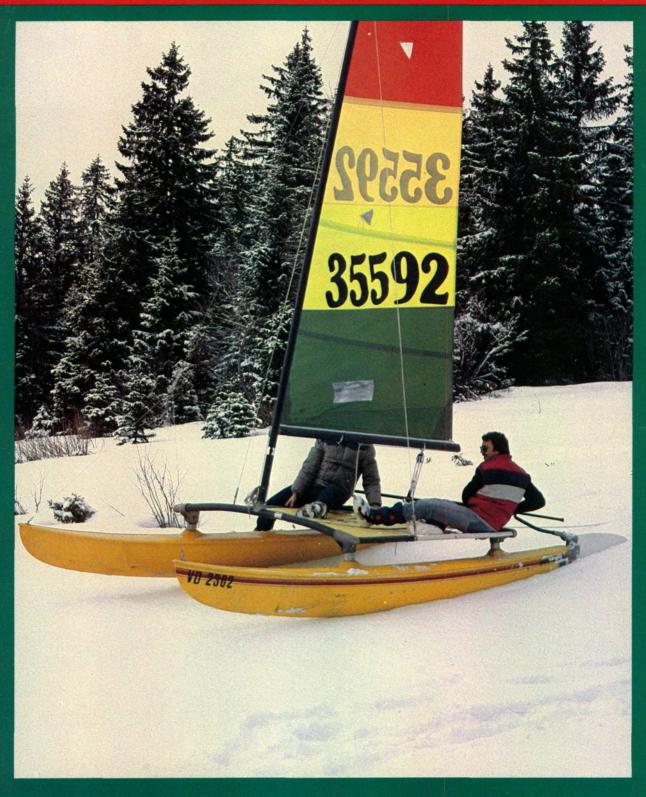
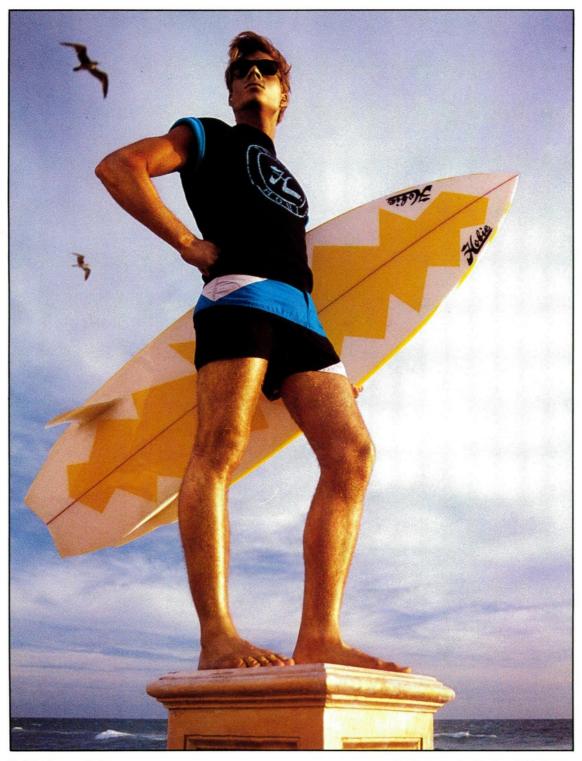


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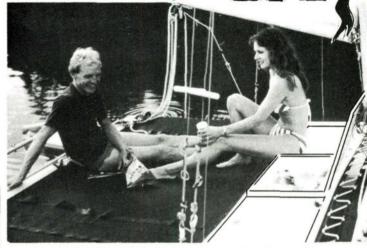
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HOTLINE

November/December 1984

Volume 13, Number 6



ele Krcelic

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Two Swiss sailors show us that snow is no deterrent to having a Hobie day. Photo by Werner Wittwer.

HOTLINE HOBIETORIAL

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Tis the Season to be Sailing

The best sign that the sailing season is coming to an end is the dawn of the national championship season. We're just about halfway through them at press time and the action certainly looks as though this year's championships will be among the best ever. For a report on the Hobie 16 National Championship at Isle of Palms, South Carolina, turn to Terri Crary's article.

Of course, the fact that the season is ending is also a sad time despite the fact that the championships are going on. The end of September and the coming of fall spell the end of warm Hobie sailing weather. Time to put the boats away. Or is it? Sailors around the world, especially those in the northern climbs, have discovered the drysuit, a lightweight wonder that is sure to give sailors more days on the water than they ever dreamed possible. Drysuits have been considered a necessary part of every European watersportman's equipment for over a decade. Now, the Americans are finding that drysuits work just as well on this side of the pond. Of course, lots of manufacturers have opened their eyes to a new market and have rushed into the making and selling of drysuits. Brian Alexander's piece should help pull you out of the state of confusion the drysuit explosion can cause.

Sweden and Germany are two places drysuits are an absolute must as the participants in the Hobie 16 European Championship and Betty Gantsweg, an intrepid American Hobie sailor visiting Germany can affirm. Skanör was the site of the European Championship and, from all accounts, the Swedish fleet put on a show. Tony Laurent gives some racing highlights in this issue.

When Americans travel abroad for business and anticipate being in a different country for a while, they try to take the things they cherish most along with them. In the case of the Gantswegs, that turned out to be their Hobie. They didn't leave home without it. Of course, that makes for some interesting complications like how to fit a Hobie 16 through a garage door designed for a Volkswagen, Or. as Betty Gantsweg's story describes, how to adjust to conditions that the Germans might consider normal but have Californians like the Gantswegs considering frostbite treatments.

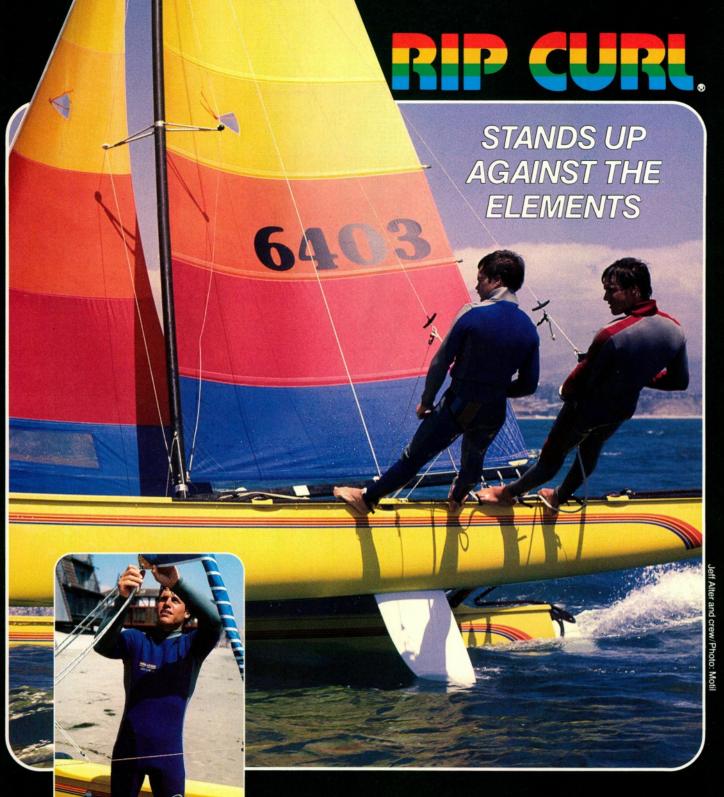
Of course, some people prefer to forget about the issue of cold weather and just ignore ice and snow. If you find yourself in that category, you will want to examine Brian Alexander's story about the catamaran sailors of ancient Fiji and its companion piece by a local Fiji Hobie sailor who describes conditions that could just break the hearts of Hobie sailors in the temperate zones. As it turns out, today's Hobie Catters are just some in a long line of catamaran enthusiasts and may have a lot to learn from their South Pacific predecessors.

Another way to ignore the subject of the cold weather is to look back at all the great Hobie photos you took during the summer just past. We did, and we put some of the best in our own "Summer Scrapbook."

If that makes you want to get back out on the water and start racing, you may be able to tide yourself over with an informative article on the use of computers to aid in scoring regattas. If your fleet has experienced the endless wait for results, this piece may prove invaluable.

We've tried to do our best to ease you into winter, so curl up with HOTLINE, a cup of spiced rum, a fire and all of those wrapped Christmas presents under the tree. From all of us at HOTLINE, may your Christmas be bright and your sails filled with wind.





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LETTERS

Questions for "Stuck in a Storm"

As a sailor with experience in high winds and storm conditions, I was disappointed to read "Stuck In a Storm" (Sept/Oct). While it was certainly a dramatic tale, some of the advice given was incorrect. I would not recommend attempting to tie something metal to the mainstay to drag in the water. In storm conditions, this would be difficult and dangerous to do and would not offer any significant protection. The time would be much better spent getting to shore.

What disturbed me even more, though, was the arrogant attitude the author had towards the powerboats. I get very tired of the type of animosity that is demonstrated here and ask the author the following. Did you attempt to warn the powerboaters of the impending danger of the storm? After securing your boat, did you attempt to assist them in gathering or loading their equipment, or, more important, help them with "toddlers hung on their hips?" As you smugly sailed away, did you offer to send assistance to the beached powerboats?

Where would Hobie sailors be if all powerboaters acted like the author when we needed chase boats at a race or a tow due to disabling equipment failure or a knockdown?

Let's remember, gang, we're all on this bus together.

Bruce Lamberson Fleet 156 Casper, Wyoming

Advice from A Pleasure Sailor

We really have enjoyed the HOTLINE, but . . . it seems to be geared to regattas and racing. Being two of many who are only pleasure sailors, we would certainly appreciate more articles on just sailing—pointers, tips, ideas for Hobie 16s. How nice if you could, in each issue, have something on the 14s, 16s and 18s as three separate articles. That would be helpful in getting more out of our Hobies to make sailing even more pleasurable. Broadening the spectrum of the HOTLINE to include more of interest to us non-racers, but Hobie lovers, would help.

Llyn and Bill Shook Brevard, North Carolina

Editor's Note: This is a point well taken. We at the HOTLINE try hard to meet the information needs of all Hobie Cat sailors and may be missing the boat when it comes to you pleasure sailors. We welcome suggestions from any sailors who would like to see articles of a specific nature.

An Addition from Dave Perry

I'm glad to hear that the rules articles have helped untangle the rules a bit for some readers. It's a lot more fun to launch yourself into the crowds when you know what to expect and it's a lot more pleasant for everyone when people take at least a few minutes to try and understand the rules. In my explanation of rules 42-46 (Sept/Oct), Rule 42.4 missed the bus. As this is the rule about "barging" at the committee boat at the start, it's a key one to know.

- Dave Perry

Editor's Note: Dave Perry's interpretation of rule 42.4 is reprinted below.

This is the rule concerning barging. Note that it applies only at a starting mark that can be completely sailed around. If one end of the line is the end of a dock. then 42.1 applies. Also, this rule only applies when we're approaching the line to start, i.e. on our final approach before the gun. Three minutes before the start, 42.1(a) applies, and an outside boat must give an inside boat room to pass the race committee boat. Note also that this rule does not change the rights and restrictions placed on the leeward boat in rule 40. A leeward boat can luff head to wind until the windward boat gets "mast abeam," at which time the leeward boat must not luff above its closehauled course. This is still true at the starting mark. Rule 42.4 says simply that a windward (inside) boat is not entitled to room at a starting mark that can be sailed around. If the windward (inside) boat forces its way between the mark and the leeward (outside) boat, either touching one or forcing the leeward boat to bear away to avoid contact, we say that the windward boat has barged.

Note that after the starting gun goes off the leeward boat must not sail above its closehauled course, or above the compass course to the first mark in an attempt to keep a windward boat from trying to pass her and the starting mark. Of course, once the boats have passed the mark and cleared the starting line, then the provisions for luffing in rule 38 take over.

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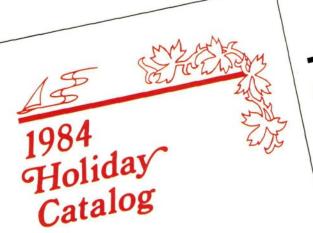
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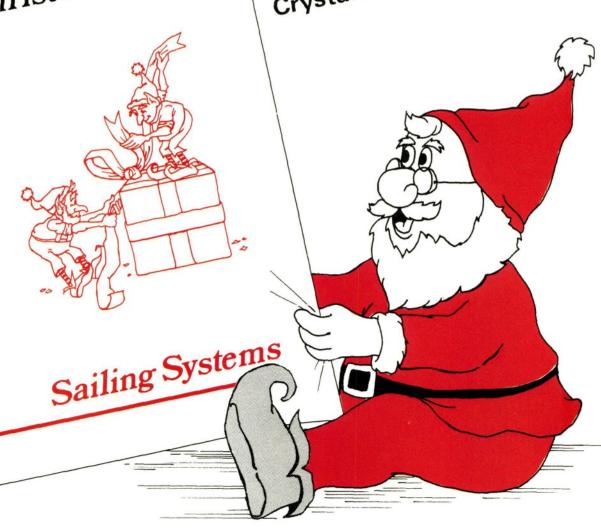
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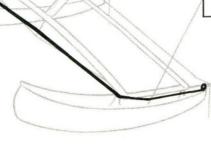
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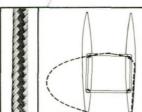
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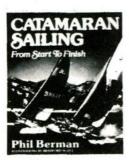




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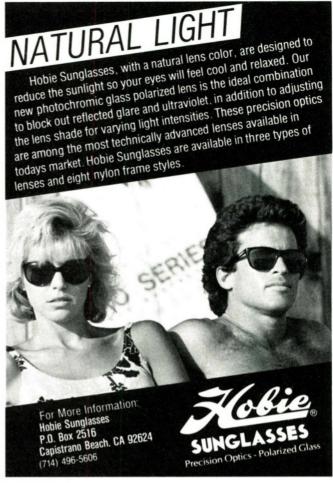
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BREAKING THE PENCIL HABIT

By Biff Roberts



"The weekend's racing was concluded with quick results from our computer scoring wiz, Dick Brashears, who ran a TRS-80 off a gas generator all weekend . . ."

from Fleet 124's newsletter.

It was inevitable. With the computer taking over so many other functions and chores, it was a foregone conclusion that Hobie Cat sailors would turn their attention to applying computer technology to Hobie Cat regattas. After all, who wants to spend long, lonely nights with a calculator and a pencil while all the other sailors are at the cocktail party having a great time? That was the thinking behind the innovations of Bob Thomas and the team of Rich May and Jack Higgins (and others across the

country) who have come up with computer programs that are sure to be one of the most popular innovations in the sport of Hobie Cat sailing since the trapeze.

Thomas' program, developed over the last two years, began with a request from World Hobie Class Director Sandy Banks for Thomas' programming skills. Both of them thought that if a computer program could be developed to make scoring more accurate and faster, the operation of a national level regatta would be smoother and, since results could be known just a few minutes after each race, a little excitement would be added. Special features had to be incorporated into the program to accommodate the round robin sailing system and the other ingredients that differentiate a national championship from a local points regatta.

"You need a different form of printouts since you change boats between races and you have the skipper and crew listed for each race by each boat number," says Thomas of his first championship scoring program. "It also did registration forms so that Michele (U.S. Class Director Michele Krcelic) didn't have to do a lot of the typing. Once you typed a person's name once, that was it."

The scoring, says Thomas, was relatively easy since the number of boats at a national championship is small. But the program also performed many of the other functions that normally take a great deal of time. The program automatically figures out who will race each boat after the cut and determines which sailors have sailed what boats in the previous races.

After the success of the original program, Thomas began to incorporate changes that would be compatible with the normal regatta situations every fleet encounters from registration to posting the final standings. Thomas' program has eliminated much of the pre-race work that committees or regatta chairmen had to perform in the past. Registration is a good example.

"As soon as you get a reservation in the

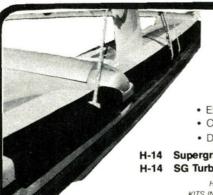
mail, you enter it in the computer; you enter the fees and it will then keep track of the fees paid all along, and, when you're done with the entry, you can print it and the computer will print out all the registration forms for you. You have the registration forms printed out before the regatta. When preregistered people check in, they check the form for accuracy, sign the release, and they are complete. There's no need to enter them into the computer again for scoring. Instead, simply enter the sail numbers in the order they finish. You don't even have to put in the class; the computer automatically places them in the right class and in the proper order of finish. This is true even if a mistake was made and, say, Joe Jones was scored with the 16Bs and he should be in the 16As. With the program, all you have to do is enter the correct class and ask the computer to rescore the race. It takes about one minute."

Thomas also claims that his program will handle disqualified boats and even the "material prejudiced" rule which calls for an averaging of a skipper's scores if he is fouled so badly that damage is done to the boat and hampers his performance in some way. In such an event, "... you just enter YMP next to the guy's sail number and it will average the scores up to that point then continue to average the rest of the scores the whole time."

Even after the race, Thomas' program keeps on working. When he was thinking about what to include, he remembered all the times that he felt let down by the race committee which failed to follow up on the events of the weekend by sending complete results and other pertinent information. Thomas claims to have solved that problem.

"This program is set up to print mailing labels of all the people who were in the regatta so you can mail them results," said Thomas. "Fleet 4 used the mailing list feature by taking the list from the San Diego Classic and using it to send out a mailer publicizing the next regatta."

When doing the scoring for the race, the



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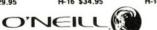
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computer operator only needs to enter the sail numbers as fast as possible and press the enter key after each one. If a mistake is made, the computer will let the operator know the number was not accurate and will show the previous number on the screen so he does not lose track of his place in the order of finish. The machine will also alert the operator if he has entered a number before. The only thing the computer cannot do is tell if a number was missed and not entered when it should have been.

Next, the computer will ask if any DNFs or PMSs (premature starters) should be entered, at which point the appropriate sail numbers are put into the computer. It will ask if the results should be printed with the throwout deducted and whether all class results or just one should be printed. When the computer receives the instructions to print the results, it automatically breaks ties using the Hobie Class Association method or the International Yacht Racing Union method, whichever is preferred. Results are printed with the names of the crew, their hometown, their points and their weight.

To some, this may sound too good to be true. However, according to Thomas, the system was not set up easily. Several unpleasent instances occured before all the "bugs" were worked out of the program and it reached its present state of perfection. One problem forced Thomas to stay up until four o'clock in the morning trying to figure out what went wrong. At another event, he was demonstrating the wonders of his new system when he attempted to change the score on one of the boats. He used his own sail number which was, unfortunately, the lowest number at the regatta. That caused a malfunction and the computer would not take the information. Embarrassed but undaunted. Thomas went back to the drawing board and emerged with his present program which has worked flawlessly since, a rarity in the world of programming.

Two other Hobie Cat sailors, Jack Higgins and Rich May have also had good luck with a program they have written for scoring regattas. With much the same philosophy as Thomas, May and Higgins developed a similar program which does not require the committee to distinguish between classes at the finish line. They felt that ribbons on the booms could be hard to see and mistakes easy to make. To solve the problem, they wrote their program so that, like Thomas', just sail numbers would have to be entered in the order of finish and, if the proper prerace work had been done, the computer would do the rest.

Their program also computes DNFs and over early numbers. When a printout of the results is requested, the program will check for throw outs, protests and will break ties using the Hobie Class Association's methods. It will then sort results by fleets. Like Thomas', Higgins and May's program will

allow for rescoring if a mistake was made and penalties can be removed from a racer's score.

"The most recent regatta we scored with the program was the Hobie 16 Division II Championships in Long Beach, California," said May. "For 86 boats, it took about 15 minutes to enter the results for a race and have them printed out. In three years of operation, Higgins and May have not uncovered a situation that their program rejected.

Higgins and May's program will not perform some of the tasks that Thomas' program will. For example, it will not compute a continuous average in the case of a material prejudice and will not print mailing labels. Since it is Hobie Cat specific, it will not score using an Olympic scoring system and it will not break ties using the IYRU method. However, it will perform every scoring task that Hobie Cat race committees should encounter.

Therein may lie the difference between the two systems. Thomas' package should be regarded as a total regatta system. while Higgins and May's program is more scoring specific. Other differences exist in the actual mechanics of the two systems. Thomas' program will operate on IBM and IBM compatible computers as well as the Texas Instrument Professional Computer. It runs with an MS Dos 2.0 operating system and is written in MS PASCAL language. It requires a 192K memory capacity. Higgins and May's program will run on any Apple II, Apple Ile or Apple Ilc computer with 48K memory and one disk drive. The program is written in BASIC language. Both programs require the use of an 80 column printer that is capable of printing in condensed mode. A dot matrix printer is recommended.

The number of boats that the systems will accept also varies. Thomas' program will score 500 boats in 12 different classes for a maximum of 15 races. Higgins and May's system is a sort of matrix in that several variations are possible. For a five race regatta, it will score just over 300 boats in a maximum of 15 fleets. Their program will score up to ten races, but for every additional race scored, the number of boats must be reduced.

One big difference between the two programs is the price. Thomas is marketing his through the Hobie Class Association for \$200.00. May states that he and Higgins will sell theirs for \$10.00 and a T-shirt from any regatta that uses the program. Fleets must also send a blank disk to Higgins so that he can transfer his program onto it and send it back to the fleet. Fleets wishing to buy or find out more about Thomas' program should contact the Hobie World Class Association, P.O. Box 1008. Oceanside, California 92054. To learn more about Higgins and May's, write to Jack Higgins, 4762 Premiere, Long Beach, California 90808 or call (213) 421-2009.

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DRYSUITS

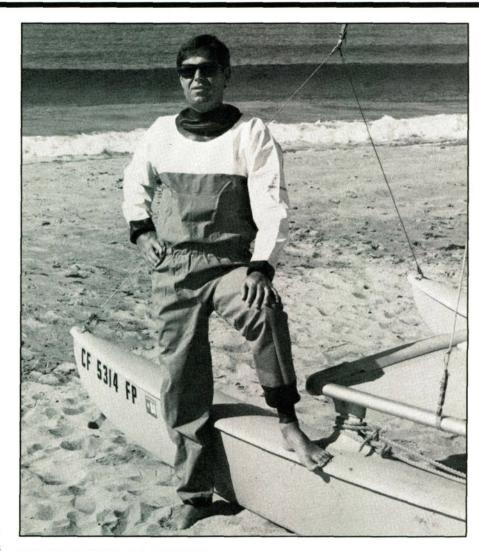
A drysuit is sure to extend both ends of every cat sailor's season.

By Brian Alexander

he summer's over and it's time to put the boat away for the winter. It's a sad job, but, after all, you can't sail past the last warm days of the fall, can you? Too bad. The wind is often better in many parts of the country during the fall and winter months and the sailing could be exciting. Well there is good news for those sailors who have decided that they want a little more out of their sailing season than the time between Memorial Day and Labor Day. It's the advent of the drysuit, those high tech rubber wonders that can keep your body warm and let you enjoy sailing far into cold months. They may even start a tradition of a Christmas Day hull fly contest.

Drysuits really got their sea legs in Northern Europe when the popularity of sailboarding ran into the reality of cold conditions. Since the water temperatures are always cold, drysuit technology was borrowed from the scuba diving community and applied with modifications to the needs of sailboarders. Now, the suits have been further developed and designed to the needs of sailors of all types of boats. They are especially appropriate for the catamaran sailor who cannot avoid taking on a little water.

The drysuit concept is really a simple one. Just imagine wearing a comfortable garbage bag. The garbage bag cannot keep you warm, but it will keep you dry. Instead of designing suits that will keep



MURRAY'S MARINE Murray's Marine, a California based sailing products distributor, offers a full suit and a drysuit jacket. The full suit is reinforced at the rear and the knees for added abrasion protection. It's made of PVC with a polyester lining, which is reportedly comfortable next to the skin. A loose fitting style is utilized for freedom of movement, with Latex neck, wrist, and ankle seals. The drysuit jacket is also made of PVC with a polyester lining, is loose-fitting, and has Latex wrist, neck and seals. In addition, the jacket has a rubber waistband which acts as a seal. All seams are stitched and then welded. It's reported that you can swim in this jacket without getting your top wet. For more information, contact Murray's Marine, P.O. Box 490, Carpinteria, California 93013 or call (805) 684-8393.

DRYSUITS

you warm by themselves, drysuit manufacturers have designed suits that will keep you dry and let the clothing you wear underneath keep you warm. While the drysuit system does have some disadvantages, such as being more restrictive of body movements than what Hobie sailors may be used to, they do work, and, if you just can't let go of your Hobie after the summer's over, drysuits are a must

Drysuits use a watertight environment which allows the wearer to insulate his body with underclothing and trapped air. Since the drysuit is sealed with Latex at the wrists, ankles and neck, the air is trapped next to the body and is heated with the body's natural expiration. One drawback is possible overheating, especially if a sailor happens to work as hard as catamaran sailors often do. Depending on the fabric the suit is made of, this can be mitigated somewhat.

PVC is one of the most common materials found in drysuits. Some suits are made of PVC exclusively and others incorporate other fabrics into the design. An advantage of PVC is the fact that it is totally water proof and is inexpensive in relation to other materials. Also, the seams on a PVC suit can be sealed easily. Unfortunately, the seams are sometimes weaker than the rest of the suit and may come apart in areas of great stress. PVC, being one of the least breathable of the drysuit fabrics, is more apt to trap hot air, but, because it is so thin, and so much cold air comes in contact with it, sailors may experience an uncomfortable amount of condensation and the suit may acquire a clammy feel.

Another common drysuit material is neoprene which also has advantages and disadvantages. Hard core sailors who will venture out in any weather will be glad to know that the insulating capabilities of neoprene are greater than the other materials used in making drysuits. But, if the weather is not quite arctic, these suits can actually be too warm. Because they are made out of the same material used in wetsuits, the neoprene dry suits fit more snugly to maintain lots of insulation capacity. This tends to make the neoprene suits more restrictive.

The third common dry suit base material is nylon that has been combined with a waterproof coating such as Gore-Tex or Avi-Lastic. This type of suit is significantly more expensive but it does offer some advantages over the others. Because the

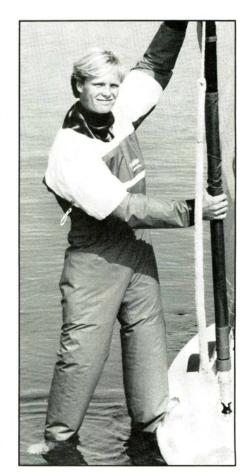
coatings are breathable, they will be less likely to trap perspiration and condensation. The suits are generally lighter and abuse resistant, but, because they are new, some experts are skeptical about their water resistance over a period of years.

Another variation among various makes of drysuits is attached features such as booties or hoods. While some suits stop at the ankle with the Latex ring, others have a bootie molded right onto the leg. This helps keep your toes as dry as the rest of your body, but the booties need to be protected, so you'll have to wear a regular pair of sailing booties over them anyway. Many sailors prefer to just wear a pair of waterproof booties separately. Hoods often come rolled up in a pouch at the back of the suit and can be brought out at a moment's notice if a sailor's head becomes cold. This is an especially important feature since most body heat leaves through the scalp. Some sailors prefer to wear a knit cap, but catamaran sailors, should they wish to wear a knit cap, should have a waterproof hood over it. A wet knit cap does not provide a lot of insulation.

Gloves are another addition that many cat sailors should be sure not to forget. When the wind is cold and hands are wet. it can be next to impossible to maintain any sort of dexterity. Ski gloves are out since they'll be soaked in minutes. The traditional neoprene sailing gloves will offer some protection, but, depending upon how cold it is, they may not be enough. According to Chris Johannessen of Afterguard Marine in New Haven, Connecticut, some sailors have solved this dilemma by wearing rubber dishwashing gloves over wool or polypropylene liners and then sealing with duct tape or other strong tape. Care should be taken when using this method so removing the tape does not damage

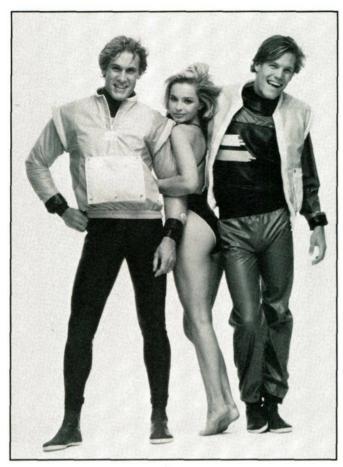
Still another distinction between drysuits is the one piece vs. the two piece design. One piece suits are usually worn by stepping in through the back and then sealing the suit with a zipper across the back of the shoulders. The zippers are completely waterproof, but require the assistance of another person to close them. This can be especially inconvenient for sailors who may have to relieve themselves while out on the water. Also, if you find that you have worn too much clothing underneath the dry suit, removing a layer can be particularly difficult.

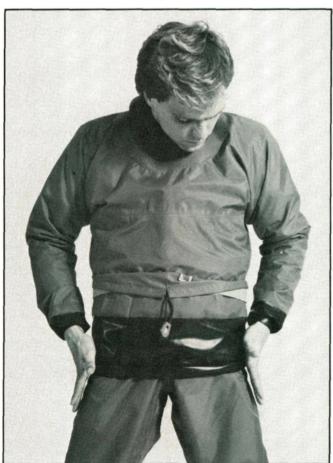
The two piece suit is usually neoprene or another type of fabric. The top and bottom are sealed at the waist. On one type, for instance, bands of rubber are attached to the top and bottom. The pants are put on first, then, when the jersey has been pulled over, the two bands are rolled up together to form a thinner, unified band around the waist. This is then covered with



RUKKA Rukka, a Finland based manufacturer, makes four drysuits; Surfing I, Surfing II, Sailing I and Sailing II. As the name implies, the Sailing I and II are more appropriate for cat sailing although Surfing I and II, designed for sailboarding, may interest some skippers. Sailing I is a polymid fabric with a polyurethane coating. Due to the polyurethane over polymid fabric, the suit will stretch up to 75% to allow for movement on the boat. This sytem also allows the suit to breathe slightly. Neck, wrists and ankle cuffs are Latex rubber. Extra strengthening has been incorporated into the knees and the rear. The back has been cut extra long for more freedom of movement.

Rukka's Sailing II is also a polymid base but is coated with PVC, the outside of which has been embossed to resist slipping. Again, the cuffs are Latex rubber and the knees and back have been strengthened. An elastic cord has been added to the waist to gather in the suit's generous amount of material which has been designed into the Sailing II for flexibility. For more on Rukka products, write Rukka USA 5406 Glen Alden Dr., Richmond, VA 23231 or call (804) 226-4087.





RONNY AMERICA Ronny America's Thermal Rollover (left) and Polyurethane Rollover (right), are two of the newest additions to the U.S. drysuit market. The suits, made in Munich, Germany, operate as a system. The Thermal Rollover is a two piece drysuit with three mm Ronnyprene™ bottoms and a polyurethane top stuffed with Halofill insulation for extra warmth. An uninsulated windshell vest with front drainage pouch completes the ensemble.

The baggy style Polyurethane Rollover features a polyurethane long john shell for high flexibility, a neoprene waist and a polyurethane top. The thermal covering vest is polyurethane Halofill. For more information about Ronny America, write 555 Soquel Avenue, Suite 320, Santa Cruz, CA 95062 or call (408) 423-0150.



HARISHOK Britain's Harishok Drysuit is made of nylon which is pressure coated with rubber to deter delamination. Rubber seals protect the wrist, neck and ankles and an airtight back zipper has been especially strengthened against bursting. The knees have been reinforced for extra protection, and the suits sport bright colors which add a bit of pizzaz. The company boasts that their suits can withstand depths of ten meters and remain completely water proof. For more information, contact Harishok's U.S. distributor, International Sailing Products, P.O. Box 355, Oyster Bay, NY 11771 or call (516) 922-5182.

MUSTO Britain's Musto and Hyde have developed a new type of drysuit called, simply, the Musto Drysuit. The suit is made of hand taped waterproof fabric which is then coated with several layers of waterproof neoprene film. Since the suit is two pieces, there is no back zipper. Two sections of rubber, one around the top of the pants and one around the bottom of the jersey, are rolled together to form one watertight band around the waist. This assembly is then covered by the elasticized top for further protection. Suspenders enable the pants to be cut larger than some other suits which gives them a good deal of flexibility. The rubber booties are designed into the suit and should be protected with other sailing booties.

The company claims that, beside being lighter, its fabric is much less apt to create condensation than some PVC suits. For more information, contact Musto's U.S. distributor, Afterguard Marine, 254 Kimberly Ave., New Haven, CT 06519 or call (203) 562-4430.

DRYSUITS

the bottom of a Gore-Tex jersey which protects the seal and prevents it (in theory) from unravelling.

Whichever type of suit you decide upon, there are some tricks to putting it on. The rubber closures will tend to grab at your skin and hair while you enter. To avoid this, sprinkle some talc onto the Latex seals at the ankles, wrists and head. Like Tupperware®, you'll also have to burp your suit after you put it on. To do so, just crouch down in a fetal position while holding the band around the neck open to allow the trapped air to escape. Applying wax or paraffin to the zipper will help it last longer and make it easier to open and close.

What to wear under the suit is a matter for debate. Some sailors think that wetsuits under the drysuits are uncomfortable and do not provide a warm feeling (See "An Icy Wilkommen" on page 26). Others feel that wearing a wetsuit under a drysuit provides a greater margin of safety in case the drysuit should puncture. In case of a failure, the clothing would become soaked, lose its insulating ability and add a lot of extra weight to contend with. A wetsuit, on the other hand, retains its insulating ability and is much lighter than clothing. With the advent of polypropylene fabrics, many sailors are turning to underwear made of this breathable material because of its great warmth gathering ability and because it will allow perspiration to escape the surface of the skin to relieve that uncomfortable feeling of increasing moisture, something that wetsuits cannot provide

Drysuits really take very little extra care. Preserving them is a matter of being a little more careful when you have them on. Because a small hole in a dry suit means a lot more than a small hole in a wet suit, sailors should be wary of catching the material on a piece of hardware, loose or frayed stays or any other thing that might cause a rip or tear. Some drysuits are more resistant to abrasion than others. Constant scrambling across the trampoline of a Hobie, trapezing and hiking out on nonskid could cause the fabric to become rough and eventually leak. Hobie sailors who spend any time out on the wire should wear shorts or some other protection over the outside of the drysuit to prevent

If a seam should separate or a hole should be punctured in the suit, they are easy to repair with any quality rubber or neoprene sealant. Wet Seal and Aqua Seal both make wetsuit repair formulas which can be used to fix drysuits. Rubber cements, heat sensitive glues and PVC patches affixed to the inside of the suits also work well. In the case of abrasions where the damage may be spread over an area of several inches, patches are probably the best remedy. As with other materials, drysuits should always be rinsed off with fresh water whenever you've been sailing in salt water.

When shopping for a drysuit, you should ask questions. Is the suit guaranteed? If so, for how long? How cold does it get in the area and what conditions usually prevail? Does the suit have all the features required for safe and comfortable sailing? Are a lot of extras really necessary, or will a simple suit be enough? Be sure to try the suit on, and, if possible, go for a short sail to see how restricted you will be. If it is impossible to sail in the suit, at least spend some time walking around the shop and moving your arms and legs. With prices of drysuits ranging from \$200.00 to \$400.00, you should be sure of what you're getting.

Even with the cold water protection afforded by drysuits, it's important to keep in mind that the only thing standing between you and icy water is a thin layer of synthetic fabric. For that reason, no cold weather safety precautions should be ignored. Do not sail far from land. Do not sail in rough weather. Remember to wear a lifevest over the suit and don't go out alone. Keep in mind that if your suit springs a leak, it can fill up with water rapidly and you'll be weighed down with several gallons of cold water which could make swimming almost impossible. Catamaran sailors should be especially conscious of this fact because of the higher instance of capsizes which leads to more time in the water than most monohull sailors. Still, cat sailors should not hesitate to seek the adventure that fall and winter sailing can offer. With these precautions in mind, cold weather sailing can provide some of the best thrills of the year.



O'NEILL O'Neill's Oasis is a neoprene based drysuit with nylon additions at neck, ankle, and wrist seals with extra nylon strengthening in the rear, the leg backs and underarms. The extra feature of a lanyard pull on the back shoulder zipper should make this suit a little easier to climb into than some other one piece drysuits. For more information, contact O'Neill, 1071 41st Ave., Santa Cruz, CA 95062 or call (408) 475-7500.

MORE SUITS

RIPCURL Ripcurl USA is about to introduce a new concept in drysuit protection called The Icebreaker. The suit, which should be available in November, is, according to company sources, a "dry wetsuit." It is all neoprene with nylon additions for extra strength and comfort. Four mm thicknesses protect the body and legs with three mm in the loose fitting arms. Contoured, snug fitting gasket cuffs protect the wrists, ankles and neck and ankle cinches have been added to lend extra protection against

water entry. A detachable rear hood of nylon covered neoprene is designed to be attached to the neck gasket with velcro fasteners.

Nylon has been placed over the neoprene from the knees down and around the base of the neck. A unique feature to Ripcurl's new suit is the vertical zipper which allows one person to climb into the suit without help from another. Ripcurl stresses that the suit is not designed to be completely waterproof, but is intended to allow a thin layer of water to enter the suit. The water is then heated by the body to provide insulation. Of course, no clothing should be worn underneath The Icebreaker. For more information about Ripcurl, write Ripcurl USA, 3801 S. El Camino Real, San Clemente, CA 92672 or call (714) 498-4920.









HARVEY'S Harvey's Windrider III drysuit is one of the latest additions to this manufacturer's line of diving and watersports suits. The Windrider III is a nylon shell coated with urethane. The neck, wrist and ankle seals are neoprene, but latex cuffs are available. This suit also features the shoulder back waterproof zipper. For more information, contact Harvey's, 2505 South 252nd Street, Kent, Washington 98032 or call (206) 824-1114.



AQUALA The Aquala Dry Suit is now available in many styles for any sport or work. They are ideal for sailing and yacht racing for many reasons, among them being comfort and freedom of movement, dryness, non-slip soles, and the suits survival flotation ability. Aquala Dry Suits are custom made to individual measurements. Pictured here is the yachting/ surfing suit. For more information contact Aguala, Inc., P.O. Box 416C, Carthage, NC 28327 or call (919) 947-3130.

IMHOFF Imhoff offers two drysuits, the Surf and the Supreme, both of which are designed to fit moderately loose. The legs and torso of the Surf are made of 3 mm neoprene so that the suit will continue to provide insulation if punctured. The arms, shoulder and chest are constructed of waterproof nylon to offer maximum flexibility. The Supreme is Imhoff's top-of-the-line model and is made of a heavy nylon fabric waterproofed with clear polyurethane. All the seams are mauser stitched. For more information, contact Imhoff's distributor, International Sailing Products, P.O. Box 355, Oyster Bay, New York, 11771 or call (516) 922-5182.

O-S-SYSTEMS 0-S-Systems, a drysuit manufacturer and distributor out of Oregon, recently introduced an ultralight drysuit called the Breeze. Weighing one pound, the Breeze is made of a high quality nylon material backed with polyurethane. All seams have quadruple interlocked stitching and are fused together by a special sealing process. The neck, wrist and ankle seals on this loose-fitting suit are made of Latex. Bright colors and a front triangle insert make the Breeze fashionably attractive. For more information, contact O-S-Systems, 52263 Southeast Third Street. Scappoose, Oregon, 97056 or call (503) 543-3126.



Jake The Lirny By Tony Laurent

n June of 1983, Osten Nilsson,
Commodore of Fleet 326 returned home
to Sweden from the Hobie 18 European
Championship in Hyeres, France full of
enthusiasm for hosting such an event in
Sweden. Nilsson and fellow Hobie sailor
Richard Holmquist, quickly prepared a
proposal for bringing the Hobie 16
European Championship to Skanör. After
contact with Coast Catamaran France,
other Scandinavian fleets and potential
sponsors, all seemed to be in order and

the championship was awarded to Nilsson's organization. The date was set for August 3-10 on Sweden's South Coast. Before it was over, at least 50 people had become involved in the planning and organizing of the event and 15 sponsors contributed both financial and material

Coast Cat France provided 40 fully race rigged Hobie 16s. The prequalifying rounds were run on a round robin system using all the boats and trading after each race so no skipper had any advantage over another skipper. Those skippers who travelled great distances but did not make the cut were relieved to discover that local fleets had generously donated the use of their boats to allow the formation of a B fleet. Everybody was happy to have a full

week of racing whether they made the cut or not. In all, 72 teams competed in the semi-finals and another 56 teams comprised the B fleet.

Light wind conditions and a tight schedule of 12 races in three days combined to test the skills of on-the-water organizers. Former Swedish Olympic coach Andres Larson made excellent use of the variations allowed by the Hobie Class Association's course card and managed to set courses which gave all skippers an equal chance in the difficult conditions.

Going into the finals, the Danish teams seemed to be dominating with six teams in the finals, but the lead was being held by the team of Laurent and Fabre over the second place Team Bress, husband and



wife sailors from Germany. Denmark's Lars Hendrickson held third and only two points separated the next three finalists, Stoll of Germany, Hansen of Denmark, and Rovira of Spain.

Conversation at the finalist's party centered around the wind and the lack thereof. It finally did come, at about the 20 knot level, and enabled the skippers to race to the best of their ability. Each of the top three finalists pulled down some excellent races and it was becoming obvious that no one sailor was going to walk away with the European crown.

Meanwhile, there was some tough racing going on in B fleet between Ulie Schmitter of Germany and Italy's Dominico de Toro. de Toro had won two races while Schmitter, although without a bullet in any race, consistently placed in the top three. Five teams from Denmark were battling for third place.

The nervous skippers in the championship fleet had to wait until evening of the final day of racing to discover who won the series. Scores were so close that the skippers themselves were unable to figure out all the various possible permutations. When the results were posted that evening, the Danish team of

Prospective European champions huddle before the start of racing (top) while a diligent crew member gives directions to her skipper (below).



Hendrickson and Schwartz were thrilled to discover that they had narrowly defeated Laurent and Fabre by a half point to cop the European Hobie 16 Championship. The team of Stoll and von Schrader, former European champs from Germany, placed third. Cattin of Switzerland took fourth and Leptien of Germany squeezed into fifth. West Germany took the informal title of championship country with five teams in the top ten.

Other notable finishes included the English brother and sister team of Findlay who gave England its best ever finish in the Hobie 16 European Championship by finishing tenth. In all, eight countries were represented in the top 14 positions. These teams will go on to sail as Team Europe in the next Hobie 16 World Championship to be held in Ft. Walton Beach, Florida. It looks like Team Europe will be one of the strongest contenders that the continent has ever sent to the Hobie 16 World Championship.

GERVANY AND HODIE AND HODIE WIKNMEN

now flakes and ice on a Hobie
Cat—sound a bit incompatible? Our very
first regatta in Deutschland included both
of the above. It started early one
Saturday morning when we pulled our
Hobie out of our one-cat garage (after
widening the narrow European garage
by removing the door and frame for an
extra two feet of clearance.)

Excitement was high after the enormous effort it took to reach this moment of accomplishment. We had shipped the boat, in pieces, across the Atlantic, dealt with German insurance, found a Hobie dealer in Munich, bought a "schlepwagon" (trailer), found a Hobie association, unsuccessfully looked for a place to keep the boat in the water. assembled our American boat with metric tools and tried to learn the German regatta rules. Through it all, we had to speak our pidgeon German. It was an incredible experience, but Mary was determined to be a Hobie sailor in Deutschland. So, as we drove out of the driveway, Corvette pulling Hobie, we felt

we had conquered "the system."

Starnberger See (lake) is about 20 minutes from our home in Munich. It's a large, lovely lake surrounded by tall evergreens and old Bavarian estates. A distant view of snow covered peaks completes the scenic tranquility. We had been given instructions for finding the "secret" public entrance down a narrow ribbon of road. At a particularly confusing junction, a man on a bicycle, dressed in lederhosen, long knee stockings and a green Bavarian hat, handed us what we determined to be the regatta rules, printed in German, of course. He then directed us onward through a private lane.

"Where do we park the car and the trailer?" we wondered. "How do we launch the boat; where's the skipper's meeting; what time is the first race?"

That rush of uncertainty was quickly allayed by the sight of our saviour, Thomas Kappelmann, the English speaking Hobie dealer. The first race was scheduled for noon since Starnberger See rarely has wind before then, if at all. The day was clear and sunny with a few puffs of clouds, but the air was freezing cold. I was happy to have brought a wool

hat, scarf, ski gloves and jacket.

Animated circles of sailors were beginning to form. We exchanged "Guss Grott's" a Bavarian greeting and followed them into the old, log cabin, boat clubhouse. Breakfast offerings of strong coffee, rolls and marmalade and homemade cakes sat neatly on the counter.

After completing the registration in German, we sat down by the gas heater. coffee in hand, and chatted with the others. Most were in the 20-35 age group with Marv being the "old man of the sea." Everyone was extremely friendly and helpful as they answered questions and supplied information regarding mark and flag indentities, start sequences, start and finish lines, and how to vell "starboard" in German. Of course, we only understood 30 percent of the information, so we decided that winning would not be our goal for the first regatta. We just hoped to make it around the course successfully.

By 10:30, the wind was starting to flutter the trees so we decided to put the boat together. Since the Germans radically rake their masts back in very light wind, we decided to "do as the Romans do." Many sailors came over to look at our strange California boat with the full sails (European sails are cut flat) and other foreign accoutrements like large storage holds, a bungie cord on the trampoline, a mast raising bracket and strange hardware on the rudders and lib sheet.

By noon the wind was nearing four Buffords (A Bufford is approximately equal to six knots) and dark clouds were drifting overhead. It was really cold.

"Is this the light wind we heard was common in Germany?" we asked ourselves. We both put on wetsuits then layered ourselves with a drysuit purchased in Germany and considered a necessity by the Germans. We begged the wind to stop. After all, we had hoped our first regatta would have light to moderate conditions so we could get our "water legs." We hadn't sailed since leaving the U.S. last summer.

By one o'clock we were sitting on the water. Perhaps I should say bouncing. At any rate, we asked what the funny looking flags were. A "P?" Everyone was creeping up on the line. We thought they were going to run it for practice. Peter did say we had five more minutes. Did we understand his German? Bang! We didn't. The gun went off and all the little Hobies, like a string of beads, rolled across the start line. We, in the meantime, were 20 yards away.

"Tighten up and get on the wire," shouted Marv. Single trap instantly progressed to double trap so we both went out on the wire. What a German christening. We decided to follow Kappelmann. After all, he would know what to do. "Tell me when he tacks," ordered Marv.

One after the other they all tacked, except Kappelmann. We waited and waited as the boat bucked in every direction and the wind changed abruptly every few seconds. When we couldn't wait any longer, we tacked. The new boat pointed well and we were actually catching and passing those ahead.

"Do you see the mark yet?" asked Marv. "Nein, nein," I replied. Five minutes passed.

"Yet?"

"Nein, garnicht... wait, they're going around something ahead," I cried. We approached to see a two foot high two by four with a little flag on top sticking out of the water.

"You've got to be kidding," said Marv. We followed the course: triangle (ABC), banana (AC), triangle.

Marv was having trouble with the block which was angled incorrectly. The next moment was like a 35mm frame frozen in time. The boat tipped 70 degrees as I dangled helplessly on the wire and Marv hung, seemingly airborne. The words didn't come out, but I thought "Can't you save it, can't you save it?" Splat, over we

went. In my memory resevoir, something kept repeating the words "Unhook, unhook." I scrambled for the hull and realized how terriffic dry suits are. I still felt warm.

Well, we were ready to try our new righting system. Amazingly, both chase boats instantly came to our service. What organization. We pulled and leaned and leaned and pulled with groans aplenty. Nothing. The line was too short. A lifeline was thrown to us in a couple of seconds and our Hobie was again standing tall and proud. There was just one thing. The chase boat kept pulling and our Hobie floated further and further away from us.

"Hey wait," I yelled in a panicky voice, even though I knew the life jacket would keep me afloat.

Exhausted from swimming the 20 yards, starting to chatter from the 35 degree water and seemingly weighing 200 pounds, I dragged myself back onto the trampoline. The sail back to shore was less than pleasant, but staggering off the boat and walking on those slippery hard stones was heavenly.

In the clubhouse, I huddled with several others sitting in front of the gas stove. One kind man handed me a wool blanket in which to wrap myself. The sailors dribbled in two at a time telling each other stories of seven Buffords and frostbitten hands. At lunch time, the boat club wives began selling wurst and sauerkraut with thick slices of heavy bread and steaming tomato soup with billiard ball sized knudels. The feeling was of warm camaraderie as all shared stories and experiences. Among the chatter, I picked up the words "Es schneit" (It's snowing). I clambered to the window to see big white blotches plopping on the beached boats. Sailing in snow? Disbelief diminished when I realized they decided to have the next race as soon as it stopped snowing. It didn't. At 4:30, Marv was taking down the sails in the snow. Incredulous is not a strong enough word to describe the feelings of two California sailors.

Dinner was at a warm Gasthaus down the road where the people were incrediby friendly and accepting of two foreigners. They even explained that the start and finish lines were not the same. The lee pin of the start line is used as C mark. As soon as the last boat crosses the start line, the committee boat moves down the course and forms the finish line with A mark acting as the lee bouy. Outside, white encrusted cars, trees and a crunchy pathway gave the scene a middle of winter look as we scurried to our car. Tomorrow was another day for Hobies in Deutschland.

At 8:30 Sunday morning, we arrived to an incredible picture: frozen Hobie Cats. The trampolines were covered with snow and the sheets were solid ice. They were impossible to untie. The day was sunny and windless, so we joined the others in

the clubhouse for breakfast and the long wait for wind and defrosting. Reiner, Manfred, Hermann, Ingrid and we (Bettina and Markus, our German names), sat around comiserating about the cold. The same weather conditions had occured two years earlier at Starnberger See so it wasn't so freakish. We pleased them with stories of warm California sailing and piqued their interest with tales of year-long seasons.

About 11:00 Wilhelm made the announcement: "Genug Wind, wir gehen" (Enough wind, let's go). We scraped the ice off the trampoline and poured water over the sheets to thaw them out. The wind was up and Marv's fingers were almost too numb to put up the sails. We dressed in long johns, jeans, wool sweaters and hats then covered with the dry suits. The wetsuits under the dry suits had felt too clammy. This was sheer craziness; these Germans were certainly a hardy bunch.

The wind was already at double trap, and as we waited for the wind, the biting cold made hands, feet and face numb. A cluster of boats bobbed near the start boat and we crept down the line vying for clear air. "Funf, vier, drei, zwei, eins, start!" We had clear air and we were hauling right out in front. Two minutes later, absolutely freezing cold with no feeling in my hands and visions of turtling, hypothermia, and frostbitten finters in my head, I started to cry uncontrollably. "What's the matter? I repeated Marv's concerned inquiry, "This isn't any fun; it's awful. Please, let's go back," I begged.

The sail back was an eternity. I was huddled in a mass of crying and quivering. Columbus Gantsweg landed - still alive and dragged her quaking body into the clubhouse. I joined several others sitting around the heater. Anneliese suggested I take off my boots, gloves and dry suit. She brought over some dry towels and started rubbing life into my half dead appendages. I was really touched by this, a perfect stranger giving me such gentle care. Cups of hot tea and rum finally lessened the shivering. The group around the heater grew as frozen sailors trickled in. There was more to life than "staying with the boat."

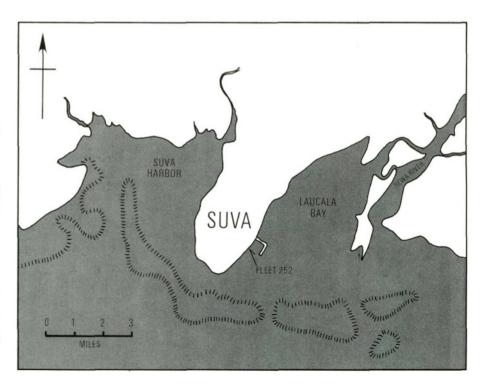
Some did actually complete the trianglebanana-triangle course and we did have an awards ceremony after everyone had derigged their boats. They started with first place and worked down to eighth, handing out, appropriately, beer mug trophies. Cheers to the conquering souls of Starnberger See.

We said our goodbyes and tentatively agreed to meet the next weekend in Austria at Attersee. Driving through the village, Corvette pulling Hobie Cat, the swiveled heads and double takes made us realize that we must have been a strange apparition, a pulsating phenomenon crying "American, American, American."

Ancient Sai Inheritance Story and Photos By Brian Alexander

pproximately 3,000 years ago, tribes of Asiatic sailors took to ocean going catamarans and began one of the greatest migrations in the history of mankind. Through expert knowledge of stellar navigation, they kept their boats, laden with as many as 150 people, animals and supplies, on course toward the new lands of present day New Guinea and the islands of Fiji and Tonga where they established a society and culture that spread over the rest of the Pacific Islands to Tahiti and, finally, Hawaii. The Hobie Cats of Feet 252 have inherited this great catamaran tradition and now ply those same azure waters off the Fiji Islands as the native sailors of the past.

The Fijian island of Viti Levu became the hub around which the other peoples of the South Pacific revolved. It is thought that the further forays to the Society and Tahitian islands were launched from Fiji and arche-





ologists now believe that the oldest settlements in the South Pacific islands were established on Viti Levu which then became the hub for further migrations to Tonga, and beyond. How the ancient Fijians managed to navigate to these islands is probably the greatest catamaran story of all time.

As archeologists learn more about these seafaring people, they become more amazed by their accomplishments on the water. Three thousand years ago, the great navigators of Phoenicia were still hugging the coastline of the Mediterranean. The beginnings of the great Nordic explorations were still more than a thousand years away. Yet the Melanesians were covering great expanses of ocean in catamarans built without the aid of any metal parts. No nails, hammers or chisels were available. All work was done by hand with stone tools.

The catamarans, properly called druas, were very similar to present day catamarans with their dual, asymmetrical hull design. Because all the tools were made of stone or solidified volcanic ash which looks similar to black glass, slivers of the wood had to be chipped away, much like a sculptor chips away at a piece of marble. After each plank had been shaped correctly, it was joined to another plank with the husks of immature coconuts acting as both the glue and the sealant. The husks were warmed to a soft, almost gooey consistency and laid down with the ends of each piece overlapping onto the one laid down before it. Rope, also made of coconut husks, was threaded through holes drilled in the wood of each plank. The ends were tied together to act as a press until the seal had taken. Tree sap and coconut husks were used to seal other

areas of the drua. Without the aid of nails, all joints on the drua were created with pegs or by a tongue and groove method.

Drua sails were made of woven pandanus leaves and held up with two poles which could be moved to the end of the ship whenever a change in direction was warranted. There was no tacking in the traditional sense. This was especially true on the famous outriggers or flying proas. When the navigator wished to change course, orders were given to move the sail aft and the steering oar forward. In other words, the windward hull (the small outrigger in the case of the proas) would always face the wind. In all, the construction of a large drua could take as long as 14 man years. That means that it could take two men seven years to finish a drua of any significant size.

On the larger vessels, a cabin of thatched palm leaves was constructed to provide some shelter, but, for all practicable purposes, the journeying druas were open boats. This was, of course, quite dangerous. Because Fiji lies directly in the path of the tradewinds, sailing outside of the reef can be rough going. Since the steering oars were 132 feet long or more, it often took four men to handle a single oar. This, combined with rough weather. caused the death of many oarsmen whose precarious position on the stern of the boat left them vulnerable to being swept overboard. Helmsmen were often crippled or died of exhaustion. Danger also awaited some of the strongest men in the village whenever a new drua was to be launched. In a ritual sacrifice, the men laid down on the beach side by side and acted as human rollers until the boat was in the water. They were, of course, crushed under the weight of the drua.

Sunset over Suva Harbour.



Despite the dangers involved, the druas were incredibly effective sailing ships both for migration and for trade. After a portion of the Fijian population had immigrated to Tonga, a lively exchange of goods sprang up between the island groups situated approximately 600 miles apart. An eighteenth century English sailor was aboard a drua during one of these trading journeys and reported that the druas "appeared to be able to sail within three points of the wind and made great speed." His best guess as to top speed was about 30 knots.

In order to navigate beyond the sight of land, the ancient Fijians used an intricate system of celestial navigation without the aid of compass or sextant. A skill that has been handed down through the ages, navigating by observing the movements of the stars is becoming a dying art thanks to the influence of modern instruments, but it

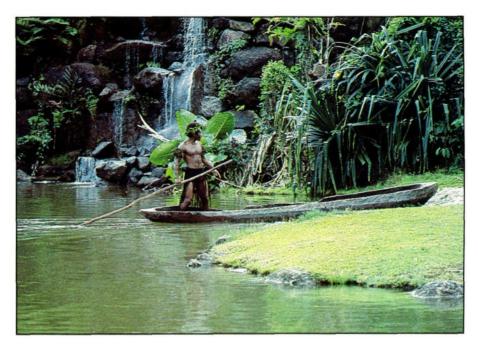
FIJI

is still used in some parts of the South Pacific. Older sailors sit down with the younger novices and create a star compass in the sand. With this compass, the islanders are always able to determine their basic heading. But as the night wears on, the stars change position in the sky, forcing the skipper to look for another celestial beacon. For example, if a star rises with the setting sun, the skipper will be able to navigate to that star until its position changes, at which point the navigator looks for another star rising in the same place as the first one rose. The result is that a skipper heading in one direction throughout the night will have to look for four or five stars rising in one spot on the horizon to keep him on the proper course. In all, South Pacific navigators must have a working knowledge of at least 100 stars and their movements through the night and at different times of the year.

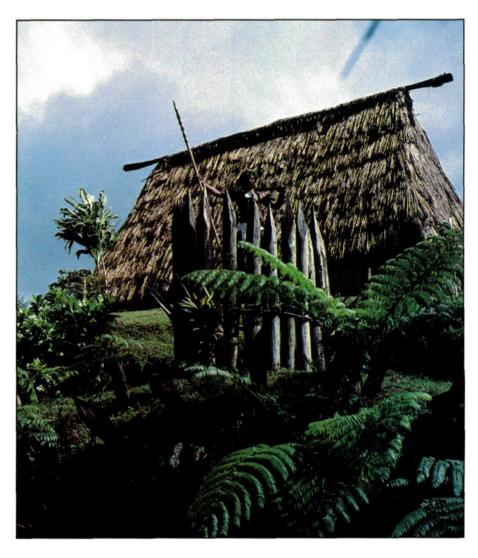
The largest existing drua built in the native style is located in the Fiji Museum in Suva on the island of Viti Levu. It is approximately 65 feet long, not as long as many of the ships of ancient Fiji, but it is still quite an imposing structure. Smaller versions of the druas can be seen at Orchid Island, near Suva, and one is currently under construction at the Fijian Cultural Center at Debua. There it is possible to see the work actually being performed by two craftsmen who are staying true to the traditional methods of construction. Watching them work can be an excellent lesson in the art of patience.

Few native Fijians sail these days. Most of the members of Fleet 252 are white immigrants or business people who have been transferred to Fiji by their businesses. The Indian population of Fiji (brought to the islands from the subcontinent by the British who needed workers for the sugar cane plantations) which now makes up the majority of the population, also seems to be little interested in sailing. Everyone is more concerned with pushing themselves into the twentieth century or just maintaining the existence they've got. Fiji is, after all, a poor country which is slowly working its way up, and not many people can afford the price of even small pleasure craft. The outer islanders rely on long ponga-like fishing boats with ancient outboard engines. There's not much money for Hobie Cats.

Most of the sailing in Fiji, aside from the many long distance cruisers which visit the islands, is done aboard Hobies and the Continued on page 63



Traditions, including drua building, are carried on at the Fijian Cultural Center.



Editor's Note: Phil Whitney is a British plant biologist on leave from the Department of Microbiology at the University of Surrey. He has spent his leave teaching at the School of Natural Resources of the University of the South Pacific in Suva, Fiji. In this personal account, Whitney gives an inside look at the Hobie life, Fiji style.

came to Fiji on three year's leave of absence from my job in the U.K. There, I had raced a number of monohull dinghies. mainly on lakes, for a total of about 20 years and I was looking forward to monohull racing in Fiji. When I got there, I was dismayed to find that there was little or no dinghy racing for adults (although there was a P-class for the juniors), but there was an active fleet of strange looking catamarans the likes of which I had not seen in the U.K. As our flat looked out over the bay in which these catamarans were raced, I could not help but see them sailing. Naturally, I found my way down to the shore. I had the helm of a Hobie, as I soon discovered they were called, on a boat which belonged to members of the local Sea Scouts. A few weekends later, I was asked to crew for one of the local skippers in a race. That's when it really started.

I had not been out on a trapeze at all before that race, but when the helmsman growled "Hook up and get out!" I hooked and got. He was big, fierce and psyched up for the race. I was not going to argue. Thus I learned how to trapeze the fastest way possible and, very likely, the best. After all, there was not time to be nervous.

I was not only hooked onto the trapeze but also on Hobie sailing. I had to get a boat of my own. Funds were short, but with the aid of the local Hobie dealer who kept his ear close to the ground about second hand Hobies on the market, I found a basically sound boat I could afford but in need of lots of love and attention. It had been raced in the South Pacific Games (an international competition among neighboring island states such as Tahiti, New Caledonia, New Guinea and others) followed by three years of hard racing then a year of neglect by a new owner. It wasn't the best recipe for a boat's health, but the only major problem was cracking in the rear corner castings.

I went to the local dealer, whom I now

The Hobie Life Fiji Style

knew as Tony Philp, about the costs of replacements. "They shouldn't crack, so here are two new castings, rivets and the loan of a rivet gun. No charge," he said. This was product responsibility the like of which I had never met before and will probably never meet again. After all, the boat was a third hand item, and to accept responsibility for it was above and beyond the call of duty.

I discovered this was typical of fleet 252 and as a neophyte Hobie sailor, I received plenty of advice and help on tuning my boat to make it competitive. Since the hulls were blue, and sported the famous crescent shape, I called my new dream boat Blue Moons, which was just about how often I expected to win.

As a monohull sailor, I was surprised to discover that it is possible to stall the hull of a Hobie before the rig. I pointed high with the sails driving and went slowly with a lot of leeway. After some thought, I realized what was happening. The water was breaking away and flowing under the hull instead of moving from bow to stern. This should not have surprised me; with an underwater "wing" about 16 feet from leading edge to trailing edge but only a foot long, it says a lot for the hull form that this does not happen more often. The answer, of course, is don't pinch and keep the leeward hull dug in. I was learning.

I was astounded to find that the Hobie 16, sailed properly, points as high as the local offshore keel boats in moderate winds and flat water. Even after two and a half years Hobie racing, I still have not quite come to terms with the sheer blasting power of that rig on a reach in a breeze of 20 knots plus. As I see that leeward hull go under, I tend to ease the main when I know I should just throw my weight aft and drive on. Perhaps I'm just a coward. I have tipped it in a few times forward and once backward (slowly), but never sideways, unlike a monohull. I tend to do well in fairly light and shifty airs which probably comes from many years sailing on inland lakes. This has led to me being described on more than one occasion as a "Pommy Poofter Pond Sailor." Whilst not being quite sure, I take this as a compliment. I managed to gain one up on the prediction carried in the name of my boat twice taking line honors from the local hotshots, once from Tony Philp, the Fijian representative in

the Tornado class in the 1984 Olympics, and once from his brother, Colin. I am making progress.

Hobie Fleet 252 is part of the Royal Suva Yacht Club but because the wind is better on the windward side of the Suva Peninsula, the Hobies are kept on Laucala Bay (pronounced Lauthala), instead of Suva Harbor where the Yacht Club is located. The two bodies of water are joined by a narrow neck of water behind a protective barrier reef. Laucala is triangular with five miles of coast on each side while Suva Harbor is about half the size.

The Hobie 16 could have been designed specifically for Fiji. We frequently sail up and over the shoulder of reefs to escape tides or simply for fun. This would be impossible for a daggerboard or keel boat to accomplish. One mistake and the casing could be torn out of the boat. With a Hobie 16 however, you can just say "whoops" and watch the rudder blades pop up if they touch coral. Still, a boat sailing here needs to be fast. Typical weekend racing will see us run three races a day, either an Olympic course or round the channel markers, with legs of about two miles. That adds up to about 50 miles per day.

Laucala Bay catches the southeast tradewinds most of the year. This means winds are regularly blowing between 10-20 knots. If weather systems are opposing the trades, the wind may be decreased a bit, or if they are favoring the trades, the winds may go up to 30 knots. Needless to say, this calls for double trapeze formations most of the day. Combine this wind regularity with sapphire blue water, air temperatures in the 80s year-round, water temperatures also near 80 and the fact that most sailing in Fiji is done within protective reefs free from large swells and it's hard to imagine a better sailing spot.

Very sadly, my stay in Fiji is coming to an end. I have sold "Blue Moons" and am racing a borrowed boat for my last few months here. Just as sadly, I will not be able to race in a Hobie fleet in the U.K. There are two registered fleets, but both are located an impracticable distance away from Surrey. So, having got hooked on a Hobie, does anyone know a good treatment for withdrawal symptoms? With the water temperatures being what they are in Britain, I'm afraid I'll just have to go "cold turkey" on a monohull.

Figueroa Plays The Wind And Takes The Title

BY TERRI CRARY PHOTOS BY MICHELE KRCELIC

Enrique Figueroa and crew Melissa Scott took the 1984 Hobie 16 Nationals at Isle of Palms, South Carolina, by storm. Actually, since the winds were mostly whispering at less than ten knots, "storm" might be the wrong word. What they did do was display excellent speed and great consistency. Figueroa never fell below the top ten in any heat. While other major contenders such as Hobie Alter, Jr., Jeff Alter, and Carlton Tucker were carrying throw-outs of 20 to 40 points, Figueroa's worst score was a respectable seventh.

This championship marked the fourth time Hobie sailors from around the country converged on the South Carolina low country thanks in no small part to the enthusiastic efforts of local dealer Kit Regnery. In 1975, the Hobie 16 Nationals were held at Hilton Head, in 1980 the Hobie 18 Nationals were held at the St. James Island Yacht Club just outside of Charleston, and, in 1982 the 14 Nationals were held at the same site as this year's event

The Wild Dunes Club extended some famous Southern hospitality to all the sailors. Every team enjoyed the many facilities offered by this vacation resort which included tennis courts, swimming pools, a championship golf course and well appointed condominium suites just to name a few. Social activities, hosted by the Citadel Beach Club, included an authentic Southern barbeque. The World Hobie Class Association served up Tuesday, and Thursday's banquets as well as the traditional Saturday night Awards dinner. Radio station WKTM provided Hobie giveaways and featured remote broadcasts throughout the event.

Along with the Southern hospitality came the Southern heat, especially in the weeks of late August. Low temperatures were in the mid seventies and highs were in the mid nineties.

The 16 Nationals represent a cross-section of sailors from around the country. What each team expects, how well they do, their level of experience . . . all these things vary between the individual sailors as do the conditions on their local waters. But everyone shares in the Hobie camaraderie and the competitive spirit. No one leaves a national-level competition without a scrapbook of memories. Here we share information/views/experiences of several different people who attended the Nationals this year in South Carolina.

"The locals told us it was unusually cool," said Sherman Knight of Auburn, Washington. "I'm glad it was because it was still hot." Due to the heat, the amount of weight some teams had to carry was checked frequently. It was not unusual for teams to lose weight in one heat just from "sweating it out." Most teams, anticipating light air, came to Isle of Palms weighing less than the minimum 285 pounds, and nearly all of the top ten finishers were carrying weight.

When the series started on Tuesday, there was good wind at 10 to 14 knots. Tucker, of Ft. Walton Beach, Florida, won the first race while Figueroa, formerly of Puerto Rico, now a student in Ft. Walton Beach, took the second heat. On another day of the round robin series with double trap conditions, Alan Egusa, of Hawthorne, California, took a first. "That was the easiest heat for me," Egusa said. "If they'll just let me get to a mark in the lead and give me a good breeze . . . well, all I had to do was sail the boat and keep it moving in order to win." By Thursday night's cut, Keith Christensen of Long Beach, California had won a heat, Jeff Alter had won a heat and Hobie Alter, Jr. had won two.

During the double trap conditions earlier

Thursday, there were some interesting rampages on the course, particularly at the leeward mark. Miles Wood, the Hobie sales representative for the Southeastern United States set a mark on a sandbar where the waves peaked sharply. "We were coming in to the mark," said Craig Whiteleather of Largo, Florida, "and all of a sudden we're trying to reel in all the spaghetti while being hit by these four foot 'crunchies.' People were pitchpoling all over the place. We fell off the boat twice and still finished third in that heat." Wood, much to the spectators' delight, gave lively commentary on all the happenings on the course. In Howard Cossell fashion, he radioed play-by-play descriptions of the mayhem to Beach Captain Tony Lewis (T.L.), who then broadcast it over loudspeakers on the

At the cut on Thursday night, the top ten teams were:

eams were:	
1. Enrique Figueroa/Melissa Scott	31/2
2. Jeff Alter/Sue Brenny	53/4
3. Alan Egusa/Susan Pesane	63/4
4. Hobie Alter, Jr./Sean Alter	83/4
Carlton Tucker/Kelly O'Brien	83/4
6. Keith Christensen/Curtis Christensen	113/4
7. Todd Brooks/Debbie Hennecke	12
8. Craig Whiteleather/Rhonda Gray	16
9. Mike Shearer/Stephanie Wood	19
10. John Poncin/Kathy Dunn	19

Positions changed rapidly during the final series of five races held on Friday and Saturday, especially in Friday's very fluky wind. The first race had to be abandoned altogether when the wind did a 100 degree switch leaving only broad reaches from mark to mark with no windward or leeward legs. The teams then waited out on the water for approximately an hour before the start of what was to become the first race of the final series. The offshore wind looked like it would hold and the gun went off. The skippers took an hour to sail a windward/leeward leg before the wind died, leaving a



period of nerve-wracking calm. Then the light seabreeze filled in from the opposite direction, and allowed the back of the fleet to catch the leaders.

In this heat, where the windward mark became the leeward mark and the leeward mark the windward mark in terms of sailing angles, there was also a huge pile-up at the leeward mark in the zero wind moments. It was truly a sight to see ... from the beach, preferably. The course was shortened at that mark (the old windward mark) and the racers proceeded upwind to the finish once they made it out of the entanglement. Several teams racked up big points in that race and circulated a petition to have it cancelled but to no avail.

By the second heat that day and then

Stephan Sersen and John Yates

Last year Steve, from Baltimore, Maryland, went to his first Hobie 16 Nationals but didn't qualify. He said then that he'd be back this year, pre-qualified. Sure enough, he made it in through taking third at the Atlantic Coast Divisionals. On the performance of sailors from Division 11: "We made the cut and finished 43rd overall. Randy McConnell sailed the best; he was really moving well. In fact, he's never beaten me before. I think our weight of 310 lbs. hurt our performance, but we just had so much fun."

again on the last day, the light prevailing seabreeze filled in and was fairly steady. With high chop and strong, fluctuating currents, boatspeed became of major importance. People who had it (even if just for one race) and won a heat in the finals were: Richard and Paula Raditch, Mike Shearer and Stephanie Wood, Hobie and Sean Alter, Jeffrey and Diane Warren, and Jeff Alter and Sue Brenny.

"Concentration was the whole key," Christensen said.

"People were concentrating so hard on keeping the boat moving that several times some of the top guys started to make mistakes," Pat Porter of Homewood, California added. Porter had particularly high praise for his crew, Laurie Robertson, Enrique Figueroa and Melissa Scott (photo right) Enrique is originally from Puerto Rico but currently resides in Ft. Walton Beach, Florida. He's a two-time Hobie 14 National Champion and one-time Hobie 14 World Champion. On being in the lead: "I was so nervous. By the last start I knew I had to be careful not to blow it. I couldn't believe how consistent I was; I went to the nationals just hoping to get in the top ten so I'd be qualified for the Hobie 16 Worlds."

who recently took the Women's Division 3 Championships. "She did an incredible job of calling laylines and reminding me of the course," he said. "At times I'd be concentrating on boatspeed so much that she'd have to remind me to look at the sails."

Largely because of the conditions, recognition for crews seemed to be at an all time high. Figueroa and Scott had been practicing together since December and he felt that one of the factors in their success was having their teamwork "down pat." He was also impressed that Melissa, despite having less experience in high calibre competition, handled the pressure of being the front runner better than he did. Gordon Prellaer, from Topeka, Kansas, came right out and ordered this reporter not to forget to mention his crew, Sherry Hawkins, because she had done an excellent job crewing for him.

By the start of the last heat on Saturday afternoon, Figueroa had a 51/4 point lead over Christensen, which meant that Christensen would have to take a first with Figueroa finishing sixth in order to emerge victorious. Figueroa knew this was possible and said, "It was down to the last race, which was exciting. Keith and I were right next to each other the whole way; I'd beat him to weather, then he'd beat me downwind. We ended up finishing within five feet of each other, which was really exciting."

In the telling of the story, some people had done better than expected, others worse. Egusa said that he was really happy to have stayed in the top ten even though he had dropped five places from his position at the cut. The conditions were such that anything could happen. Whiteleather dropped to forty-first overall in the final two days despite being in eighth at the cut. One of the most inspiring success stories was that of David Bliss and crew David Robinson from Swampscott. Massachusetts. They came to the nationals without being pre-qualified, won the qualifying series which ran on Sunday and Monday, and then went on to place sixth overall against the top Hobie 16 sailors in

Regardless of how well they did, there was a general consensus that the boats



were great; the lighter weight boats were used at Isle of Palms. Hobie Alter, Jr. noted that when the wind came up, he and crew Sean Alter became overpowered quickly. "I think that with ten pounds less weight in the boats, they float higher and there's less weight in the windward hull to hold you down."

"They were like rocketships. You could accelerate so fast in just a little breeze," said Porter.

Most of the sailors were carrying a lot of mast rake, even in the light air, because they liked the "feel" of the boat better when it was rigged that way. T.L. set the rudders kicked underneath so that the helm stayed balanced when carrying rake. Egusa felt that the disadvantage of mast rake downwind was more than made up for by the boats' ability to point higher upwind with rake.

New EPO rudders were used and people liked them despite their tendency to sing-a-long. The humming wasn't too serious, as evident in skippers' comments, such as: "At least no one can sneak up behind you," "At least when you got moving you really knew it" and, "Everyone had the same hum."

This year's Hobie 16 Nationals had good boats, strong competition and a relaxed atmosphere. Figueroa and Christensen put on a light air exhibition of patience, guile, boatspeed and excellent tactics to place themselves at the top of the most

Alan Egusa and Susan Pesane

Alan is a top Hobie sailor from Hawthorne, California. His weather-report: "I think the winds were fighting each other in the race that was abandoned and the fluky-air first race of the finals. There was a seabreeze fighting a front weather system with lulls in between and it was anyone's guess as to which wind direction would win out."

competitive catamaran class in the United States. But those two can be assured that dozens of Hobie 16 sailors from around the world will be lying in wait for them at the Hobie 16 World Championship in Ft. Walton Beach, Florida.

During the awards ceremony the Class Association extended thanks to Teddy Turner, John and Claus Bush, Henry Nelson, and Andrew Meredith for helping with boat assembly and to John and Carol Hackney for supplying boat parts. They thanked Miles Wood, Hank Holley, "Little" Walter Pringle, Max, and Louie for having real inflatable days manning the chase boats for the series, and to Rusty Harley for lending his Stiletto 27 for use as the committee boat.

Michele Krcelic received special accolades for the extra amount of work she was called on to perform for this championship. Since there was no outside

Pat Porter and Laurie Robertson

Pat is a top national-level contender from Homewood, California. On Christensen and Figueroa: "Both of them seemed to be sailing a little higher than everyone else. I know Keith was travelling the main out a couple of inches and then strapping it in tight. In the last races I was either immediately in front of them or right behind them and I couldn't go any faster than them to weather even if I was footing while they were pointing. Those two were dueling it out, especially in the last race, and sailing into their own world."



sponsorship, Krcelic arranged for all meals, parties and the dozens of other tasks usually delegated to others. This was in addition to her other, already heavy, responsibilities.

Ann Sloger, Dr. George Wood, Bob Gleason, Ray Seta, and Eric Gunther were recognized for their late night efforts in serving on the protest committee. For the fun and organization on the beach, special thanks went out to Beach Captain T.L., Hannah Poteat for on-the-spot radio commentary, Inga McAllister for her sincere effort in serving up the best lunches ever to the Race Committee and support boat drivers, and to Joe and Janice Horst, Eugenie, Carolyne, and Viki for their help in serving hot dog lunches on the beach. Special recognition was given to Kit Regnery, Walter Pringle, Greg Walters, Ann Sloger, and Marla Meier of the hosting dealership, Time Out. X





Bob Poteot models the 16 Nationals T-shirt.

Scrapbook Gentle breezes, carefree days, warm water, and plenty of sun are what we

all cherish about summertime. It's also the time of year when we take to the water on our Hobies for a little racing, a little practice, or just for pleasure cruising with family and friends.

Right now the long winter nights provide the perfect chance to reminisce about the warmer sailing season. The photos here depict Hobie life as it happened in all corners of the continent last summer.

35113

MASSACHUSETTS



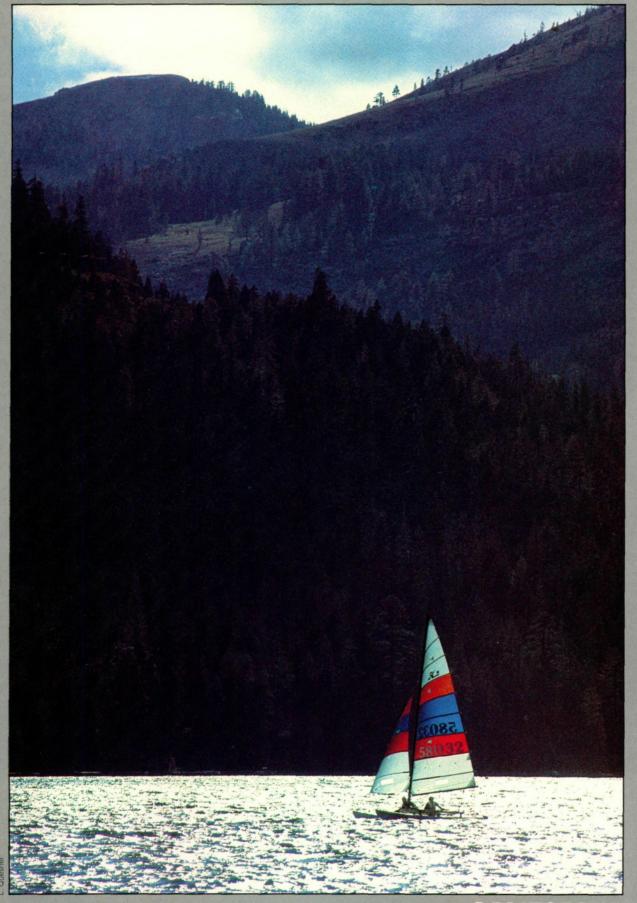
SOUTH CAROLINA

GEORGIA

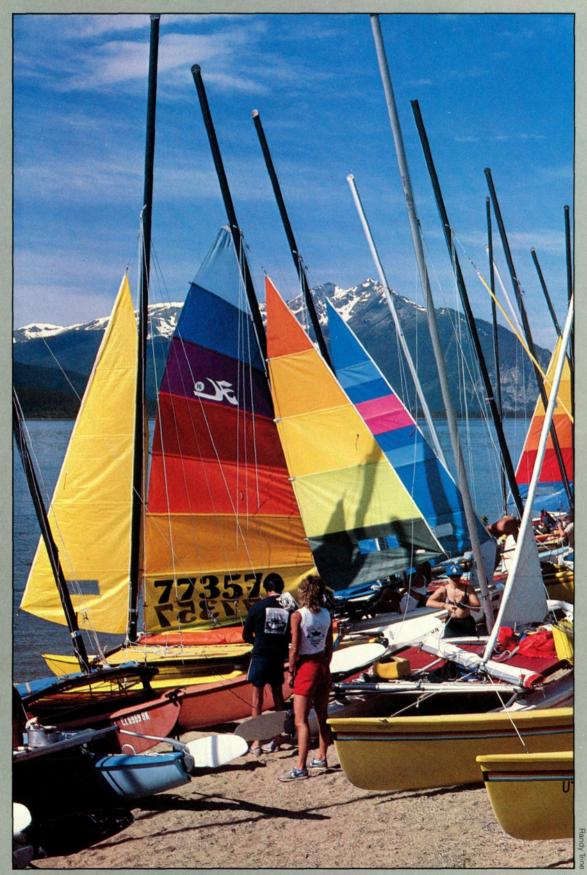




QUEBEC

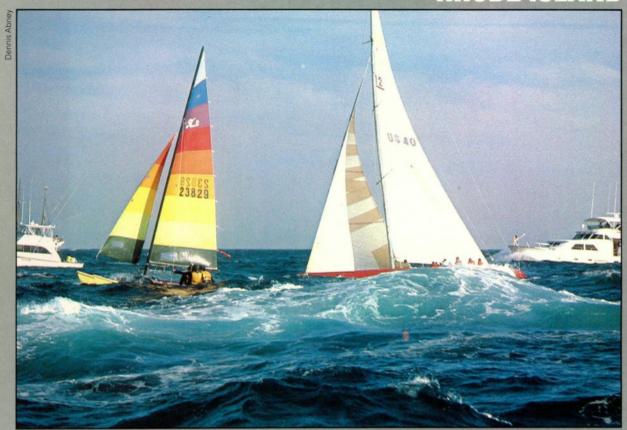


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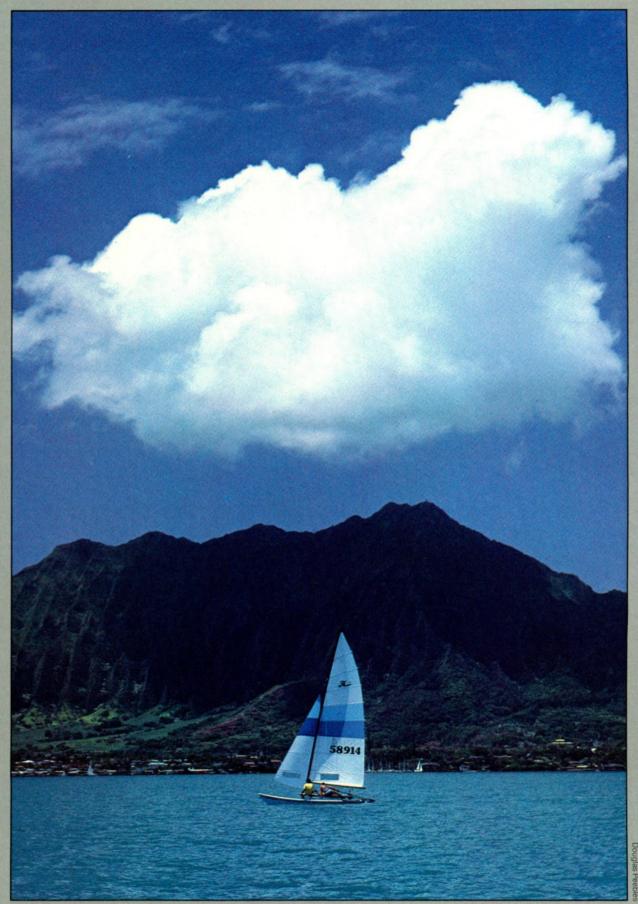
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RHODE ISLAND





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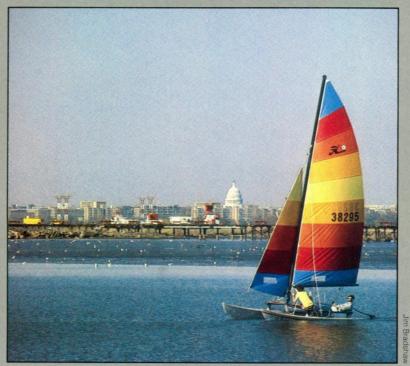
HAWAII



IOWA

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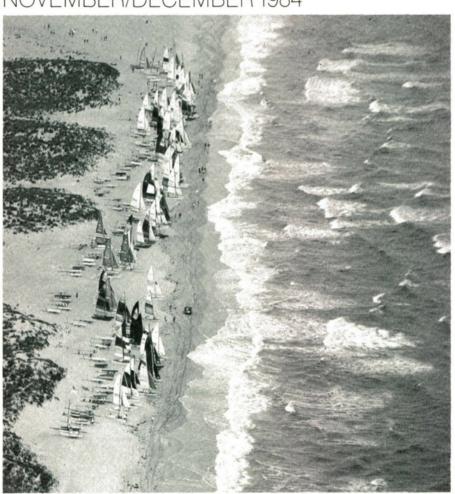
DISTRICT OF COLUMBIA

HOBIE RACING

NOVEMBER/DECEMBER 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

February 9-17, 1985 Third Hobie 18 World Championships Port MacQuarie, N.S.W., Australia H.C.A. 619/758-9100

FLEET DIRECTORY

EET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISI
1.	Bill Krull Dave Giguere	Dana Point, CA	2	106.	Debbie Metscher- Albert Aline	Steamboat Springs, CO	
3.	Charlie High	Auburn, CA Long Beach, CA	3 2	*107.	Jerry Tejchma	Papeete, Tahiti Muskegon, MI	Int
4.	Greg Brown	San Diego, CA	2	109.	Milt Dinhofer	Great Neck, NY	1
5.	Jack Bowerfind Robert Foote	Clearwater, FL Kailua, HI	8	110.	Jim Frank Richard Brew	Victoria, TX Jacksonville, FL	
7.	Richard Carroll	Pasadena, CA	2 .	+112.		Jacksonville, FL	
8.	Tommy Delesandri	Houston, TX	6	*113.	Joe Thompson	Freeport, Grand Bahamas	In
9.	Ralph H. Stallcup Larry Stayner	Lake Charles, LA	6	+114.	David & Unbahinas	Wilmakes II	
11.	John Duke	Clear Lake, IA Orlando, FL	8	*115. *116.	David A. Hutchings Ike Selig	Wilmette, IL Lakeland, FL	
12.	Cary Heefner	Decatur, GA	9	117.	Jake Taber	Grand Rapids, MI	
13. *14.	Ralph Weir Paul Ulibarri	Spokane, WA	4	118.	Chuck Raney	Tyler, TX	
15.	Bill Johnson	Seattle, WA Ventura, CA	4 2	119. 120.	Jack Knooren Robert Self	Eden, NY Panama City, FL	
916.	Ken Dawson	Big Bear Lake, CA	2	+121.	Nobell Dell	Tanama Czej, Tz	
17.	Jim Gustin	Citrus Heights, CA	3	*122.	Walter Cabral	Fortaleza, Ceara, Brazil	In
18.	John R. Medler	Ypsilanti, MI	10	123.	Dan Gallagher Dick Osmun	St. Louis, MO Bayport, NY	
20.	Mike Sowers	San Jose, CA	3	125.	Bob Haufschild	Lake Poinsett, SD	
21.	Mike Arnerich	Modesto, CA	3	126.	Tim Terrell	Chesterton, IN	
*22.	Mike Kristiansen Bill Kocsis	St. Albert, Alb., Canada Dallas, TX	14	127.	Gene Soule Mike Minerva	Vero Beach, FL San Antonio, TX	
24.	Wally Myers	Ocean City, NJ	11	*129.	William Fretz	Thunder Bay, N. Ont., Canada	
25.	Allen Bates	Tulsa, OK	14	130.	Bruce Machtaler	Penticton, B.C., Canada	
26.	Mike Millitorn Bob Bridgman	Indianapolis, IN	10	131.	Stoney Douglas	Oklahoma City, OK	
28.	Art Simms	Wichita, KS Natick, MA	14 12	132. *133.	Arthur H. Jones Rafael Mediavilla	Kalimantan Timur, Indonesia Isla Verde, Puerto Rico	In
29.	Mark Londree	Merced, CA	3	134.	Chris Rooke	Memphis, TN	
30.	Neil Brady	Riverside, CA	2	135.	Deborah Cox	Hewitt, NJ	
31.	Gil Knorr David J. Nelson	Brookfield, CT Virginia Beach, VA	12	136.	Joel Marcus	Enfield, CT	
+33.	marke o. Mulson	vargania beach, va	9	137.	Jay Sutton Eduardo Villagran	Hopatcong, NJ Guatemala, Guatemala	Ir
*34.	Scott Baker	North Palm Beach, PL	8	+139.			
35. 36.	Rick Cumby Jolena Plaut	Pensacola, PL Miami, PL	15	*140.	Richard Owen, Sr.	Levittown, PA Columbia, SC	
37.	Gary Baker	Bellingham, WA	4	*141.	Ron Woodcock Dave Resch	Louisville, KY	
+38.				143.	Ron Marcisak	Seaford, NY	
39.	Denny Sinquefield	Bradenton, FL	8	*144.	Ric Balesky	East Lansing, MI	
40.	Chris Sundberg Kenny Boudreaux	Richland, MI New Orleans, LA	10 15	145.	John Bracken Neal R. Denison, Jr.	Ft. Smith, AR	
42.	Mike Weill	Tampa, FL	8	+147.	Wedi K. Denison, Ji.	withild rails, in	
43.	Pob Giehls	Tallahassee, FL	15	**148.	John Owen	Bangkok, Thailand	In
44.	Peggy Monrodt	Ft. Lauderdale, FL Cocoa, FL	8	149.	Tom George	Blue Springs, MO	
46.	Edward LeGrand Derek Cassels-Brown		Inter.	150. 151.	Bob MacKenzie Art Clark	Orillia, Ont., Canada Decatur, IL	
47.	Steve Campbell	Cincinnati, OH	10	*152.	Bob Duncan	St. Simons Island, GA	
48.	Tom Nelson	Albuquerque, NM	5	153.	L. Kenny Duffield	Gainesville, FL	
*49.	Tom Creed Bob Kaphammer	Clear Lake, MN Loveland, CO	5	+154.		Donah Luc MT	
51.	Tom Roche	Las Vegas, NV	2	*155. 156.	Gerald D. Knierum Woody LaValle	Brooklyn, MI Casper, WY	
52.	Dan David	White Bear Lake, MN	7	+157.	noody buvalle	caspor, nr	
53.	Ernie Johnson	Isle of Palms, SC	9	158.	James V. Kelly	Springfield, IL	
54.	Bill Lippincott Al Schweizer	Baltimore, MD Baton Rouge, LA	11 15	+159.	Gail Fricke	Grand Junction, CO	
56.	Jim Adelman	Weston, CT	12	161.	Roy Underwood	Bryan, TX	
*57	Dean R. Stordahl	Los Angeles, CA	2	162.	Ray Murray	Waco, TX	
58.	Richard Seleno Louis Greisemer	Jackson, MI Springfield, MO	10	+163.		2	
60.	Tom Harper	Sandusky, OH	10	*164. *165.	Rick Harpur Ollie Fredr.	Seneca, SC Mahtomedi, MN	
61.	Walt Fite	Denver, CO	5	166.	Rick Buchanan	Oceanside, CA	
*G2.	Bob Kinnear	Clovis, CA	3	167.	Robert Covey	'akersfield, CA	
63.	Phil Trotter Don Schnorr	Norman, OK Austin, TX	14	168.	Gerald Jenkins	aid City, MI	
65.	Mark Schleckser	Shore Acres, NJ	11	+169.			
66.	Pete Wolcott	Scottsdale, AZ	2	171.	Steve Amador	Ann Arbor, MI	
67. +68.	Mary Tuckett	Salt Lake City, UT	5	172.	Brian Price	Ganonoque, Ont., Canada	
+69.				+173.			
70.	D. A. Rogers	Ocean Springs, MS	15	175.	Steve Dixon	Mt. Gilead, NC	
71.	Lenny Carey	Key West, FL	8	176.	Ed Ogden	Mohnton, PA	
72. 73.	Ken Marshack Bill Hiller	Portland, OR Northfield, NJ	4 11	177. *178.	Grey Ganz Lynn Stone	Hitchcock, TX Fort Walton Beach, FL	
+74.				*178.	Gorden Leilson	Hong Kong	Ir
75.	Jim Holst	Tamuning, Guam	Inter.	180.	Berry Bernbaum	Woodland Hills, CA	
76. *77.	Lee McDonald John Wright	Fairhope, AL Vail Lake, CA	15	+181.	Tom Baldans	Kingshill St Crair Hour	
+78.	- July He kight			182. 183.	Tom Baldauf Gary Francis	Kingshill, St. Croix, USVI Whitby, Ont., Canada	
*79.	Dick Wass	Pago Pago, American Samoa	Inter.	184.	Stephen Treadwell	Milton, VT	
80. +81.	Judd Dando, Jr.	Daytona, PL	8	+185.			
82.	Jim Terpstra	Guelph, Ont., Canada	10	186. 187.	Stanley Pastore Denis Renaud	Norwalk, CT Montreal, Quebec, Canada	
83.	Bob Curtis	Rock Hill, SC	9	183.	Mike McGinnis	Tampa, FL	
84.	Don Baldwin	Des Moines, IA	7	*189.	Bill Sakovich	CHRB, Saipan, C.M., Guam	Ir
85. 86.	Dick Armstrong Jim Hoag	Columbus, OH Elmira, NY	16	190. 191.	Warren Kaplan	Linwood, NJ Greensboro, NC	
87.	Jane Kennedy	San Rafael, CA	3	192.	Buck Newsome Rod Phipps	Omaha, NE	
*88.	Bill Pawlowski	Lake Havasu City, AZ	2	193.	Gary Nichols	Eugene, OR	
89. 90.	Mike Griffee	Mishawaka, IN Winnipeg, Man., Canada	10	194.	Mark Fierner	Vallejo, CA	
91.	Mikel Magnusson David Cregar	Fort Worth, TX	14	195. 196.	Rick Parsons Bill Davenport	Richland, WA Rockville, MD	
92.	David Crégar Mike O'Connell	Charlotte, NC	9	197.	Sally O'Rourke	Rockport, MA Rapid City, SD	
93.	Bill Groves	Lafayette, LA	15	198.	Charlie Ellis	Rapid City, SD	
+94.	Mike Stewart	Bothell, WA	4	*199.	Michael Adorjan	Murphysboro, IL	
+96.	December	and all the state of the state		*200. 201.	Barry W. Barnes Mark Wittrup	Norfel , VA Pueblo, CO	
97.	Terry A. Hanchey	Henderson, NC	9	202.	Douglas Schmidt	Gladstone, MI	
98.	Lamont George	Clear Lake, Man., Canada	7	203.	Scott Dacus	Reno, NV	
99.	Billy Dominy Ray Vallecillo	Corpus Christi, TX Salterpath, NC	9	204.	Marty Hallock	Brewerton, NY Clearlake, CA	
101.	Richard Johnson	Wilmington, NC	9	205.	Susan Farris	Citaliane, CA	
102.	Jibber Terheggen	South Padre Island, TX	6	+200.			
	Mac Hasvold	Sioux Falls, SD	7		Drake Barber	Fairfield, CT	
103.	1860 11601020			208.	Rick Bolduc	Amesbury, MA (located in NH a	Jack

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210. +211.	Roger Bristol	Olivet, MI	10	337. 338.	Rene Bos Serge LeCouteur	Zandvoort Nord, Holland Cap d'Agde, France	Europe Europe
+212.				339. 340.		Montpellier, France La Rochelle, France	Europe
214. 215.	Greg Knight Tom Newport	Vancouver, B.C., Canada Cedar Rapids, IA	4 7	341. 342.	Werner Wittwer Don Findlay	Morges, Switzerland Stafford, England	Europe
216. 217.	Jack Keldenich	Marion, IN	10	343. 344.	Bram Van Straalen	'S-Gravezande, Holland	Europe
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*225. 226.	Scott Rankin Steven L. Tubbs	Mattoon, IL Anchorage, AK	10	352. 353.	Michael Schwindt Dirk Jan Kann	Wiesensee, Germany Gooimeer, Holland	Europe Europe
227.	Peter DeHueck	Pierre, SD	7	354. 355.	Georges Daniele	Marseille, France	Europe
229.	Joe McKeag Patrick Babiaiz	Erie, PA Remsen, NY	16 16	356.	Robert Rives Wolfgang Listl	Toulouse, France Nurnberg, Germany	Europe
+230. 231.	Rich McNeill	Gray, ME	12	357. 358.	Christopher Maguin Maurizio Juris	Dunkerque, France Venice, Italy	Europe
232. **233.	Glenn Fontenot	Beaumont, TX Mazatlan, Mexico	Inter.	359. 360.	Domenico De Toro Reiner Seelen	Rome, Italy Sonsbeck, Germany	Europe
*234. 235.	Cheryl Stone Scott Levanway	Millville, NJ Jackson, MS	11	361. 362.	Freidhelm Weller Stefan Griesmeyer	Bunde, Germany Bavaria, West Germany	Europe Europe
+236. 237.	Rob Miller	Sarnia, Ont., Çanada	10	400.	Stuart Ravary Jay Terrell	Toledo, OH Shreveport, LA	10
238.	Ron Heiss Doug Keller	Mayfield, NY Akron, OH	16 10	*402.	Charles F. Cronheim Jim Trask	Lagos, Nigeria Lynn, MA	Inter.
240. 241.	Rich Grewohl David Nigus			404.	Douglas Meyer	Angola, NY	12 16
*242.	Rick Sullivan	Bolder Creek, CA North Little Rock, AR Saskatoon, Sask., Canada Grand Island, NY	4	+406.	Andy Thompson	Boroko, Papua, New Guinea	Inter.
*243.	Jane Loquasto Charles G. Power	Myrtle Beach, SC	9	407.	Ed Teske	Humble, TX	6
*245. 246.	Jon Edblom William Kingston	Durango, CO Grand Rapids, MN	5 7	+409.			
247.	John Harden Terry Brown	Grand Rapids, MN Rondeau Bay, Ont., Canada Union Lake, MI	10	411. *412.	Ken Farrar John Pearman	Dubai, United Arab Emirates Jeddah, Saudi Arabia	Inter.
249. 250.	John Bolt John W. Sullivan	Sandy Hook, NJ	11	*413. *414.	Wayne Fischer Bill Petraitis	Green Bay, WI Conneaut Lake, PA	7
*251. 252.	Tom Neiswonger Noel Kilner	Lawton, OK Suva, Fiji	14 Inter.	*415. 416.	Jahn Koedt Craig Moore	Tali Beach, Philippines Hatfield, PA	Inter.
*253. 254.	Brian Dunloy Robb Naylor	Suva, Fiji Dhahran, Saudi Arabia Bemidji, MN	Inter.	417.	Bill Gill	Amherst, N.S., Canada	11
*255.	Samuel Applegate	New Albany, IN	10	419.	Bill Slusser	Peoria, IL	10
256. 257.	Tim Goslin Phillip M. McRoy	Grand Island, NY Washington, NC	16 9	+420. 421.	Ricardo Rovira	Calafell, Spain	Inter.
+258.	Bill Gerblick	Arroyo Grande, CA	3	422.	Alvarez Del Manzano Joan Nuviola	Vilafortuny, Spain Castelldefels, Spain	Inter. Inter.
260. 261.	Charles A. Benner Robert Woodward	Jensen Beach, FL Victoria, B.C., Canada	8	424.	Esteve Pujula Felipe Bellini	Rosas, Spain Port Pollensa, Spain	Inter. Inter
+262. 263.	Ron Rubadeau		4	426. +427.	Ramon Pino	Puebla Farnals, Spain	Inter.
+264.	1011 11001000			428. 429.	Pedro Garcia Antonio Munoz	Sanlucar de BDA, Spain Calas De Guisando, Spain	Inter. Inter.
+266. 267.	Hal Savage	Philadelphia, PA	11	430.	Antonio Oriol	Sotogrande SV, Spain	Inter.
268.	Sam Smith	Lubbock, TX	14	431.	Jose Ignacio Asensi Tim Wohrle	Madrid, Spain Ponca City, OK	Inter.
+269.				+433.	Don Campbell	Lake Arrowhead, CA	2
271. +272.	Bill Pagels	Newark, DE	11	435. *436.	Steve Fangio Mike Cooper	Amarillo, TX Mammoth Lakes, CA	14
273. 274.	Tom Burrows Peter Capotosto	Florissant, MO Manila, Philippines	7 Inter.	437. 438.	Don Estapa Age deVries	Asheville, NC Manama, Bahrain	9 Inter.
+275. 276.	Ken Mette	Roseville, MI	10	439.	J. Thomas Lang, Jr. John Friesz	Mamaroneck, NY Hampton, VA	12
277.	Stan Muse Lionel Conacher	Birmingham, AL	15 16	441.	Chris W. Walker Tomas Irizarry	Burlington, Ont., Canada Mayaguez, Puerto Rico	16 13
*279. 280.	Larry Van Tuyl Jim Stevenson	Ann Arbor, MI Stockton, CA	10	443.	Doug Ackroyd John David Morris	Town Bank, NJ Spicer, MN	11
281. *282.	Len Chesmore Scott Brubaker	Santa Rosa, CA Birmingham, MI	3	445. 446.	Pete Mulligan Kevin Morrison	Geneva. OH	10
283. *284.	Ann Galluzzo Robert L. Ryan	Springfield, OH	10	447.	Hunter Fry	Calgary, Alb., Canada Fox Lake, IL	10
** 285.	G. J. deVries	West Liberty, OH Curacao, Netherlands, Antilles		448. 449.	Joe Boulay A.J. Pope	Pawtucket, RI Pinnellas Park, FL	12
+286. *287.	Jim A. Brisbois, Jr.		10	450. 451.	Walter Goodell Larry Howard	Whitmore Lake, MI Klamath Palls, OR	10
288. 289.	Dennis Henderson Carlos Aguilo E.	Marquette, MI Santo Domingo, Dominican Repub.		452. *453.	Frank Brearley Paul Pocock	Barnegot Bay, NJ Quesnal, B.C., Canada	11 7 7
290.	Sue Davis James R. Brewer	Union Hall, VA Yankton, SD	9 7	*454. +455.	Mark Tryggestad	Amery, WI	7
*292. *293.	Al Balazovic Dave Chick	Traverse City, MI Bathurst, N.B., Canada	10	+456. 457.	Vaughn Costa	Brownwood, TX	14
294. 295.	Joe Short Don Camelon	Savannah, GA Rochester, NY	9	458. 459.	Luis Lerdo de Tejada Salvador Barrachina	Mares, Spain	Inter. Inter.
+296. 297.	Rod Schamle	Emporia. KS	7	460. 461.	Carlos Hernandez Raul Moreira	Sevilla, Spain Portugal	Inter. Inter.
*298. 299.	Dave Milne Larry Armstrong	Ottawa, Ont., Canada Fredericton, N.B., Canada	16 12	+462. 463.	Fred Jodts	Titusville, FL	8
300.	Jay Vestal	Westerville, OH	10	+464. 465.	C. Everett Thompson		9
301.	Manfred Dangel Sandro Michelangeli	Munich, Germany	Europe	466. +467.	Diane Charles	Pymatuming, PA	11
303.	Alain Saurat	St. Malo, France	Europe Europe	468.	Boyd Bass	McAlester, OK	14
304. 305. 306.	Ruud Visser Bram Lussenburg	Zandvoort, Holland Hoek v., Holland Katwijk, Holland	Europe	*469. 470.	Poncho Limon Ginny Draeger	San Felipe, Mexico Whitefish, MT	Inter.
307.			Europe	471. 472.	Claus C. Nimb Scott J. Schuppe	Christchurch, New Zealand Madison, WI	Inter.
309.	Guy Pasquier	Egmond, Holland Toulon, France	Europe Europe	473. 474.	David Buckingham	Niantic, CT Spirit Lake, IA	12
	M. Harrin	Nantes, France	Europe Europe	*475. *475.	Scott Russell Jim Murray	Storm Lake, IA Leesburg, IN	7
312. 313.	Jean-Pierre Foucauld Marc Gatier		Europe	477.	Neal D. Houx	Tahoe City, CA Walker, MN	3 7
314. 315.	Helmut Jakobowitz	Vienna, Aus [*] ria	Europe	*479.	Mike Stevens Gary Doty	Kahului, Maui, HI Cordorva, IL	7
316.	Martin Schuitema	Wassenaar, Holland Hamburg, Germany	Europe Europe	481. 482.		New Lisbon, WI Puget Sound, WA	7
318. 319.	Michael Rust Heiner Knopp	Bremen, Germany Krefeld, Germany	Europe Europe	483.	Miquel Soldevila Laird R. Jones	Benidorm, Spain Montgomery, AL	Inter.
320.	Claude LeRoux		Europe Europe Europe	485.	Jane Brown	Elkhart, IN	20
	Helmar Haubi	Lacanau, France Zurich, Switzerland Plymouth, England	Europe Europe	486. *487. *483.	Geoffrey Monsen	Abilene, TX Seria, Brunei	14 Inter.
324.	Joseph Perrissaquet	Ban Saint Martin, France	Europe	489.	Randy Reimann	Pewaukee Lake, WI Two Rivers & Manitowoc, WI	7
	Rinus Van de Haak Osten Nilsson	Noordwijk, Holland Hollviksnas, Sweden	Europe	*490. *491.	Will Pulsford	Edo. Mueva Esparta, Venezuela Trinidad, West Indies	Inter. Inter.
327.	Jurgen Klein Pierre Molia	Mannheim, Germany Biarritz, France	Europe	492. *493.	Jose L. Marti Mike Rea	Singapore, Republic of Singapor Muscat, Gulf of Oman	e Inter. Inter.
329.	Walter Steiner Erik Nienstaedt	St. Gallen, Switzerland Copenhagen, Denmark	Europe	*494. 495.	John W. Ingham	Doha, Qatar, Arabian Gulf Longview, TX	Inter.
331.		Milan, Italy Pisa, Italy	Europe	496. 497.	Nick Kalergis	Seabrook, NH Trenton, Ont., Canada	12
333.	Fred Paasch Peter Jannack	Alsen, Denmark Hamburg, Germany	Europe Europe	*498.	Masahiko Ozeki	Kanagawaken 250, Japan Saitama-ken 350, Japan	Inter. Inter.
335.	Friedrich Schiebel	Vienna, Austria Graz, Austria	Europe Europe	*500. *501.	Russ Trowbridge	Libreville, Gabon	Inter. Inter. Inter.
330.	DEADLI MANGLAN	and the same of th		301.	Aijiro Hirayma	Tokyo, Japan	inter.

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*502. *503. 504. 505. 506. *507. 508. *509. 510. *511.	Fred Sponsel John Small Skip Marsh Henry Kazmier Craig Findlay Masami Kozuge Paul Ricketts T. Marc Dickenson Dennis Patterson Chris Loat Graham Webby	Brigantin, NJ Athens, Greece Cadillac, MI Ogden Dunes, IN Caringbah, NSW, Australia Kanagawa Prefecture, Japan N. Myrtle Beach, SC Malvern, AR El Dorado, KS Abudhabi, UAE Welington, New Zealand	11 Inter. 10 10 Inter. Inter. 14 14 Inter. Inter.	9513. 9514. 9515. 2516. 9517. 9518. 519. 9520 8521 9522. 9523		Germany Tucson, AZ Excelsior, MN Pohiok Bay, VA Turkey Point, Ont., Canada Cheung Chau, Hong Kong Portage, MI Hartsville, SC Valdosta, GA South Haven, MI Rounoke Rapids, NC	Inter. 2 7 11 16 Inter. 10 9 8 10 9

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 2

November	3 - 4	Arizona 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 Fleet #3	Jim Howard 213/434-9640

DIVISION 3

November 3 - 4	Turkey Regatta (1985 Points)	Dave Dunham
	Monterey, CA Fleet #222	408/394-2150

DIVISION 8

November 11	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
November 17 - 18	Points Regatta Lakeland, FL Fleet #116	Key Cozart 813/967-7747
November 23 - 25	Keys Cat Challenge, Smathers Beach Keywest, FL Fleet #71	Joan Gregory 305/294-2696
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 13

November 11	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
November 26	Elections of 1985 Officers/ Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
December 16	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010

DIVISION 14

November	Fleet Elections Wichita Falls, TX Fleet #146	Neal R. Denison 817/691-4166
November 3	3rd Fall Fleet Race Norman, OK Fleet #63	Phil Trotter 405/329-8337
November 17	Annual Fleet Banquet & Elections Norman, OK Fleet #63	Phil Trotter 405/329-8337
December	Fleet Trip to South Africa Wichita Falls, TX Fleet #146	Neal R. Denison 817/691-4166

DIVISION 15

November 10 -	Turkey Trot Poker Regatta Tallahassee, FL Fleet #43	Jacque Myers 904/877-2467

DIVISION 16

November	Annual General Meeting Orillia, Ont., Canada	Bob MacKenzie 705/326-5454
December	End of Season Dinner Orillia, Ont., Canada	Bob MacKenzie 705/326-5454

INTERNATIONAL

MANAMA, I	BAHRAIN				
November	2	Hobie 16 Club Championship Race 1 Manama, Bahrian Fleet #438	Age J. 693862	de	Vries
November	8	Moonlight Regatta Manama, Bahrian Fleet #438	Age J. 693862	de	Vries
November	9	Hobie 16 Club Championship Race 3 Manama, Bahrian Fleet #438	Age J. 693862	de	Vries

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November 16	Four Seasons Series III Race 1 Manama, Bahrian Fleet #438	Age J. de Vries 693862
November 23	Four Season Series II Race 3 Manama, Bahrian Fleet #438	Age J. de Vries 693862
November 30	Hobie 16 Club Championship Race 5 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 5	Hobie 16 Club Championship Race 7 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 7	Hobie 16 Club Championship Race 7 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 14	Personal Handicap Race 1 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 16	National Day Race 1 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 21	Personal Handicap Race 3 Manama, Bahrian Fleet #438	Age J. de Vries 693862
December 28	Christmas Pudding Race 1 Manama, Bahrian Fleet #438	Age J. de Vries 693862
CLUB DOMINICANO		
Noviembre 10/11	IX Regata Andres, Boca Chica Fleet #289	Carlos Aguilo
Diciembre 7	Entrega de Premios Anuales Cena Tradicional Fleet #289	Polly de Aguilo
EUROPEAN CLASS AS	SOCIATION	
November 1 - 4	Trofeo Algarve	Juan Nuviola Camps
	Vilamoura, Spain	03/237-63.91
November 1	Hobie Regatta Frejus, France	Joel Escarret 56/58 58 61
November 11	Grand Prix Armistice Maubuisson, France	Joe Escarret 56/ 58 58 61
November 17 - 18	Essener Eispokal Baldeneysee, Germany	Ernst Bartling 0221/ 43 86 04
GUAM		
November 4	Turkey Day Tune-ups Tamuning, Guam Fleet #75	
November 24 - 25	Turkey Day Regatta Tamuning, Guam Fleet #75	
February 16 - 18 1985	Laguna Regatta Tamuning, Guam Fleet #75	
HONG KONG		
November 11	2nd Round Hong Kong Island Race Hong Kong Fleet #179	Gorden Leilson 0-296161
NEW ZEALAND		
November 9 - 11	N.Z. S. Padre Island Hobie Cat Christchurch 1, New Zealand, Fl#471	Claus C. Nimb 03/556-555B.H.65-183
February 23 -24	Third Annual Akaroa Hobie Classic Christchurch 1, New Zealand Fl #471	
March 2 - 3	Canterbury Hobie Cat Championship Christchurch 1, New Zealand, Fl#471	Claus C. Nimb 03/556-555B.H.65-183
April 6 - 7	Hobie Easter Meeting Christchurch 1, New Zealand, F1#471	Claus C. Nimb 03/556-555B.H.65-183



DANGER

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

FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 3

Roaring Twenties Regatta Fleet 20, Division 3 San Jose, California

The Fleet 20 1984 calendar was crammed full of fun sails, pot luck dinners and points regattas. However, the highlight was our annual "Roaring Twenties" Regatta held at Coyote Point on San Francisco Bay near the San Francisco International Airport. The regatta could just as well be called the Roaring 30's or 40's as the wind usually blows with great gusto at Coyote Point.

The 1984 version of the regatta held true to form as the wind blew at 15-25 knots for the majority of the time we were racing. The airliners landing at the airport crossed "A" mark at about 300 feet but didn't seem to bother the 87 skippers as they raced around the course. This regatta was also considered the Division 3 Championship making the winners in each fleet pre-qualified for the national championships. We had the largest turnout of Hobie 18's ever for this regatta due to the fact that the Hobie 18 Nationals will be held nearby at Aquatic Park in San Francisco. September 23-29, 1984.

Our committee boat, a 40 foot sailboat, was skippered by Captain Exline Brown, of the Coyote Point Yacht Club, who managed to survive all the Hobies sailing by his beautiful boat at such high speed.
Brownie's opinion of Hobie Cats? "All go and no control." It did seem that the bouy protecting the stern of Brownie's boat got further away as the weekend progressed.

After two days of hard sailing, Commodore Mike Sowers and Vice Commodore Bob Eustace presented trophies to the winning skippers and crews. Dave Clacher, of Santa Rosa, sailed to an impressive victory in the 18A fleet by winning four out of six races. Mike Harr, of McKinleyville, won four out of five races to capture the first place position in the 18B fleet. A fine performance and "Welcome to A fleet." Keith Christensen, of Long Beach, came up north and took home the first place trophy for the 16A group. There was a close battle for the second place trophy with Geoff Walsh, of Beverly Hills, edging out Fleet 20's John Poncin, of Sunnyvale, by 1/4 point. Doug Littlefield, of Sun-

nyvale, took home the 16B trophy by finishing first in three of five races and it looks like he will also be "enjoying" A fleet. Lyman Young, of Albany, edged out John Cooper, of Foster City, to pick up the 16C first place trophy. Lyman won the last race to sneak by John with 1/4 point to spare. The 18 Magnum trophy was won by Gordon Buck of Redding and the 14 Turbo trophy was won by Jack Hill of San Jose. Despite three seconds and one first place finish, Jim Tantillo, of San Jose, was edged out of the Hobie 14 first place trophy by Wayne Mooneyham, of San Jose. Wayne won three out of five races on his first attempt at sailing the 14 in a regatta. Wayne's Hobie 16 might be feeling a little insecure about this

Special thanks to the Coyote Point Yacht Club and Exline Brown for the committee boat and the use of the club facilities and to the San Mateo County Park Department for use of the fine facilities at Coyote Point County Park.

Special awards were given to several members of our fleet in recognition of their support of Fleet 20 activities. Lynette, Bruce and John Poncin, our local Hobie dealers, and Ron and Sue Fikes, editors of the Fleet 20 Newsletter, were presented with awards by Vice Commodore Bob Eustace.

After a few more potluck dinners and fun sails, we will hold our annual "Railroad Regatta", the selection, election, and appointing of the fleet officers for the coming year. Some of our fleet members should, as the song says, "Hear the train a comin."

Congratulations to Fleet 20 members, Brian Boshma and Ed Reese, on their election as Commodore and Vice Commodore of Division 3.

Clear Lake Regatta

Fleet 205, Division 3 Clearlake, California April 28-29, 1984 by Dorsey Farris

The sun poked its nose over the eastern hills and spread its rays over a serene Clearlake, California. A paper boy sped along his route spreading the words, "The Cats Are Back," And sure enough, thirty Hobies sat on Austins Beach warming themselves in the morning sun. As

the day wore on, they would be joined by 60 more to create a scene of color and excitement not witnessed since last year's regatta. By the 10:00 a.m. skipper's meeting, the 93 Hobies were trimmed in their finest colors waiting for the wind to stir their jibs and ripple their beautiful mains.

At 12:00 noon came the call "all racers off the beach." The spectators watched in awe as the Hobies moved off the beach onto the water and spread like a multi-colored carpet across Clearlake. Race committee chairman, Wyatt Mathews, had promised three races, maybe four for the day. The first race got off in 10 to 12 m.p.h. wind. By the third race, white caps had appeared and double traps were the order.

The day's racing was over, it was now time for the party to get started. Dinner was served at Wiseda's Resort. After dinner it was time to boogie, and boogie we did, until the early morning hour.

Sunday dawned cool and windy. The white caps on the lake lead to the expectation of another great day of racing. The first two races for the day would get off at 11:30 a.m. in 10-12 m.p.h. winds. Sunday's racing would end in 15-17 m.p.h. winds with the chase boats standing by as a few boats righted themselves.

Trophy presentation brought some surprises. When the scoring was complete, it showed that the most senior sailor, Bob Eustace, 14 Turbo; the only all women team, Sandy Farris and Susan Farris, 16C; and the youngest team (sailing their first point regatta), Eric Farris, 12 and crew Michelle Cunningham, 15, 16 novice would walk away with trophies. There would be more trophies and gift certificates from Bay Winds of Vallejo and two cases of wine from the Lower Lake Winery.

By 8:00 p.m. the last Hobie rattled down Lakeshore Drive on its way out of Clearlake. It would be another year before the quiet would be broken by, "all racers off the beach," "coming up, coming up," "bring it up", "give me room", "starboard, starboard."

DIVISION 4

The Great Montana Luau Points Regatta Fleet 470, Division 4

Flathead Lake, Montana August 18 & 19, 1984 By Barbara Skarstedt

Naturally inviting . . . that's what the slogan on the Montana Magazine reads. And how true it is. The weekend of August 18-19 proved to be a naturally inviting weekend as Fleet 470 held their 2nd Annual Great Montana Luau Points Regatta in Big Arm Bay, Flathead Lake.

Flathead Lake is the largest freshwater lake west of the Mississippi. It is known for its great wind and large swells. Yacht clubs and marinas dot the shoreline all around its perimeter. Everything from dinghys to Hobie 33's can be seen making their way through the challenging swells and sometimes gusty, sometimes constant winds the Flathead yields. Big Arm Bay, located on the southwestern end of the lake, is a lake in itself. It is isolated from the rest of the lake by Wild Horse Island, much like a bay adjoining an ocean. Wind in the bay is ultimately different from the rest of the lake, which at times is a handicap and at times, an asset,

The bay's wind proved to be a little of both for the 39 Hobies who dared to float its waters. Saturday's racing was shifty and light, perplexing the novice and enticing the expert. Of three races held during the day, the last one came forth with gusts up to 20 mph, caused by the huge thunderheads rolling over the terrain. Lightning could be seen slashing at the ground in the hills beyond which caused great concern among all. Fortunately, nobody was injured, but tales of past experiences with hair standing up on end were passed about the shore as boat by boat came in for the

Śaturday night was an event in itself, as over 100 hungry sailors and their friends gorged themselves on The Buckboard Saloon's barbecue ribs, coleslaw, rolls and butter, salad and a huge cake with the Hobie insignia iced on top. Fun Beverage provided kegs of Killian's Red and for everyone's enjoyment, the Wonder's of the Invisible World Band filled the Big Sky with a heraldry while a few Canadian and Montana teams kicked up dust.

Sunday morning the winds had shifted from the north to the south, constantly building until they reached blusterous

speeds of 20-30 mph. The novice sailors smiled hesitantly while the water's appearance changed from a light blue to dark and back again. They might be new to the game, but they knew what those dark spots meant. Never-the-less, all boats came away from the shore to experience a hairraising day on Big Arm Bay. Double-trapping Hobies could be seen scurrying around the Hobie 33 committee boat, provided by Quiet World Sailboats of Kalispell, awaiting the raising of their course card. Race Committee Chairman, Lowry Chamberlain, had promised three races and three were executed with the third just in time as the wind died down to a Iull of zero to five mph. Approximately four hours were spent on the water on Sunday and, had the wind continued, five or six hours would have been enjoyed by all.

While everyone broke down their boats with the spectacular Montana skyline as a backdrop, the race committee tallied the results and prepared the beautiful bronze trophies. provided by Quiet World Sailboats of Kalispell, for presentation. Again this year, the bronze went home with grinning sailors from all across the Great Northwest, including Washington, Idaho, Montana, Wyoming, British Columbia, and Alberta. Other participants did not go away empty handed either, as many giveaways were gladly received by those whose names were drawn at random

Fleet 470 was congratulated on another successful regatta and everyone seemed anxious to return again to "the little bay in the mountains" again next year. Much of this Fleet's success in planning and carrying out such a great regatta is due to the never-ending energy of the Fleet's commodore, Ginny Draeger, who, because of medical complications, was unable to attend. She received a huge round of applause that we hope she heard at home, some 60 miles away. Thanks Ginny! We couldn't have done it without you and really look forward to having you around next year! Happy Sailing!

DIVISION 7

Hulls Angels Regatta Fleet 149, Division 7 Lawrence, Kansas July 21-22, 1984

Eight months after "The Day After" the ravaged banks of Lake Perry near Lawrence came alive again for the Third Hulls Angels National Points Regatta July 21-22.

Skippers and crews on 75 Hobies endured the scorching July blast and fierce competition for survival in Division 7 standings. The event drew boats from across Kansas, Missouri, Iowa, Nebraska, and as far away as Illinois, pitting some of the best sailors from the southern edge of the division against their counterparts from the North

The weekend's sailing got off to a good start with a steadily building wind throughout Saturday's four races.

The evening meal of Kansas City strips, baked potato, corn, and ice cream was prepared and served on the beach by host Fleet #149. Seven kegs of Michelob kept thirsts to a minimum and kept nearly everyone in a party mood.

In the darkness, sailors found refuge and refreshment on the beach, under the stars, and at The Blue Fin Club where everyone was invited to "Chum On In". The club's entertainment included a video extravaganza which concluded with the feature film "Jaws".

For those who thought it was still safe to go back in the water, the races continued Sunday. It was not to be a day of rest. Two endurance races concluded the regatta schedule, followed by the finale - trophy presentations and many giveaways.

Taking home the first place trophies were: Rex Bristow (18A), Gordon Preller (16A), Carl Votaw (14), Tom Buxton (14T), Tom Burrows (18B), Bob Bridgman (16B), and Bill Wiseman (16C).

A special thanks to the many participants who traveled some pretty good distances to get to the Hull's Angels; Fleet #149 hopes you will "Chum On Back" to Lake Perry next year and bring your friends along.

DIVISION 8

Anna Maria Points Regatta Fleet 39, Division 8 Bradenton Beach, Florida by Lisa Pryor

Light winds and sunny weather tempered this year's Anna Maria Points Regatta on Bradenton Beach. One hundred five boats showed up for this west coast event on the

Gulf of Mexico. Beach crews worked hard to mark off the entire area, and prepare for launching onto the beach. It's hard to steer around the seasonal storms that are famous in Florida, but mother nature was too busy watching us! Both days were clear with onshore storms in the late afternoon. But we'll get to that later. Registration was well underway as the largest carton of orange juice that I've ever seen was inflated on the beach. Talk about seeing hallucinations on the water! Boats were quickly moved surfside (minus the surf), by beach crews and vehicles donated by Cycle Marine. About noon, the presentation got rolling with an appreciation to sponsors, including one to the Mayor of Bradenton who was on hand to observe his first Hobie regatta.

First race was slated for 1:15, and everyone was set and ready to go. Somewhat slowly. we all floated on out there, and proceeded to wait for the start. Race Committee on B course was plagued with course changes between races as the afternoon sea breeze began to fill in. But there was plenty of Tropicana fruit juice to help out, and the water was just the right temperature. A total of two races were held on B course with an abandoned race because of an onshore storm. I'm sure that Graceanne Keysor and Kelly Bowerfind had some fun as race committee just watching the starts in 16C. I did but I was one of them! "A" course had a somewhat more exciting time with the special challenge of a moving start/ finish line. I knew that A course was supposed to be more difficult, but really! That, and a course change after the blue flag kept everything on the verge of insanity. Three races were run on Saturday with only one protest brought about because of the finish line. There was only one boat with damage, and it de-masted on A course. It's amazing that more boats weren't damaged on B course, namely the C group. I've never had someone place their boat broadside in front of me after rounding a mark and hitting me from the side first. Didn't think I'd get out of that one alive! Results showed pretty consistent racers on B course, and most of A except for 16A that brought out some dramatic place changes by Sunday. All in all,

there were 30 boats in 16A, and they were all ready to start the race early!

Saturday evening was quite a bit more casual as everyone arrived at local Trader Jack's Restaurant for a buffet of Beef. Chicken, and Seafood, Early on, we all concentrated hard on the keas of beer outside, and the stories began. After dinner. Vice Commodore Rick Hohenhausen presented some door prizes with some help from Fleet 42's Rick Sheppard. Then everyone put on their dancin' shoes to the sounds of the Royal Shaft. Those who don't have the rhythm could be found swimming in their clothes, playing a game called regatta, or just relaxing.

Sunday was another great day as skipper's meeting started at 10:30 and everyone sailed out for an 11:30 start. For those lucky enough, sea turtles were numerous, as were a few dolphins. Bob Warringer & Sue Barnes of the Race Committee on A held their ground (and their marks) on Sunday for one race, while B course ran two before a big black cloud started to threaten onshore. Once the horns were sounded. a hundred and five boats all headed for shore. An hour later. every boat was taken down, and on trailers. Everyone was fantastic and helped each other take down. Of course, I'm sure that the black clouds, thunder, and increasing winds all played a part. Then it was back to Trader Jack's for more BEER! Shelter was found under roofs, raincoats, and even in some garbage bags. Look out Michael Jackson!

With only two protests lodged, (must be a new record) the results were tallied, and were presented inside the restaurant by Commodore Denny Singuefield. Newcomer Fleet 169's Mike Dawson made his way to 16A with 21/4 points, and everyone cheered for a growing Fleet 80. The go-fast trophy was awarded to Fleet 5 of Clearwater and Commodore Jack Bowerfind credited a strong Division 8! Thanks to everyone who came to this, our most successful regatta ever. and thanks to all of our sponsors: The Island Bank as major sponsor who displayed the Hobie 14 in front of the bank with a specially painted sail. Hawaiian Tropic, whose shirts were the talk of our island. The beverages were provided by Tropicana, along with the blow-

50 / HOBIE HOTLINE

up carton. Cycle Marine lent beach wheels, vehicles, scoring, and gofer boats. The Anna Maria Chamber of Commerce and Linda Duytschaver, the Planning and Zoning Committe of Bradenton, Mayor Connick, and the Police Department all helped a lot. Thanks to Channel 40, the Islander, and the Bradenton Herald. See you next year!!

Division 8 Championships Fleet 80, Division 8 Daytona Beach, Florida August 11–12, 1984 by Simon Fluger

At 11:00 AM, August 11, Judd Dando, Commodore of Fleet 80, strode to the microphone and surveyed the scene: 180 Hobies on the beach, hundreds of sailors milling around on the pool deck below, the tempermental Atlantic subdued today, the ripples barely disturbing the beach sand. Further out to sea, the two race courses were set up, and it looked as though somebody had placed large orange balls on a blank sheet of paper. The two committee boats which were donated by our major sponsor, Hawaiian Tropic, were on station including "Cyrano," William Buckley's old boat. What a sight. Judd wondered what the fates had in store for the sailors below and his race committee.

As so often happens, there was a little bit of everything. The winds varied from double trap to dead calm, steady breezes to massive oscillations. Thunderstorms also plaqued both days, but rapid work by the race committees in working in quick races on "B" course and shortening the races on "A" course meant that all five races were sailed. The only exception was the 14A's and 14 Turbos, when on Saturday a manta ray snared the finish line buoy and took off at 10 knots just as those classes were trying to finish. Ultimately, the buoy had to be cut loose, as the manta seemed unwilling to relinquish the anchor; his new addition to ocean cruising. There are some things you just can't plan for. Never mind, back on shore there was plenty of liquid refreshment provided by local Miller distributor, S.R. Perrott, Inc., and Pepsi Cola. Saturday evening was spent listening to the likes of Jimmy Buffett and Chris Cross as the full moon rose out of the Atlantic behind

the now bare poles of the assembled Hobies on the beach

By the end of racing on Sunday, the double computer system, churning away on its new program, indicated wholesale changes from Saturday's results. The final soggy hot dog was barely digested (victim of yet another downpour), the last door prize just awarded when 9 1/2-month pregnant Cindy Deans lurched into the results (she had a 9 lb, 2 oz baby girl). In a heated battle in the 18 Magnums, husband Jim Deans barely inched out singlehander Mike Wiley and his trusty companion "Buckshot" by 3/4 of a point. Working his magic once again, Jim Mcann beat out Dave Carson for the 18A title by half a point. Surely the most colorful victory belonged to John Stahr in the 18B's with his custom paint job, the envy of anybody who saw it. All you needed was a little consistency in the 16A's as Richard Karran walked away with the title since nobody could gain a commanding lead in the fierce competition. Susie Sattler won the 16B's in commanding fashion with Bill Chesnut ultimately being awarded second after a registration error was discovered. Vernon Kuftic and his now famous crew, Sue Gilcone, persevered in the 16C's while Dick Moldt managed a perfect score to win the 14A's. John Nelson and Dennis Long were awarded a joint first place in 14B after a question arose about Nelson's eligibility as a B Fleeter. Finally, J. Meric won the 14 Turbos amonast stiff competition. Local Fleet 80 managed to squeeze out its third "go fast trophy" of the year scoring 43 points out of a possible 90

The object of all this activity was, of course, to have fun, enjoying the special camaraderie that sailors share. We of Fleet 80 hope we were able to contribute toward making the regatta experience a worthwhile one for everyone who participated in the Division 8 Championships. For our part, we would like to thank all the participants for coming and our sponsors, particularly Hawaiian Tropic and Holiday Inn Surfside, for lending a hand.

DIVISION 9

1984 Atlantic Coast Championships Fleet 32, Division A Virginia Beach, Virginia June 16-17, 1984 by Bob Taylor

The beaches at Camp Pendleton have been assaulted many times, but never by as colorful and fun loving a group as during the 1984 Hobie Atlantic Coast Championships. This stretch of Virginia coastline has served as a valuable training ground during many amphibious landings by combined Navy and Marine forces. Today. Camp Pendleton is occupied by the Virginia National Guard. who were most accommodating when we approached them about hosting the ACC.

This year's events drew 109 boats from 13 different states. It's a toss up as to who had to drive the farthest, but I think the nod has to go to Bruce Williams and his wife who drove down from Michigan. Bruce was nice enough to invite us to come back to Michigan with him for Mid-Easterns the following weekend. (Maybe next year, Bruce)

Most of the boats arrived Friday night, keeping two brand new Jeeps, loaned to us by Hall AMC/Jeep, running constantly. The only "break" that drivers Rusty Rodgers and John Frazee took was just before dark, when they were called to the aid of a motor boat caught in the pounding surf. They quickly secured a line to it, and pulled the boat up on the beach, saving it from certain destruction. The shivering boaters were then bundled up in blankets, and given a ride back to their cars. They stopped back by the next day to pick up their boat and to thank the beach crew for their help.

Saturday morning brought us overcast skies and plenty of wind, as a low pressure center began to move into the area. It was great for the sailors, but those who had come along hoping to catch a few of the sun's rays did not share in the enthusiasm.

The winds stayed steady at 20 knots out of the southeast all day, allowing race committees on both A and B courses to get in four good races. On A course, the word for the day was "DOMINATION" as one skipper in each class sailed off to a commanding lead. In 14A, Gray Holland from Silver Spring, Maryland had two firsts and two seconds, and in the

Turbos Bruce Moseley rang up four bullets. Lance Dunn of Mathews, North Carolina also had four firsts in 18A. In 16A Wally Myers, from Ocean City, New Jersey ran off three firsts after finishing fourth in the day's initial race. Meanwhile, over on B course, a father/son duel was developing between Francis and Terry Quail in 16C, as they ended up one and two after Saturday's races.

Everyone adjourned to Worrell Brothers Restaurant
Saturday night to redeem their free-drink cards, get a bite to eat, and watch videos of some of the day's action. There were so many good stories floating among the tables that no one really wanted to leave. But, people slowly began to drift off back to their motel rooms or campsites, leaving only the brave (crazy) few to sample the famous Virginia Beach nightlife.

Sunday's 8:30 a.m. skipper's meeting found the late revelers and most everyone else still wiping the sleep from their eyes. The race committee wanted to run two good races on each course, then get everybody off to an early start on their drive home.

The wind was still blowing out of the southeast on Sunday, but it had subsided to less than 10 knots. It was a welcome relief for some. On A Course it was more of the same as Bruce Mosely (Turbo), Wally Myers (16), and Lance Dunn (18) continued their sterling performances to win with comfortable margins. The only contest was in 14A where Bob Goforth recovered from mechanical problems and won the last three races to finish 3/4 points back from winner Gray

Over on the B course, Scott Orr finished with two firsts on Sunday to take the top spot away from Britt Drake in 16B. In 16C the family feud ended with Francis Quail beating out his son Terry for first place.

The post races door prize drawings gave the computer scoring system, provided by Computerland, just enough time to quickly tabulate all the race results. At the trophy presentations, 44 of the 109 boats entered were rewarded for their efforts with beautiful framed mementos of the 1984 Atlantic Coast Championships in Virginia Beach.

Hobie Fleet 32 would like to thank Hall AMC/Jeep, Stroh's, Pepsi, Camp Pendleton, Dave

Nelson, Carter Sinclair, and all those people who so willingly donated their time towards making the 1984 Atlantic Coast Championships an event to remember

7th Annual Sandlapper Regatta

Fleet 53, Division 9 Isle of Palms, South Carolina June 30–July 1, 1984 by Bill Carl

The Seventh Annual Sandlapper Regatta, on the Atlantic Ocean off of the Isle of Palms, looked like everything would work out just fine from the beginning. But, with only ten minutes before the close of registration, it appeared the weatherman was finally going to earn his pay when he got the weather forecast right. It started raining. Maybe we were lucky, or maybe 97 skippers with their crews all said prayers that were answered, because the rain stopped in time for the start of what turned out to be five excellent races for the weekend

For as long as I can remember, the Sandlapper has never started on time, and when it did start on time on Saturday, it should have been a sign of possible problems to come. Fortunately, the problems we encountered were few and far between. The most interesting incident was in Saturday's first race when C mark broke loose and floated to shore. Apparently there weren't very many experienced 16C, (including our commodore) 14B, and 14C sailors out racing, because virtually all of them tried to round the mark after it floated in near to shore. The most astonishing thing is that no one protested the race. Finally, the stragglers were informed to turn and head for the finish line. The remainder of the day passed without major upsets, except for the occasional dismasted boat and the yearly "rolling the chase boat in the surf" incident. At least nobody had to go to the hospital this year.

Sunday came, and we got our usual late start, and everything rolled along just beautifully once we got started. Let this be a lesson to all race committees. If your race constantly gets a late start, don't try to change things and start on time; something will inevitably go wrong. All in all the weekend went very well, and

everybody had a good time. We are looking forward to seeing you next year at the Eighth Annual Sandlapper Regatta.

DIVISION 10

Molson Beach Bum Regatta Fleet 441, Division 10 Burlington, Ontario

Burlington, Ontario July 14-15, 1984 by Chris Walker

Well, the smoke has cleared and the Burlington Beach Bum Regatta is over for another year. Forty nine boats from all over the province and New York state gathered on the fine sand of our beach for the Provincial Championship regatta. Saturday saw four races run in medium light conditions with a break in the middle for lunch. Racing was followed by a few fun prizes and dinner for 140 people. Needless to say we also managed to down a few of those fine Molson beers.

who hung in got to take something home.

All in all a super event, which we could not have put on without our sponsors. I would like to thank Molson's, Coca-Cola, Lundy's Marine, Jack Baker, Catamarine, Easton Motors, Frito Lay, Executive Yacht Charters and CHAM Radio. A big thank you also goes to Mike Vollmer and his committee for running our races and all of the other people who helped out.

I would like to take this opportunity to invite all of you to come out next year for the Fourth Annual Moslon Beach Bum Regatta.

DIVISION 11

MidSummer Sizzler

Fleet 452, Division II Barnegat Bay, New Jersey June 30–July 1, 1984 by Frank Brearley

Barnegat Hobie Fleet 452 hosted "The Mid Summer Sizzler" on June 30th and July



Sunday morning brought more humid air but stiffer breezes. The wind started building so that by the second race it was up to double trap. We elected to keep them out for one more nice long race, just for fun.

As soon as the race committee hit shore, they began tabulating results. You will notice that some of the positions were decided by as little as one quarter of a point. Trophies were awarded three deep in all classes including 14 TURBO. I hope you guys keep coming out.

Later there were some more fun prizes and a bunch of givea-ways for which we drew registration cards. Everybody 1st on the Barnegat Bay. It was not a Points Regatta and the turn out of Hobies was light. The weather for the entire division area was thunder storms and rain for the weekend. However the Barnegat Bay with its prevailing winds gave us sunshine and blue skies.

With the small number of Hobies that came, the race committee headed by Craig Brearley and Regatta Chairman Chris Crane decided to start all the classes together. The 16 A's didn't mind and the others thought it to be a great idea. It gave everyone a chance to learn and experience a 16 A start. Four

races were held Saturday with the scoring kept separately to classes. Saturday evening dinner was held by one of the sponsors, Beach Marina, with lots of lasagne, salad and beer.

Sunday's weather was sunshine with lots of wind (12-18). The chase boat was given a real workout by righting boats in trouble. Special thanks to the "Quaker II" for a job well done. Race committee held two more races to complete the

In the 16 A's Bob Dees and wife Lynn were screaming all weekend with three bullets. They captured first place with 61/4 points. Roger White and his crew Harry Huges finished with five bullets with 33/4 points and the first place trophy in the 16 B's. Robertson was in first place all day Saturday then Sunday's heavy winds demasted their boat in the first race. He returned for the second race only to lose first place to Jerry and Hutchie Cummings by one half. Turbo trophy was won by Chuck Allison, who also races Hobie 18's, with 41/4.

All things considered, "The Mid Summer Sizzler," was a great Regatta. We would like to express our sincere appreciation to all who participated as well as to our sponsors; Sailboat Headquarters Inc., Pepsi-Cola, Beach Marina and Starving Artist. Also special thanks to Oram Tonge for supplying his 28 footer Sea-Ray "Thunderhawk" for the committee boat.

DIVISION 14

First Annual Braggin' Rights

Fleet 63 vs Fleet 131 Division 14 Norman, Oklahoma by Phil Trotter

When two Hobie Fleets operate in such close proximity, as do Fleets 131 and 63 in central Oklahoma, a strange relationship develops. Friendships bred and fostered at points regattas across Division 14 and cooperation at local boat shows and sailing seminars make these two fleets very close. But, by the competitive nature of Hobie sailors, friendship and cooperation gives way to rivalry for superiority on and off the water.

Thus evolved the Annual Braggin' Rights Series the purpose of which is to

determine which Fleet can strut and tower and generally look down on the other. It is a two day event held first at Lake Hefner in Oklahoma City, home of Fleet 131, then a couple of weeks later at Lake Thunderbird in Norman, home of Fleet 63.

Fleet 63 went into the competition as the definite underdog and realized the only hope for victory in hostile waters was underhandedness. Fortunately the underhanded ploy was unnecessary and is being saved for next year. Instead, the tortoise and hare maneuver was used. Apparently, the hot dogs slept in that Saturday and Fleet 131 was able to field only 12 boats, some from novice class, while most of Fleet 63's aces showed up in the form of eight boats allowing Fleet 63 to escape with the score tied.

Stoney Douglas, Commodore of Fleet 131, was a bit miffed by the low show of his membership and issued the formidable "Be there or be square" ultimatum for the next leg of the series to be held on Lake Thunderbird. Judging from the improved turn-out two weeks later, Stoney must carry a lot of weight. Most of Fleet 131's top sailors including Phil and Beverly Collins, Steve and Diedre Downham, Doug and Mary Keefe in 16 A Class, John and Pam Curtis in 18 A Class, Gus Blackwell and Debbie Taylor in 14 A Class, and Ellen Ziegler and Ed DeCocg in 14 Turbo Class, showed to lend their support to their fleet. Of course Fleet 63 turned out its own group of top sailors with Lui Fields and Israel Bonner, Greg and Janet Myner, Tom and Laura Loffelholz, Russ Lindsey and Valerie Benton in 16 A Class and Arlie Abbott and Charlie Feuerborn in 14 A Class.

Unfortunately for Fleet 63, the final score by the end of the races Saturday favored Fleet 131 very heavily. In fact it was embarrassingly lopsided. The hare really got it in gear and turtled the tortoise.

All participants agreed that the Braggin' Rights was super fun and pledged to make it an annual event. Congratulations to Fleet 131, the best fleet in central Oklahoma for this year.

1984 Lake Arrowhead "RIG-ATTA"

Fleet 146, Division 14

Wichita Falls, Texas July 21–22

Rather than suffer through the dog days of summer, 76 racers from Oklahoma, Texas, and New Mexico gathered at Lake Arrowhead for Fleet #146's "RIG-ATTA." After getting under way, the winds began to die during the first race. When the first race was completed, the race commodore. Bill Peterson, decided to delay the next race until the late afternoon when the winds traditionally pick up. As the boats reached the beach, the winds began building. Within two hours the races were going hot and heavy, double trapping to A mark, screaming to B and a white knuckle ride to C mark for the C fleeters. Only Nancy Bateman, 14 A and Terry Fuller, 14 Turbo, were dominating their competition. The rest of the fleets were wide open and could be taken by just about anyone who could come out ahead Sunday. Upon reaching the beach the racers found dinner, which was provided by Popeye's Famous Fried Chicken, ready and waiting.

After a night's rest, more donuts than Carter has little pills, and gallons of coffee, McDonald's orange drink, and Dr. Pepper the races began. The early races began as Saturday's had left off, but as noon approached the winds began to die. Most races included cycles of good wind and calm. If you were in the right place you were gone. Ask Phil Gregory. If you were in the right place but at the wrong time, well - ask the 14 B/C's about their last start.

All in all it was a terrific regatta. A few of the A fleeters earned their way to the Nationals, some of the B fleeters entered A fleet, and at least one C fleeter learned he cannot sail through the start-finish line on the way to A mark and go unnoticed by the race committee.

DIVISION 16

The Fifth Annual Fleet 124 Points Regatta

Fleet 124, Division 16 Heckscher State Park, Long Island, New York by Dick Osmun

The 1984 Absolut Vodka Mid-Summer Classic Regatta was held July 21–22. The notorious strong SW winds of Great South Bay were evident during registration on Friday; however, the wind and clear skies were only momentary as a dreary Saturday morning evolved into the day's pattern of very light winds and intermittent torrential downpours which reduced visibility to practically nothing and left all regatta workers as well as the sailors on 182 competing boats cold and saturated.

saturated.

After two, long,
uncomfortable races, the
sailors retired to the beach for
the cover of a tent under which
Absolut Vodka threw a much
appreciated and wild cocktail
party. Dancing to a D.J. was
followed by a dinner of chicken
and ribs. During the cocktail
party, many valuable door
prizes were given out thanks to
the donation of such sponsors
as: Murray Marine, Whitehurst
Cat Shop, Harkens blocks,
S.S.I. and Trentec.

Sunday dawned bright and clear with light SE winds of eight to ten knots. After an early skipper's meeting, the two separate race courses each managed to get in three races to make up for the day before. The weekend's racing was concluded with quick results, thanks to our computer scoring-wiz Dick Brashears who ran a TRS-80 off of a gas generator all weekend, and Absolut Vodka's trophies five deep for all classes. Most of the competitors remained for the ceremonies and for the two big door prizes arranged for by Fleet 124. Kevin Farrel won a week's skiing for two donated by Killington Ski Resort and Marty Bodkin won two round trip tickets to Florida donated by Northeast Airlines.

Fleet 124's regatta at Heckscher State Park continues to be one of the highlights of the sailing season. The park, with its camping facilities, extensive parking, and long beach on the Great South Bay, is an excellent location to run a Hobie Regatta. The Fleet wishes to thank the staff of Heckscher Park and all of our friends who gave of their time to make this regatta a success, as well as George Duncan who, as regatta chairman, put in countless hours of planning which began way back last October.

Eighth Madcatter, Northeastern Championships

Fleet 204, Division 16 Oneida Lake, New York May 19-20, 1984 by Mike Locktu

May 19th and 20th were the days of the Madcatter Northeastern Championships.

Saturday kicked off with two to eight knot winds-not exactly exciting Hobie racing but at least one was not floating. After two morning races, a lunch of tube steaks and Miller beer excited the wind god. The wind picked up a bit, to about a steady 55 knots! The sailors of Fleet 204 enjoy heavy air sailing, but 55 knots enabled the racers to measure the various depths of Oneida Lake. You don't need a 30 foot stick to measure a water depth of 16 to 20 feet. Material removed from masts and sails showed the bottom to be made of a fine gray clay that would be great for making coffee mugs.

Fifty-five knots and 104
Hobies do not make for safe competition. Most of the racers headed for the beach after sighting the blue and white checkered flag. Some decided to romp in the heavy air. Windbreak was given a new meaning that afternoon. The rest of the day was filled with Miller, munchies and music at Oneida Shores Park.

The Delargy's Munch Patrol (the food committee) plus the dishes brought by fellow racers and crews made for an excellent steak dinner. The Saturday dance with "Out of the Blue" provided the evening's cultural input. Not all the inputting was cultural. A few bits of defective race data were discovered in the race computer. So, while most were eating and dancing, Dutch and Mindy were looking for the gremlins living in the data banks.

Sunday sagged in with very thin air that went to no air. Enough wind remained from Saturday to generate one shortened course race. While boat speed is uppermost in everyone's mind, it's interesting how one's thoughts tend to wander... like why a wetsuit doesn't really make a good porta-potty.

The light rain falling during the awards ceremony did not dampen the spirits of racers. The great looking stained glass trophies were presented by M. and M.P. Hallock, 204's

Commodores.

Fleet 204 would like to thank Miller Brewing Co. for the donation of 20 kegs of beer and Y94FM for the Regatta t-shirts. South Bay Sails' support of Fleet 204 was

outstanding: SBS's beach side parts support made it easy to obtain replacements for the items lost during the 55 knot breeze. A percentage of a sailboard raffle and all funds derived from the sale of surplus t-shirts were donated to the Special Olympics.

Fleet 204 would also like to thank the individuals who made the Eighth Madcatter one of the best organized races in the east. We are also taking

suggestions, as to how we might be able to average out weekend wind speeds, and how to warm Oneida Lake to about 70° in May.



REGATTA RESULTS

DIVISION 1

FROOME'S SAILING COMPANY CAMPORT REGATTA FLEET # 6 DIVISION 1 WAIMANALO, HAWAII JULY 21 - 22, 1984

HOBIE 18A

POINTS

- 1.

- Driscoll/ Robertson Froome/McFaull O'Sullivan/ Feyerisen VanDeVerg/Schade Culbertson/Sharpe Ching/Fung Jacobs/Taylor Rothwell/Rothwell

HOBIE 18B

POINTS

POINTS

- Goodman/Goodman Blaha/Taylor Gilbert/Pieklo Foote/Collier Caires/DeLaura

HOBIE 16A

- Purukawa/Cambre Dryland/Myrter Irvine/Orrick Schatz/Paul Wythes/Jope Harwood/Zey Woehl/Howell

HOIBE 16B

- 1. Garcia/Garcia 2. Peebles/Hofheimer 3. Coles/Shiriwastaw 4. Orrick/Orrick

HOBIE 16C

- Burke/Huckins
- Scharanz/Lamon Rodrigues/Hilburn Rothwell/Maynard Taylor/Dino Fulk/Neufeldt

POINTS

HOBIE 14 POINTS

1. Tanner 2. Patterson

HOBIE 14A

- Furukawa, M. Schata, B. Fairchild, M. Lung, D. Tanner, B. Jope, M.

HOBIE 14C POINTS

POINTS

J.P. Schaleger HOBIE 14 TURBO POINTS

1. Mullins

DIVISION 2

TODOS SANTOS REGATTA FLEET #4 DIVISION 2 ENSENADA, BAJA CALIFORNIA AUGUST 4 - 5, 1984

HOBIE 18A POINTS Timm, Steve Kimball, Jim Thomas, Bob Brown, Rick Miller, Team Miller, Team Miller, Team Miller, Team Lonner, Je-f Lewis, Chris Lindley, Ted Wright, Craig Mark, Randy Biakanja, Krist Brown, Chuck Rafuse, Scott Munsey, George Hurwitz, Skip Buchanan, Rick 5 ½ 11 ½ 12 14 17 20 3/4 21 30 31

REGATTA RESULTS

HOBIE 18B	POINTS	32. Uber, Bruce	96	12. Pepper, Ron 13. Boren, Doug	43	5. Bindel, Tony 6. Alten, Steve	18	 Ettl, Mike Wagner, Lloyd 	6 3/4 11 3/4
 McGrath, Mark Bajlory, John 	3 5 7	HOBIE 16 NOVICE	POINTS	14. Fortune, Jim	44	 Afridi, Jan Swisher, Kent 	25 25	4. Cook, Bill	12
 May, Rich Clair, Bob Samson, Marc 	8 8 3/4 15	1. Schiller, F. 2. Beymer, Marilyn	5 3/4 6 3/4	HOBIE 18B	POINTS 5 %	 Butler, Dean Jorgensen, Al 	35 38	HOBIE 16A	POINTS
6. Ross, Birdie 7. Black, Richard	15 15	 Richards, John Scholte, Paul Sanchez, Sergio 	18	2. Monoibeis, G. 3. Renning, John	9 %	HOBIE 16A	POINTS	 Christensen, K Walsh, Geoff 	17 5
8. Lane, Bruce 9. Martin, George	20 25	 Chalk, Marcia Griswold, R. 	20 23	 Brown, Ken Chesmore, L. 	13 17	 Poncin, John Porter, Patrick 	7 3/4 9 ½	 Poncin, John Boschma, Brian McDonald, Scot 	17 3/4 22 t 24
HOBIE 18C	POINTS	 Turner, Doug Hurley, Mitchell 	24 25	 Bennett, Rick Alten, Steve 	21 28	 Tobie, Paul Montague, Mike 	10 3/4	6. Reese, Ed 7. Montague, Mike	29
1. Moore, Jim	5 ½ 5 3/4	10. Deschamps, R. 11. Hardesty, Bill	28 3/4 30 30	HOBIE 18 MAGNUM	POINTS	5. Boschma, Brian 6. Reese, Ed	16 3/4 24 24	 Skavrla, Mark Schulthess, J. 	41
 Davis, Greg Terrick, Jim Schmitzer, M. 	6 3/4	12. Cruz, Bob 13. White, Dave 14. Porter, Ed	30 50 3/4	1. Ettl, Michael	2 %	 Cole, Dennis MacDonald, S. Heath, Russell 	24	10. rutledge, M. 11. Hoffman, H.	45 49
 Buckley, Thomas Schulten, Al 	14 15	15. Williams, Rick 16. Chu, Joe	54 55	HOBIE 16A	POINTS	 Schulthess, J. Skvarla, Mark 	40	 Skupniewicz, C. Kata, Ron Hinds, Dave 	. 54 57 61
7. Barr, Darin 8. Ritenour, F.	16 18 24	17. Willey, Rod 18. Kocka, Bruce 19. Abell, Tamara	62 65 65	 Poncin, John Porter, Pat Boschma, Brian 	6 ½ 7 ½ 12	 Gustin, Jim Mooneyham, W. Hoffman, H. 	44 48 51	 Fineberg, B. Heath, R. 	66 66
9. Aswell, Bill 10. Zimmerman, M. 11. Johnson, W.	28 33	20. Kirk, Brian 21. Eimer, Mark	75 75	 Cole, Dennis Montague, M. 	12 3/4 18	15. Ninds, Dave 16. Rutledge, M.	51 52	17. Lowe, Rick 18. Duoss, Dick	69 79
12. Hartsell, John 13. Driscoll, J.	35 37	22. Lela, Mike 23. Revels, John	75 75	 Tobie, Paul Reese, Ed 	23 27	17. Brown, Byron 18. Stitt, Marty	58 68	19. Cole, Dennis 20. Lundergan 21. Burling, T.	79 82 90
HOBIE 18 MAGNUM	POINTS	 Lindley, Tom Coate, Stephen 	75 75	 Holloway, D. Schneider, R. MacDonald, Scot 	27 31 + 33	 Montague, Ed Hess, Paul 	75 80	22. Mathews, W.	106
 Mardel, Frank Eaton, Allen 	3 5 3	HOBIE 14A	POINTS	11. Stitt, M. 12. Gustin, J.	36 38	HOBIE 16B	POINTS	HOBIE 16B 1. Littlefield, D.	POINTS
HOBIE 16A	POINTS	1. Fields, Bruce 2. Deschamps, Paul	4 ¼ 5 ½	13. Montague, Ed 14. Duoos, Dick 15. Hinds, Dave	42 51	 Sloan, Douglas Katz, Ron 	4 ½ 12 3/4	2. Anderson, D. 3. Brown, Russ	9 3/4
1. Seaman, Robert 2. Veneman, Chris	5 ½ 6 3/4	 Bjerring, Erik Ramaje, Jim 	16	16. Skvarla, Mark	52 54	 Moore, John Petersen, Bob 	13 3/4 15	 Parseghian, Var Williams, T. 	20 3/4
 Veneman, Chris Alter, Jeff Christensen, K. 	7	HOBIE 14 TURBO	POINTS	HOBIE 16B	POINTS	 Rosen, Steve Williams, Tom Kennady, J. 	16 18 19	 Quinn, Frank Eckert, Mike Matthews, G. 	23 24 25
 Oltmans, Don Egusa, Alan 	15 15	 Brooks, Henry Heyer, Robert 	2 1/4	 Burling, T. Heath, Russell 	9 3/4	 Rix, Dan Anderson, Dave 	33 37	9. Arnetzich, M. 10. Peterson, Bob	26 29
 Myrter, Steve Dockstader, Lee 		Gustafson, R.	6 3/4	 Schulthess, J. Katz, Ron Hess, Paul 	13 14 3/4 17	10. Eckert, Michael 11. Eichorn, Al	41	11. Bowen, Walt 12. Walker, Dan	34 34
 Materna, Tom Heath, Frank Walsh, Geoffrey 	26 28 29	LAKE PERRIS REGATTA FLEET #30 DIVISION 2		6. Sowers, Michael 7. Brown, Bob		12. Wagenfohr, C. 13. Walker, Dan 14. Ross, Stan	44 44 48	13. Haubl, Glen HOBIE 16C	43 POINTS
12. Hajser, John 13. Martin, Gary	33	LAKE PERRIS, CALIFORN		8. Murphy, Bob 9. Anderson, D.	25 29	15. Thompson, S. 16. Bowen, Walter	51 58	1. Young, Lyman	7 5
14. Fogarty, Fred 15. Chee, Mike	38 40		POINTS	10. Byers, Ken 11. Sullivan, D. 12. Trumbull, Earl	36 39 41	HOBIE 16C	POINTS	 Cooper, John Whittier, Don 	7 3/4 10 3/4
 Hitch, Todd Wagniere, Ron Ward, David 	42 44 46	1. Roberson, Jason 2. Pinner, Trey	5 3/4	13. Smith, Rick	47	 Sutton, Gary Clarke, Michael 	7 ½ 7 3/4	 Schroeder, Dirk Deane, Nelson Keane, Ed 	15 15 3/4 17
 Casher, Jeff Newsome, Jeffre 	50 y 52	4. Ashley, Steve	11 14 17 3/4	HOBIE 16C	POINTS	 Densmore, Mark Douglas, Jim 	12	7. Ford, Steven 8. DeLateur, R.	27 30
21. Weaver, Greg 22. Forgrave, John	53 55 63	 Malin, Dave Saupstad, Chris 	19 20	 Kraft, Rex Farris, Sandy Mathews, Eileen 	7 3/4 8 3/4 9 3/4	 Littlefield, D. Houser, Allan Englehart, Mark 	13 3/4	9. Martinez, F.	36
 Christensen, T. Winkler, Udo Schaffer, Wayne 	64	9. Richards, John	20 23 23	4. Pearson, Kent 5. Eckert, Mike	14 5	8. Voigt, Kevin 9. Mason, Renee	20 3/4 27 35	HOBIE 14A 1. Mooneyham, W.	POINTS 4 ½
26. Kurt, Brian 27. Vandervoort, G.	70 73	11. Diamond, Mike	26 27	Whittiee, DonRobinson, R.	21 22	 Ignaut, Brian Griffith, Richar 	37 rd 40	2. Tantillo, Jim 3. McFarland, Jack	6 3/4
28. Hall, Herb 29. Gilb, Steve	76 79 85	13. Morris, John 14. Gill, Ken	30 32	 Aldrich, Huffy Franklin, Roger Englehart, M. 	29 34 40	12. Morgan, Scott 13. Arcati, Thomas	43 53 55	4. Aranda, Deborah	14
30. Sims, M. Greg 31. Bell, Brian 32. Nash, Wayne	88 98		32 36	11. Rix, Dan 12. Lawson, Brad	40 43	14. Schutt, Dave 15. Bishop, Robert	60	HOBIE 14 TURBO	POINTS 4 %
 Paasch, Ulf Hernandez, Crai 		HOBIE 16 NOVICE P	OINTS	 Choy, Calvin Theilacker, J. 	45 48	HOBIE 14A	POINTS	2. Eustace, Bob 3. Williams, Dave	8 3/4 8 3/4
35. Brown, Greg HOBIE 16B	105 POINTS		6 ½ 11	15. Baumgartner, D. 16. Martinez, F.	85 85	 Carney, Bill Tantillo, Jim Gross, Brian 	3 8 9 3/4		
1. Pasterkiewiez, M	4. 6 3/4	4. Scholte, P.	11 13 3/4 16	HOBIE 16 NOVICE	POINTS	4. Aranda, Debbie 5. Crema, Alice	13	WOMENS 16 CHAMPIONS DIVISION 3	
 Wentworth, Scott Winterhalter, M. 	7 3/4	 Beck, Sid Burns, Hugh 	17 18	 Taylor, D. Farris, Eric 	3 9	McFarlane, J.	20	UNION VALLEY RESERV AUGUST 4 - 5, 1984	OIR
 Rendler, Billy Hutton, Kevin Buchanan, Danny 		9. McNiel, Dave	18 20	 Coutches, Mike Lee, Evan Lyles, Glenn 	9 3/4 17 19	HOBIE 14 TURBO 1. Sprague, Michael	POINTS	HOBIE 16	POINTS
7. Payne, Stevan 8. Tillman, Robert	16	11. Hillman, Ken	20 3/4 26 30	6. Reddick, Dan 7. Stewart, M.	22 23	2. Hill, Jack 3. Eustace, Bob	6 3/4	 Robertson, L. Sloan, Patti 	3 3/4
9. McCall, Ken 10. Corell, Darrell	20 3/4	13. Bienemann, R. 14. Taylor, Shari	32 36	 Aldrich, J. Witt, Stephen 	28 50	 Williams, Dave Collier, Dave 	15 17	 Aranda, Debbie Kennedy, Jane 	17 23
11. Halberstadt, M. 12. Miller, Rex 13. Tyler, Ross	31 32	15. Harmon, Phil 16. Robinson, D.	38 39	HOBIE 14A	POINTS	6. Walden, Gary	22	 Boyd, Wendy Franklin, Kim Dunn, Kathy 	26 28 31
14. Tilger, Bill 15. Harscheid, Dave	33 36	18. Aguirre, R.	41 44 48	 Carney, Bill Kitowski, Ron 	3 8 3/4	ROARING TWENTIES DIVISION 3 CHAMPIONS	нтре	 Lodder, Tami Crema, Alice 	37 38
16. Cron, Michael 17. Hammond, M. 18. Petti, Paul	36 43 43	20. Grant, Stuart 21. Chalk, Marcia	53 56	 Gross, Brian Winkle, Don 	9 16	COYOTE POINT, SAN MA		10. Hague, Mary 11. Hardee, JoAnn	42 48
19. Robinson, R. 20. Perlmutter, J.	44		62 POINTS	HOBIE 14 TURBO	POINTS	JULY 28 - 29, 1984		 Hyde, Laura Stone, Ebe Jorgensen, Jan. 	53 54 76
21. Jernigan, Chris 22. Olson, Tim	55 62	1. Sherriff, Burt	3 5	 Eustace, Bob Walden, Gary 	9 3/4		POINTS		
23. Wright, John 24. Hebard, Don 25. Grimes, Jim	75 75 75	 Bjerring, Erik Lesley, Larry 	4 3/4 6 3/4	 Walden, Jon Williams, D. Lord, T. 	11 11 3/4 14	 Clacher, Dave Poore, Tom Timms, Alan 	5 16 17 3/4	MILE HIGH REGATTA DIVISION 3	
HOBIE 16C	POINTS	HOBIE 14C	POINTS			 Probst, Tony Porter, Pat 	19 3/4	AUGUST 11 - 12, 198	4
1. Lockhart, Rober 2. Reed, Dane	6 3/4 8 3/4	1. Forth, Gary	2 %	1984 OTTER REGATTA FLEET #		6. Baker, Bob 7. Cary, Steve 8. King, Pete	38 38 41	HOBIE 18A	POINTS
 Jackson, Alan William, Jim 	10	1. Eggen, Armon	POINTS 2 %	MONTEREY, CALIFORNIA JUNE 16 - 17, 1984	Α.	 Rayfuse, M. Neathery, R. 	41	 Clarker, D. Carey, S. 	7 3/4 12 3/4
 Braught, D. Jones, James Lehmann, Bert 	11 3/4 15 19	 Brooks, Henry Nash, Wayne 	4 3/4	HOBIE 18A	POINTS	11. Moncibias, G. 12. Stone, Greg 13. Tobie, Paul	44 48 53	 Timms, A. Delbianco, G. Gabbard, D. 	14 ½ 18 3/4 20
 Ericsson, Bob Sajpstad, C. 	20	4. Harris, Camille	12	 Timms, Allan Clacher, Dave 	5 ½ 8 3/4	14. Levitt, Daryl 15. Carney, Bill	53 70	 Woods, W. Taylor, D. 	23
10. Soto, Richard 11. Addison, Paul	28	DIVISION :	3	 Probst, Tony Grewohl, Rick Ravfuse, Mike 	9 ½ 18 21	16. Taylor, Dave 17. Minasian, S.	72 78	8. Probst, T. 9. Faxon, R.	26 28
12. Muto, Kurt 13. Engel, Tom 14. Polanco, Rick	36 41 47	CLEAR LAKE REGATTA		 Rayfuse, Mike Cary, Steve Boren, Doug 	24 27	18. Yahalom, Rafel 19. Roberts, Allen 20. Gilbert, Tim	83 87 102	10. Penfield, C. 11. Fortune, J. 12. Gooddeil, B.	31 40 45
 Prestridge, B. Wambach, D. 	47 47	DIVISION 3 CLEAR LAKE, CALIFORNIA	A	 Moncibias, G. Stone, Greg 	30	21. Harris, Chris 22. Porhammer, J.	109 111	 Garrett, M. Riddle, D. 	46
17. Taylor, Don 18. Diamond, M. 19. Pinner, Trey	49 49 54	APRIL 28 - 29, 1984 HOBIE 18A PO	DINTS	 Chaney, Victor Yahalom, Rafi Riddle, Drew 	35 37 39	V-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	112 POINTS	 Moncibais, G. Yahalom, R. Dawson, K. 	55 55 63
20. Miller, S. 21. Cook, John	55 57	1. Clacher, D.	5 %	 Jeffries, Kirk Giguere, Dave 	41 45	I. Harr, Mike	POINTS 3	18. Wooding, B. 19. Crocker, D.	64 76
22. Offerman, Arno 23. Ramirez, Roland	72 73	 Cary, Steve Timms, Allan 	9 3/4	 Harris, Marshall Coddington, Jim 	48 58 64	 Bennett, Rick Alten, Steve 	8 3/4 11	20. Bennett, R.	77
24. Havlicek, Jiri 25. Beeler, Todd 26. McFadden, Tim	74 74 78	5. Austin, D.	15 19 23	17. Olson, Cliff HOBIE 18B	POINTS	 Rameriz, John Swisher, Kent Brown, Ken 	15 17 25	HOBIE 18B	POINTS 4 ½
27. Goelitz, H. 28. Foster, Richard	80	7. Chaney, Vic 2 8. Yahalom, Rafi 3	2 8 3 2	1. Goddell, Barton	3	7. Chesmore, Len	27	 Murray, S. Bernbaum, B. 	5 ½ 14
 Alderson, N. Prescott, Rex 	89 96	10. Buck, Gordon 3	32 36 39	 Howard, Tom Brown, Ken Chesmore, Len 	9 13 15		POINTS	4. Covey, K. 5. Campbell, B.	18 19 20
31. Benson, Bill	96	nairis, keed		chesmore, ben		1. Buck, Gordon	4 4	6. Fugate, S.	20

REGAT

7.	Dolan, D. Johnson, J. Marker, M. Harris, J.	25
9.	Marker, M.	32 36
10.	Harris, J.	37 38
12.	Harris, J. Afridi, J. Townson, B.	45
HOB	IE 16A	POINTS
1.	Porter, P. MacDonald, S. Hess, P. Sullivan, V. Miller, R. Blauer, J. Ploss, D. Ensor, M. Mooneyham, W. Burling, T. Stitt, M.	3
2.	MacDonald, S.	3 12
4.	Sullivan, V.	18 3/4
5.	Miller, R.	18 3/4
7.	Ploss, D.	21
9.	Ensor, M. Moonevham, W.	24
10.	Burling, T.	33
uon.	SCICC, M.	24
HOB	IE 16B	POINTS
2.	Howard, T. Murphy, B.	5 ½ 10
3.	Olson, J.	10 17 3/4
5.	Bonner, G.	17 3/4 18 22 28 3/4
6.	Smith, D.	28 3/4
8.	Phipps, R.	31
10.	Ronemus, R. Curry, B.	32
11.	Gerblick. B.	36
13.	Londeree, M.	58
14.	Harris, B. Rvan, J.	60
16.	Jones, D.	62
18.	Brothers, J.	66
19.	Chaney, B.	69
21.	Hager, J.	71
22.	Baumgartner, D. Rix, D.	74
24.	Arnerich, M.	76
26.	Hauff, B.	94
27.	IE 16B Howard, T. Murphy, B. Olson, J. Cosby, J. Bonner, G. Smith, D. Butler, R. Phipps, R. Ronemus, R. Curry, B. Gerblick, B. Smith, J. Londeree M. Harrie, B. Ryan, J. Jones, D. Trumbull, E. Brothers, J. Chaney, B. Shaw, J. Hager, J. Baumgartner, D. Arnerich, M. Leonard, A. Hauff, B. Densmore, M.	101
нов	E 16C	POINTS
1.	Williams, J.	11 3/4
2.	Mutd, K.	12 3/4
4.	Billet, B.	17
6.	Kelly, P. Cargill, B.	21 3/4
7.	Sharp, S.	29
9.	Askin, M.	36
10.	Orton, S. Miller, C.	38
12.	Sullivan, B.	47
14.	Whittier, M.	51
15.	Lamar, P. Berman, B.	55 62
17.	Whittier, D.	63
19.	Pfendler, D.	69
20.	Timson, D.	70
22.	Merrill, J.	75
24.	Wood, L.	82
25.	Violet, M.	85
27.	Sauls, L	99
28.	E 16C Williams, J. Mutd, K. Sakaguchi, R. Billet, B. Kelly, P. Cargill, B. Sharp, S. Mowles, D. Askin, M. Orton, S. Miller, C. Sullivan, B. Witt, S. Whittier, M. Lamar, P. Berman, B. Whittier, D. Partridge, B. Pfendler, D. Case, D. Merrill, J. Conlomby, R. Wood, L. Violet, M. Loudet, B. Fauero, B. E 16 NOVICE	102
		10
3.	Bennett, M. Villa, L.	11 5
4.	Cummings, F. Leal, R.	13 5
6.	Cummings, F. Leal, R. Burge, G. McCarty, C. Munson, K. Johnson, T.	18
8.	Munson, K.	29
10.	Johnson, T. Ezell, D.	37 38
11.	Ezell, D. Peters, T. Breen, B. Koch, M. Jarvis, E.	41
13.	Koch, M.	47
14.	Jarvis, E. Roeme, L. Starr, T.	55 59
16.	Starr, T.	66
HOBI	E 14A	POINTS
1.	Kitowski, R.	3 8
3.	Montague, E. Page, J.	13 17
4.	Sajdak Sanders, D.	17
6.	Williams, T.	21
HOBI	E 14 TURBO	POINTS
		3
2.	Sprague, M. Johnson, R. Hill, J. Williams, D.	9
4.	Williams, D.	16
D	VISION	4
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FLEE	T #470 DIVISION THEAD LAKE, MONT	4
AUGU	ST 18 & 19, 198	4

HOB	IE 18A	POIN	TS
1.	Young, Dennis	4	k
2.	Reed, Doug	5	3
3.	Parsons, Scott	11	
4.	Stock, Sherman	15	

1	4 RE	-	נינ
нов	IE 18B	POI	NTS
1.	Johnstone, Tom	4	4
2.	Johnstone, Tom Culver, Skip Farmer, Brad Michaelson, L.	5 10	1/2
4.	Michaelson, L.	15	
HOB	IE 16A	POI	NTS
1.	Zop	5	4
3.	Zop Noyd, Eric Draeger, RC Skarstedt, Pete	7	3/4
	Skarstedt, Pete Graham, Jerry	10	
6.	Graham, Jerry Cobb, John	20	
HOB	IE 16B	POI	NTS
1.	Baker, Brad Hughes, Tim Jones, Mark Stollbert, F. Lowell, John	5	3/4
3.	Jones, Mark	14	3/4
5.	Lowell, John	19	3/4
7.	Nishiyama, Rod	20	
8.	Lowell, John Kiefer, Jeff Nishiyama, Rod Pardis, Mike Gierach, Paul	21	3/4
		POIN	NTS
,	10-11-1	5	h
2.	Travers, John Lewis, Randy Moore, Joe Chandler, B.	7	3
4.	Moore, Joe	14	
		16 21	
8.	Spakting, Gord Pederson, Mark Boller, Rex	27 29	
		31	
	IE 14	POIN	NTS
1.	Amsden, Skip Martin, Claire Wooley, Randy	3	
3.	Wooley, Randy	11	
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N.W YAL	. CHAMPIONSHIP E LAKE WASHINGTON	N	
HOB	IE 18A	POIN	ITS
,	man diam	7	
2.	Jim Severs Scott Cohn	11	3/4
		26	3/4
6.	Tom Tarleton	27 34 36	
7.	Larry Simpson Tom Tarleton Jim Melton Tom Riggle Bob Gorman	36 42	
9.	Bob Gorman	51	
HOB		POIN	TS
1.	Joel Jolibois Bruce Alber	4	3
3.	Darrell Ravens	10 20 21	3
4.			
		POIN	
1.	John Corrie Mike	15 18	3/4
3.	Karassowitch Steve Wyant	18	3/4
4.	Steve Wyant Steve Jung Todd Christensen G. Knight	23	3/2
6.	G. Knight Tom Chalupny	31	
В.	Stan Butehart	51	
10.	Steve Carter Brian Verrinder	60	
11.	Don Allen	63	
13.	Paul Carter John Purdy	70 75	
15.	Mehrends Geoff Wenker	77 78	
17.	Sean Armstrong Lorraine Carter	80	
19.	Keith Fuller	88	
нов	TE 16B	POIN	TS
1.	Cordon Smith	10	3/4
2.	Bill Williams Gary Nichols	11	3/4
9.	Ron Wood Michael Graham	18	4
6.	Jim Horswill	34	
7.	Peter Olson John Toews	42	
9.	Sue Kluman	49	
HOBI			
-	E 16C	POI	NTS
1.	Bob Guanino	12	NTS L
1.			

9.	Sue Kluman	49	
нов	SIE 16C	POI	NTS
	Bob Guanino	12	4
	John Lowell	16	
3.	Jeff Ramseyer	16	3/4
4.	Lonnie Byers	17	1,
5.	Lonnie Byers Jeff Smith	18	3/4
6.	Mac Sheldon Zopblos	36	
7.	Zopblos	44	
8.	Kerry Pratt	47	
9.	Ron Epple	48	
НОЕ	SIE 14	POI	NTS
1.	Ted Cross	8	4
	Greg Ursich	8	4
3.	Sue Fuller	14	3/4
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DIVISION 8

DIVISION	8 1	CHA	MPI	ONS	HIPS
DIVISION	1 8				
DAYTONA	BEA	CH.	FI	ORI	DA

HOI	BIE 18A	POINTS
1.	McCann	12 5
3.	Carlson Cozart	14 3/4
4.	Sassaman Thompson	23 27 27 3/4
6.	Thompson Cope Sheppard Cady Dunn	27 3/4 28
8.	Cady	28.98
9.	Dunn	29.99 29
11.	Crouse	30 3/4
12.	Hohenhausen Usserv	33 35
14.	Shaw	40 46
16.	Dunn Parks Crouse Hohenhausen Ussery Shaw Whitworth Lindo	57
	BIE 18B	POINTS
1.	Stahr	6 3/4
3.	Corliss Brew	6 3/4 11 3/4 12 3/4
		14 3/4
5.	Krolikowski Litton	14 3/4
7.	Litton Fox Brown Cawley Paterson Aydelotte Mullen Knoche Oates	29 34
9.	Cawley	42
10.	Paterson Avdelotte	44
12.	Mullen	46 49
14.	Oates	52
16	Hanson	53 55
17.	Hutchinson Leighton	55 56 57
19.	Sova	66
20.	Seelig Varano	66.99
22.	Ruck	78
23.	Chanfan Perberder	93 93
HOB	IE 18 MAGNUM	POINTS
1	Deans	7 3/4
3.	Wiley Straker	8 ½ 11
	Fuger	16
5.	Reed Blakeman	17 19 3/4
7.	Monroe Schubert	19 3/4 19 3/4 32
9.	Prendergast	35
	IE 16A	POINTS
1.	Karran McIntosh	20 22 3/4
3.	Raditch	
5.	McIntosh Raditch Miller Sloan Caldwell Gallagher McKee Daniel Keysor Liebel Rodgers Dickinson Post Walter	28 3/4 28 3/4 29.99
6.	Caldwell Callagher	29.99 30
8.	МсКее	30 3/4
10.	Daniel Keysor	40
11.	Liebel	44 46
13.	Dickinson	48
14.	Post Walter	52 54
16.	Walter Whiteleath Bowerfind	54 54 54 3/4 55 56 61
18.	Stortenbecker	56
20.	Stortenbecker Andrews Sammons	61 64
21	Denner	65 67
22.	Corson Dickson	60
24.	Weill Kirby	70 71 73
26.	Kirby Bertolet	73 75
28.	Legrand Weaver	28
29.	Conaty	94 97
31.	Monier	101
33.	Monier Nicol Vasiliades	110 124
нов	IE 16B	POINTS
1.	Sattler	14 3/4
	Chesnut Ellis	17 19 3/4
4.	Dew	21 27
6.	Ellis Dew Okvagleski Murph Nennett Benik Cunningham Wise Coffee Detrick Boone Lichman	29
8.	Nennett Benik	34 38
9.	Cunningham	41
11.	Coffee	41 3/4 43
13.	Detrick Boone	44 3/4
14.	Lichman	48
16	Goodman	50
10.	OOD GENERAL	
17.	Boetcher Stephansen	50.99 51
17. 18. 19.	Detrick Boone Lichman Ridgely Goodman Boetcher Stephansen Hunt	6.1
17. 18. 19. 20. 21.	Boetcher Stephansen Hunt Philipson Rathkopf	51 53 53 3/4 54.99
17. 18. 19. 20. 21. 22.	Boetcher Stephansen Hunt Philipson Rathkopf Bailey Doron	51 53 53 3/4 54.99 55
20. 21. 22. 23.	Philipson Rathkopf Bailey Doron Shirev	51 53 53 3/4 54.99 55 66 70
20. 21. 22. 23. 24. 25.	Philipson Rathkopf Bailey Doron Shirey Schulman	51 53 53 3/4 54.99 55 66 70 88 90
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 3/4 54.99 55 66 70 88 90 94
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 33/4 54.99 56 66 70 88 90 94
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 53 3/4 54,99 55 66 70 88 90 94 POINTS
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 53,3/4 54,99 55,66 70 88 90 94 POINTS 6 3/4 7 3/4
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 53,3/4 54,99 55 66 70 88 90 94 POINTS 6 3/4 7 3/4 11 12 12 3/4
20. 21. 22. 23. 24. 25. 26. 27.	Philipson Rathkopf Bailey Doron Shirey Schulman Massfeller Avant	51 53 53,3/4 54,99 55,66 70 88 90 94 POINTS 6 3/4 7 3/4

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4	7	
4	7. Coss	17
	9. Medlev	24 24.99
4	f. Coss Lonovan Medley Lonovan Surns Lonovan L	25
	11. Papas	31 34
	13. Whalen	40
	13. Whalen 13. Osura	40
4	DIVISION	10
	DIAISION	10
	HOBIE/HECKSHER	
	MID-SUMMER CLASSIC JULY 21 - 22, 1984	
	HOBIE 18A	POINTS
	1. Adelman, Jim 2. Palmer, T. 3. Barber, Drake 4. Finn, Bill 5. Bentson, Bob 6. Shea, Bill 7. Buckman, Jerry 8. Williams, Bob 9. Blom Gerard 10. Picken, Kent 11. Walklet, Colin 12. Cutille, John 13. Miles, Ward 14. Green Peter 15. Donnerstagg, K.	3 3
	Z. Palmer, T. 3. Barber, Drake	3 5
	4. Finn, Bill	13
	5. Bentson, Bob 6. Shea, Bill	15
	7. Buckman, Jerry	19
	8. Williams, Bob	20
	10. Picken, Kent	26
	11. Walklet, Colin	27
	13. Miles, Ward	34
	14. Green Peter	36
	15. Donnerstagg, K.	45
	1. Cowan, Keith	2 %
	2. Weiss, Ron	5 3/4
	4. Wilson, Boh	TO
		11
	5. Andrews, R.	11
	5. Andrews, R. 6. Howes, Jack 7. Gaudioso, M.	11 13 16 20
	5. Andrews, R. 6. Howes, Jack 7. Gaudioso, M. 8. Birmingham, J.	10 11 13 16 20 21
	5. Andrews, R. 6. Howes, Jack 7. Gaudioso, M. 8. Birmingham, J. 9. Saitz, Bill 10. Ginnetty, Jim	11 13 16 20 21 31
	5. Andrews, R. 6. Howes, Jack 7. Gaudioso, M. 8. Birmingham, J. 9. Saitz, Bill 10. Ginnetty, Jim 11. DeMatteo, Ken	11 13 16 20 21 31 32 39
	5. Andrews, R. 6. Howes, Jack 7. Gaudioso, M. 8. Birmingham, J. 9. Saitz, Bill 10. Ginnetty, Jim 11. DeMatteo, Ken 11. McClure, Brian 11. Moanback, Larry	11 13 16 20 21 31 32 39 39
	1. Cowan, Keith 2. Weiss, Ron 3. Woodbury, T. 4. Wilson, Bob 5. Andrews, R. 6. Howes, Jack 7. Gaudieso, M. 8. Birmingham, J. 9. Saitz, Bill 10. Ginnetty, Jim 11. DeMattee, Ken 11. McClure, Brian 11. Moanback, Larry HOBIE 18. MacNiw	
	1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B.	
	1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B.	3 ½ 3 ½ 8 9
	1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim 6. Wolf, Sandy	
	1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim	3 5 3 5 8 9
	1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim 6. Wolf, Sandy	3 ½ 3 ½ 8 9 12
	HOBIE 18 MAGNUM 1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim 6. Wolf, Sandy 7. Goldman, S. HOBIE 16A	3 5 3 5 8 9 12 18 20
	HOBIE 18 MAGNOM 1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim 6. Wolf, Sandy 7. Goldman, S. HOBIE 16A 1. Carpenter, B. 2. Bliss, David	POINTS 3
	HOBIE 18 MAGNUM 1. Kelley, Bob 2. Farrell, Kevin 3. Finnerty, B. 4. McCarty, C.E. 5. Chanko, Jim 6. Wolf, Sandy 7. Goldman, S. HOBIE 16A	POINTS 3 5 8 9 9 12 18 20 POINTS 3 5 6 3/4

1.	Baldwin, Jack		3
2.	Heath, Fred	1	6
3.	Fecowitz, Bob	2	9
4.	Argenta, Barry	2	7
5.	Maloney, Denis	25	9
6.	Maloney, Peter	31)
7.	Carroll, Kim	3.	1 3/4
8.	Hair, Ian	3	4
9.	Kushner, Brian	31	8
10.	Kruse, Bob	4.	3
11.	Kimball, Liddy	4.	3
12.	Bustad, Bob	5.	1
13.	Haggen, Steve	5.	1
14.	Mayer, Alan	5.	3
15.	Burnell, Scott	5	9
16.	Kennelly, Bill	6.	2
17.	Cunningham, Bob	6	
18.	Precntt, Doug	7.	
19.	Bevin, Doug	73	2
20.	Mann, Richard	,	
21.	Owen, Rick	8.	5
22.	Glangrasso, C.	8:	2
23.	Hoffman, Adam	88	5
24.	Rapp, Bruce	95	,
26	Clune, Tim	10	
27	Higgins, Mike	110	
29	Cabilling P	111	2
20.	Schilling, r.	124	5
30	Chiego 31	126	
31	Bros toppy	136	
32	Detere Dave	136	
33	Stoover Bill	136	
34	Moanhack Dave	140	í
HOB	Baldwin, Jack Heath, Pred Fecowitz, Bob Argenta, Barry Maloney, Denis Maloney, Denis Maloney, Petar Carroll, Kim Hair, Jan Kruse, Bob Kimball, Liddy Bustad, Bob Burnell, Scott Kennelly, Bill Cunningham, Bob Precht, Doug Mann, Richard Bevin, Doug Mann, Richard Giangrasso, C. Hoffman, Adam Rapp, Bruce Clune, Tim Higgins, Mike Hanbury, Harry Schilling, F. Pratt, Bob Chieco, Al Borr, Lenny Peters, Dave Steever, Bill Moanback, Dave IE 16 NOVICE	POIN	NTS
1.	Monteferrante	10	
2.	Frey, G.	10	3/4
3.	Worthington J.	14	3/4
4.	Eisman, Richard	19	
6	Guttlerri, Joe	23	
7	Ciampania C	33	
8	House Corald	35	211
9	Allen Bick	3.9	3/4
10.	Frank Ken	44	
11.	Hudae Brian	45	
12.	Sherwood, Rich	45	3/4
13.	Rosen, Mike	50	-, -
14.	Crowley, Jim	57	
15.	Scheetz, C.	59	
16.	Strange, Kurt	61	
17.	Rogers, Glen	61	
18.	Wengler, Ed	61	3/4
19.	Zimmer, Bob	71	
20.	Fellbusch, P.	74	
21.	Burkhardt, B.	128	
		128	
21.	Quarti, Al	120	
21.	Doerle, Carole	128	
21.	Doerle, Carole Pinzer Norton	128	
21. 21. 21.	Doerle, Carole Pinzer Norton Ahrens, M.	128 128 128	
21. 21. 21. 21.	Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark	128 128 128 128	
21. 21. 21. 21. 21.	Quarti, Al Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark Weilminster, J.	128 128 128 128 128	
21. 21. 21. 21. 21. 21.	Quarti, Al Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark Weilminster, J. Atkins, Tom	128 128 128 128 128 128 128	
21. 21. 21. 21. 21. 21. 21.	Quarti, Al Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark Weilminster, J. Atkins, Tom O'Dee Tom	128 128 128 128 128 128 128	
21. 21. 21. 21. 21. 21. 21.	Quarti, Al Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark Weilminster, J. Atkins, Tom O'Dee Tom Zenzerovich, G.	128 128 128 128 128 128 128 128 128	
21. 21. 21. 21. 21. 21. 21. 21. 21.	Monteferrante Frey, G. Worthington J. Eisman, Richard Guttierri, Joe Ahlers, Paul Giampaolo, G. Houck, Gerald Allen, Rick Frank, Ken Hudes, Brian Sherwood, Rich Rosen, Mike Crowley, Jim Scheetz, C. Strange, Kurt Rogers, Glen Wengler, Ed Zimmer, Bob Fellbusch, P. Burkhardt, B. Quarti, Al Doerle, Carole Pinzer Norton Ahrens, M. Pearsem Mark Weilminster, Akthins, fon O'Dee Tom Cenzerovich, G. Sarr, J.	128 128 128 128 128 128 128 128 128 128	

REGATTA RESULTS

Sunberg, Chris Roberts, Carl Frakes, Roger Griswold, Ken Thiessen, Bob Heikkila, V. Frederick, J. Doren, Dennis

ACC CHAMPIONSHIP DIVISION VIRGINIA BEACH, VIRGINIA

HOBIE 14A	POINTS	9. Fulbright, D. 10. Oehler, Ron		HOBIE 18A	POINTS	DIVISION	13	2. Gonzalez 3. Colon/	2:32:18
 Sharbach, L. Goldstein, Jay Pastove, Sue 		11. Platte, Don		1. Dunn, Lance	5	SUNDAY SERIES II		Biascoechea 4. Rivera	2:47:31
4. McDermott, Dic 5. Fairchild, E.		HOBIE 18B PO	INTS	2. Cozart, Key 3. Stapleton, J.	9 3/4	ISLA VERDE, PUERTO F FLEET #133	ICO	Adelardi	2:54:02
6. Pastove, Stan 7. Romanos, Paul	20	 Devisser, Ken Breece, Dale 		4. Ayscue, Garland 5. Akers, Charlie		MAY 6, 1984 HOBIE 14 & 16		2ND MATEUS CUP	The second
8. Levy, Eddie	32	 Pell, Norman Klinger, J. 		6. Vallecillo, R. 7. Markel, Doug	25	(PORTSMOUTH HANDICAR	SYSTEM)	ISLA VERDE, PUERTO FLEET #133	RICO
HOBIE 14 TURBO	POINTS	 Patton, Mike McKay, Robert 		8. Swann, Chip	31 36	HOBIE 14&16	POINTS	JULY 7 - 8, 1984	
1. Becker, Larry 2. Bradley, Bob	7 3/4	7. Smith, Kim 8. Young, Greg		9. Whitley, Myron 10. Weeks, Mike	49	1. Torres, Enrique	6 ½ 8 3/4	HOBIE 18	POINTS
3. Duncan, Skip	11	9. Walker, Bill		HOBIE 18B	POINTS	Goldberg, Dorian Green, Steven		1. Jimenez/	3
 Springhorn, Ja Carpenter, Cha Matthews, Jim 	s 16 16 3/4		INTS	 Tyska, Daniel Bishop, Alan 	3 3/4	 Gonzalez, Ricky Maymi, Francisco 	12	Marrero	DOTNING
7. Hardecker, Joh 8. Thompson, Bill	n 24	 Woodruff, Stan Herbert, Rick 		3. Phillips, F. 4. Williams, Rusty	15	 Ortiz, Pedro Diaz, Josean 	20	HOBIE 16A	POINTS 3
9. Duncan, Geo	36 37	 Smith, Greg Bonesteel, D. 		Preeyes, Ervin	27	Mediavilla, O. Stedley, Dina	25	 Junco/Junco Figueroa/Dalhau 	8 3/4
10. Plotke, Doug	37	 Williams, Bruce Bidwell, Mark 		 Hines, Tom Dunaway, Rick 	29	 Torres, Luis Abelardi, Robert 	27 o 32	 Goldberg/Maymi Ortiz/ 	10
HOBIEFEST '84		7. Field, Steven 8. Kellogg, Jim		HOBIE 16A	POINTS			Castaneda 5. Perez/	16
FLEET #115, DIVISI WILMETTE, ILLINOIS	5	9. Rooks, Steve 10. Baidas, Rob		1. Myers, Wally	3 3/4	6TH BUSWEISER CUP FLEET #133, DIVISION	13	6. Canellas	24
AUGUST 4 ~ 5, 1984		11. Peno, Thomas 12. McKellop, J.		2. William, J. 3. Flanigan, John	18 3/4	ISLA VERDE, PUERTO R MAY 19 - 20, 1984	ICO	HOBIE 16B	POINTS
HOBIE 18A	POINTS	13. Parker, Dale 14. Wall, Bob		4. Poteat, Bob 5. Krause, John	35		POINTS	1. Guernica/	3
 Sundberg Thiessen 	5 11 3/4	15. Kosht, Dave 16. Peterson, J.		6. Sohn, John 7. Humphrey, Jim	39 40	HOBIE 14A	3 3/4	Vazquez 2. Andrews/Andrews	7 3/4
 Frakes Kovach 	16 16	17. Leonard, J.		8. O'Lain, Pat 9. Jernigan, Mike	42	 Torres, E. Gonzalez, R. 	12	 Baco/ Mediavilla 	10
5. Slusser 6. Oehler	24 28	HOBIE 16B	OINTS	10. Smith, J. Wick 11. Guthrie, Ken	51	 Jonco, Denny Colon, Pedrin 	16 25	 Doll/Arcadia Benitez/Rivera 	18
7. Henderson 8. Murphy	33 37	1. Lemaitre, F.		12. Efland, Doug 13. Barrett, John	56 57	 Aponte, Javier Rivera, Eric 	26 27	 Torres/Torres Alonso/Aguilo 	23
9. Sprague 10. Heneghan	39 47	2. Mohney, Jerry 3. Mack. Leonard		14. Eason, Mike 15. Taylor, Bob	58 66	HOBIE 14B	POINTS	8. Vicens/Palz	27
11. Fong	53	4. Stiemsma, B. 5. Terrell, Tim		16. Bell, Rock 17. Chappell, Bill	68	1. Ortiz, Carlos	3 3/4	HOBIE 14A	POINTS
HOBIE 18B	POINTS	6. Vanderkolk, M 7. Allen, Jeff		18. Blair, Seaborn 19. Healy, Matthew	71 87	 Torres, Luis Castaneda, Eddie 	9 3/4	1. Torres 2. Cree1	3 3/4 9 3/4
1. Duncan 2. Pell	5 8 5	8. Braiwer, Jeff 9. Wingett, Pat		20. Eure, Jack 21. Bush, Ed	88 94	 Abelardi, R. Jones, Howard 	18	3. Junco 4. Colon	12 18
3. Waite 4. Kuzyk	16 20	10. Bates, Brian	OTHER	22. Wiley, Paul 23. Shaw, Dan Jr.	94 97	HOBIE 14 TURBO	POINTS	 Gonzalez Biascoechea 	22
5. Rapp 6. Murray	25 25		OINTS	24. Owen, Richard 25. Barbre, Ray	104	1. Zamora, Luis,	4	HOBIE 14B	POINTS
7. Keil	32	 Modgkinson, Don Amador, Steve 		26. Hairfield, Milo 27. Koch, Dick	124	HOBIE 16	POINTS	1. Garcia	5
HOBIE 16A	POINTS	 Wass, Bob Skerski, Leonard 		28. Schuster, D. 29. Wiiedeman, C.	127	1. Goldberg/Maymi	3 3/4	2. Aponte 3. Rivera	13 3/4 14 3/4
1. Williams, B.	5 %	 Selin, Steve Fairbanks, John 		30. Huppman, Joe	150	 Baco/Mediavilla Vachierl/Flores 	10	4. Colon 5. Ortiz/Ortiz	15
2. Smith, G. 3. Kellogg	14 3/4 18 3/4	HOBIE 14 TURBO P	OINTS	HOBIE 16B	POINTS	 Hoyes, Hector Koropp/Koropp 	17 25	6. Figueroa/Ortiz 7. Adelardi	33
4. Grosskopf 5. Field	19 3/4	1. Bidwell, Don		 Orr, Scott Drake, Britt 	7 5			8. Montenergro 9. Ortiz	39 47
6. Herbert 7. Findlay	34	2. Noel, David		 Fentrees, Don Fahlberg, C. 	25 3/4	BOQUERON FLEET #133, DIVISION	13	10. Martinez	57 57
8. Kurz 9. Kartz	37 44	DIVISION 1	4	5. Vitez, Dan 6. Vance, William	31	PUERTO RICO JUNE 2 - 3, 1984		11. Gonzalez, J. 12. Jones	75
10. Cleworth 11. Bidwell	45 51			7. Woodward, John 8. Jett, Peter	36 36			 Gonzalez, A. Justiniano 	80
12. Hartman 13. Pigulski	56 56	THIS YEAR'S GOOMBAY SM. TIL NEXT YEAR HOBIE CO	ASH WAIT AT POINTS	9. Sage, David 10. Corner, Richard	37 3/4		POINTS		
14. Lawson 15. Brown	62	REGATTA FLEET #137 DI BUDD LAKE, NEW JERSEY	VISION 11	11. Denkins, Todd 12. Bransford, Paul	55 58	 Martinez/Baco Jimenez/Jimenez 	8 3/4	2ND CAPA RAY BAN ISLA VERDE, PUERTO I	RICO
16. Wall 17. Peterson	68	SEPTEMBER 15 -16, 1984		13. Winn, Johnnie 14. Graves, Loyd	63	Manser/Seitzmeir		FLEET #133 JULY 21 - 22, 1984	
18. Smith, C. 19. Chambers	72 80	HOBIE 18A		15. Swenson, John 16. Roe, Roy	71 78		POINTS	HOBIE 18	POINTS
HOBIE 16B	POINTS		7 %	17. Moore, Melinda 18. Duncan, David	85 95	 Goldberg/Maymi Perez/Mediavilla 		1. Martinez/Baco	3 3/4
1. McKinney	3 3/4	Thompson 2. Canfield/Hlavaty	7 1/2	19. Stewart, Phil 20. Walker, Stewart	95 98	Andrews/Velez	15	HOBIE 16A	POINTS
2. Minne, S. 3. Green	14 3/4 15		0 3/4	21. Yorty, Thomas 22. Downes, John	98 101	HOBIE 16B	POINTS	1. Figueroa/	5
4. Terrell 5. Mack	21 29	HOBIE 16A		23. Cole, Ken 24. Rodgers, Rusty	125 125	 Ortiz/Casteneda Paez/Vicens 	6 10 3/4	Goldberg	9 5
 Luksha Morris 	30 40	Kulkoski/Custara la	8 ½ 4	25. Arata, Hal	125	 Vaello/Vaello Stoddard/ 	13 18 3/4	 Junco/Junco 	11
8. Halham 9. Woolen	42	 Kornwebel/Kasley 14 Glanden/Crompton 14 	4 3/4	HOBIE 16C	POINTS	Stoddard 5. Preston/Castro	19	4. Guernica/ Vazquez	20
10. Kreiger 11. Cunningham	47 48	 Ackroyd/Ackroyd 20 Sullivan/ 20 	3	1. Quail, Francis	9 5	6. Jimenez, E.	40	HOBIE 16B	POINTS
12. Tenny 13. Richardson	48 52	7. Christy/Montrith 28	8	2. Quail, Terry 3. Koch, Daniel	14 3/4 24 3/4	HOBIE 14A	POINTS	1. Andrews/Vaello	6 %
14. Dillenback 15. Hoefer	55 56	HOBIE 16B		4. O'Donnell 5. Lawrence, Ed	25 31 3/4	 Torres. E. Gonzalez, Carlos 	5 9 5	2. Maymi/DalHau 3. Colon/Colon	7 % 15
16. Majewski 17. Arnold	59 69		6	6. Hanna, Bruce 7. McKinney, Tim	35 36 4/5	3. Junco, Dennys 4. Colon, Pedro	13 15	4. Torres/Perez 5. Doll/Arcadia	20
HOBIE 16C	POINTS	Donjanuanni	0 3/4	8. Fecowitz, Bob 9. Super, Robert	40	5. Biassoechea, J. 6. Junco, Enrique	27 29	6. Diaz/Zamora 7. Fyffe/	31
1. Rode	6	4. Kulkaski/ 22	3 3/4	10. Huling, Chip 11. Burnside, R.	43 46	HOBIE 14B	POINTS	Mediavilla	Dottomo
2. Leonard 3. Rife	12 ½ 18	Kulkaski 5. Winthers/Reid 22		12. Gregory, H. 13. Bartlas, Keith	46 50	1. Benitez, Ito	3 3/4	HOBIE 14A	POINTS
4. Harshbarger 5. Gates	19	 Yates/Yates Jepson/Jepson 		14. Gates, James 15. Garris, Greg	52 57	2. Montenegro, R. 3. Gonzalez, Jorge	15 16	1. Torres 2. Junco	3 3/4
6. Olsen	23 28	HOBIE 16C		16. Burnell, Scott 17. Holcomb, Wayne	76 87	 Adelardi, Robert 		 Gonzalez, R. Biascoechea 	13 25
7. Libert 8. Ray	36 38	1. Fatica/Edwards 12	2 5	18. Thompson, Doug 19. Nelas, Robert	98	5. Ortiz, Hector 6. Vives, Felix 7. Rodriguez, C.	28 32	5. Garcia, R.	21
9. Delnik 10. Ipavic	45	 Cummin/Cummin 12 Edwards/Edwards 16 	2 3/4 6 3/4	20. Mancini, Mike 21. Cummins, Robert	99 105		POINTS	HOBIE 14B	POINTS
11. Bernin	47	4. Wagner/Nicely 17 5. Smith/Kenonov 21	7	22. Wilburn, Chris 23. Cumberworth, P.	113	HOBIE 14 TURBO	3/4	 Rivera Ortiz/Ortiz 	5 11
HOBIE 14	POINTS	6. Fisher/Koren 27 7. Hunt/Rogers 28	7	24. Yerman, Bob	120	1. Gimenez, w.	3/4	 Montenegro Adelardi 	13 3/4 14 3/4
1. Glenn 2. Dodge	3 3/4	8. Holden/DeHayes 33 9. Kase/Kempees 40	3 3/4	HOBIE 14A	POINTS	CAPA BECK'S SAN JUAN ISLA YERDE, PUERTO R	100	5. Jones 6. Ortiz, R.	22 25
3. Enenbach	15	10. Buggeln/Buggeln 48	8 3/4	1. Holland, Gray	7 5	FLEET #133	100		
MICKEGONIA		12. O'Brien/		 Goforth, Bob Scudder, Sam 	8 ½ 10 3/4	JUNE 24, 1984 18-MILE RACE/FINISHI	NG TIME	DIVISION	15
MUSKEGON'S FLEET # , DIVISI	ON 10	Baechstrom 56		 Dodd, Brian Hemphill, T. 	23 25		POINTS	DIVISION 15 CHAMPION	
BUD LIGHT POINTS R	EGATTA	HOBIE 14 TURBO		HOBIE 14 TURBO	POINTS	1. Figueroa/	2:09:13	DIVISION 15 OCEAN SPRINGS, MISS	
HOBIE 18A	POINTS		6 %	1. Mosley, Bruce	7	Dalhau 2. Goldberg/Mayni	2:12:31	AUGUST 4 - 5, 1984	
 Sunberg, Chris Roberts, Carl 		2. Jim Merello 3. George Stewart 1:	6 ½ 3	 Deaton, Jeff Bohannon, Keith 	9 3/4 17	 Junco/Junco Andrews/Vaello 	2:12:59 2:20:48	HOBIE 18A	POINTS
3. Frakes, Roger 4. Griswold, Ken				 Winberry, G. Moore, D.H. 	18 19	 Ortiz/ Castaneda 	2:24:48	1. Kaeding, Greg	3
5. Thiessen, Bob		ACC CHAMPIONSHIP DIVISION		 Karnitschnig, A. Walsh, Len 	19 3/4 45		POINTS	 Lewis, Steve Thorjusen, Phil 	7 3/4

POINTS

1. Kaeding, Greg 2. Lewis, Steve 3. Thorjusen, Phil 4. Hefner, Michael 5. Miller, Gene

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Hobie Class Association

Oceanaide, Calif.

REGATTA RESULTS

	,					
6.	Mulvaney, G. Retag, Jack Lingren, John Patton, Bill Martino, Marty Lillman, George Record, Bruce Turner, Terry	22		HOL	BIE 14	POINTS
8.	. Retag, Jack . Lingren, John	25			Myers, Babe	3
9.	. Patton, Bill	38				
10). Martino, Marty	41		HOE	BIE 14 TURBO	POINTS
12	2. Record, Bruce	51		1.	Neal, Steve	4 5
13	3. Turner, Terry	55		2.	Kalata, Larry	5 5
				3.	Neal, Steve Kalata, Larry Dick, Paul	10
1.	BHIE 16A Tucker, Carlton Dalton, John Figueroa, E. Zorn, George Lattman, John Smith, Kevin Suares, John Gaston Brothers Brooks, John Brock, Jim McNeir, Mickey Kalata, Larry Laney, Tim Renelt, Eric Schweizer, Al Gaston, Chance Andrews, Mac Stone, Lynn Booke, Chris Franzen, Larry Jeffloat, Al Thorton, Charlie	6	35	-	WICION	46
2.	Dalton, John	12		D	IVISION	10
4	Zorn George	13	5	_		
5.	Lattman, John	20			LEON BEACH BUM RE	GATTA N 16
6.	Smith, Kevin	22	3/4	BU	EET #441, DIVISION RLINGTON, ONTARIO	
8.	Gaston Brothers	27			NADA LY 14 - 15, 1984	
9.	Brooks, John	32		301	Y 14 - 15, 1984	
11	L. McNeir, Mickey	40		HOB	IE 18A	POINTS
12	. Kalata, Larry	41		2	Marner, Paul MacDonald, Stu Reid, Steve Marner, Bill Karaim, Terry Coleman, M. Conacher, L. Howes, Bryan Francis, Gary Reid, Jim	0
13	B. Laney, Tim	49		2.	MacDonald, Stu	14 5
15	. Schweizer, Al	53		3.	Reid, Steve	22
16	. Gaston, Chance	64		4.	Marner, Bill	26
17	Andrews, Mac	72		6.	Coleman, M.	31
19	. Rooke, Chris	74		7.	Conacher, L.	35
20). Franzen, Larry	75		9.	Howes, Bryan Francis, Garv	41
22	. Jerricat, Al	83		10.	Reid, Jim	47
23	J. Franzen, Larry Jeffloat, Al J. Thorton, Charlie J. Moore, Debbie L. Vest, Buck J. Kernion, Brad Ron, Drew J. Jackson, D. G. Guarino, Joe Starr, Rob	83		HOD	TT 100	DOTNEC
24	Vest, Buck	86		1100	IL TOD	LOIMID
26	. Ron, Drew	93		1.	Rawlings, C.	10 %
27	7. Jackson, D.	100		2.	Webster, Peter	14 3/4
25	Starr Rob	114		4.	Allen, Stuart	18 3/4
*	, built, man			6.	Rawlings, C. Webster, Peter Motely, Dave Allen, Stuart Schmuck, Erich Ward, Michael	25
HO	MEIE 168 McCrackin, Sid 1rby, Sean Smith, Kendel Rabalias, Keith Heeren, John Hartman, Geoff Bounds, Craig McDonald, Lee Carter, David Meyers, Jim Lindley, Alan Dooley, Rick Sutterfield, S.	POI	NTS	0.	ward, michael	24
1.	McCrackin, Sid	11	3/4	HOB	SIE 16A	POINTS
3.	Smith, Kendel	15	5 5	1.	Liefeld, John	5 3/4
4.	Rabalias, Keith	16		2.	Howe, Dave	15 3/4
5.	Heeren, John	16	3/4	4.	McHardy, Dave	21
7.	Bounds, Craig	21		5.	Bekolay, R.	21 3/4
8.	McDonald, Lee	29		6.	Lermar, E. Miller, Gerry	37
9.	Carter, David	31		8.	Prbus, Rick	39
11	. Lindley, Alan	37			145	DO FERRID
12	l. Dooley, Rick	4 2		HOB	SIE 16B	POINTS
				1.	Barlow, J.D.	12 5
HC	BIE 16C	POI	NTS	3.	McLean, James Walker, Michael	20 3/
1.	Ulland, Ray	- 5	1 5	4.	Orr, Joan	27 3/
2.	Lueck, Chip	13	3/4	5.	Rozon, Gerard	38
3.	Fraser, Steve	16		7.	Gancman, Paul	43
5.	Bryon, Rick	18	3/4	8.	Lloyd, R.E.	46
6.	Daams, Doug	15		10	Ritzman, Rob Boesley, Scott	54
8.	Arrington, Alton	25	,	11.	Hack, Andrew	64
9.	Mason, Joe	29		12.	Regan, Charlie	65
11	Taylor, Michael	38	3/4	14.	Dvck, Jim	7.9
12	. O'Briant, Pete	40		15.	Rozen, Marcel	86
13	B. Hoff, Fred	63		16.	Armstrong, R.	95
15	. Rogers, D.A.	68		18.	Hutchinson, B.	103
HC	J. Dooley, Rick J. Sutterfield, S. Sutterfield, S. SHE 16C Ulland, Ray Lucek, Chip Fraser, Steve Triore, Anne Bryon, Rick Daams, Doug Mills, Rick Arrington, Alton Mason, Joe J. Taylor, Michael Tweedei, Don J. O'Briant, Pete Hoff, Fred Rogers, D.A. Darnell, Julie SHE 14	POI	NTS	нов	BIE 14	POINTS
1.	Neal Steve Groves, Bill	-	3/4	2.	Martin, Ken	8 4
3.	Myers, Rosalie	11		3.	Gleba, Greg	18
4.	Rich, Ashley	15	1	4.	Gloin, Brad	22
6.	Neal Steve Groves, Bill Myers, Rosalie Rich, Ashlev Miles, Stephen Rashka, Kirk	20)	HOD	SIE 14 TURBO	POINTS
НС	DBIE 14 TURBO	POI	NTS	1.	Taylor, John	6
1	Jackie, Myore	1	1 5	3.	Dumouchelles, B	11 3/
2.	Jackie, Myers Knight, Ron	6	12			
					ITEDNT	
7.	ILLIAM GRAMPRIE MEM	OPT			TERNT	L
WI	LIBIAM GRAMPRIE MEM	OKIA	1.1.			

WILLIAM GRAMPRIE MEMORIAL REGATTA REGATTA
FLEET #120 DIVISION 15
PANAMA CITY, FLORIDA
AUGUST 11 -12, 1984

нов	IE 18	POI	NTS
1.	Kaeding, Greg	3	
2.	Ruthren, Larry	8	
3.	Cockcroft, B.	11	
4.	Ruthren, Larry Cockcroft, B. Ruthren, Jimmy	17	
5.	Addison, Allen	18	
нов	IE 16A	POIN	NTS
1.	Brock, Jim	6	3/4
2	Lateman John	11	3/4
3./	Zorn, George Gabriel, Bob Smith, Kevin McLane, Dunkin Kernion, Brad	11	3/4
4.	Gabriel, Bob	12	3/4
5.	Smith, Kevin	13	3/4
6.	McLane, Dunkin	19	
7.	Kernion, Brad	22	
8.	Eastabrooks, Ken	32	
9.	Thornton, C.	33	
10.	Roe, Roy	34	
11.	Fitzsimmons, C.	39	
	Self, Robert		
нов	IE 16B	POI	NTS
1.	Lveck, Chip Smith, Kendel Hoskins, Walter	4	4
2.	Smith, Kendel	5	15
3.	Hoskins, Walter	11	
4.	Cekot, Ron	16	
нов	IE 16C	POI	NTS
1.	Neville, Nick	4	L,
2.	Smith, David		
3.	Pitte Don	12	

HOB	IE 14	POINTS
1.	Myers, Babe	3
нов	IE 14 TURBO	POINTS
1.	Neal, Steve	4 5
2.	Kalata, Larry	5 5
3.	Neal, Steve Kalata, Larry Dick, Paul	10
D	IVISION	16
FLE BUR CAN	SON BEACH BUM RE LET #441, DIVISIO LINGTON, ONTARIO LADA LY 14 - 15, 1984	N 16
-	IE 18A	POINTS
,	Marner, Paul MacDonald, Stu Reid, Steve	0
2 .	MacDonald Chi	14 4
3.	Reid. Steve	22
4.	Marner, Bill	26
5.	Karaim, Terry	26
6.	Coleman, M.	31
7.	Conacher, L.	35
8.	Howes, Bryan	40
9.	Francis, Garv	41
10.	MacDonald, Stu Reid, Steve Marner, Bill Karaim, Terry Coleman, M. Conacher, L. Howes, Bryan Francis, Gary Reid, Jim	47
нов	IE 18B	POINTS
1.	Rawlings, C.	10 %
2.	Webster, Peter	10 5
3.	Motely, Dave	14 3/4
4.	Allen, Stuart	18 3/4
5.	Schmuck, Erich	25
6.	Rawlings, C. Webster, Peter Motely, Dave Allen, Stuart Schmuck, Erich Ward, Michael	34
	IE 16A	POINTS
1.	Liefeld, John	5 3/4
2.	Howe, Dave	15 3/4
3.	Burnell, Craid	20 3/4
4.	McHardy, Dave	21
5.	Bekolay, R.	21 3/4
6.	Le-ma-, E.	31
7.	Miller, Gerry	37
8.	Liefeld, John Howe, Dave Pursell, Craic McHardy, Dave Bekolay, R. Lermar, E. Miller, Gerry Prbus, Rick	39
нов	IE 16B	POINTS
1.	Barlow, J.D. McLean, James Walker, Michael Orr, Joan Rozon, Gerard Biesbach, Rich Gancman, Paul Lloyd, R.E. Ritzman, Rob Beesley, Scott Hack, Andrew Regan, Charlie West, Eugene Dyck, Jim Rozen, Marcel Armstrong, R. Jaco, Tony Hutchinson, B.	12 5
2.	McLean, James	13 3/
3.	Walker, Michael	20 3/
4.	Orr, Joan	27 3/
5.	Rozon, Gerard	38
0.	Bicsbach, Rich	38 3/
0	Gancman, Paul	45
0.	Dityman Dob	48
10	Boosley, Scott	5.4
11	Hack Andrew	6.4
12	Rogan Charlin	65
13	West Fugene	69
14	Dyck, Jim	79
15	Pozen, Marcel	86
16	Armstrong, R.	95
17	Jaco, Tony	97
18	Hutchinson, B.	103
	the state of the s	

HOBIE 16 EUROPEAN CHAMPIONSHIPS SKANOER, SWEDEN AUGUST 3 - 10, 1984 3/4

HOB	IE 16A	POI	VTS
1.	Hendriksen/	43	
	Schwarz		
2.	Laurent/Fabre	43	1,
3.	Stoll/Von	50	
	Von Schrader		
4.	Cattin/Tiersbier		
5.	Leptien/Braun	57	3/4
6.	Bress/Bress	61	3/4
7.	Plaat/Plaat	67	3/4
8.	Odenthal/Welin	69	3/4
	Moeller/Thoma	76	3/4
10.	Findlay/Findlay	79	
	Mohr/Mohr	84	
12.	Delius/Bottcher	88	
	Wycisk/Kroge	94	
	Laing/Laing	99	
	Van Deveren/	100	3/4
	Van Der Wal		
16.	Loffmann/Lyng	102	3/4
	Hansen/Hansen		
	Pradel/Andre		
		119	
	De Wilde		
20.		122	
		122	
		124	
	Neergard/	125	
	Nielsen		
24		125	
	Banninger/Mock		
		129	3/4
		130	-1
		131	
	Bank/Bank	135	

30.	Artault/ Battesti	145		3.2
31.		153		33
	Breyer			3.4 3.5
		155	3/4	
2.2	Laisney Annels/	155	3/4	
33.	Crawford	153	3/4	
34.	Westphal/	161		
	Westphal			
	Hennen/	170		
	Henningsen			
36.	Dahlberg/Falk	177		_
нов	IE 16B	POI	NTS	HO
1.	De Toro/Lepscky	11	15	IS
2	Schmitter/	12		AU
	Himmelsdorfer			-
3	Rergen/Nygaard	13	3/4	HO
4.	Aasted/Bardram	17	3/4	
5.	Carstensen/	21		1.
	Gylden	27		2.
0.	Andersen/ Andersen	21		3.
7	Nienstadt/	29	3/4	4.
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Join a Fleet

Thought about joining up with fellow Hobie sailors in your area? Send us this coupon and we'll let you know where your closest fleet is located.

☐ I would like information on how to
contact the fleet closest to me, which,
according to the Fleet Directory listing in
the HOTLINE, is fleet #

☐ I can't find a fleet that is located near me. therefore send me information on how to start a fleet.

Name		_
Address		
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Send to: The Hobie Class Association Attn: Liz Reed P.O. Box 1008 Oceanside, CA 92054

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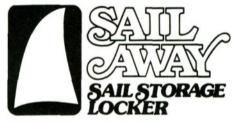
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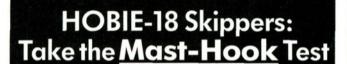
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SPECIAL OFFER! Order before 12/1/84 and we'll give you a "COVER IT" T-Shirt FREE! If you just want a T-Shirt, fill out the coupon below and enclose a check or MO for \$10.00. Sorry, no phone or credit card orders for T-Shirts.

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There is absolutely no good reason to force your H-16 Jib sheet through a torturous "Z" turn to control your jib. The "Z" set-up aggravates your problem when the wind is blowing the hair off dogs and the "Z" also aggravates your problem when the wind is barely a whisper.

You don't need to be a sailboat expert or an engineer to know that pulling 5/16 diameter line through several severely sharp turns produces high friction resistance (yes Clyde, especially if the line must be forced through a naked hole in a piece of plastic).

If you are going to spend your hard earned money for anything other than a stock boat set-up, it makes sense to buy a guaranteed solution instead of swaping problems!

YOUR CHOICES

- 1. Eliminate the "Z" set-up and the unnecessary friction by installing the KISME OK with Ochsen self cleating blocks - The Jib line goes directly from the Jib through the ball bearing block on the traveler to the crew. The most simple, easiest to operate system available which simultaneously gives you the lowest weight and lowest possible stack-up to accomodate maximum mast
- 2. Eliminate the "Z" set-up by using the KISME IT. The Jib sheet goes straight from the Jib, through a standard cam cleat (Mounted directly on the traveler) to the crew. A simple, easy to operate system which also gives you light weight and very low stack-up.
- 3. Retain the stock "Z" set-up, but use the KISME OK option with premium Harken ball bearing blocks on your traveler. This will give you the finest low friction "Z" set-up money can buy and also gives you simplicity with the lowest possible stack-up geometry.

NOTE: Clyde says that ALL Hobie 'Cat® Jib systems are enhanced by using the KISME Quick on the Jib clew. The Quick provides super smooth ball bearing Harken blocks at the point where the force is applied to the Jib. The Quick simultaneously gives you simple, fast-pin, no fumble, extra low stack-up capability.

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(From the company with the 5 year registered guarantee)

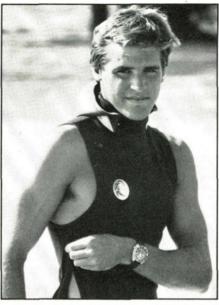


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Hot Products

Triathlons Inspire O'Neill's "Tiburon"

O'Neill Inc. has announced the introduction of "The Tiburon," a hooded vest made of 1.5mm closed cell neoprene. The vest is designed to cover the head and chest, prime areas of heat loss and capillary exposure.



The inspiration for this new product was the growing triathlon boom and the need for triathletes to stay warm in the water without sacrificing ease of movement. A short pant has been designed to accompany the vest and provide warmth for the lower torso, buttocks and groin. The vest and pant are available in specialty shops throughout the nation. For more information write O'Neill at 1071 41st Ave., Santa Cruz, California 95062 or call: 408-475-7500.

Deep See Introduces Seeflex

Deep See Products has introduced a new neoprene boot that the company claims is much easier to put on and take off. The new boot, called the Seeflex has no zippers or straps and is available in 3/16" and 1/4" thicknesses. Both thicknesses feature Deep See's reef sole, a rubber sole permanently volcanized to the Nylon II uppers. The new boots are available in sizes five through 12. For more information contact Deep See Products, 2979 Koapaka St., Honolulu, Hawaii 96819.



Continued from page 30

sailors seldom voyage far from home. Why would they want to? Aside from being a sailor's dream (See Phil Whitney's personal comments on page 31), the Fiji Islands are a welcome sight for any adventurer who longs for the primitive life but likes lobster in Mornay sauce for dinner. That's the kind of place Fiji is. Thick jungles and dry grasslands co-exist on the same island. Thatched bures with pigs lying in the mud in front look like they were built for the eyes of the tourists who stay in large hotels nearby.

Although Fleet 252 numbers only about a dozen, they are a close knit group of people who thoroughly enjoy their sport. They can also be pretty radical sailors. They're still talking about the time they sailed from Suva to Pacific Harbor, a distance of about 30 miles, powered by the tail end of a hurricane. Needless to say, it lent a new meaning to the term "screaming reach"

Aside from the excitement of sailing in an environment with almost guaranteed wind, the Fijian Hobie Cat sailors are blessed with one of the most beautiful geographies in the world for sailing. The islands off the east coast of Viti Levu are a popular destination for the hardy group of sailors. The outer islands, like the Yasawas,

still feature some uninhabited islets. In fact, there are over 100 islands in the Fiji group that are uninhabited. The ones that are support small communities or resorts. Some are the private domains of American or European nobility. Raymond Burr, for example, is selling his private island and estate for just over \$2.5 million Fijian dollars (2.25 million U.S. dollars). Magazine publisher Malcolm Forbes has recently opened a very private resort hideaway on his island.

Visitors to Fiji who would like to follow in the footsteps of the great island navigators or just fly a Hobie might find it difficult to fulfill their sailing fantasy. While many of the hotels boast Hobie Cats for rent, finding one in workable condition is tricky. On a recent visit, a reporter found that three out of four popular hotels which offered Hobies for rent did not have one boat fit for taking out on the water. Tony Philp, the Fijian Hobie dealer, has been trying to rectify this situation by offering maintenance service, but, so far, the hotels have not snapped up his plan. However, many of the members of Fleet 252, in the best spirit of the Hobie tradition, are willing to lend their boats to qualified skippers. Hobie sailors wishing to contact owners should write to Tony Philp, Tradewinds Marine, Box 3038, Lami, Fiji. Those who may be unsure of their itinerary while in Fiji may want to call Philp at 36 361228 when they arrive.

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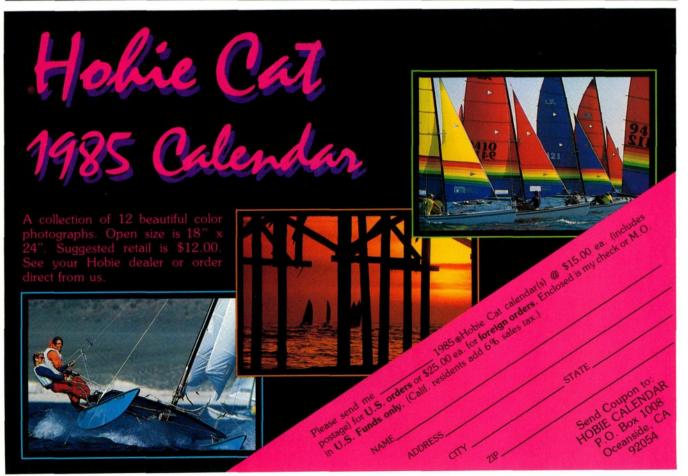
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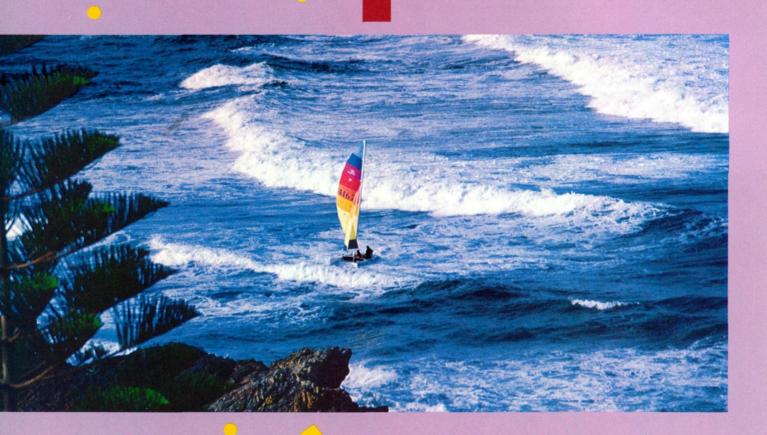
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THUNDER

The Third Hobie 18 World Championship. Port MacQuarie, New South Wales, Australia. February 9–17, 1985.



his 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.

THE RED CENTER/4 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.

SAIL THE WHITSUNDAY ISLANDS/5 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.

SEE NEW ZEALAND/3 NIGHTS

The intriguing north islands are a water sportsman's paradise. Visit the thermal region and the beautiful Waltomo 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 Maori 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.



COR MORE INFORMATION

Please send me more travel information about Australia	a and the Hobie 18 World Champions	ship	
□ Mr./Mrs. □ Mr. □ Mr			
Mailing Address			
City	State	Zip	
Telephone ()	Number in party	I am interested in additional stops □ Yes	□ No
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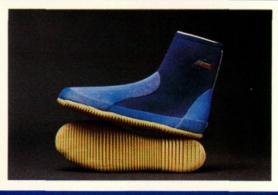
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- YKK zips, Delrin pulls with inside flaps
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SAILING JOHN (3mm) Reinforced seat & knees, front zip

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HOBIE HOT TIPS

Just Like New

Editor's Note: Cynthia Bucholtz has some sound advice for all Hobie sailors on how to keep Hobie Cats looking like new and performing up to expectations. It sounds like common sense, but sometimes common sense solutions are the last ones to be thought of.

One way that I've found to keep my Hobie 16 in workable condition and to help prevent corrosion is to lubricate all the tracks and moving metal parts with WD-40 or similar product. I even lubricate the rudder system and the rudders lock and unlock easily. My boat is nearly three years old, and, with weekly lubrication plus thorough washings after sailing in salt water, the boat has absolutely no corrosion.

If you can't afford an expensive cover, protect your cat the cheap way. I put two inexpensive white sheets over my Hobie (be sure to use king or queen size). To keep the sheets from blowing off, I put small wooden slabs on the corners of the sheets. This will protect the trampoline, jib lines, traveller tracks and cleats.

Cynthia Bucholtz Hollywood, Florida

Trailering Safety

Trailering Hobie catamarans at night for many years on our nation's highways gave me cause to wonder about the number of motorists, who, being confronted by a rudder or two only inches away from their grills or windshields suddenly hit the brake pedal. The solution, of course, would be to remove the rudder assembly when trailering. However, this still leaves the mast protruding as a more formidable impaling device for the unwary tailgater. The introduction of the new black epoxy rudders will probably increase the potential hazard as their use becomes more prevalent. For the lazy, quick rig sailors among us, here is a simple and quick way of attaching reflective devices to the rudder ends without drilling holes.

Start with two of the three inch reflectors that are available in any of the auto or hardware supply stores. These are plastic surrounded with a metal frame which has two holes punched in both ends. The tabs can be bent back easily with pliers.

Next, cut two pieces of 3"x3"x6" deep high density flotation foam rubber with shears or a knife. An excellent source for this foam rubber is the interior of an old Type II life vest that many boaters have left from their first life vest purchase before graduating to the more fashionable lightweight models. This type of foam rubber retains its shape and does not hold water.

Attach the rubber blocks to the reflector backs using a waterproof glue such as contact cement or silicone RTV. Next, cut a slit in the back end of the rubber block with a sharp knife, leaving about one inch at the top and bottom uncut. For extra durability or in case the rubber begins to tear, wrap the entire rubber block with duct tape.

After the glue has set, slip the assembly firmly on the rudder bottom, hook one end of an elastic tie down cord to one metal tab, and then run the cord around the rudder kick-up assembly and hook it to the other metal tab. Equalize the elastic tension on both sides of the rudder so that the reflector remains perpendicular to the rudder. The elastic cord should be long enough (at least 36 inches) to exert just enough pressure to hold the assembly on the rudders rather than being so tight it skews the reflector assembly. Happy and safe trailering.

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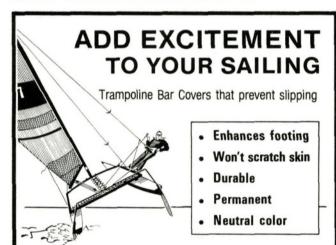
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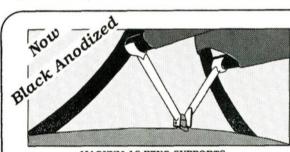
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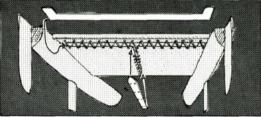
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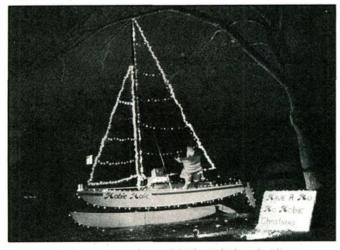
HOBIE BRIEFS

Two Lifejackets = Two Lives

Two lives were saved off the coast of New Jersey this summer because Hobie Cat sailors remembered to wear their lifejackets. Ocean City, New Jersey resident Chris Haury found herself in the ocean and drifting about 4:30 p.m. as a result of being thrown clear during a capsize of the Hobie that she and Roy Schoberle were sailing. Since she had her lifejacket on, however, she was able to drift into shore in about two hours. Had it not been for the jacket, she may have drowned in the hour it took for the Coast Guard to receive the report of a missing sailor. At about the same time, Mark Steelman and Steve Picker were sailing off Margate, when Steelman fell off the boat. Since he was the only one of the two that knew how to sail the Hobie, Picker had to drift into shore and was not able to retrieve his friend. Fortunately, Steelman drifted into the beach. Once again, wearing a lifejacket saved a life.

Santa Flies a Hull

Jeff and Kimberly McLendon of San Antonio, Texas combined their Hobie spirit with Christmas Spirit last year when they placed Santa out on the trapeze wire of their Hobie 16 and used him to decorate their front lawn. They won a community sponsored prize and the admiration of the other sailors in their fleet. The local TV stations even sent out crews to film the scene. The display took hours to build. It included over 1000 small lights and, according to the McLendons, the top of the mast could be seen for blocks.



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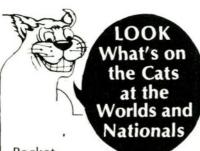
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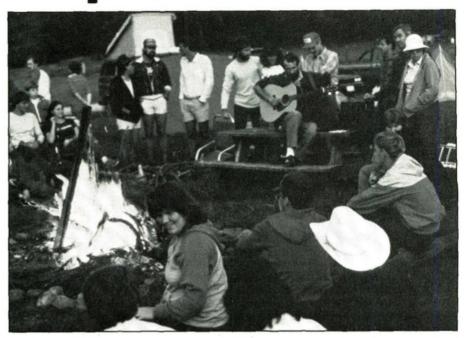
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A Special Weekend



BY LOIS MOXLEY AND TOM BARKEY



Maryland's Fleet 54 plunged headlong into the world of the Special Olympics, the games organized especially for the physically and mentally handicapped to enable them to participate in athletic contests and feel the satisfaction of competing. For two days during the month of July, members of Fleet 54 introduced 15 Special Olympians to the sport of Hobie Cat sailing.

The weekend began with an orientation ride on the boats for each of the Olympians, none of whom had ever been sailing before. After they had become accustomed to the boats, several hours were spent teaching some very basic sailing techniques and some race strategy.

After a break for lunch, the skippers and the special Olympians (along with the skipper's regular crew who was aboard as a safety precaution), hit the water for the start of the formal racing. The boats were divided into five fleets of three boats each. Each fleet competed amongst itself for the gold, silver and bronze, but all the boats started together which added an extra thrill for the Olympians. Race committee chairman Dan Fremeyer chose two course twos for both of Saturday's races. Afterwards, all sailors were treated to a chicken barbeque provided by the local Cecil County Jaycees. This was followed by a campfire with Bluegrass music.

Sunday morning saw the official opening of the games with the traditional torch ceremony. The Olympic flame was brought into shore by Olympian Dave Blackburn and sailing partners John and Betsy Flanigan. Dave and Betsy then ran the torch to its final perch overlooking the river. With the reciting of the Special Olympic Oath: "Let me win, but if I cannot win, let me be brave in the attempt," and a wish for luck, the Olympians and their partners were off again. Sunday's racing was on a course two and a course four.

After securing the Hobies and wolfing down a late afternoon lunch, everyone gathered in front of the torch for the closing ceremonies. Following the speeches, each Olympian received a gold, silver or bronze medal placed around their necks with great joy by the participating fleet members. Then, with a smile, the newly bemedaled Hobie sailors gave their partners a hug and said thank you.

These were two days that the fleet members will not forget for a long time to come. They were filled with friendship between the fleet and 15 mentally retarded individuals who proved themselves worthy Hobie Cat sailors in this, the First Special Olympic Hobie Cat Regatta. The participating members of Fleet 54 are to be commended by Hobie Cat sailors everywhere. 34_





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