

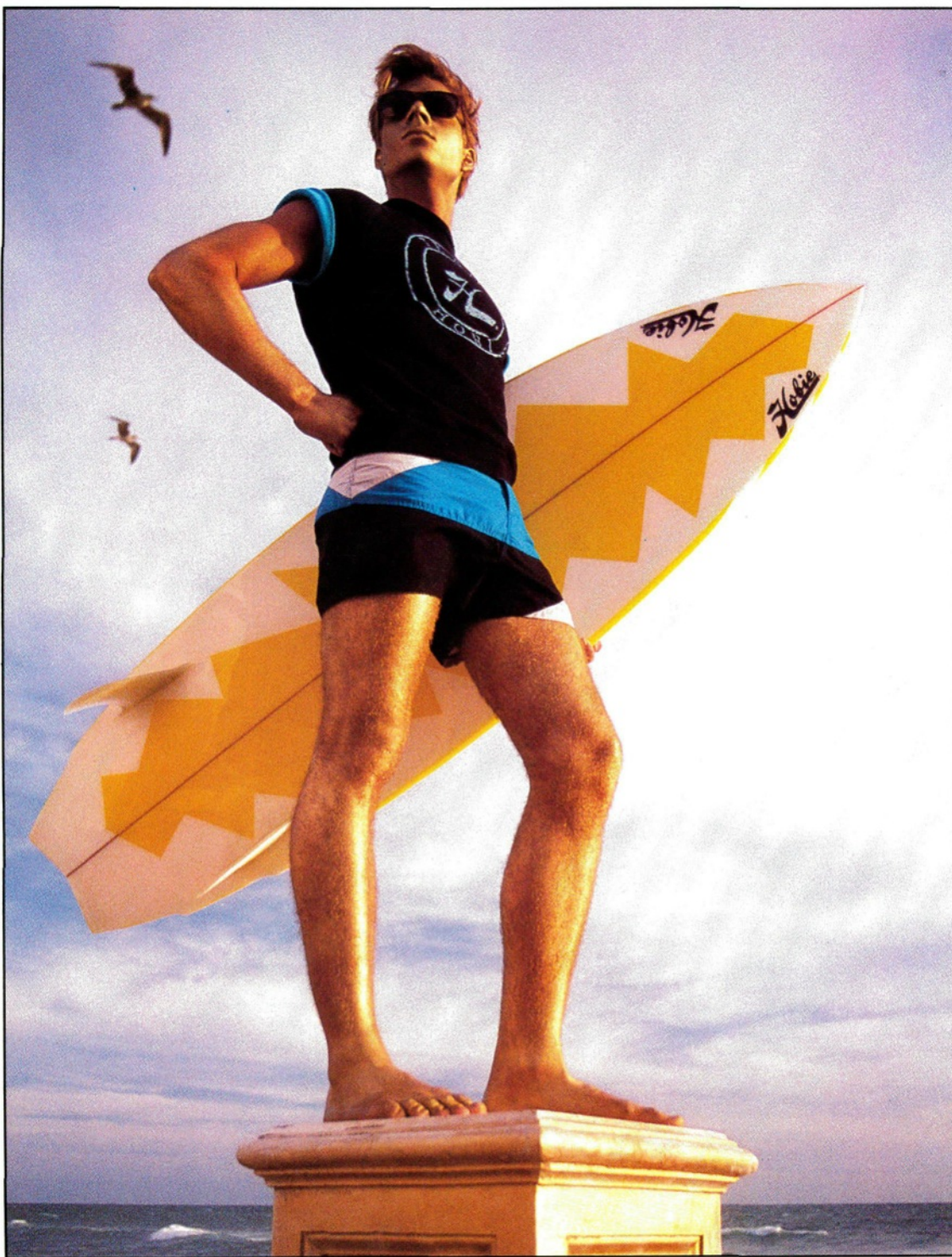
Kobie

HOTLINE

SEPTEMBER/OCTOBER 1984

\$2.00





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Hobie **HOTLINE**

September/October 1984

Volume 13, Number 5



Robert Brown

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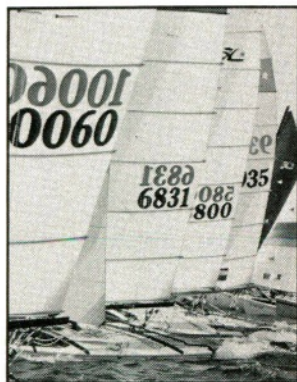
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Classic racing action in San Diego, California. Photo by Robert Brown.

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

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

Room At The Corner

Athletes from around the world have just completed demonstrating their talents at the summer Olympics in southern California. It seems that the minds of millions, spectators and competitors alike, have been focused on excellence in sport. Impressively, unity intertwined with the competitive spirit.

There remains a heightened awareness of the total sporting experience, regardless of the discipline. Now is a time of appreciation for people as individuals regardless of cultural differences. Maybe the Olympics offered a view of what is possible for us as human beings.

Although there are differences between sports, there is also a common theme we all share, recreational enjoyment. Many sports include elements such as attempting to go faster, the challenge to improve, a sense of dedication and pressing ourselves to go for it one hundred percent.

You need only read through this issue to see that the Hobie Class Association has a large group of active athletes racing to win and then joining in fellowship when the race is over. In Hobie life, the spirit to go faster is there each day, whether the race be around the buoys, cruising past a monohull or just getting to the other side of the bay as fast as you can.

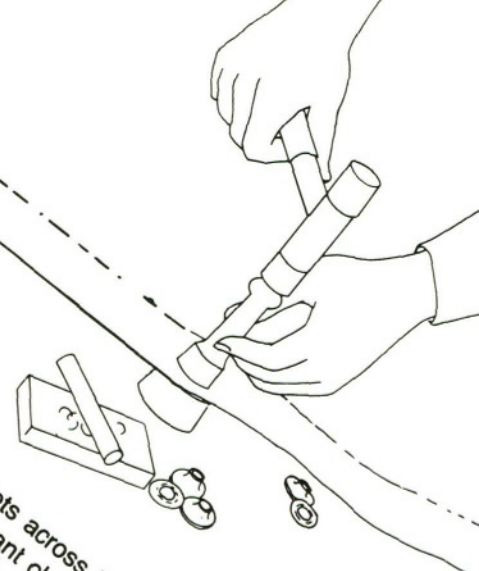
Last weekend, as I watched the Olympic cyclists pedal their way

around the 110-mile course over steep hills and through sharp curves for five hours straight, I thought this sport was in a class of its own in terms of physical demand. But after reading Scott Ward's account of the long hours and radical conditions in the Worrell 1000 this year, I was reminded that not only do we cruise leisurely and race intensely, but we also have sailors pushing their endurance to the limits.

I was also surprised to see that cyclists, like sailors, must use tactics to get around the course. In fact, as the top six cyclists leaned into a tight turn and jockeyed for position, I almost expected to hear one of these pedalers break the verbal silence and shout, "room at the mark." By the end of the day, and after watching other Olympic competitions, I was excited about the sporting spirit and the nitty gritty's of improving equipment, learning new techniques for efficient teamwork, and sharing in the experiences and triumphs of other individuals. I looked at the *HOTLINE* and hoped it to be a medium to carry messages about those types of subjects so that we can all share in the Hobie Way of Life. Keep the spirit, read and enjoy.

Good Sailing,

Paula Alter



Double Grommet Kit Grommets across the rear of the trampoline doubled in 1983. Add this important change to your boat before grommets start to tear or repair your trampoline where grommets are already loose. Kit includes 24 spur grommets and durable installation tools.



One Piece Mast Rotation Control Arm Remember the old two-piece control arm? Forget it! Sailing Systems presents Hobie Cat's new one-piece, heavy wall Mast Rotation Control Arm. No more bending of various parts, just steady, sturdy mast rotation control!

Jib Clew Shackle The little secret to easy removal of the jib sheet and blocks attached to the shackle. It features a half-turn no-tool release of a "captured" clevis pin.

Keeper Pin A great little helper for quick rudder removal and a definite plus for trailering!

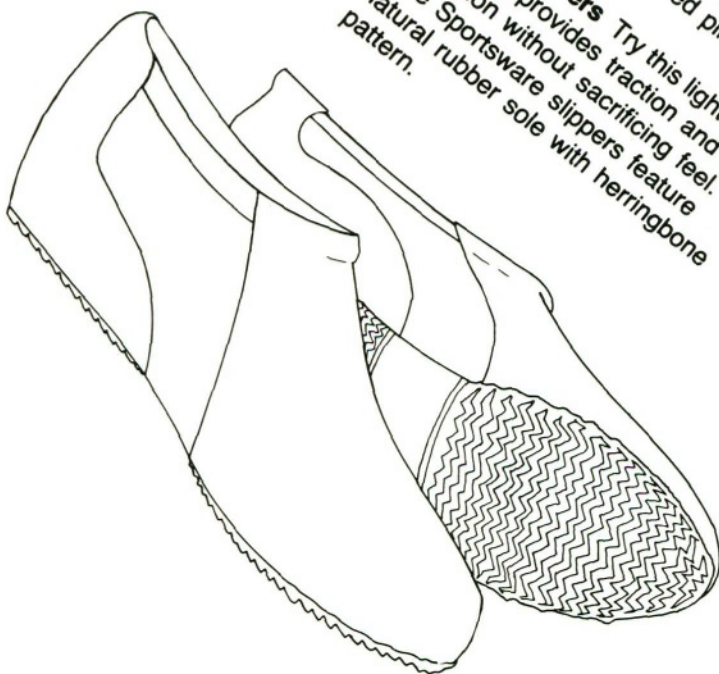
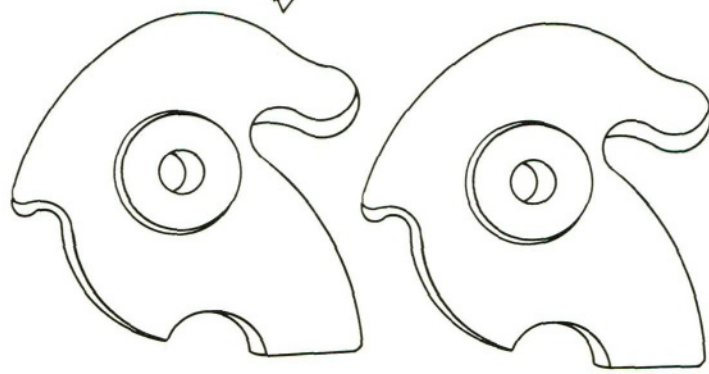
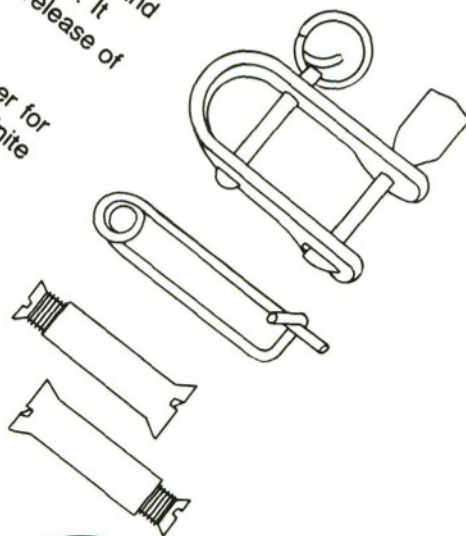
Rudder Cam Kit This set of sister screws and pair of rudder cams are the perfect replacement for the old rudder cam and flared pin system.

Sailing Slippers Try this light slip-on shoe that provides traction and foot protection without sacrificing feel. Bare Sportware slippers feature natural rubber sole with herringbone pattern.

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LETTERS

Salute to Vane Glory

As a Hobie sailor for the past 12 years, and a current owner of a Hobie 16 "Cat Fever" and a Hobie 14 Turbo, I am pleased to recommend one of your advertisers to other readers.

Late in the winter of 1982, I purchased a Michigan State University black "S" flag from Vane Glory to fly from the top of the mast of my Hobie 14 Turbo. Flying the "Spartan S" was very important to me as I live in the heart of University of Michigan country. Much to my chagrin, a pitchpole in midsummer eliminated my colors by severing the flagstaff, leaving me bare for the remainder of the sailing season.

I wrote a rather pointed letter to Vane Glory expressing my sorrow and asked for a new staff and flag. I received a personal, handwritten response from the owner of Vane Glory expressing regret for the loss of my colors. In his personal remarks, he detailed his sailing experience and sent me a replacement staff and flag to again taunt the U of M fans. More importantly, he sent me some of his "secret" sailing techniques using the mast flag.

I've enjoyed your publication over the years and have saved every copy.

Clifford Weber
Whitmore Lake, Michigan

Where's the OP's?

As we were rigging down our 18, after a Fleet Rival Race, a pickup pulled into the parking lot where most of us were. A couple of men with three or four sons, ranging in age from probably five to twelve years old, emerged from the pickup truck. The youngest boy jumped out of the back of the pickup and with much enthusiasm pointed to the Hobies in the parking lot, on the beach, and on the lake proclaiming "There, see, those are Hobies, and you have to have a Hobie T-shirt on before they will let you come close to one!"

And of course, he just happened to be wearing a Hobie T-shirt. His brother then asked "I wonder where all the OP's are?"

I found the first boy's statement cute, but the second was hilarious! Hope you enjoy the story.

Pam Curtis
Fleet 131
Oklahoma City, Oklahoma

Disappearing Parts

My family and I attended the 1984 Hobie Canadian Nationals held on Lake Champlain in the early part of July. This was the first time we participated in an international event and we all truly enjoyed the opportunity to make new friends and acquaintances. The sailing was great, the regatta location was ideal and the cost of food and accommodations was minimal for a national event.

I would like to personally thank Mario Dolan for his help in securing the charter of a brand new 18 which was supplied by Sailcraft of Canada. The Perrys, owners of Sailcraft, were very helpful in providing all of the little odds and ends of parts and pieces necessary to get the boat in the water and ready to race.

Unfortunately, the event was marred for us and the Perrys by the theft of the dagger boards and the complete epoxy rudder system from my rental boat. The theft of approximately \$1,000 worth of parts and equipment occurred on Friday night. My rental boat was stored in a "secure" beach area, protected by security guards. The parts were probably taken at random simply because they were brand new since there were 40 other boats which could have been victimized.

There is no place in the sport of sailing for a common thief. I request that all Hobie sailors, dealers and fleet members from the North Eastern United States and Canada be on the lookout for an 18 sailor who suddenly and without explanation has a new set of boards and rudders either for sale or for his boat. If the thief himself sees this letter and believes that "insurance" will pay the claim and no one will be hurt, let him be assured that neither I nor the dealer was covered for this loss.

If anyone has any information regarding the theft, please contact me either by phone or at this address:

Stan Sunderland
Post Office Box 346
Buford, Georgia 30518
404-945-1014 days
404-967-2412 nights

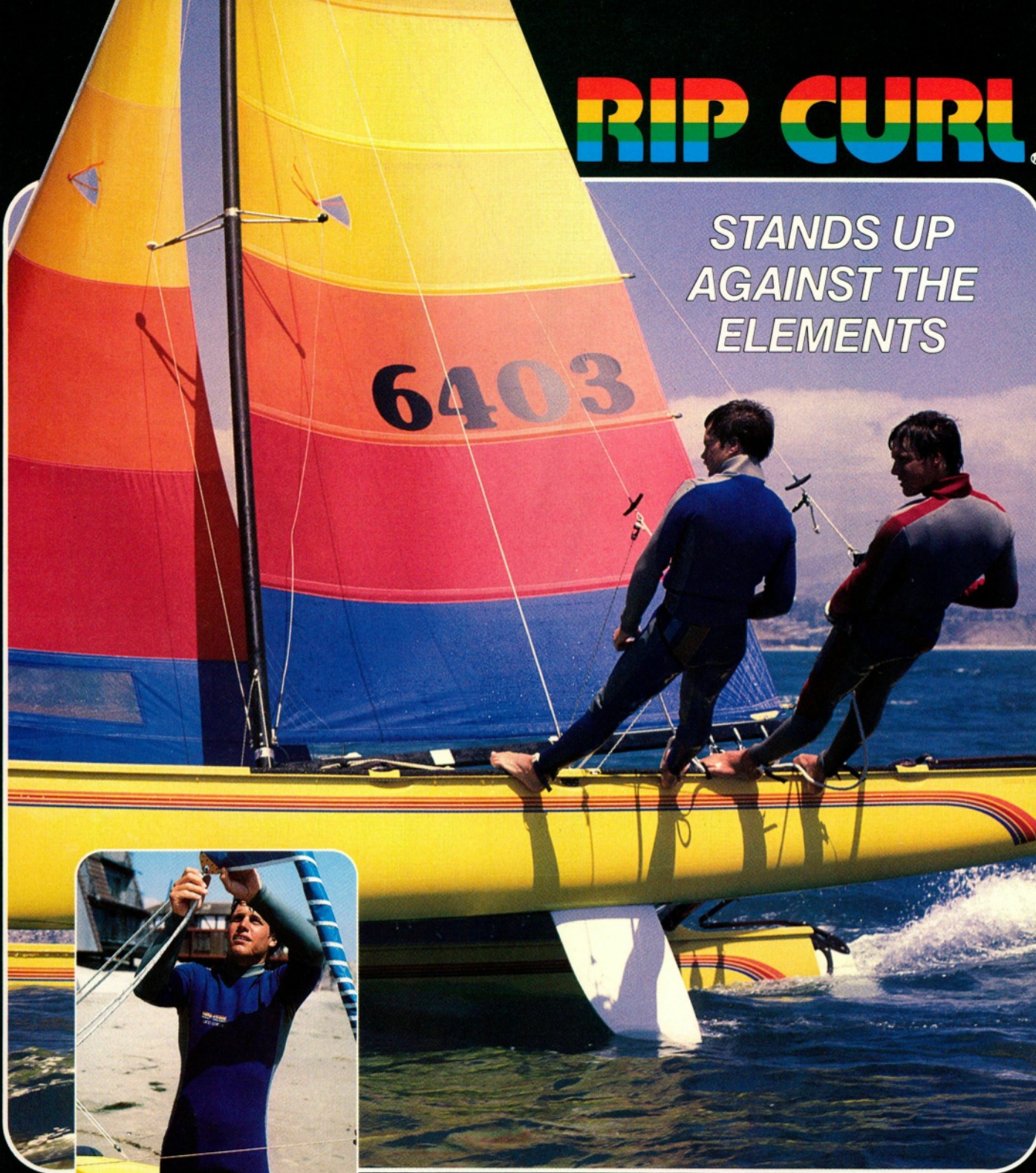


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Jeff Alter and crew/Photo: Mott



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COLORFUL CRUISIN'

DODGE DOES IT THE HOBIE WAY

At first, they drew curious stares from the passersby in San Felipe, Mexico during the Midwinters West regatta. Some asked questions, others wanted to run out and buy one immediately. The object of all this admiration and attention was a new Mini Ram Van from Dodge Trucks painted in living Hobie color.

The van at the San Felipe event is part of a shipment of seven vans to Hobie Cat by Dodge, for use by company officials in each of Hobie's regions across the country. Hobie sailors will be seeing a lot of these new vans for the rest of the sailing season and next year as well. Most major regattas will be attended by a Hobie representative who will likely be driving one of the vans.

According to Bob Brown, Hobie PR and Promotion chief, the new vans will work for the benefit of both companies and of sailors in fleets all over the U.S. "Well, of course, the new vans will help us with transportation costs and they will make it much easier for our reps in the regions to get around to more events, as well as tow boats and do all the things involved with assisting



regattas. Plus, it's great publicity for us. I mean, take a look at that paint job. When you see that and the wonderful design of the vehicle, you sit up and take notice."

Dodge stands to benefit from the cooperation between the two companies as well. Although the small vans have proven to be a winner for Dodge, the extra publicity and the affiliation with one of the world's most popular forms of outdoor recreation makes a good backdrop for the Mini Ram Vans. In fact, Dodge executives seem as enthusiastic as Brown.

Calling Hobie Cats and the new Dodge Mini Ram Vans "a natural mix of lifestyles," John Kramer, National Truck Merchandising Manager at Dodge, welcomed the opportunity to affiliate the Mini Ram with Hobie Cat. "We saw a Hobie at a show we attended and decided to start addressing the type of person who would be a Hobie enthusiast."

Kramer, who has sailed Hobies and has been a water sportsman for some time, cited the Ram's versatility as a major

factor which lent impetus to the decision to give seven Dodge Mini Ram Vans to Hobie Cat. "Hobie sailors are a versatile group of people," Kramer said, "and the vans can meet the needs of a person who is involved in many different activities. Hobie sailors are probably involved in winter sports as well as sailing and the Mini Ram's front wheel drive and economy will make sense for them. It fits."

If sales figures are any indication, a lot of people think the new vans fit them. The Mini Rams, at an affordable price, are sold out through the 1984 model year and into the 1985 model year. One reason for the popularity of the vans according to Kramer is the fact that many are being converted in similar ways as bigger vans have been for years. People are crafting the Mini Rams to suit a wide variety of functions.

"Really," said Kramer, "we haven't even been able to categorize this product. All I can say is; it's right for whatever you want to do with it."





THE WORLD COMES TO FT. WALTON

The Absolut Vodka Hobie 16 World Championship

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

Fort Walton Beach is located in the heart of northwest Florida's Gulf Coast and features sugary-white sand beaches and the azure waters of the Gulf of Mexico. Miles of beaches that defy description offer everything from secluded sand dunes to beachfront parks. You can walk, jog or stroll for miles.

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.

THE ABSOLUT VODKA HOBIE 16 WORLD CHAMPIONSHIP

FORT WALTON BEACH, FLORIDA, U.S.A. OCTOBER 5-13, 1984

Bounds Village Travel will be handling the package for the upcoming Worlds in Fort Walton. They have put together a bare bones package that is sure to entice you all. This is an event you can't miss!

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Address _____

City _____ State _____ Zip _____

Phone: Home () _____ Business () _____

The packages listed below are per person prices. Please check the package that you would like and mail your reservation in today.

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- () Gulf View — \$465.25

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- . . . Nine nights accommodation at the Ramada Inn with all room taxes.
- . . . Transfers to and from the airport either Pensacola or Ft. Walton.

PACKAGE #2 October 8-14, 1984

- () Parking Lot View — \$229.00
- () Court Yard View — \$260.50
- () Pool View — \$292.00
- () Gulf View — \$323.50

This price per person includes:

- . . . Six nights accommodation at the Ramada Inn with all room taxes.
- . . . Transfers to and from the airport either Pensacola or Ft. Walton.

NOTE: The above prices are per person based on double occupancy. Additional people are \$6.30 per night per person with no more than four people in a room.

Bounds Village Travel has put together a special airfare with Delta Airlines, the official carrier of the 1984 Worlds. This special fare is based on round trip tickets to Pensacola or Ft. Walton Beach. To obtain this 35% discount you must purchase your airline tickets through Bounds Village Travel.

Please list the airport/major city that you will be departing from and the names of others travelling with you.

Please issue tickets in the name(s) of:

To guarantee your room at the Ramada send your reservation in today along with your deposit check for \$100.00 per person made payable to Bounds Village Travel.
Mail to:

**BOUNDS VILLAGE TRAVEL
SANTA ROSA MALL
MARY ESTHER, FLORIDA 32569**



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

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

ENTRY FEE:

14 Women's Turbo = \$50.00

14 Open Turbo = \$50.00

14 Open Nationals = \$65.00

BOAT DEPOSIT:

A \$200.00 refundable boat deposit will be required upon registration at the event. Do not send the deposit ahead of time. The deposit will be refunded at the end of the event if no damage is done to the boat by you. The money will become the deductible in the event of damage or loss of equipment. This boat damage deposit must be paid in cash or travelers check only.

The events will run over a two week period. Both Turbo Championships (the first 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.

1984 ABSOLUT HOBIE 14 TURBO U.S. NATIONAL CHAMPIONSHIP RACE REGISTRATION

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
WEIGHT _____ PHONE () _____

- ☐ I wish to attempt to qualify for the Turbo Women's
☐ I am prequalified from Div _____ for the Women's Turbo

☐ I wish to attempt to qualify for the Turbo Open
☐ I am prequalified from Div _____ for the Open Turbo event

☐ I wish to attempt to qualify for the 14 Nationals
☐ I am prequalified from Div _____ for the Women's 14 Nationals.

All prequalified skippers must pre-register
by October 10. Mail your entry to:
Hobie Class Assc.
P.O. Box 1008
Oceanside, CA 92054

1984 HOBIE 14 NATIONALS ROOM RESERVATIONS

One night's deposit is required with your
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385 N.E. Plantation Road
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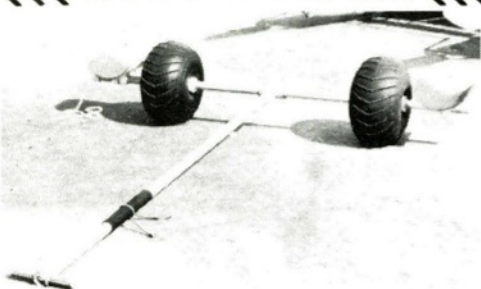
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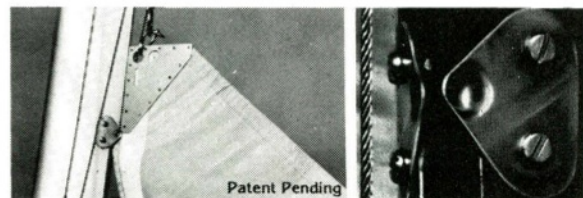
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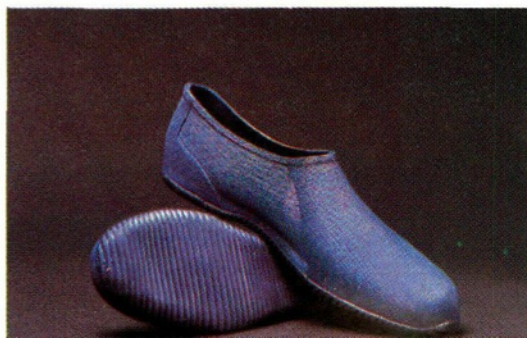
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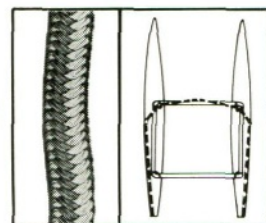
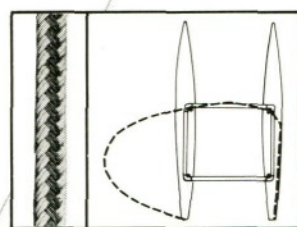
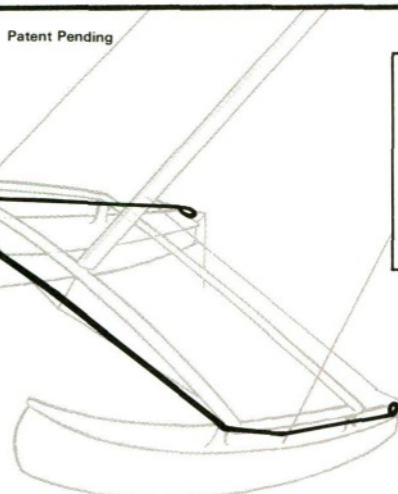
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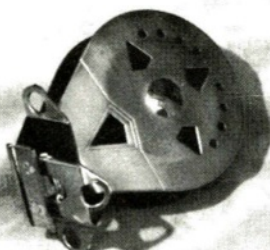
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ASK THE EXPERT

By John Hackney

With this issue, we begin "Ask the Expert," a new series which will appear regularly. The author, John Hackney, is a Hobie Cat dealer in Jensen Beach, Florida and has been a top Hobie 16 and 18 sailor for some time. Letters to "Ask the Expert" should be typed double spaced and mailed to HOTLINE Publications, P.O. Box 1008, Oceanside, CA 92054.

HOBIE 14 – RUDDER RAKE

I have recently purchased an older Hobie 14. It has excessive weather helm which I understand is normal until corrected by changing the rudder rake to put more rudder area ahead of the axis.

Since I plan to do this by relocating one of the pivot holes in the rudder and do not want to do this a second time, I need your advice.

1. Assuming mask rake, sail shape, etc. to be average, how far forward should I move the lower portion of the rudder?

2. Which of the two pivot holes should be relocated?

3. Are there any precautions that should be taken to preserve the geometry of the control mechanism?

Since moving any part of the lateral plane forward normally increases rather than decreases weather helm, I assume the required correction must be done by changing the relation of rudder area to axis as mentioned in the first paragraph; i.e. raking the rudder forward by shimming the upper gudgeon would not help.

I would greatly appreciate your assistance.

HJ Cawthera
Naples, Florida

Average rudder rake for the Hobie 14 may be found by the measurements in the diagram. However, the way the helm feels is subject to personal preference. In general, leeward helm is undesirable. Typically, there should be a slight pull on the tiller all the time. Moving the rudder blade forward under the hull will decrease weather helm while backing rudders away from the boat will increase weather helm. With the new adjustable castings it is not necessary to redrill holes to obtain a good feel. Adjust the screw on the lower casting first, then lock the rudder down and adjust the upper

arm in order to hold the rudder tight against the lower adjusting screw.

On the non-adjustable castings, washers under the top rudder gudgeons will help to eliminate weather helm. This will move the rudder further under the boat decreasing weather helm, but is limited by the hole in the deck lip. Also, stress is put on the upper gudgeon bolts as washers are added, so be careful. The best way to correct helm on non-adjustable castings is to epoxy and redrill the back hole in the rudder. The forward hole should not be relocated as this can cause many problems with casting alignment.

Once the back hole is epoxied, install the rudder on the boat in the lower casting. Lock the upper casting in place and have a friend hold the system tight. You may mark the hole, remove the rudder and drill it, or use the upper casting as a guide and drill through it. Keep in mind that the hole

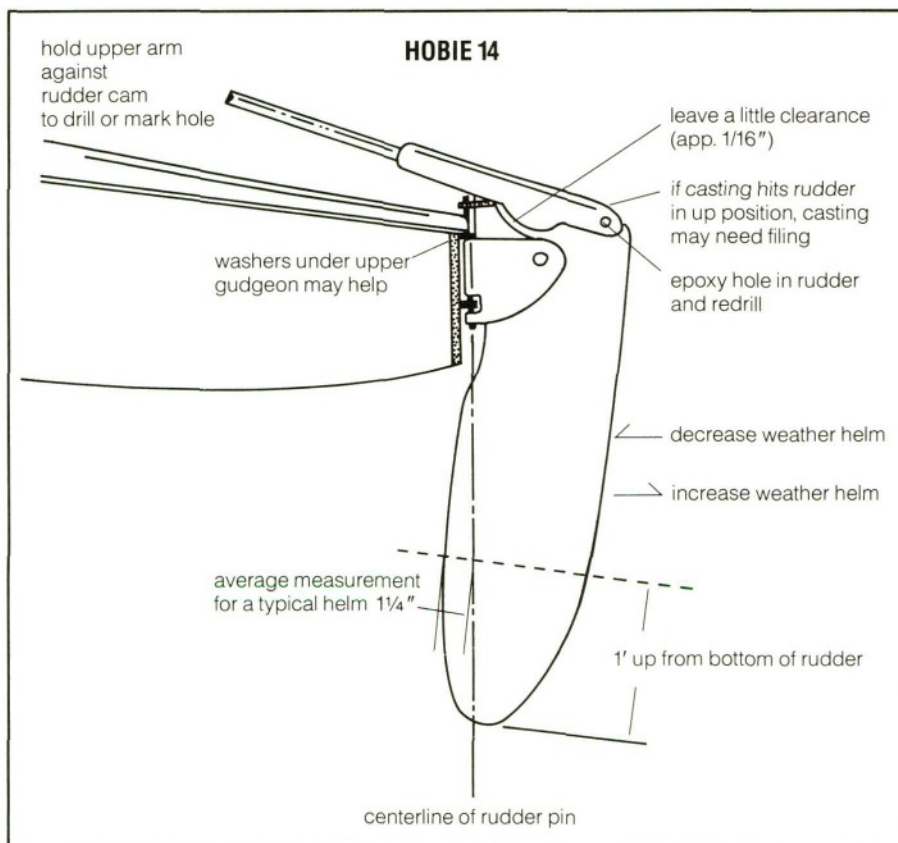
must be perpendicular to the rudder surface or the system may not function correctly.

HOBIE 16 – HEAVY AIR TACKLING

Late in November, while on my 16, we experienced the heaviest air of the season, blowing 20 with gusts to 35 mph. Prior to these winds, we had developed a tacking routine between us which, although not picture perfect, was consistent and nearly foolproof. However, while attempting to tack during the howling gusts, we saw our technique fail us. We fell in "irons" more often than not. So we arrive at the question: Why? Would you please explain the dynamics of this phenomenon and how we should be reacting to it?

Bob and Vicki Kitahara
Greensboro, North Carolina

Continued



Mike West

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Tacking the Hobie 16 in heavy air (20+ knots) is more difficult than in light air because your timing and technique become more critical. Rolling the boat over backward or getting the boat into irons (bows pointing into the wind) are the more frequent results of incorrect technique. As wind speed increases, more side pressures are put on your rudders causing them to stall. Plus, the mainsail acts like a big weather vane and also tries to put or keep the boat in irons.

Basically, tacking the boat in heavy air requires the bows to be pointed further around to stop the boat from going into irons. This is accomplished by leaving the jib cleated in on the present tack and allowing it to backwind, thus forcing the bows around. Crew weight during this time must be kept forward as the wind may blow the boat over backward. The mainsail should be uncled at least one foot as the rudders are turned, not jammed, into the tack. Only after the jib is cleated in on the new tack should the main be sheeted in slowly. Sheet in the main too quickly will force the rudders to stall and cause the boat to go into irons. If you are in irons, reverse the rudders, backwind the jib, and then tack the boat onto the new tack. Remember, sheet the jib in first and then slowly sheet in the main. The boat loses most or all of its forward momentum when tacking, so backwinding the jib pushes the bows off the wind.

Another method of tacking is called roll tacking. This technique should only be used by an experienced team as it allows for very little error. In heavy air, with both crew and skipper on the wire, this technique can save time in the tack. As the rudders are turned and the tack starts, the skipper unsheets the main. Both people come in off the wires as the boat is turning, with the momentum of the tack assisting you in getting on the boat. The boat is approximately head to wind before you are actually on the boat. This obviously requires skill and timing since the boat may flip over on you if you roll tack incorrectly. Next, both crew members rush to the other side of the boat. The crew uncleds the jib and recleats it instantly on the new tack. Both people then go out on the wire as the main is slowly sheeted in. This technique is very fast but requires practice and coordination between the skipper and crew.

Waves can also help or hinder your tacks. Making the tack as you are going up the face of the wave will help bring the bow around through the tack. Again, practice to get the timing down. Waves of different size require different timing. Practice often and remember to turn the rudder smoothly at an ever increasing rate when tacking. Start practicing your tacks by over backwinding the jib, sheeting the main in slowly and keeping your weight forward. Roll tacking on the face of a wave takes time to perfect but rewards you with fast heavy air tacks.

Good Luck!



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UNDERSTANDING THOSE RULES RULES 42 THROUGH 46

By Dave Perry

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PART III

In this and my two previous columns, I've been discussing the ten pages of the racing rules that cover 95 percent of the rules situations you'll ever encounter on the race course: the two pages of "Definitions" in Part I and the eight pages of rules in Part IV. A good move would be to save this series and staple it into your rule book.

Section C of Part IV is the section that contains many of the exceptions and rules that give people so much trouble. Actually, this section is very clearly written, and the way its rules apply to other rules in the book makes a lot of sense. However, I'll admit that on a casual read-through it can appear pretty tough, so as I go through the section, I'll make several important points that should help out. It's very important that you understand each of these points, and even jot them down so you can keep them firmly in mind. Together with my explanation, these points will show you how the section is laid out and how the rules fit neatly with the other rules in the book.

Section C contains the rules that apply when we get near *marks** and *obstructions*. It also contains a few clearly stated exceptions to rules in Section B. **Point No. 1:** According to its preamble, if a rule in Section C applies to a situation, but it contradicts a rule printed in Section B, then the rule in Section C overrides it. Also notice that **no** rule ever overrides Rule 35 (Limitations on Altering Course).

*When a term is used in its defined sense (from Part I "Definitions" in the rule book), it is printed in *italic* type.

RULE 42—Rounding or Passing Marks and Obstructions

As the title suggests, Rule 42 contains the rules for rounding or passing *marks* and *obstructions*. **Point No. 2:** Throughout this rule, *marks* and *obstructions* are treated exactly the same. Rule 42 is often referred to as the "buoy-room" rule, but that's only half right. Rule 42 applies whether we're rounding or passing a *mark*, a breakwater, a boat in our race who has right of way over us, like a *starboard tack* boat or a boat that is capsized, or even a large iceberg, which has floated onto the course.

Point No. 3: Notice that Rule 42 is divided into four distinct parts. Rule 42.1 has the rules for room at *marks* and *obstructions* when the boats are *overlapped*; Rule 42.2 has the rules for when the boats are **not** *overlapped* (that is, *clear astern* and *clear ahead*); Rule 42.3 has the rules describing how and when you can **become** *overlapped* near a *mark* or *obstruction*; and Rule 42.4 contains the special rule for room when the *mark* is a starting *mark* and it is surrounded by water you can sail in. Seeing the rule as four distinct parts makes it easier to understand, remember and apply to your racing.

Rule 42.1—Note that this rule does **not** apply to a starting *mark* surrounded by navigable water (the special situation covered by 42.4).

- Rule 42.1(a) says that when *overlapped* boats are about to round or pass a *mark* on the same required side, or round or pass an *obstruction* on the same side, the outside boat(s) must give each boat *overlapping* them on the inside room to round or pass the *mark* or *obstruction*. Quoting from Appeal 119, "... room means the room needed to round or pass

in a safe and seamanlike manner in the prevailing conditions, and not all the room the inside yacht might like to take to make a tactically desirable rounding." (See also IYRU Case 40 USYRU Appeal 164.) If the inside boat(s) have to *tack* or *gybe* to round or pass the *mark* or *obstruction*, the outside boat(s) must give them room to do so.

Notice that boats can be *overlapped* even though they are on opposite *tacks*. If two boats on opposite *tacks* are running toward a leeward *mark* to be left to starboard, the outside (*starboard*) boat must give the inside (*port*) boat room to round the *mark*, which will also include room to *gybe*. This is a good example of how two rules can conflict. Rule 36 in Section B says, "a *port-tack* yacht shall keep clear of a *starboard-tack* yacht." Rule 42.1(a) in Section C says that when two *overlapped* boats are rounding a *mark* on the same side, the outside boat must give room to the inside boat. Since rules of Section C override rules in Section B, the outside (*starboard*) boat must give room.

Here's another example: when two boats on *port tack* are *overlapped*, and both are ducking a *starboard tack* boat, the boat on the outside (which is also the *leeward* boat) must give the inside (also *windward*) boat room to pass the *obstruction* on the same side. Again Rule 42.1(a) of Section C overrides Rule 37.1 of Section B. **Point No. 4:** When *overlapped* boats are rounding or passing *marks* and *obstructions*, think in terms of "inside" and "outside" boats (Appeal 195).

It's very important to see how this rule applies to room at an *obstruction*. Take two boats *overlapped* on *starboard* before the start. Ahead of them is another *starboard tack*er who is *clear ahead* and luffing almost head to wind on the line. First, the boat *clear ahead* is an *obstruction* (see Appeal 192). Second, it does not have a required side, i.e. it can be safely passed

on either side. Third, the *leeward* of the two *starboard tackers* has the right to *luff* at least up to her *close-hauled* course, and to head to wind if the *windward* boat is not in the "mast abeam" position. Therefore, if the *leeward* boat **chooses** to go to windward of the *obstruction*, she can do so and the *windward* boat must keep clear, even if the *windward* boat would rather have gone to leeward of the *obstruction*. However, if the *leeward* boat **chooses** to go to leeward of the *obstruction*, and the *windward* boat also wants to pass to leeward, then you have two *overlapped* boats passing an *obstruction* on the same side, and the outside (*leeward*) boat must give the inside (*windward*) boat room to pass on the same side of the *obstruction* as well (Appeals 192, 46). Notice also that no hails are required for any of this, although Rule 34 strongly recommends them.

Point No. 5: Notice that once the *mark* or *obstruction* has been rounded or passed, Rule 42 **no longer applies**. For instance, between two boats ducking a *starboard tack* or passing astern of a boat *clear ahead* or rounding a *leeward mark*, an outside (*leeward*) boat can *luff* an inside (*windward*) boat **as soon as** the *windward* boat can *luff* up and keep clear without hitting the *obstruction* or *mark* (Appeals 145, 160, 232).

- Rule 42.1(b) says that if two or more boats are *overlapped*, and it's time for the inside boat to *gybe* in order to sail her *proper course* (i.e. fastest course) to the next *mark*, she **must gybe** immediately or at the first reasonable opportunity thereafter **if** the boats are on opposite *tacks*, or **if** they are on the same *tack*, but she doesn't have *luffing* rights. In other words, if two *overlapped* boats are coming into a *gybe mark*, the inside boat does **not** have to *gybe* if she has *luffing* rights over the outside boat. But the second the outside boat either pulls ahead and calls "mast abeam," or *gybes* (putting the two



Robert Brown

boats on opposite *tacks*), the inside boat must *gybe* and sail her *proper course* (Appeal 164).

- Rule 42.1(c) is one of three exceptions to Rule 42.1(a); the other two exceptions are Rule 42.1(d) and 42.4. 42.1(c) is the rule dealing with boats coming into a *windward mark* on opposite *tacks*. As the boats converge at the *mark* (to be left to port in this example), the boats on *port tack* are obviously on the inside of the *starboard tackers*. But in their wisdom, the rule writers saw that there would be chaos if all of a sudden the *port tackers* acquired the right of way here. So, here is our first major exception: when boats have been sailing **up a beat** (i.e. they've been sailing *close-hauled*), and two boats on opposite *tacks* are converging at a *mark* or *obstruction*, Rule 42.1(a) **does not apply**. The *port tack*er must stay clear of the *starboard tack*er under Rule 36, and if she chooses to *tack*, she must keep clear under Rule 41. Notice this **only applies** at a **windward mark** or *obstruction*. The thinking is that at the other *marks*, even though the boats may be on opposite *tacks*, they are going in the same direction, or at least converging at much smaller angles.

- Rule 42.1(d)—the second exception to Rule 42.1(a)—is used very infrequently, and primarily in team or match racing. It's the rule giving an outside *leeward* boat permission to force an inside *windward* boat to the wrong side of a *mark*. Notice the four conditions: the outside *leeward* boat must have *luffing*

rights on the inside *windward* boat; she must **hail** the *windward* boat of her intention; she must begin to *luff* **before** she is within two of her boatlengths of the *mark*; and she must go on the wrong side of the *mark* herself (Appeals 145, 160).

Rule 42.2— This rule covers the times when we are near *marks* and *obstructions* and the boats are **not overlapped**, i.e. *clear stern* and *clear ahead*.

- Rule 42.2(a) says that if we're *clear astern* of a boat in the act of rounding or passing a *mark* or *obstruction*, we have to stay clear if she *gybes* or as long as she stays on the same *tack*. This includes anticipating the fact that she'll probably slow down as she makes her turn.

- But Rule 42.2(b) says, if a boat *clear ahead* chooses to *tack* around the *mark*, she is subject to Rule 41. In other words, she can't *tack* "too close" in front of the boat that was *clear astern*. However, 42.2(b) also says that the boat *clear astern* **cannot luff up above** her *close-hauled* course to prevent the boat *clear ahead* from *tacking*.

Rule 42.3— This rule tells us when and how we can get an *overlap* and be entitled to the room allowed for in Rule 42.1(a). Up until the 1965-68 edition of the rules, a yacht *clear astern* could get an *overlap* as long as it was a) in time to enable the outside yacht(s) to give room; b) before the yacht ahead altered her course in the act of rounding; and c) before any part of the yacht ahead had come abreast of the *mark* or *obstruction*. Beginning in 1965, the rule writers have seen the obvious

Continued

need for a cut-off point near a *mark* or *obstruction* after which it would be too late to get an inside overlap and be entitled to room.

- Rule 42.3(a) says that if a boat is coming up from *clear astern*, she must get the *overlap* **before** the boat ahead gets within two of her (the boat ahead's) boatlengths from the *mark* or *obstruction*. Therefore, the "two boatlength circle" is a circle with the *mark* or *obstruction* at the center and a radius of two boatlengths. The point is, once a boat is closer than two of her lengths to the *mark* or *obstruction*, a boat behind is **not allowed** to *overlap* her and be entitled to room (Appeal 196).

Also, 42.3(a)(i) says that even if a boat astern gets an *overlap* on a boat ahead in time, she is only entitled to room **if** the boat ahead is physically able to give her room. The obvious situation would be a tightly packed rounding in light air where a boat astern gets an *overlap* at two and a half boatlengths, but there's just no way the inside boat can get everyone else to move out in time to create room for the new inside boat.

Rule 42.3(a)(ii) has two very clear exceptions to the "two boatlength circle" rule. One is when the *obstruction* is a continuing one (e.g. a breakwater, string of moored boats, the shoreline, or a moving boat such as one in a race). Because these are difficult if not impossible to draw a "two boatlength" circle around, a special rule is required (42.3(f)).

The second exception in 42.3(a)(ii) is when a boat *tacks* inside the "two boatlength circle." In other words, if a *port tack*er crosses a *starboard tack*er near the windward *mark*, and then *tacks* in front of her, completing her *tack* *clear ahead* of the *starboard tack*er, but inside the "two boatlength circle," the boat astern **is allowed** to *overlap* the boat ahead and gain buoy room, provided the boat ahead is physically able to give it.

A similar situation to which this exception does not apply is when a *port tack*er *tacks* in to *leeward* of a *starboard tack*er right at the windward *mark*. The exception does not apply because the *port tack*er is not establishing an inside *overlap* from *clear astern*. Let's break it down. Is the *port tack*er either *clear ahead* or *overlapped* on the inside of the *starboard tack*er? Yes. Was the *overlap* established before the *starboard tack*er entered the "two boatlength circle?" Yes. Is the *port tack*er entitled to room under 42.1(a) while still on *port tack*, or while in the act of *tacking*? No (see Rule 42.1(c)). Once the *port tack*er has completed his *tack* onto *starboard*, is he entitled to room under 42.1(a)? Yes (because the *port tack*er was not *clear astern* when the *starboard tack*er reached the "two boatlength circle" 42.3(a)). Is he allowed to go head to wind to get around the *mark*? Yes, on two counts: 1) 42.1(a) requires an outside boat to give him room

to round the *mark* and 2) 37.1 requires a *windward* boat to keep clear of a *leeward* boat. Note that in the latter case, even a boat without luffing rights may shoot head to wind, because *luffing* can be a *proper course*, as it may be a faster way to get around the *mark* than two *tacks*.

- Rule 42.3(b) reinforces the principle in 42.1(a) and 42.2(a) that you are only entitled to room when you have established a proper inside *overlap*.

- Rule 42.3(c) says that if a boat astern gets an inside *overlap* on a boat ahead before the boat ahead gets to the "two boatlength circle" and is still *overlapped* when the boat ahead enters the "two boatlength circle," then she is entitled to room, even if the boat ahead happens to break the *overlap* inside the circle.

Unfortunately, no one has yet devised a way to put a "two boatlength circle" on the water so everyone can see it, which often results in some lively discussions around *marks*. The bottom line to 42.3(a) is that all *overlaps* must be established or broken **before** entering the "two boatlength circle," and because the actual location of this "circle" is a judgment call at best, the rule writers have assigned two specific onuses, 42.3(d) and 42.3(e), to help people decide what to do when there is uncertainty.

- Rule 42.3(d) covers the situation where one boat is *clear astern* of another nearing the *mark*, but coming on fast. When the skipper of the boat ahead thinks he is at the "two boatlength circle," he looks back and if he thinks the boat astern does not have the *overlap*, he says, "No room." (Remember! This hail is not mandatory, but when possible, it really helps the racing.) Now the skipper of the boat astern may feel that the boat ahead is **not** yet at its two boatlengths from the *mark*, or may feel that he is *overlapped* with the boat ahead. If he subsequently forces his way in and the boat ahead protests, the skipper of the boat astern will have to satisfy the committee that he (the boat astern) actually did get the *overlap*, and that he got it before the boat ahead was within two lengths of the *mark* (Appeal 191).

- Rule 43.3(e) covers the situation where two or more boats are *overlapped* coming into a *mark*, and the skipper of the outside boat says he broke the *overlap* just before he got to the "two boatlength circle." If the inside boat disagrees and protests, the outside boat will have to satisfy the committee that he (the outside boat) did in fact break the *overlap*, and that he did it **before** he was within two boatlengths of the *mark*.

- Rule 42.3(f) is the special rule for room at a continuing *obstruction* such as a breakwater, a shoreline or another boat sailing the race. The idea is that it's difficult or impossible in some cases to draw a "two boatlength circle" around these *obstructions*. So the rule simply says that if you are behind and want to establish an

overlap between a boat ahead and a continuing *obstruction*, then when you **first** stick your bow in for the *overlap* there must be room for you to sail completely between them without touching either. Of course, once you've established the *overlap* properly, then the outside boat must keep clear and give you room for as long as you remain *overlapped* and are passing the *obstruction* (Appeals 18,57,196).

RULE 43 – Close-Hauled, Hailing for Room to Tack at Obstructions

Rule 43 only applies when the boats involved are **on the same tack** and are sailing *close-hauled*. It covers the situation when one boat wants to *tack* to avoid hitting an *obstruction*, but can't *tack* without hitting or fouling another boat. This rule is most commonly needed when boats are approaching a shoreline (the term you often hear people using is "sea room") or when several *port tack* boats are converging with a *starboard tack*er and at least one of the *port tack*ers wants to *tack* (Appeals 11,108,116,142,147,189).

- Rule 43.1 says that if a boat to *leeward* or *clear ahead* has to change her course to avoid the *obstruction*, she has the right to decide whether to *bear away* or *tack*. If she chooses to *tack*, but can't *tack* without colliding with the boat near to her, she can hail the other boat for room to *tack*; but she can't hail and *tack* simultaneously, for obvious reasons. Also notice that between two *overlapped* *close-hauled* boats on *port tack* approaching a *starboard tack*er, it's the *leeward* boat that calls the shots. If the *leeward* boat chooses to *tack*, she can hail the *windward* boat for room to *tack*. But if the *leeward* boat chooses to duck, and the *windward* boat wants to duck also, the *leeward* boat must give the *windward* boat room (Appeal 131).

- Rule 43.2 tells the boat who was hailed how to respond. If I hail you for room to *tack*, you have two options: either to *tack* yourself, or to tell me to go ahead and *tack*. If you *tack* first, then I **must** *tack* immediately. I can't sail for another three boatlengths to be sure my air will be clear. But if you tell me to go ahead and *tack*, then again I've got to *tack* immediately. Of course you also have to keep clear of me, which you can do by *bearing away* and going *astern* of me, *tacking* in to *leeward* of me, or staying on your *tack* and crossing in front of me. But if while you're trying to keep clear we hit, you have the onus of satisfying the committee that it wasn't your fault.

Notice that a boat can only use this rule when it is a) in danger of hitting an *obstruction*, and b) cannot physically *tack* without hitting or fouling another boat. If the boat ahead or to *leeward* can *tack* and

by immediately bearing away sharply can avoid the other boat, then this rule does **not apply** (Appeals 108,109).

• Rule 43.3 contains the situation where the two *close-hauled* boats are headed for an *obstruction* **that is also a mark**. This is most common when race committees put a large boat as the left-hand end of the starting line. For example: I'm to *leeward* or *clear ahead* of you, and I call for room to *tack* at the *obstruction* that is also a mark. If you see that you can clear the *obstruction* without *tacking*, you are **not required** to give me room to *tack*, but you are required to tell me that immediately. Now if I see that it's too late for me to *bear away* without smashing into the *obstruction*, I can call for room again, and this time you've got to let me *tack* if you can. Of course, I've got to immediately drop out of the race, or take an alternative penalty if one applies. But, if you tell me initially that I can't *tack* because you can clear the *obstruction*, and then it turns out that **you** don't clear it, because of a header, current or a simple miscalculation, etc., then **you've** got to drop out or take an alternative penalty.

Remember, if you're to *leeward* in a pack approaching a large committee boat, and you see that you aren't going to clear it even though the guy right to *windward* of you may not be able to clear the *obstruction* either, someone farther up in the pack will undoubtedly be able to. No wonder they call this the "coffin corner."

The last three rules in Section C, Rules 44,45, and 46 are very understandable on the first read-through. Once you've read them, we will have covered the ten pages in the rule book that answer 95 percent of the rules questions you'll ever encounter. The key to understanding any situation is to break it down as to the relationship of the boats, i.e. same *tack*, opposite *tacks*, *overlapped*, *clear astern*, etc. Then find the appropriate definition(s) and rule(s) in Part I and Part IV and **re-read** them. It always helps to go directly to the book and re-read the actual words. If you're still not sure of the answer, read the appeals listed in the index for that rule. And finally, keep a page or two in your notebook for jotting down the rules questions you'll want to find the answers to when you get a chance. Also, while you've got the rule book out, take a few minutes to read Parts V and VI, and the Appendices. Again, they are clearly written, and you'll feel a lot better about your racing, knowing at least where all the rules are written; and having actually read them for yourself.

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TAKING THE DARN OUT OF DAGGERBOARDS

By Terri Crary

When down, they help the boat track in a straight line. Daggerboards also provide lift to weather. All other factors being equal, a boat with daggerboards can outpoint or sail higher than one without.

WHERE TO SET THE BOARDS

There are always going to be minor variations according to the skipper's preference and the helm on the tiller, but the guidelines below will definitely help. Most options will be on reaching legs because boards are designed to be used to their fullest when sailing to weather. Conversely, they are deadly downwind.

When sailing to weather/to A mark, both boards should be all the way down for maximum lift, lateral resistance and tracking. Thus set, the boat will achieve maximum pointing ability. There is rarely any reason to depart from this, so for all practical purposes, you can figure that both boards should always be down when sailing to weather.

On a close reach, you'll normally want the windward board all the way up while leaving the leeward board all the way down. However, you will want the leeward board up one quarter (rather than all the way down) on a close reach if:

1. You want to reduce drag and increase side-slipping even more because of a strong current sweeping you to windward.
2. There is a tremendous amount of kelp or weeds.
3. You have to bear down for B mark because of going higher at an earlier point in the leg for tactical reasons (like passing another boat).
4. It's heavy air and/or high seas since you don't need extra power provided by the extra lateral resistance.

On a broad reach, you'll still want the windward board all the way up, but you'll want the leeward board up halfway or

more. One of the main reasons you reduce board area on a broad reach is because you don't want as much tracking. Rather, the skipper needs more maneuverability for surfing waves. It also helps if you can side-slip a little more on a broad reaching leg so your skipper can point higher without going too high of the rhumbline. Side-slipping pushes the boat back down toward the rhumbline.

When sailing downwind, there is no benefit to be gained from daggerboards, so both should be all the way up. Boards are not helpful downwind because they are designed for lift. In fact, boards are a downwind hindrance because they create drag and make the boat hard to steer. In addition, side-slipping is good downwind for the same reason it was good on a broad reach.

WHEN TO ADJUST THE BOARDS

To give a good framework of when to adjust the boards during racing, I will use a standard triangle course with all marks rounded to port. On this course, you would sail to weather from the start to A mark or from C to A mark, on a close reach from A to B and on a broad reach from B to C. The downwind leg is from A to C.

Assuming that your first leg will be to A mark, both boards should be down before the start so you'll be ready to go when the red flag drops. Next, you will come into A mark on starboard and prepare to go to B mark. You will not have to tack or gybe; you will simply round A mark and bear off to B. In this case, in light or single trap air, you should pull the windward board all the way up as you come into A mark. Trim the jib as you actually round the mark, then, immediately thereafter, go down to leeward and adjust the leeward board if necessary.

Heavy or double trap air changes the above scenario. Going down to leeward to adjust a board is extremely hard to do in

Way back when, I learned that some boats are easy to crew on and some boats are not. It's a simple correlation: the more adjustments available on the boat, the more difficult the job in the front seat. The reward for the extra work, however, is increased boatspeed through fine tuning.

One such type of tuning uses daggerboards, and they can be really difficult for the novice crew. (They can be difficult for the experienced crew too!) Either they won't come up at that crucial time, or they won't go down when you need them to. You might pull one up too high for a certain point of sail, or not put one down at the right time. All in all, you can waste a lot of precious jib trimming time doing battle with the boards.

THE BASICS

Daggerboards provide lateral resistance so the boat doesn't sideslip or crabwalk when sailing to weather.

heavy air. It upsets trim and course because your skipper needs your weight out on the wire. In heavy air, it is usually not worth going down to leeward to pull the board up one-fourth or one-half for a close or broad reach. Sure, it's beneficial to have the boards set properly for reaches, but since the boards provide their main benefit sailing to weather and the strongest disadvantage sailing off the wind, the small payoff for sending the crew to leeward to adjust the board for a reach in heavy air does not justify doing it.

Now we get more complicated. Recall that heavy air is one of the circumstances in which the leeward board should be one quarter up on a close reach. But, I just told you that it is not worth sending the crew to leeward to adjust it in heavy air. There is a situation, however, that allows the crew to adjust the leeward board without going to leeward, and that happens when coming into A mark on port tack.

If you come into A on port tack, you will have to tack around the mark to head for B. That means you can pull the windward board up (to the proper setting for the leeward board on the reach) just before you tack and, presto, as soon as the tack is completed, the board you adjusted will have become the leeward board and will be properly set without you ever having gone to leeward.

The point is that tacks and gybes give the crew opportunity to adjust the windward board, have it become the leeward board and be set properly without having to climb down to leeward. But, the tack or gybe on which you do this needs to be near the mark so that you sail only a short distance with the boards set for the next leg of the course. Once again, the process of adjusting the windward-soon-to-become-leeward board is only necessary in heavy or double trap air. In light air, you'll be safe when going to leeward to adjust the board. Indeed, you may even want to stay on the leeward side.

To repeat; in heavy air, when coming into A mark on port, pull the windward board up to the proper setting for the leeward board on the upcoming leg just before you tack. Of course, you can also do this in light air for convenience. Once the tack is complete, adjust the new windward board before going out on the wire.

This applies if the next leg is not downwind. If you were to head downwind after rounding A mark to starboard, it would be worth scrambling down to leeward to tune the board even if the air was heavy. The same holds true when coming into C on port tack and then heading upwind on the next leg. In other words, whenever you bear off or head up

after rounding a mark, it is worth any time spent off the wire to adjust the boards since it is tremendously important to have the boards set properly when sailing down or upwind.

For example, when flying into A on starboard and preparing to head down to C, you should pull the board all the way up as you come into the mark. Once you bear off after rounding the mark, you'll have to go down to leeward and pull the board up completely unless your skipper says you're going to gybe soon. (In which case the windward board will become the leeward board which is already set.)

Be sure to have your skipper tell you when he's ready for you to go down to leeward. This will be soon after the mark rounding when the boat has "stabilized." He is best equipped to tell when a lull occurs or when the boat is on top of a wave, both auspicious times for the crew to go to leeward. Remember to hold on tightly when you go and to keep your weight aft so there's less chance of a pitchpole. Be prepared to get drenched.

On the other hand, when flying into C on port with the next leg being upwind, just repeat the above process, but go down to adjust the leeward board before rounding the mark. Trim the jib as you round, then put the windward board all the way down just before going out on the wire.

When coming into C on port in light air, do the same thing. Adjust the leeward board before you come to the mark and adjust the windward board immediately after rounding the mark.

Since you will have to gybe when coming into C on starboard, you can adjust the windward-soon-to-be-leeward board so you won't have to go to leeward when the wind is blowing hard.

In summary:

Coming into A on starboard (light air).

Adjust the windward board as you come into the mark (all the way up for close reach, broad reach or downwind). Trim the jib as you round, then go down to leeward and adjust the board if necessary (one-quarter up for a close reach, at least halfway up for a broad reach and all the way for downwind).

Coming into A on Starboard (heavy air).

Adjust the windward board (pull it all the way up) as you come into the mark. Trim the jib as you round. Skip the leeward board in heavy air if you are going into a close reach and, usually, if you are going into a broad reach. Go down to leeward to adjust the board only when going downwind and only if a gybe is not expected soon.

Coming into A on port (heavy air).

Adjust the windward board to the proper

setting for the leeward board on the upcoming leg as you go into the tack. Adjust the new windward board before going onto the wire after the tack.

Coming into C on port (light or heavy air).

Adjust the leeward board before you get to the mark (all the way down if heading upwind). Trim the jib as you round the mark, then immediately set the windward board (all the way down if going upwind).

Coming into C on starboard (heavy air).

Adjust the windward board to the proper setting for the leeward board for the next leg as the gybe starts. Adjust the new windward board upon rounding the mark before going onto the wire.

Rounding B mark is easy. On a triangle course, starboard is the only tack on which to approach B, and a gybe will always have to be performed at the mark or shortly thereafter, so the crew can always pull the adjust windward-soon-to-be-leeward board trick.

TIPS

Learn the easiest way to pull up the daggerboards. The shape of the board and trunk will determine the best angle from which to pull. Many times, I've struggled with a board only to find I wasn't pulling forward enough.

When the boat is still on the beach, mark the boards. Put a bull's eye on them to indicate when they have been pulled up completely. Place a warning mark about three inches above that. It is extremely important not to pull the boards out too far. The bottom of the board should be no higher than the bottom of the trunk opening to prevent water from flowing up into the trunk. Also, it is hard to push the board back down if it has been brought up too high since it catches on the bottom of the trunk opening. Put a mark at the quarter and the halfway points so you can instantly adjust the boards for the existing conditions. It's a lot easier to set the boards with marks than to try to guess. Putting a little silicone or putty over the edge at the inside bottom of the trunk can help prevent the board from catching at this point in case you do pull it up too far.

Finally, work out a system for working the daggerboards with your skipper. There are bound to be variations between one sailor and another. I talked to a few skippers about boards and many of them work the windward board for the crew, especially if the crew is inexperienced. One skipper, who sails with green crews, even leaves the windward daggerboard all the way down on the reaches so that it doesn't get in the crew's way.





STUCK IN A STORM

By Lynn Michaud

It was two o'clock on Fourth of July afternoon. At best there was only a slight breeze blowing. For the better part of the day, we remained stalled in the wind on the Chesapeake Bay, our sail flapping like a wounded condor. My boyfriend, Chuck, and I had resolved to spend a leisurely day soaking up the sun on the catamaran, or so we thought.

For the last half hour, we had heard what we thought were jokesters shooting up a few early fireworks. The faint booms, however, now seemed to be getting louder.

After another 40 minutes had past, Chuck noticed that the fluffy, white clouds that had been floating across the sky had suddenly turned into darting black masses.

One of the first lessons new Hobie owners should learn is to never trust the weatherman. Always be prepared for the worst. Watch the clouds and understand what they signify. Namely, realize that the thunderheads, dark fast-moving clouds, signal an approaching storm. In addition, be aware that in late July and August fast approaching thunderstorms are a common occurrence.

We soon realized, however, that what had begun early was not the Fourth of July fireworks but a ferocious thunderstorm. We calmly decided to head to shore.

"We have at least another hour before the storm hits," asserted Chuck confidently, attempting to ease my apprehension.

As we started to head for our point of launch, the gentle breeze turned into a brisk wind. The sail became full and the water rushed past the hulls. It was then that we decided to head for the nearest shore to seek safety.

Sailors who have been caught in a fast approaching storm, know that there is no time to head back to the point of launch. The mast is like a lightning rod conducting electricity. When you are caught out in a storm, you should attach something metal, maybe your keys, to the mainstay and throw it into

the water. Then, if lightning does strike the mast, it will jump the mainstay and hit the water rather than blow a hole in the hull.

By now, the stiff wind was blowing in our faces and water was splashing up onto the trampoline as we bounced over the waves. In less than five minutes, the Hobie came to an abrupt halt on the sands of a shore which had become a powerboater's haven. We quickly pulled the Hobie further up onto the sand and dropped the sails. The powerboaters, however, continued to frolic on the sandy shores oblivious to the pending danger.

In an attempt to ease the tension, I made a suggestion. "Well," I said, "let's eat our lunch and wait for the storm to pass."

After two bites of my granola bar and a few swigs of Budweiser, the black clouds began to roll in faster and the thunder roared louder. The poignant warning posted on the mast flashed upon our minds—"Danger: This mast conducts electricity." Words were not necessary. We simultaneously jumped up and ran to the Hobie. We swiftly took the positions we had practiced many times after each day of sailing. I unhooked the pin while Chuck lowered the mast.

By this time, the storm was approaching fast and furious. Powerboaters scrambled to gather their belongings on shore. Ladies ran to their boats as toddlers hung on their hips and coolers overflowed with uneaten food. Of course, powerboats cannot dock too close to shore or they will damage their propellers and underbodies. As a result, the ladies had a way to go before they reached their boats.

The heavens continued to roar with anger. They seemed to know of the disturbance that would be created tonight. We then dove underneath the catamaran. Chuck and I struggled to create a barrier from the harsh winds and pelting rain by taking life preservers and beach towels and closing the gaps between the trampoline and the hulls.

By now, the whipping winds were swirling sand high into the air. Paper plates, napkins, and even beer cans were being hurled everywhere.

While we huddled beneath the Hobie

protected by our man-made barrier, powerboat owners stood in the water futilely trying to prevent their boats from being carried away by the storm.

Unfortunately for us, the boats were not being carried away to sea. They were being carried to shore. One by one, the boats were beached on the shore, landing as close as a foot from where we sought shelter. Now, the powerboaters were fighting the blinding rain trying to prevent their boats from crashing into one another. The attempt, however, was useless.


Luckily, we pulled the Hobie far enough onto the shore. Otherwise, the wind, pushing the water level up two to three feet, would have pushed the Hobie into the powerboats.

By this time, my intermittent shivers had turned into a steady shake and my apprehension had turned into sheer fright. Chuck still insisted that it was all very romantic. We could imagine it was just the two of us stranded in a warm, safe house. I had to admit, though, that I felt safer on shore than I would in a boat, tossing and churning on the sea.

After a while, my wet bathing suit and tee-shirt was not enough to keep me warm. I laid face first in the sand and Chuck rolled on top of me in order to help me retain my body heat. I put a towel over my head to keep the sand from stinging my eyes.

Unfortunately this method of keeping warm, however, did not last very long. Chuck resorted to digging a hole for me in the sand. "This is very apropos," I thought, "he is digging my grave." I have to admit, though, that I was anxious to jump into the warmth of the grave. I prefer life to death by shivering.

When we finally emerged from the catacombs, we rubbed the sand from our eyes and attempted to brush it off our bodies. When we discovered that the water was actually warmer than the air, we immersed ourselves and cleansed our sand-scrubbed skin.

In the aftermath of the storm, we found over forty powerboats beached. We on the other hand simply rigged our Hobie and sailed into the rainbow streaked sky, leaving the powerboats behind to be towed. 

A Fight To Survive

By Scott Ward



Roger Scruggs

Scott Ward, of Dana Point, California has been sailing Hobie Cats for many years and has written several tuning articles for *HOTLINE*. Ward and teammate Steve Fields sailed in June's Worrell 1000, the longest catamaran race in the world. This year, ten teams sailed the course from Ft. Lauderdale, Florida to Virginia Beach, Virginia. In this report, Ward describes the furious conditions the racers encountered as well as the rapport that enabled the teams to survive some of the roughest sailing of their lives.

With the boats lined up in the order of finishing from the previous day, the racers take off in a Le Mans start (left). Steve fields and Scott Ward approach the check point (right).

This year's Worrell was a combination of big waves, harsh weather, extremely tough competition and a wonderful sense of camaraderie that is unsurpassed by any other sailing competition in my experience.

The teams gathered in Ft. Lauderdale and set about building their boats and fine tuning the rigs in front of dozens of reporters and camera crews. Teams put the boats in the water to test their speeds against that of other teams; in the Worrell, boatspeed is even more important than in a regular regatta.

The Start

The night before the start, the wind was gusting about 30 knots and was increasing steadily. Rain was pouring, lightning was flashing and thunder was roaring. Waves crashed into the beach. I looked at my teammate and we both just started to laugh. We decided we must be nuts to want to try something like this. Sure, we had trained as best we could in the Pacific off the coast of California by sailing long hours and putting as many miles on the boat and ourselves as possible. As it turned out, all we needed to do was sit in a cold shower for 12 hours, have someone throw ice cubes in every few minutes and hang from a trapeze harness for another eight hours while eating soggy and melted candy bars and sipping Gatorade®.

Fortunately, the morning of the start was gorgeous. The wind was out of the southeast at 16 knots and it looked like a great screaming reach all the way up to Ft. Pierce, the first leg of the race. I was nervous, this being my first Worrell. I wanted nothing more than to get racing. At last, the gun went off at exactly 10 A.M. just as planned. Dean Froome, piloting Team Rudees, got off to a great start followed closely by Australia, our own Dominos, South Africa aboard Kreepy Krauly and Texas. All of this close racing made for terrific camera work, and the helicopter carrying the photographers got so close it almost blew over several of the boats.

After the racers had a chance to spread out a little, things settled down and the teams fell into a groove for four hours of fast reaching. As we arrived at the first checkpoint, the wind began to slack off and the sailors came in off the trapeze for a few hours of downwind sleighing into the beach.



It wasn't long before every team established a pattern for itself based on varying combinations of boatspeed and tactics. The Australians sailed a very conservative course, but used their impressive boatspeed and sailing knowledge to influence their tactics. This worked until the team had disastrous results on the Tybee Island leg.

Bank of Virginia Beach sailed very fast in the close racing and were placing well until the fifth leg at which point they encountered equipment problems. Team Megan held their boat together well, but sailed faster in the lighter, shifty air than in the heavy weather which dominated nearly every leg.

Rudees sailed radically from a tactical angle and had the advantage of combined four world and four national championships as well as six Worrell races worth of experience. Kreepy Krauly's knowledge of heavy air sailing proved valuable to them. They were deadly whenever a storm was approaching and

when rounding the capes which normally have heavy air in their neighborhoods.

Team Texas showed excellent speed in the intense tacking and gybing sessions and on the long "one tack" legs, but played follow the leader behind the more experienced Worrell teams when sailing near shoals and capes. Still, Texas sailed very fast.

Tidewater not only used some unconventional rigging theories, but also sailed consistently higher or lower than the rest of the fleet. Throughout the whole race they sailed extremely well and left the others wondering exactly how they did it, especially with the loose rig they carried.

Our Team Dominos sailed a course similar to that of Texas, working up as much boatspeed as possible, while allowing others to show the way through unfamiliar waters. We felt mistakes, or lack of them, would decide the top finishers and we were determined to sail a bit conservatively in order to keep the boat together and sail at peak efficiency.

Team Studebaker got off to a slower start, but managed to pick up a great deal of momentum in the last five legs. Some teams deferred to Studebaker during those instances when the novice Worrell racers approached sand bars or shoals. Team Heritage was blessed with the talents of Mike Brady, the winner of the Ron E. Anthony memorial award for sportsmanship, due to his unflagging willingness to help all teams, not just his own.

Cocoa Beach

The Cocoa Beach leg started with downwind gybing duels and the lead changed hands every few minutes. Around two P.M., we experienced our first equipment failure when we torqued three gudgeons off our rudder assembly just before a raging thunderstorm struck the fleet with torrential rain, wind and lightning. With the rudder damaged, we were forced into the beach with four other teams, while Rudees, Australia, Texas, Kreepy Krauly and Tidewater continued. As a result, those teams picked up an early lead of about 90 minutes.

The Cocoa Beach to Daytona Beach leg offered the lightest air of the race. The start was under drizzly skies and the wind was at the back of the fleet. It took two hours and 30 minutes just to round Cape Canaveral in an intense downwind faceoff that lasted until five P.M. when the wind completely died. At last light, Rudees was out in front, with the Australians and Dominos only feet apart all the way into the checkpoint where we finally finished at 2:38 A.M.

The Daytona to Jacksonville leg was a real show of sailing skill by the entire fleet. The lead was changing hands constantly and no position was entirely defendable. As soon as a team felt it had good position, another would come from behind and sail above or below and steal a place. During the last part of the leg, the boats encountered several schools of Portuguese Man o' War or, as the Australians call them, 'Jelly Blubbers.' The gelatinous masses would constantly kick up the rudders when the boats hit them and they made for some exciting double trapping low to the water.

The Tybee Island leg of the race was the one dreaded most by all of the racers due to several course factors. First, there would be no place to land a boat if something went wrong, since most of the coastline was swamp land inaccessible by road. That meant no ground crews would be able to reach a stranded team. Secondly, it was the longest leg of the race at 122 miles. Since the winds were usually light, there would be a lot of night sailing in unforgiving territory and, to make things more complicated, there were several ways to sail the course.

The fleet started out slowly in light wind, but, as the wind got heavier, picked up speed and broke up into three groups. We chose the outside of the course along with the Australians and Studebaker. Tidewater and Heritage took the middle of the course, and the rest of the fleet stayed inside and, as it turned out, made off with a big lead. The wind backed down on the outside teams and completely died three hours later, leaving us drifting nearly 28 miles offshore. The middle and inside teams had wind the whole way and earned a five hour lead which shunted the Australians from first to fourth and Dominos from third to sixth. The standings at this stage were as follows: 1. Rudees; 2. Texas; 3. Kreepy Krauly; 4. Australia; 5. Tidewater; 6. Dominos; 7. Megan; 8. Studebaker; 9. Heritage; 10. Bank of Virginia Beach. Unfortunately, Bank of Virginia Beach encountered boat problems and were forced to spend the night onshore. They continued racing unofficially.

The next three legs of the race, Tybee Island to Isle of Palms, Isle of Palms to Myrtle Beach and Myrtle Beach to Wrightsville Beach, were relatively uneventful from a weather standpoint, but the last five legs will go down as the "toughest consistent weather conditions yet," in the words of Mike Worrell.

As the boats started the ninth leg to Atlantic Beach, rain was falling and the wind was picking up. It rained hard all day, and, to make matters worse, all the racers were tired and energy levels were low. The waves were about six feet high when we took off from the beach (making paddling out an adventure) and continued to build during the day. By about four in the afternoon, the fleet was hugging the shore looking for the strobe light which marked the checkpoint. The waves were huge, varying between eight and 16 feet, and were breaking about half a mile offshore, Kreepy Krauly, the Aussies, Rudees and Texas were out in front, but could not find the strobe and sailed by it.

Our team, Dominos, sailing about a mile behind the leaders, got lucky and saw the light. Just as we thought we were home free, the wind died, leaving us at the mercy of the tremendous waves. We managed to get in OK by riding a big wave which broke our jib tack off the boat and exploded our jib traveller system. Still, we thought we were lucky. The other teams around us made it in OK too, but some were not so fortunate.

The boats which had missed the strobe finally realized their mistake and headed back. They made it through the waves without much difficulty with the exception of Texas which got caught in a huge set which threw their boat forward, breaking the mast and then totally destroying their boat. They drifted about a mile down the beach before abandoning the wrecked boat. Fortunately, no one was hurt and

team Texas had a new boat by morning.

The next morning was sunny, but the forecast was grim. The wind was already picking up hard. Cape Lookout was tough to round, so there was going to be no margin for error. As the fleet started, the wind shifted slightly, making the course a downwind run to the cape.

As we rounded the cape, six foot waves and sand bars all around made the sailing exciting. As the boats punched through the waves, they dropped down into the sand below. When the fleet made it through the last of the waves at the cape, we were confronted with a 35 knot wind on the nose. With sixty miles to go, and making little progress, it was going to be a long day. This was the worst part of the race for us, since the air and water were getting colder the farther north we went, and it became very difficult to concentrate.

Rudees, Australia, and Kreepy Krauly were in the lead with Texas and Dominos about thirty seconds behind. As Kreepy Krauly got into the wind however, their heavy air expertise showed for they took off like a shot and made everyone else look like they were tied down. Surprisingly, no teams reefed for the heavy air because the waves counteracted much of the force of the wind.

Fortunately, the wind slacked off a bit which allowed us to reach along the coast. For the last 25 miles, Steve's and my own hands were nearly frozen to the sheets and the tiller extension. That turned out to be a stroke of luck, because as we came into the Cape Hatteras checkpoint, we encountered large waves again. One almost swept me off the boat, and probably would have had I not had such a firm grip on the extension and had my other hand wrapped in the trampoline lacing.

The waves continued to build after we came in. By the time Studebaker arrived, the waves were too big to handle and the waves literally smashed Studebaker's boat to pieces. Once again, nobody was hurt and they had a new boat by morning. That's the importance of good sponsors.

The morning of the Cape Hatteras leg dawned sunny, windy and cold, and the conditions called for another downwind run to the cape. Going into this leg, Rudees was still out in front and Kreepy Krauly had switched positions with Texas to take over second with Texas in third. The Australians were in fourth; Megan had moved from seventh to fifth; Dominos had sixth with Tidewater. Studebaker, Heritage and Bank of Virginia Beach rounded out the fleet.

Cape Hatteras is known as the graveyard of ships, but on this day, the cape itself did not present much problem. The waves were moderate and the wind was blowing at a reaching angle while we were rounding the cape. However, as the cape was negotiated, the sailing again became an upwind struggle. The further north we sailed the windier it got, until Roanoke Inlet

where a thunderstorm hit and pounded the fleet with ninety minutes of 45 knot winds and rain that was falling horizontally. Near this point, Australia exploded their third mast and fell away disabled for the leg. They were forced to trailer their boat to the last checkpoint, Kitty Hawk, and, good sports that they were, decided to finish the race from there albeit unofficially. Fortunately, everyone else made it into the last beach without any further problems. There was only one more leg to go and for the members of team Dominos, it was becoming a race for fourth place against team Megan since the Aussies were eliminated.

The start of the last leg was held at eight A.M. instead of the usual ten which forced us to get up at five instead of the customary 6:30. It was sunny with some wind, but, once again, the forecast was for bad weather ahead. At first, this leg amounted to a tacking duel among the lead boats, but eventually it settled down to a long upwind/reaching leg next to the shoreline. Rudees, Australia, Kreepy Krauly and Texas continued to dominate with Megan and Dominos right behind. At the end of the leg, we managed to sneak by Megan to finish ahead of them for the leg, but still did not make up enough time to take fourth.

The crowd on the beach was tremendous. Dominos supplied everyone with pizza, which was a nice change from candy bars, and a party ensued on the beach. The winners, Dean Froome and Enrique Figueroa were roundly congratulated as were Kreepy Krauly and Texas, the second and third place finishers.

That evening, the fleet was treated to a wonderful party hosted by Pat and Al Eleridge of Team Virginia Beach. War stories were exchanged as the racers viewed video tapes that were taken during the racing. The race was sailed over and over that night as each team retold its favorite disaster. There was Tidewater breaking a crossbar and sailing into a bay to find another then trying to sail out at three A.M. And then there was the sinking of the jeep. . . .

At the awards banquet the next evening, all sailors honored the victors and genuinely felt good for them. That is the special aspect of the Worrell 1000. The camaraderie that the racers, the ground crews and the friends and family members exhibit toward each other is really quite a rare thing to experience. Several times during the race, there were life and death situations out on the water and everyone stuck together. Egos never got in the way. I made a lot of friends that two weeks. I can't wait to do it again. After all, I want to win that race.



Mike Ward

INSIDE THE WORRELL

Because they will be asked to take extraordinary punishment, the boats for the Worrell 1000 are built with meticulous care. The teams normally take at least two days to put the boats together to their specifications. Parts are taken apart, some are rebuilt and details are double checked.

We started with the hulls by resealing everything and shimming the pylons with an alloy. Then we put the frame on and checked the rivets. Next came the trampoline, traveller systems, compasses and the rudder system which had to be specially fitted and measured. Finally, we assembled the mast and rigging then checked and tuned the sails.

Once the boat was put together, we added the smaller items like bridle flies, reefing systems and footstraps. On the third day, we put the boat in the water to make sure that our boatspeed was at least the equal of the other teams'.

Despite our preparation, we had some problems with the rudder gudgeons due to the fact that we were using super stiff rudders. Still, the boat held up well through a seemingly endless succession of waves, shoals and other intense conditions.

Support Crews

One important key to the success of any team's chances are the support crews that follow the race and try valiantly to keep the boats on the water.

The ground crew consists of up to five trained people who can repair anything that could conceivably go wrong with one of the boats, sail the boats in case one of the team members is unable to continue, and generally supply the team with the essentials of life. The ground crews often find themselves traversing almost nonexistent road in very existant severe weather. One member of a ground crew, Mike Brady, had to hitchhike nearly forty miles to a deserted lagoon in search of his team which had broken a crossbar.

The Sponsors

Of course, there would not be any race if it were not for the businesses and individuals that sponsor the teams. Three months before the race, I was working on getting a sponsor relationship started and acquiring finances for the team. Several teams who had destroyed their boats in heavy surf had them replaced by the sponsor. All the racers appreciated the wonderful support shown by their sponsors. Ours, Dominos Pizza, even supplied pizzas for everyone after the race. Other sponsors also did some special things for their teams. The sponsors for this year were Kreepy Krauly Systems, Foster's Lager, Qantas Airways, Rudees Restaurant, Studebaker, Heritage Sailing Center, Bank of Virginia, Hobie Apparel, ACR Electronics, Murray's Marine, and, of course, Dominos Pizza.

Le Championnat Canadien

By Pam Bell



Alain Pronovost

Marcel Cote, Nycole Gaudreault, Rejean Masse, Devis Renard, and a whole host of Fleet 187 members, friends, and fun lovers did it BIG! With 130 boats registered, they made Le Championnat Canadien Hobie Cat '84 into the largest major catamaran regatta ever held in Canada.

Not only was it big—it was also FUN! In fact, if you didn't have fun at this regatta—forget competitive sailing—you won't enjoy any sailing event. Le Championnat Canadien had something for everyone, with each something "special" indeed. One sage stated early on that everything was so well organized you didn't know it was organized at all.

The early July regatta was held at one of the finest sailing venues to be found anywhere in North America. Two championship courses were laid out side by side on Missisquoi Bay at the northern end of Lac Champlain. The windward marks were dropped just north of the Canadian/U.S.A. international border with the two leeward marks straight downwind pointing at Plage Kirkland and race headquarters.

At this time of the year the prevailing winds normally channel up the lake from the south, southwest at Beaufort Force 4 or 5 (11 to 21 knots per hour) providing single and double trapezing and ideal racing conditions. Obviously the atypical southerly winds indicated some kind of thermal effect from the combination of land and water. It sure makes for great cat sailing, especially when the surrounding

land mass with large protecting islands, just over the border in the U.S.A., make for flat water even when the winds are honking.

The centerpiece of sailing headquarters was a huge striped Barnum and Bailey circus tent pitched on the beach right in the host town of Venise en Quebec. It was perfect! Skippers meetings, breakfast, parties (oh what parties!), banquets, cocktails, registration, scoring results, protests, spare parts, and a store, all fit inside with room to spare. No one would have been surprised to see the circus elephants show up to do their bit just to make things more perfect. (In fact, Guy St-Jean DID see the elephants Friday night but it was far too early—or late—for anyone else!)

Mario Dollan with his crew of outstanding assistants handled the registration efficiently and made sure everyone felt welcome, informed, and at home. Rumors were flying that some skippers and crews were registering three or four times just so they could get the "briefing" down perfect but darn!—each time Roger Cousineau's computer caught them, they were "rejected" to their original registration.

The registration did show a most interesting geographical breakdown of participants. Of the 130 boats registered, 77 came from Canada and 53 from the United States. Every Province of Canada except Prince Edward Island and Newfoundland was represented with 34 teams from Quebec followed closely by 32 Ontario teams. Furthest away Canadian

team was Rob Woodward and Tracey McGregor of British Columbia who earned a solid third place in the tough 18A fleet for their efforts.

The very competitive American contingent came mostly from the northeast U.S. with a sprinkling from other mid-western and southern states thrown in. Every single New England state had at least one boat representing it with tiny Rhode Island fielding a team of five boats. Per capita, Rhode Island wins it all! Most southern team was Stan Sunderland/Trey Sunderland of Atlanta, Georgia who scored a solid tenth place in the 18A's. From Michigan came really hot 16A teams Bruce Williams/Elaine Williams and Greg Smith/Tim Kellog. Don't underestimate these burners at any level of sailing!

Following the opening ceremonies Thursday morning, including a grand welcome from Mayor Rosaire Daigle of Venise en Quebec on behalf of his fellow townspeople, it was "Off the Beach!" The east course for 18A, 16A, and 18B was under the able command of starter Tim ("Tense") Harris of Montreal. The west course for 14A, 16B, and 16C was under the genial dictatorship of starter Jean Pierre Filion also of Montreal. Both courses had knowledgeable people helping to set the lines and courses. Racing started right on the previewed time in perfect Force 4 weather.

Right from the first race it was clear that there was going to be terrific dog fights for position in the 48 boat 16A fleet and the 24 boat 16B fleet. Everyone was going all out

and most of the boats were exceptionally evenly matched. The 16A starts particularly were a joy to watch with virtually no center sag and only one general recall. The 16A team of John Liefeld/Jim Terpstra, particularly had the knack of hitting the line at the slightly favored port end right on time going like a runaway truck. By the end of the three first day races there were nine boats still in the 16A hunt but the team everyone was talking about was Bruce and Elaine Williams of Michigan. Lookout!

In the 16B's three teams had emerged from the pack by the first day's end. Jim Love and Michelle Bachmann of Connecticut, Jim Devine/Mike Hedderman of New York, and Jean Merline/Pierre Martin of Quebec were clearly a notch above the rest of the fleet. Pick a team — any of these three boats could take it all.

The 14A fleet also had some great competitions going. Former Canadian champ and international women's top competitor Marjorie Innes of Ontario was showing some rusty spots and her unexpected weakness was quickly taken advantage of by fellow townsman Mark Summerfield of Ontario, Ken Martin also from Ontario, and Steve Smith of Vermont. Summerfield, who attended the Hobie 14 Worlds in Manila, Philippines earlier this year, representing Canada, has to be one of the most improved 14 sailors on the water this summer.

For the 18A, 18B, and 16C fleets, there was a little more certainty at the end of Thursday's racing on who would be taking home the coveted trophies. The exact order was still in doubt in both 18 fleets but the team of Andrew Heim/Mike Heim of Ontario had clearly established themselves as the team to beat in the 16C's. The only way they were going to lose the gold was to have someone steal one of their hulls during the night. Neil Mantifel/David Johnson of Ontario looked good for the 16C silver with a back alley brawl between skippers Webb, Home, and Stratton shaping up for the 16C show position.

The 18A racing was excellent. Steve Perry/Tom Granger of Quebec showed exceptional downwind speed and good all around tactics. Only a protested race (that they had won) made them look anything but awesome. CHCA President Mike Starkey and crew Tricia from Manitoba were right in there at the days end along with Rob Woodward/Tracy McGregor of British Columbia and Bill Shea/Carlos Deluzuriaga of Connecticut. Teams that had expected to do better were plagued by inconsistency, head speed, lack of enough air, or all three. Notable in this category were Conacher/Kymlicka and Reid/Reid ("Team Beef" and Maggie) of Ontario.

In the 15 boat 18B fleet, the teams of Sylvain Gauthier/Marc Tremblay of Quebec and Tim Chance/Craig McKenzie of Ontario had a great two boat race going

with the slight edge to Gauthier. Chance was still in there but he knew he needed wings on Friday and Saturday to catch the talented Gauthier for the gold.

At the end of Thursday's racing it was time for — what else? — dinner and parties, Quebec style! Steve Perry had kept things exciting in the 18A's by picking up a DSQ in his protest but that didn't seem to dampen anyone's enthusiasm for the REALLY important things. Parties! Ms. Nycole Gaudreault, that wonderful Hobie person who seemed to be everywhere, was the chief party person. Nycole, along with her party committee, sure knows how to throw parties! Every party was at least "world class" — fun, laughs, good times, easy, memorable, innovative!

For openers on Thursday night there was every kind of dancing including square, round, and twist dancing, snake dancing, you name it dancing. Most of the time the party was in the tent but every once and awhile a snake of people burst outside, back inside, onto the tables, then back to the dance floor. Just about everyone got involved one way or another and the ice was clearly broken in meeting new people and rediscovering old friends. At the end of that first evening all the participants knew that this regatta wasn't going to be just "good" — it was going to be "great" — one to cherish on those long winter nights.

Friday dawned bright, cloudless, and sunny with the southerly wind coming in right on time at a might stronger Force 5.

Continued on page 69



Alain Pronovost



Alain Pronovost

A Classic Hobie Invasion

By Bill Greer

The San Diego Classic ranks among the world's largest yachting events, with an average annual attendance of over 300 boats. Each year, Hobie Fleet Four faces the challenge of feeding, entertaining and protecting at least a thousand people at the Silver Strand Beach just a few miles south of San Diego and a few miles north of Mexico.

The Silver Strand is a narrow strip of land that separates the Pacific Ocean from the San Diego Harbor. On the ocean side, sun bathers and surfers can enjoy the ocean, and on the bay side children can play in protected waters under the supervision of lifeguards. Just across the bay near "C" mark is the largest naval base on the Pacific Ocean, with dozens of Navy ships lining the leeward side of the course. The racing takes place on the smooth water of the bay in the fresh ocean breeze, making for ideal conditions.

The large number of boats make the Classic a unique regatta. Since 1979 the races have been held on two courses simultaneously, a system adopted this year by the Hobie Class Association at the Midwinters West. This means arranging for two of almost everything needed in running a race, including race committees, marks, committee boats, and all of the little things like megaphones and horns.

This year seven chase boats and one press boat patrolled the water and one Fleet member even covered the races in a small plane by taking pictures of the regatta. A 24 page program helped guide the participants to the activities, and informed non-racing spectators about how to best watch a Hobie Cat race.

Despite the logistics of throwing a big regatta, everything went smoothly. Just one small detail forgotten could potentially ruin a regatta. This year, though the computer system scoring the races malfunctioned, a backup team and computer finished the scoring before the raffle was over on Sunday. On Saturday, the racers enjoyed four races and were back on the beach in time for free beer, soft drinks, and dinner. Twenty kegs of beer and a thou-



Robert Brown



sand hot dogs were consumed. "A perfect weekend," said Bob Cargill, Fleet 167 member from Bakersfield, CA. To win a trophy in 16 Novice "was like icing on the cake." Eighty-five people shared Bob's excitement of receiving a trophy.

Twenty-three committees were involved in the production of the San Diego Classic, involving too many people to applaud. John Bauldry, of Fleet 15 in Santa Barbara, said the Classic "was a well run regatta, with everyone doing their jobs." John placed third in 18B, and his only complaint was "all the general recalls in 16A." After calling four general recalls in 16A on Saturday, North Course Race Committee Chairman Schuy Hoffman invented a new drink called the "Schuyler" (pronounced sky-ler) which involved equal amounts of Vodka and Pocari. The main force behind the Classic was Director Tim McFadden, who worked closely with Fleet Commodore Greg Brown to harness the tremendous energy of Fleet Four.

16A skipper Bob Shay drove 800 miles from Salt Lake City, Utah, to be greeted by fleet members who helped him get situated for his first trip to the Classic. Bob was one of the people who incorporated the regatta with a vacation in San Diego.

Women really showed their strength at this regatta. Laura Miller, racing a Hobie 18 for the second time, scored three bullets and two seconds in 18B to win that class, and had her boat on the trailer during the final race! Patti Coe took first in 18C with four firsts and a second; and Fleet Four's traditional Ladies' Race on Sunday morning attracted over 30 boats. Pam Caldwell, Fleet Four Secretary for many years, was Race Committee Chairperson on the South course and did a great job. 

Ah! This is the Hobie life (above). Another classic attitude (right). Winning a trophy in a regatta this size is certainly something to smile about (below).



Candice Shine



Jeff Soldau

Doing It Southern Style

By Eric Visser

It was a picture perfect-sunny sky with warm temperatures, and 10-15 knot winds. It was, of course, Memorial Day weekend and the start of the eighth annual Hog's Breath Hobie Regatta in Fort Walton Beach, Florida.

This Hobie extravaganza, sponsored by the Hog's Breath Saloon has grown into one of the premiere Hobie events in the country, attracting sailors from all over the United States and a few from other countries as well. The Hog's Breath Regatta is a "must" on many sailors' lists. And, with 172 boats rarin' to go, this year's regatta was no exception.

The week leading up to the regatta was filled with extensive media hype and excitement over the possible outcome in the 16A class. It seems that Miles Wood and Tony "T.L." Lewis had teamed up and planned to lock out Carlton Tucker from the top spot. It was clear to all involved that a duel of sails was imminent.

When Saturday morning rolled around, the air was filled with tension and festivity. A lack of wind forced a short delay, however, after a half-an-hour, Choctawhatchee Bay was soon filled with the colorful sails of 172 Hobie Cats jockeying for position on each of the two different race courses set up for the event.

The 18As got the starting signal first and the race was on in 10-15 knot winds. The 16As were next with Tucker and Woods luffing each other on the line. The battle continued around the course. Only when the smoke had cleared and the dust had settled, was it apparent that John "Oklahobie" Lattman had cruised past the dueling duo right into first place, a feat he managed to duplicate in the second race with an outstanding display of superior sailing.

However, Wood and Tucker both got down to some serious racing in the third race and finished first and second, respectively.

The fastest sailing of the day, though, was displayed not on the race course, but on the way back to the beach in the rush for a plate of the world famous Hog's Breath roast hog. Five roasted hogs were consumed in record time with the only complaint about the dinner arising from the fact that you had to cross the sand burrs to get to it. No one really seemed to mind, though, and to quote fellow Fleet member



Larry Vaughn

Kay Brooks, "I'd have crawled through the line to get my plate!"

After dinner, the hard-core partiers headed to the Hog's Breath Saloon for some indulgence and the opportunity to swap stories on the day's racing. Many a proud sailor could be heard saying, "I'll do better tomorrow."

Sunday's racing was marked by hang-overs, fast-paced racing, and heated protests. It seems this was the do-or-die time for most of those hoping to bring home a cherished Hog's Breath trophy.

Steve Neal from Pensacola, was the first one back to the beach after four straight bullets during the series to capture top honors in the 14 class.

Steve Broyles took the 18A and Bill Patton won the 18B class.

Sherman Putnam grabbed first in the 16B, Alan Lindley took the 16C, and Julie Darnell captured a proud first in the 16 Novice class.

Paul Dick from Panama City, won the increasingly popular Turbo 14 class.

A protest in 16A between Tucker and Wood managed to hold up the trophy presentation for what seemed like hours. When it was finally settled, John Lattman had clinched a hard earned 16A Hog's Breath title, while Wood finished second and Tucker third.

This year's Hog's Breath Regatta was the best anyone could remember, thanks to Race Chairman Jack Pranzarone and Hog's Breath owner Jerry Dorminy. With their superb organization and planning, and the help of all of those who attended, this event was fun and successful in the Hobie tradition.

Many thanks also go to Michele Krcelic for helping out during her visit here.

While the Hog's Breath Regatta has come and gone for another year, all eyes will once again focus on Fort Walton in October, when the Hobie 16' World Championships will be held here.

Hobie Fleet 178 and Fort Walton Beach would like to invite ya'll to come and experience Southern hospitality at its best.

Ya'll come now, ya hear!!!



Craig Garrison

A crowded starting line and not a wetsuit in sight (opposite). Drinking to many "Hog's snorts" at the Hog's Breath Saloon will leave you hull-hugging everytime (above). Now known as the Bobsy Twins, Miles Wood and T.L. do a little low riding (below). One way to cool down after a day in the hot Florida sun (right).



Larry Vaughn



Craig Garrison

Winds Bless, Then Ravish

By Terri Cray

In sharp contrast to last year's lack of wind (0-5 mph both days), many competitors at this year's Mid Americas, held on Lake Texoma, delighted in the strong, steady 15-25 knot winds.

According to some of the more novice sailors, however, the conditions were less than delightful. Darlene Smith recounts her experience; "Uncertainty became our shadow as we watched the water mount into white caps. But what the heck, we came to race so we went to it." By Sunday evening, the winds topped 70 mph as a storm ripped through the area.

During the racing, Don Balthaser, who won the 16A class at the Mid Americas last year, again showed his sterns to the fleet by winning the series with three firsts and a second. Nine and a half points behind

Balthaser, however, the competition was stiff between Eddington, Collins and Ralph. They finished second, third and fourth, respectively, with only one point between the three of them.

Dennis McCredie, recently back on his 14 after sailing a 16 last year, took 14A with only 4 1/4 points, followed by Miller in second place with 10 points. Fred Ferraro won the 14 Turbo class, while Loewen took second.

While John Barnett (the Hobie rep for Texas) didn't take the 18A class by storm, he managed a one point lead over Winblad to win the series. Because there wasn't a course set up to handle them, The Magnums went naked this year, leaving the wings behind and joining the standard 18 classes.

In addition to the entertaining Gong Show hosted by Norris Pamer, there was a great surprise awaiting everyone after Saturday's racing. Dinner was ready on time. It seems that three years ago the regatta site was so crowded that the Park Rangers restricted entry to only those pulling a Hobie Cat. No one remembered to tell them about the expected catering truck, which ended up being held up for a long time before finally gaining entrance. Dinner was late. Then, last year, Fleet 23 decided to cook a spaghetti dinner themselves; it would be fast and easy. Well, this time someone forgot to start the fire for the pasta water. It wasn't until 9:00 that night that dinner was served. As you can imagine, the already-cooked, and waiting, chilled shrimp dinner at this year's Mid



Peter Anguo



Dallas Whisenhunt

The calm only lasted for the Saturday morning set-up at Lake Texoma (left). Hobie flying on land – 70 mph winds take Hobies night sailing (above). Is that a new rule? (right). Shotgun gusts can get you every time (bottom).

Americas was a welcome break in tradition as the sailors came in from the day's high wind workout.

The Sunday storm is as traditional as the late dinner (. . . used to be). As everyone relaxed around the campsite at dusk, looking forward to the Monday holiday, a storm with dust, pelting rain, and 70 mph winds struck. Boats flew off trailers and up the beach, hulls were destroyed, masts bent, and tents devastated. At 10:00 pm everyone emerged from huddled-together safety to survey the damage, help wring out drenched towels and clothing, and to find beds for the "homeless." Luckily no one was hurt, and Hobie comradeship came through to host an impromptu "thank-goodness-it-was-insured" party. Darlene Smith summed up the situation, saying, "Where else but in Hobie life can people get together to enjoy a party after a storm has come through causing thousands of dollars of damage and getting everything soaking wet?"

Special thanks go to Ben E. Keith, the local Michelob distributor, for sponsoring the event and providing the brew that kept the party going.



Dallas Whisenhunt



Dallas Whisenhunt

THROUGH THE ARTIST'S EYES



H A M I L T O N

While searching for new water-related subjects in 1978 in Iowa, Gene discovered what he

describes as a "visual gold mine—the wonderful world of Hobies." Since then he's produced several

Hobie paintings and serigraphs which have appeared in museums and many corporate collections.



For many artists across the country our enjoyment of a day out sailing provides them with a captivating subject and colorful inspiration for their work. What we experience, they recreate. The speed and flurry as boats scream up to a mark, the blaze of color and spray as we ride the wind, the serenity of a lone sailor at dusk, boats lined up on the beach at dawn; these moments the artist freezes in time.

We live the life; the pictures tell the story. Lucky are those who pause to listen.





Hamilton feels that, "Hobbies are not only good for adventurous souls, but for the pleasure-seeking eye as well."



G D O V I N

Floridian Gdovin, a sailor himself, has been creating finely-detailed Hobie Cat drawings for years. Randy said, "My love for sailing Hobies went down on paper; it was a natural influence." Fleet 5 has commissioned him to do several renderings for regatta trophies.



CARTER

Joni, from Laguna Beach, California, says, "I love capturing the excitement of that special Hobie day on canvas." Joni was first commissioned to do a trophy for the 1977 Hobie 16 Nationals. Since then her works have found their way into Hobie sailors' homes around the world.





SACKMAN

Sackman's innovative photography showcases the Hobie Cat as an art form. Joseph, from the New Jersey coast, said, "Living here watching Hobies just becomes a part of you."

Coleman. Basic backup for the challenge ahead.



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Coleman Grill



HOBIE RACING

HOBIE RACING

SEPTEMBER/OCTOBER 1984

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



WORLD HOBIE CLASS ASSOCIATION

Racing Editor/Michele Krcelic

Regatta Secretary/Liz Reed

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

August 26- September 1	Hobie 16 U.S. National Championships Isle of Palms, South Carolina	H.C.A. 619/758-9100
September 23-28	Absolut Vodka Hobie 18 U.S. National Championships San Francisco, California	H.C.A. 619/758-9100
October 6-13	Absolut Vodka Hobie 16 World Championships Ft. Walton Beach, Florida	H.C.A. 619/758-9100
October 18-21	Absolut Vodka Hobie 14 U.S. Women's Turbo National Championships Jensen Beach, FL	H.C.A. 619/758-9100
October 25-28	Absolut Vodka Hobie 14 U.S. Open Turbo National Championships Jensen Beach, Florida	H.C.A. 619/785-9100
October 30- November 4	Absolut Vodka Hobie 14 U.S. Open National Championships Jensen Beach, Florida	H.C.A. 619/758-9100
February 9-17, 1985	Third Hobie 18 World Championships Port MacQuarie, N.S.W., Australia	H.C.A. 619/758-9100

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 2

September 8	Fleet Race - Fall Series #1 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
*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	Fleet Race - Fall Series #2 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
September 23	Fall Series I Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
October 6	Fleet Race - Fall Series #3 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
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

September 1	Silverado Beach Regatta Clear Lake Park, CA Fleet #205	Susan Farris 415/846-7160
September 2	Annual Awards Potluck & Officers Elec. Clear Lake, CA Fleet #205	Susan Farris 415/846-7160
*November 3 - 4	Turkey Regatta (1985 Points) Monterey, CA Fleet #222	Dave Dunham 408/394-2150

DIVISION 4

*September 1 - 2	Harrison Hot Springs Regatta ('85 pts) Harrison Hot Springs, B.C., Canada	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

September 1 - 3	Labor Day Regatta Heron, NM Fleet #48	Tom Nelson 505/982-3898
September 1 - 3	Governors Cup Lake McConaughy, NE Fleet #61	Walt Fite 303/988-3898
September 9	Fun Day 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

*September 15 - 16	The Great Hobie Shootout (1985 Points) Matagorda Bay, TX Fleet #110	Jim Trimble 513/578-7280
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DIVISION 7

*September 2 - 3	4th Annual Black Hills Race (1985 pts) Angostura, SD Fleet #198	Charlie Ellis 605/342-4820
September 8 - 9	Nebraska State Championships Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029
September 9	Pitchpolecat Regatta Lake Perry, KS Fleet #149	Tom George 913/788-7676
September 22 - 23	Annual Hamburger Fry Yankton, SD Fleet #291	Jim Brewer 605/665-4723
	Fleet #297 Club Races Malvern Lake, IA Fleet #297	Rod Schamie 800/553-1791

DIVISION 8

November 11	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
December 9	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
January 13, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
February 10, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515

DIVISION 10

September 2	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 5	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 9	Third Annual Grand Point Marina Duck Lake, Springport, MI Fleet #210	Roger Bristol 517/663-9442
September 9	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 9	Falls Series #4 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 12	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 16	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 19	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 22	Clam Bake (no racing) University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 23	Fun Regatta University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 26	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 30	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536

DIVISION 11

*September 15 - 16	This Year's Goombay Smash (1985 Pts) 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
September 30	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
October 7	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530

DIVISION 12

*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 15 - 16	Fleet Regatta	Steve Latham
	Lakeville, MA Fleet #28	617/993-0867
*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 13

*September 1 - 3	Points Regatta	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
September 23	Sunday Series	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
October 6 - 8	Culebra Regatta	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
October 28	Sunday Series	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
November 11	Sunday Series	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
November 26	Elections of 1985 Officers/1984 Awards	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010
December 16	Sunday Series	Manuel Berberian
	Puerto Rico Fleet #133	809/757-1010

DIVISION 14

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

*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	Falcons III (1985 Points)	Al Schwiizer
	Baton Rouge, LA Fleet #55	504/291-5811
November 10 - 11	Turkey Trot Poker Regatta	Jacque Myers
	Tallahassee, FL Fleet #43	904/877-2467

DIVISION 16

*September 7 - 9	Womens' Division Points II	James Hoag
	Seneca Lake, Hector, NY Fleet #86	607/733-7497

INTERNATIONAL

CLUB DOMINICANO

Septiembre 9	VIII Regata	Luis J. Cabral
	Puerto Plata Fleet #289	688-5838
Octubre 14	VIII Regata	J. W. Alonso
	Andres, Boca Chica Fleet #289	687-2893
Noviembre 10/11	IX Regata	Carlos Aguilo
	Andres, Boca Chica Fleet #289	596-2893
Diciembre 7	Entrega de Premios	Polly de Aquilo
	Anuales Cena Tradicional Fleet #289	565-3823

EUROPEAN CLASS ASSOCIATION

September 1 - 2	Hobie Regatta	Martin Schuitema
	Oud Naarden, Holland	1751/12 834
September 1 - 2	Trav. Comarruga/Altafulla	Juan Nuviola Camps
	Comarruga/Altafulla, Spain	03/237-63.91
September 1 - 2	Kaptn Hahn Cup	Ernst Bartling
	Sylt, Germany	0221/43 86 04
September 1 - 2	Starnberger See Regatta	Ernst Bartling
	Germany Association	0221/43 86 04
September 1 - 2	Choatenregatta	Ernst Bartling
	Selz, Germany	0221/43 86 04
September 8 - 9	Hobie Regatta	Martin Schuitema
	Oud Naarden, Holland	1751/12 834
September 8 - 9	Landstreck-Weiden	Herbert Gradl
	Neusiedlersee, Austria	0222/55 21 78
September 8 - 9	Freundschaftsregatta	Ernst Bartling
	Insel Pöhr, Germany	0221/43 86 04
September 8 - 9	10. Int. 2 Lander-Cup	Ernst Bartling
	Gooimeer, Germany	0221/43 86 04
September 9	Regata Delle rose	Carlo Lepsky
	Lake Bracciano, Italy	06/379-12.10
September 8 - 11	Trofeo de Plata	Juan Nuviola Camps
	Castelldefels, Spain	03/237-63.91
September 15 - 16	Hobieregatta	Ernst Bartling
	Ammersee, Germany	0221/43 86 04
September 15 - 16	Cat Weekend	Christian Dalgas
	Bienne, Switzerland	022/76 25 87
September 15 - 16	Breitenbrunn	Herbert Gradl
	Neusiedlersee, Austria	0222/55 21 78

September 15 - 16	Hobie Regatta	Don Findley
	Highcliffe, Britain	952/77 05 89
September 16	Marina Daie des Anges	Joel Escarret
	France	56/58 58 61
September 23	Annual Regatta	Carlo Lepsky
	Pisa, Italy	06/379-12.10
September 23 - 24	Neusiedlersee	Herbert Gradl
	Födersdorf, Austria	0222/55 21 78
September 29 - 30	Herbstregatta	Ernst Bartling
	Ammersee, Germany	0221/43 86 04
September 29 - 30	Rauhreif-Regatta	Ernst Bartling
	Chiemsee, Germany	0221/43 86 04
September 29 - 30	Hobie Regatta	Joel Escarret
	Ronce-les-Bains	56/58 58 61
	Annual Regatta	Carlo Lepsky
	Fregene, Italy	06/379-12.10
October 6	Neusiedlersee	Herbert Gradl
	Födersdorf, Austria	0222/55 21 78
October 7	Hobie Regatta	Martin Schuitema
	Oud Naarden, Holland	1751/12 834
October 13	Hobie Ausklang	Ernst Bartling
	Steinhuder Meer, Germany	0221/43 86 04
October 14	Les Sablettes	Joel Escarret
	Toulon, France	56/58 58 61
October 20 - 21	Hobie Regatta	Don Findley
	Grafham, Britain	952/77 05 89
October 20 - 21	Tumpel Trophy	Ernst Bartling
	Zulpicher See, Germany	0221/43 86 04
October 27 - 28	Ausklang	Ernst Bartling
	Goldkanal, Germany	0221/43 86 04
October 27 - 28	Oortkatenfeuer	Ernst Bartling
	Hamburg, Germany	0221/43 86 04
October 27 - 28	Hobie Regatta	Joel Escarret
	Treoule, France	56/58 58 61
October 27 - 29	Cloture	Christian Dalgas
	Crans, Switzerland	022/76 25 87
November 1 - 4	Trofeo Algarve	Juan Nuviola Camps
	Vilamoura, Spain	03/237-63.91
November 1	Hobie Regatta	Joel Escarret
	Frejus, France	56/58 58 61
November 11	Grand Prix Armistice	Joel Escarret
	Maubuisson, France	56/58 58 61
November 17 - 18	Essener Eispokal	Ernst Bartling
	Baldeneysee, Germany	0221/43 86 04

GUAM

September 1 - 3	Sumay Cove NYC Labor Day Regatta	
	Tamuning, Guam Fleet #75	
November 4	Turkey Day Tune-ups	
	Tamuning, Guam Fleet #75	
November 24 - 25	Turkey Day Regatta	
	Tamuning, Guam Fleet #75	
February 16 - 18	Laguna Regatta	
1985	Tamuning, Guam Fleet #75	



Max Blauenstein surveys the competition at the Hobie 18 Europeans in Rome, Italy.

DIVISION 1

14th Annual Michelob Regatta

Fleet 6, Division 1
Memorial Day Weekend
Kailua Beach, Hawaii
by Thomas Culbertson

The Official Races

Named after one of the Hawaii Hobie Cat Association's most generous and best appreciated sponsors, this year's Michelob Regatta, held over the long Memorial Day weekend, was a resounding success. Strong wind, warm sunny skies, and all the other clichés applicable to sailing in Hawaii applied to this year's Michelob Regatta.

The first five races were the usual triangle/windward/leeward combinations, but the sixth was a speed freak's dream. A token weather leg was followed by 12 miles of primal screaming reaching, to Waimanalo and back, and the wind cooperated by keeping most competitors out on the wire the whole way.

Mike Jacobs, (with the beautiful and talented Karen McCarthy) showing no gratitude and no respect for his elders, borrowed J. D. Driscoll's Hobie 18 and proceeded to show him how to sail it, taking the 18 title with three convincing bullets and three seconds. J. D., on a boat he borrowed ("never again") was second. Youth and beauty also prevailed in the 16 fleet, where Brian Schatz (with Patti Paul) edged out his former skipper and mentor, Dave Lung.

The Michelob flowed freely at the trophy banquet Monday night, and several race participants, believing that the winners deserved something more than first-place trophies presented Jacobs, Schatz, and their crews with their own personal water balloons, hand delivered!

The Single-Handed Races

For those not fortunate enough to be winners of the official races, the Michelob Regatta highlight is always the Unofficial, Unsanctioned, Umpteenth

Annual Single-Handed Race to Bird — — — — . The turning mark is an unpretentious rock about the size of a small house (or a very large bathroom) named after the aviary doo-doo with which it is amply endowed and to which it bears (from a great distance) an uncanny resemblance. "Bird" (as it was known to the missionaries) is located about two and one-half miles off shore, and it is conveniently located to provide the single-handers a hair-raising beam reach in both directions.

As with the infamous Pacific Beer Regatta, starting tactics are critical and well-guarded secrets. However, in an exclusive interview with this reporter, first-place winner Dan O'Sullivan shared his secret of success: "After consuming mass quantities of the sponsor's beverage, and with Blaha barely off the beach, Gilbert in the weeds, Culbertson in irons, and Rothwell's boat on his trailer, I positioned myself well to weather and ahead of the fleet, sheeted in, yelled "Go", and the race was on!" Nobody remembers who finished second.

DIVISION 3

Breakaway Regatta

Fleet 17, Division 3
April 14-15, 1984
Folsom Lake, California
by Ron Connie,
Jim and PJ

Sunny skies and 90° temperatures welcomed sailors to the 5th annual Breakaway Regatta, sponsored this year by Michelob Beer.

The weather at Folsom Lake was fantastic . . . for sunbathing, camping, drinking beer and socializing. Winds of only 0-5 mph on Saturday made for some intense concentration on the water. After one race, the afternoon was spent congratulating the race committee on their fine decision to hold no more races and enjoying the cold and thirst-quenching Michelob provided by Markstein Beverage of Sacramento.

Along about 5 PM, a caravan of hungry Hobie Catters took off for Brother Olivers' Fare & Spirits to enjoy a sizzling sit-down steak dinner with salad bar, soup and fresh hot bread. Tall (and sometimes true) stories spread quickly from table to table as the evening progressed.

True to the "racer's edge", everyone (well, almost everyone) retired early to contemplate Sunday's racing and pray for wind.

We awoke Sunday morning to find our prayers answered . . . 15 mph winds! Unfortunately, Mother Nature keeps early hours and by race time the wind had calmed considerably. It remained consistent but light throughout the first race, providing sailors with constant motivation and the most competitive race of the weekend.

The race committee hustled everyone off the start of a second race, only to have the winds die, forcing an abandonment. Everyone hit the beach for another ice cold Michelob and to await race results.

At 4PM, some lucky sailors were presented with giveaways provided by Inland Sailing of Sacramento, Kailua Wetsuits, Murrays Marine and Eckles Design, (to mention a few). Immediately following, anxious nerves were relieved by the trophy presentation. The brass and copper trophies, an original design by Phil Oswald, will complement any trophy collection. Fleet 17, the host fleet, was very proud of its representation—walking away with a third of all trophies presented.

A hearty thanks goes out to all of our sponsors, especially Markstein Beverage, distributors of Michelob. We'd also like to congratulate all Fleet members and others who worked so diligently to make the 1984 Breakaway Regatta a smashing success. See you next year!!!

DIVISION 6

Deep South Hobie Points Regatta
Fleet 9, Division 6

Lake Charles, La.
by: Barbara Stallcup

Take one determined Hobie fleet and a tradition and you have the makings of a great event. That's why Fleet Nine in Lake Charles, Louisiana, decided to reactivate the Deep South Points Regatta after a five-year hiatus.

Plans began in October, 1983, and progressed bit by bit with each weekly meeting of a dedicated committee. Each step was carefully worked out and members assigned tasks ranging from obtaining sponsors to cleaning up after the event.

The City of Lake Charles graciously granted permission for regatta use of the smooth, white, flat sand beach just off the interstate for camping and launching. The beautiful sky line of Lake Charles was a plus for regatta entrants and guests.

Seventy-four boats were registered on Saturday, March 31st. San Antonio, Brownsville and Houston were among the many Texas cities represented, as were several cities in Louisiana.

The weather was cold on Friday night before race day. Saturday dawned cold, but warmed up fast. Winds were calm on Saturday, and increased for Sunday. Coffee and donuts were served each morning at the Lake Charles Yacht Club, and beer was served each afternoon. Members of Lake Charles Yacht Club volunteered to man the race committee and all required committee boats. The race was videotaped by a McNeese University professor.

The Saturday evening meal of spaghetti and meatballs was cooked and served by the Fleet Nine wives. A raffle was held after dinner with many fine prizes given away, including a ladies wet suit and a bentwood rocker. A bonfire on the beach ended the evening.

The trophies were awarded on the lawn in front of the Lake Charles Yacht Club on Sunday. The official mascot of the city of Lake Charles—Gumbeaux Gator—presented the awards to the delight of all.

Fleet Nine Lake Charles is proud of the Deep South Regatta. A lot of hard work went into making it a success. The fact that makes us especially proud is that we accomplished this regatta with

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a Fleet Nine dues-paying membership of only nine Hobie owners!

DIVISION 7

First Dominion Fun Day
Fleet 291, Division 7
Yankton, South Dakota
by Sandy Brewer

GREETINGS FROM FLEET 291

We celebrated our first, but not last, Dominion Fun Day.

We had a great turn out of Hobie members and their families and enjoyed rousing games of volley ball, horseshoes, hull flying and frisbee throws.

Our "walking on water," using styro-foam blocks, never did get off the ground. The blocks just couldn't hold even our smallest Hobie sailor!!

We have had two races so far this year, each with an abundance of wind. Our first race clocked up to 42 mph gusts but everyone survived. Our sailors tackled high winds again in race number two which was sponsored by Michelob and hosted by the Gavin's Point Yacht Club. The second day, our wind was very light but the regatta was a success.

Our Hobie Cats have grown by leaps and bounds so that the Game, Fish, and Parks have had to add many more parking spaces. We are very fortunate to have such a nice beach for the Hobies. It helps to keep the enthusiasm going.

We still have three races to complete plus other fun activities yet to be scheduled.

Continued on page 67

DIVISION 9

N.C. State Championship Points Regatta

Fleet 97, Division 9
May 12-13, 1984
Kerr Lake, North Carolina
by Bill Vernon

For the eleventh time in eleven years (guess that makes for the eleventh annual—doesn't it), Fleet 97

sponsored the North Carolina State Championship Points Regatta. The only significant change was the location. Once an ocean regatta, the new location was Henderson Point on Kerr Lake.

The weather smiled on Saturday as sunny skies, warm temperatures and 15-18 knot winds ushered in the first race. Shifty winds made sure the race committee earned their money as the course was altered several times to provide for better racing. Three races later, boats hit the beach, dropping their crew, to return for the single-handed championship for 16 and 18 skippers. Everyone else headed for the beer and prepared for the pig pic'n. Adding to racing, food, and drink the likes of Miss Michelob Light, Lisa Welch, made for an enjoyable day.

With warmer temperatures on Sunday and slightly better than a drifter, two races were held to complete the weekend. Opting not to utilize computerized scoring, racing results were tallied rather quickly as door prizes were distributed to those lucky enough to have their registration card drawn.

With the presentation of trophies, a weekend of enjoyment came to an end with only memories and in some cases trophies being taken away. Many thanks to our major sponsors, Carolina Outdoor Sports and Harris Distributors, as well as all those who came to share the enjoyment of our event! *Continued on page 67*

DIVISION 10

Alum Creek Regatta

Fleet 400, Division 10
May 12, 13, 1984
Columbus, Ohio
by John Baertschi and Glen Blohm

It was 5:00 A.M. and the birds had just begun to sing when two Hobie 18s representing Fleet 400, set off for Columbus. Larry and Teddy Smith led the way followed closely by Fred Schasberger and his crew John Baertschi. Larry, who

was averaging 20 plus mph, slowed to 67 mph when the state police went by in the opposite direction. After a quick turnaround, the officer ticketed both Larry and Fred. (Don't forget to mail your money and get your licenses back.)

Les Lashaway, representing Fleet 400's 16 class, was accompanied by his wife, Debbie. Their new little girl, Britanni, was fast asleep in the back of their car until Les decided to sort his equipment and mistakenly threw some on top of his new baby (whoops!).

Saturday morning donuts and coffee were served followed by a sunny day and foot high whitecaps with heavy air. There were many capsize due to the puffs. Fred was protested on the starboard/port rule, but since there was no flag flown, the protest was thrown out.

Sunday, there was a decisive chill with medium to light air. The course was set up much better than Saturday, but this did not help Larry Smith, who was rounding the last mark during the second race and was rammed from behind. Larry suffered a slight hand injury plus a three inch hole in his hull. Larry got the best of the collision. The other boat lost three feet of its hull and had to be towed into the beach.

First place in the Hobie 16 class was won by Les Lashaway who, with his brother Benny, dominated his class. Good work Les. Seventh place in A fleet in the Hobie 18 Class was taken by Larry Smith followed closely by Fred Schassberger in eighth. We all learned a lot from this race and hope we can take advantage of the mistakes made by Alum Creek's race committee.

Clark Lake fleet members attending the annual "Ice Breaker" at Clark Lake met with heavy air on Saturday and moderate to good wind on Sunday. In the 18 A class, Ray Matuszak's "Coyote" finished ninth overall and Larry Smith took thirteenth in his recently repaired attack cat "The Spirit of Alum Creek."

Fred Schassberger keeps getting better and better. He took fifth place in the 18 B class. In 16 A, Glen Blohm finished eleventh and Stuart Ravary finished fourteenth. In the 16 B "old timers' classic," Gerald Kneirem finished fifth overall after pitchpoling on the last lap.

Congratulations to fleet member Ben Lashaway (Hobie 18) who piloted an S2 to victory during the recent Champagne Series at North Cape.

DIVISION 11

Delaware State Championships

Fleet 271, Division II
May 13-14, 1984
Rusty Rudder
Restaurant, Dewey
Beach, Delaware
by Jim Glanden

To benefit the Juvenile Diabetes Foundation the Upper Chesapeake Hobie Cat Fleet 271, Fairweather Marine Center and the Rusty Rudder Restaurant sponsored the Delaware State Championship.

We contacted Kris Kuipers, chairperson of the JDF last winter about holding a charity regatta. With the help of the JDF committee, eighteen people donated \$100 each to sponsor a boat in the race. Each sponsor received a photograph of himself with his crew and boat. There were three trophies given to sponsors, depending on how well the sponsored boat finished. A regatta booklet was published and ads were sold in it to raise money. Radio announcements advertising the regatta were broadcasted over the local radio stations. Fleet 271 donated part of the entry fee from each boat and sold raffle tickets to raise money. By Sunday afternoon the regatta had generated over \$2800 for JDF.

Besides being a overwhelming success for charity we had two excellent days of racing. On Saturday we had about 25 mph winds. Due to numerous breakdowns and because this was the first

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race of the season for most sailors, only two races were held. Sunday was sunny and warm with light variable winds. By race time the sea-breeze filled in. Three long races were held with the wind building for each one. By the third race it was comfortable double trapping. Our committee chairman, Tom Hagy, from Fairweather Marine, set excellent courses, which were long and challenging.

We would like to thank all the sailors who participated in the regatta. Many of them took time out from their busy schedules to have their picture taken with a sponsor, and part of every entrants registration fee was donated to JDF. We hope to do this again next year and with the help of the sailors in Division Eleven, maybe we can top the \$2800 raised this year.

Division 11 Championships

Fleet 24, Division II

June 9-10

by Dale Yeutter

On June 9th and 10th, Fleet 24 and the Ocean City Recreation Department hosted the Division Eleven Championships. Ninety five skippers registered for this regatta knowing that the first place finishers would automatically qualify for the Nationals.

Weather conditions were hot and humid both days with a haze masking the horizon from shore. A hot land breeze greeted the sailors each morning and gradually gave way to a cooling sea breeze that filled in about 3:00 on Saturday and about 12:00 on Sunday. The ocean remained relatively flat for the whole weekend, and there was virtually no shore break.

Saturday's racing began about noon with winds at 8 to 10 mph. Breezes steadily mounted during the afternoon. Though three races were originally planned by race committee chairman, Bobby Dees, a fourth was added to take advantage of the terrific conditions.

Saturday evening festivities took place at the famed Brownies Lodge,

home of a special insect you must be bitten by to appreciate! Food was good, drink was good, and the party was enjoyed by all except those who were too tired or too sunburned to attend.

On Sunday, the races began about 11:30 with breezes at 10 to 12 mph. Two races were held, completing a full weekend of good competition, varied wind conditions, a cooperative ocean, a well organized race committee and a well organized beach committee.

At the trophy presentation, special thanks were given to the sponsors of the regatta, Bayview Sailboats, WaWa, and O'Neil Wetsuits, for the terrific support they give each year to this event and to Wild Oats (Ocean Atlantic Textiles) for the terrific T-Shirts.

Winners of the 1984 Division Eleven Championships and qualifiers for the Nationals are as follows: Hobie 18 — Mark Schleckser from Bricktown, N.J.; Hobie 16 1st — Wally Meyers and Lynn Pearson from Ocean City, N.J.; 2nd — Greg Funari and Kathy Kasley from Parlin, N.J.; Hobie 14 — Greg Holland from Silver Springs, MD.; Hobie 14 Turbo — Ken Yeutter from Millville, N.J.

Cape May Classic IV

Fleet 416, Division II

June 23-24, 1984

by Capn Chaz

As sunrise broke over calm seas on Saturday, early morning strollers along the Cape May promenade were treated to the sight of 90-some Hobie Cats lining the beach. Poised and ready for two days of wind, sea, and the grueling test of equipment during the fourth annual Cape May Classic Hobie Cat regatta.

By the start of the 9:30 skipper's meeting, the number of boats had swelled to 131 Hobies, with their multi-colored sails contrasting the white sand, blue sky and sea. Promenade onlookers and people on the beach greeted the sight

with the oohs and aahs of a fireworks display. For in Cape May, the Hobie regatta is as much a spectator sport, as a competitive regatta.

After the usual skipper's meeting business conducted by regatta chairman Herb Cook and race chairman Ric Davis, Cape May city officials, Mayor Arthur Blomqvist, Councilman Harry Gilbert, and Civic Affairs Director Terry Brown, once again extended an open invitation to all competitors to enjoy the regatta, and the city of Cape May. After the skipper's meeting, the Division II novice seminar was conducted for the C-fleeters (the largest fleet with 56 boats).

With all the administration and final preparations complete, the 131 skippers and crews left the beach in gentle 6-8 knot onshore breezes through light surf. Their departure was recorded on film from a coast guard helicopter by a *National Geographic* photographer (who just happened to be in town for a Cape May promotion.)

With the committee and chase boats on station approximately 3/4 mile off shore, the first race started at 11:30 in moderate 8-10 knot winds. By the start of the second race, the wind had reached 12-14 knots and the sea became whitecaps and chop. The third race was run in 16-20 knot winds. As the wind continued to build the elements began to take their toll. By the fourth race about 1/3 of the fleet was on the beach. For the novice sailors of C-fleet, it had become survival sailing. Fatigued and weary skippers and crews had taken the advice of experienced veterans. "Discretion is the better part of valor," there's always tomorrow. By 4:30 the four races planned were completed; the courses of 3, 4, 5, 6 & 7 had put the competitors through their paces. As boats returned to the beach, in 3-5 ft. surf (the largest in classic history), oohs and aahs were again heard as a few skippers surfed in flying a hull to the beach.

With the heavy weather racing over for the day, it was time to relax, account for today, and prepare for tomorrow. The final toll for the day was one boat out of the regatta (breakdown), a few minor breakdowns, and no serious injuries. One of the safest heavy weather race days the classic has ever had.

After dinner in many of Cape May's first class restaurants, competitors were invited to a Hobie party at the Cape May Convention Center. The fleet DJ, "Willie-C" provided music that shook the walls, while sailing stories grew bigger and bolder as the crews relaxed with beverage and munchies. The day's results were posted and it became evident that it was still anyone's regatta in most of the fleets. In A-fleet, "World-Vet Wally" was in first, but "Gentleman Jim", "Jumpin' George", "Afleet Kulkowski", and "Chairman Bob" weren't more than a rudder's length behind (and Wally couldn't race on Sunday). B-Fleet had "Astounding Ackroyd", "Bleat Kulkowski", and "Dangerous D'Agostino", and "Howlin Hamilton" all within points. Even C-fleet was close with "Nail-The-Start-Nolte", "Wildman Wiggins", "Fast Frank", and "Make-My-Day Cummin" all vying for honors.

Sunday morning came with no sun. Cloud cover, flat seas and a gentle 2-4 knot breeze prevailed. But, by the 10:15 start of the first of two races, the wind was building the same as it had on Saturday. The fleet 416 wind guru predicted "wind both days", and it appeared the prediction would hold. With 10-12 knot winds starting the first race, the day turned into another wet and wild ride. By 12:30 an ominous storm front appeared off Cape May point. But luck held, as did the front. And by the time the rains started, the races were completed and most of the boats were on the beach.

With the racing competition over, it was time to get down to the serious business, the raffle. Who would

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win the "Hobie Hot Stick" or the Coleman coolers, or more importantly the "Harken 6:1 Hexaratchets"? In all, about \$4000 in parts, shirts, hats, mugs, radios, etc. were raffled off. In baited anticipation, "Scott Morton look-alike" Hayden Cochran did the honors of conducting the raffle, and distributing the prizes to the lucky winners. The happiest being, not the Harken winner, but a 4-year old "Hobie kid" who won four Coca-Cola tee shirts. (He was happy with just one).

As the Harken blocks finally were won, the raffle was over. It was "time for the gold", or, in this case, crystal. Engraved wine carafes were presented to the winning competitors.

With the awards presented, Cape May Classic IV began to wind down. The official closing ceremony was held by the customary "sparkler-lite" celebration on Sunday evening. The regatta committee pronounced the Cape May Classic IV closed, and the best yet.

Fleet 416 wishes to thank our sponsors, the city of Cape May, F & M Schaeffer Brewing Co., The Philadelphia Coca-Cola Bottling Co., Sailboat Headquarters Inc., and Mack Truck, for their support; and the 131 competing boat crews for their attendance and help. And special thanks to the members of Fleet 416, whose superhuman 48 hour days, kept this regatta running smoothly, making the Cape May Classic, once again, the premier event of the season.

DIVISION 12

Fifth Annual Hampton Beach Regatta

Fleet 496, Division 12
Hampton Beach, New Hampshire
June 22-24, 1984
by Ruth Larkin

Fleet 496 in Seabrook, New Hampshire began its second year as a registered Hobie fleet with a fifteen boat membership and a \$165 treasury. Officers were elected March 24 with Commodore Nick Kalergis

continuing his reign for a second year. Our two goals for the season were to increase membership and member involvement and to run the best ever Hampton Beach Regatta in June.

To encourage involvement we sponsored a Learn To Sail Day on May 19 and had thirteen Hobies available to take new boat owners, sailing enthusiasts and passers-by for a spin on the ocean. Nearly fifty people, including five new members, joined us in a barbecue at the Seabrook, New Hampshire Hobie Cat dealership.

Fleet 496 has continued to work very closely with N.H. Hobie Cat, with our members volunteering their services to teach Hobie buyers to sail, show them the beach where our group gathers and introduce them to fleet members.

By late May, when it was time to do some serious planning for our Hampton Beach Regatta, we had increased our membership to 25 boats. Although we were rookies at running a regatta, with help from Fleet 28 in neighboring Swampscott, Massachusetts and lots of work from our very enthusiastic Fleet 496 members we pulled it off quite successfully. Mother Nature was with us all day Saturday allowing sixty-one boats from five states to get in three long, taxing races in moderate winds and surf. Sunday's rains, six-foot surf, and 20 knot winds found several die-hards hull-flying and surfing in place of another day of racing. Fleet 496 came out of the weekend with four trophies, three more members, the know-how to run a regatta, an improved treasury, and the enthusiasm to go for a points regatta at Hampton Beach next year.

With the season not even half over and a fleet now double in size, we have many more activities planned for the rest of the year, including a 30 mile round-trip sail/race to the Isle of Shoals off the coast of Portsmouth, N.H. and a fleet regatta in which our trophy winners will help our

many novices with the ins and outs and ups and downs of Hobie racing.

We attribute our successful membership drive and regatta to Fleet 496 enthusiasm and our involvement with our local Hobie dealer. No one leaves N.H. Hobie Cat without knowing about Fleet 496 and our willingness to help them have the best time possible with their new Hobie.

DIVISION 14

First March of Dimes

Fleet 23, Division 14
June 15-16, 1984
Dallas, Texas
by Darlene Smith and
Bill Kocsis



Members of Fleet 23 contribute their love and Hobie spirit to the Annual March of Dimes Benefit in Dallas.

Fleet 23 of Dallas, Texas was a major attraction the weekend of June 15 and 16 at an event called Sunfest '84. The weekend was filled with live bands going from noon till dusk, hot dogs, fajitas and Hobie Cats to raise funds for the First Annual March of Dimes Benefit in Dallas. Fleet 23 played a big part in bringing in people to Lake Grapevine. We took people out on our boats for a small donation to help the March of Dimes.

And what did the passengers think of us? Well, we dipped them, dunked them, dragged them through the water, turned them over and sent some of them in the water to help

right other boats. They loved it!!!! Many even came back for more.

Fleet 23 did a great job in meeting the March of Dimes expectations in raising well over \$1000. More than 50 boats and hundreds of members turned out to give their time and support to help the March of Dimes. Fleet 23 should be proud of their hard work and time put into such a worthwhile cause. In fact, Sunfest will be an annual event in Dallas, and Fleet 23 was asked to be a part of it again in 1985. And we will meet their challenge and show them what Hobie Life is all about!



INTERNATIONAL

The First Hobie 16 Southeast Asian Championships Fleet 179 Hong Kong

The Southeast Asian Championships! An event that many of us have been looking forward to for many weeks and the organizers have been planning for months. Now it has passed, and the echoes of successes and disasters, of contentment and controversy will gradually die away.

The greatest satisfaction of all must belong to Bill Addington and his exponentially growing band of helpers who managed to achieve miracles by creating a solid event out of such nebulous ingredients as sand (with a mixture of tar), sea (with a ladle of lapsap) and just the merest whisper of wind. Inspired by the First SEA Championships held in the Philippines last year in Hobie 14's, Bill was the instigator who set up the committee to start the ball rolling, with Max Westwater and Mark Browne. As the organization progressed, so the team grew to take on responsibilities for sponsorship, publicity, racing and boat preparation. Glynis Green with her insider knowledge of the media set up a formidable publicity machine and helped to cajole and plead with potential advertisers and sponsors. Jon Marshall was presented with the formidable task of producing a fleet of as equivalently good, or at least seaworthy, boats as possible. Malcolm Gibson and Ian Peddie volunteered to create a racing environment from virgin beach, and with substantial help from the RHK Yacht Club succeeded in putting together a well-equipped framework within which the races could be run.

Despite the combined onslaught by the elements the weekend before Easter, a fleet of 29 Hobies was duly gathered together under Max's balcony on Tung Wan Beach at Cheung Chau. Last minute rivets were rivetted, rigging

rigged, and masts raised in preparation for the tight schedule of racing ahead.

Good Friday brought the visitors from Japan, Singapore, Thailand, Brunei, and nearer at home, Malaysia. The sun shone, the wind howled and surf prepared itself to provide an exciting weekend of exhilarating racing. The practice race was a useful forum for learning the sailing instructions as half the competitors were disqualified for failing to follow the correct course! Registration of entries, boat selection and a general introduction took place that evening at the Warwick Hotel which served as a very convenient base for the regatta, housing most of the visitors and many of the hosts.

The skippers' meeting on Saturday took place in the middle of a thunderstorm, all the competitors wondering why they had got out of bed that morning, and the visitors puzzling as to how they could have so badly misread the weather details for Hong Kong in April, given in the sailing programme. The skies cleared and the wind, forecast to freshen, faded from 10 knots at the start to a variable zero. The race committee set off in the impressive committee boat looking like a team set for some good Marlin fishing. Led by Roger Ward as OOD and assisted by Owen and Jane Broadley, the race committee persevered against all odds; the fickle if not non-existent winds and a very tight racing schedule putting everyone under pressure. It was a very welcome sight to see Jane and her two assistants lobbying 7-Up and San Miguel to the home team and at the visitors between races.

In the first half of Race 1 Browne/West (HK), Marti/Lim (Singapore) and Ashton/Tilley (HK) managed to pull slightly ahead of the fleet before the disappearing wind stranded the whole fleet. Fighting against the tide in a flat calm, it was anyone's race until the elements favoured Ashton/Tilley who found a private

breeze that took them round the uptide mark. That was enough to open up a 15-minute lead to the finish while the rest of the fleet continued to battle the tide. The Walkers followed by an equivalent distance ahead of third place Browne/West.

Race 2 was cancelled much to everyone's relief but the promised wind did not materialize even by the start of Race 3 when the tide wreaked havoc to the fleet by carrying many over the start prematurely.

Race 4 was held around a single triangle of the course, after a postponed start, again due to the strengthening tide which forced the fleet onto and over the startline. The Thai crew King/Domzalski showed their paces, followed by the Walkers (HK), Gibson/Green and Browne/West battled for third position with Browne/West just managing to hold off the attack. It was an exhausted fleet that straggled homewards in the sunset.

On Easter Sunday, the gloom lifted with a sparkling 10 knot north-easterly. Promises to freshen were not fulfilled, but at least the last four races were held in reasonable conditions as the wind gradually shifted northwards. Race 5 was dominated by the Thai crew, King/Domzalski, who stamped their mark on the event with two wins in succession, each in different boats. The Marshalls (HK), sailing very quickly pulled through to second position which they held despite strong attempts to dislodge them. Ashton/Tilley finished third, followed closely by the Singapore team of Chiu/Fong.

The start line for Races 5 and 6 was set with just sufficient port bias to allow a timely port tack start to clear the starboard fleet, as demonstrated by Ashton/Tilley on both occasions. In these Races the starboard side of the course seemed favoured with the consequence that many boats, starting behind the perfect position found themselves trapped in dirty air on the poorer side of the course. This led to many upsets in

these Races with many favorites picking up poor placings, such as the Walkers (18th), Marti/Lim (17th), the Marshalls (23rd) which tended to even the overall standings. In Race 6, King/Domzalski were boxed early on, and Browne/West took line honours, closely followed by Marti/Lim. Behind them the Japanese team of Katsumoto/Maejima achieved their best regatta result by beating Ashton/Tilley into 4th place.

The 10 knot breeze mercifully held for the afternoon to allow the last two races to be sailed over a course with good beats and reaches but without enough wind to make the runs enjoyable. The afternoon was dominated by the Marshalls who swept the board with two wins. The Walkers also seemed to recover from their troubles of the morning with a 2nd and 4th place. The Thai teams of Bell/Benjamas (3rd in Race 7) and King/Domzalski (2nd in Race 8) also returned to form. The last few beats even saw some of the lighter crews trapezing—an event which had been prayed for all Easter.

The harmony of the regatta was marred in the evening by the resolution of the protests on Race 3 resulting in its abandonment. Since the number of races had been reduced to six, no discard was permitted, causing an upset in the provisional results as many top sailors had to count their poorest races. The final results were exceptionally close—Hugh Ashton and Rob Tilley emerged the SEA Champions by the narrowest of margins from Ray and Andrea Walker who were runners-up, and the Thai team of Chris King and Henry Domzalski were in third place, only half a point behind. Teamed with their compatriots David Bell and Ede Benjamas, they took away the team prize for the event, donated by Fotomax.

The first Southeast Asian Hobie 16' Champions were presented with the David Wayne Socash Memorial

FLEET NEWS

Shield, a floating trophy funded by donations from the Hobie community in memory of Dave Socash, winner of the Hobie 14' SEA Championship last year, who was tragically killed a few months ago. They were also presented with the Seven-Up Cup awarded to the highest placed Hong Kong Yacht. The haul of booty was completed by a new set of Hobie 16' sails kindly donated by Neil Pryde Sails who also undertook any sail repairs before and during the Championship.

Third Hobie 18 European Championship Fregene, Italy May 22-26, 1984 by Tony Laurent

Perfect wind and wave conditions prevailed to

make for exciting racing during the third Hobie 18 European Championship in Fregene. Six nations were represented with Italy providing 20 teams for the event.

The Delius brothers from Germany again demonstrated their remarkable team work and boat speed to win their third European title. Second place went to local favorite Dominico de Toro with Peter Huer, another German, finishing third. Norman and Pat Annels, from England, gave the British Hobie Association their best ever finish in a European Championship with a fourth place. The team of Vandenberg and Jonker from Holland rounded off the wide range of nationalities represented in the top finishers by taking fifth. With

six teams placing in the top ten, the Italians rightfully claimed their place as one of the fastest emerging Hobie racing nations and

should provide a strong team for the Hobie 18 World Championship in Australia in February, 1985.



Going for the gold at the Swiss Meisterschaft (Championships) in Ascona.

Peter Buner

REGATTA RESULTS

DIVISION 1

MICHELOB TUNE-UP REGATTA
FLEET #6 DIVISION #1
KAILUA BEACH, HAWAII

HOBIE CAT 18A POINTS

1. Driscoll/Andresen
2. Van De Verg/Shade
3. Rothwell/Rothwell
4. Culbertson/Sharp
5. Ching/Fung
6. Strada/Dangler

HOBIE CAT 18B POINTS

1. Goodman/Goodman
2. Blaha/Bennett
3. Gilbert/Stimson
4. Young/Takeuchi

HOBIE CAT 16A POINTS

1. Lung/Wehl
2. Furukawa/Cambre
3. Schatz/Paul
4. Wythes/Johe
5. Myrter/Miller
6. Harwood/Zey
7. Burke/Burke
8. Mailheau/Wottage

HOBIE CAT 16B POINTS

1. Orrick/Orrick

HOBIE CAT 16C POINTS

1. Rodrigues/Hilburn
2. Schranz/Lamon
3. Garcia/O'Rourke
4. Carvill/Carvill
5. Dolman/Stoermer

HOBIE CAT 14 POINTS

1. Mullins, T.

MICHELOB REGATTA
FLEET #6 DIVISION #1
KAILUA BEACH, HAWAII
MAY 26, 27 & 28, 1984

HOBIE CAT 18A POINTS

1. Jacobs/McCarthy

2. Driscoll/Driscoll
3. Culbertson/Sharp
4. Rothwell/Rothwell
5. O'Sullivan/Feyerisen
6. Ching/Fung
7. Strada/Dangler

HOBIE CAT 18B POINTS

1. Blaha/Taylor
2. Goodman/Goodman
3. Young/Takeuchi
4. Foote/Myhre
5. Gilbert/Stimson
6. Cairns/Whoehl

HOBIE CAT 16A POINTS

1. Schatz/Paul
2. Lung/Johnson
3. Myrter/Mullins
4. Wythes/Johe
5. Furukawa/Cambre
6. Wechl/Howell
7. Harwood/Tom
8. Irvine/Detor
9. Burke/Burke

HOBIE CAT 16B POINTS

1. Peebles/Langer
2. Smith/Smith
3. Orrick/Orrick
4. Blang/Sifford
5. Coles/Oda
6. Wellen/Davis

HOBIE CAT 16C POINTS

1. Garcia/Garcia
2. Schranz/Lamon
3. Rodrigues/Hilburn
4. Rothwell/Maynard
5. Aerhorn/Howell
6. Taylor Jr./Taylor Sr.
7. Tate/Wells
8. Long/Ling

HOBIE CAT 14 POINTS

1. McCarthy, L.
2. Tanner, B.
3. Schranz, S.

PORTOLOCK REGATTA
FLEET #6, DIVISION #1
MAUNA LUA BAY, HAWAII
JUNE 10, 1984

HOBIE CAT 18A POINTS

1. Driscoll/Paul
2. Rothwell/Rothwell

3. Druyt/Tanner
4. Ching/Fung
5. O'Sullivan/Feyerisen
6. Van De Verg/Holder
7. Culbertson/Sharp

HOBIE CAT 18B POINTS

1. Gilbert/Stimson
2. Blaha/Taylor
3. Goodman/Goodman

HOBIE CAT 16A POINTS

1. Jacobs/McCarthy
2. Lung/Johnson
3. Myrter/Dahle
4. Irvine/Redd
5. Furukawa/Cambre
6. Wechl/Howell
7. Myrther/Mullins

HOBIE CAT 16B POINTS

1. Peebles/Vanderhout
2. Orrick/Orrick
3. Wellen/Davis

HOBIE CAT 16C POINTS

1. Burke/Huckins
2. Rothwell/Maynard
3. Schranz/Lamon

KAILUA BEACH REGATTA
FLEET #6, DIVISION #1
KAILUA BEACH, HAWAII
JUNE 24, 1984

HOBIE CAT 18A POINTS

1. Driscoll
2. McFaul/Houton
3. Rothwell/Rothwell
4. Culbertson/Sharp
5. Van De Verg/Shade
6. O'Sullivan/Harwood
7. Ching/Sharp

HOBIE CAT 18B POINTS

1. Goodman/Goodman
2. Blaha/Taylor
3. Young/Takeuchi
4. Foote/Marcovitz

HOBIE CAT 16A POINTS

1. Furukawa/Cambre
2. Schatz/Paul
3. Myrter/Mullins
4. Lung/Wehl
5. Irvine/Reed
6. Wechl/Howell

HOBIE CAT 16B POINTS

1. Peebles/Hofheimer
2. Coles/Oda
3. Orrick/Orrick
4. Soltero/Jacoby
5. Smith/Smith

HOBIE CAT 16C POINTS

1. Schranz/Lamon
2. Burke/Huckins
3. Ramsy/Rimell
4. Taylor/Meyer
5. Carvill/Carvill

HOBIE CAT 14 POINTS

1. Tanner, Bob
2. McCarthy, Larry

DIVISION 2

HOBIE GRAND PRIX
FLEET #7, DIVISION #2
LONG BEACH, CALIFORNIA
JUNE 2-3, 1984

HOBIE 18A POINTS

1. Douglas D. 8 3/4
2. Biakanja, K. 16 3/4
3. Timm, S. 16 3/4
4. Wright, C. 22
5. McGraw, J. 22
6. Parizean, P. 23
7. Brown, C. 25 3/4
8. Kimball, J. 26
9. Hicks, G. 27
10. Brown, R. 28 3/4
11. Aucreman, C. 29
12. Nunsey, G. 33
13. Smith, D. 34
14. Thomas, B. 42
15. Schuller, B. 53
16. Miller, M. 54
17. Halowach, M. 56
18. Brown, R. 66
19. Burton, J. 69
20. Crocker, D. 74

HOBIE 18B POINTS

1. Conner, J. 9
2. Egan, R. 10 1/2
3. Effinger, D. 11 3/4
4. Mark, R. 14 3/4
5. Liberatore, A. 16 3/4
6. Lewis, C. 19
7. Clair, B. 28
8. Bernbaum, B. 31
9. Ross, B. 34
10. Halter, J. 35
11. May, R. 40
12. De Long, T. 40

13. Samson, M. 48
14. Eaton, A. 50
15. Dunn, T. 54

HOBIE 18C POINTS

1. Hodge, B. 4 1/2
2. Williams, R. 7 3/4
3. Ivey, K. 7 3/4
4. Friedman, R. 14

HOBIE 16A POINTS

1. Seaman B. 4 1/2
2. Christensen K. 7 3/4
3. Veneman C. 15
4. Materna T. 15 3/4
5. Dockstader L. 18
6. Ketterman D. 25
7. Wagniere R. 31
8. Hauser J. 33
9. Schafer W. 33
10. Shearer A. 40
11. Forgrave J. 41
12. Winkler U. 41
13. Walsh G. 41
14. Howard R. 44
15. Crider D. 55
16. Christensen T. 60
17. Newsome J. 62
18. Heath F. 63
19. Hall H. 70
20. Shay R. 72
21. Olman D. 72
22. Rathbun P. 73
23. Dixon S. 73
24. Ward D. 84
25. Sims M. 93
26. Sheffield H. 96
27. Vandervort G. 97
28. Brulee R. 100
29. Harris J. 116

HOBIE 16B POINTS

1. Kurt B. 6 1/2
2. Mayeski P. 8 3/4
3. Ploss D. 11
4. Rendler B. 16 3/4
5. Perlmutter J. 23
6. Gilb S. 26
7. Hammond M. 27
8. Corell J. 27
9. Dambros J. 32
10. Gerbllick B. 39
11. Petti P. 47
12. Novell S. 53
13. Tyler R. 53 3/4
14. Harper F. 56
15. Elter R. 56
16. Rounds T. 58
17. Runyon T. 60
18. Lewis B. 67
19. Butcher R. 76

REGATTA RESULTS

HOBBIE 16C	POINTS
1. Scott M.	5 1/2
2. Paulson E.	11
3. Collins M.	12 3/4
4. Olson T.	14 3/4
5. Engel T.	21
6. Grimaud A.	25
7. Polanco R.	25
8. Piper D.	25
9. Oroz B.	29
10. Roberson J.	33
11. Marks A.	38
12. Blanchette M.	43
13. Ring	44
14. Sarinana B.	53
15. Berger J.	53 3/4
16. Gerrids C.	74
17. Lundberg R.	80
18. Wintheiser M.	80
19. Wennerstorm M.	80
20. Lehman B.	80

HOBBIE 14 TURBO	POINTS
1. Woods, D.	2 1/2
2. Brooks, H.	4 3/4

HOBBIE 14A	POINTS
1. Fields, B.	7 3/4
2. Blount, D.	9 3/4
3. Legge, M.	9 3/4
4. Legge, J.	10 1/2
5. Patterson, M.	19
6. Jenkins, R.	20
7. Sherriff, B.	21
8. Goebel, G.	30
9. Bjerring, E.	36
10. Lantz, D.	39
11. Crocker, C.	44

1984 SAN DIEGO CLASSIC DIVISION # 2

HOBBIE 18A	POINTS
1. Kimball, J.	17
2. Poitras, R.	17 1/2
3. Parizeau, P.	21 3/4
4. Blakanja, K.	22
5. Wright, Craig	27 3/4
6. Munsey, G.	30 3/4
7. Timm, Steve	32
8. Smith, David	36
9. Hicks, George	43
10. Brown, Chuck	52
11. Brown, Rick	55
12. Douglas, D.	56
13. Lindley, Ted	57
14. Burton, Chris	66
15. Aucerman, C.	67
16. McGraw, Jack	71
17. Buchanan, R.	72
18. Thomas, Bob	72 3/4
19. Brown, Roger	75
20. Molowach, Mike	86
21. Conner, Jeff	89
22. Hurwitz, Skip	93
23. Churchill, D.	96
24. Mueller, Brad	101
25. Rafuse, Scott	101
26. Mueller, Dick	114

HOBBIE 18B	POINTS
1. Miller, Laura	6 1/2
2. Mark, Randy	9 3/4
3. Bauldry, John	14 3/4
4. Clair, Bob	22
5. Lewis, Chris	23 3/4
6. May, Rich	26
7. Effinger, Dan	27
8. Bernbaum, B.	38
9. Catalano, R.	39
10. Grimes, Ed	46
11. Lewis, Jim	52
12. Liberator, A.	57
13. Lane, Bruce	62
14. Downing, John	69
15. Halter, John	69
16. Martin, George	71
17. Salvage, Jim	71
18. Dunn, Tim	90

HOBBIE 18C	POINTS
1. Coe, Patti	5
2. Smith, Hector	20
3. Mark, David	24 3/4
4. Schmitzer, M.	27
5. Margetta, Pete	28
6. Dolan, Dan	28
7. Ritenour, Frank	30
8. Terrick, Jim	37 3/4
9. Graham, Gene	42
10. Walden, Brandi	45
11. Williams, Ron	47
12. Wollaway, James	53
13. Debolt, Bill	57
14. Phillips, Thom	63
15. Crane, Nyles	65
16. Campbell, Robert	66
17. Urvinatka, Paul	67
18. Hodge, Bill	71
19. Johnson, William	89
20. Garland, Bob	94
21. McNeill, Mike	95
22. Hartsell, John	99
23. Cooley, Richard	108
24. Burns, Ed	114

25. Carroll, Richard	124
26. Kaplan, Dan	130

HOBBIE 18 MAGNUM	POINTS
1. Ponath, Karl	3 3/4
2. Bieneman, Robbie	11 3/4
3. Davis, Greg	15
4. Chartier, Rich	15

HOBBIE 16A	POINTS
1. Seaman, Bob	10 3/4
2. Christensen, K.	14
3. Alter, Jeff	20 1/2
4. Veneman, Chris	27
5. Materna, Thomas	27 3/4
6. Shearer, Mike	28 3/4
7. Hauser, John	35
8. Oltmans, Don	37
9. Mihoky, Doug	38
10. Heath, Frank	47 3/4
11. Shearer, Andy	56
12. Walsh, Geoffrey	56
13. Bell, Brian	56
14. Forgrave, John	66
15. Casher, Jeff	67
16. Dockstader, L.	68
17. Wagniere, Ron	75
18. Weaver, Ray	79
19. Weaver, Greg	82
20. Shearer, Dave	92
21. Chee, Mike	98
22. Newsome, Jeff	99
23. Martin, Gary	102
24. Winkler, Udo	105
25. Fogarty, Fred	110
26. Christensen, T.	127
27. Day, Rob	128
28. Shay, Robert	130
29. Danly, Bruce	146
30. Kurt, Brian	150
31. Sims, Greg	150
32. Leo, Steve	151
33. Brown, Greg	155
34. Dixon, Steve	156
35. Shibata, D.	157
36. Bose, Len	166
37. Mayekis, Paul	167
38. Vandervort, G.	174
39. Ward, David	178
40. Greer, Bill	205
41. Brulee, Rudy	205

HOBBIE 16B	POINTS
1. Gilb, Steve	15 3/4
2. Wentworth, Scott	22 1/2
3. Hitch, Todd	22 3/4
4. Ziolkowski, J.	23
5. Rendler, Rick	25
6. McGill, Gary	33 3/4
7. Orrantia, F.	39
8. Miller, Rex	48 3/4
9. Pettit, Paul	53
10. Tilger, Bill	58
11. Stordahl, Eric	66
12. Allington, John	67
13. Johnson, Wayne	73
14. McCall, Ken	75
15. Elter, Ron	76
16. Grimes, Jim	77
17. Bailey, Gordon	81
18. Mares, Larry	89
19. Corell, Darrel	95
20. Waugh, Terry	99
21. Pasterkiewicz	113
22. Halberstadt, M.	116
23. Wenz, John	117
24. Becker, Rick	119
25. Smith, Stephen	124
26. Tyler, Ross	129
27. Jaseniuk, Rudy	130
28. Poitras, Eric	133
29. Runyon, Tom	138
30. Barbarika, H.	139
31. Bouvier, Mike	141
32. Butler, Randy	141
33. Paulson, Eric	143
34. Wright, John	149
35. Koe, Edward	154
36. Tillman, Bob	156
37. Luckey, Orval	158
38. Nichols, Scott	162
39. Baker, David	163
40. Bloomer, Tom	165
41. Boland, Jim	184
42. Seales, Hobie	200
43. Butcher, Ross	200
44. Hagar, Jon	211
45. Rogers, John	215
46. Dambros, John	233
47. Hensler, W.	240
48. Smith, Brian	240

HOBBIE 16C	POINTS
1. Jernigan, C.	14 1/2
2. Blackwell, J.	26 3/4
3. Bobadilla, Ken	29 3/4
4. Olson, Tim	34
5. Henie, Bob	39
6. Tortora, Mike	49
7. Muto, Kurt	52
8. Grimaud, A.	53 3/4
9. Robinson, R.	54
10. Engle, Tom	54
11. Bender, Mark	56
12. Jackson, Allan	58
13. Collins, Mike	59
14. Piper, David	60
15. Lundberg, Ron	62
16. Robertson, Jason	70
17. Jilka, Steve	71

HOBBIE 16B NOVICE	POINTS
1. Sanders, Bill	3 3/4
2. Malin, Dave	20
3. Becmer, Ed	22
4. Cargili, Bob	32
5. Adam, Greg	33
6. Neidhart, T.	36
7. Plummer, Doreen	38
8. Whitney, Gary	41
9. Schiller, F.	42
10. Wagner, Shelley	50
11. Mardel, Frank	61
12. Ring, Steve	63
13. Hurley, Mitchell	77
14. Cruz, Bob	78
15. Revels, John	81
16. Wamback, Donald	85
17. Self, Louis	87
18. McNeil, Dave	88
19. Becmer, Marilyn	90
20. Roudsbush, C.	93
21. Deschamps, R.	94
22. Risher, David	107
23. Kocka, Bruce	110
24. Callahan, David	112
25. Carr, Steve	120
26. Salcido, Dave	123
27. Meshort, Karen	126
28. Goldberg, T.	129
29. Bronck, Dan	136 3/4
30. Hardesty, Billy	150
31. White, Dave	161
32. Lindley, Tom	162
33. Froberg, Stone	170
34. Morasco, Rick	170

HOBBIE 14 TURBO	POINTS
1. Johnson, Ron	7 1/2
2. Eagen, Armon	9 1/2
3. Hilliard, Cliff	13 1/2
4. Woods, Dennis	20
5. Brooks, Henry	28
6. Heyer, Robert	31
7. Miller, Jan	35

HOBBIE 14A	POINTS
1. Legge, Jim	7 1/2
2. Fields, Bruce	14 3/4
3. Blount, Dick	14 3/4
4. Legge, Mike	16 3/4
5. Deschamps, P.	21
6. Alter, Paula	23 3/4
7. Sherriff, B.	33
8. Lantz, Dick	36
9. Goebel, G.	39

HOBBIE 14B	POINTS
1. Lantz, Jim	3 3/4
2. Taramasco, M.	10 3/4
3. Bjerring, Erik	12
4. Selser, Frank	16
5. Beane, Larry	35
6. Ramsey, Tim	35
7. Havice, Petra	35

HOBBIE 16A	POINTS
1. Machado/Machado	1
2. Porter/Robertson	1
3. Burling/Lodder	1
4. Rutledge/Rutledge	1
5. Gustin/Katz	1
6. Skvarla/Dunn	1
7. Grewohl/Grewohl	1
8. Hinds/Sharon	1
9. Mooneyham/Mooneyham	1

DIVISION 3

"RIO-NICIA ON THE ROCKS"
FLEET #194, DIVISION #3
BENICIA, CALIFORNIA
APRIL 21, 1984

HOBBIE 18A	POINTS
1. David Austin	1
2. Misha Orloff	1
3. Greg Stone	1
4. Vic Chaney	1
5. Doug Boren	1
6. Reed Harris	1
7. Read Hayward	1

HOBBIE 18B	POINTS
1. Daryl Levitt	1
2. Ron Cole	1
3. Pete King	1
4. Jim Altman	1
5. Thomas Jensen	1
6. Curtis Jackson	1
7. Stev Alten	1
8. Jim Terrick	1
9. Steven Lane	1
10. Dave Zordall	1

HOBBIE 18 MAGNUM	POINTS
1. Mike Ettl	1
2. Bill Cook	1
3. Bill Barton	1

HOBBIE 16A	POINTS
1. Pat Porter	1
2. Dave Gatto	1
3. Geoffrey Walsh	1
4. Mark Skuarla	1
5. Dave Hinds	1
6. John Ponsin	1
7. Brian Boshma	1

HOBBIE 16B	POINTS
1. Pete Russo	1
2. Dave Tirey	1
3. Van Paraseghian	1
4. Gary Rall	1
5. Frank Quinn	1
6. Steve Tarr	1
7. Allen Leonard	1
8. Bob Brown	1
9. Dennis Sullivan	1
10. Jack Hill	1
11. Barry Wilson	1
12. Bob Isaacs	1
13. Tom Burling	1

HOBBIE 16C	POINTS
1. Rex Kraft	1
2. Rod Westerterp	1
3. Earl Trumbull	1
4. Dan Rix	1
5. Ed Tully	1
6. Richard Reay	1
7. Martin Ray	1
8. Fred Snyder	1
9. Mike Walker	1
10. Eric Hardee	1
11. George Spain	1
12. Barbara Lange	1
13. Dave Elkins	1
14. Richard Exberger	1
15. Brian LaHayne	1
DNF Tom McClure	1
DNF Allen Tompkins	1
DNF Allen Crowell	1
DNF David Baumgardner	1

HOBBIE 14	POINTS
1. Kelly Cantz	1

SIXTH ANNUAL TRANSDelta RACE FLEET #280, DIVISION #3 STOCKTON, CALIFORNIA MAY 5, 1984

HOBBIE 18A	POINTS
1. Clacher/Loose	1
2. Probst/Rupp	1
3. Chaney/Chamberlin	1
4. Genson/Fullicksen	1
5. Johnson/Sweetnam	1

HOBBIE 18B	POINTS
1. Levitt/Lowrie	1
2. Renning/Bradley	1
3. Remped/Woodbury	1
4. Campbell/Kidwell	1
5. Poncin/Poncin	1
6. Hachman/Barrick	1
7. Petersen/Nelson	1
8. Wagner/Devincenzi	1
9. Bray/Stepp	1

HOBBIE 16A	POINTS
1. Machado/Machado	1
2. Porter/Robertson	1
3. Burling/Lodder	1
4. Rutledge/Rutledge	1
5. Gustin/Katz	1
6. Skvarla/Dunn	1
7. Grewohl/Grewohl	1
8. Hinds/Sharon	1
9. Mooneyham/Mooneyham	1

HOBBIE 16B	POINTS
1. Edge/Edge	1
2. Phipps/Lewy	1
3. Reilly/Hancock	1
4. Heath/Heath	1
5. Russo/Williams	1
6. Hague/Scott	1
7. Arnerich/Arnerich	1

HOBBIE 16B	POINTS
1. Talbot/Merrill	1
2. Gilmore/Jones	1

HOBBIE 18B	POINTS
3. Migliori/Migliori	1
4. Wetherington/Worsham	1
5. Bozarth/Allard	1
6. Witt/Witt	1
7. Hauff/Wallers	1
8. Schrum/Schrum	1
9. Sawczuk/Sawczuk	1
10. Sanders/Snyder	1
11. Taylor/Troger	1
12. Holst/Coubrough	1
13. Wayne/Pressley	1
14. Trimble/Trimble	1
15. Wilcoxson/Erblee	1
16. Knezovich/Matthews	1
17. Wilson/Gallagher	1
18. Webster/Gavin	1
19. Witche/Witche	1
20. Kevenberger/Lair	1
21. Boaty/Griffin	1
22. Culicasi/Barkman	1
23. Lang/Sgrillo	1
24. Ingraham/Helfer	1
25. Lyles/Lyles	1
26. Hardee/Lentz	1
27. Miller/Miller	1
28. Buckenham Jr./Vacco	1
29. Siewert/Mike & Aaron	1

HOBBIE 14	POINTS
1. Kitowski, Ron	1
2. Poncin, John	1
3. Gross, Krain	1
4. Lanta, Kelly	1

HOBBIE 14 TURBO	POINTS
1. Williams, Dave	1

SHARK FEED FLEET #281, DIVISION #3 SANTA ROSA, CALIFORNIA JUNE 2-3, 1984

HOBBIE 18A	POINTS
1. Timms, Allan	3 1/2
2. Probst, Tony	5 3/4
3. Cary, Steve	6 3/4
4. Netherly, Roger	12
5. Moncibias, G.	13
6. Stone, Greg	15
7. Garrett, M.	16
8. McFarren, Richard	8

HOBBIE 18B	POINTS
1. Riddle, Drew	2 1/2
2. Johnson, Jerry	4 3/4
3. Afridi, Jan	10

HOBBIE 18 MAGNUM	POINTS
1. Harr, Mike	2 1/2
2. Wagner, Lloyd	7

HOBBIE 16A	POINTS
1. Poncin, John	3 1/2
2. Montague, Mike	7

REGATTA RESULTS

LOPEZ INVITATIONAL REGATTA FLEET #259, DIVISION #3 LAKE LOPEZ, CALIFORNIA JUNE 30-JULY 1, 1984

HOBIE 18A POINTS

1. Johnston, Ron	3
2. Olson, Cliff	9
3. Porhammer, Joe	10

HOBIE 18B POINTS

1. Gilbert, Tim	4 1/2
2. Campbell, Bill	5 3/4
3. Fugate, Stoney	12
4. Heidleman, M.	19
5. Brown, Ken	19

HOBIE 18 MAGNUM POINTS

1. Ettl, Michael	3
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HOBIE 16A POINTS

1. MacDonald, Scott	3
2. Skupniewska, C.	6 3/4
3. Burling, Tom	13
4. Sloan, Doug	19
5. Mooneyham, M.	21
6. Hill, Jack	21
7. Hess, Paul	22
8. Vandervolt, G.	24
9. Lundergan, B.	24
10. Duos, Dick	29

HOBIE 16B POINTS

1. Williams, T.	5 1/2
2. Butler, Randy	6 1/2
3. Leonard, Al	10
4. Littlefield, D.	17
5. Rix, Dan	21
6. Deearth, Dennis	25
7. Arnerich, Mike	29
8. Harris, Roger	32
9. Quinn, Frank	33
10. Gibson, Ed	33
11. Smith, Rick	39
12. Londerree, Mark	39

HOBIE 16C POINTS

1. Mathews, G.	3
2. Bjork, Tom	8
3. McNeil, Mark	12
4. Summers, Terry	18
5. Bronger, Doug	22
6. Timson, Dave	24

HOBIE 14 POINTS

1. Carney, Bill	3
2. Yausi, Mark	8
3. Sajdak, Jim	11

DIVISION 4

THE KEG BOATHOUSE REGATTA FLEET # 214, DIVISION #4

HOBIE 18A POINTS

1. Woodward/Woodward	5
2. Alexander/Alexander	7 1/2
3. Ulbarrri/Rood	14
4. Worsfold/Bates	23
5. Martin/Lew	24
6. Rubadeau/Bircham	24
7. Engstrom/Kendall	35
8. McEvoy/Davis	37
9. Dunn/Bailey	41
10. Walton/McNight	45

HOBIE 18B POINTS

1. Henderson/Evenen	5
2. MacDonald/Botterell	7 1/2

HOBIE 16A POINTS

1. Knight/Stanley	8 1/2
2. Karassowithsch/Kelliter	9 3/4
3. Corrie/Stanborsky	13 3/4
4. Wyant/Masters	19 3/4
5. Jung/Murdock	26
6. Sprague/Anderson	29
7. Potter/Kwong	33
8. Carter/Berg	35
9. Dickinson/Dickinson	36
10. Butchart/Butchart	45
11. Carter/Jones	47
12. Brooks/Allen	50

HOBIE 16B POINTS

1. Trendell/Porter	9 1/2
2. Denny/Klinkhamer	13 3/4
3. Hib/Hib	16 3/4
4. Wiecke/Vajda	19 3/4
5. Lloyd/Lloyd	27 3/4
6. Rodeheaver/Rodeheaver	28

7. Holder/Robinson	29
8. Graham/Graham	38
9. Wacker/Roy	38
10. Benjamin/Wright	40
11. Feldman/Dienes	48
12. Hepple/Dale	50
13. MacDonald/MacDonald	56
14. White/Thoma	65
15. Maier/Kenny	66

HOBIE 16C POINTS

1. Riffel/Ginter	7 1/2
2. Blackley/Burns	13 3/4
3. Olson/Taylor	14
4. Myrvold/Myrvold	16 1/2
5. McGlashan/Farran	23
6. Ratcliffe/Holmberg	25
7. Hepple/Hepple	26
8. Harris/Jakson	36

HOBIE 14A POINTS

1. Cross, Ted	3 3/4
2. Fleming, Mark	10
3. Domingo, R.	14

HOBIE 14B POINTS

1. Amort, Tony	6 1/2
2. Brown, Bill	6 1/2

DIVISION 5

SCOTT ROGER MEMORIAL FLEET #48, DIVISION #5 HERON LAKE, NEW MEXICO MAY 26 & 27, 1984

HOBIE 18A POINTS

1. Zabel/Ford	5 1/2
2. Roli/Geringer	9 3/4
3. Eckhardt/Eckhardt	10 3/4
4. McCrady/Raines	12
5. Anderson/Anderson	12 3/4
6. Sutton/Nixon	21
7. Witttrup/Hala	25
8. Larson/Larson	29
9. Collins/Collins	31

HOBIE 18B POINTS

1. Carnell/Carnell	3
2. Kleist/Kleist	15 3/4
3. Herzfeldt/Stack	16
4. Bustamanti/Welch	17
5. Leonard/Aavang	19
6. Clark/Clark	21
7. Rindahl/Campbell	26
8. Stolle/Sears	27
9. Seiffert/Buckles	31
10. Enholm/Enholm	33
11. Bone/Bone	37
12. Pearson/Pearson	41
13. Hodges/Hodges	44
14. Barday/Barday	44

HOBIE 16A POINTS

1. Shearer/Sandberg	6 1/2
2. Nelson/Nelson	9
3. Adams/Ogawa	12
4. Shearer/Shearer	13
5. Adams/Adams	18 3/4
6. Tully/Tully	21 3/4
7. Brown/Benge	25
8. Danly/Cook	28
9. Leonard/Welch	32
10. Smith/Smith	37
11. Badger/Badger	39
12. Sahy/Bittle	39
13. Baker/Flash	41
14. Kiliha/Kiliha	47

HOBIE 16B POINTS

1. Kaphammer/Meyer	11 3/4
2. Cherrington/Zastrow	12
3. Bowen/Scott	13 1/2
4. Mueller/De Stasio	14
5. Ferrell/Ferrell	15 3/4
6. Watt/Gale	21 3/4
7. McCombs/Barlow	25
8. Nordlander/Castle	29
9. McLaughlin/McLaughlin	30
10. Fuge/Fuge	36
11. Gregory/Gregory	37
12. Brown/Brown	42
13. Snatchko/Nelson	53
14. Alecia/Mathis	55
15. Byrd, Sid	69
16. Brown/Sally/Peter	69
17. Lederle, Frank	76
18. Blackwood, Jay	76

HOBIE 16C POINTS

1. Hinneberg/Tarsar	4 1/2
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2. Smith/Milner	10 3/4
3. Howser/Primozich	16
4. Stanley/Mullen	17
5. Hester/Donahue	21
6. Wipf/Wipf	31
7. Mutz/Mutz	32
8. Bondi/Bress	38
9. Schneeman/Hoy	41
10. Humble/Humble	42 3/4
11. Wade/Beachwood	44
12. Cassel/Wojo	46
13. Gregory/Lamberth	60
14. Duckworth/Novy	66
15. Taylor/Taylor	66
16. Langford/Langford	67
17. Marshall/Jones	72

HOBIE 14A POINTS

1. Fite, Walter	5 1/2
2. Cox, John	6 3/4
3. Fite, Scott	9 3/4
4. Kellogg, L.	16
5. Wokyns, Kip	23
6. Fuller, Terri	24

HOBIE 14C POINTS

1. Bodett, D.	4 1/2
2. Hock, David	5 1/2
3. Aavang, Sarah	12

LAKE PUEBLO CLASS DIVISION #5

HOBIE 18A POINTS

1. Zabel/Ford	3
2. Cooley/Cooley	10
3. Eckhardt/Eckhardt	14
4. Brown/Brown	17
5. Brabant/Reinback	23
6. Foust/Flores	24
7. Bearegard/Bearegard	26
8. Anderson/Anderson	27
9. Roli/Bulliant	29
10. McCrady/Raines	32
11. Witttrup/Hala	33
12. Collins/Collins	33
13. Sutton, Tom	41

HOBIE 18B POINTS

1. Larson/Larson	5 1/2
2. Carnell/Carnell	7 3/4
3. Glenn, Sean	11 3/4
4. Stolle/Littlefield	13
5. Rindahl/Campbell	18
6. Clark/Clark	24
7. Drummond, Al	25
8. Pearson/Pearson	28
9. Hodges/Hodges	30
10. Bone/Bone	33
11. Braun/Hagen	37

HOBIE 16A POINTS

1. Shearer/Shearer	5 1/2
2. Shearer/Sandberg	5 1/2
3. Roybal/Ogawa	11
4. Brown/Brown	16
5. Johnson/Hill	21
6. Adams/Adams	21
7. Cotter, Richard	24
8. Castle/Flynn	28
9. Roybal/Crawford	29
10. Danly/Cook	32
11. Baker/Flash	37
12. Shedd, Cory	37
13. Bengston/Bengston	44
14. Lutton/Ratliff	46
15. Leonard/Beechwood	48

HOBIE 16B POINTS

1. Shaw/Bittle	11
2. Tully/Tully	17 1/2
3. Lindholm/Vader	17 3/4
4. Kaphammer/Meyer	17 3/4
5. Watt/Gale	19
6. Mueller/DeStasio	23
7. Fonda/Smith	26
8. Lenz/Lenz	26
9. Lang, Toni	27
10. Hillis/Hillis	33
11. Gatto/Adams	34
12. Pown/Bower	37
13. Henderson/Eyer	40 3/4
14. McLaughlin/Taylor	48
15. Ruppert/Ruppert	41
16. Mardsden, Kevin	41
17. Spanner/Spanner	45
18. Alecia/Kray	54
19. Kray/Kray	61
20. Gage/Anderson	64
21. Buckets/Ernest	66
22. Cross, Dave	77
23. Seitz, Joe	77

HOBIE 16C POINTS

1. Fredregill, T.	7 1/2
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2. Slex, Snatchko	10 3/4
3. Rosnik/Rosnik	11
4. Hinneberg/Tarasar	11 3/4
5. Muller/Muller	16
6. Lewis/Lewis	17 3/4
7. Decker/Decker	26
8. Milch/Galbreath	28
9. Howser/Primozich	29
10. Duckworth/Brent	30
11. Black/Black	32
12. O'Dell, Mike	39
13. Homistow/Willard	43
14. Dickey/Dickey	49

HOBIE 14A POINTS

1. Fite, Walter	4 1/2
2. Francis, Debbie	6 3/4
3. Leonard, Elyse	8 3/4
4. Cox, John	8 3/4

HOBIE 14B POINTS

1. Fite/Scott	3
2. Jones, Edward	8 3/4
3. Fuller, Terri	8 3/4
4. Amundson, Gerry	14

OFF TO HERRON DIVISION # 5

HOBIE 18A POINTS

1. Zabel/Ford	5 1/2
2. Roli/Geringer	9 3/4
3. Eckhardt/Eckhardt	10 3/4
4. McCrady/Raines	12
5. Anderson/Anderson	12 3/4
6. Sutton/Nixon	21
7. Witttrup/Hala	25
8. Larson/Larson	29
9. Collins/Collins	31

HOBIE 18B POINTS

1. Carnell/Carnell	3
2. Kleist/Kleist	15 3/4
3. Herzfeldt/Stack	16
4. Bustamanti, Gil	17
5. Leonard/Aavang	19
6. Clark/Clark	21
7. Rindahl/Rindahl	26
8. Stolle/Sears	27
9. Seiffert/Buckles	31
10. Enholm/Enholm	33
11. Bone/Bone	37
12. Pearson/Pearson	41
13. Hodges/Hodges	44
14. Barday/Barday	44

HOBIE 16A POINTS

1. Shearer/Sandberg	6 1/2
2. Nelson/Nelson	9
3. Roybal/Ogawa	12
4. Shearer/Shearer	13
5. Adams, Adams	18 3/4
6. Tully/Tully	21 3/4
7. Brown/Brown	25
8. Danly/Cook	28
9. Leonard/Welch	32
10. Smith/Smith	37
11. Badger/Badger	39
12. Shay/Bittle	39
13. Baker/Flash	41
14. Koliha/Koliha	47

HOBIE 16B POINTS

1. Kaphammer/Meyer	11 3/4
2. Cherrington/Zastrow	12
3. Bowen/Scott	13 1/2
4. Mueller/De Stasio	14
5. Ferrell/Ferrell	15 3/4
6. Watt/Gale	21 3/4
7. McCombs/Barlow	25
8. Nordlander/Castle	29
9. McLaughlin/McLaughlin	30
10. Fuge/Fuge	36
11. Gregory/Gregory	37
12. Brown/Brown	42
13. Snatchko/Nelson	53
14. Alecia/Mathis	55
15. Byrd, Sid	69
16. Brown/Sally/Peter	69
17. Lederle, Frank	76
18. Blackwood, Jay	76

HOBIE 16C POINTS

1. Hinneberg/Tarasar	4 1/2
2. Smith/Milner	10 3/4
3. Howser/Primozich	16
4. Stanley/Mullen	17
5. White/White	20
6. Hester/Donahue	21
7. Wipf/Wipf	31
8. Mutz/Mutz	32

9. Bondi/Bress	38
10. Schneeman/Hoy	41
11. Humble/Humble	42 3/4
12. Wade/Beachwood	44
13. Cassel/Wojo	46
14. Gregory/Lamberth	60
15. Duckworth/Novy	66
16. Taylor/Taylor	66
17. Langford/Langford	67
18. Marshall/Jones	72

HOBIE 14 TURBO POINTS

1. Bodett, Dave	4 1/2
2. Hock, David	5 1/2
3. Aavang, Sarah	12

HOBIE 14A POINTS

1. Fite, Walter	5 1/2
2. Cox, John	6 3/4
3. Fite, Scott	9 3/4
4. Kellogg, L.	16
5. Wokyns, Kip	23
6. Fuller, Terri	24

DIVISION 6

WAYWARD WINDS-1984 FLEET # 8, DIVISION #6 JUNE 2 & 3, 1984

HOBIE 18A POINTS

1. Stroh/Brodwell	1
2. Kromadka/Botter	2
3. Walton/Broyles	3
4. Broad/Hobbs	5
5. Smith/Smith	6
6. Schacht/Huber	8
7. Huber/Huber	9
8. Howeth/Howeth	9
9. Pellone/McKee	10
10. Yurinak/Krotzek	10

REGATTA RESULTS

10. Wilkins/Bach
11. Rowley/Yelton
12. Hullman/Hullman
13. Mikulec/Mikulec
14. Boykin/Dean
15. Lippard/Reisner
16. Eggleston/Page
17. LaCroix/Simons
18. Rice/Rice
19. Barker/Rancer
20. Kocher/Vonderhaar
21. Betts/Betts
22. Wickman/Marino
23. Volmert/Volmert
24. Simpson/Strom
25. Arnst/Sorrels
26. Cox/Tillson
27. Thornton/Young

HOBBIE 14 TURBO POINTS

1. Richnow, Billy
2. Colby, Peter
3. Sisselman, A.
4. Hunt, Linda
5. Barker, Brad
6. Morrison, Rick
7. Geisler, Bill
8. Hausmann, Clem
9. Nowlin, Jim
10. Kuc, John
11. Zalles, Juan
12. Ferraro, Fred
13. Acquart, Stephen

DIVISION 7

BITTER END REGATTA
FLEET #192, DIVISION #7
BRANCHED OAK LAKE
LINCOLN, NEBRASKA

HOBBIE 18 POINTS

1. Adams, T.
2. Egbert, T.
3. Wheeler, D.

HOBBIE 16A POINTS

1. Fox, L.
2. Hensler, R.
3. Mau, J.
4. Moore, F.
5. Stoffel, B.
6. Phipps, R.

HOBBIE 16B POINTS

1. Kaufman, P.
2. Andrysk, R.
3. Swotek, E.
4. Rohe, R.
5. Kirkpatrick, T.
6. Musselman, K.
7. Pearce, E.
8. Paul, G.
9. Kelfschneider
10. Calabrese, C.
11. Bliss, R.
12. Burnett, B.
13. Runyan, D.
14. Daharsh, S.
15. Koswick, B.
16. Taylor, P.
17. Hartley, R.

HOBBIE 14 POINTS

1. Phipps, C.
2. Burns, J.

ORZARK MOUNTAIN CAT ENCOUNTER

FLEET #59, DIVISION #7
STOCKTON LAKE, MISSOURI

HOBBIE 18A POINTS

1. Bristow, R.
2. George, Tom
3. Cerretti, R.
4. Thackeray, Bob
5. Griesemer, L.
6. Miller, J.
7. Tyler, Steve
8. Johnson, Jeff
9. Schleicher, C.
10. Blecha, Bob
11. Hopper, Bill
12. Heaton, John

HOBBIE 18B POINTS

1. Gilbert, S.
2. Johnson, Gloria
3. Harry, Bud

HOBBIE 16A POINTS

1. Faltmeier, M.
2. Hensler, Roger
3. Preller, G.
4. Campbell, R.
5. Henry, Robin
6. Shoffner, Don
7. Klemz, Jim

HOBBIE 16B POINTS

1. Corwin, Mike
2. Hamilton, Greg
3. House, Richard

4. Royse, M.
5. Van Trump, D.
6. Schamie, Rod
7. Seward, John
8. Moore, Joe
9. Carter, Mitch
10. Kennedy, Tom
11. Hayes, Jake

HOBBIE 16C POINTS

1. Hunter, Bill
2. Tyner, Steve
3. Hollister, D.
4. Bradley, S.
5. Tanner, Russ
6. Last, John

HOBBIE 14A POINTS

1. Votaw, Carl
2. McClure, Bob
3. Page, Gary
4. Gell, Jim
5. McManus, M.
6. Miller, Terry

HOBBIE 14 TURBO POINTS

1. Buxton, Tom
2. Puetz, Ted
3. Miller, Hope
4. Utsar, Warren

GRAPHS OF RATHBUN 3

FLEET #215, DIVISION #7
LAKE RATHBUN, IOWA
MAY 19 & 20, 1984

HOBBIE 18A POINTS

1. Metzger, Daryl
2. Mitchell, Mike
3. George, Tom
4. Recker, Gary
5. Craven, Gary
6. Miller, John
7. Nelson, Curt
8. Thackeray, R.
9. Evans, Sarah
10. Walker, Randy
11. Newell, Jay

HOBBIE 18B POINTS

1. Voorhees, R.
2. Wheeler, Dennis
3. Buntz, Brad

HOBBIE 16A POINTS

1. Brittain, K.
2. Preller, G.
3. Faltmeier, M.
4. Hensler, Roger
5. Fox, Lloyd
6. Swanson, Ron
7. Donahue, Steve
8. Campbell, Rich
9. Johnson, Slim
10. Budelier, Bill
11. Henry, Robin
12. Jespersen, Dan
13. Lehew, Larry
14. Sohn, Jim
15. Moore, Fred
16. Rasley, Jim
17. Valere, Jim
18. Baldwin, Don

HOBBIE 16B POINTS

1. Bendixen, C.
2. Sprague, Don
3. Hill, Mike

HOBBIE 16C POINTS

1. Julius
2. Kirkpatrick, T.
3. Kennedy, Tom
4. Vesey, Charles
5. White, Andy
6. Okerstrom Jon
7. Arbie, Bob
8. Buchholz, Lowell
9. Wolff, Bob
10. Meyer, Ben

HOBBIE 14A POINTS

1. Tyler, Steve
2. McMaas, Michelle

HOBBIE 14 TURBO POINTS

1. Buxton, Tom
2. Puetz, Ted
3. Utsler, Warren

BENT MAST REGATTA

FLEET #192, DIVISION #7
BRANCHED OAK LAKE
LINCOLN, NEBRASKA
JULY 7-8, 1984

HOBBIE 18 POINTS

1. Miller, J.
2. Mitchell, Mike
3. Kachelhoffer, G.
4. Egbert, T.

5. Adams, T.
6. Wheeler, Dennis
7. Evans, Tom

HOBBIE 16A POINTS

1. Hensler, R.
2. Rasley, Jim
3. Brittain, Kim
4. Fox, Lloyd
5. Ron Swanson
6. Christensen, J.
7. Buckingham, D.
8. Campbell, Rich
9. Cole, Bob
10. Faltmeier, M.
11. Baldwin, Don
12. Mau, Jeff
13. Moore, Fred
14. Jespersen, Dan
15. Phipps, Rod
16. Henry, Robin
17. Stoffel, Bob
18. Russell, Scott
19. Lehew, Larry
20. Donahue, Steve
21. Preller, G.
22. Elsberry, Kenny

HOBBIE 16B POINTS

1. Musselman, K.
2. Kirkpatrick, T.
3. Spykema, Bill
4. Kaufman, Paul
5. Brindisi, Mike
6. Kirkpatrick, Tom
7. Mills, Roger
8. Paul, Gary
9. Hensler, Jay
10. Pearce, Ed
11. Travis, Mike
12. Bickford, Rick

HOBBIE 16C POINTS

1. Burnett, Bill
2. Small, Steve
3. Wolff, Bob
4. McGranaghan, M.
5. Calabrese, F.
6. Weaver, Al
7. Bruner, Ben
8. Koswick, Brian
9. Hartley, Ralph

HOBBIE 14 TURBO POINTS

1. Puetz, Ted
2. Brown, Dave
3. Miller, Hope
4. Utsler, Warren
5. Strnad, Chip
6. Ward, Bob

HOBBIE 14 POINTS

1. Tyler, Steve
2. Andrysk, Rich
3. Phipps, C.
4. McManus, Michelle

DIVISION 9

BELK WBTW
FLEET # 92, DIVISION #9
LAKE NORMAN, NORTH
CAROLINA
APRIL 14 & 15, 1984

HOBBIE 18A POINTS

1. Dunn, L.
2. Sifford, R.
3. Estada, D.
4. Mulligan, R.
5. Graham, D.
6. Kendrick, G.
7. Weedon, R.
8. Harper, R.
9. Ayscue, G.
10. Faile, S.
11. Ellis, N.
12. Newsome, B.
13. Grant, J.
14. Murray, J.
15. Whiteside, T.
16. Jones, C.
17. Land, J.
18. Stenson, G.

HOBBIE 18B POINTS

1. Christianson, G.
2. Whitley, M.
3. Hanchey, T.
4. Monzel, B.
5. O'Shields, E.
6. Coates, J.
7. Shapiro, M.
8. Shoemaker, C.
9. Oerwky, J.
10. Trimm, J.
11. Byrd, D.
12. Smith, L.

HOBBIE 16A POINTS

1. Poteat, B.
2. Humphrey, J.
3. Owen, R.
4. O'Caing, P.
5. Eiford, L.

HOBBIE 16B POINTS

1. Christianson, G.
2. Whitley, M.
3. Hanchey, T.
4. Monzel, B.
5. O'Shields, E.
6. Coates, J.
7. Shapiro, M.
8. Shoemaker, C.
9. Oerwky, J.
10. Trimm, J.
11. Byrd, D.
12. Smith, L.

HOBBIE 14 TURBO POINTS

1. Deininger, T.
2. Merrill, K.
3. Deaton, J.
4. Worden, H.
5. Wheeler, R.
6. Hutchings, R.
7. Winberry, G.
8. Stallings, L.
9. House, J.
10. Peters, J.

HOBBIE 14 POINTS

1. Myers, D.
2. Creel, K.
3. Lowrance, R.
4. Holman, L.
5. Benbow, L.
6. Cone, C.

6. Efland, D.
7. Collings, D.
8. Everest, D.
9. Blount, J.
10. Smith, W.
11. Curtis, B.
12. Hunter, A.
13. Blair, S.
14. Robinson, J.
15. Kidder, C.
16. Okarski, M.
17. Chappell, B.
18. Fithian, P.
19. Huppman, J.
20. Schuster, K.
21. Craig, M.
22. Morris, S.

HOBBIE 16B POINTS

1. Kiemlele, S.
2. Derby, L.
3. Healy, M.
4. Toney, S.
5. Bukowski, J.
6. Setill, R.
7. Keller, R.
8. Tuggle, A.
9. Massey, R.
10. Alton, T.
11. Hill, C.
12. Edlund, S.
13. Ritchie, D.
14. Servati, A.
15. Fahlberg, C.
16. Shelledy, D.
17. Johnston, F.
18. McCrosky
19. Helfrith, T.
20. Carpenter, M.
21. Dixon, S.
22. Wiegman, J.
23. Poplin, R.
24. Taylor, M.
25. Edwards, H.
26. McRae, L.
27. Ernst, L.

HOBBIE 16C POINTS

1. Morris, d.
2. Lareau, R.
3. Miller, J.
4. Hosaflook, R.
5. Walser, D.
6. Smith, S.
7. Vernon, B.
8. Rogers, T.
9. Nichols, L.
10. Dawson, R.
11. Ricketts, P.
12. Berry, B.
13. Smith, J.
14. Englebe, B.
15. Weatherford, S.
16. Cothran, V.
17. Price, S.
18. Jarrett, R.
19. Taylor, D.
20. Rader, C.
21. Eudy, G.
22. Moore, D.
23. Williams, L.
24. Ney, R.
25. Sutcliffe, L.
26. Corum, L.
27. Ciener, G.
28. Brunner, F.
29. McHenry, J.
30. Flowers, J.
31. Rowe, C.
32. Queen, K.
33. Kinney, S.
34. Anastasio, F.
35. Barbee, P.
36. Williams, T.
37. Rollins, J.
38. Aray, R.
39. Ramsey, J.
40. Jackson, R.
41. Wagner, G.
42. Schmidt, D.
43. Montgomery, B.
44. Wilson, K.
45. Varner, R.
46. Miles, R.
47. Reid, B.
48. Lang, G.
49. Patterson, J.
50. Long, D.
51. Reynolds, D.
52. Morris, C.

POINTS REGATTA

FLEET #83, DIVISION #9
ROCK HILL, SOUTH
CAROLINA
MAY 19 & 20, 1984

HOBBIE 18A POINTS

1. Kendrick Gene
2. Estapa, Don
3. Sifford, Robert
4. Ayscue, Garland
5. Graham, Doug
6. Jones, Chuck
7. Whitley, Myron

HOBBIE 18B POINTS

1. Coates, John
2. Tipton, Roger

HOBBIE 16A POINTS

1. Eiford, Larry
2. Efland, Doug
3. Jernigan, Mike
4. Breeden, Dan
5. Kidder, Cyril
6. Smith, Wick
7. Humphrey, Jim
8. Everest, Dan
9. Craig, Marilyn
10. Chappell, Bill
11. Robinson, J.
12. O'Caing, Pat
13. Hunter, Allen
14. Shaw, Dan

HOBBIE 16B POINTS

1. Satili, Rob
2. Helfrick, Tom
3. Carpenter, Mike
4. Hill, Chuck
5. Massey, Richard
6. Weatherford, S.
7. Fahlberg, C.
8. Poplin, Reggie
9. Bukowsky, Jack
10. Graves, Todd
11. Alton, Todd
12. Rogers, Todd
13. Dixon, Steve
14. Johnson, Fred
15. Herriman, Ric
16. Cothran, Vince
17. O'Connell, Mike

HOBBIE 16C POINTS

1. Moore, Dick
2. Smith, Jerry
3. Price, Jeff
4. Sutherland, B.
5. Frovay, Ray
6. Jarrett, Rick
7. Walser, David
8. Brauwer, P.
9. Joyce, David
10. Flowers, Jeff
11. Atkinson, Wayne

BOGUE BLOWOUT

FLEET #100, DIVISION #9
MOREHEAD CITY, NORTH
CAROLINA
MAY 26 & 27, 1984

HOBBIE 18A POINTS

1. Dunn, Lance
2. Sifford, R.
3. Booth, Bill
4. Karkley, B.
5. Hanson, Dwane
6. Whitley, Myron
7. McRoy, Phil

HOBBIE 18B POINTS

1. Sutton, Frank
2. Hanchey, Terry
3. Swann, Chip
4. Butterworth, J.
5. Bishop, Alan
6. Bass, Don
7. Paradies, Gil
8. Fitzgerald, B.

HOBBIE 16A POINTS

1. Poteat, Bob
2. O'Lain, Pat
3. Humphrey, Jim
4. Smith, Wick
5. Owen, Rick
6. Efland, Doug
7. Walters, Greg
8. Blair, S.
9. Blount, John
10. Chappell, B.
11. Kidder, Cyril
12. Weber, Bill
13. Huppman, Joe
14. Grimes, John
15. Shaw, Dan
16. Weisberg, Bob
17. Schuster, Ken
18. Driscoll, D.

HOBBIE 16B POINTS

1. Poteat, B.
2. Humphrey, J.
3. Owen, R.
4. O'Caing, P.
5. Eiford, L.

HOBBIE 14 POINTS

REGATTA RESULTS

HOBIE 16B POINTS

1. Keeley, C.	7 1/4
2. Roe, Roy	13 3/4
3. Williams, L.	15 3/4
4. Crawley, Don	17
5. Stewart, Phil	20 3/4
6. Hill, Chuck	22
7. Carpenter, M.	41
8. O'Connell, M.	43
9. Roberts, Rob	43
10. Halberg, Kurt	49
11. Graves, Lloyd	50
12. Cox, Jerry	52

HOBIE 16C POINTS

1. Neal, E.C.	11
2. Mazur, Steve	12 1/2
3. Ney, Richard	14 3/4
4. Joyce, David	20 3/4
5. Garris, Greg	23
6. Burnside, R.	34
7. Coates, Jerry	35 3/4
8. Robinson, Tim	40
9. Rains, Don	45
10. Stockett, Paul	50

HOBIE 14 TURBO POINTS

1. Moseley, B.	5
2. Deaton, Jeff	12 1/2
3. Merrell, Kaye	14
4. Winberry, G.	17
5. Hall, Denny	22
6. Hutchings, R.	27
7. Treble, Lori	34
8. Deininger, T.	34
9. Coehran, Hank	47
10. Crumley, Peter	47

HOBIE 14 POINTS

1. Scudder, Sam	5 1/2
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SIXTH VIRGINIA HOBIE CAT CHAMPIONSHIPS FLEET #221 DIVISION #9 GYNN'S ISLAND, VIRGINIA JUNE 2 & 3, 1984

HOBIE 18A POINTS

1. Market, Doug	7 1/2
2. Ayscue, Garland	19 1/2
3. Weeks, Mike	24
4. James, William	24
5. Akers, Charlie	24

HOBIE 18B POINTS

1. Swann, Chip	3 3/4
2. Gruhaugh, Tom	13 3/4
3. Dunaway, Rick	25
4. Ford, Tom	28
5. Broadus, W.L.	29
6. Kwentus, Joe	35
7. Meulherin, S.	35

HOBIE 16A POINTS

1. Smith, Wick	9 3/4
2. Poteat, Bob	18 1/2
3. Owen, Richard	19 3/4
4. Cason, Mike	21 3/4
5. Barrett, John	31
6. Chappell, Bill	32
7. Jernigan, Mike	33
8. Weeber, Bill	45
9. Magee, Ron	47
10. Guthrie, Ken	47 3/4
11. Smith, Leo	49
12. Healey, Matthew	51
13. Gifford, S.	51
14. Bobbitt, Gary	56
15. Taylor, Bob	69
16. Grimes, John	78
17. Keeley, Chuck	78
18. Driscoll, D.	89
19. Koch, Richard	91

HOBIE 16B POINTS

1. Lamb, John	3 3/4
2. Fahlgberg, Curtis	13
3. White, Bruce	15
4. Kirk, Bob	19
5. Orr, Scott	50 3/4
6. Kelley, Jim	57
7. Pareene, Bob	57
8. Vitez, Dan	60
9. Swenson, Hohn	62
10. Duncan, David	63
11. Williams, Bob	67
12. Drake, Britt	80
13. Neal, Ed	80
14. Cole, Kenn	80
15. Vance, William	80

HOBIE 16C POINTS

1. Denkins, Todd	8 1/2
2. Frazee, John	11 3/4
3. Winn, Johnnie	14 1/2
4. Majka, Jim	16
5. Burnside, R.	25
6. Kock, Dan	55
7. Lee, David	61
8. Gates, Jim	65
9. McCowen, Robert	69
10. Nelms, Robert	70

11. Huling, Chip	75
12. Mullins, Robert	79
13. Durickson, Mason	82
14. Holcomb, Wayne	90
15. O'Donnell, Hugh	90
16. Pettus, Robert	90
17. Bush, Quad	90

HOBIE 14 TURBO POINTS

1. Moseley, Bruce	6 1/2
2. Deaton, Jeff	6 1/2
3. Hall, Denny	20
4. Karnitschnig, A.	23
5. Bohannon, Keith	30
6. Walsh, Len	34

HOBIE 14 POINTS

1. Holland, Gray	6 1/2
2. Goforth, Bob	6 1/2
3. Creasy, David	24
4. Dodd, Brian	25

SAVANNAH HOBIE CAT REGATTA '84 FLEET #294, DIVISION #9 TYBEE ISLAND, GEORGIA JUNE 9 & 10, 1984

HOBIE 18 POINTS

1. Dunn, L.	12 3/4
2. Estappa, D.	13 3/4
3. Jones, C.	13 3/4
4. Haynsworth S.	16
5. Camp, P.	18 3/4
6. Ezzell, W.	19
7. Ussery, R.	20 3/4
8. Olson, L.	27
9. Latvala, J.	28
10. Ellis, N.	29
11. Faille, S.	34
12. Graham, D.	45
13. Robertson, B.	46
14. Dingman, P.	46
15. Riley, B.	49
16. Saunders, J.	65
17. Maynor, M.	67

HOBIE 18B POINTS

1. White J.	6 1/2
2. Loftis, P.	8 1/2
3. Abbassi, B.	12
4. Duncan, B.	17
5. Royals, K.	17
6. McGinn, R.	21
7. Roberson, B.	27
8. Halford, E.	29
9. Trimm, J.	32
10. Tipton, R.	32

HOBIE 16A POINTS

1. O'Cain, P.	8 3/4
2. Fithian, P.	13 3/4
3. Percy, M.	15 3/4
4. Vibert S.	17 3/4
5. Everest, D.	19
6. Robinson, B.	19 3/4
7. Curtis, B.	21
8. Haynsworth, G.	23
9. Kidder, C.	23
10. Heefner, C.	27
11. Sutherland, B.	41
12. Humphrey, J.	43
13. Andreozzi, T.	47

HOBIE 16B POINTS

1. Tyner, T.	8 3/4
2. Florence, B.	12 3/4
3. Flournoy, T.	13 1/2
4. Mueller, K.	15
5. Hill, C.	18
6. Greene, B.	18 3/4
7. Dalba, R.	22
8. Barrett, B.	27
9. Fahlgberg, C.	34
10. Freeman, D.	34
11. Moore, M.	36
12. Price, J.	42
13. Jett, P.	50
14. Austin, K.	55
15. Reeves, J.	57
16. Harriman, R.	DSQ

HOBIE 16C POINTS

1. Carter, D.	4 1/2
2. Miller, H.	6 3/4
3. Gay, T.	19.6
4. Walser, D.	19 3/4
5. Jobe, R.	20
6. Mooreland, C.	23
7. Dalzell, B.	24
8. Monaghan, T.	27
9. Pinholster, J.	27
10. McConkey, M.	33
11. Gwaltney, L.	40
12. Coleman, B.	47

HOBIE 14 TURBO POINTS

1. Ward, C.	3
2. House, J.	6 3/4

HOBIE 14 POINTS

1. Myers, D.	3
2. Lowrance, R.	7 3/4

3. Creel, K.	9
4. Grant, J.	14

7TH ANNUAL SANDLAPPER FLEET #53, DIVISION# 9 ISLE OF PALMS, SOUTH CAROLINA JUNE 30-JULY 1, 1984

HOBIE 18A POINTS

1. Dunn, Lance	5 1/2
2. Haynsworth, S.	9 3/4
3. Akers, Charlie	12 3/4
4. Estapa, Don	14
5. Booth, Bill	17
6. Camp, Paul	26
7. Graham, Doug	27
8. Kendrick, Gene	29
9. Land, Jack	29
10. Grant, Jim	33
11. Farle, Steve	38
12. Vallecillo, Ray	44
13. Dingmad, Paul	44
14. Jones, Chuck	47
15. Hanchey, Terry	49
16. Byrd, Douglas	74

HOBIE 18B POINTS

1. Garver, Scott	4 1/2
2. Kellar, Lawrence	9 3/4
3. Loftis, Pete	9 3/4
4. Hurt, David	14
5. Dimoush, Al	15
6. Frey, Tom	63
7. Smith, Larry	63

HOBIE 16A POINTS

1. Poteat, Bob	5 1/2
2. Smith, Wick	14 3/4
3. Humphrey, Jim	14 3/4
4. O'Cain, Pat	19
5. Efrid, Larry	21 3/4
6. Fithian, Paul	24
7. Curtis, Bob	28
8. Efland, Douglas	29
9. Jernigan, Mike	30
10. Walters, Gregg	30
11. Tyner, Terry	34
12. Taylor, Robert	35
13. Robinson, J.	37
14. Kidder, Cyrel	47
15. Weeber, Bill	48
16. Shaw, Dan	48
17. Drake, Britt	53
18. Healy, Matthew	60
19. Haynsworth, G.	62
20. Vale, Steven	66

HOBIE 16B POINTS

1. Hodgkiss, R.	7 1/2
2. Myeller, K.	8 3/4
3. Quattledaum, D.	11 3/4
4. Freeman, Dave	14 3/4
5. Jett, Peter	20
6. Greene, Bill	29
7. Fahlgberg, C.	31
8. Moore, Bug	32
9. Gibson, Bob	32
10. Johnson, Dan	33
11. Hill, Chuck	37
12. Vogel, Peter	42
13. Moore, Melinda	43
14. Johnston, Fred	43
15. Bradley, Bill	49
16. Massey, R.	50
17. Alton, David	53
18. Fielding, S.	58
19. Smith, Jerry	60
20. Burke, Dwight	65
21. Cothran, Vince	72

HOBIE 16C POINTS

1. Sutherland, B.	5 1/2
2. Kellogg, Ed	8 1/2
3. Richbourg, D.	11
4. Hudgins, Mike	14 1/2
5. McKinney, Tim	15
6. Taylor, Bob	18
7. Driggers, J.	25
8. Marino, Joe	27
9. Cooper, Richard	31
10. Atkinson, Wayne	33
11. Oruch, Tabin	34
12. Burns, Bill	50
13. Dalzell, Bill	50
14. Novas, Bill	50

HOBIE 14A POINTS

1. Myers, Danny	3
2. Lawrence, Robbie	8 3/4
3. Creel, Kyle	9
4. Miller, Jim	15
5. Box, Wally	16
6. Scudder, Sam	19

HOBIE 14B POINTS

1. Singlotary, T.	3
2. Hollifield, S.	8
3. Hart, Bill	12
4. Baldwin, Haynes	14

HOBIE 14TURBO POINTS

1. Deaton, Jeff	4 1/2
2. Merrell, Kaye	7 3/4
3. Ward, Randy	15

DIVISION 10

DAM REGATTA III FLEET #300, DIVISION #10 COLUMBUS SAILING CLUB COLUMBUS, OHIO JUNE 2 & 3, 1984

HOBIE 18A POINTS

1. Burleson, Dick	9 3/4
2. Isco, Gordon	11
3. Tannert, Tom	12 3/4
4. Korach, Joe	13 1/2
5. Shaeffer, Dave	17
6. Oehler, Ron	23
7. Murphy, Mike	23 3/4
8. Frederick, Jim	25
9. Downing, Scott	25
10. Oates, Randy	34
11. Lewis, Howard	37
12. Suhan, Jim	46
13. Starrett, Jim	50
14. Dickmeyer, D.	54
15. Conner, Tom	57
16. Blake, Steve	64

HOBIE 16A POINTS

1. Rooks, Steve	3
2. Metcalf, Ron	11 3/4
3. Grosskopf, J.	12
4. Highstone, Bob	15
5. Buchert, John	18
6. Wier, Mike	19
7. Haller, Steve	25
8. Fecher, George	28
9. Peterson, Jim	29
10. Grant, John	36
11. Walsh, Dean	38

HOBIE 16B POINTS

1. Campbell, Skip	11 1/2
2. Lynnet, Brad	12 3/4
3. Haas, Jerry	13
4. Frey, John	13 3/4
5. Leason, Bob	16 3/4
6. Holmes, Robert	20
7. Ronian, Dale	24
8. Suttmiller, H	30
9. Wolczyk, Al	30
10. McConkey, Bruce	32
11. Schwartz, J.	38
12. Janik, Francis	48
13. Savage, Rod	49
14. Schottenstein, C.	56

HOBIE 16C POINTS

1. Demetry, M.	5 1/2
2. McNulty, Shawn	5 1/2
3. Woloveck, M.	12 3/4
4. Tileston, Dick	13
5. Moore, Fred	15
6. Lastny, Don	26
7. Loth, Roger	27
8. Voight, Keith	29
9. Trautwein, C.	29

HOBIE 14 TURBO POINTS

1. Maze, Joe	4 1/2
2. Losogo, Les	7 3/4
3. Kellan, Bill	8 3/4
4. Titus, Paul	16

SUMMER SERIES RACE #1 FLEET #210, DIVISION #10 DUCK LAKE, OLIVET, MICHIGAN JUNE 13, 1984

HOBIE 18 POINTS

1. Bristol Roger	3 1/2
2. Holtkamp, J.	7
3. Scheib, Jim	7
4. Bristol, Ted	10
5. Long, Jim	11

HOBIE 16 POINTS

1. Dewberry, Dan	3 1/2
2. Allen, Greg	5
3. Bush, John	8
4. Wnffitt, Tim	9

CLEMENTINE'S SALOON MID-EASTERN CHAMPIONSHIPS FLEET #40, DIVISION #10 SOUTH HAVEN, MICHIGAN JUNE 23 & 24, 1984

HOBIE 18A POINTS

1. Roberts, Carl	8 1/2
2. Alter, Jeff	9 3/4
3. Sundberg, C.	12 3/4
4. Burleson, R.	15 3/4
5. Wedemeyer, Jon	18
6. Isco, Gordon	22

7. Frakis, Roger	23
8. Thiessen, Bob	27
9. Griswold, Ken	29
10. Jacobs, L.	30
11. Laure, Jim	37
12. Frederick, J.	44
13. Kovack, Joe	46
14. Medlar, John	49
15. Greenwald, H.	51
16. Shaeffer, David	57
17. Luksey, C.	61
18. Platte, Don	67
19. Sprague, Chris	70
20. Oehler, Ron	74
21. Brishbiois, J.	85
22. Koestner, John	86
23. Kapetansky, Don	88
24. Herighan, Jay	89
25. Avis, John	96

HOBIE 18B POINTS

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REGATTA RESULTS

4. Bloomfield, Ron	18 3/4
5. Stumma, Bruce	21
6. Slusser, W.	25
7. Hodgkinson, D.	26
8. Zolar, Gene	31
9. Olipia, Ken	32
10. Kulr, Jim	43
11. Tileston, Dick	37
12. Martin, Gene	38
13. Dellas, John	40
14. Killig, Jerry	46
15. Babcock, Wayne	47
16. Bounds, Alan	48 3/4
17. Geerlings, Jim	57
18. Davidson, Bill	58
19. Maynard, David	67
20. Tibert, J.	69
21. Roth, James	70
22. Jaeger, R.	71
23. Sheridan, Jim	71
24. Posmar, C.	71
25. Schoack, Anche	77

HOBBIE 14 TURBO POINTS

1. Horthrop, D.	5 1/2
2. Ruchenbuck, Joe	9 3/4
3. Elisele, Tom	10 3/4
4. Glenn, Gary	10 3/4
5. Christian, Dan	18
6. Sundquist, M.	20
7. Rogers, Charles	28

HOBBIE 14 POINTS

1. Wall, Bob	4 1/2
2. Allen, Terry	6 1/2
3. Storer, John	10
4. Bird, Martin	17
5. Smith, David	20

DIVISION 11

1984 MARYLAND STATE CHAMPIONSHIPS
FLEET #54, DIVISION #11
CHASE, MARYLAND
MAY 19 & 20, 1984

HOBBIE 18 POINTS

1. Schleckser/Wingender	5 1/2
2. Bay/Say	6 1/2
3. Hutchinson/Coolahan	12
4. Luisi/Johns	16
5. Spauth/Keenan	25
6. Stephens/Wooten	30
7. Lippincott/Lippincott	30

HOBBIE 16A POINTS

1. Glanden/Crompton	9 1/2
2. Dees/Pearson	15 3/4
3. Funari/Funari	23 3/4
4. Schmidbauer/Schmidbauer	25
5. Sersen/Sersen	27
6. Glanigan/Hart	29
7. Andrews/Stone	32
8. McCarvill/Carvella	36 3/4
9. Kulkoski/Costoria	40
10. Heretick/Heretick	40
11. Maser/Burns	41
12. Macconnell/Carroll	42
13. Ackerman/Metzger	50
14. Krause/Scott	54
15. Jose/Jose	68
16. Strauss/Strauss	75

HOBBIE 16B POINTS

1. Kornweibel/Kasley	12 1/2
2. Hanna/Flanigan	21 1/2
3. Arata/Dowell	23
4. Williamson/Richter	25 3/4
5. Hamilton/Behn	29
6. Deiling/Ensminger	31
7. Defuria/Defuria	32
8. Diagostino/Diagostino	34
9. Witt/Johnson	38
10. Kvech/Wharry	38
11. Ochab/Dominiganni	38
12. Martin/Martin	42
13. McLaughlin/Carvella	45
14. Hook/Woodworth	54
15. Edelman/Edelman	63
16. Westerfeld/Westerfeld	69
17. Patterson/Henkel	71
18. Yorty/Yorty	77

HOBBIE 16C POINTS

1. Yates/Yates	7 1/2
2. Weigert/Rothschild	13

3. Wiggins/Wiggins	17 3/4
4. Andrews/Schaeffer	23 3/4
5. Ball/Matsamura	24 3/4
6. Cummin/Cummin	28
7. Smith/Sawyer	33
8. Glebe/Ziebler	36
9. Decurtis/Swinick	36
10. Toomey/McIntyre	37
11. Jerome/Jerome	51
12. Steever/Burnhart	55
13. Ainsworth/Ainsworth	55
14. Bowersfeind/Schaefer	56
15. Dalin/Ayer	69
16. Goldman/Halpen	72
17. Vredenburg/McReynolds	75
18. Grimmel/Morrison	75
19. McCarvill/McCarvill	91

HOBBIE 14 TURBO POINTS

1. Merello	6 1/2
2. Roberts	7 1/2
3. Freymeyer	12
4. Hoover	18

HOBBIE 14 POINTS

1. Holland	3 3/4
2. Nelson	8 3/4

2ND ANNUAL KEUKA LAKE REGATTA
FLEET # 224, DIVISION #
PENN YAN, NEW YORK
JUNE 2 & 3, 1984

HOBBIE 18A POINTS

1. Tierson, Dave	3 1/2
2. Molgate, Bill	5 3/4
3. St. John, Paul	8
4. Barbee, Gene	9 3/4
5. Hoag, Jim	12
6. Reynolds, K.	16

HOBBIE 18B POINTS

1. Bellhousen, G.	2 1/2
2. Williams, Randy	4 3/4
3. Carparella, J.	8

HOBBIE 16A POINTS

1. Kusche, Jim	3 1/2
2. Pesare, Susan	3 1/2
3. Korzeniewski, T.	11
4. Goetz, Mike	15
5. Cuzaylo, Mike	15

HOBBIE 16B POINTS

1. Magin, E.	2 1/2
2. Davidson, Alex	4 3/4
3. Pierle, Calvin	9
4. Zimmerman, D.	10
5. Carrie, Taylor	15
6. Quatrone, Rico	23
7. Loguasto, Sam	36

HOBBIE 16C POINTS

1. Kiefer, Tom	7 3/4
2. Amico, Mark	14 3/4
3. Kerr, Robert	17
4. Graber, Garry	28
5. Quick, Waddy	36

HOBBIE 14 POINTS

1. Dittmar, Jim	1 1/2
2. Horton, Ralph	3
3. Root, James	4
4. Wurth, Mary	8

1984 SPRING WINDS REGATTA
FLEET #24, DIVISION #11
JUNE 9 & 10, 1984

HOBBIE 18A POINTS

1. Schleckser, M.	3 3/4
2. Sohn, John	10 3/4
3. Busichio, Peter	19
4. Hayward, Read	20
5. Morris, Bob	25
6. Canfield, C.	28
7. Bay, Keith	27
8. Swank, rod	30
9. Cowan, Keith	37
10. Spayth, Todd	47
11. Allison, C.	54

HOBBIE 18 MAGNUM POINTS

1. Greenfield, A.	
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HOBBIE 16A POINTS

1. Myers, Wally	5
2. Funari, Gregg	16
3. Serson, Steve	21 3/4
4. Flanigan, J.	21 3/4
5. Glanden, Jim	22
6. Schmidbauer, G.	23
7. MacConnell, R.	38
8. Laue, Pete	41

9. Trevarthen, W.	44
10. Scarborough, S.	52
11. Bentson, Don	52
12. Andrews, C.	58
13. Kulkoski, Dan	61
14. Sullivan, J.	61
15. Johnson, W.	67
16. Krause, J.	72
17. Maser, Fred	73
18. Christy, Paul	79
19. McCarvill, W.	83
20. Hiller, Bill	84
21. Jose, Mike	85
22. Kornweibel, W.	90

HOBBIE 16B POINTS

1. McLaughlin, J.	11 3/4
2. White, Harvey	12 3/4
3. Pinto, Mike	20 3/4
4. Hamilton, Rob	27
5. Patterson, G.	30
6. Martin, B.	35
7. Ackroyd, Doug	37
8. Thorne, Jack	38 3/4
9. Kyeach, Ron	39
10. Gillis, Jeff	39 3/4
11. Raymond, Donald	42
12. Witt, Walter	42
13. Butler, C.	61
14. White, Roger	64
15. Hyland, Mike	65
16. Jepson, Robert	65
17. Deming, T.	67
18. DeFuria, A.	67
19. Edelman, Doug	94
20. Evans, Mark	94
21. Buck, Bruce	96
22. Knepper, Bill	110
23. Brown, J.	112
24. Firsh, John	117
25. Shaner, Bob	121
26. Faust, Barry	130

HOBBIE 16C POINTS

1. Kulkoski, R.	9 1/2
2. Wiggins, Dave	15 1/2
3. Notie, Dave	21
4. Andrews, B.	30 3/4
5. Deiser, Jack	31
6. Wiebert, B.	33
7. Wagner, Bob	38
8. Mann, Tom	41
9. DeCurtis, Don	42
10. Edwards, Bob	51
11. Hartoch, Gert	54
12. Rokey, Bud	57
13. Kniesley, Ed	68
14. Poscatore, Bob	71
15. Conboy, D.	72
16. Wentzel, Keith	73
17. Brozene, P.	74
18. Finnegan, Pat	79
19. Ruth, Douglas	86
20. Cummin, Jerry	88
21. Bauerfeind, J.	90
22. Benner, Don	104
23. Groff, Wayne	109
24. Smith, Bradford	114
25. McBrinn, Mark	120
26. Quigley, Bill	130
27. Buckel, A.	135

HOBBIE 14 TURBO POINTS

1. Youtter, Ken	6 1/2
2. Roberts, Mick	7 1/2
3. Strauss, B.	13
4. Lembo, Frank	20

HOBBIE 14 POINTS

1. Holland, Grey	3 3/4
2.	

4th CAPE MAY CLASSIC FLEET #416, DIVISION #11 CAPE MAY, NEW JERSEY JUNE 23 & 24, 1984

HOBBIE 18 POINTS

1. Schleckser	3 3/4
2. Cowan	12
3. Morris	14
4. Lord	21
5. Luisi	22
6. Murphy	31
7. Arata	32
8. Swank	47
9. O'Kane	60
10. Hillman	65
11. Alarsball	65
12. Valenti	65

HOBBIE 16A POINTS

1. Glanden	5
2. Schmidbauer	18
3. Kulkoski	20
4. Funari	24
5. Lane	29
6. Myers	30 1/2
7. Sullivan	34
8. Dees	40
9. McLaughlin	45
10. Maser	48
11. Christy	53
12. Hiller	54
13. McConnell	55

HOBBIE 14 TURBO POINTS

1. Roberts	5 1/2
2. Morello	5 3/4

ATLANTIC CITY CLASSIC VIII FLEET #190, DIVISION #11 NEW JERSEY JULY 6 & 7, 1984

HOBBIE 18 POINTS

1. Schleckser	3 1/2
2. Palmer	3 1/2

14. Johnson	60
15. Andrews	61
16. Krause	61
17. Wilkie	73
18. Kornweibel	77
19. Kopp	90
20. Flanigan	97
21. McCarvill	103
22. Colson	103

HOBBIE 16B POINTS

1. Ackroyd	5
2. Kulkaski	12 1/2
3. D'Agostino	13 3/4
4. Hamilton	13 3/4
5. Winthers	32
6. Morey	34
7. Couden	38
8. Covella	47
9. DeFuria	47
10. Gillis	47
11. Williamson	53
12. Busby	58
13. Thorne	58
14. Patterson	61
15. Martin	61
16. Williams	72
17. Jepson	83
18. Kvaach	87
19. Deming	94
20. Edelman	94
21. Morey	96
22. Crane	99
23. Richardson	106
24. Klink	117
25. Hanes	123
26. Witt	135
27. Schimp	138
28. Kahn	142
29. Forster	148
30. Deiling	159
31. Firth	168
32. Evans	170
33. Burns	175
34. Pithian	175

HOBBIE 16C POINTS

1. Bolte	13
2. Wiggins	15 1/2
3. Kieser	22 3/4
4. Breasley	23 3/4
5. Cummins	29
6. Yates	33
7. Brown	36
8. Weigers	43
9. McEtheu	44
10. DeCurtis	44 3/4
11. Brozene	51
12. Butler	53
13. Tommey	57
14. Fatica	62
15. Zajac	84
16. Nyström	89
17. Wagner	98
18. Edwards	99
19. Smith	102
20. Naughton	111
21. Concover	111
22. Bustard	112
23. Clarke	113
24. Hartock	114
25. Finnegan	122
26. Kovacs	133
27. Ford	134
28. DeHayes	137
29. Evans	156
30. Ball	162
31. Freeman	172
32. Karpenicz	172
33. Jones	174
34. Cartner	177
35. Wentzel	209
36. Zimmerman	216
37. Tursi	218
38. Stuver	225
39. Sague	236
40. McBrinn	237
41. Goldman	244
42. Groff	245
43. Quigly	246
44. Finn	268
45. Bauer	275
46. Reutemann	283
47. Wenger	285
48. Kasley	285
49. Barth	275
50. Sumoa	285
51. Huff	305
52. Janzer	305
53. Beriel	305
54. Cook	305
55. Snedeker	305
56. Sowers	305
57. Kranames	305
58. Hunt	305

HOBBIE 14 TURBO POINTS

1. Roberts	5 1/2
2. Morello	5 3/4

ATLANTIC CITY CLASSIC VIII FLEET #190, DIVISION #11 NEW JERSEY JULY 6 & 7, 1984

HOBBIE 18 POINTS

1. Schleckser	3 1/2
2. Palmer	3 1/2

3. Cutillo	8
4. Fleak	10
5. Harrington	13

HOBBIE 16A POINTS

1. Glanden	4 3/4
2. Dees	8 3/4
3. Myers	10
4. Laue	10
5. Schmidbauer	12
6. Mcconnell	14 3/4
7. Funari	15
8. Flanigan	17 3/4
9. Kornweibel	21
10. Krouse	23
11. Hiller	25
12. Maser	30
13. Kulkoski	38

HOBBIE 16B POINTS

1. White	3 1/2
2. Ackroyd	11
3. Defuria	13
4. Covella	1

REGATTA RESULTS

11. Ferguson/Martz	40
12. Venegas/Barbara	51
13. Coale/Allen	54
14. Cocotos/Psalto	54
15. Walklet/Walklet	59

HOBIE 16B POINTS	
1. Linke/Linke	10 3/4
2. Johnson/Johnson	17 3/4
3. Manzella/Battiss	21 3/4
4. Baigert/Minow	24
5. Mirylees/Altee	27 3/4
6. Johnson/Canning	32
7. Boulay/Boulay	32 3/4
8. Van Hobben/Clarke	33 3/4
9. Gibson/Orloska	48
10. Green/Monware	48
11. Kennedy/Watts	49
12. Love/Bachmann	51
13. Franceski/Barbara	54
14. Coburn/Rowe	59
15. Snyder/Phyllis	60
16. Harris/Harris	61
17. Churchman/Churchman	62
18. Galaski/Jennings	73
19. Loftus/Philbrick	

HOBIE 16C POINTS	
1. McGrath/Avwood	9 1/2
2. Bernardo/Kreskovsky	12 1/2
3. Hair/Oppett	23
4. Hill/Willder	23 3/4
5. Argenta/Plaskiewicz	26
6. Kelly/O'Connor	27
7. Rainone/Martone	28
8. Bradler/Rick	29 3/4
9. Normand/Lalor	37
10. Nuhn/Poole	40
11. Armenia/Armenia	43
12. Dupont/Dupont	57

HOBIE 14 TURBO POINTS	
1. Bradley	5
2. Carpenter	7 1/2
3. Pickett	16
4. Lindfors	17

HOBIE 14 POINTS	
1. Baker	5
2. Scharbach	10 3/4
3. Baker	11 3/4
4. Pastore	17
5. Fall	23

LOCAL BUOYS #1
FLEET #448, DIVISION #12
POINT JUDITH, RHODE ISLAND
MAY 27, 1984

HOBIE POINTS	
1. Franco/Franco	5 1/2
2. O'Gamache/Alterio	8 3/4
3. Linke/Linke	9
4. Boulay/Boulay	13
5. Lemme/Santos	13
6. Johnson/Canning	20
7. DeLeo/Migliori	23
8. Girard/Jackson	23
9. Lockwood/Waddicor	24
10. Steere/Bates	25

1984 LONG ISLAND SOUND
FLEET #56, DIVISION #12
JUNE 9 & 10, 1984

HOBIE 18A POINTS	
1. Adelman, Jim	3
2. Cuttillo, John	11
3. Mazzacane, Ron	15
4. Shea, Bill	15
5. Williams, Bob	15 3/4
6. Farrell, E.	17
7. Walklet, Colin	22
8. Manganello, Joe	32
9. Caiati, Richard	34

HOBIE 18B POINTS	
1. Green, Peter	6 1/2
2. Garofalo, Jim	8 3/4
3. Whitney, Bud	10 3/4
4. Wolf, Sandy	12
5. Hayes, Bill	14 3/4
6. Finnerty, Brian	21
7. Campbell, Bill	26

HOBIE 16A POINTS	
1. Warren, Jeff	7 1/2
2. Becker, David	12
3. Carpenter, B.	14
4. Bliss, David	16
5. Smith, Dave	17
6. Bounds, Mat	25 3/4

7. Davis, Harvey	26 3/4
8. Colum Bob	32
9. Simms, Art	32
10. Najar, Robert	35
11. Campbell, Al	38
12. Linke, Howard	40
13. Rosenfield, S.	46
14. McCarty, Cliff	50
15. Lesko, William	53
16. Samson, Al	54
17. Deebie, William	61
18. Boulay, Joe	63
19. Cocotos, Paul	69
20. Venegas, J.G.	72
21. Franco, Brian	78

HOBIE 16B POINTS	
1. Bliss, Woody	7 1/2
2. Rowe, Fred	9 3/4
3. Adelman, Todd	14 3/4
4. Johnson, Brain	20
5. Manzella, Bob	26
6. Vanhoesen, R.	27
7. Kringle, Kelly	27 3/4
8. Harris, David	29
9. Love, Jim	30
10. Olsen, Robert	31
11. Ulm, David	31
12. Mirylees, Ewan	32
13. Johnson, Evans	37
14. Ellis, Bob	43
15. Bassett, Ted	45
16. Marra, Ray	60

HOBIE 16C POINTS	
1. Barley, Frank	6 3/4
2. Bromkamp, D.	22 3/4
3. Horne, Robert	25
4. Mutter, John	29
5. Markantonis, W.	29 3/4
6. Bornhurst, N.	30
7. Hair, Ian	30
8. Argenta, Barry	30 3/4
9. Cuseo, Cliff	31
10. Carroll, Kim	32
11. Manware, Chick	32
12. Kelly, Mike	34
13. Bernier, Ron	36
14. Williams, Scott	36 3/4
15. Beller, Michael	37
16. Karp, Gerald	42
17. Snyder, William	44
18. Kimball, Liddy	53
19. Honeycomb, John	59
20. Kavarinos, Jerry	77
21. Wirth, Lew	81
22. Conroy, Bob	84
23. Bubaris, Gus	91
24. O'Keefe, Jim	96

HOBIE 14 TURBO POINTS	
1. Carpenter, C.	5 1/2
2. Pickett, Bob	9 3/4
3. Bradley, Bob	10 3/4
4. Osmun, Dick	13
5. Finta, Bob	17
6. Matthews, Jim	18
7. Potke, Doug	25
8. Bowman, Ned	28

HOBIE 14 POINTS	
1. Baker, Scott	7 1/2
2. Baker, Doug	9 3/4
3. Driver, John	10 3/4
4. Romanos, Paul	11
5. Fairchild, E.	11 3/4
6. Scharbach, L.	22
7. Raines, Doug	30
8. McDermott, R.	32
9. Greenbaum, P.	34
10. Kustes, Tom	35

5TH ANNUAL HAMPTON
BEACH REGATTA
FLEET #496, DIVISION #12
HAMPTON BEACH, NEW
HAMPSHIRE
JUNE 22-24, 1984

HOBIE 18A POINTS	
1. Finn. William	4 1/2
2. Thompson, Brad	6 3/4
3. Coccari, Paul	8
4. Trunaca, Ed	12
5. Lariviere, A.	13

HOBIE 18B POINTS	
1. Ferkler, C.	7 1/2
2. McCarthy, Jim	13 3/4
3. Weigold, George	14
4. Foster, Charles	15
5. Belisle, Jack	17
6. Randor, Roger	19
7. Mead, George	20
8. Woodbury, G.	20
9. Friedland, K.	21
10. Mullen, Peter	30
11. Hart, Richard	30
12. Lillenthal, D.	32
13. Bates, John	37
14. Eaton, Scott	38

HOBIE 16A POINTS	
1. Najar, R.	3 1/2

2. Bounds, Matt	4 3/4
3. West, Robert	12
4. Gay, Donald	14
5. Muller, Steve	16
6. Baker, Scott	17
7. Ponte, Robert	21
8. Crossley, R.	23
9. Thacher, J.	25
10. Barrere, H.	27

HOBIE 16B POINTS	
1. Ulm, David	4 1/2
2. Child, Bob	7 3/4
3. Saunders, W.	11
4. Bete, Mike	13
5. Clarkin, Charlie	14
6. Silverstein, S.	14
7. Christopher, T.	20
8. Jay, Donny	26
9. Grenier, Gary	28
10. Chin, George	29

HOBIE 16C POINTS	
1. Samaras, Bill	2 1/2
2. Klein, Bruce	12
3. Grant, Joe	12
2. Battis, Don	12
5. Bigony, Tom	19
6. Cowcer, John	22
7. Mills, David	23
8. Destefano, Tom	25
9. Datti, Ed	31
10. Sullivan, Tom	33
11. Jankins, Steve	37
12. Sanchez, Al	38
13. Robinson, Bill	41
14. McCullough, John	47
15. Quinn, John	51
16. Wyman, Ken	57
17. Anderson, Jim	57
18. Cashen, Jeff	57
19. Bailey, Bill	57

HOBIE 14 POINTS	
1. Kustes, Tom	2 1/2
2. Kinsey, Bruce	6
3. Coes, Sam	9

LENNE'S SAUCE 2ND ANNUAL
MEATBALL REGATTA
FLEET #448, DIVISION #12
POINT JUDITH, RHODE
ISLAND
JUNE 23, 1984

HOBIE 16A POINTS	
1. Branco/Franco	4 1/2
2. Lemme/Santos	6
3. Boulay/Migliori	6 3/4
4. DeLeo/Bogliori	7 3/4
5. Scarduzio/Scarduzio	10
6. Gamache/Heidenheim	20
7. Voorvaert/Hero	20
8. Lockwood/Waddicor	20
9. Salonia/Tormay	24
10. Johnson/Franco	26
11. Brosco/Mystery Crew	31
12. Cannity/Canning	31

DIVISION 14

KISS REGATTA
FLEET #131, DIVISION #14
LAKE HEFNER
OKLAHOMA CITY, OKLAHOMA
MAY 5 & 6, 1984

HOBIE 18A POINTS	
1. Custis/Curtis	6 3/4
2. Windblad/Walblad	10 1/2
3. Berg/Bates	13
4. Rainbow/Rainbow	15
5. Blanchett/Canary	20
6. Nicola/Bates	20
7. Selke/Hadley	22 3/4
8. Bruce/Goetzinger	26
9. Burrows/Fulton	30

HOBIE 18B POINTS	
1. Ainsley/Ainsley	3
2. Twyman/Twyman	6 3/4
3. Holmes/Bressler	12
4. Nixon/Torres	15

HOBIE 18C POINTS	
1. Cole/Davison	4 1/2
2. Thurman/Perry	5 1/2
3. Boretters/Boretters	12

HOBIE 16A POINTS	
1. Balthaser/Horton	3
2. Collins/Collins	7 3/4
3. Ralph/Smith	10
4. Sparks/Welch	22
5. Downham/Downham	22

6. Vockrodt/Roach	24
7. Holmes/Summers	26
8. Young/Thomas	27
9. Liles/Liles	28
10. Giles/Kocsis	28
11. Brewer/Brewer	40
12. Bass/Walker	42
13. Hess/Hess	45
14. Washburn/Washburn	45
15. Robinson/Robinson	50
16. Arbster/Thomas	57
17. Roach/Robinson	67
18. Wilson/Wilson	71

HOBIE 16B POINTS	
1. Keefe/Keefe	7 3/4
2. McIntosh/Payne	9 3/4
3. Reyes/Reyes	11 3/4
4. Bridgeman/Cagnon	15
5. Blair/Starita	16 1/2
6. Long/Long	18
7. Schuyler/Jarvis	25
8. Davis/Davis	25
9. Frank/Hofer	26
10. Bradford/Fisher	35
11. Taylor/Loeffelholz	36

HOBIE 16C POINTS	
1. Burgess/Lanston	3
2. McDowell/Montgomery	7 3/4
3. Long/Long	12
4. Morrison/Ettner	16
5. Collins/Collins	19
6. Collier/Coppin	21
7. Young/Ezzy	24
8. Walters/Walters	30
9. Lindsay/Miller	34
10. Gumienny/Becker	36
11. Ettner/Anderson	42
12. Russell/Ziegler	42
13. Strum, R.	52

HOBIE 14 TURBO POINTS	
1. Langston, C.	4 1/2
2. Ferraro, Fred	5 1/2
3. Trent, Greg	11
4. Loewen, Rick	16
5. Wallo, George	17

HOBIE 14A POINTS	
1. Blackwell, Gus	8 1/2
2. Abbott, Arleigh	8 3/4
3. Welsh, Jack	10
4. Miller, Michael	13
5. Trotter, Phil	13 1/2
6. Kosis, Bill	18
7. Freeman, Scott	21
8. Blackman, Chip	31

HOBIE 14B POINTS	
1. Feuerborn, C.	4 1/2
2. Abbott, Cheryl	7 3/4
3. Heath, David	8 3/4

HOBIE 14C POINTS	
1. Parma, Ed	3
2. Puckett, Ron	8
3. Brinker, David	14
4. Clark, Joe	15

SOONER SHOWDOWN
FLEET #63, DIVISION #14
LAKE THUNDERBIRD
NORMAN, OKLAHOMA
MAY 12 & 13, 1984

HOBIE 18A POINTS	
1. Winblad/Walblad	5 1/2
2. Edwards/Jordan	6 1/2
3. Walton/Walton	9 3/4
4. Curtis/Curtis	15
5. Bruce/Cootzinger	17

HOBIE 18B POINTS	
1. Ainsley/Ainsley	3
2. Eagle/Mattingley	7 3/4
3. Cedar/Cedar	11
4. Jacobi/Nixon	14
5. Cole/Dickerson	18
6. Thurman/Percy	23

HOBIE 16A POINTS	
1. Balthaser/Horton	3
2. Ralph/Smith	10
3. Lovings/Walker	13
4. Kelley/Whitehead	13
5. Freed/Freed	21
6. Cregar/Welch	27
7. Holmes/Fritzenmeier	28
8. Downham/Downham	29
9. Vockrodt/Roach	31
10. Collins/Collins	33

11. Brewer/Brewer	38
12. Bass/Walker	45
13. Young/Rury	51
14. Keeton/Walker	55
15. Washburn/Willoughay	57
16. Robinson/Robinson	59
17. Keefe/Keefe	62
18. Sparks/Walker	70
19. Fuller/Miller	72
20. Hess/Hess	75
21. Schwarz/Schwarz	76
22. Nigus/Lee	78
23. Przylucki/Przylucki	81
24. Loeffelholz/Priewe	82
25. Woodworth/Cook	97

HOBIE 16B POINTS	
1. Reyes/Reyes	8
2. McIntosh/McIntosh	8 3/4
3. Vaughter/Peters	9 1/2
4. Bridgman/Gagnon	13 3/4
5. McDowell/Montgomery	20
6. Jarvis/Schuhp	22 3/4
7. Blair/Starna	24
8. Davis/Davis	32
9. Chicoine/Williamson	33
10. Burgess/Langston	38
11. Muller/Hubbard	40
12. Long/Long	43
13. Long/Kurz	43
14. Saylor/Ball	46
15. Denison/Denison	46
16. Gibbens/Gibbens	49

HOBIE 16C POINTS	
1. McClung/McClung	4 1/2
2. Flynn/Rourke	7 3/4
3. Ettner/Erickson	11 3/4
4. Matson/Monterubi	14
5. Barton/Barton	21
6. Collier/Coppin	24
7. Collins/Collins	28
8. Laughon/Johnson	28
9. Walters/Walters	30
10. Young/Trump	36
11. Greenly/Curtis	36
12. Russell/Ziegler	42
13. Lindsey/Buford	53
14. Blackburn/Blackburn	56

13. Lindsey/Buford	53
14. Blackburn/ Blackburn	56

<u>HOBIE 14 TURBO</u>	<u>POINTS</u>
1. Langston, C.	3
2. Loewen, Rick	8
3. Wallo, George	11
4. Bates, Allen	15
5. Diggs, Billy	17
6. Johnson, John	23
7. Lawrence, Mike	27
8. Hembree/Myner	32

REGATTA RESULTS

2. Gray/Gray	6 1/4
3. Borcherts/Borcherts	8 3/4

HOBBIE 16A	POINTS
1. Ralph/Smith	3
2. Kelly/Whitchad	10
3. Cregar/Welch	10 3/4
4. Moomes/Horton	22
5. Reyes/Dayne	24
6. Vaughter/Peters	24
7. Barnett/Smith	27
8. Sparks/Jeannie	28
9. Bass/Walher	30
10. Young/Thomas	31
11. McIntosh/Donna	34
12. Hess/Hess	34
13. Vockrodt/Boach	44
14. Lovings/Walker	46
15. Nigus/Lee	58
16. Myner/Myner	58
17. Tcoosis/Przylucki	60

HOBBIE 16B	POINTS
1. Jarvis/Schoyler	9 1/4
2. Blair/Starita	15
3. Hamilton/Enling	18
4. Wade/Netzer	18 3/4
5. Montgomery/McDonnell	20
6. Burgess/Bracken	20 3/4
7. Wideman/Cox	20 3/4
8. Mullett/Dickerson	21
9. Davis/Davis	24
10. Kotoun/Kotoun	28
11. Ettner/Richardson	30
12. Flynn/Rourne	33
13. Long/Long	44
14. Tosch/Haddad	47
15. Bradford/Fisher	52
16. Collins/Collins	64

HOBBIE 16C	POINTS
1. Delozier/Neehausa	5 1/4
2. Smith/Brothers	9 3/4
3. Morrison/Kabinski	9 3/4
4. Johnson/Laughton	16
5. Russell/Ziegler	19
6. Macko/Brabec	20
7. Collier/Collier	21
8. Walters/Walters	23
9. Torres/Torres	29
10. Young/Young	44
11. Van Sickle/Van Sickle	44

HOBBIE 14 TURBO	POINTS
1. Langston	3
2. Bates	8
3. Dancer	14
4. Johnson/John	15

HOBBIE 14A	POINTS
1. Miller	8 3/4
2. Rainbow	10
3. Ferraro	11 1/4
4. Giles	11 3/4
5. Voigt	18
6. Blackwell	19 3/4
7. Riha	21
8. Bateman	32

HOBBIE 14B	POINTS
NO ENTRIES	

HOBBIE 14C	POINTS
1. Saneman	8 3/4
2. Gray	8 3/4
3. Riedt	12

DIVISION 15

APRIL FOOLS REGATTA
FLEET #70, DIVISION #15
OCEAN SPRINGS, MISSISSIPPI
MARCH 31-APRIL 1, 1984

HOBBIE 18A	POINTS
1. Ederer, Mark	3
2. Weber, Steve	6 3/4
3. Winter, Bill	10
4. Lewis, Steve	16
5. Miller, L.E.	18
6. David, Don	20
7. Herbert, Rodney	28
8. Moreno, Ed	29
9. Hartfield	32

HOBBIE 16A	POINTS
1. Figueroa, E.	3
2. Lattman, John	9 3/4
3. Brooks, Todd	16
4. Franze, Larry	19
5. Gaston, Shane	20
6. Adams, Mack	21
7. Sharps, John	28
8. McNeir, Mickey	29

9. Morre, Randy	32
10. Laney, Tim	33
11. McRed, Mike	36
12. Stone, Lynn	41
13. Thornton, C.	44
14. Zorn, George	46
15. Allen, Bill	47
16. Record, Bruce	59
17. Drew, Ron	60
18. Schweizer, Al	60
Hyde, Al	75

HOBBIE 16B	POINTS
1. Smith, Kevin	3
2. Putman, Sherman	8
3. Kernion, Brad	13
4. Gabriel, Bob	15
5. Smith, Kendall	21
6. Bounds, Craig	22
7. Schlicher, B.	24
8. Puckett, Todd	29
9. Jeffcoat, Al	29
10. Carter, David	32
11. Mulvaney, George	42
12. Starr, Rob	46
13. Guarino, Joe	49
14. Bryan, Rickey	50
15. McCants, P.	59

HOBBIE 16C	POINTS
1. McDonald, Lee	5 1/4
2. Keeler, John	8 3/4
3. Irby, Sean	12
4. Rogers, D.A.	18
5. Joachim, Randall	19
6. Ulland, Ray	23
7. Brenner, Timmy	27
8. McDermott, Jim	30
9. Daams, Doug	30
10. Breeden, Peter	35
11. Mills, Rick	41
12. Connelly, Wayne	45
13. Frost, David	58
14. Richardson, F.	58
15. Rodger, Tim	58
16. Voelker, Charles	60
17. Windstein, Jack	61
18. Griffith, Eric	68
19. Johnson, Ted	68
20. Stewart, Les	69
21. Sullivan, William	69
22. White, Michael	83

HOBBIE 14	POINTS
1. Whitehurst, Bill	5 1/4
2. Neal, Steve	5 1/4
3. Ehlman, Elliott	9
4. Dick, Paul	14
5. Rich, Ashley	18
6. Bodman, Breh	24
7. Bridges, T.	26

BATTEN BUSTER REGATTA
FLEET #120, DIVISION #15
MAY 12 & 13, 1984

HOBBIE 18A	POINTS
1. Keeding, Greg	5 1/4
2. Winter, Bill	7 1/2
3. Ruthen, Larry	12
4. Dalton, Mike	12
5. Cockcroft, B.	15

HOBBIE 18B	POINTS
1. Hundley, John	5 1/4
2. Sterrett, B.	8 1/4
3. Giehl, Robert	8 3/4
4. Bailey, Darrell	16
5. Turner, Doug	22
6. Bell, Marcus	23
7. Smith, Stan	23

HOBBIE 16A	POINTS
1. Tucker/Carlton	4 1/4
2. Figueroa, E.	5 1/4
3. Brooks, Todd	17
4. Smith, Kevin	18
5. Franzen, Larry	22
6. Brock, Jim	25
7. Kalata, Larry	26
8. Zorn, George	29
9. Percy, Mike	31
10. Kernion, Brad	41
11. Stone, Lynn	42
12. Mason, Billy	48
13. Dalton, John	48
14. McRee, Mike	48
15. McCane, D.	49
16. Gabriel, Bob	53
17. Eastabrooks, K.	61
18. Watson, Bob	66
19. Fitzsimmons, C.	67

HOBBIE 16B	POINTS
1. Robinson, Barry	4 1/4
2. Guirino, Jerry	9 3/4
3. Kiddier, John	11 3/4
4. Self, Robert	13
5. Smith, Kendal	13
6. Moore, Melinda	22

HOBBIE 16C	POINTS
1. Bronson, Jay	5 1/4

2. Howertan, B.	7 3/4
3. Walsingham, Mike	16
4. Stapler, Rand	17
5. Canty, Chris	18
6. Milton, Dean	26
7. Watson, Steve	26
8. Mallary, Michael	27
9. Strickland, H.	28
10. Trione, Anne	38
11. Wilson, Steve	43
12. Pounds, Danny	46
13. Hargis, L.	52

HOBBIE 14 TURBO	POINTS
1. Dick, Paul	5 1/4
2. Dekreek, Vel	6 1/4
3. Salmon, Jack	10
4. Thornotn, C.	13 3/4
5. Knight, Ron	18

HOBBIE 14	POINTS
1. Neal, Steve	4 1/4
2. Myers, Babe	5 1/4

10TH ANNUAL CAJUN CLASSIC
FLEET #93, DIVISION #15
CYPRENOT POINT STATE PARK
LOUISIANA
MAY 19 & 20, 1984

HOBBIE 18A	POINTS
1. Perchaud, Paul	4 3/4
2. Winters, Bill	7 1/4
3. Lewis, Steve	9
4. Smith, Scott	13
5. Rabalaig, Brad	14
6. Stevens, Ken	15
7. Owens, Richard	21

HOBBIE 18 MAGNUM	POINTS
1. Hefner, Mike	3 1/4
2. Millen, Gene	4 3/4
3. Martin, Marty	9
4. Carlson, Bob	12
5. Retting, Jack	17

HOBBIE 16A	POINTS
1. Smith, Kevin	2 1/4
2. Teddie, Dennis	6
3. Lattman, John	11
4. Brooks, Todd	13
5. Andrews, Mack	14
6. Schweizer, A.	17
7. Vest, Brock	21
8. Caraway, M.	23
9. Fisher, Jim	26

HOBBIE 16B	POINTS
1. Starr, Rob	5 3/4
2. Ijgram, Delis	8 3/4
3. Pollendine, Syd	13 3/4
4. Euly, Richard	14
5. McDaniel, Bryan	18
6. Mills, Rick	20
7. White, Dave	21
8. Richardson, F.	24
9. Dubois, Bryan	24
10. Brannan, John	28
11. Kwong, H.	29
12. Trahan, Benny	32
13. Sanchez, D.	34
14. McNamee, Scott	35
15. McDermott, Jim	36
16. Riley, Jack	36
17. Rabalais, K.	36
18. Tweedel, Don	36
19. Judice, Don	36
20. Falcon, Tony	45
21. White, Dan	45
22. Northcutt, Dan	45
23. Smith, Tom	45

HOBBIE 14A	POINTS
1. Cook, James	2 1/4
2. Hollies, Greg	6
3. Myers, Babe	6
4. Groves, Bill	6

HOG'S BREATH REGATTA
DIVISION #15
GULF ISLAND NATIONAL
SEASHORE PARK
MAY 26 & 27, 1984

HOBBIE 18A	POINTS
1. Broyles/Walton	4 1/4
2. Kaeding/Wolte	6 3/4
3. Olson, Pendergrass	11
4. Jones/Alexander	13 3/4
5. Giesen/Coupe	16
6. Robertson/Roberts	23
7. Lewis/Lewis	26
8. Dalton/Brooks	30
9. Weaver/Usrey	31
10. Groseclose/Purcel	40

HOBBIE 18B	POINTS
1. Patton, Bill	3

2. Kirkland, Van	10
3. Jones, Jeff	14
4. Blais, Rick	17
5. Giehl, Bob	19 3/4
6. Sterrett, B.	25
7. Carl, Mark	25
8. Gentry, Rick	29
9. Rodriguez, D.	31
10. Roberson, Bud	35
11. Jordon, Gregory	41
12. Maddox, Bruce	48
13. Risher, Lee	50
14. Knighton, Guy	54
15. Bell, Marcus	56

HOBBIE 16A	POINTS
1. Lahman/Revell	5 1/4
2. Wood/T.L.	7 3/4
3. Tucker/Kelly O.	7 3/4
4. Whitehurst/Rice	13
5. Franzen/Melissa	22
6. Suares/Glen	25
7. McNeir/Prestwood	26
8. Goldberg/Mayni	30
9. Smith/Lambcot	30
10. Brock/Adams	33
11. Ourso/Dnen	37
12. Brooks/Hennecke	42
13. Dalton/Raper	46
14. Renelt/Carrie	54
15. Williams/Skinner	62
16. Schweizer/Richardson	63
17. Gaston/Dave	66
18. Waters/Meadows	67
19. Smith/Lambert	70
20. Stone/Smively	71
21. Kernion/Nienaber	74
22. Vibert/Cindy	76
23. Gabriel/O'Brien	78
24. Percy/Dalba	82
25. Watson/Angela	82
26. Moore/Oebbie	84
27. Drew/Drew	90
28. Andreozzi/Richardson	99
29. Muse/Hill	111

HOBBIE 16B	POINTS
1. Putman, Sherman	14 1/4
2. Seld, Robert	16 3/4
3. Brown, Jim	22
4. Kidder, John	22 3/4
5. Dalton, Sam	24
6. Brown, Pat	24
7. Corky	30
8. Irby, Sean	31
9. Smith, Kendal	31 3/4
10. Schiaroni, Mike	32
11. Bounds, Craig	34
12. Leyene, Louis	36
13. Cairk, Karen	43
14. Conrad, Joe	56
15. Covey, Chris	60
16. Pollendine, Syd	61
17. Plans, Rob	62
18. Bundy, Brad	65
19. Chapman, Hatt	66
20. Moore, Melinda	66
21. Florence, Bobby	68
22. Jeffloft, Al	75
23. Mulvaney, George	76
24. Licht, John	76
25. Postrozny, Hank	84
26. Privette, Rick	94
27. Schlicher, Gene	96
28. Jacques, Lou	118
29. Brian, Dan	100
30. Murphy, Terry	113
31. McDonald, K.	114
32. McCants, C.	118
33. McDonald, Lee	122
34. Patterson, D.	124
35. Harkison, J.	133
36. Veal, Angela	151
37. Pierce, David	152

HOBBIE 16C	POINTS
1. Linoley, Alan	9 1/4
2. Higon, Ronald	16
3. Harrison, John	16 3/4
4. Newell, Michael	21
5. Hartman, Geoff	26
6. Breckhimer, M	26
7. Loptin, Frank	27 3/4
8. Jones, L.	30
9. Horton, C.	30 3/4
10. Stapler, Randy	44
11. Greene, Don	47
12. Angled, J.R.	53
13. Carter, David	58
14. Sullivan, Robert	59
15. Simpkins, Scott	61
16. Socarras, Luis	63
17. Watson, Steve	64
18. Deakle, Jeff	65
19. Bailey, D.	68
20. Van Wingerder, S.	69
21. Wedner, Buddy	70
22. Cole, Walter	73
23. Jonsson, Tim	75
24. Parrish, Norman	83
25. Canty, Chris	83
26. Noblin, Ron	95
27. Parsons, Tim	97
28. Fisher, J.	99
29. Pitts, Don	99
30. Grossman, Joel	99
31. Cheek, David	106
32. Hafner, Todd	124

33. Feldmann, Scott	127
34. Eudy, Joe	134
35. Sanchez	138
36. Bordgrave, P.	162
37. Rohm, John	169
38. Puckett, Todd	188
39. Bettes, John	188
38. Myrick David	188
38. Lane, Jay	188
38. Catramis, Ted	188
38. Deville, R.	188
38. Hargis, Larry	188
38. Hyde, Al	188
38. Polley, Donald	188

HOBBIE 16 NOVICE	POINTS
1. Darnell, Julie	3
2. Weeks, Chris	7 3/4
3. Fraser, Steve	11
4. Lambert, Connie	11
5. Neville, Nick	16
6. Durham, Dick	22
7. Ananian, Clifford	33
8. Johnson, Randy	33
9. Trione, Anne	37
10. Barker, Charles	41
11. Spicer, Noel	41
12. Remar, Jamie	43
13. Lovretich, R.	45
14. Rath, Mike	53
15. Dedn, Milton	69

HOBBIE 14 TURBO	POINTS
1. Dick, Paul	4 1/4
2. Thornton, Charlie	5 1/4
3. Knight, Ron	11
4. Dryer, Bob	16
5. Owens, Billy	20
6. Socarras, D.	28
7. Guarino, M.	28

HOBBIE 14	POINTS
1. Neal, Steve	3
2. Ferchaud, Paul	7 3/4
3. Myers, T.	11
4. Groves, Bill	13
5. Cook, James	17
6. Rice, Ashley	22
7. Myers, Babe	25
8. Inge, Sheldon	28
9. Harrison, Robert	33
10. Albert, John	40

8TH ANNUAL ISLAND H

Viva La France!

By Tony Laurent



This year's French nationals were held on the beautiful Maubuisson lake, situated between Bordeaux and the Atlantic west coast. The series attracted 128 boats from all regions of France: Provence, Côte d'Azur, Nord-Pas de Calais, Baie de Seine, Bretagne, Languedoc, Midi Pyrénées . . . Further attesting to the successful evolution of Hobie Cat sailing in this country.

Excellent preparation had gone into making this series a great success to be enjoyed by all. Over 80 of the more enthusiastic Hobie sailors took part in a three day training session prior to the Nationals. This was organized by the host fleet 321 with the assistance of the Bordeaux Yacht Club. Here the novice sailors had the opportunity to learn, and the more skilled the chance for some training, all in a relaxed friendly atmosphere. Each one had the possibility of improving their technique and a chance to study the tricky lake winds.

Five races were held for the actual nationals. Unfortunately the sixth scheduled race had to be cancelled after beginning in 30 m.p.h. winds which


dropped to zero before all the boats reached the first mark. Apart from this, wind conditions were generally in a favorable five to 25 m.p.h. range.

Guy Bresson from Hyères, won the 14 National title with four firsts and one second, followed by Guy Dalmas, president of Fleet 321 and principal organizer of the event.

Tony Laurent and Christophe Fabre (Hyères), took first overall in the Hobie 16's with three firsts and two seconds. Second place went to Robert Nagy and crew B. Dis from Cannes. Nagy is the current Open Class sail-board World champion and has been sailing Hobie Cats for just three months!

Jean-Louis Bonhomme and Raymond Weecksteen (Hyères) defending Hobie 18 National champions, took their second 18 title with three firsts and two seconds, giving a clean sweep of all three National titles to Fleet 321, Hyères.

An impressive array of trophies were presented at the Yacht Club Bordeaux after the last race, together with a variety of door prizes provided by Coast Cat France.

Special thanks goes to the race committee headed by Gérard Amade. The on-water organization was perfect. This same committee will be in control for the "Championnat de France Multicoques de Sport" during August in Brest. This prestigious event is being arranged by the French Sailing Federation and will be held on Hobie 16's with national champions from other classes invited to compete. 

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DIVISION 7

Grapes Of Rathbun 3

Fleet 215, Division 7
Lake Rathbun, Iowa
May 19-20, 1984

This year's third edition of the Grapes of Rathbun regatta was well attended, with over 50 boats registered. This regatta is known for being one of the earliest in Division 7's sailing season. In addition, it is becoming known for its 'variable' weather, and this year's was no exception. Saturday began cloudy with light winds, creating considerable delay in getting things started. Only one race was held before lunch. The wind held as the 18's finished, but by the time the 14's crossed the line, the wind had died. Our infamous rain began around mid-morning, and when the first race finally finished, everyone was glad to get back to the main tent and eat lunch. The rain showed no sign of letting up, so we braved another race in mid-afternoon. We couldn't postpone the races any longer, because the postponement flag was knocked off the committee boat and promptly sank!

By Saturday evening, everyone was ready for dry clothes and a warm bar, and many set out to discover the night life in neighboring Centerville, Mystic, and Moravia at such places as "The Mineshaft" and "Crazy Ray's". We had a good time, and hoped Sunday would live up to its name. It did, to our relief, and although the winds still didn't cooperate, the sunshine improved everyone's spirits. Two races were held back to back before lunch, with the awards presentation almost on schedule. It was suggested that next year, we hand out RAIN PONCHOS rather than T-shirts!! An extra special thank you for their great support goes to our sponsors: Pepsi-Cola, Custom Cat, Vanessa's Restaurant, and Chalet Ski and Patio. Also a big thank you to the Army Corps of Engineers, Rathbun Project and to Wal-

ter Brown, our friendly park attendant.

DIVISION 9

The 6th Annual Virginia State Championships

Fleet 221, Division 9
June 2-3, 1984
Gwynn's Island, Virginia
by Carol Hairfield

This year's regatta definitely lived up to its title, for it took a true contender to keep boat and crew together and in one piece during Saturday's races. Seventy-five boats descended onto the beach to "Go For It," but for some the gale force winds would prove to be a bit too risky. While rigging Saturday morning, some boats flipped over onto other Hobies. Bob Poteat's boat, with just the jib rigged, decided to take off by itself. Everyone watched in disbelief as it sailed along the beach a ways then flipped over on the jetty. Remarkably, the only damage received was a nick in the gel coat. As the morning wore on and time to set sail drew close, the winds kept building and 45 sails were rolled up and put away. Some skippers decided to double up (they just couldn't resist the challenge) and left light bodied crews on shore to find a warm spot to soak up some rays. Many of us remained on the beach watching the action and talking with sailors as they returned to the beach for repairs. Two boats were demasted, travelers were ripped out, battens lost (some tore through the sails) and the list goes on.

The winds were clocked on shore as blowing from the North at 25 mph with gusts to 44 mph. The story goes that it was blowing harder "out there." We had three chase boats with guys and gals aboard who were given a considerable workout all day. Many thanks for enduring the rough weather.

Looking through binoculars there was a lot of chop out there and boats were working hard just to

stay afloat. Those that did were sailing at speeds I have never witnessed before. It was a thrilling sight to watch. The boats were screaming along (I mean hauling — — —), smashing through wave after wave with spray flying. "I survived the Gwynn's Island Regatta" was certainly the term for the day. I personally want to add, "Hats off to you gals who braved the elements."

Both rudders of one 14 snapped completely off at the casting and the boat was drifting swiftly from the mouth of the Piankatank River towards the Chesapeake Bay when a chase boat spotted it. During the third race a starboard 16 was hit hard by another 16 on a port tack and consequently was towed back to shore with the front part of one hull completely gone. Well, it wasn't completely missing; it was resting solemnly on the tramp. The trapeze cord snapped on crew Milo Hairfield and he found himself in the water between the rudders holding onto the handle with one hand. Skipper Bruce White, making sure his crew was still with the boat, sheeted in to keep from losing boat speed as Milo climbed back on.

The winds prevailed the entire day and the race committee decided to hold four races. (Let's see what these guys are really made of). Most skippers sailed to a nearby beach to rest their weary bones between races and to wash the mud off their sails. It was a relief to see all return in one piece at the end of the day. Many more tales of the day's experiences were shared with gusto during the outdoor cook-out, with all the Michelob you could drink, Saturday evening. The winds did finally subside to a gentle breeze around 7:30.

Bruce Moseley quietly slipped away early, exhausted from the day's work-out his Hobie had given him. But, alas, he was spotted cutting z's. Suddenly, his van began rocking violently and voices yelled, "Coming up, coming

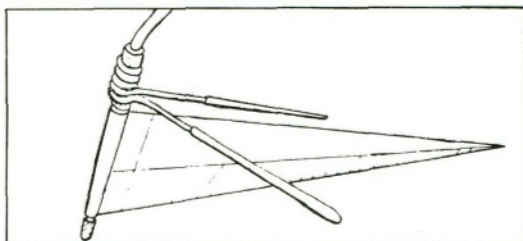
up!" Somewhat disoriented, he sat straight up and cried, "Oh my God!!" No rest for the weary, eh Bruce?

Sunday morning the winds were blowing from the South (180° turn around) about 10 knots and all decided to participate, except for the crews who had chickened out the day before. We were left behind to pout by ourselves. With the aid of a beautiful sunny day and the Islander Motel's lovely pool, we were somehow able to console ourselves. The sailing conditions were excellent. There was little chop and the winds built to 15 knots requiring crew to hook to the trapeze wire. Two races were held with some very close competition which made for another exciting day. The race committee had all fleets sail the same course for the last race. And so boats were returning to shore at different intervals, then trailed to the parking lot by the beach committee to await their journey home. This made for a smoothly handled departure off the beach area with no confusion or anyone getting in another's way.

At the awards presentations there were many giveaways distributed to lucky skippers. Trophies were plaques with a Hobie etched in brass for skipper and crew and were awarded five deep. It was evident from the conversations that all contestants felt they were leaving the regatta more knowledgeable in heavy air racing and would look back upon the weekend's experiences with Hobie wisdom. So "Come Alive in 85" and don't miss the 7th Annual Virginia State Championships. Bye ya!!



Peter Bruner



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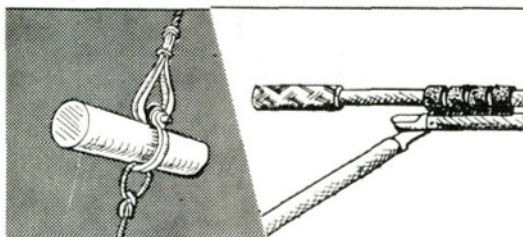
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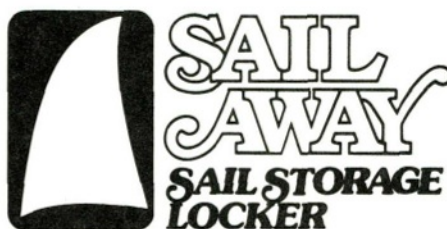
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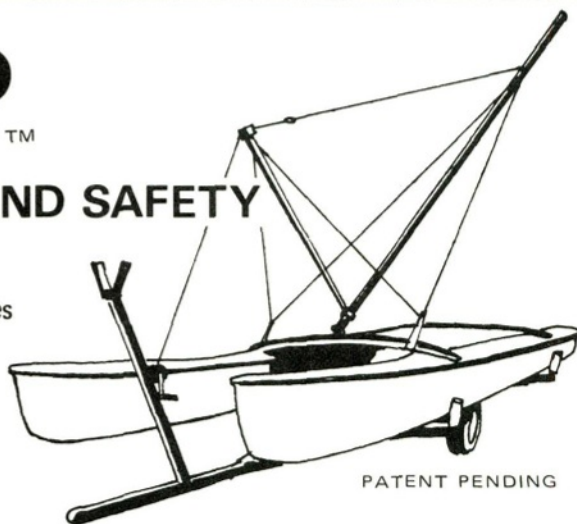
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DEALER ENQUIRIES
INVITED

Canadian Nationals

Continued from page 35

Anyone for heaven?

The races got started right on time and the competition picked up right where it left off—fiercely! Forget all those good buddies you had so much fun with last night—I'm "gonnagetcha", pass you, race you, and beat you! I'm going to do it fair, yes, but I'm going to do it, so look out 'cause here I come friend!

Starters Tim Harris and Jean Pierre Filion pretty well settled on course fours for the day (triangle-sausage) in order to get in four races in the good conditions. Leave the long races until the final day (Saturday) was the strategy. With only irregular oscillations in wind direction, minimum mark shifting was required and the races went click, click, click, each lasting an hour to an hour and a half.

There were some great moments on this perfect day. In the 18A's a famous Hobie Quebecoise nicknamed "Z" pulled off a port start on a line that was only very slightly port favored. The Committee boat had a perfect seat and watched with their hearts in their mouths as "Z" double trapped, just barely passed (legally) in front of boat after boat on starboard at speed. He had the nerves of a burglar—until—until—the last boat he had to take, Team Beef, had him! "Z" tacked, a little late admittedly, and did his 360's. Ah, so close yet so far, is glory.

Another incident of note on this super day of racing took place at the windward mark with the 14A's. Mark Summerfield the event points leader and former Canadian Champ Marjorie Innes had a classic "room at the mark" confrontation. After a lot of action in a very short period of time involving a lot of water, wind, and boat speed but no boat contact, Summerfield ended up upside down and very wet—Innes hit the mark to avoid a collision and had to reround—and the air momentarily turned to strange electric blue.

The final classic of a superb racing day took place in a five minute interval between the 18A start and the 16A start. The 18's got off the line with a good but not great start. Some boats were single trapping but most had two on the wire. Perhaps 50 meters over the line the team Conacher/Kymlicka went over. No apparent reason—just one of those slow motion, let's take a swim, fall off the cliff flips.

Watching intently from the committee boat, the race committee saw that everyone was OK even though there were some raised fists and Kymlicka looks as if he had his hat on backwards. (Maybe his hat was OK—perhaps it was his head on backwards.) While the rest of the 18's charged up the course, Conacher/Kymlicka set up to right the boat as it quickly drifted back toward the start line.

By this time the 16A's were forming up roughly two minutes from the start. The crew of the downed 18 got the bow into the

Continued on page 78

WANTED

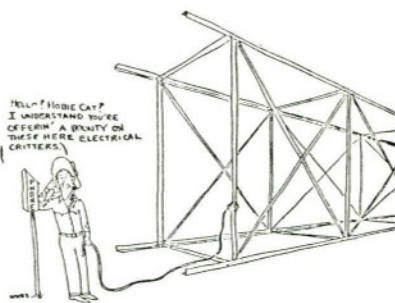
Information leading to the elimination of low power lines in sailing and launching areas.

REWARD

Hobie Class Association goodie for the following participation:

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

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



The Hobie Cat Bounty Program has been extremely successful. Power companies will respond to your requests. As they say in the industry, "Look up and live."

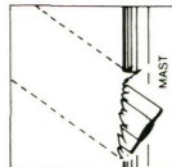
Send copies of letters and responses to:

Hobie Cat Bounty Program
P.O. Box 1008
Oceanside, CA 92054

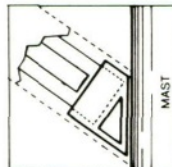


**LOOK
What's on
the Cats
at the
Worlds and
Nationals**

Pocket Protector™
LUFF CAPS (Pat. Pend.)



Without Pocket Protector



With Pocket Protector

HC-14-5-L.....	\$ 5.95
HC-14-6-L(6 Battens)	\$ 6.95
HC-16-L.....	\$ 8.95
HC-16-J L.Jib.....	\$ 3.95
HC-18-L.....	\$ 9.95

Jib Pro-Tector Kit (Pat. Pend.)

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

Gooseneck Bearing Kit
(Pat. Pend.)

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

Jib Traveler Car

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

HJC-16 (set of 2)	\$14.95
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Also Available From TrenTec
Perfect Pocket® Draft Gauges™

HC-14 (for 5 or 6).....	\$ 4.95
HC-16	\$ 4.95
HC-18	\$ 4.95

Perfect Pocket® Batten Caps™
(Pat.#4,335,669)

For Stock Hobie Battens	
HC-14 (incl. 6 caps).....	\$ 9.95
HC-16 Main.....	\$12.95
HC-16 Jib	\$ 6.95
HC-18	\$14.95
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FB-10	\$14.95

Kick Back™ Rudder

Return Kits (Pat. #4,218,986)

For HC-14 & 16	
(each set equips 2 rudders)	
Standard Kit(s).....	\$11.95

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Decal(s).....	95¢ ea.
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Available at most Hobie®
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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.

4870



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

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

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

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

Dealer inquiries welcome.

U.S. PAT. NO. 4227480



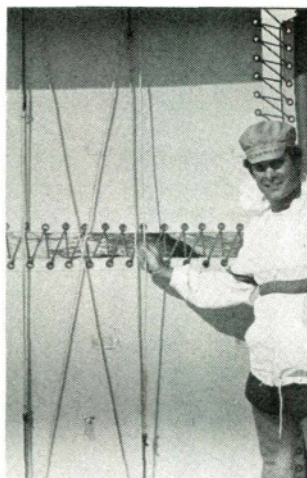
INTRODUCING *Two Two One*™

The trapeze spring back system for the serious on the wire skipper/crew.

The *Two Two One*™ is not just another fancy gadget, but an effective spring back system similar to those used on Olympic Class Cats now available for your HC-16, HC-14. And *Two Two One*™ is class racing approved.

It's items like the *Two Two One*™ that separate the class rigs from the toy rigs.

- Drastically extends shock cord life
- Free movement from bow to stern
- Keeps dog bones in place not in your face
- Detailed instructions
- Includes all stainless steel mounting hardware and shock cord.



- ☐ HC-16 DOUBLE TRAP \$34.95 ☐ CHECK ☐ MONEY ORDER
☐ HC-16 SINGLE TRAP \$26.95 ☐ OUTSIDE U.S. AND CANADA
☐ HC-14 SINGLE TRAP \$26.00 SEND PRICING INFO.

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

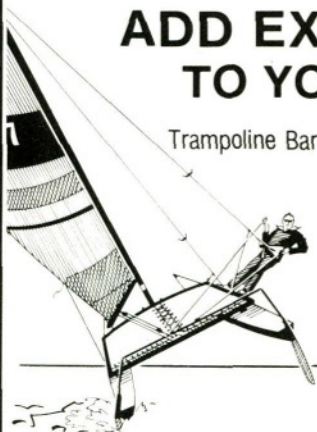
COUNTRY _____

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P.O. Box 328 HOLMDEL, NEW JERSEY 07733, U.S.A.
DEALER INQUIRIES WELCOME

ADD EXCITEMENT TO YOUR SAILING

Trampoline Bar Covers that prevent slipping



- Enhances footing
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EASY TO APPLY • NO MESSY GLUE OR APPLICATORS

TRAMPOLINE NON-SLIP BAR COVERS

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Enclosed is a check for _____

Send _____ set(s) for 14' catamaran at \$17.95 each (postage paid within continental U.S.A.— all others F.O.B. delivered).

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Mail to: GCB Inc., P.O. Box 72, Hewitt, N.J. 07421

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

- **LIGHTWEIGHT** - for Beach Launch - Compact Towing
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- **STRONG** - Heat treated Special Extrusions

3 YEAR GUARANTEE

Various optional tire sizes available.



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

The Original Aluminum Trailer

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

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

TRAILEX, INC.

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



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

THUNDER

The Third Hobie 18 World Championship.
Port MacQuarie, New South Wales, Australia.
February 9-17, 1985.



This year, the thunder heads down under as world class Hobie sailors travel to Port MacQuarie, Australia to compete in the third Hobie 18 World Championships.

Whether you are a spectator or a competitor, this meeting of Hobie greats will provide the perfect excuse to see Australia, the fantastic land where sailing is a way of life. The racing itself will be fierce. The greats, including reigning World Champion, Brett Dryland, will be in attendance. What better way to put your sailing skills to the test.

Port MacQuarie, the site of the event, is situated on the mid-north Pacific coast of New South Wales, just a few hours from sophisticated Sydney. The town is blessed with warm offshore currents and a ridge of hills which produce a warm coastal pocket. Official records prove that Port MacQuarie and its environs have the best climate in all of eastern Australia. And remember, when it's winter here, it's summer there.

The warm weather and fresh sea breezes promise plenty of exciting sailing and fun for family members and spectators who want to sit on the beach and catch a tan.

Have a go mate! Be there when the Thunder Down Under rolls over Australia.

DOWN UNDER

TRAVEL PACKAGES INCLUDE:

- Round trip airfare from San Francisco or Los Angeles to Sydney aboard Qantas Airlines, the official carrier of the Hobie 18 World Championships, including free stopovers in both Hawaii and Tahiti plus an additional stop in New Zealand, New Guinea or Fiji.
- Eight nights accommodations at a choice of properties all located near the championship site.
- Airfare from Sydney to Port MacQuarie and return.
- Sydney and Port MacQuarie airport transfers.
- Meeting assistance for groups arriving and departing.

All this for only \$1750.00 per person based on four people sharing an apartment. With the beachfront hotel as your accommodation, the price goes up to \$1900.00 based on double occupancy. Hotel and apartments are all near the race site with restaurants and sporting facilities located nearby. Apartments are available with one or two bedrooms. Space is limited and reservations are held on a first come, first serve basis. For more detailed price and accommodation information, fill out the form below.

TRAVEL OPTIONS

See Australia. There are several travel options available for before or after the racing's over. Keep in mind that any additional airfare is not included.

SYDNEY/3 NIGHTS

Visit the beautiful city on the harbor. The beaches, mountains and waterways make this cosmopolitan city a worthwhile attraction. The Sydney package includes: three nights at the old Sydney Hotel situated in the historic Rocks area; a full day excursion to Katoomba in the spectacular Blue Mountains and the Australian Wildlife Park; Sydney in a day via The Rocks, the opera house and a harbor cruise; dinner at the Summit revolving restaurant overlooking the city; round-trip transfers by private car from the airport to the hotel and back; half day tour of the city and the southern beaches.

This trip departs February 6, 18 and 19. Price per person is approximately \$250.00 per person based on double occupancy.

SEE NEW ZEALAND/3 NIGHTS

While in Australia, why not see the heart of the country, Ayers Rock? This package includes one night's accommodation in Adelaide, South Australia; an overnight stay at Yulara Resort, all meals included; an opportunity to climb Ayers rock and return at sunset; a full day tour to Standley Chasm with its amazing colors and formations; round trip transfers from hotels and airports.

This trip departs February 18 and 21 only. Price per person based on double occupancy is approximately \$400.00.

THE RED CENTER/4 NIGHTS

What better way to end your Australian holiday than a few tranquil days aboard a yacht visiting Australia's private beaches. This package includes an overnight stay in Sydney in the heart of the nightlife; bareboat charter on a choice of vessels for four days and nights, provisions included; all transfers.

This excursion departs February 18 and 20. The price ranges from \$250.00 to \$500.00 per person depending on the size of the boat chartered and is based on parties of four.

SAIL THE WHITSUNDAY ISLANDS/5 NIGHTS

The intriguing north islands are a water sportsman's paradise. Visit the thermal region and the beautiful Wailu caves. See the glow worm grotto.

This package includes two nights at the Rotorua Hyatt; a half day of visiting the city, a visit to Mauri Village, and one night at Taupo. New Zealand trips leave February 18 and 20. The price is \$175.00 per person based on double occupancy.

QANTAS



FOR MORE INFORMATION

Please send me more travel information about Australia and the Hobie 18 World Championship

☐ Mr./Mrs. ☐ Mr. ☐ Mr. _____

Mailing Address _____

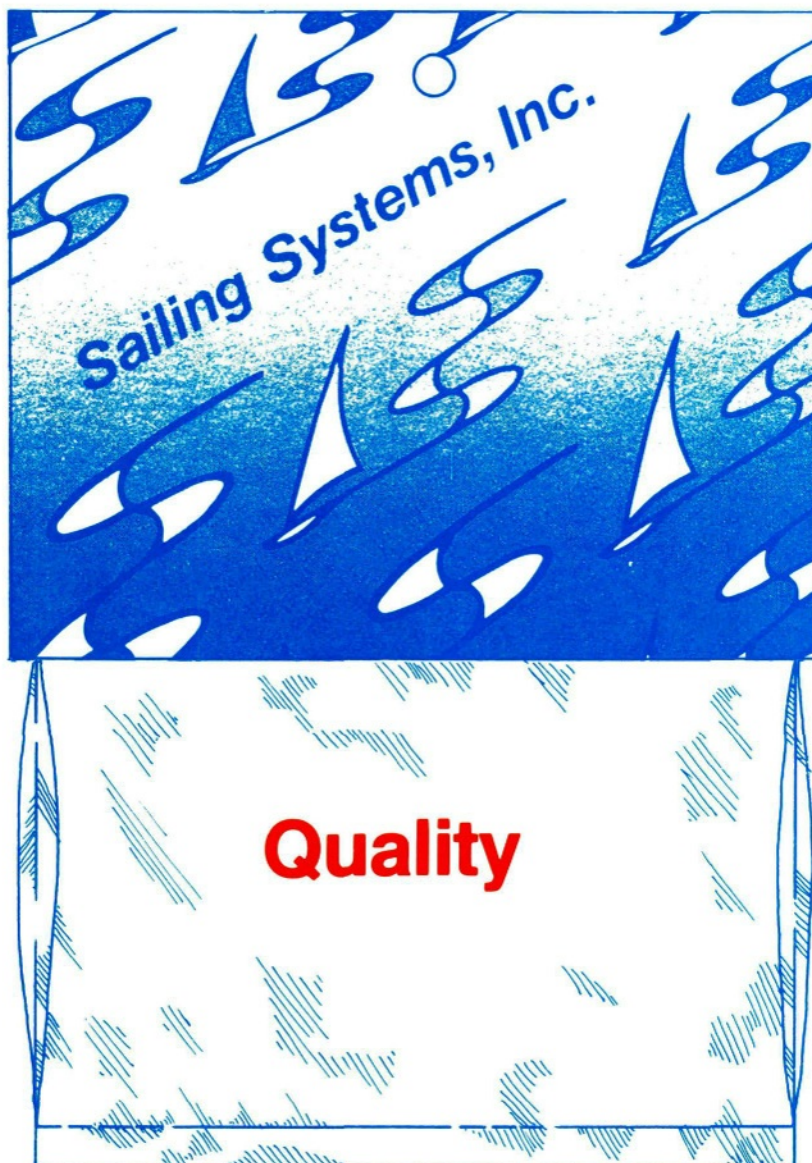
City _____ State _____ Zip _____

Telephone (_____) _____ Number in party _____ I am interested in additional stops ☐ Yes ☐ No

I have the following questions: _____

Send this form to The World Hobie Class Association, P.O. Box 1008, Oceanside, California 92054

**Sailing Systems puts only one thing
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**Sailors know what Sailors need.
Ask your Dealer about SSI products
We sail Hobie.®**

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READER'S FORUM

Piggy Back Hobies

The following is in response to Steve and Sara Wiseman's letter about double trailering (May/June '84).

Here in Puerto Rico, the double trailering problem was solved a long time ago. We use two 4" x 4" x 8' wood beams and cover the ends with about two feet of indoor/outdoor carpeting. We place one along the width of the Hobie about one foot behind the front crossbar and the other about one to 1½ feet in front of the rear crossbar. Then we mount the second Hobie on them.

This procedure takes two to four people depending on the weight of the boat and the strength of the people. Masts can be loaded on either the bottom or top boat depending upon the height of the towing vehicle.

Tie the top boat to the lower boat or the top boat to the trailer or pylons of the bottom boat. Then lift the trailer tongue to be sure that the weight is evenly distributed. There should be a slight weight on the tongue if the weight is correct. If not, shifting the top Hobie forward will increase the weight on the tongue, shifting it back will decrease the weight on the tongue. Keep the bottom boat in its normal trailering position.

Dorian Goldberg
Puerto Rico

Hot Products

O'Neill's Sunburst Uses Layering

O'Neill Inc. has introduced a new five piece wetsuit collection called the Sunburst Series. This new concept is based on a layering theory that O'Neill claims allows for versatility and performance.

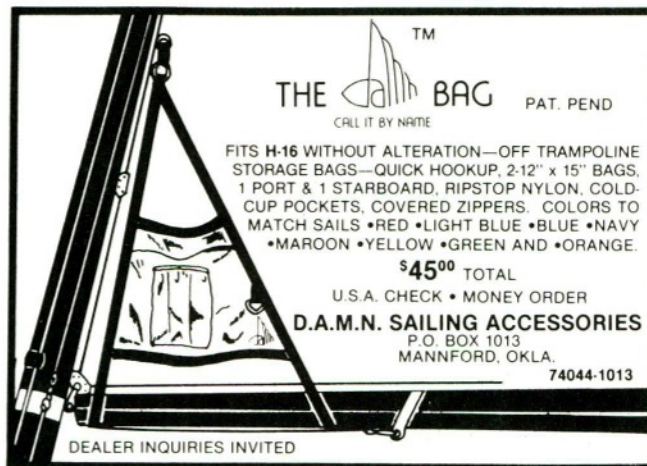
The key to this series is the fact that the suit can be used for a variety of water sports and weather conditions. Each piece can be used alone or in combination with other pieces in the collection. A vest, short-sleeved shirt, long-sleeved shirt, and short and long johns make up the ensemble. A variety of colors and sizes is available.

For more information, call 1-800-538-0764 (within California dial 1-800-662-7873) or write to O'Neill Inc. 1071 41st Ave., Santa Cruz, CA 95062.

Eagle USA Brings Out a Convertible

Eagle USA Wetsuits has announced the introduction of its "Free-motion" convertible wetsuit for all watersports. The new style combines a short farmer john with optional legs which are easily removed or added depending upon conditions. This gives water sports enthusiasts the luxury of two suits for the price of one.

The 2mm, Nylon/Lyrc backed neoprene short john sells for \$117.00 while the optional legs retail for \$84.00. For more information and dealer locations, write Eagle USA Wetsuits, 14850 Woodham Dr., Suite 155, Houston, Texas 77073 or call 1-800-231-0379 toll free.



THE BAGTM PAT. PEND
CALL IT BY NAME

FITS H-16 WITHOUT ALTERATION—OFF TRAMPOLINE STORAGE BAGS—QUICK HOOKUP, 2-12" x 15" BAGS, 1 PORT & 1 STARBOARD, RIPSTOP NYLON, COLD-CUP POCKETS, COVERED ZIPPERS. COLORS TO MATCH SAILS •RED •LIGHT BLUE •BLUE •NAVY •MAROON •YELLOW •GREEN AND •ORANGE.

\$45⁰⁰ TOTAL
U.S.A. CHECK • MONEY ORDER
D.A.M.N. SAILING ACCESSORIES
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MANNFORD, OKLA. 74044-1013

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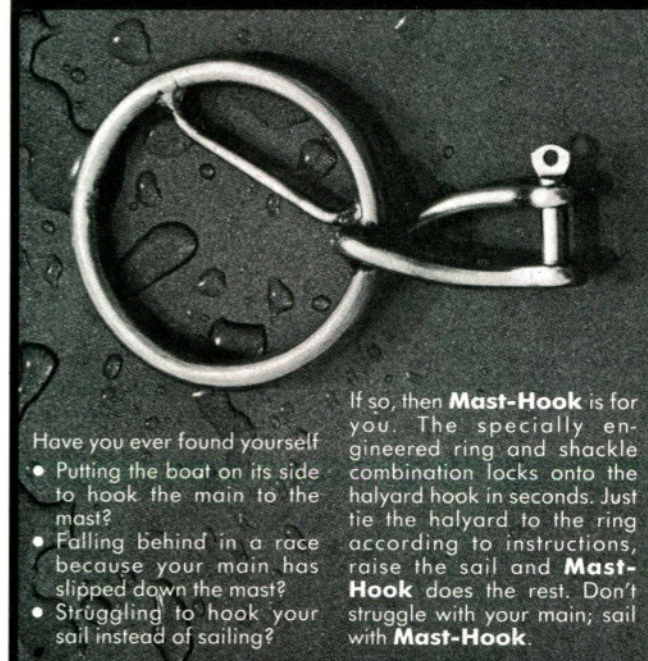
Let us know six weeks in advance so you won't miss an issue!

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Oceanside, CA 92054

New
Address _____
City _____ State _____ Zip _____

HOBIE-18 Skippers: Take the Mast-Hook Test



Have you ever found yourself

- Putting the boat on its side to hook the main to the mast?
- Falling behind in a race because your main has slipped down the mast?
- Struggling to hook your sail instead of sailing?

If so, then **Mast-Hook** is for you. The specially engineered ring and shackle combination locks onto the halyard hook in seconds. Just tie the halyard to the ring according to instructions, raise the sail and **Mast-Hook** does the rest. Don't struggle with your main; sail with **Mast-Hook**.

ORDER NOW Send check or money order to: **Mast-Hook**
P.O. Box 5356, Playa Del Rey, CA 90296
Mast-Hook \$19.95 each. Plus shipping and handling \$1.50. CA residents add 6% tax.

CAT EQUIP



**#1 IN CAT
COVERS SINCE '74!**

CAT EQUIP

has been the leader in the design and marketing of covers for Hobie Cats since 1974. As active sailors in the largest Hobie Fleet in the country, we know firsthand what Hobie owners want and need in a first class cover. "COVER IT WHEN YOU'RE DONE PLAYING WITH IT!" is more than a catchy slogan; it's the smart way to protect your Hobie's value. Every CAT EQUIP cover is proudly made in the USA and is guaranteed against defects in material and/or workmanship.

SPECIAL OFFER!

Order before 9/1/84 and we'll give you a "COVER IT" T-Shirt FREE! If you just want a T-Shirt, fill out the coupon below and enclose a check or MO for \$10.00. Sorry, no phone or credit card orders for T-Shirts.

HOBIE HALTER COVERS

Protect your Hobie from harmful ultra-violet rays, inconsiderate birds, acid rain and polluted air. Secured with Velcro and straps, covers can be used with the mast up or down. Cover is light green 65% polyester/35% cotton and can be machine washed. HEAVY DUTY COVERS... are made of blue Sunbrella acrilan canvas with nylon cord ties and leather chafe strips. HD covers are also available for towing your Hobie at freeway speeds. NOTE: do not attempt to use covers not specifically designed for towing.

HOBIE HALTER PRICES

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

Hobie 18 one-piece storage, #H-18-1HVV	400.00
one-piece trailerable, #H18-1TOW	360.00
Hobie 16 one-piece storage, #H-16-1HVV	350.00
one-piece trailerable, #H-16-1TOW	300.00

IMPORTANT ORDERING INFORMATION

ORDER TOLL-FREE using your AMEX, VISA or MasterCard
Call MON-FRI 8:30-5:30 PST 1-800-621-0852 ext. 141
In CA call 619-455-7100

For information or to check on an order, please call 1-619-455-7100

Use the handy order blank below. Be sure and include UPS handling charges. (CA residents include 6% sales tax)

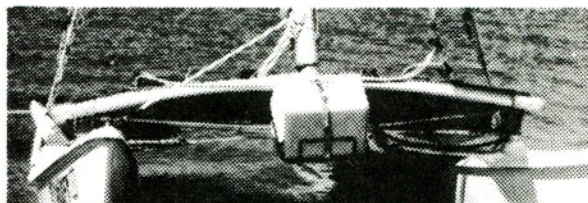
Part #	Description	Price
	CA 6% Tax	
	UPS Handling	\$5.00
	Total	

☐ AMEX ☐ VISA/MasterCard ☐ Check/MO
Card # _____ Expires _____
Signature _____ Phone (____) _____
Name _____
Address _____
City _____
State _____ Zip _____

- ☐ Yes, send me a free "COVER IT" T-Shirt with my order.
☐ All I want is a "COVER IT" T-Shirt at \$10.00 postpaid.
☐ Small ☐ Medium ☐ Large ☐ X-Large

SEND ORDERS TO: CAT EQUIP, 7023 Carroll Rd.,
San Diego, CA 92121

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
- Rubber insulators, no metal to metal contact
- 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.

KOOL-RAK complete with (circle one) red blue yellow	<input type="checkbox"/>	\$50.95
PLAYMATE cooler (holds 18 cans)	<input type="checkbox"/>	\$31.95
KOOL-RAK only	<input type="checkbox"/>	
LITTLE KOOL-RAK complete with (circle one) red blue yellow	<input type="checkbox"/>	\$41.95
LITTLE PLAYMATE cooler (holds 9 cans)	<input type="checkbox"/>	\$29.95
LITTLE KOOL-RAK only	<input type="checkbox"/>	

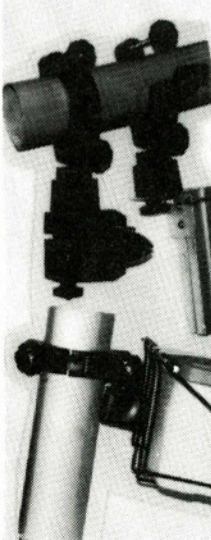
Add \$1.50 postage (outside Mainland USA add \$3.00). California residents add 6 1/2% sales tax. We accept check or money orders, MasterCard and VISA.

Card No. _____ Expire _____
Name _____
Address _____
City _____ State _____ Zip _____

CAT-RAK DESIGNS

19632 Sequoia St., Cerritos, CA 90701 (213)865-6871

INTERLOCK MAST WITH HOBIE® MAST-CADDIE®



The MAST-CADDIE is a valuable and efficient CARRIER SYSTEM. The Aqua-Caddie fits the 18, 16, & 14 Hobies. The AQUA-CADDIE is designed for large or small Oscar and most other coolers. The Aqua-Caddie may hold rain gear and items. Cooler Not included.

- Interchangeable between catamarans.
- Main unit is injection-molded polypropylene, & brass or stainless hardware.
- NOTE: Safety tie down not furnished, but recommended.

ONE YEAR LIMITED WARRANTY

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

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SEE YOUR LOCAL DEALER or order direct:
SHIPPED IN USA VIA UPS. PREPAID (no P.O. Box No's please)

Hobie Mast-Caddie: Name _____
☐ Stern Only \$39.95 Address _____
☐ Bow Only \$24.95 City _____ State _____ Zip _____
☐ Both Bow/Stern \$64.90 Account _____
☐ Aqua-Caddie: \$34.95 Number _____
Check type of Cat Expiration Date _____ ☐ Please send more information
☐ Hobie 18 ☐ Magnum ☐ Hobie 16
☐ Hobie 14 U.S. Patent Pending *Reg. U.S. Pat. Off.
☐ Other Cat. _____

HOBIE BRIEFS

Hypothermia Doesn't Wait for a Rescue

Two New Jersey men were thrown out of their fishing boat as it overturned in the strong winds of an early winter storm. They thought there was no need to panic, however, since a Coast Guard station was within hailing distance of the site and they were only 20 yards from land.

"We couldn't have been there any quicker if we had escorted them in," said a Coast Guard spokesman of the Guard's rapid response to the scene. Still, the body core temperature of the two men in the chilly water had dropped rapidly, so rapidly, they died soon after being taken from the water.

The lesson to be learned from this incident is the alacrity with which hypothermia can take control of the body and cause numbness, lack of flexibility, loss of mental alertness and unconsciousness. Indeed, a mere nine degrees loss of body temperature can bring on a cardiac arrest.

Here are some steps that can be taken to help fight the effects of hypothermia:

1. Do not attempt to swim for shore. In cold water, swimming endurance is cut to one tenth of normal, and the body heat expended in the effort needs to be conserved.

2. Stay with the boat. By staying with the boat, there is a much better chance of survival since some or all body parts can be kept out of the water.

3. If it is impossible to stay with the boat, hold arms folded hard against the chest and cross the thighs tightly. This will help hold in body heat.

4. If more than one person is in the water, huddling together can save more heat than by floating separately.

5. When aiding a victim, do not give them hot liquids or alcohol. These open the skin capillaries and let more heat escape. If possible, transport the victim to a hospital where sophisticated warming techniques can be used.

180 Degrees Makes for Smooth Entries

According to Hobie Cat product manager Ron Lee, the closer the entry angle of luff tape is to the mast, the less chance there is of tearing the tape. No matter how smooth the opening in the mast, if the rope enters from an angle, the tape will stress. If the tape enters parallel to the mast, wearing will be reduced.

From Across the Sea

Out of 86 boats competing in the open class type II, at the La Baule, France multihull regatta, Hobie 16's took the top five places! It was a brilliant showing of Hobie speed at this prestigious, mixed-multihull event. In the open class I, a Hobie 14 took third place out of 44 boats and in the type III class, a Hobie 18 took third place in the 26 boat fleet.

The top teams in the open class II were: Laurent/Fabre—first, Lewer/Cautier—second, Escarret/Le Bras—third, Fucaud/Foucaud—fourth, Leontieff/Floury—fifth. Also on a Hobie 16 in eighth place was Andre/Pradel. In class III on a Hobie 18 the team of Dinsdale/Robert took third, and in class I, on a Hobie 14 was Benceny.

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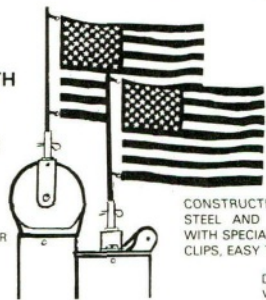
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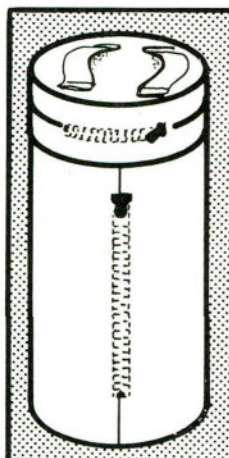
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Continued from page 69

wind in the approved fashion by dragging Kymlicka face down off the bow with Conacher single-handedly muscling the boat up with the righting line. Up she came, on port, half way down the line and maybe 50 feet above the line. Blue flag was down, less than a minute to go, 48 Hobie 16A's coming up fast to start, and the postponement flag and gun quivering on the Committee boat deck.

Conacher/Kymlicka climbed aboard, saw 96 hulls heading toward them, and HIT IT! With water dripping from everything and spray flying they did a double trap port review of the 16A fleet and cleared the Committee boat just as the red flag sent the 16A's off on another near perfect start. "Tense!" yelled starter Tim Harris for the forty-second time since Le Championnot started.

As the boats from both courses headed, tired but happy, back to the beach at the end of a near perfect day, none realized that Mother Nature had decided that she had had enough racing excitement from this year's Canadian Championships. Tomorrow she would shut down her engine—the wind—with a big front through the northeast derailing Amtrack trains, becalming sailing, making rain, and generally being the miserable, all powerful sod that is always within her power.

When the scores for Friday's four races were added to the three on Thursday, throwouts removed, and DSQ's included, the new fleet champions looked like this:

- 14A—Mark Summerfield, Ontario a 1/2 point ahead of Ken Martin, Ontario and only three points ahead of Steve Smith, Vermont.
- 16A—Bruce Williams/Elaine Williams, Michigan, four points ahead of Paul Marner/Randy Lake, Ontario, and five points ahead of Jeffrey Warren/Diane Warren of Connecticut.
- 16B—Jim Love/Michelle Bachmann, Connecticut 4.5 points ahead of Jim Devine/Mike Hedderman, New York and 5.25 points ahead of Jean Merlin/Pierre Martin of Quebec.
- 16C—Andrew Heim/Mike Heim, Ontario, a healthy six points ahead of Neil Mantifel/David Johnson, Ontario, and an even healthier 10.75 points ahead of Bruce Webb/Ted Dougoll of Ontario. Look out B fleet!
- 18A—Steve Perry/Tom Granger, Quebec, a strong 6.25 points ahead of Mike Starkey/Tricia Starkey, Manitoba and eight points ahead of Rob Woodward/Tracy McGregor of British Columbia.
- 18B—Sylvain Gauthier/Marc Tremblay, Quebec, five points ahead of Tim Chance/Craig McKenzie, Ontario and 16.25 points ahead of Hal Arata/Christine Arata of Rhode Island.



The course one race committee having a good time. From the left: Jack Evans, Tim Harris (race chairman), Jean-Marc Bernard, and Doug Campbell.

Interesting note is how many mixed teams scored well and sailed strongly against the "machos."

With the racing over, was that the end? You've got to be kidding! Obviously you don't know Nycole and her crew of goers.

Friday night was Casino night. All comers got a bag of coin and hit the gaming tables run by as scurvey a crew of Fleet 187 members and friends as you would find anywhere. The goal was to win big so that you could bid at the Saturday night banquet for especially selected male and female "slaves" that had been impressed into service for the occasion. The "slaves" were a comely lot and the gambling was fierce. Cries of "Bet the Bag" could be heard throughout the night and some people actually won as a croupier lost attention trying a "LA BUD". (That's a Quebec Budweiser.) Everyone went to bed tired and happy dreaming Hobie dreams. With no racing Saturday, everybody was well rested for the Saturday night Awards Banquet. You could almost say too rested. What a happening! Terrific stained glass unique design trophies made by Fleet 187 member Jacques Renaud got everyone excited and in the mood. Free cocktails from Seagrams from five to seven oiled the gears while Jacques Charbonneau won a draw for two round trip tickets to California from Air Canada. This was openers.

The committee came up with an orchestra that made everybody move and kept them moving until 3:00 a.m. They were great! The only reason they stopped when they did was because orchestra and audience simultaneously dive bombed into mutual exhaustion. It was one of those nights.

The climax to the evening and certainly to the parties was clearly the Slave Auction. The bidding was frantic as the big hitters from Friday's Casino set their sights


on the slave of their choice! These slaves worked the bidders like crazy with some moves that put John Travolta and Jennifer Beals to shame. The maneuvering to form syndicates to pool limited stakes would make a politician jealous.

Sunday for the party survivors was mostly go home day. A group of Hobie people just couldn't wind down that fast and fired up a freestyle event that astounded and astonished spectators on the beach and around the lake. Call it decompression, call it exhilaration, call it foolishness, call it Hobie fun, call it what you want. All agreed it was a fitting ending to Le Championnat Canadien Hobie Cat '84 Lac Champlain—an event to remember.

Special thanks to the organizing committee of Fleet 187: Marcel Côté, Nycole Gaudreault, Réjean Massé, Denis Renaud, Jacques Renaud, Jacques Archambault, Roger Cousineau, Mario Dollan, Jocelyne Vigeant, Jean Doucet, Manon St-Jean, Chantale Desautels and "Gaby" Renaud.

Thanks also to Hilary and Geoffrey Perry of Sailcraft of Canada and the Canadian Hobie Class Association officers Mike and Tricia Starkey, Wendy Ward and Mark Summerfield.

Our deepest gratitude to a great group of sponsors. As they have given us their support they certainly deserve ours. The major sponsors included Bank of Montreal, CKAC, Journal de Montreal and Gulf Canada. Additional thanks to: Radio Cite, Sailcraft of Canada, Town of Venise en Quebec, Labatt Breweries, Seagram Co. LTD, Air Canada, Secor, T.V. HEBDO, Lubec Inc., Chrysler Canada, Plow and Watters Printing, Femcar Inc., Yoplait, Animatheme Inc., Supr Marche Richelieu Venise, Humpty Dumpty, Canada Dry, Imprimerie Marche Publicitaire, and Bernard Trottier Ski and Fashion.



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