/570-6056
September 15 - 16	Last Gasp Regatta Loveland, CO Fleet #50 & 61	Walt Fite 303/988-3898
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

*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	Dan Schlig 214/271-5225
*June 2 - 3	Wayward Winds Regatta Galveston, TX Fleet #8	Tommy Delesandri 713/388-1702
*June 16 - 17	Spindletop Regatta Sea Rim Park, TX Fleet #232	Charles Wright 409/866-7238
*June 30 - July 1	The Windjammer Regatta South Padre Island, TX Fleet #102	Jibber Terhuggen 512/943-6125
*July 14 - 15	8th Annual Sand Dune Regatta Corpus Christi, TX Fleet #99	Billy Domy 512/289-1414
*July 28 - 29	Division #6 Championships Galveston Island, TX Fleet #8	Tommy Delesandri 713/388-1702
*September 15 - 16	The Great Hobie Shootout (1985 Points) Matagorda Bay, TX Fleet #110	Jim Trimble 513/578-7280

## DIVISION 7

*May 19 - 20	Grapes of Rathbun 3rd Edition Lake Rathbun, IA Fleet #4	David Dlouhey 319/362-4222
*May 19 - 20	Thaw Out - Blow Out Regatta Castle Rock Lake, WI Fleet #481	Chuck Druckenmiller 608/372-3690
May 26 - 27	Icebreaker Regatta Angostura, SD Fleet #198	Charlie Ellis 605/342-4820
June 2	Dominos Pizza Hot One Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029
*June 9 - 10	7th Annual Madcatters Regatta Melvern, IA Fleet #297	Alana Douglas 316/431-9556
June 16	Bitter End Regatta Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029
June 16 - 17	Paul Stable Day Angostura, SD Fleet #198	Charlie Ellis 605/342-4820
*June 16 - 17	Fantasy Island II Regatta Bald Eagle Lake, MN Fleet #52	Jim Klenz 612/489-2652
*June 23 - 24	Coldstream Cup Event Clear Lake, Man., Canada Fleet #98	George Horne 7489-9440
*June 23 - 24	Ozark Mountain Cat Encounter Stockton Lake, MO Fleet #59	Carl Votaw 417/865-4230
June 30 - July 1	A Fun Weekend at Pierre Oahe, SD Fleet #198	Charlie Ellis 605/342-4820
*July 7 - 8	Bent Mast Regatta Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029

# REGATTA SCHEDULE

*July 7 - 8	6th Annual Gladstone Gold Cup Regatta Gladstone, MI Fleet #202	Doug Schmidt 906/428-1463	June 20	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*July 21 - 22	Hulls Angels Regatta Lake Perry, KS Fleet #149	Steve Tyler 816/228-4099	*June 23 - 24	Clementine's Sloop Mid-Easterns South Haven, MI Fleet #40	Chris Sundberg 616/345-9480
*July 21 - 22	4th Annual Lake Bemidji Regatta Lake Bemidji, MN Fleet #254	Lanny Cyr 218/751-9746	June 24	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 21 - 22	The "Real Women's Regatta" Angostura, SD Fleet #198	Charlie Ellis 605/342-4820	June 27	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*July 28 - 29	Division 7 Championships Saylorville Lake, IA Fleet #84	Don Baldwin 515/255-8891	July 1	Fleet 210 Regatta Duck Lake, MI Fleet #210	Roger Bristol 517/663-8442
*August 4 - 5	Governor's Cup Lake Oahe, Pierre, SD Fleet #227	Peter de Hueck 605/224-9644	July 8	Fun Race Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*September 2 - 3	4th Annual Black Hills Race (1985 pts) Angostura, SD Fleet #198	Charlie Ellis 605/342-4820	July 11	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 8 - 9	Nebraska State Championships Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029	*July 14 - 15	Crane Creek Regatta Crane Creek, OH Fleet #400	Glen Blohm 419/841-4142
September 8 - 9	Litchpolecat Regatta Lake Perry, KS Fleet #149	Tom George 913/788-7676	July 14 - 15	Sandusky Bay Regatta Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536

## DIVISION 8

*May 12 - 13	4th Annual Devil's Regatta Ft. Pierce, FL Fleet #127	Judy Soule 305/569-3809	July 22	Indiana State Championships Eagle Creek, IN Fleet #26	John Swenby 317/297-2096
May 20	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026	July 25	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*May 26 - 27	11th Annual Michelob Jetty Park Regatta Jetty Park, Cape Canaveral, FL	Dennis Dwyer 305/532-5521	July 25	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 9 - 10	11th Annual Regatta Ft. Lauderdale Beach, FL Fleet #44	Sue Ashton 305/752-9441	July 29	Duck Lake, MI Fleet #210 Sunday Series Sandusky Bay, OH Fleet #60	Roger Bristol 517/663-8442
June 17	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026	August 1	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 23 - 24	St. Augustine Beach Regatta St. Augustine Beach, FL Fleet #111	Rich Brew 904/642-2081	*August 4 - 5	Wilmette Points Regatta Wilmette, IL Fleet #115	Dave Hutchings 312/729-5816
*July 14 - 15	Anna Maria Island Regatta Cortez Beach, Bradenton, FL Fleet #39	Denny Finnefield 813/746-6496	August 5	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 22	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026	*August 11 - 12	Muskegon Points Regatta Muskegon, MI Fleet #108	Jerry Tjichma 616/739-6534
*August 11 - 12	Division 8 Championships Daytona Beach, FL Fleet #80	Jim Deans 904/253-8592	August 12	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
August 19	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026	August 15	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
November 11	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515	*August 18 - 19	Division 10 Championships Cedar Point, Sandusky, OH Ft #400 & 60	Ron Earls 419/691-1829
December 9	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515	August 22	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
January 13, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515	August 26	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
February 10, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515	August 29	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536

## DIVISION 9

*May 5 - 6	7th Annual Pamlico Regatta Washington, NC Fleet #257	Phil McRoy 919/946-8409	September 12	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*May 5 - 6	Choo-Choo Classic Regatta Lake Chickamauga, TN Fleet #217	David Carter 615/877-3066	September 16	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*May 12 - 13	North Carolina State Championships Kerr Lake, NC Fleet #97	Terry Hanchey 919/467-7543	September 19	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*May 19 - 20	4th Annual Lake Wylie Regatta Rock Hill, SC Fleet #83	Bob Curtis 704/825-5735	September 26	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*May 26 - 27	Bogue Blowout Regatta Morehead City, NC Fleet #100	Ray Vallecillo 919/728-2025	September 30	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 2 - 3	6th Virginia State Championships Richmond, VA Fleet #221	Ed Bush 804/740-3805	September 5	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 9 - 10	Savannah Michelob Hobie Regatta Tybee Island, GA Fleet #294	Joe Short 912/354-6462	September 9	Third Annual Grand Point Marina Duck Lake, Springport, MI Fleet #210	Roger Bristol 517/663-8442
*June 16 - 17	1984 Atlantic Coast Championships Virginia Beach, VA Fleet #32	Dave Healy 804/464-9438	September 9	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 23 - 24	Coors Emerald Isle Ocean Regatta Emerald Isle, NC Fleet #191	Dave Richbourg 919/668-0210	September 12	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*June 30 - July 1	7th Annual Sandlapper Isle of Palms, SC Fleet #53	Ernie Johnson 803/554-9528	September 16	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*July 21 - 22	Michelob/Carolina Beach Ocean Regatta Div. 9 Champs - Carolina Beach, NC	Ship's Store 919/256-4445	September 19	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
August 4	Cannonball Run Offshore Regatta Atlantic Beach, NC Fleet #100	Ray Vallecillo 919/728-2025	September 26	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536

## DIVISION 10

*May 5 - 6	Cowan Lake Regatta Cowan Lake, OH Fleet #47	Bill Settle 513/232-8257	*June 2 - 3	Annual Barnegat Bay Spring Regatta Shore Acres, NJ Fleet #65	John Sohn 703/280-2064
May 8	Tune-up Race Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	May 20	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*May 12 - 13	Ohio State Championships Alum Creek, OH Fleet #85	Skip Lewis 614/870-1611	May 27	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
May 16	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	*June 2 - 3	Shore Acres, NJ Fleet #65 Annual Barnegat Bay Spring Regatta	Mark Schleckser 201/477-3530
*May 19 - 20	Illinois State Championships Lake Carlyle, IL Fleet #23	Terry Allen 618/277-4811	*June 9 - 10	Spring Winds Regatta/Division II Champs. Ocean City, NJ Fleet #24	Information 609/399-9575
May 20	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	June 10	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
May 23	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	*June 16 - 17	Spray Beach Regatta Spray Beach, NJ Fleet #267	Hal Savage 201/743-0900
*May 26 - 27	Clark Lake Regatta Clark Lake, MI Fleet #58	John Beffel 517/782-6749	June 17	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
May 27 - 28	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	*June 23 - 24	Cape May Classic IV Cape May, NJ Fleet #416	Craig Moore 215/948-0141
May 30	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	June 30 - July 1	The Mid-Summer Sizzler Barnegat Bay, NJ Fleet #452	Frank Brerley 609/698-8677
*June 2 - 3	Dam Regatta Hoover Reservoir, OH Fleet #300	Ron Marshall 614/548-4040	*July 7 - 8	Atlantic City Classic VIII Atlantic City, NJ Fleet #190	Warren Kaplan 609/822-0053
June 3	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	*July 14 - 15	Northern Bay Regatta Elk Neck State Park, MD Fleet #54	Bill Lippincott 301/366-8636
June 6	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	*July 21 - 22	Sandy Hook Regatta Sandy Hook, NJ Fleet #250	Toni Custara 201/222-3977
*June 9 - 10	Saginaw Bay Regatta Caseville, MI Fleet #18	John Medler 313/828-2331	August 4	Around The Island Brant Beach, NJ Fleet #24	Bob Dees 609/778-9336
June 10	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	August 11	First Annual Women's Div. 11 Champs Hobie Fleet #271	Jean Pagels 302/368-9315
June 10	Fleet 210 Regatta Duck Lake, MI Fleet #210	Roger Bristol 517/663-8442	*August 18 - 19	Yacht Club of Pleasantville Regatta Pleasantville, NJ Fleet #73 ('85 pts)	Bill Hiller 609/641-9083
June 13	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	August 25 - 26	Lake Champlain Regatta Sand Bar State Park, VT Fleet #184	Steve Treadwell 802/655-1440
*June 16 - 17	Diamond Lake Regatta Diamond Lake, MI Fleet #89	David Bechtold 616/445-2287	*September 15 - 16	This Year's Goombay Smash Budd Lake, NJ Fleet #137	Mick Roberts 201/691-9038
June 17	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536	September 9	Falls Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530

## DIVISION 11

May 5 - 6	Sandy Point Spring Tune-up Sandy Points, MD Fleet #54	Skip DeSmyter 301/885-5680
May 6	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*May 12 - 13	Let's Annual Delaware State Championships Rehoboth Bay, DE Fleet #271	302/328-1861
May 13	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*May 19 - 20	Maryland State IX Chase, MD Fleet #54	John Sohn 703/280-2064
May 20	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
May 27	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*June 2 - 3	Shore Acres, NJ Fleet #65 Annual Barnegat Bay Spring Regatta	Mark Schleckser 201/477-3530
*June 9 - 10	Spring Winds Regatta/Division II Champs. Ocean City, NJ Fleet #24	Information 609/399-9575
June 10	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*June 16 - 17	Spray Beach Regatta Spray Beach, NJ Fleet #267	Hal Savage 201/743-0900
June 17	Spring Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
*June 23 - 24	Cape May Classic IV Cape May, NJ Fleet #416	Craig Moore 215/948-0141
June 30 - July 1	The Mid-Summer Sizzler Barnegat Bay, NJ Fleet #452	Frank Brerley 609/698-8677
*July 7 - 8	Atlantic City Classic VIII Atlantic City, NJ Fleet #190	Warren Kaplan 609/822-0053
*July 14 - 15	Northern Bay Regatta Elk Neck State Park, MD Fleet #54	Bill Lippincott 301/366-8636
*July 21 - 22	Sandy Hook Regatta Sandy Hook, NJ Fleet #250	Toni Custara 201/222-3977
August 4	Around The Island Brant Beach, NJ Fleet #24	Bob Dees 609/778-9336
August 11	First Annual Women's Div. 11 Champs Hobie Fleet #271	Jean Pagels 302/368-9315
*August 18 - 19	Yacht Club of Pleasantville Regatta Pleasantville, NJ Fleet #73 ('85 pts)	Bill Hiller 609/641-9083
August 25 - 26	Lake Champlain Regatta Sand Bar State Park, VT Fleet #184	Steve Treadwell 802/655-1440
*September 15 - 16	This Year's Goombay Smash Budd Lake, NJ Fleet #137	Mick Roberts 201/691-9038
September 9	Falls Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 16	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 23	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530

# REGATTA SCHEDULE

September 30 Fall Series Mark Schleckser  
Shore Acres, NJ Fleet #65 201/477-3530  
October 7 Fall Series Mark Schleckser  
Shore Acres, NJ Fleet #65 201/477-3530

## DIVISION 12

\*May 19 - 20 10th Annual Polar Bear & Steve Rhodes Joe Manganello  
Memorial Regatta New Haven, CT FT 136 203/421-3614  
\*June 2 - 3 Nahant Beach Regatta Dot Christopher  
Nahant, MA Fleet #197/403/28 617/475-5470  
\*June 9 - 10 1984 Long Island Sound Hobie Champs. Dick Ferguson  
Westport, CT Fleet #56 203/226-4458  
\*June 16 - 17 2nd Annual WNLG Whaling City Regatta Mark Yuknat  
Ocean Beach Park, CT Fleet #473 203/739-7769  
\*July 5 - 8 1984 Canadian Nationals Denis Reanud  
Lake Champlain, Quebec, CN Fleet #187 514/372-0190  
\*July 20 - 22 1984 Absolut Vodka Mid-Summer Classic George Duncan  
East Islip, Long Island, NY Fleet #124 516/567-0720  
\*July 28 - 29 The Buzzard Regatta/Division 12 Champs. Steve Ruel  
Mattapoisett, MA Fleet #28 617/742-4629  
\*September 8 - 9 2nd Annual Powder Regatta (1985 Points) Joe Driscoll  
Duxbury Beach, MA Fleet #28 617/293-5784  
\*September 15 - 16 Rye on the Rocks Regatta (1985 Points) Kevin Farrell  
Rye, NY Fleet #439 212/572-2424  
\*September 21 - 23 7th Annual Boodles British Gin & Tonic Joe Manganello  
Madison, CT Fleet #136 (1985 Points) 203/421-3614  
\*September 29 - 30 14th Annual Connecticut State Champs. Ward Miles  
Candlewood Lake, CT Fleet #31 ('85 pts) 203/775-9546  
\*October 6 - 7 1984 New England Championships ('85 pts) Bob Williams  
Fairfield, CT Fleet #208 203/259-2449

## DIVISION 14

\*May 5 - 6 10th Annual K.I.S.S. Regatta Stoney Douglas  
Oklahoma City, OK Fleet #131 405/376-4847  
\*May 12 - 13 12th Annual Sooner Showdown Phil Trotter  
Lake Thunderbird, Norman, OK Fleet #63 405/329-8337  
May 19 On the Water Sailing Seminar/Pig Pickin Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
May 20 Racing Series #3 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*May 26 - 18 Mid-Americas Dan Schlig  
Platter Flats, Lake Texoma, OK Flt #23 214/271-5225  
June 2 On the Water Racing Seminar Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*June 2 - 3 Wildcat Regatta Bob Bridgman  
Chesley Reservoir, KA Fleet #27 916/788-3994  
\*June 9 - 10 Tulsa Catfight Terri Smith  
Tulsa, OK Fleet #25 918/446-8666  
June 16 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
June 17 Powder Puff Series #1 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*June 23 - 24 19th Divisionals Fred Hess  
Lake Eufaula, OK Fleet #468 918/426-0211  
June 20 Racing Series #4 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
July 1 Big Brothers & Sisters/Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
July 14 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
July 15 Racing Series #5 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*July 21 - 22 Lake Arrowhead Regatta Neal Denison  
Wichita Falls, TX Fleet #146 817/691-4166  
July 25 Racing Series #6 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
July 29 Powder Puff Series #2 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*August 4 - 5 Prairie Regatta Bob Bridgman  
Wichita, KS Fleet #27 316/788-3994  
August 11 Racing Series #7 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
August 12 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
August 25 Silsbee Handed Race Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*August 25 - 26 Cheney Cat Chase Bob Bridgman  
Wichita, KS Fleet #27 316/788-3994  
August 26 Powder Puff Series #3 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 1 Racing Series #8 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 2 Battle of the Hobie Sailors Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 3 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
\*September 15 - 16 Oklahoma State Championships Boyd Bass  
Lake Eufaula, OK Fleet #468 918/426-0211  
September 15 Racing Series #9 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 16 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 29 Racing Series #10 Fred Hess  
Tulsa, OK Fleet #25 918/272-6876  
September 30 Hobie Day Fred Hess  
Tulsa, OK Fleet #25 918/272-6876

## DIVISION 15

\*May 5 - 6 Dixie Invitational Don Ramsey  
Jackson, MS Fleet #235 601/956-5859  
\*May 12 - 13 XI Batten Busters Larry Kalata  
Panama City, FL Fleet #120 904/265-2600  
\*May 19 - 20 X Cajun Classic Bill Groves  
Lafayette, LA Fleet #93 318/234-7563  
\*May 26 - 27 Hogs Breath Regatta Jack Franzarone  
Pt. Walton Beach, FL Fleet #178 904/244-0971  
\*June 2 - 3 Running of the Bull Jack Salmon  
Pensacola, FL Fleet #35 904/432899  
\*June 9 - 10 Mobile Bay Classic Jo Gaston  
Fairhope, LA Fleet #76 205/342-4300  
\*June 16 - 17 Broken Mast Regatta Bruce Wright  
Memphis, TN Fleet #134 901/522-5324  
June 23 - 24 Sand Flea Regatta Jack Franzarone  
Pt. Walton Beach, FL Fleet #178 904/244-0971

June 30 - July 1 Island Hop Bruce Record  
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  
Ocean Springs, MS Fleet #70 601/875-7544  
August 11 - 12 William Gramie Memorial Regatta Karen Cockcroft  
Panama City, FL Fleet #120 904/265-8140  
\*September 15 - 16 Poor Ol' Kowaliga Bob Johnson  
Montgomery, AL Fleet #484 205/265-0714  
October 7 VI Mad Dawg Babe Myers  
Shell Point, FL Fleet #43 905/599-3481  
October 13 - 14 Jubilee Bill Patton  
Fairhope, AL Fleet #76 205/928-1272  
\*October 20 - 21 Falsies III (1985 Points) Al Schwizer  
Baton Rouge, LA Fleet #55 504/291-5811  
November 10 - 11 Turkey Trot Poker Regatta Jacques Myers  
Tallahassee, FL Fleet #43 904/877-2467

## DIVISION 16

\*May 18 - 20 Northeastern Championships South Bay Sails  
Onieda Shores Park, NY Fleet #204 315/699-7985  
\*June 2 - 3 2nd Annual Keuka Lake Regatta Information  
Keuka Lake, NY Fleet #224 315/536-7481  
\*June 16 - 17 Women's Division Points I South Bay Sails  
Skanateles Lake, NY Fleet #204 315/699-7985  
\*July 6 - 8 Miller High Life Regatta Gary Kresser  
Wendt Beach, Erie, PA Fleet #119 716/874-2392  
\*July 20 - 22 Glenora Cup Jim Hoag  
Watkins Glen, NY Fleet #86 607/733-7497  
\*August 3 - 5 Ontario Open Jeff DelRosa  
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 OIHA 416/665-5960  
\*September 7 - 9 Womens' 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 Rondeau Bay Regatta Steve Reid  
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 Erlvs  
Orillia, Ont., CN Fleet #150 705/326-1810  
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 84 Rob Sinclair  
Sarnia, Ont., CN Fleet #237 519/862-2911

EUROPEAN ASSOCIATION  
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 Grenlandregatta Ernst Bartling  
Bijlandsee, Germany 0221/43 86 04  
May 5 - 6 Attersee Regatta Herbert Gradl  
Weyregg, Austria 0222/55 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 0221/43 86 04  
May 12 - 13 Hobie Regatta Martin Schuitema  
Oud Naarden, Holland Fleet #353 1751/12 834  
May 12 - 13 Hinkelstein Regatta Ernst Bartling  
Ammersee, Germany 0221/43 86 04  
May 12 - 13 Vogesencup Ernst Bartling  
Plobsheim, Germany 0221/43 86 04  
May 12 - 13 Hobie Regatta Joel Escarret  
Les Lecques, France 56/58 58 61  
May 12 - 13 Hobie Regatta Joel Escarret  
Trouville, France 56/58 58 61  
May 13 Ascenso Guadalquivir Juan Nuviola Camps  
Sevilla, Spain 03/237-63.91  
May 18 - 20 Italian Nationals Hobie 18 Carlo Lepsky  
Fregene, Italy 06/379-12.04  
May 19 - 20 Fohregatta Ernst Bartling  
Wyk, Germany 0221/43 86 04  
May 19 - 20 Kriterium Hobie Christian Dalgas  
Geneve, Switzerland 022/76 25 87  
May 19 - 20 Walensee Regatta Christian Dalgas  
Switzerland 022/76 25 87  
May 19 - 20 Hoek van Holland Martin Schuitema  
Oud Naarden, Holland 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 Championships Hobie 18 Carlo Lepsky  
Fregene, France 06/379-12.10  
May 26 - 27 s' Gravezande Regatta Martin Schuitema  
s' Gravezande, Holland 1751/12 834  
May 26 - 28 Stage U.C.P.A. Joel Escarret  
Mauvoisson, France 56/58 58 61  
May 26 - 27 Schilksee Regatta Ernst Bartling  
Kiel, Germany 0221/43 86 04



## NATIONAL QUALIFYING SYSTEM

The current National Champion is automatically qualified to the National Championships of his class.

AREA CHAMPIONSHIPS qualify each first place A skipper to the Nationals of the class they win. Area Championships are open to any U.S. skipper.

DIVISION CHAMPIONSHIPS qualify each first place A skipper to the Nationals of the class they win. Division Championships qualify only skippers who reside in or primarily sail in that division.

### POINTS REGATTA

- Skippers may earn points in any division
- Points will remain in the division in which they are earned
- A skipper may qualify with points from any division
- The divisional association determines the number of points regattas.

Skippers will be qualified in the following order:

- 1st Area Championships
- 2nd Division Championships
- 3rd Points Accumulations

All skippers sailing in the Nationals will be required to pre-register by the deadline published in the Hotline. Late entries from pre-qualified skippers will not be accepted. Late entries from skippers trying to qualify at the Nationals will not be accepted.

Past National Champions may petition the class for pre-qualified status prior to the deadline. Some spots may be allotted to National caliber Hobie skippers of proven ability. Any skipper pre-qualified to the Worlds is automatically pre-qualified to the nationals.

## NUMBER OF QUALIFIERS FROM EACH DIVISION

DIVISION	POINTS			DIVISION CHAMPIONSHIPS			TOTAL			14 TURBO OPEN	14 TURBO WOMENS
	14	16	18	14	16	18	14	16	18		
1	1	2	1	0	0	0	1	2	1	1	1
2	6	8	5	2	3	2	8	11	8	3	3
3	2	2	3	1	1	1	3	3	4	3	2
4	1	1	1	1	1	1	2	2	2	2	1
5	1	3	1	1	1	1	2	4	2	2	1
6	2	3	1	1	1	1	3	4	2	4	2
7	3	4	2	1	1	1	4	5	3	3	1
8	7	4	4	2	2	2	9	6	6	5	4
*9	1	4	2	1	2	1	2	6	3	3	2
*10	4	6	5	1	2	2	5	8	7	3	3
11	1	3	1	1	2	1	2	5	2	2	1
12	1	3	2	1	1	1	2	4	3	2	1
13	2	2	0	0	0	0	2	2	0	2	1
14	3	3	4	1	1	1	4	4	5	4	4
15	1	3	3	1	1	1	2	4	4	3	2
16	1	2	1	1	1	1	2	3	2	2	1

\*NOTE: Due to the change of the Hobie 16 National Championships, these are the revised pre-qualified positions.

## FLEET NEWS /AS REPORTED BY THE FLEETS

### DIVISION 1

**Wet and Wild Regatta**  
Fleet 6, Division 1  
February 18 & 19, 1984  
Waimanalo Beach, Hawaii  
by Thomas Culbertson

"A study in contrasts" best sums up the two regattas sponsored by the Hawaii Hobie Cat Association in February and early March. The first was a campout regatta over the President's Day Weekend, held on beautiful Waimanalo Bay on

Windward Oahu. Named the Wet and Wild Regatta after the often unpredictable weather that time of year, last year's regatta was anything but wet and wild. But this year the event lived up to its name.

A few die-hards got to the

beach Friday evening and spent a very wet night as the moderate to strong tradewinds blew a steady progression of rain squalls across the campsite. Fortunately, over the next two days the wind held and the rain all but disappeared, and

# FLEET NEWS

Fleet 6 enjoyed its best racing weather since last season—15 to 20 knot trades, 2 to 4-foot seas, air temperature around 80°, water temperature about the same, and even some occasional sunshine! Lucky we live Hawaii!

The conditions were really not *that* severe. Saturday night did bring more squalls and several downed tents and tarps, and one well-known Australian sailor complained of a severe hangover the next morning. But for most of the fleet it was a fabulous weekend of competitive racing under conditions which could hardly be complained of.

Perhaps the highlight of the weekend was when "JD," in his haste to round the leeward mark with no more than an inch to spare, caught a wave at the last minute, watched his traveller instead of his heading, and hit *and punctured* the mark! How do you re-round a mark which is draped, deflated, over your bow? Results can be found in the race results section.

## Portlock Regatta Division 1, Fleet 6 March 4, 1984 Maunaloa Bay, Hawaii by Tom Culbertson

Portlock is a ritzy suburb of Honolulu several miles east of Diamond Head and Waikiki, on the slopes of Koko Head Crater and overlooking windswept Maunaloa Bay. Usually, wind-swept, that is. Strong tradewinds build across the infamous Molokai Channel and are then funneled between Koko Head and the Koolau Mountains, making the kind of conditions Hawaiian sailors long for. Last year, the Portlock Regatta featured steady 20 to 30-knot winds and anticipation was high for the first of two Portlock Regattas scheduled this year.

The weather forecast Saturday evening was puzzling: 10 to 20 with gusts to 30, first from the west, then from the north. Was this to be a grand opportunity for a sailor who knows which side of the course is favored when the wind is clocking? Or was it a weatherman merely hedging his bets?

It turned out to be neither. The forecast, in retrospect, should have been one to two knots, with occasional gusts to

three, from the south, the north, the northeast (trades), the west, the south-southeast (Kona winds), the northwest, and most places in between. In fairness to the wind gods it must be conceded that there was a relatively steady five to 10 knots for a short while—during the lunchbreak! As one would expect with conditions like that, positions changed drastically from leg to leg. Races which were "in the bag" were later bagged altogether, and frustration became the order of the day. Only two of the scheduled three races were completed. Having now had our yearly quota of drifters, we expect nothing but the best for the rest of the season.

## Dave McFaul to the Olympics

Fleet 6 is proud to have in its midst one of the world's best catamaran sailors and an Olympic hopeful: Dave McFaul. Dave and fellow Hawaii Hobie 18 sailor Mike Rothwell took the silver medal in the Tornado at the '76 Olympics held in Montreal. This year Dave has teamed up with California sailmaker David Parkins, an outstanding catamaran sailor in his own right. As of this writing they are ranked number three nationally in the Tornado fleet. Undeniably the favorite at the present to represent the U.S. in Los Angeles is Randy Smyth, with crew Jay Glaser. But while Smyth seemed invincible for a couple of years, it now appears that he can be beat (see the results in the USYRU's Championship of Champions, Jan/Feb '84 Hotline), and those of us in Hawaii are hoping that Dave and Dave are the ones to do it. Good luck Dave McFaul.

## DIVISION 3

### An introduction Fleet 203, Division 3

Northern Nevada fleet 203 was formed in the back of a camper at Washoe Lake in the spring of 1976. We received our charter in August of the same year.

Currently, we have some 75 dues paying members. We sponsor the Silver State Invitational Points Regatta each year at Washoe Lake. In addition, we enjoy a summer series racing schedule at several of the

nearby lakes. Several members also attend some of the numerous regattas available in Northern California.

While Hobie racing is great fun, we also take time for family activities and camping trips. Whether you are new to Hobies or a real hot racer, we welcome you to join us and "raise a little hull."

## DIVISION 6

### Fleet Takes On CPR Course Fleet 64, Division 6 January 17 and 19 Austin, Texas



CPR certified members pose for a group photo along with instructors and mannequin "Resusi-Annie."

Hobie Fleet 64, Austin, Texas, sponsored a cardiopulmonary resuscitation course for its members January 17 and 19. The two three-hour long courses were held at the fleet's sponsor's location, the Sailboat Shop. Twenty members signed up for the lessons, which were held in the evening. The first night consisted of a film and classroom instruction. Actual practice sessions on special mannequins



Social director of fleet 64, Butch Wilson, tries his CPR methods as commodore Don Schnorr and instructor Patti Poesch watch.

took place the second night. Of the twenty members who enrolled, sixteen were certified at the end of the second class.

The classes were the idea of the social directors, Butch and Pam Wilson. After reading about the course in a flyer attached to their electric bill, the Wilsons suggested the fleet organize the activity. Because of the possible dangers encountered by Hobie sailors, such as hypothermia, drowning, and electrocution, the fleet executive board agreed that the class would be a good idea.

Members were extremely receptive and enthusiastic

about the CPR certification course. Now all of Fleet 64 can sail knowing that in case of an emergency, many of their fellow sailors will be ready to respond with quick life-saving action.

## DIVISION 8

### 11th Walt Disney World Hobie Regatta Division 8 Orlando, Florida by Jim McCann

The eleventh Walt Disney World Hobie Regatta must rank among a very few Hobie events that have been held that many years at the same location and with the same regatta chairman. The first regatta was held the year after the Magic Kingdom opened. We still chuckle when we remember that all of the Hobies were steam cleaned by Disney personnel that first year before they were allowed in Bay Lake. This was to make sure no

# FLEET NEWS

undesirable vegetation could be introduced into the lake.

There were 103 Hobies competing this year which is a good number for the small size of the lake. A few that planned to come didn't make it because of difficulty in getting motel rooms this time of year if reservations are not made early. There weren't quite enough participants to consume all ten kegs of beer furnished by the Sailing Store but they came close. Cans of grape juice, apple juice and orange juice were also popular between and after the races. The skies were blue and sunshine prevailed with temperatures in the low 80's. However, the wind was not as cooperative and remained very light all weekend with 90 degree shifts fairly common. Even though there were very few periods of dead calm during the races, there were also only a few brief moments with velocities of over ten knots.

The third race on Saturday found dying winds as darkness approached and was abandoned after only a few yachts had been able to make the finish line at sunset. The committee felt no scores should count for that race but a protest was upheld by the protest committee. Thus, the scores were computed giving all those who did not finish a DNF which was one more than the number of finishers in the class. Only the 18A, 18B and 14A classes had boats that reached the finish line. Thus, after the two Sunday races, those three classes had 5 races while the other classes had four. The protest committee decision is being appealed as cancellations have occurred in several regattas after part of the fleet finished in the last year and the scoring in such cases has not been consistent from one regatta to the next.

Computerized scoring allowed results to be available within five minutes after the last protest had been heard Sunday afternoon. Disney characters Goofy and Pluto water skied over to help give out the beautiful Disney designed trophies. Bob Curry, world champion in the Hobie 14, showed his versatility by taking the honors in the 18A class with the help of crew Jan Smith. However, it was a hard won victory as Woodie & Kay Cope had the same 10.75 point score

but lost on the tie breaking throw-out race. Burrell Frazier and Kathy Hull didn't have to sail the last race in the 16A class after three first place finishes. (They were also in the lead a few yards from the finish line when the third race was abandoned.) That is impressive and consistent sailing for light, shifty wind conditions. Alex Kirby won the 14A class with almost as impressive consistency scoring three firsts, a third and a seventh for a throw out.

However, none of the outstanding scores above can show up Orlando Fleet 11's Bud Elder who with the help of crew Anne Armistead made a clean sweep of the 18B class with five straight firsts. With that kind of performance, watch out "A" fleet. Jodi Sammons must have been reading dad's book on how to make her 14 go fast in "B" fleet. She beat out Disney employee Jeff Hudson with two firsts and a second and also gets to take on the "A" fleet gang. This was the first year for a 14 Turbo class at this regatta and veteran 14 sailor Paul Coss edged out Vel Dekreek by a quarter of a point to collect the first place trophy. In the 16C class it was Greg Wolfe and Mike Gornflo in the winners circle. The GO-FAST trophy for the fleet with the best overall scores was presented to Tampa's fleet 42 with a one point lead over local Orlando fleet eleven. Considering some of Orlando's best skippers were on duty running the races, that wasn't a bad performance.

Many thanks are due the fine help and coordination furnished by numerous Walt Disney World employees who spent their weekend helping everything go smoothly. Bruce Evans of Disney's "River Country" was in charge of the Disney effort. Jim McCann, for the eleventh time, was Regatta Chairman. Race committee duties were split into two dad and son teams. John & Johnny Duke were in charge of the Starting Committee while John & John Gardiner headed the Finish Line Committee. Many other Fleet 11 and Sailing Store folks gave freely of their time to make the regatta possible and their help was greatly appreciated. Maybe next year we will have wind!

## Division 8 Claims its First World Champion Fleet 5, Division 8 Dunedin, Florida By Jan Smith

On January 11, with bags packed and him ready to go half way around the world to sail in his first World Championship, Bob Curry paced back and forth waiting to board his flight from Tampa. The waiting got to him, but, once on his way he was a lot calmer because he knew what he wanted to accomplish.

Bob set his goal after taking second place at the U.S. 14 Nationals, to go to the Worlds and do the best that he could. This had been a dream of Bob's for about seven years, but this was his first real opportunity to go to a World Championship.

After spending more than twelve hours waiting in the Los Angeles Airport (I understand that he wore a path through it), Team U.S.A. finally left at 10:30pm on January 12 for Puerto Azul, Philippines. While enroute, Doug Campbell, the President of Hobie Cat, went around the 747 and asked each Team U.S.A. member how they thought the race would go. Bob's reply was, "... it will go down to the last race between Enrique Figueroa in the lead and myself in second and I'll put enough boats in between us to become the new World Champion." It happened just the way he said. Not only did Bob win the last race going away but he put 18 boats between himself and Figueroa.

On Saturday morning (January 21) at 5:00am, Bob's parents were awakened with a phone call (collect, of course) from the Philippines with an ecstatic Bob on the other end telling them that he was the new World Champion.

On January 23, at 7:30am, Bob was met by his parents and numerous friends with a small champagne party held in the parking garage of the air-

port. He was also honored at a party Tuesday, January 24, where the champagne again flowed very freely. Bob had his trophies on display for everyone to see because he felt that everyone was a part of the effort. He received a trophy for being a finalist at the cut and a larger trophy for winning the title. Bob will also get to keep the beautiful Perpetual Trophy for two years and defend it at the Worlds in 1985.

I would like to extend personal congratulations from myself and from Hobie Fleet 5. We are very proud of you!

## Second Annual Subaru Tampa Bay Classic Fleet 42, Division 8 Tampa, Florida

With mother nature serving up one of her finest weather menus (unheard of for a February weekend), Fleet 42 skippers and crews churned the fiesty waters of Tampa Bay to a total fleet victory effort over a field of 117 competitors. Struggling with shifting wind patterns combined with light to medium air conditions, Bob Johnson (18A) and Rick Shepard (18B) struck "gold," while Alex Kirby (14A), Doug Hiel (14T), Chip Maxwell (16B) and Mike Rainger (16C) mined silver. Visiting ex-commandore Marshall Larkin, skipping a borrowed cat, clinched the bronze in 14B. Other top five skippers adding to their trophy collection included Richard Karran (16A), Mark Gruber and Cheryl Johnson (14A), Paul Coss (14T) and Richard Stevens (18B).

Once again, our fleet prevailed in the quest for the go fast trophy by rolling up a 34 point effort. B and C fleet skippers contributed significantly to the go fast win by posting a 15 point performance.

First and second place finishers were evenly distributed between A and B/C fleets with both garnering one first and two seconds. Fleet sailors grabbed 26% of available trophies. The class that won the most trophies was 14A with three. When the smoke cleared, approximately 48% of the fleet's total entry at registration had taken home hardware.

# FLEET NEWS

## Attention Hobie Catters in Cape Coral, Florida

Fleet 169, Division 8

Hobie Fleet 169 in Cape Coral, Florida, is in the process of being reactivated. Any Hobie owner interested in joining this fleet should contact: Mike and Terri Dawson c/o Hobie Fleet 169 1411 SE 43rd St. Cape Coral, Florida 33904

## DIVISION 9

### Division Nine Regatta Seminar

by Wick Smith  
Division Nine  
Vice-Chairman

Over the last three years, Division Nine has experienced phenomenal growth both in the number of points regattas and the number of participants per regatta. In 1982 we had 15 regattas. In 1983 the number was up to 23! With more and more fleets wanting to host regattas there was a definite need to develop consistency in the handling and running of these events. There were many instances of "a friend who races big boats all the time" running race committee and botching the job at a critical time; or some C-fleeter "that protests someone at every regatta so he must know something" running protest committee and not being able to settle a port-starboard confrontation. These problems and many like them are a result of a fleet running a regatta based on what they have seen or heard in the past rather than using correct procedures.

The obvious solution is to have a clinic covering all aspects of a regatta and that is just what Division Nine decided to do. We will not be able to fully evaluate the long range benefits until the end of the 1984 season but if enthusiasm and participation are indicators, then our seminar was a great success. On January 28th in Raleigh, North Carolina, we had 55 people from five states representing 16 fleets in attendance. The question and answer sessions were the most interesting and showed that all fleets wanted to find ways to improve their particular regatta. Ideas were shared and



Division 9 regatta management seminar participants listened to discussions on pre-race planning, race committee management and rules interpretations.

"war stories" were exchanged.

The speakers for the seminar were chosen for their past performances at points regattas as well as their ability to convey their knowledge and experience. The speaker on "Pre-Race Planning" has successfully run the Atlantic Coast Championships for the last two years. The speaker on "Race Committee/Race Course" has run race committee for many regattas and many different types of boats for years and did an excellent job at this past year's Division Nine Championships. The other topics covered were 1) Obtaining Sponsors 2) Hobie Dealer's Perspective 3) Registration and Scoring 4) Protest Committee 5) Trophies and Door Prizes. There was a full six hours of material to cover with an in-depth analysis of each topic. The information that was presented should be beneficial to all areas of planning and running a points regatta as well as any fleet races.

This seminar will not eliminate all problems with regattas but hopefully it will create a set of standards which all fleets can use as a source of information and this should lead to consistency and better racing for all Hobie sailors.

As a final note, I would like to thank Charlie Plummer and Michele Krcelic for their invaluable help in compiling the information for this seminar. I am sure that this will be an annual event for Division Nine in the future.

## DIVISION 12

### The Canadian National 1984 Championship

Fleet 187, Division 12  
July 5 to 7 (special events on July 8)

Venise en Quebec on Lake Champlain  
by Denis Renaud,  
Commodore

For the first time in Canada, the Province of Quebec will host the Canadian National Hobie Cat Championship from July 5 to July 8 in Venise en Quebec on beautiful Lake Champlain (located on the U.S. border — a 45 minute drive from Montreal).

This championship will be a Division 12 Points Regatta and over 200 Hobie Cats from all over the United States and Canada are expected.

It will be the biggest race that Canada has ever held. To coordinate this event, over 50 volunteers have joined their efforts since last October to provide for the best services to their guests.

Accommodations in a private college with shuttle bus service, apartments for four to six people, motels and a camping site have been reserved to fulfill all requests.

The social side of this championship has not been neglected as music, dancing, a campfire get-together and movies have been organized. Numerous door prizes and tro-

phies will be awarded and meal arrangements will be available on the site.

As far as the races are concerned, the committee will provide two racing courses to welcome all categories of sailors, whether they are experts or beginners.

If you are looking for fun, excitement and "joie de vivre", be there on July 5th. Fleet 187 is ready and wishes to welcome you. Reserve now and discover the hospitality of "La Belle Province".

Further information can be obtained by contacting Mario Dollan, 2410 Honoré-Beaugrand, Apt. 1, Montreal, Canada H1L 7M3. (514-353-4750)

## DIVISION 14

### Are You Ready? Fleet 25, Division 14

With warmer weather approaching, all good Hobie sailors should be thinking about getting their boats ship shape. Thoroughly go over the boat to check the equipment. Replace all worn sheets and bungees. Have all necessary sail repairs made. Make sure the shroud and forestay are not frayed or weakened and check all the shackles and pins. (Remember, the winds tend to be stronger in the spring so your rigging needs to be in good shape.)

Some fearless Hobie sailors have already braved the water

## FLEET NEWS

at Lake Keystone. If you plan to sail in early spring, wear a wetsuit and be aware of the danger of hypothermia or the lowering of the body temperature. Temperatures do not have to be freezing for hypothermia to develop and a wetsuit does not prevent hypothermia (although a wetsuit is your best bet against hypothermia while you are sailing). One of the most dangerous aspects of hypothermia is that it creates confusion so that the victim may not even be aware that he is in danger. Several signs of hypothermia are: confusion, difficulty speaking, shivering, cold, stiff muscles and a puffy face. If you suspect hypothermia, protect the person (especially the head and neck) with blankets, towels, a sleeping bag or even sail material and warm the person up slowly. Do not drink alcohol or hot liquids.

Another danger is electrocution. Be aware of any overhead wires and be careful when stepping the mast, launching or sailing where there is any chance of overhead wires. Since it's probably been six months since many of you have sailed, more wires may have been strung in the meantime.

A final word of advice. If you arrange to do some early spring sailing, do so in a group so that if someone gets into trouble, there will be help. Let's be careful out there.

### **DIVISION 15**

#### **Points Regattas Fleet 153, Division 15 Florida**

This is for Hobie sailors who have not gone to any points regattas and would like to enjoy a new sailing experience. The term "points" has no relevance to most of us, but refers to the system that the class association has developed for prequalifying for the national championship regatta. Points are awarded for finishing in the top 15 in A-fleet, or in the top 3 in B-fleet. At the end of the season those skippers who have the most points are prequalified for nationals. The only fleet members to have done that in recent memory are Gary Carlton and Dave Carlson.

For most of us, points regattas are just an opportunity to have a great weekend of sailing, drinking, wenching, cursing the elements, and related activities that are part of the Hobie way of life. If you go to enough of them you also find friends and great places to sail in all parts of the state. You also learn where to find the cheapest motels and fast food joints that are within a short drive from the race site.

You don't have to be an expert racer to go to these events. All that is required is the ability to make the boat go forward, most of the time (pointy end first). It is desirable, but not essential, to be able to go around race marks in the specified order (in C-fleet no one will notice or care). You should know the basic rules of the road. As long as you avoid collisions no one is going to yell at you. The fine points of the rules are often discussed extensively on the race course and at special meetings after the race, but this problem is almost exclusively seen in A-fleet and in the top boats in B-fleet, so you shouldn't worry about it. It's a good idea to sail in a few local races before going to a points regatta, but even if you have never raced before, you will still be welcomed at these events. If you are still intimidated after all this encouragement, just show up at the race site and sail around and watch (being careful to stay out of the way). The spectacle of over 100 Hobies on the water is by itself worth the trip. Unless you are an experienced racer, you should register in C-fleet (or B-fleet for 18 and 14 sailors). The other sailors in your event will be equally inexperienced and although someone has to do it, it is almost impossible to finish last in this group. Some of the really huge events like "Midwinters" (never held in winter and certainly not in the middle of winter), will have a "novice" class for sailors who have never been in a race. The boats are identified by flags or ribbons so everyone there will know you are in C-fleet and will give you friendly advice about how to stay out of their way. A-fleet boats can usually be identified by the red flag hanging from the boom and the surly expression on the skipper's face. These people

should be avoided, but normally they will be on a different race course and not a problem. In general, Hobie people are friendly and you can always find people to help you lift your boat or help you with equipment problems or answer questions.

Races are always on both Saturday and Sunday and there is usually a party on Saturday night. Cold drinks and T-shirts are standard and are included in your registration fee (usually about \$15). Some people go just for the drinks and shirts and never put their boats in the water.

The first points regatta this year was held at Davis Island in Tampa, February 25 and 26. The next ones were Disney World, March 17 and 18, and

Dunedin on March 31 and April 1.

The Sail Shop gets copies of the fliers for each regatta and there will be lots more of these during the year. Some of the better ones will be Daytona and St. Augustine and these are close enough for anyone. Some of us like these events enough to go to Miami, Ft. Pierce and Ft. Lauderdale. Cocoa Beach and Colony Beach have been very popular with our fleet. The cost varies with the distance and your taste in food and lodging, but there are people who bring a tent and a can of beans and "piggy back" their boats with someone else, so it is possible to get by on next to nothing. So, what's your excuse now?



# REGATTA RESULTS

1984 SOUTHEASTERN SPEED TRIALS  
FEBRUARY 18, 1984  
HOBBIE BEACH, MIAMI, FL

SKIPPER/HOMETOWN	AWARD	Speed	Wind Knots
Dick Moldt - Juniper, FL	Hobie 14 Fastest	11 mph	10/12
Bill Joslin - Boca Raton, FL	H14 Turbo Fastest	10 mph	10/12
Jacque, Myers - Tallahassee, FL	Hobie 16 Fastest	14 mph	8/10
Sheri Shaw - Ft. Myers, FL	Hobie 18 Fastest	14 mph	10/12
* (Sheri was also fastest ladies' time)			
Carol Ann Hackney - Jensen Bch, FL	H18 Magnum Fastest	13 mph	10/12
*Scot Corson - Pembroke Pines, FL	Fastest Hobie Overall	16 mph	8/10

\*won fastest time but not fastest Hobie 16 because he was not racing totally class legal, therefore, you can only win overall but not in your class unless you are racing totally class legal.

## DIVISION 1

WET & WILD REGATTA  
FLEET #6, DIVISION #1  
WAIMANALO BEACH, HAWAII  
FEBRUARY 18 - 19, 1984

### HOBBIE 18A

- D. Froome/D. McFaul
- J.D. Driscoll/X. Driscoll
- T. Culbertson/J. Sharpe
- P. VanDeBerg/T. L.
- D. O'Sullivan/E. Zey
- M. Rothwell/W. Rothwell
- D. McFaul/J. Holton
- A. Ching/W. Fung
- H. Andresen/J. Andresen

### HOBBIE 18B

- L. Gilbert/B. Stimson
- C. Young/G. Takauchi
- T. Goodman/P. Goodman

### HOBBIE 16A

- D. Lung/M. Johnson
- M. Jacobs/K. McArthy
- B. Irvine/B. Reed
- T. Blaha/W. Taylor
- R. Woehl/B. Howell
- J. Myhr/P. Paul
- B. Schatz/E. Schaleger
- M. Furukawa/K. Cambre

### HOBBIE 16B

- S. Coles/Oda
- K. Smith/D. Smith

### HOBBIE 16C

- D. Garcia/A. O'Rourke
- C. Rothwell/T. Maynard
- R. Schranz/H. Orbison
- T. Rodrigues/Paiolo
- R. Orrick/Metzger

### HOBBIE 14

- M. Jope
- T. Mullins
- B. Tanner

PORTLOCK REGATTA  
FLEET #6, DIVISION #1  
MAUNALUA BAY, HAWAII  
MARCH 4, 1984

### HOBBIE 18A

- P. VanDeBerg/M. Spadako
- D. McFaul/J. Holton
- M. Rothwell/W. Rothwell
- T. Culbertson/J. Sharpe
- J.D. Driscoll/T. Goodman
- D. Froome/D. McFaul
- A. Ching/S. Blanq

- D. O'Sullivan/S. Anderson
- H. Andresen/G. McElwee

### HOBBIE 18B

- L. Gilbert/B. Stimson
- B. Foote/B. Collier

### HOBBIE 16A

- D. Lung/M. Johnson
- M. Jacobs/K. Hudkins
- B. Myrter/K. Miller
- B. Irvine/B. Reed
- T. Blaha/C. Taylor
- B. Harwood/E. Zey
- M. Furukawa/P. Paul
- D. Mailheau/D. Lackey

### HOBBIE 16B

- T. Rodrigues/D. Peebles
- K. Smith/D. Smith

### HOBBIE 16C

- C. Rothwell/T. Maynard
- P. Herschorn/T. Woolsey
- R. Schranz/H. Orbison
- K. Andresen/G. Lee

### HOBBIE 14

- B. Tanner
- B. Schatz

## DIVISION 2

MIDWINTERS WEST  
SAN FELIPE, MEXICO  
MARCH 10 - 11, 1984

### HOBBIE 18A

	POINTS
1. Parizeau, Paul	7 3/4
2. Brown, Chuck	10 3/4
3. Hicks, George	14
4. Kimball, Jim	14 3/4
5. Beard, Kenneth	16
6. Douglas, David	17 3/4
7. Aucreman, Corky	24
8. Clacher, Dave	26
9. Wright, Craig	26
10. Rafuse, Scott	27
11. Timm, Steve	28
12. Lindley, Ted	29
13. Hurwitz, Skip	31
14. Brown, Rick	31
15. Brown, Roger	33
16. Buchana, Rick	38
17. Biakanja, Krist	38
18. Probst, Tony	41
19. Rayfuse, Michael	41
20. Holowach, Mike	42
21. Minasian, Steve	53
22. Schluter, Brad	60
23. Roberts, Allen	63
24. Stone, Greg	67
25. Giguere, Dave	66
26. Johnston, Ron	71
27. Burton, James	75
28. Brown, Parry	76
29. Coddington, Jim	81
30. Ruiz, Richard	83
31. Hartley, Nick	93
32. Thomas, Bob	99
32. Drake, Steve	99

### HOBBIE 18B

	POINTS
1. Mueller, Dick	7
2. Crocker, David	7 1/2
3. Cooper, Michael	9
4. Blackway, Glenn	11 3/4
5. Mark, Robert	15 3/4
6. Walker, Sam	19
7. Murray, Dave	21
8. Catalano, Rene	23
9. Bisson, Monty	25
10. Huebner, Paul	27
11. Clair, Bob	30

12. Halloran, Ed	31
13. May, Rich	33
14. Moncibais, G.	37
15. Riddle, Drew	38
16. Harris, Reed	39
17. Jesse, Michael	42
18. Diller, Don	44
19. DeGaa, Phil	49
20. Samson, Marc	49
21. Coffey, Jim	51
22. Beidleman, M.	53
23. Covey, Ken	53
24. Harris, Jim	57
25. Peppers, Ron	62
26. Zimmerman, Gene	64
27. Downing, John	67
28. Liberatore, Alan	71
29. Swisher, Kent	73
30. Lewis, Jim	86
31. Jackson, Curtis	88
32. Renvall, Cinamon	108
33. Rhoades, Ken	109
34. Nixon, Rod	115
35. Albrecht, Curt	126
35. Cook, Gregory	126
35. Dunn, Tim	126
35. O'Connor, Tim	126
35. Bray, Rados	126
35. Garland, Bob	126
35. Erway, Brian	126
35. Sissum, David	126

### HOBBIE 18Novice POINTS

1. Lewis, Chris	3 1/2
2. Ross, Bridie	6 3/4
3. Mark, David	11
4. Zordell, Dave	13 3/4
5. Farrell, John	15
6. King, Pete	15
7. Armstrong, David	15
8. Power, Dave	18
9. Gates, Walt	20
10. Campbell, Don	24
11. Hatler, John	26
12. Pilato, Frank	40
13. Woolaway, James	47
14. Beck, Thomas	49
15. Charleston, John	66
15. Goodson, Albert	66
15. Pelouquin, Robert	66
15. Smith, Hector	66
15. Speth, Steve	66
15. Sberwall, Rod	66
15. Sturm, Peter	66
15. Mattsen, Jack	66

**Come race on America's North Coast!**

# 1984 HOBBIE CAT

## DIVISION 10 CHAMPIONSHIPS

**Aug. 18-19 (Tuneup Race on Aug. 17)**

Winners qualify for nationals

**CEDAR POINT™**

Sandusky, Ohio

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For regatta information, call Debbie Lashaway at (419) 729-2552

For reservations, call Hotel Breakers at (419) 627-2106

# REGATTA RESULTS

## HOBIE 18Magnum POINTS

1. Wills, Melvin	2 1/4
2. Wake, John	6
3. Ertle, Michael	10
4. Gardner, L.E.	12
5. Cook, Bill	15
6. Johnson, Jerry	16
7. Eaton, Allen	17
8. Davis, Greg	27
9. Alotis, Philip	32
10. Chartier, Rich.	39
10. Ponath, Karl	39
10. Winney, Fred	39
10. Brenny, Gary	39

## HOBIE 16A POINTS

1. Seaman, Bob	6 1/2
2. Ketterman, Dan	8 3/4
3. Christensen, K.	9 3/4
4. Alter, Jeff	12
5. Alter, Hobe Jr.	16
6. Oltmans, Don	21
7. Myrter, Steve	23
8. Egusa, Alan	29
9. Walsh, Geoffrey	35
10. Heath, Frank	36
11. Veneman, Chris	37
12. Hause, John O.	39
13. Fogerty, Fred	39
14. Schafer, Wayne	41
15. Shearer, Mike	41
16. Casher, Jeff	42
17. Bell, Brian	44
18. Perrin, Rob	51
19. Wagniere, Ron	57
20. Shearer, Andy	57
21. Faucher, Shannon	59
22. Howard, Ray	60
23. Dockster, John	62
24. Porgrave, Lee	66
25. Shearer, Dave	69
26. Bose, Len	73
27. Christensen, T.	75
28. Hall, Herb	76
29. Winkler, Udo	79
30. Porter, Gary	79
31. Chisholm, Larry	81
32. Dickinson, Dean	82
33. Atwood, Ron	82
34. Harris, John	85
35. Brown, Greg	88
36. Materna, Tom	93
37. Miller, Matt	98
38. Hernandez, Phil	100
39. Duocos, Dick	102
40. Fulton, Ben	104
41. Berg, Carl	109
42. Cole, Dennis	115
43. Jansky, Gil	118
44. Stitt, Marty	119
45. Nash, Wayne	122
46. Grewohl, Rick	129
47. Russell, Carol	132
48. Brules, Rudy	132
49. Leo, Steve	137
50. Williams, S.	144
51. Vandervort, G.	147
52. Cronin, Bob	155
53. Mikhok, Doug	171
53. Shields, Jon	171
53. Newsome, Jeffrey	171
53. Hernandez, Craig	171
53. Warrum, Noble	171

## HOBIE 16B POINTS

1. Greer, Bill	5 1/2
2. Weaver, Greg	9
3. Nichols, Scott	14 3/4
4. Mayeski, Paul	14 3/4
5. Petti, Paul	16
6. Whalen, Mike	18
7. Monson, Dan	25
8. Ware, John	25
9. Brady, Neil	27
10. Winterhalt, Mike	28
11. Tyler, Ross	31
12. McCall, Ken	36
13. Hess, Paul	37
14. Elter, Ron	39
15. Off, Bob	39
16. Jeavons, Robert	44
17. Tisch, Matt	47
18. Searles, Hobe	49
19. Conner, Jeff	50
20. Day, Rob	51
21. Shay, Bob	52
22. Rendle, Billy	53
23. Kurt, Brian	54
24. McDonald, Mike	56
25. Sullivan, Dennis	64
26. Valdez, Ron	73
27. Ziolkowski, J.	74
28. Tilger, Bill	76
29. Katz, Ron	78
30. Pillman, David	78
31. Hill, Jack	92
32. Smith, Dean	105
33. Elenz, Jonathan	106
34. Flood, Don	121
35. Munsey, Harty	128
36. Rall, Gary	128
37. Butcher, Ross	136
38. Burge, Mark	137
39. Pearce, Mark	138
40. Leon, Linda	141
41. Olson, Jami	144
42. Rogers, John	145
43. Allison, Barry	147
44. Butler, Randy	150
45. Payne, Stevan	151
45. Corell, Darrell	151
46. Halberstad, Mikel	177
46. Lynch, David	177

## HOBIE 16C POINTS

1. Johnson, Ron P.	7
2. Arnerich, Mike	10 3/4
3. Tillman, Bob	14 3/4
4. Ericsson, Bob	16
5. Trumbull, Earl	18
6. Harscheid, David	24
7. Fierner, Mark	24
8. Froeb, Hean	27
9. Alderson, Norton	28 1/2
10. Densmore, Mark	31
11. Runyon, Tom	31
12. Ives, Dan	32
13. Gilb, Steve	34
14. Bender, Mark	34
15. Robertson, Jason	34
16. Schmidt, Rob	37
17. Lehman, Bert	44
18. Thurman, Dennis	47
19. Mathews, Gary	47
20. Swenson, David	49
21. Braught, Don	54
22. Ryan, Ron	59
23. Beld, Jeff	60
24. Brothers, Jon	63
25. Lundberg, Ron	64
26. Miller, Chris	65
27. Sutton, Gary	68
28. Hunt, Ray	78
29. Rix, Daniel	85
30. Williams, Harry	85
31. Prestridge, Bill	92
32. Bernard, Bill	94
33. Whitman, James	96
34. Durrett, Kenneth	99
35. Avila, Alvie	107
36. Preston, Don	118
37. Gash, Frank	127
38. Worthen, Marvin	134
39. Padilla, Ralph	140
40. Walker, Mike	145
41. Benson, Bill	149
42. Navarro, Al	151
43. Gotton, Jack	156
44. Addison, Paul	189
44. Aubain, Jim	189
44. Campbell, Robt	189
44. Grimaud, Andy	189
44. Heberer, Phil	189
44. Kraft, Rex	189
44. Montoya, Rick	189
44. Olson, Tom	189
44. Perlmutter, Jef	189
44. Potter, David	189
44. Racz, Joe	189
44. Twomey, Tim	189
44. Piper, David	189
44. May, Ed	189
44. Walker, Dan	189
44. Sinnock, Steve	189
44. Smith, Robert	189
44. Jernigan, Chris	189
44. Bishng, C.	189
44. Rolfes, Mike	189

## HOBIE 16Novice POINTS

1. Burling, Tom	2 1/4
2. Stordahl, Eric	6
3. Farage, Michael	13
4. Spencer, Patricia	14
5. Gardner, Stan	16
6. Cottrell, Mike	16
7. Reyna, Richard	20
8. Sals, Larry	25
9. Robinson, Rich.	26
10. Plavan, John Jr.	26
11. Morgan, Dave	29
12. Busser, Dale	29
13. Baumgartner, D.	34
14. Houser, Alan	36
15. DelCarlo, Dave	40
16. Witt, Stephen	41
17. Meshot, Mike	42
18. Zeppen-Feld, Z.	48
19. Boles, Jeff	52
20. Perez, Mike	54
21. Elkins, Dave	57
22. Burns, Hugh	60
23. Revels, John	63 3/4
24. Gonzales, Victor	65
25. Ring, Steve	66
26. Morgan, Dan	74
27. Richards, John	88
28. Piwinski, Ted	94
29. O'Connell, R.	110
30. Lyles, Glenn	111
31. Clark, William	119
32. Harmon, Phil	119
33. Glidens, Jeff	122
34. Oroz, Ronald	123
35. Armstrong, John	126
36. Flangers, Dave	129
37. Risher, David	134
38. Timson, Dave	137
39. Woolley, Bob	138
40. Sarinana, Brian	139
41. Woley, Robert	141
42. Wheeler, Jeff	142
43. Humphreys, Gary	146
44. Beckwith, Craig	152
45. Sanchez, Jesse	153

## HOBIE 14A POINTS

1. Froeb, Charles	4 3/4
2. Poncin, John	6 1/2
3. Fields, Bruce	6 3/4
4. Carney, Bill	7
5. Lantz, Dick	12
6. Legge, Mike	16
7. Crema, Alice	18
8. Lantz, Kelly	25

## HOBIE 14B POINTS

1. Lantz, Jim	2 1/4
2. Bjerring, Erik	6
3. Kellogg, Robert	11
4. Harvey, Jacques	15
4. Whitaker, Thomas	15

## HOBIE 14Turbo POINTS

1. Neathery, Roger	3 1/2
2. Johnson, Ron	5 3/4
3. Woods, Dennis	7 3/4
4. Eustace, Bob	8
5. Walden, Gary	15
6. Beidleman, Chuck	17
7. Heyer, Robert	18
8. Walden, Jon	23
9. Weidman, Jerry	29
10. Charleston, Toff	30

## DIVISION 6

SHIFTY WINDS REGATTA  
FLEET #407, DIVISION #6  
LAKE CONROE, TEXAS  
NOVEMBER 12 - 13, 1983

## HOBIE 18A POINTS

1. Acquart, M.	4 1/2
2. Huber, Tighe	6 3/4
3. Brown, Jim	7
4. Sloan, Richard	7 3/4
5. Smith, Charlie	9
6. Strange, Don	18
7. Shurtleft, Tim	19

## HOBIE 18B POINTS

1. Vargya, Kathy	6 1/2
2. Hughes, Cyndhi	7
3. Roy, Louis	7
4. Wreyford, Ron	10 3/4
5. Stovick, Chuck	11
6. Applyak, Bill	13 3/4
7. Pellon, Kevin	18
8. Brandenburg, P.	22
9. Smyth, Richard	24
10. Roof, Terry	29
11. Kcinzkie, R.	30

## HOBIE 16A POINTS

1. Hurton, Karen	3 1/2
2. Rolnick, Rick	3 1/2
3. Teske, Ed	12
4. Seta, Ray	13
5. Kelley, Hoel	17
6. Choice, Bill	19
7. Luce, Ernie	22
8. Young, Dennis	23
9. Hoover, Andy	24
10. Peters, Jimmy	29
11. Johnson, Mike	32
12. Wilson, Mita	32
13. Wockrook, Rob	34
14. Tramble, Jim	35
15. Bradley, Jason	38
16. Goodman, Rusty	41
17. Mayo, Mark	41
18. Kruciak, James	46
19. Shaw, Roy	52
20. Hardy, Mike	56
21. Zahorsky, Tom	57
22. McGonigle, Steve	57

## HOBIE 16B POINTS

1. Caraway, M.	4 1/2
2. Whitener, M.	6
3. Smith, Jim	13 3/4
4. Dandemer, L.	14
5. Wilson, Bruce	16
6. Delesandri, T.	17
7. Sloan, Steve	18
8. Wade, Paul	19
9. Mallum, Dan	21
10. Keeler, Charles	27
11. Whitehead, Bob	28 3/4
12. Putnam, John	29
13. Gilliland, Tom	31
14. Penicoin, Kevin	32
15. Love, Bill	34
16. Trimm, D.	43
17. Gunn, Dick	44
18. Underwood, Roy	44
19. Ferguson, Ira	55
20. Griffin, Steve	62

## HOBIE 16C POINTS

1. Bouvier, Mike	9 3/4
2. Urband, Bruce	9 3/4
3. Marksbury, Gene	10
4. McLendor, Jeff	12 1/2
5. Bach, Andrew	16
6. Volmert, Jim	20
7. Polderman, Rudi	21
8. Schmitt, Ron	24
9. Ford, Rick	27
10. McEroy, Dian	28
11. Hoffman, Chuck	28
12. Trent, Volker	29
13. Stallcup, Ralph	29
14. Sanchez, Louis	29
15. Willis, Bob	30
16. McGinnis, Gavin	36
17. Ganz, Greg	36
18. Grondens, Jim	37
19. Hesslering, David	46
20. Puckett, Phil	48
21. MacDonald, Scott	49
22. Power, Daniel	66
23. Warren, Byron	72

## HOBIE 14A POINTS

1. Acquert, Stephen	2 1/4
2. Mayo, Carolyn	6
3. Turner, Kitty Jo	10
4. Jarvis, Chris	13

## HOBIE 14TURBO A POINTS

1. Deyo, Douglas	4 1/2
2. Kac, John	4 3/4
3. Weick, Marty	6 3/4
4. McFarland, Joe	8

## HOBIE 14TURBO B POINTS

1. Donica, Dave	3 1/2
2. Preston, Peter	3 1/2
3. Booth, Rick	10
4. Tawoda, Leanne	12
5. Zalles, Juan	12
6. Crowell, Bill	15

## IDES OF MARCH

FLEET #407, DIVISION #6  
SPRING, TEXAS  
MARCH 3 - 4, 1984

## HOBIE 18A POINTS

1. Huber, Tighe	5 1/2
2. Barnett, John	8 1/2
3. Ederer, Mark	8 3/4
4. Smith, Charlie	13
5. Webre, Steve	16
6. Acquart, Mich.	19
7. Gentles, Wayne	30
8. Broad, Richard	39
9. Duhe, David	44
10. Sloan, Richard	45
11. Shurtleft, Tim	46

## HOBIE 18B POINTS

1. McClain, Randy	5 1/4
2. Kelsey, Brad	6 3/4
3. Fodermaier, John	8 3/4
4. Pellone, Kevin	13
5. Imbrogno, Bill	18

## HOBIE 16A POINTS

1. Rolnick, Rick	8 3/4
2. Kelley, Noel	11
3. Ralph, Mark	13 1/2
4. Miller, Chuck	13 3/4
5. Seta, Ray	23
6. Sparks, Scott	28 3/4
7. Holmes, Sheila	30
8. Andrews, Mack	36
9. Eckenroth, Paul	36
10. Eckenroth, Philip	36
11. Cregar, David	38
12. McGonigle, Robt	43
13. Young, Dennis	46
14. Fitch, Jeff	48
15. Shaw, Roy	51
16. Johnson, Mike	57
17. Whittington, Rob	58
18. Goodman, Rusty	65
19. George, Bill	66
20. Choice, Bill	67
21. McConathy, Steve	70
22. Zahorsky, Tom	73
23. Kruciak, James	79

## HOBIE 16B POINTS

1. Wilson, B.	9 1/2
2. Armstrong, D.	14 3/4
3. Delesandri, Tom	17
4. Sloan, Steve	17 3/4
5. Whitener, M.	24
6. Smith, Jim	26
7. Hightower, L.	28
8. Putman, J.	32
9. Hardy, M.	40
10. Bandemer, L.	41
11. Benicola, K.	45
12. Hamilton, C.	46 3/4
13. Ford, Rick	47
14. Segraves, D.	51
15. Schnorr, Don	53
16. Mayo, C.	55
17. Gunn, Dick	60
18. Ferguson, I.	69

## HOBIE 16C POINTS

1. Anderson, Paul	8 1/2
2. Quarles, Norman	8 3/4
3. Sanchez, Louis	11 3/4
4. Woodard, Tom	16
5. Betts, Gene	20
6. Novich, Martin	23
7. Stinson, Richard	24
8. Janderwski, D.	28 3/4
9. McInnis, Gavin	33
10. Bach, Andrew	33
11. Winkman, William	38
12. Mikules, Mike	40
13. Quick, Brent	43
14. Paul, Rusty	56
15. Hall, Roy	64
16. Horrell, Jim	69
17. Johnson, Kevin	76
18. Sneider, Tim	83

# REGATTA RESULTS

30. Schiller, Don	100
31. Raditch, Robert	100
32. Caffee, Hollis	102

HOBBIE 16B		POINTS
1. Ashton, Larry	4	1/4
2. Maxwell, Chip	10	
3. Gallagher, Pat	10	3/4
4. Davison, Mike	18	
5. Coffee, Kim	18	3/4
6. Bennett, Kem	20	
7. Moss, Bret	22	
8. Walter, David	24	
9. Okragleski, Mike	31	
10. Corson, Scot	31	
11. MacPhail, Roy	35	
12. Snyder, Bill	45	
13. Coryell, Mario	54	
14. Merk, J.	56	
15. Pollard, Pete	56	
16. Krutek, Jack	60	
17. Myers, Dave	69	
18. #78173	72	
19. Avant, Thad	76	

HOBBIE 16B		POINTS
1. Weis, Susan	11	
2. Jordan, Tom	11	3/4
3. Rainger, Mike	11	3/4
4. Eminell, Steve	14	1/2
5. Chapman, Matt	17	
6. Biest, Spencer	20	
7. Roche, Cliff	24	
8. Bedoh, Jim	26	3/4
9. Frank, Bill	27	
10. Hanna, Mike	34	
11. Hoglen, Rick	35	
12. Shafer, Richard	42	
13. Brown, Mike	47	
14. Robertson, Robbie	51	
15. Kosowsky, Art	59	
16. McClellan, Kevin	61	
17. Halpin, Kevin	68	
18. Sanchez, Steve	70	
19. English, Jim	76	

HOBBIE 14A		POINTS
1. Moldt, Dick	4	1/4
2. Kirby, Alex	9	
3. Conaty, Kevin	17	3/4
4. Gruber, Mark	18	
5. Johnson, Cheryl	18	
6. Buie, Buddy	22	

7. Gres, Wright	23	
8. McIntosh, Fred	23	3/4
9. Kirby, Art	29	
10. Hull, Eric	31	

HOBBIE 14B		POINTS
1. Renfree, Julie	3	
2. Nelson, John	9	
3. Larkin, Marshall	10	

HOBBIE 14Turbo		POINTS
1. Joslin, Bill	5	1/4
2. Heil, Doug	5	1/2
3. DeKreek, Vel	11	
4. Coss, Paul	17	
5. Keyser, Clark	18	
6. Johnson, John	20	
7. Ruark, Bart	24	
8. Burns, John	29	
9. O'Neill, Pat	34	
10. Payne, Bob	36	

11TH WALT DISNEY WORLD REG  
DIVISION #8  
ORLANDO, FLORIDA  
MARCH 17 - 18, 1984

HOBBIE 18A		POINTS
1. Curry, Bob	10	3/4
2. Cope, Woodie	10	3/4
3. Thompson, Walt	12	
4. McCann, Jim	14	3/4
5. Parks, Terry	17	3/4
6. Mayo, Clive	20	
7. Johnson, Bob	23	
8. Cozart, Key	25	
9. Cady, Layne	26	3/4
10. Hohenhausen, R.	29	
11. Sheppard, Rick	37	
12. Braun, Walter	40	
13. Downing, Hal	46	

HOBBIE 18B		POINTS
1. Elder, Bud	3	
2. Stevens, Rick	9	
3. Mallory, Frank	10	
4. Cawley, John	11	
5. Schauer, Rick	15	
6. Allen, K.	20	
7. Strong, Jay	22	

8. Abbassi, Barry	24
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HOBBIE 16A		POINTS
1. Frazier, Burrell	2	1/4
2. Miller, Kevin	10	3/4
3. Bowerfind, Linda	11	
4. Liebel, Chris	14	
5. Karam, Richard	15	
6. Walton, John	15	
7. Raditch, Rick	16	
8. Gres, Wright	20	
9. Keyser, Chris	22	
10. Whiteleather, C.	23	
11. Andrews, David	26	
12. Ruse, Lawson	26	
13. McMiller, Scott	30	
14. Ashton, Larry	31	
15. Stortenbecker, S.	37	
16. Dwyer, Dennis	40	
17. Maxwell, Chip	42	
18. Rokos, George	42	
19. Theiss, Paul	43	
20. LeGrand, Ed	45	
21. Gallagher, Mike	50	
22. Dickinson, Ron	55	
23. Momier, Jim	69	
24. Murdoch, John	71	

HOBBIE 16B		POINTS
1. MacPhail, Roy	5	3/4
2. Walter, David	9	
3. Caldwell, Carl	9	3/4
4. Schulman, Richard	9	3/4
5. Corson, Scott	13	
6. Wise, Jim	14	
7. Snyder, Bill	15	3/4
8. Auger, Paul	16	
9. Boetcher, Glenn	22	
10. Burnett, Neal	22	
11. Weis, Susan	25	
12. Corwell, Tom	28	
13. Jordan, Thomas	37	

HOBBIE 16C		POINTS
1. Wolfe, Greg	8	1/2
2. Siler, Ken	9	3/4
3. Biest, Spencer	13	
4. Ostner, Chuck	13	
5. Rutter, Richard	16	
6. Jordan, Jim	19	
7. Bennett, Ed	22	
8. Ruggieri, Mike	23	
9. Wisner, Joe	24	

10. Bernard, Phil	27
11. Ridgely, Matthew	28
12. Bodoh, Jim	29
13. Fries, Bill	34
14. Norvell, David	36
15. Belote, Chas	44
16. Guthrie, Doug	48
17. Robertson, Robbie	53
18. Lofland, Don	57

HOBBIE 14A		POINTS
1. Kirby, Alex	5	1/4
2. Moldt, Dick	10	
3. Buie, Buddy	13	3/4
4. Brice, Allyn	15	
5. Hull, Eric	15	3/4
6. Craig, John	18	
7. Sarduy, Mike	24	
8. Erwin, Jim	27	
9. Johnson, Cheryl	27	
10. Brooks, Bill	32	
11. Weidig, Bert	35	
12. Kirby, Art	37	
13. Walter, Robert	37	

HOBBIE 14B		POINTS
1. Sammons, Jodi	3	1/2
2. Hudson, Jeff	5	3/4
3. Nelson, John	7	
4. Bossie, Ken	8	3/4
5. Rigell, Scott	12	
6. Green, Kelly	18	
7. Beai, Joe	21	
8. Lowry, Roger	22	

HOBBIE 14Turbo		POINTS
1. Coss, Paul	4	1/2
2. DeKreek, Vel	4	3/4
3. Joslin, Bill	8	
4. Keyser, Clark	8	3/4
5. Papas, George	15	
6. Burns, John	17	
7. Hamlet, John	18	

## DIVISION 15

FALSIES II REGATTA  
FLEET #55, DIVISION #15  
FALSE RIVER, LOUISIANA  
OCTOBER 22 - 23, 1983

HOBBIE 18A		POINTS
1. Ederer, M.	3	
2. Cocco, M.	10	
3. Lewis, S.	13	
4. Dudrow, A.	14	
5. Denson, K.	16	
6. Ferchurd, P.	18	

HOBBIE 18B		POINTS
1. Martin, M.	4	1/4
2. Rabelais, B.	6	1/2
3. Broussard, B.	14	
4. Monysau, J.	19	
5. Pankratz, J.	25	
7. Smith, S.	25	

HOBBIE 16A		POINTS
1. Andrews, M.	7	1/2
2. Schweizer, A.	7	3/4
3. Stone, L.	8	1/2
4. Thorton, C.	13	
5. Miller, G.	17	
6. Rabelais, K.	21	

HOBBIE 16B		POINTS
1. Gallegos, E.	4	1/4
2. Gabriel, R.	5	1/2
3. Starr, R.	16	
4. Ingram, D.	20	
5. Bryan, R.	22	
6. Pankratz, D.	24	
7. Landry, T.	29	
8. Mills, R.	31	
9. Tweedel, D.	31	
10. Richardson, F.	32	
11. McDaniel, B.	34	
12. White, D.	40	
13. Grimbail, R.	43	
14. Butler, M.	46	
15. Stone, B.	57	
16. Hannaman, K.	57	
17. Sanchez, D.	62	
18. Kurtz, J.	69	

HOBBIE 14		POINTS
1. Groves, W.	3	
2. Cook, J.	6	3/4
3. Parker, K.	12	
4. Katz, V.	16	

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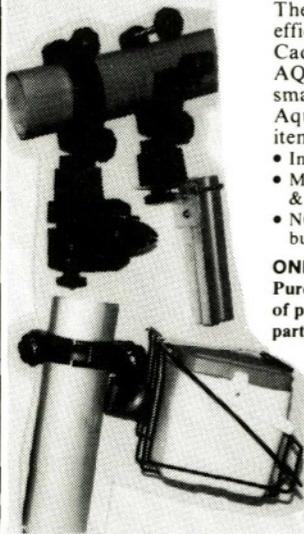
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Purchaser may obtain a refund within 15 days of purchase and replacement of any defective part for one year.

*Midwest Aquatics*

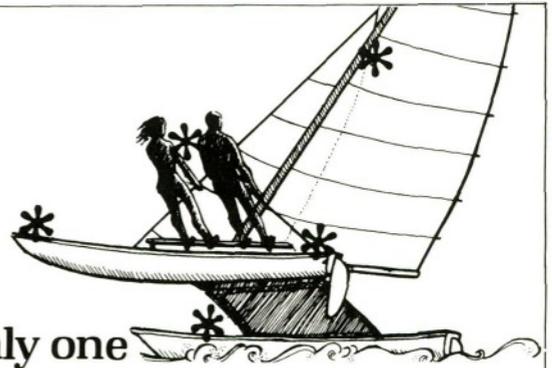
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 Both Bow / Stern \$64.90 \_\_\_\_\_  
 Aqua-Caddie: \$34.95 Account Number \_\_\_\_\_  
**Check type of Cat** \_\_\_\_\_  
 Hobie 18  Magnum Expiration Date \_\_\_\_\_  Please send more information  
 Hobie 16 \_\_\_\_\_  
 Hobie 14 \_\_\_\_\_ **U.S. Patent Pending** **\*Reg. U.S. Pat. Off.**  
 Other Cat. \_\_\_\_\_



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

Our unique, patented blocks are **self-holding** . . . a cleating mechanism is built right into the block. No camcleat/fairlead to foul or hold onto your sheets with a death grip . . . just quick sheet release & efficient control when you need it, where you need it.



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 Dir. inquiries invited MC/VISA cards accepted.

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**HOTLINE** chair comes in royal and navy blue. Other colors are also available.

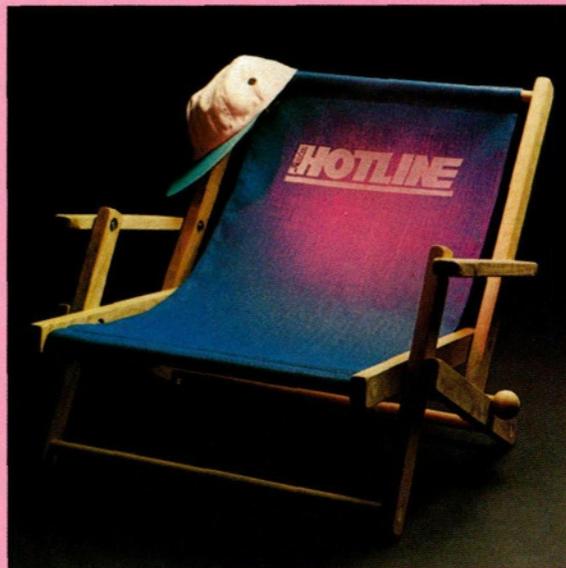


Photo by Sandra Johnson

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 I am ordering \_\_\_\_\_ chairs at \$34.95 each. Total enclosed \_\_\_\_\_

# READER'S FORUM

## Batten Cap Advice

I would like to submit a "Hobie Hot Tip" for all those who use Perfect Pocket Batten Caps. If, for some reason, the line should slip out of the groove, you won't lose the batten if you tie an end knot between the hole in the cap and the last grommet. You can still adjust the batten tension and release the tension without untying the knot.

Jerry R. Nilsson  
Fleet 199  
Carbondale, Illinois

## Prevent Lid Loss

If you add on storage ports to your boat, keep from losing the tops if one falls off in the water by gluing a piece of styrofoam to the bottom of the lid. Paint it with fluorescent paint so it will show up in the water.

No Name  
South Lake Tahoe, California

## A Valuable Exercise

If your fleet believes skill as a sailor is more than going fast, try a navigation problem. It's a valuable skill, useful should they be caught in a fog or storm, or become plain lost. It's a challenge of problem solving and concentration; a real confidence builder to be able to sail where you can't see. One possibility is to sail to a spot out of sight from the start, around a cove or point. Or, your group can sail to predetermined coordinates and see who ends up where, giving prizes to whoever comes the closest. The horizon is only about seven miles away, so unless there are mountains or tall buildings on shore, any place beyond that distance is out of sight.

All you need for equipment is a map, compass and parallels. Maps are available from the U.S. Department of Commerce, Coast and Geodetic Survey offices. A small hand held compass is usually sufficient, but larger ones are easier to read, and two compasses, one on each side of the boat, is optimal. The parallels are those gizmos with two rulers joined by two bars that make a collapsing parallelogram. You use them to line up your objective, and transfer the heading (compass reading) to the compass rose (N, S, E, W, printed on the map). Check Chapman's piloting book for a complete description and have a demonstration to your fleet to insure that everyone knows how to navigate before you all go sailing off.

Dave Kofahl  
Huntington Beach, California

## MOVING?

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## CAT EQUIP.

7023 CARROLL ROAD  
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### HOBIE HALTER COVERS

Designed to protect your boat from the harmful effects of the sun, dirt, leaves, etc., that boats live with from weekend to weekend. Available in patterns for Hobie 14, 16 & 18. Used for storage only (not trailerable). May be used with mast up or down! Velcro & ties for easy installation. Built of tough 65% polyester, 35% cotton material (lite green).



COVER IT  
WHEN YOU'RE DONE  
PLAYING WITH IT!



MADE  
IN U.S.A.

### HEAVY DUTY COVERS (not shown)

Available in storage or trailerable patterns. These covers are built tough to last in the worst conditions. They are constructed with sunbrella acrilan canvas (blue), nylon cord ties and leather chafe strips.

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Hobie 18 one-piece full coverage, #H-18-1 .....	175.00
Hobie 16 one-piece full coverage, #H-16-1 .....	152.00
three-piece full coverage, #H-16-3 .....	140.00
trampoline cover, #H-16-TC .....	47.00
Hobie 14 one-piece cover, #H-14-1 .....	127.00
trampoline cover, #H-14-TC .....	43.00

### HEAVY DUTY COVER PRICES

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Hobie 16 one-piece storage, #H-16-1HVV .....	369.00
one-piece trailerable, #H-16-1TOW .....	319.00

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Men's & Women's Long John, 2mm Nylon II. Adjustable shoulder entry system; knee pads; butt patch; leg zips; Superfly relief system; key pocket; **Sizes:** Men's XS-XXL, Women's 8-16.
- SUN JOHN** ..... 105.00  
Men's & Women's Long John, 2mm Nylon II. Adjustable shoulder entry system; knee pads; leg zips; key pocket. **Sizes:** Men's XS-XXL, Women's 8-16.
- BREEZEBREAKER I** ..... 90.00  
Men's & Women's 2mm Nylon II Jacket with Waterproof Nylon Sleeves. Windcollar; front zip; adjustable cuffs; Waterproof nylon sleeves. **Sizes:** Men's XS-XXL, Women's 8-16.
- WINDBREAKER I** ..... 36.00  
Men's Waterproof Nylon Pullover Windjacket. Windcollar; pullover; partial front zip; zippered pouch pocket. **Sizes:** Men's XS-XXL.
- WINDBREAKER II** ..... 50.00  
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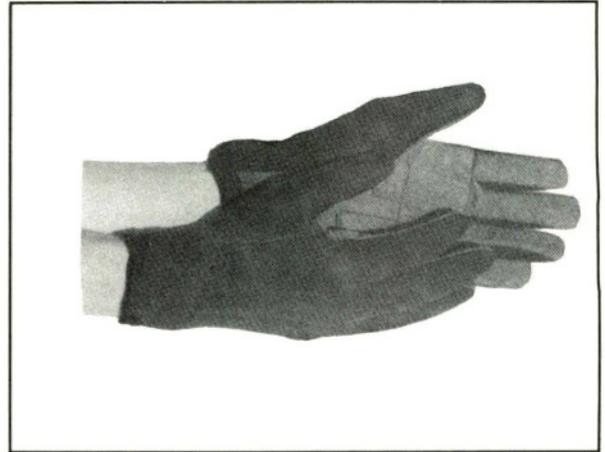
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Neogloves are the latest innovation from Neosocks Products of Laguna Niguel, California. The gloves feature a two millimeter neoprene top which is fitted to a polyurethane coated and brushed reinforced nylon palm.

The gloves were designed and tested for sailors and other water sports enthusiasts, but Neosocks products claims that the gloves will please other sportsmen such as cyclists. For more information on neogloves, write Neosocks Products at P.O. Box 6566 Laguna Niguel, California 92677 or call: 714-240-8484.



9'8" Long x 21" Wide x 12" Deep

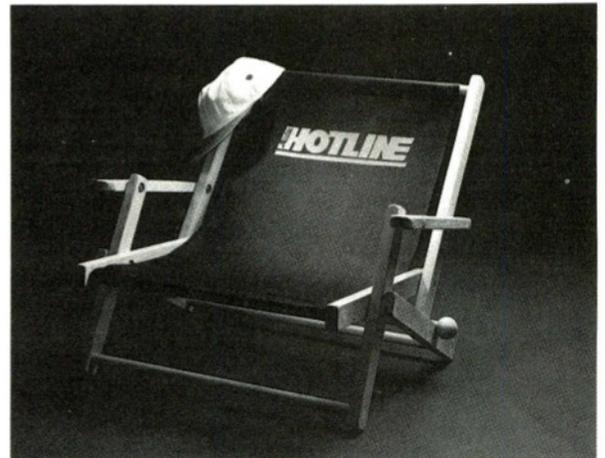
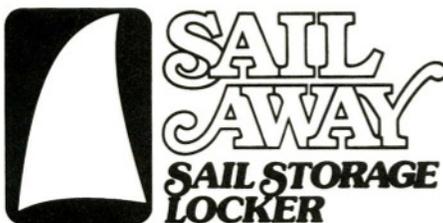
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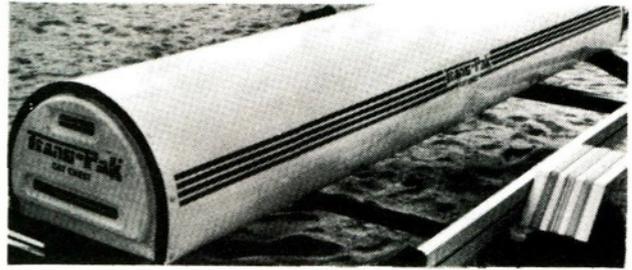
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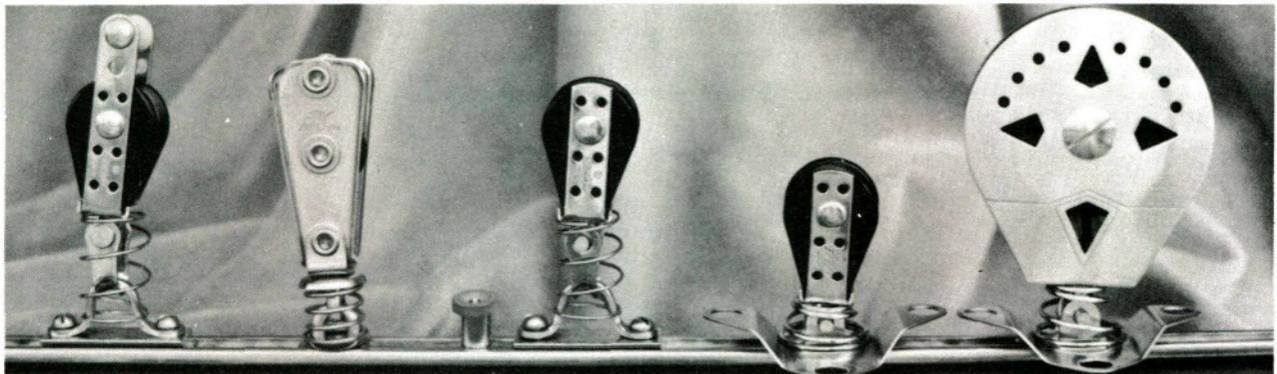
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## A POP QUIZ



**A**

**B**

**C**

**D**

**E**

WHICH OF THE ABOVE JIB TRAVELER SET-UPS HAS....

- (1)... the lowest stack-up capability?
- (2)... the cleat built into the block?
- (3)... the least weight?
- (4)... the attachment points for your traveler control built into the traveler?
- (5)... the capability to be easily cleated from anywhere on your boat?
- (6)... the most sensitive (largest, ball bearing sheave) block?
- (7)... the "state of the art" modern appearance?
- (8)... the lowest price tag?
- (9)... the highest price tag?
- (10)... the five year guarantee?

Ans: 1-D&E; 2-E; 3-E (does not require the separate cam cleats); 4-D&E; 5-E; 6-E; 7-D&E; 8-B (but for only a few bucks more you can get it all together in D); 9-E; 10-D&E

**D** is the **KISME optional OK** with the Harken block - top line premium quality at an affordable price of only \$49.95 per pair.

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The **optional OK** is shown carrying a Harken #166. The **optional OKs** come with the pyramid stand-up springs, clevis pins, cotter keys and the Harken #166 blocks. Suggested retail is \$49.95 per pair. Suggested retail for a pair of **OKs** without blocks is \$34.95.

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"Sail tape and shroud covers are not enough. I use Sail Saver on my battens for maximum sail protection."

CARLTON TUCKER

2nd place '83 Hobie - 18 Worlds, 4 time National Runner-up,  
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- Eliminates sail chafing from battens
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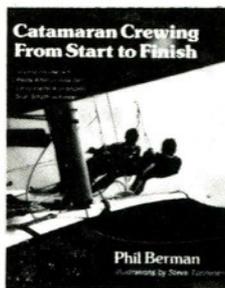
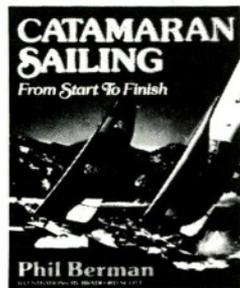
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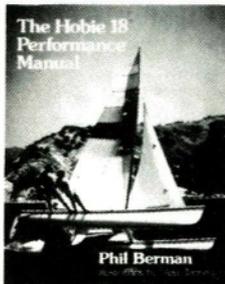
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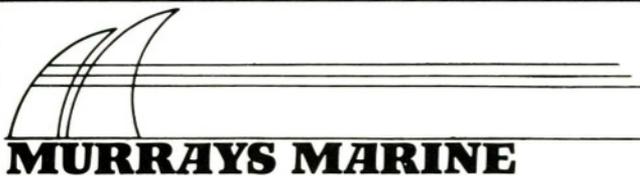
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# RULES

Continued from page 27

the starting signal, because you aren't going anywhere, there can't be a fastest course or *proper course* to get there. (See Appeals 6, 15, 74, 79, 127, 215, 224, 227.)

**MARK**—A *mark* is any object specified in the sailing instructions which a yacht must round or pass on a required side. Every ordinary part of a *mark* ranks as part of it, including a flag, flagpole, boom or hoisted boat, but excluding ground tackle and any object either accidentally or temporarily attached to the *mark*.

A *mark* can be an inflatable ball, a bell buoy, a large powerboat, or any object the sailing instructions so indicate. On a starting line between two powerboats, the powerboats are the *marks*, although the actual end of the line may be indicated by a flag or some other specific point on the boat. Anything that is normally attached to the object is also part of the *mark*; i.e., a long antenna, a mizzen boom, or a large flag, etc. But something temporarily attached, such as a whaler tied up to the committee boat, is not part of the *mark* unless the sailing instructions indicate otherwise.

Notice also that the ground tackle, i.e., the anchor line, chain, etc., is not part of the *mark*. So on a committee boat with a high bow, where 15 feet of anchor line may be above the water, the anchor line is simply ground tackle, and the *mark* begins at the bow of the boat (Appeal 59).

**OBSTRUCTION**—An *obstruction* is any object, including a vessel under way, large enough to require a yacht, when more than one overall length away from it, to make a substantial alteration of course to pass on one side or the other, or any object which can be passed on one side only, including a buoy when the yacht in question cannot safely pass between it and the shoal or object which it marks.

This is another commonly misunderstood definition. An *obstruction* is anything on the race course large enough to require you to change your course, when still more than a boatlength away, to avoid running into it. Obviously a lobster pot or averaged-sized channel marker is not going to force you to alter your course substantially, but a committee boat, another sailboat, or a breakwater will.

For example, if you are on port *tack* on a collision course with a starboard tacker, you will have to alter your course to avoid a collision. Therefore the starboard tacker, as a right-of-way yacht, is an *obstruction*. Also, the committee boat on the starting or finishing line doesn't cease to be an *obstruction* just because it's now a *mark*. If it's large enough to require you to turn to miss it when still a boatlength away, it's definitely an *obstruction*, which also happens to be a *mark*. 



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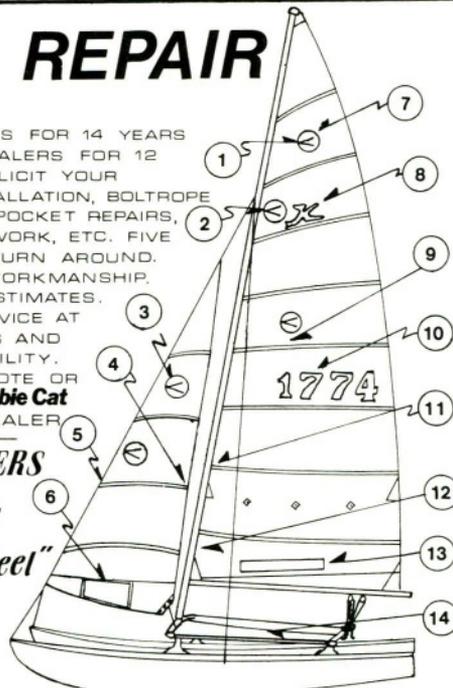
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## Midwinters West

Continued from page 48

whether the wind blew at all. Most sailors were so busy having a good time, that the racing was more of a sidelight than a main attraction. A few margaritas can do a lot for a party. Or a regatta.

By the time Sunday rolled around, sailors were ready to sail. But once again, the wind could not seem to be coaxed out of hiding. All the preparations were made for the anticipated racing and boats were called off the beach in hopes of managing to squeeze in two races in order to make the regatta results official. As of noon, the situation looked hopeless. A chase boat was sent out more than a mile beyond the race courses in search of a breeze but found only seals. Most felt that there would be no racing at all, and some sailors ventured back into the beach to begin packing for the drive home.

Those who remained out on the water formed lines of catamarans and held impromptu parties. One sailor politely asked if it would be possible to "turn on the fans."

"Wind," yelled voices from drifting boats.

"Beer!" shouted voices from the ever lengthening strings of catamarans.

"Women!" screamed others.

"My whole body is bloodshot," complained Kathy Brown of Capistrano Beach, California as she lay on the trampoline of her boat with the sun beating down on her.

At last, the wind seemed to fill in slightly and Banks made the decision to go ahead with the first race of the day with hopes that this one would not turn into a drifter. An AC AC course was called. In what seemed like a miracle, the wind began to steadily increase until it hit the seven to 10 knot range. By the time all the starts were completed for the rest of the fleets and classes, some of the lighter crews were single trapezed.

The wind had continued to increase to the 12 knot level by the time the second race of the day was started. This time, the most daring start was taken by Jim Kimball and Floyd White aboard their Hobie 18. With seconds to go, both sheeted in as White took to the trapeze. The result was a perfect port start as the boat hit the line at nearly the same instant as the horn blew. Even though the rest of the fleet had executed a starboard start, Kimball held such an advantage that there was no need for him to alter course to avoid interference. Still, David Douglas of Costa Mesa managed to edge Kimball out at the finish to take first place.

The wind, which had refused to blow for so long, was whipping small whitecaps into motion as the start of the final race approached. There were several closely contested fleets, so the third race of the day would be vitally important since it

would allow for a throwout. Many crews again went to double trapeze. The sun was moving lower in the sky and as the race progressed, the wind seemed to lessen slightly, but the boats were still moving along at a brisk pace.

By the time the protest meeting had concluded, night had descended upon those gathered at the awards ceremony site around the pool of the El Cortez Hotel. Door prizes of Hobie sunglasses were awarded to those whose names were drawn and special thanks were given by Sandy Banks to Alex Martinez, Director of the Baja Ministry of Tourism who then awarded Banks with a commemorative plaque for the contributions the Hobie Class Association has made over the years to San Felipe and the state of Baja. Thanks were also given to the people of Baja; Hobie Alter Jr., who donated sunglasses for door prizes; the members of Division 2 for all of their assistance; Division 12 Chairman Woody Bliss; Doug Campbell, President of Hobie Cat and wife Jean; Charlie Plummer, Jim Stewart, Bill Huntington, Dave Churchill, Bob Brown; Wayne Schafer, who taught an excellent racing clinic; Byron Kurt, Rose Roberts, Sandy Vanschak, Tony Lewis, Jason Banks, Tim Chisholm, Arlen Stiener and Ralph Cubic who helped on and off the water. A special presentation was then made by Banks to the El Cortez Hotel for its continued support of the Midwinters. The overall winners in all classes were as follows: *H18*—Paul and Karen Parizeau, *H14 Turbo*—Roger Neathery, *H14A*—Charles Froeb, *H18 Magnum*—Mel Wills and Linda Munns, *H16A*—Bob and Jana Seaman, *H18B*—Dick Mueller and Francis Ornomita, *H14B*—Jim Lanz, *H16B*—Bill and Sherie Greer, *H18N*—Chris Lewis and Tom Evans, *H16C*—Ron Johnson and Gary Griffiths, *H16N*—Tom Burling and Tami Lodder. (See complete results in the Racing Section.)

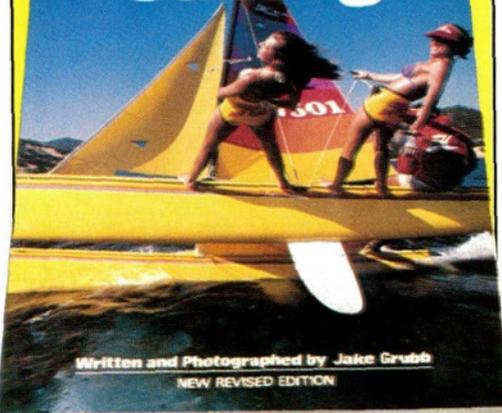
As some of the sailors packed up to leave and others wandered into town for dinner on their last night in San Felipe, the skipper of a local shrimp boat who had helped to fish several lost sailors out of the sea after a Chubosco hit several years ago, explained why his town is happy to see the "Hobie people."

"You know," he began, "we live here because we want to live here. It's a beautiful place. We're poor but that's O.K. because we like where we are. So when you come here to have a good time, we want to do what we can for you. Sure, you spend money and that helps us, but we want to give you some of what we have too. So, take care amigos, we'll see you next year." 

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Fort Walton Beach, Florida U.S.A. October 5-13, 1984

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**HOST HOTEL:** The Ramada Inn on Florida's Miracle Strip on the Gulf of Mexico will be the official hotel of the regatta. The hotel sports northwest Florida's largest swimming pool with a five story Polynesian Island featuring swim through waterfalls that lead to the grotto bar.

**THE RACES:** Changes have been made to allow for more participants. This year, 56 boats will be used to allow for 112 teams. The qualifying series will be run over a three day period and will begin on Saturday, October 6 and will continue through

Monday, October 8. Qualifiers will be announced at the Welcome party on Monday evening.

Each country has been allocated prequalified and qualified positions. For the North America region, any skipper wishing to qualify must submit a sailing resume including the following: number of years of sailing experience, number of years Hobie Cat experience, home Division and fleet, normal size of boat you sail and special sailing accomplishments. The resume should be sent to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.

All resumes and requests must be received prior to July 1, 1984. All skippers eligible for the qualifying races will be notified by August 1. All other skippers should contact their respective associations or the Class Association regarding the allocated positions. All other World Championship information will be printed in the July/August issue of the HOTLINE.

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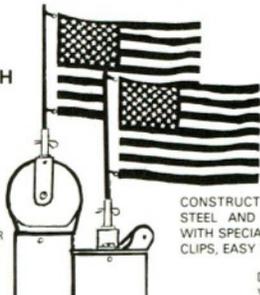
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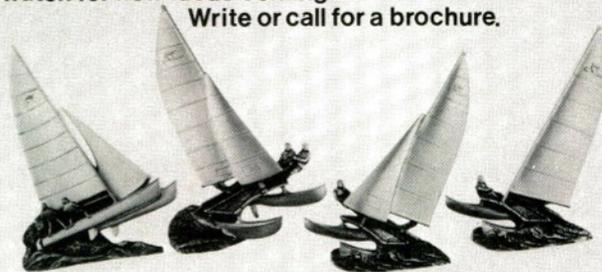
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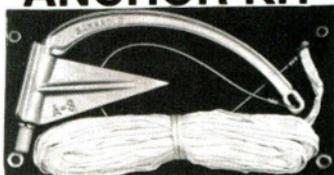


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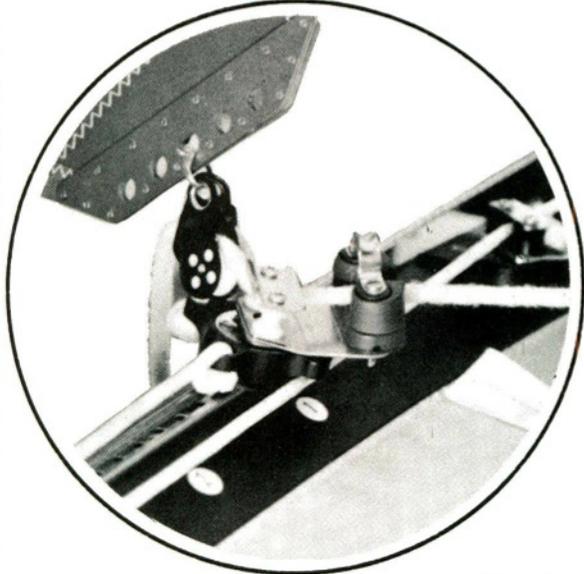
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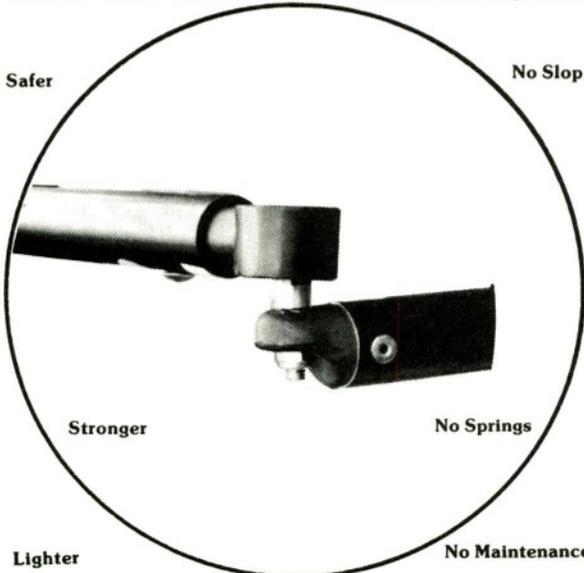
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# HOBIE HOT TIPS

## Making Turbo Rigging Easy

Try this some time, and you'll find out that the Turbo is a one man (or one woman) boat. Unload the boat and mast from the trailer onto an area which has enough room so that the boat can be laid on its side when rigged.

1. Take the mast and lay it 90 degrees to the boat with about four feet lying over one of its hulls, just in front of the forward crossbar.
2. Attach the side stay on which the boat is now lying. (Remember that when the boat is set up it will be lying on its side.)
3. Attach the Turbo jib wires (or, if you have the 14 without the jib, attach the forestay.)
4. Now, making sure you have a mast chip in place, tip the boat on its side, or toward the mast.
5. When the boat reaches the balance point, pick the mast up with one hand (keep the other hand on the boat) and place it in the mast step.
6. Now let the boat go over center. The ground side stay and the forestay will hold the boat on its side nicely.
7. Attach the upper side stay and you're set up.

Editor's Note: (Before righting the boat, check above you for overhead wires or powerlines.)

Taking the boat down this way is just as easy.

1. Place the boat on its side and remove sails, rope, etc.
2. Remove upper side stay.
3. Push boat over to balance point.
4. Remove mast and place at least three to four feet of it on the lower hull.
5. Lower boat down to the ground.
6. Remove what was the lower stay and forestay.
7. Load the boat and mast on the trailer and go home.

Have a friend help you for the first few times, or at least until you get the balance of the boat.

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Lincoln, Nebraska

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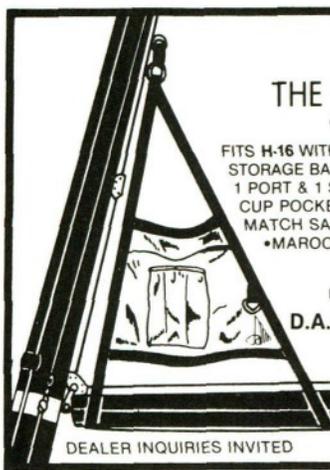
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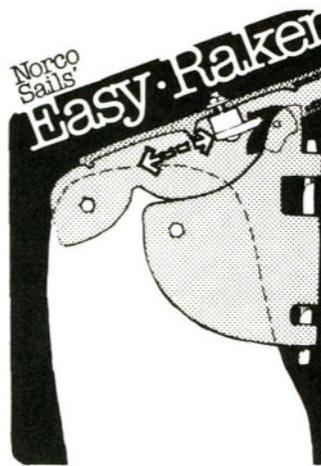


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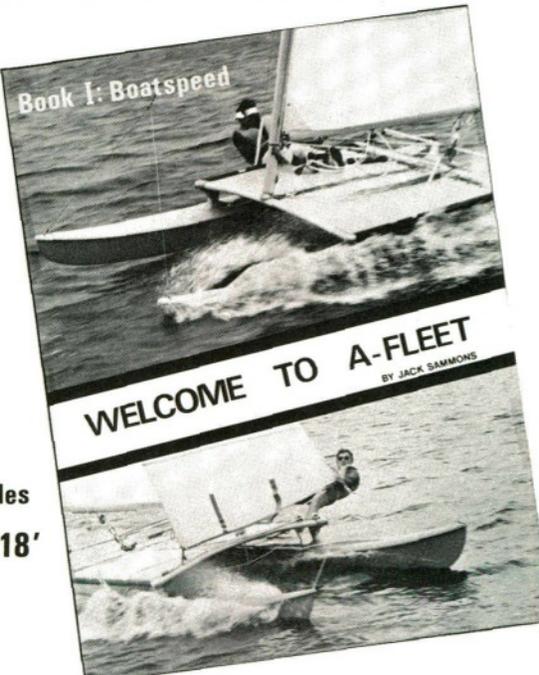
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## HOBIE BRIEFS

### In Tribute

David Socash Jr., son of David Socash, Philippine licensee for Hobie Cat, was killed in a Manila auto accident in early March. The 19 year old Socash was the reigning Hobie 14 Southasian Champion and had become well known among the Hobie racing fraternity through his participation in the 1983 Hobie 14 National and 1984 Hobie 14 World Championships. Socash loved sailing and his open and outgoing personality made him friends no matter where he went on or off the water. His skill as a sailor also won him the respect of his fellow racers. He will be missed by his competitors and friends.

### Bond Heads USYRU Training

With the appointment of Bob Bond as the United States Yacht Racing Union's Training Director early in 1983, the USYRU began moving toward a unified training policy. As of January 1, 1984, Bond will be responsible for racing clinics, tune-up clinics and the instructor job clearinghouse as well as his former duties which involve national programs for instructor training, learn to sail and learn to race.

Bond is a long time catamaran sailor in "C" class and sails Olympic Tornado and single handed trapeze in "A" class.

### Our Mistake

In the March/April 1984 issue of HOTLINE, we mistakenly wrote that Richard Loufek had once participated in the San Diego New Year's Day Race. Loufek has never sailed in this particular event.

### Lost - \$200 Reward

Daytona Beach, Florida, yellow jib with multi-colored main and black boom. The sail number is 74106. Those with any information should call Mike Farantino at: 904-677-6223.

### 911 Emergency Number Comes to California

Californians will soon be able to take advantage of the new 911 emergency number to reach Coast Guard assistance and emergency services. The number, which has been in place in several California communities as well as other states, allows the caller to simply dial 911. An operator taking the call can then route it to the proper agency for quick action. This has proven effective in police and fire emergencies and should help with marine crises also. Not only can sailors call from boats, but people on shore can use the 911 number if they see an incident out on the water. The number will be particularly helpful in the case of dockside emergencies where many injuries and accidents occur.



### DANGER

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

## Mid Life Crisis

Continued from page 31

from wherever it was he had been; the kid explained my plight to him, and told him he had offered to sail my boat home for me. Dad said, "Okay son, go ahead." I was aghast! He was sentencing his own son to sure death by drowning. Of Dad, I queried, "Do you think he can handle it?" "Of course," he said. Not smart alecky. Just matter of fact like. At least I knew where the kid got his material, not to mention his confidence. The kid looked at the way I had the sails rigged, and started saying tsk, tsk. I asked him why he was tsk-asking, and he most politely told me that the boat was rigged all wrong, and whoever did it had no idea of what he was doing. Not smart alecky. Just matter of fact like. I suppressed the desire to punch his little lights out, and told him to feel free to make the necessary corrections. Well, to make a long story short he re-did the entire rigging. No wonder I was having all that trouble! He ultimately said he was ready to

go, so why didn't I go up ahead to the beach where I kept the boat so I could wave him in when he got there.

I said I'd give him a head start, he said don't worry about it, he'd only be five minutes or so behind me. One of Dad's employees offered me a ride, I accepted. It was about a hundred feet or so from the beach to the car. As we walked toward it chatting amiably, I wondered to myself, "How is the kid doing?" I turned around to see. Not only was he in no trouble, he was whipping away from shore up on one pontoon, pulling ropes, steering, checking the sails to see if the wind was in them properly and if there had been a hibachi on board, he probably could have cooked and served a six course meal! This kid knew what he was doing! I could not believe my eyes, so I asked the guy I was with, "who is that kid, anyway?" He said, "You mean John-John?" Well, I figured he didn't mean Jacqueline Kennedy's kid, so I said, "Yes, him." Turns out that John-John is the son of the rental fleet owner (Dad), and has been sailing catamarans since

before he could walk or talk! From the way he was going about it, I would say he was conceived on one, and had a built-in genetic ability. No wonder his father had such supreme confidence that the kid could "handle it."

The kid was not only a wonderful sailor, a credit to his upbringing, in my eyes a saviour, he was also right. All he needed was a five minute head start. My driver and myself got to my beach, and five minutes behind us, the kid literally flew the boat up on it—so far up, that we didn't even have to pull the rudders out of the water. We shook hands solemnly, and I apologized for having bothered him. He said it was nothing, he was glad to do it, and for me to hang in there, because if I practiced, some day I'd be good too. Not smart alecky. Just matter of fact like.

I gathered up my sails once again and, bloodied but unbowed, trudged on home.

That's about it to date from me and my Hobie. I still love it and sailing, and there are no more horror stories— at least not yet. 

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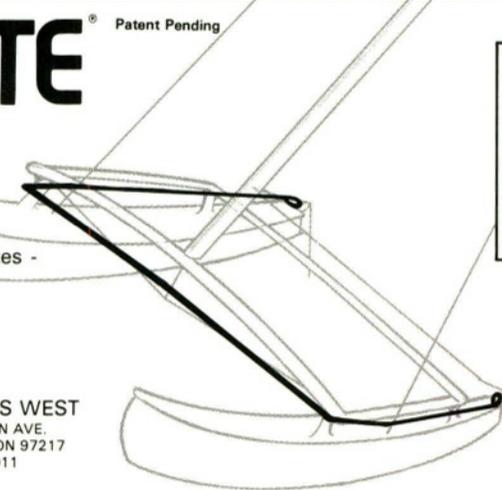
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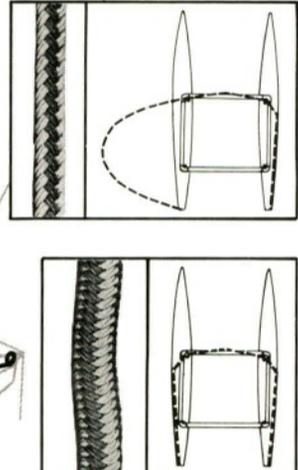
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# LAST LOOK



Robert Brown

**Fred went a little deep on that one.**



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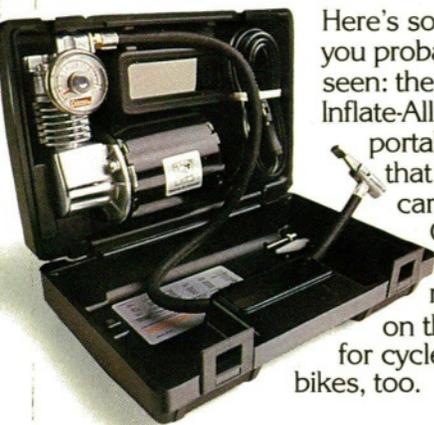


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