

# *Kobie* **HOTLINE**

MARCH/APRIL 1985

\$2.00







# The best friend your sails ever had!

# The Sail Box\*

- Large enough for all sizes of Hobie sails, daggerboards, booms and accessories. (10'9" x 22" x 14", at bucket end).
- Durable AQ2000 Polyethylene, roto-molded, no seam construction makes the Sail Box tough enough to stand on.
- Drain channels promote drying during transport while water tight hatches keep water out.
- Easy access from both ends.
- No assembly required, maintenance free.

- Sturdy roto-molded end closure doubles as an 11 gallon wash down bucket.

\$249.95 plus shipping (Shipping Economies Available)

See your local dealer or order directly from us.

**Manufacturer**  
**Aquaterra**  
 P.O. Box 1357  
 Easley SC 29641  
 (803) 855-1987

**Distributor**  
**Sailing Systems, Inc.**  
 4815 Amy Drive  
 Crystal Lake IL 60014  
 (815) 455-4599

Dealer Inquiries Invited.

\*Also sold as **The Toy Box**





## TO "Z" OR NOT TO "Z"? THAT IS THE QUESTION

(Yes Clyde, that is a meaningful question for H-16 sailors.)

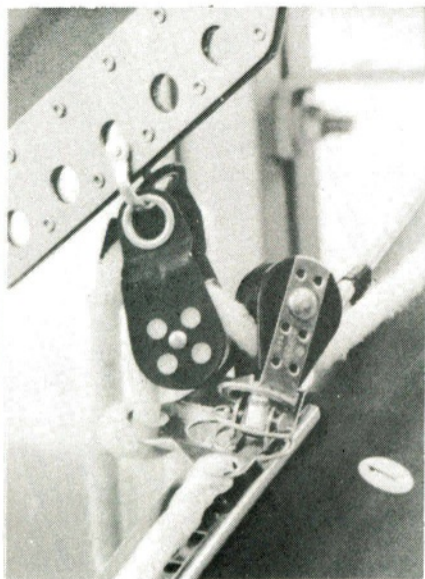


### TO "Z"

To "Z": To use a jib control system with the factory type "Z" jib sheet geometry:



The superior "Z" geometry jib sheet option:  
**THE OK™/HARKEN® TRAVELER**

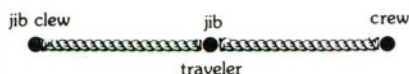


**THE OK™/HARKEN® TRAVELER**

Some sailors stick with this relatively complicated, high friction "Z" jib sheet geometry, because they learned to sail using this type system and prefer not to change. Regardless of their reasons, for those sailors who prefer this jib sheet geometry, the OK™/HARKEN® jib traveler is the premium high-performance choice. In fact, the OK™/HARKEN® option was specifically engineered for those sailors who prefer the "Z" system. The OK™/HARKEN® jib traveler comes with premium, ball bearing Harken® blocks, and a uniquely designed, super low stack-up, stainless steel traveler car. The OK™/HARKEN® jib traveler also has built-in connection points for your choice of remote traveler control systems. If you are one of those who prefer the "Z" system, you might as well get the "E-Z-est" and finest "Z" choice available: The OK™/HARKEN® option, with an unconditional 5 year guarantee! Class legal, \$49.95/pr.

### OR NOT TO "Z"

Not to "Z": To *not* use the "Z" jib sheet geometry. To use straight thru jib sheet geometry instead:

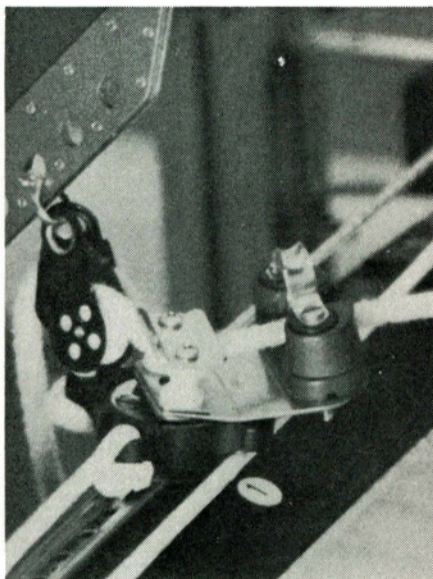


The straight thru *blockless* option:

### THE IT™ TRAVELER

The IT™ integrated traveler pulls all the H-16 jib requirements into one simple space age design at a budget price! The IT traveler mounts directly (and easily) in the H-16 jib track, and replaces your present jib travelers. You may then mount your favorite cam cleats *directly* on top of the traveler (instead of on the cross bar). Both SSI and Murray's offer excellent Harken® Cam-Matic® choices that are smooth and easy to operate.

The IT™ traveler provides an exceptionally low jib clew stack-up capability and has built-in connection points for your choice of remote position control systems. (For late model boats, with swivel cam cleats already mounted on the crossbar, the factory installed cleats are perfect to use for your traveler's remote control system.)



**THE IT™ TRAVELER**

If this class legal choice appeals to you, ask for the KISME IT™ traveler -- only \$26.95/pr with a five year unconditional guarantee (cam cleats sold separately).

The straight thru *cleatless* option:

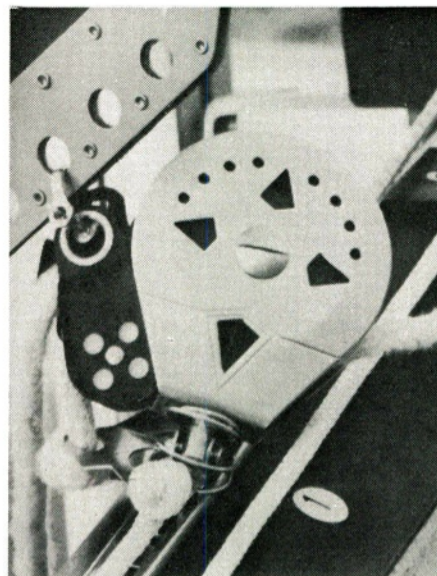
### THE OK™ (OXEN KART) TRAVELER

The OK™ (OXEN KART) traveler is an original creation that was specifically engineered to take advantage of the Swedish Ochsen (pronounced "oxen") self holding blocks. The OK™ traveler system easily replaces the stock travelers and eliminates *both* the high friction "Z" jib sheet geometry *and* the sometimes difficult to actuate conventional cam cleats. (Yes Clyde, the best cam cleats in the world are frustrating to actuate when the angle is wrong!)

Notice that from the jib clew, the jib sheet passes straight thru a relatively large diameter block and then goes directly to your crew's hand! It is so exceedingly simple, that it is hard to believe! The large sheaves in the Ochsen blocks help tame even the heaviest of winds, and the straight thru line passage makes feeding the sheet out in whisper light air a pure joy (especially when compared to the "Z" system). As a bonus, the OK™ traveler also gives you the *least* weight and *lowest* jib clew stack-up in the industry, plus built-in connector

points for your favorite traveler control system.

The OK™ traveler, with the Ochsen blocks, is fantastically easy to cleat and uncleat from *any* position on the boat (even if the sheet passes around something between you and the block)! You will have to try it to believe it! The self-holding feature is absolutely fool-proof, and never surprises you by letting go unexpectedly. In fact, everything about this entire system is truly incredible (some of the H-18 go-fast set have capitalized on this secret for years).



**THE OK™ (OXEN KART) TRAVELER**

The price may shock you at first, but remember that you do *not* need to buy an extra pair of swivel cam cleats (or the pads and hardware to mount them), which is extra equipment that you *must* buy for *all* the other choices. Consequently, about \$75 of the OK™ traveler's price is saved up front. Note: by using the OK™ with Ochsen blocks, your factory installed cam cleats (the ones mounted on your crossbar) are free to use as part of your traveler position control system. (Yes Clyde, with this option, you end up with much less hardware mounted on your forward crossbar.)

The OK™ traveler system costs a mind bending \$225.95/pr! However, the price *includes* two of those magnificent \$100 Ochsen blocks -- and *excludes* that second swivel cam cleat system that you will *not* have to buy for about \$70 -- and since this choice is unconditionally guaranteed for five years -- the cost will more realistically amortize to approximately 30 bucks a year. (Yes Clyde, it is class legal.)

### CONCLUSION

Only *you* can decide if you should "Z" or not "Z". In any case, KISME gives you three distinct and outstanding traveler system choices: the OK™/HARKEN® option for the "Z" crowd; the IT™ for the "straight thru" blockless crowd; and the magnificent OK™/OCHSEN option for the "straight thru" cleatless crowd!!

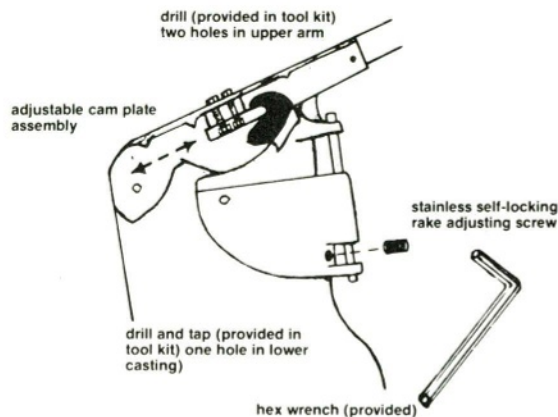


**Dedicated To Making Your Hobie® Sailing  
SIMPLY BETTER**



# Adjustable Rudder Rake Kit

For Hobie® 14 or 16



- Inexpensive: less than 1/4 the cost of new replacement adjustable rudder castings.
- Includes: wrench, screws, completely machined aluminum adjustable cam plate assembly.
- No disassembly of boat required.
- No cutting or modification of rudder blades.
- All stainless steel screws; no plastic.
- Add optional tool kit (drill and tap) and install it yourself.

# Sail Saver®

Hobie® Class Approved



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

CARLTON TUCKER

'84 Hobie 14 National Champion, 2nd Place '83 Hobie - 18 Worlds  
Winner '82 Worrell 1000, 4 time National Runner-Up

- Eliminates sail chafing from battens.
- Puncture resistant to splintered and broken battens.
- Does not affect sail shape or batten stiffness.
- Strong lightweight plastic sleeve less than 2/100 inches thick.
- Full length batten coverage.
- Slide on precut lengths. Heat with hair dryer.
- Used on winning "Team USA" boat in 1982 WORRELL 1000.

**EASTERN SAIL PRODUCTS**  
P.O. BOX 34449 RICHMOND, VA 23234  
(804) 276-0433

Adjustable Rudder Rake Kit (Hobie® 14 or 16) ..... \$31.95  
Rudder Rake Tool Kit ..... \$10.95

## Sail Saver®

HC-14—5 batten ..... \$14.95 HC-16 main □ ..... \$26.95  
HC-14—6 batten ..... \$18.75 HC-16 jib □ ..... \$7.95  
HC-18 □ ..... \$29.95 Virginia Residents add 4% sales tax

Name .....  
Address .....  
City ..... State ..... Zip .....

# CAT EQUIP.



# #1 IN CAT COVERS SINCE '74!

## CAT EQUIP

has been the leader in the design and marketing of covers for Hobie Cats since 1974. As active sailors in the largest Hobie Fleet in the country, we know firsthand what Hobie owners want and need in a first class cover. "COVER IT WHEN YOU'RE DONE PLAYING WITH IT!" is more than a catchy slogan; it's the smart way to protect your Hobie's value. Every CAT EQUIP cover is proudly made in the USA and is guaranteed against defects in material and/or workmanship.

**SPECIAL OFFER!** Order before 4/15/85 and we'll give you a "COVER IT" T-Shirt FREE! If you just want a T-Shirt, fill out the coupon below and enclose a check or MO for \$10.00. Sorry, no phone or credit card orders for T-Shirts.

## HOBIE HALTER COVERS

Protect your Hobie from harmful ultra-violet rays, inconsiderate birds, acid rain and polluted air. Secured with Velcro and straps, covers can be used with the mast up or down. Cover is light green 65% polyester/35% cotton and can be machine washed. **HEAVY DUTY COVERS** ... are made of blue Sunbrella acrilan canvas with nylon cord ties and leather chafe strips. HD covers are also available for towing your Hobie at freeway speeds. NOTE: do not attempt to use covers not specifically designed for towing.

### HOBIE HALTER PRICES

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

### HEAVY DUTY COVER PRICES

Hobie 18 one-piece storage, #H-18-1HVV ..... 400.00  
one-piece trailerable, #H18-1TOW ..... 360.00  
Hobie 16 one-piece storage, #H-16-1HVV ..... 350.00  
one-piece trailerable, #H-16-1TOW ..... 300.00

## IMPORTANT ORDERING INFORMATION

**ORDER TOLL-FREE using your AMEX, VISA or MasterCard**  
Call MON-FRI 8:30-5:30 PST 1-800-621-0852 x141  
In CA call 619-455-7100

For information or to check on an order, please call 1-619-455-7100

Use the handy order blank below. Be sure and include UPS handling charges. (CA residents include 6% sales tax)

Part #	Description	Price
	CA 6% Tax	
	UPS Handling	\$5.00
	Total	

☐ AMEX ☐ VISA/MasterCard ☐ Check/MO  
Card # \_\_\_\_\_ Expires \_\_\_\_\_  
Signature \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

- ☐ Yes, send me a free "COVER IT" T-Shirt with my order.  
☐ All I want is a "COVER IT" T-Shirt at \$10.00 postpaid.  
☐ Small ☐ Medium ☐ Large ☐ X-Large

**SEND ORDERS TO: CAT EQUIP, 7023 Carroll Rd.,  
San Diego, CA 92121**



# Hobie **HOTLINE**

March/April 1985

Volume 13, Number 5



Guy Motil

## FEATURES

### 16/Ask the Expert

John Hackney explains why you should trapeze low and sheet high.

### 18/The Basics of Hardware: Blocks

Low profile? Ratchet? 6:1? Fiddle? Stacked? Optional?

### 22/The Spring Care and Feeding of Your Cat

OK, so it's nearly spring, but is your cat ready to sail?

### 24/Flying the Magnum

Now that you've got wings, what's the best way to use them?

### 26/Crew Liberation? Crew Cooperation!

Dave Perry proves that there's an alternative to skipper vs crew.

### 30/Women in the Driver's Seat

Women are becoming more of a force on the Hobie Cat scene.

### 34/Women on the Water

A photographic essay in celebration of women and water.

## ON THE COVER



Guy Motil captures the exhilaration women are bringing to Hobie Cat sailing.

## DEPARTMENTS

6/Hobietorial

11/Letters

57/Briefs

63/Hot Products

67/Hot Tips

70/Last Look

**HOTLINE Publications**, all rights reserved. The **HOTLINE** magazine is published bi-monthly by World Hobie Class Association, 4925 E. Oceanside Blvd., Oceanside, CA 92056. Subscriptions in USA \$11 per year (six issues); in Canada and other foreign countries, \$16 per year.



**HOTLINE DIRECTOR**

Bob Brown

**EDITOR IN CHIEF**

Brian Alexander

**MANAGING EDITOR**

Terri Crary

**HOBIE RACING EDITOR**

Michele Krcelic

**CONTRIBUTING EDITOR**

Paula Alter

**ART DIRECTOR**

Jana Whitney

**HOBIE RACING DESIGN**

Pam Perdue

**CIRCULATION MANAGER**

Bonnie Hepburn-Jonas

**CIRCULATION ASSISTANT**

Judy Schneider

**CONTRIBUTORS**

Douglas R. Brooks • Robert Brown  
Patrick McDowell • Guy Motil  
Christopher Cunningham • Alistar Black  
Sheila Henning • Dave Perry  
John Hackney • Mike Etti • John Read

**HOBIE CLASS ASSOCIATION**

Sandy Banks, Executive Director  
Michele Krcelic, Class Director USA  
Liz Reed, Regatta Secretary

**HOTLINE PUBLICATIONS**

P.O. Box 1008  
Oceanside, CA 92054  
619-758-9100

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

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

The editor welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The *Hotline* cannot accept responsibility for unsolicited material.

Advertising rates available on request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the *Hotline* does not imply endorsement by Coast Catamaran or the Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Coast Catamaran Corporation. Any other use is strictly prohibited by trademark law.

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

## In Spring, a Young Woman's Fancy Turns to Hobies

The first indications of spring are just about to make their appearance. Early wildflowers will soon be poking their heads out of the newly thawed soil with a little hesitation. Robins will begin to turn over last year's dead leaves looking for a quick snack. The white blanket that covered much of America is just about gone. And Hobie Cat sailors in the more northern climes are peering out of their front windows as they turn the eternal question over in their minds. "Is it too soon to go out?" For some it is never too soon or too late. They're always ready to brave whatever conditions might exist.

That's the kind of enthusiasm that the new group of women sailors has brought to the sport. And so, this issue is dedicated to them. Over the last ten years, increasing numbers of women have been slipping on their wetsuits, replacing bed sheets with sail sheets and hitting the water. And they're not just crewing for the men either. Many are grabbing hold of the tiller, and refusing to let go. The result has been some of the best women's sailing ever on Hobie Cats. As "Women in the Driver's Seat" illustrates, there's no reason why this cannot continue as a growth area in Hobie Cat sailing as long as the women are encouraged to sail the best they can. In the end, the sport will benefit. New blood is just about always a good thing. It keeps people on their toes.

In keeping with the season, *HOTLINE* is reprinting an oft asked for piece on readying Hobie Cats for that first sail of the season. Included in this article will be hull templates for Hobie 14, 16 and 18 hulls just in case you need to do a little reworking.

Also in this issue, we feature a sort of point/counterpoint. A fed up crew member relates her plan for revenge and the start of a crew liberation movement. But, hopefully, the next excerpt from Dave Perry's *Winning in One Designs* will demonstrate that skipper/crew relations really can be a smooth road. After all, the chances of winning are more when the boat is harmonious. Perry explains just how valuable teamwork really is, and, to hear him tell it, it's not that hard to work together as long as you do a little pre-race planning. All the war stories told by crew members who have been at the blunt end of verbal diatribes may be reduced in number and the team may benefit if Perry's advice is followed.

For those of you who may be fairly new to Hobie Cats, we've included articles that should help clear up any confusion about the many hardware variations that are available. If one were to look through a

catalogue of sailing equipment made for catamarans, the first great task would be to lift it up. Hobie Cat, Murray's Marine, SSI and others all offer additions for your boat. You know, the boat that was supposed to be so simple. Do you really need all of those gadgets? Well, it depends on what you want from your sailing. Some are designed for comfort, some for speed, and some for both. There's tiller extensions, mast raising devices, trapeze systems, righting systems and on and on. We weren't able to cover everything in this issue, so we started with several different block combinations. Look for more on hardware in future issues.

One hardware addition that many Hobie 18 sailors have taken advantage of is the Magnum wing conversion. But how do you sail with the new wings? *HOTLINE* took a trial run under the supervision of John Wake at Hobie Cat's Research and Design center to answer questions about the intricacies of sailing with the new wings. There's also some other practical information about trailering and protecting the more sensitive areas of your body when you're sailing without the wings. Now that's important.

We have always walked a fine line here at *HOTLINE* between the racing and the cruising aspects of the sport. Cruising sailors think that *HOTLINE* focuses too much on the racers and the racers often think that there's not enough technical information. Sometimes we have favored one group over the other. Then it dawned on us. Aren't we all having fun? Isn't that the whole idea? Racing and cruising are not necessarily mutually exclusive. After all, the sailor who is strictly a racer is missing out on a lot of the fun Hobies can provide, and the cruisers who criticize the win or die attitude of racers may never have felt the exhilaration of nosing out another boat just before the finish to win a race. It doesn't even have to be a major regatta. Two boats challenging each other is enough to sell a diehard cruiser on the thrills of racing.

*HOTLINE* will always maintain a strong allegiance to the racers out there, but we plan to expand our focus to those matters of interest to all Hobie Cat sailors. Next issue, look for our coverage of the Hobie 18 World Championship from Australia and *HOTLINE*'s first swimwear feature which will present the best of the 1985 season's water fashions. We hope you'll join us.

Fair winds and good sailing. And remember, spring is just around the corner.





# DO IT



The new sailing season is here. Don't miss your chance to stay up on the world of Hobie Cat sailing. Do it with **HOTLINE**.

1 year for \$11.00 U.S./\$16.00 Foreign

NAME

ADDRESS

CITY  STATE  ZIP

Foreign subscribers (including Canada and Mexico) should remit fees in U.S. funds only in the form of an international bank draft or money order.

Mail to: **HOTLINE**, P.O. Box 1008, Oceanside, CA 92054 Allow six to eight weeks for delivery.

## **HOTLINE**









Guy Motil photo

**New**  
**Wetsuits**

**New**  
**Colors**

**New**  
**Style**

**New**  
**Features**



**RIP**

**CURL**  
**WIND SERIES**



# HOTLINE BACK ISSUES

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Mail form along with a check or money order to: HOTLINE Subscriptions,  
P.O. Box 1008, Oceanside, CA 92054

Back Issues: \$2 each (Foreign: \$3.50 per issue)

- 1980  
☐ Nov/Dec The Weather Leg  
1981  
☐ Jan/Feb Race Clinic  
☐ Mar/Apr Predicting the Wind  
☐ May/Jun Tuning the 16  
☐ Jul/Aug Ultimate Crew  
☐ Sep/Oct Sail Control  
1982  
☐ Nov/Dec Winterizing your Hobie  
1982  
☐ Jan/Feb Trailering  
☐ Mar/Apr Rescue Your Skipper  
☐ Jul/Aug Tuning the 18 Part II  
☐ Sep/Oct Aussie's Tune the 16

- 1983  
☐ Jan/Feb Rules for the Beginner  
☐ Sep/Oct Racing Rules  
☐ Nov/Dec Winter Maintenance  
1984  
☐ May/Jun Wind, Weight, Rules  
☐ Jul/Aug Rigging the 18  
☐ Sep/Oct Understanding Rules  
☐ Nov/Dec Dry Suits  
1985  
☐ Jan/Feb Hot Winter Sailing

## STRETCH RITE®

Patent Pending

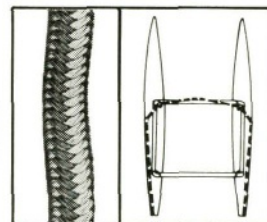
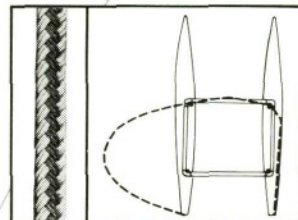
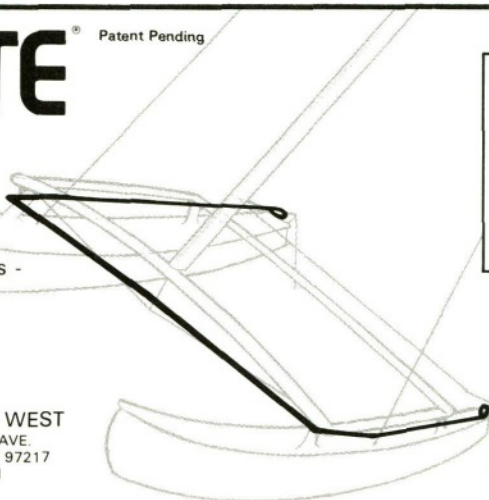
THE EASIEST RIGHTING SYSTEM YET

- Thick 1/2" line stretches out for instant use
- Internal shock cord recoils automatically
- One piece system installs in less than 2 minutes -  
No blocks or shackles
- Excellent trapeze stabilizer

**\$34.95**

Add \$3.00 postage and handling

WINDJAMMERS WEST  
1521 N. JANTZEN AVE.  
PORTLAND, OREGON 97217  
(503) 289-9011



Official Righting System for the Worrell 1000

## Hobie Cat Last Chance Sale! 1985 Calendar

That's right, a collection of twelve gorgeous Hobie Cat photos at a special close out price of **\$5.00** including postage. But hurry, get them while they last.



Please send me \_\_\_\_\_ 1985 Hobie Cat® calendar(s) @ \$5.00 ea. (including postage) for U.S. orders or \$10.00 ea. for foreign orders. Enclosed is my check or M.O. in U.S. funds only.  
(CA residents add 6% sales tax.)  
NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Send Coupon to:  
HOBIE CALENDAR  
P.O. Box 1008  
Oceanside, CA 92054



# LETTERS

## A Masters Championship?

Being a long time competitor in the world of Hobie Cat sailing, I was very enlightened to be part of a conversation with some of the great names of "past" Hobie champions during the recent 16 World Championship.

Without dropping names, I would like to pass on the thoughts of myself and these greats and not so greats.

When Hobie Cat sailing started in the late sixties there emerged a group of catamaran sailors that mastered the art of multihull sailing and they were acclaimed for their efforts in fostering this new form of competitive sailing. Catamarans traditionally have been frowned upon by the old brigade of the yacht clubs, so the persistent cat sailors should be remembered for their pioneering efforts in breaking this ground, along with the ability they have passed on.

Sadly, these pioneering Hobie Cat sailors, not only in the United States but in many other countries of the world, are being beaten to the line by the next generation of Hobie sailors. Once they were the envy of the new recruit, admired for their dedication and ongoing enthusiasm. Now it is a task for them to either find the time or the inclination.

As in many sports today like golf, tennis and squash, we find our past champions forgotten unless they are remembered. Simple calculation, of course, but what it means is that unless we remember and foster our original Hobie sailors with a "masters" division or championship, we will lose the very core of the invention.

A Hobie championship without Hobie Sr., Wayne Schaefer, Andy Shearer and goodness knows who else within the numerous fleets across the USA has something missing. Likewise Mick Whitehead, Harry Fuchs, Geoff Fry et al from South Africa. Denny Keogh, Mark Pryke, Don Algie and others from Australia. The list could keep going on. Importantly, there are many aged Hobie sailors around the world that would prefer to keep sailing Hobie Cats but find they are not being catered for. This leads them to either stop sailing altogether or go to a different class of boat that they can cope with and enjoy the flagging competition.

I am not saying that these over 45 Hobie sailors are disturbed or anything, in fact that hasn't entered their minds. However it should not be left until too late for the fleets and associations across the world to start fostering a masters division, otherwise there will be nothing for the existing generation of Hobie sailors to look forward to when the sun starts to set on their Tequila Sunrises.

I propose that the fleets and associations across the world make representations to the World Association to implement a Masters Championship, even where a masters division is included as part of or separately sailed in a World Championship.

Naturally, there has to be an age limit for someone to become eligible to compete as a masters competitor. This will be a conversation piece that many may disagree on. It does, however, have to be uniform across the world.

It is my belief that the masters division should be for those sailors 45 and over. One reason for this is that it is common that life begins at forty so this gives someone five years of the new life before becoming eligible for the masters. Apart from this, there are people who believe it should be forty and others who believe it should be fifty. This age should be considered carefully, but I do urge that the age of 45 be adopted if this is to become reality. As with other sports, 55 and over could be a "senior masters."

I have had discussions with such people as Wayne Schaefer and Miles Wood on this and I know that through this there have been recommendations made through the World Council that some action be initiated to set this program in motion. It will need a solid recommendation and support by all fleets, associations and sailors to get the wheels in motion before some of us would-be masters throw in the towel before it became a reality.

Don Algie  
Jindabyne, Australia

*Editor's Note: HOTLINE forwarded Algie's letter to World Hobie Class Association Director Sandy Banks. Below is Banks' response.*

*First I would like to thank Don for taking the time to write HOTLINE and bring this issue to the fore. I agree with him wholeheartedly. A masters division has been talked about for some time and it was done at the Hobie 14 World Championship in the Philippine Islands.*

*This year, the World Hobie Class Association will have special masters trophies for each class with five or more boats at Midwinters East and West. Also, the WHCA has supplied a Masters trophy to the highest placing team with a combined age of 75 years or more at the Hobie 18 World Championship in Port Macquarie, Australia. The WHCA recognizes the need for more emphasis on Masters competition and we hope to expand this emphasis as time goes on.*

Continued on next page

# THE CAT HOUSE

## SUIT UP BY MAIL AND SAVE

### NEOPRENE GLOVES

**Now Only \$15.95**



Leather reinforced palm and fingers, velcro closure at wrist. Sizes XS-L.

### SAILING SHOE Only \$10.95

Durable non-skid sole with a comfortable rubber upper shoe. Perfect for boat and board sailing.

Two-tone blue.

Men's sizes 6-12.



### NEOPRENE JACKET

**Only \$59.95**



Waterproof nylon sleeves, heavy-duty zip closure and pockets, adjustable cuffs, wind collar. Navy with blue sleeves. Men's and women's sizes XS-XL.

### SUPER JOHN Only \$86.95

Adjustable shoulder entry with velcro closure, reinforced seat and knees, leg zips. Navy and blue with blue lycra stripe for extra comfort and stretch. Women's style has slimming side stripe, sizes XS-L. Men's style has lycra stripe on chest, sizes S-XXL.



### SAILING BOOTS Only \$24.95



5mm shark skin neoprene with rubber reinforced edge and heel, durable rubber molded grip sole. Men's sizes 5-12, women order 1 size smaller.

### ORDER NOW!

Call or send check, money order, Visa or Mastercard number (include expiration date). Add \$2.00 for handling. California residents add 6% sales tax.

**Send for our free 1985 catalog with parts, accessories and savings for you.**

You get it better at  
**THE CAT HOUSE**

P.O. BOX 14277, SAN DIEGO, CA 92114  
(619) 475-5752

Dealer Inquiries Invited





### INTRODUCING CAT RIGHTER™

Now there is a righting system designed for use on any make of catamaran up to 18 feet that allows every person (male or female) weighing as little as 100 pounds to *Safely Go It Alone!*

The features that CAT RIGHTER offers you are:

- No more frustrating moments spent waiting for help
- No boat modifications are required
- Rights catamaran in seconds
- No additional righting systems required
- Safe to use
- Easy installation and stowing
- Color coordinated to match your boat

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Area Code \_\_\_\_\_

☐ turquoise blue, ☐ light blue, ☐ yellow, ☐ white, ☐ red, ☐ orange red, ☐ lime green

Send \_\_\_\_\_ set(s) for 14' catamaran at \$94.50 each.

Send \_\_\_\_\_ set(s) for 16' catamaran at \$104.50 each.

Send \_\_\_\_\_ set(s) for 18' catamaran at \$116.90 each.

(postage paid within continental U.S.A.--otherwise F.O.B. delivered)

Please make money orders payable to:

PAT. PENDING

Lake Enterprises Inc.  
235 Solano N.E.  
Albuquerque New Mexico, 87108  
(505) 262-0591



## NATURAL LIGHT

Hobie Sunglasses, with a natural lens color, are designed to reduce the sunlight so your eyes will feel cool and relaxed. Our new photochromic glass polarized lens is the ideal combination to block out reflected glare and ultraviolet. In addition to adjusting the lens shade for varying light intensities. These precision optics are among the most technically advanced lenses available in today's market. Hobie Sunglasses are available in three types of lenses and eight nylon frame styles.



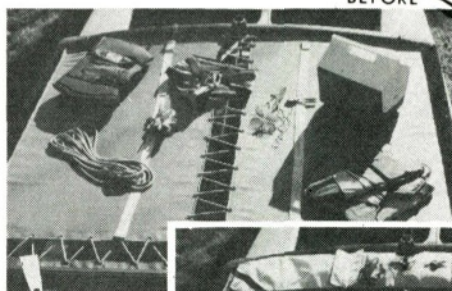
For More Information:  
Hobie Sunglasses  
P.O. Box 2516  
Capistrano Beach, CA 92624  
(714) 496-5606

**Hobie**  
**SUNGLASSES**  
Precision Optics - Polarized Glass

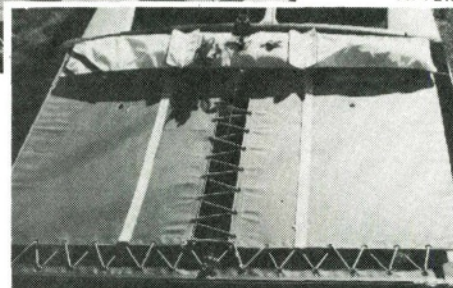
# The CAT BACK PACK

FOR **XHOBIE** CAT® 14, 16

- Attractive Enhancement without Alteration
- Perfect for Cruising or Racing
- Lightweight/Only one pound
- Water-Resistant Storage Pouches on Port and Starboard with Velcro Flaps
- Insulated Center Cooler holds up to Eight canned drinks (accessibility from Port and Starboard sides with Velcro Flaps)
- Attaches simply with Shock Cord and Stainless Steel S-Hooks
- Made from #400 Denier Nylon Pack
- Provides Convenience for between Race relaxation
- Grabbers hold Eyeglasses, keys, gloves, etc.



BEFORE



AFTER

DEALER INQUIRIES  
WELCOMED!

PATENT PENDING

Customized  
bags available  
on request  
Please call for  
Specifications.

Available in: Electric Blue, Black, Red, Yellow, White  
Accent Stripes also available in Black  
Optional 4 inch BLACK VINYL sail numbers sewn in  
upper right corner is available for a personal touch.

**GRIFGRABERS**

SAILING ACCESSORIES  
CUSTOMIZED ORDERS  
(817) 282-2812

P.O. Box 1724 Hurst, Texas 76053

#### TO ORDER BY MAIL:

Please send me \_\_\_\_\_ bag(s) at \$139.95 each

—optional sail numbers \_\_\_\_\_ at \$15.00

U.S.A. Shipping and Handling \$5.00

Sales Tax (Texas residents add 5.125%) \_\_\_\_\_

Total Amount Enclosed \_\_\_\_\_

☐ money order

Specify Backpack color \_\_\_\_\_

☐ check

Specify Accent Stripes color \_\_\_\_\_

☐ Visa/Mastercard

number \_\_\_\_\_ expires \_\_\_\_\_

SHIP TO: Name \_\_\_\_\_

Address \_\_\_\_\_

State \_\_\_\_\_

City \_\_\_\_\_

Zip \_\_\_\_\_

(Please allow four to six weeks for delivery)



# LETTERS

## The Perfect Crew?



I've heard so much about the ideal crew that I started thinking about who could fit the description. Then it dawned on me.

If you were in search of the perfect crew, what qualities would you seek?

Obeys commands without question? Always loyal to the skipper? Eager to share adventure? Well look no further . . .

By the way, do you know where to find a trap harness with a hole in the back?

Susan L. Vielhauer  
Fleet 204  
Syracuse, NY

## More UK Hobbies Than Meet The Eye

Being the secretary of the BHCCA, I feel that I must reply to some of the comments made by Phil Whitney in his article about "The Hobie Life Fiji Style" printed in the November/December issue of the HOTLINE.

Phil states: "I will not be able to race in a Hobie fleet in the UK. There are two registered fleets and both are located an impracticable distance away from Surrey." Organized racing was in existence in the UK at club level long before the Hobie Cat ever appeared, and it still remains that way today. The lack of registered fleets does not mean that Hobies are not raced in the UK. In fact, quite the contrary. Hobie Cat sailing is on the up and up in the UK. If Mr. Whitney bothered to search further than the pages which drop through his letter box in the sun, he would find that Hobies are raced at quite a few clubs around his beloved Surrey.

We can manage to muster more than 12 boats for racing. So come on Mr. Whitney, look us up when you get back to the UK. I think you'll be surprised at the standard we have attained. If you can't keep up, perhaps a Topper or a Mirror really are the boats for you!

Tony Miller,  
British Hobie Cat Class Association  
Secretary  
Southampton, England

# DANGER



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

# DANGER

THE **KISME**™

**OK™-18**

**Limited Edition Oxen Kart  
for the HOBIE® 18**

The OK™-18 system is a class legal upgrade jib sheet control mechanism that replaces the stock system without modification. In the past, these units were only made one at a time, by hand. However, a small, but very persistent demand for these truly superb systems has convinced KISME management to manufacture and offer a limited number to the H-18 fleet.

The OK™-18 system functions without regard for the user's position! Consequently, it works equally well from the trampoline, the bows, the sterns, the wings, and the trapeze!

The OK™-18 system "cleats or uncleats" without regard to the pull angle of the line! It will "cleat or uncleat" even if the line passes over or around something between the user and the traveler!

The OK™-18 system has a unique "on/off" switch—it holds or releases the line without camcleats! The system has no "almost" conditions! The system cannot release itself unexpectedly and dump you!

## Sound too good to be true?

Almost everyone questions the above claims! Even after testing this system they still say they can't believe it! The fact is: You must experience this revolutionary jib control system to fully appreciate how really good it is!

## THE BAD NEWS:

The OK™-18's that were previously handmade cost a breathtaking \$350/pr -- depending on options.

The OK™-18 Limited Edition price will still be a lofty \$250/pr. This price will include: A pair of magnificent \$100 Oxen (pronounced "oxen") patented, self-holding blocks (even these blocks require a special KISME modification!); a pair of silver bronze traveler cars; a pair of stainless OK™ block adaptors; a pair of special, non-linear pyramid stand-up springs for the blocks; all the necessary clevis pins, rings, bolts, etc.; assembly; and the delivery cost!

Because of the price and limited availability, you are not likely to see this item on dealer's shelves. If you are seriously interested you may reserve a set by sending a \$50 deposit directly to KISME. Your deposit will guarantee you a pair at a delivered price not to exceed \$250/pr. Expect first deliveries in March. If, after receiving and testing this system, you are not convinced that all the "incredible" claims are true, you may return the OK™-18 system for a full refund! (No one has ever returned one of the hand made sets!) This money back offer will be good until September 1985. If you decide to keep your OK™-18 system, the normal KISME 5 year guarantee will apply.

**Only a select few asked for this hardware, but when they spoke, KISME really listened -- maybe that is one of the reasons why KISME products are always**

**SIMPLY BETTER**

©1983 KISME, Inc.  
118 Millridge Rd., Universal City, Texas 78148  
(All Rights Reserved)



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

- LIGHTWEIGHT - for Beach Launch  
- Compact Towing
- NO RUST - Maintenance Free
- STRONG - Heat treated Special  
Extrusions

3 YEAR GUARANTEE

*Various optional tire sizes available.*



TRAILEX aluminum trailers are also available for EXPORT. Shipped knocked down and packaged in strong export cartons. Dealers write for information. Our 20th Anniversary Year

The Original Aluminum Trailer

TRAILEX is now manufacturing a lightweight (145 lbs.) aluminum trailer for the new Hobie Cat 18.

*Ask your dealer about obtaining one of our aluminum trailers for your Hobie Cat.*

**TRAILEX, INC.**

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



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



- All Fiberglass Construction
- Rust-Proof Marine Hardware
- Ample Storage Space
- Mounting Blocks Included
- Security Latches
- Stripes Optional
- Smooth Exterior
- Super Strong
- Light Weight
- Durable
- Weather Proof
- Perfect Storage for sails, life jackets, rudders, trampoline, coolers, etc.

Unbelievable Factory Direct Price \$235  
(suggested retail \$450)

HOYS SAIL AWAY

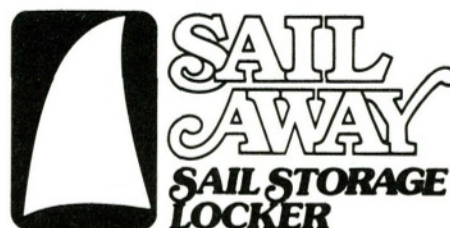
P.O. Box 4474

Greenville, MS 38704

Phone 1-800-647-5552 Toll Free

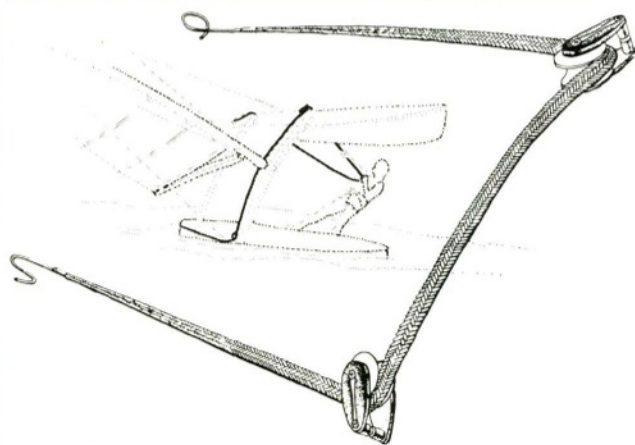
601-335-1800 Miss. Res.

THE BEST FOR LESS ... SAIL AWAY



**Same Day Shipment**

## ON DECK Righting Line



on deck is a :  
righting line  
sissy line  
dock line  
...even a trailering tie  
—all in one compact  
package that does  
not slow your boat  
by dragging in the  
water.

on deck offers :  
• instant availability  
—easy grip 1/2" line  
• automatic retraction  
—durable internal bun-  
gee cord  
• ball bearing guide blocks  
—permanent attach-  
ment  
• corrosion & jam-proof  
—care-free performance

cm7735 on deck system ----- \$59.50

Send check or M.O. to COFFEY MARINE 320 E. Walnut, El Segundo  
Calif. 90245 Phone (213) 640-8838. Please send for free brochure.

THE D.A.M.N. BAG

Fits H-16 without alteration -  
Off Trampoline Storage Bags - Quick  
Hook-up - 2-12x15 Bags, 1 Port & 1 Star-  
board, Ripstop Nylon, Cold-Cup Pockets.  
Covered Zippers, Colors To Match Sails:  
•Red•Lt. Blue •Blue•Navy•Maroon  
•Green •Yellow and •Orange  
Ask for free 1984 Adapter.

**The Halyard Pocket**  
Fits most Catamarans - 2-3"x8"  
pockets. Stores excess Main  
Halyard, Jib Halyard and  
Down Haul lines. Trims most  
Clutter. Ripstop Nylon, adju-  
stable self-gripping fasten-  
ers. Colors to Match Boats,  
Sails & Damn Bags.

The D.A.M.N. Bag (state color & year).....	39.95
The Halyard Pocket (state color).....	12.95
T-Shirts (state size, color).....	7.50
Ball Hats (state size, color).....	5.00
Beverage Wrap (state color).....	2.50
1984 Sail Adapter.....	FREE

**D.A.M.N.  
SAILING ACCESSORIES**  
P.O. BOX 1013  
MANNFORD, OKLA.  
74044-1013



# NEW!

## WETSUITS DESIGNED FOR SAILING FROM MURRAYS

Look great while sailing longer, warmer, and in comfort.



### Key elements for superior fit, comfort and style:

- New, super-soft neoprene
- Glued, taped seams with smooth inside stitching
- YKK zips, Delrin pulls with inside flaps
- Style & function coordinated



### SAILING JOHN (3mm)

Reinforced seat & knees, front zip

### SAILING JACKET (2mm)

Nylon sleeves with drains & pocket



### SAILING CAP (3mm)

Warmth, like adding 2mm to suit thickness

### SAILING SLIPPERS

Lightweight, rugged protection and traction  
Exclusive features: full wave soles, inner soles

### SAILING BOOTS (2mm)

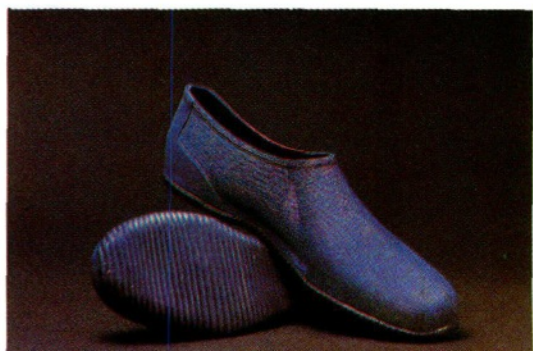
Warm, rugged, traction & good looks



## MURRAYS MARINE

P.O. Box 490    Carpinteria, CA 93013    (805) 684-8393

SEE YOUR DEALER FOR FULL DETAILS AND SURPRISINGLY LOW PRICES





# ASK THE EXPERT

By John Hackney

## WHAT IS THE BEST HEIGHT TO TRAPEZE?

You're trapezing too high! Ideally your body should be horizontal (parallel) to the water with the boat at the optimum heeling angle (see diagram 1). The optimum heeling angle is generally accepted as the weather hull just touching the water. Trapezing lower or higher reduces leverage and righting moment, causing you to go slower. Occasionally, when sailing in sloppy or rough seas, your crew may get blasted off the boat, but do not despair, crews can take it. Marginal trapezing wind and/or big waves may start pounding you constantly, when this happens it may be time to raise your trapeze height just a little. The constant pounding on the crew will slow the boat down, but the occasional butt buster (waves hitting you) is not an excuse to raise the trapeze height. Another excuse used to defend high trapezing is difficulty getting in and out on the wire. Boulderdash. Practice! Lower those trapeze wires, take a wave on the rear now and again; it builds character!

Set your trapeze height approximately as diagram 2 depicts. Keep in mind the diagram is approximate as your height and harness affects the height at which the wire should be set. Go out sailing and have another person sail behind you to determine if you are at the correct height . . . horizontal.

## SHOULD YOU LET OUT THE TRAVELLER OR THE MAINSHEET IN HEAVY WINDS?

The mainsheet should only be eased in the occasional stronger gusts, while the traveller should be moved outboard sufficiently far to prevent the boat from being constantly overpowered. Remember on the Hobie 16 the jib car must also be moved outboard and on the Hobie 18 move the jib lead back. This helps depower the jibs and helps to stop backwinding of the mainsail and minimizes counter-rotating the mast.

The advantage to travelling out is the mainsail can be sheeted to its optimum and left there longer which keeps the boat moving faster for longer periods of time. Also some good things happen when the main is sheeted hard in heavy air. First, the mast is bent aft which frees the leech,

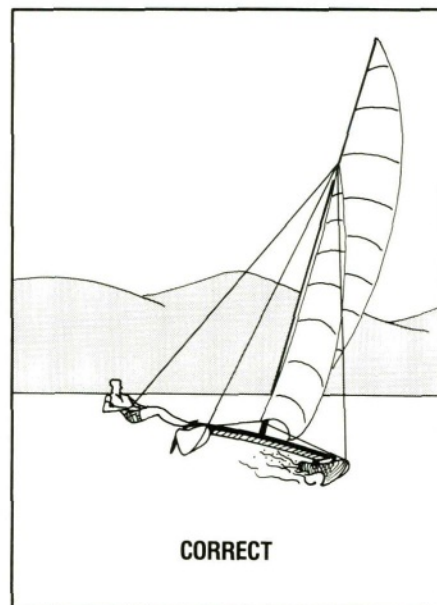
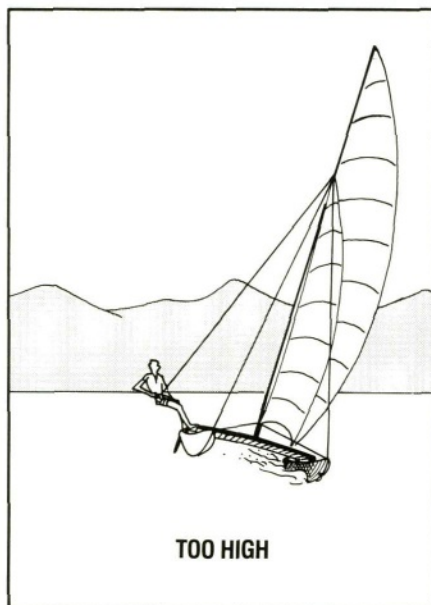



Illustration by Mike West

flattening the mainsail and depowering it. This is just what you want. Many Hobie 16 sailors go to a 6:1 mainsheet system to make it easier to tension the main. The main is actually over sheeted in heavy air to induce more mast bend, and hooking the leech is, fortunately, next to impossible to do in a good wind. Secondly, the forestay is tightened thus pulling the jib luff tighter which flattens and depowers the jib. Third, unlike lighter air when over sheeting the main is easy, heavy air requires greater amounts of mainsheet tension. This tension stops the leech from falling off to leeward causing a loss of power.

Recently, at the Hobie 14 National Championship, sailing in 18–22 mph winds, most of the top sailors were running their travellers out to the hiking strap going to weather, sheeting tight and inducing lots of mast bend. Even on the Hobie 18 moving the traveller out in heavy air is becoming the fast way to the weather mark. Although philosophies differ on traveller settings,

most seem to agree moving the traveller out helps when going to weather in heavy air. So keep moving that traveller out, sheet in hard, bend the mast and go for boat speed. You will be surprised how well you go upwind.

Remember, you should only have to sheet out occasionally going to weather. Move the traveller out as the wind increases. Many other ways have been devised to depower a Hobie 14, 16 and 18 for heavy weather sailing, but that explanation will be left for another question. 



# SPECIALIZED APPAREL TO KEEP YOU SAILING . . .

## Versatile, Warm and Comfortable

### New, ONEPIECE WINDSUITS



When it is too warm  
or too cold  
for a wetsuit

**Features:**

- Collar with built in hood
- Storm flap for zipper
- Double nylon seat
- Double knee patch/pockets
- Elastic wrists & ankles
- Waist elastic in back only
- Small pocket on sleeve
- Stuff-bag for Windsuit
- Waterproof, 4 oz. PU coated nylon
- Color: Royal Blue
- Sizes: XXS - XL

Wear this versatile suit over any light-weight clothing for protection from spray and windchill. In cold weather, wear it over your wetsuit to keep you dry and to reduce the cooling effects of evaporation from a wet wetsuit. Good also for Dinghy and Sailboard sailing.

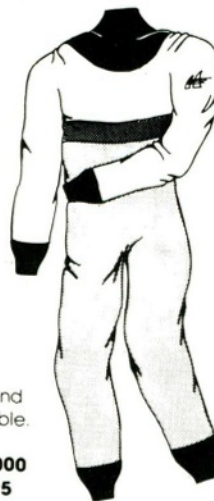
# 38-5770 Sugg. Retail **\$85.00**

### DRYSUIT & DRY TOP from Murrays

The WARM, DRY &  
COMFORTABLE  
Alternative to sailing wet  
**NEW, Exclusive Features!**

**European Breakthrough** in cold weather sailing. Wear over polypropylene underwear or sweatsuit as needed for warmth. PVC 'n Polyester suit is tough and comfortable. All seams are sewn, welded and guaranteed for 1 yr. Special features include reinforcements

at seat & knees. Latex seals at neck, wrist and ankles are replaceable. Color: Blue & white. Sizes XS - XL. # **38-3000**  
Sugg. Retail **\$229.95**



**NEW**

- Shoulder entry. No zippers.
- Reinforced knees with nylon 2 sides
- Double thick seat patch
- Ankle strap resist water entry
- Color: Black
- Sizes: Mens sizes S-XXL

### SAILING BOOTS & SLIPPERS

For Traction, Support, and All-Weather Protection



**NEW**

#### VIKING SURF SLIPPER

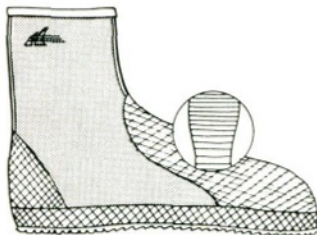
- 3/8" Thick gum-rubber sole
- Excellent traction & stiffness
- Color: Navy/white trim
- Sizes: Ladies 5 - Mens 12 + (36 - 46)

# **38-5336** to # **38-5346**; **\$25.00**

#### MURRAY SAILING BOOT

- 2mm neoprene uppers
- Full-wave traction sole
- Most rugged/Best Value
- Color: Navy/royal trim
- Sizes: Mens 5 - 12 + (sizes run large)

# **38-5105** to # **38-5112**; **\$30.00**



#### EUROPEAN SAILING BOOT

- 5mm neoprene uppers
- 1/2" thick soft-rubber sole
- Fantastic comfort & support
- Color: Royal Blue
- Sizes: Mens 5-11 (sizes run large)

# **38-5205** to # **38-5211**; **\$50.00**



**NEW**

### New, SMOOTH JOHN

Warmer, Dryer Wetsuit, & Companion  
to Dry Top

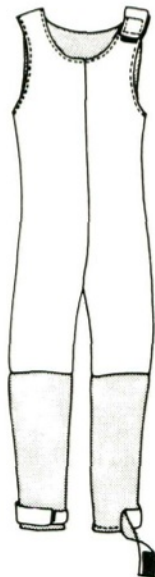
**Features:**

- 3mm neoprene body
- Smooth outside sheds water
- Nylon inside for strength & fit
- Seams are glued & blind-stitched & taped for strongest watertight seal.
- Reinforced knees with nylon 2 sides
- Double thick seat patch
- Ankle strap resist water entry
- Color: Black
- Sizes: Mens sizes S - XXL

Our newest wetsuit was designed for warmth and compatibility with our new Drysuit Top. The smooth black finish absorbs heat, sheds water and forms a water-tight seal with the waist-band of our Dry Top. It's simple, basic design offers excellent freedom of motion and versatility for use in any active watersport.

For greatest warmth, wear at least three layers on your upper body: 1) Long sleeve underwear and/or neoprene undersleeves; 2) Smooth John; 3) Dry Top. A neoprene cap, boots and gloves are also advisable.

# **38-2700** Sugg. Retail **\$89.95**

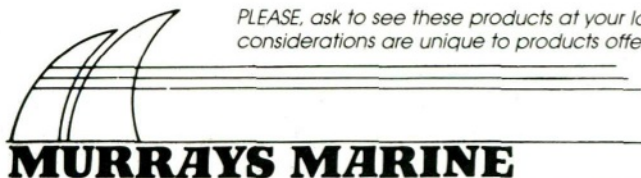


**CATAMARAN SPECIALISTS SINCE 1969**

PLEASE, ask to see these products at your local dealer! BUT, accept no substitutes — many features and design considerations are unique to products offered by MURRAYS MARINE.

**(805) 684-8393**

P.O. Box 490, Carpinteria, CA 93013





# THE BASICS OF HARDWARE: BLOCKS

By Terri Crary

Right along with the hulls and sails, blocks are pretty important to most sailors. For the skipper, the mainsheet block system is what he has to work every time he's out sailing. If the crew works the main, the importance of the block transfers but doesn't diminish.

Hobie Cat sailors have the choice of standard Seaway block systems or the optional Harken block systems. Both have on/off bottom ratchet blocks and use UV stabilized plastic and stainless steel. The Seaway blocks come with a one year warranty and are standard equipment on all new Hobies. Harken blocks come with a five year warranty and are available on new boats at an additional cost. They can also be purchased separately to replace the standard system on older boats. There are certain relevant differences between the two systems which, along with helpful tips on blocks, are covered below.

The **purchase** of blocks refers to how many times the mainsheet can be "looped" through the top and bottom blocks. For example, a triple bottom block and double top block yields a purchase of 5:1. If you increase the top block to a triple also, the purchase becomes 6:1. Each increase in purchase gives you more leverage. This is significant because it makes it easier to sheet in the main.

The standard system on a Hobie 14 is 4:1 while the optional system is 5:1. Similarly, the optional system on the Hobie 16 increases the purchase from 5:1 to 6:1. (On the Hobie 18 there is no difference in purchase between the standard and optional systems. Both are 7:1). By adding a midget block to the becket on the optional Hobie 16 bottom triple block, you can increase the purchase from 6:1 to 7:1, which makes it even easier to sheet in. With this addition, the start of the mainsheet is tied off to the forward boom block hanger and comes down through the midget block attached to the becket before going up to the top block. Without this added midget block the start of the mainsheet is tied off to the becket on the bottom block and goes up to the top block from there (deleting the extra "loop" coming down from the boom block hanger).

The higher the purchase, the longer

your mainsheet will have to be. The standard Hobie 14 system uses 36 feet of line while the optional system uses 46 feet. Likewise, the optional Hobie 16 system increases the mainsheet length from 46 feet to 50 feet. Because knots would interfere with traveller movement, you can't add extra line to achieve proper length. Rather, you must replace the mainsheet when upgrading block systems on either the Hobie 14 or 16.

The **ratchet** block refers to the bottom block. More specifically, the ratchet works on the sheave immediately preceding the spot where the mainsheet comes out to the cleat. This sheave is deeper than the others and has ridges inside which "grip" the mainsheet. Both the standard and optional blocks for the Hobie 14, 16 and 18 have a bottom ratchet block that can be turned on or off.

When turned on, the ratchet locks the sheave against rolling in one direction (backwards) and emits a loud clicking sound when rolled in the other direction (sheeting in). While this locking does not stop the mainsheet from releasing (the line will slide over the locked sheave), it does provide enough friction to make it easier to hold the mainsheet in when it's not cleated. For this reason, most skippers sail with the ratchet on, especially in heavy or gusty winds, when they will be working the main a lot.

In light air some skippers turn the ratchet off because there isn't much tension when sheeting in. They don't need the extra "grip" against it releasing and actually want the line to feed out faster. In addition, it's easier to be tactically shrewd when the ratchet is off because there is no click-clicking to alert your competitors to the fact that you are sheeting in.

The **profile** of the blocks refers to the length of the blocks from top to bottom between the traveller and boom. Top block to bottom block (called block to block) is the limit; when the blocks get within a few inches of touching, you can't sheet in any further.

In addition to increasing purchase on the Hobie 14 and 16, another main advantage of the optional block systems is their lower profile. (The standard and optional

blocks for the Hobie 18 have the same profile). With them, you can sheet in tighter. The standard Hobie 14 blocks have a higher profile because they utilize oblong fiddle blocks. The difference in profiles is most pronounced, however, on the Hobie 16 because the standard system has a stacked bottom block.

Both the optional and standard blocks have a screw adjustment for setting the angle of the cleat. As a basic guideline, rotating the cleat upward will make it easy to uncleat but harder to cleat. Conversely, moving it down makes cleating easy but uncleating harder. The setting, often in the middle, is a matter of personal preference and is accomplished by simply loosening the screw and then tightening it down once you have set it in the proper position.

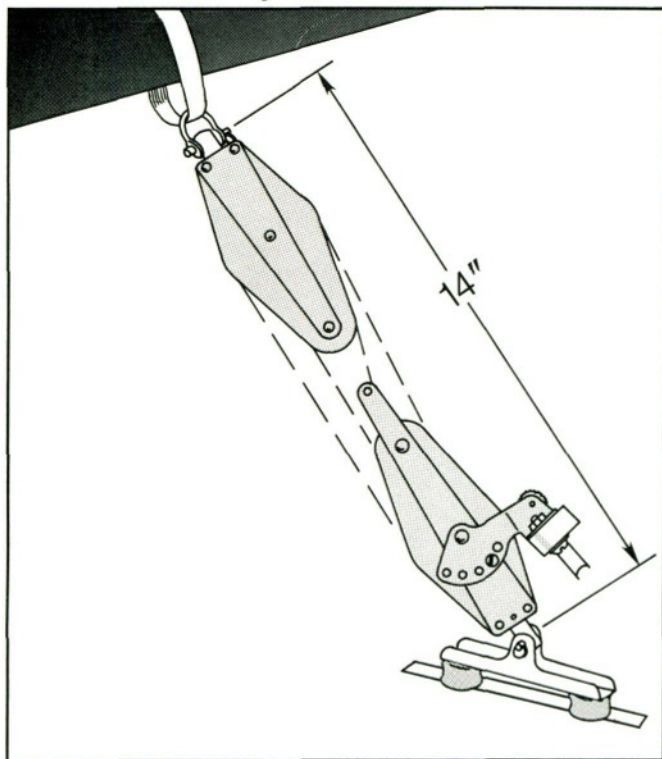
The cleats in the standard and optional systems are also different. Along with lower profiles and increased purchases on the Hobie 14 and 16, another advantage of the optional system for all boats is the cleat itself. Harken Cam-matic® cleats have roller ball bearings and are made of Teflon®, both of which reduce friction to make cleating and uncleating easier. Note that with an adaptor base, you can put Cam-matic® cleats on the standard Seaway blocks.

If you find that your line is slipping through the cleat rather than holding, check to make sure the springs in the jaw are working properly. If that isn't the problem, make sure you're using the proper diameter of line. On Hobie 14 blocks the recommended size is  $\frac{3}{8}$  inches, while on the Hobie 16 and 18 it's  $\frac{7}{16}$  inches. The angle at which you pull the sheet in will also affect the jaws of the cleat. If the pulling force is more to the right or left, the corresponding jaw will swing in and clamp more readily. Because you will always be sheeting in from an angle off the side of the boat, make sure your bottom block is swiveling freely on its mounting post. A last resort effort to increase the grip of the cleat to stop line from slipping would be to file notches perpendicular to the ridges in the cleat. However, this solution has an adverse effect since it causes more wear on the line.

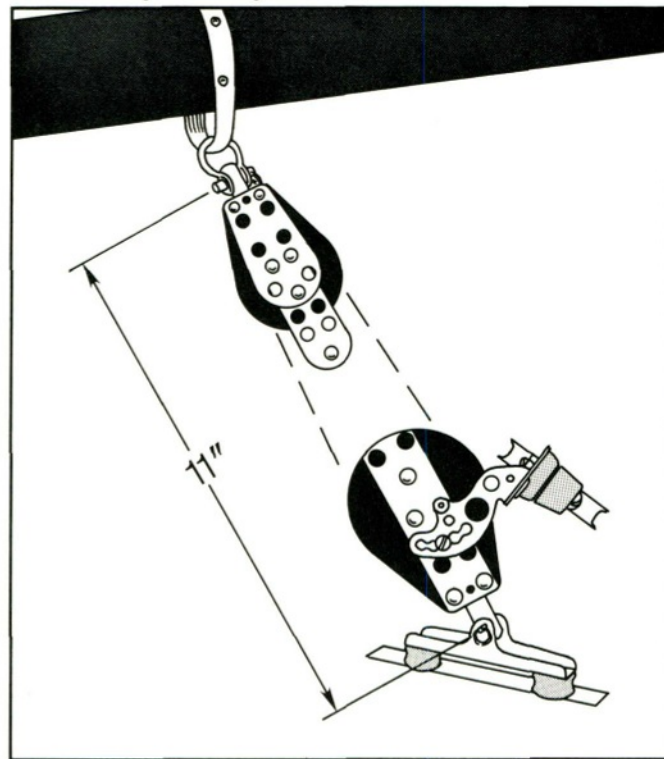
When switching from a standard to an



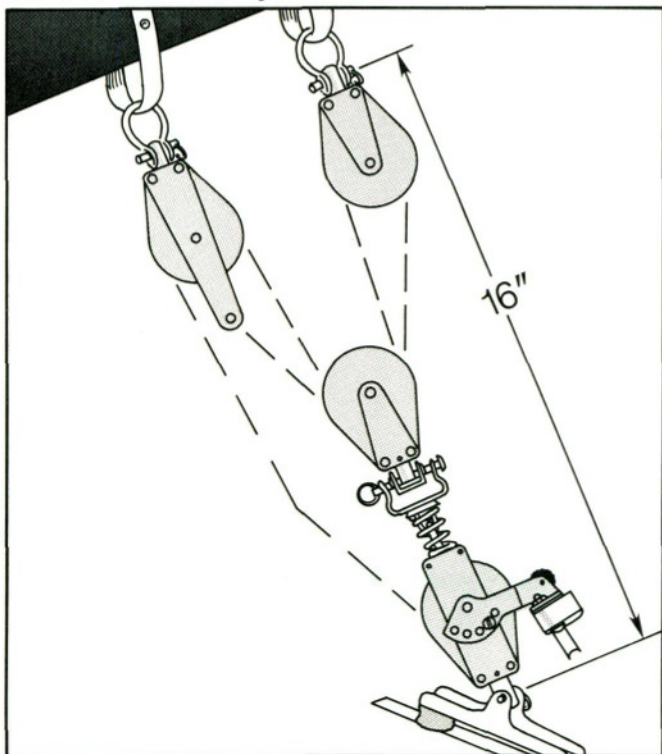
**Hobie 14 Standard System**



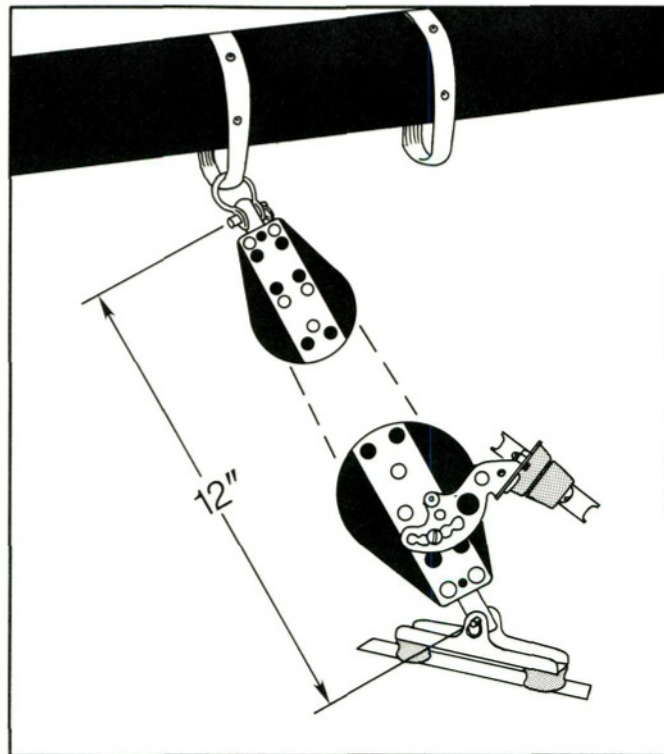
**Hobie 14 Optional System**



**Hobie 16 Standard System**



**Hobie 16 Optional System**



*The difference in profiles is indicated in inches.*

Illustration by Mike West



optional block system, you may notice that the Harken mounting posts are slightly larger in diameter than the Seaway mounting posts. In most cases firm pressure will fit the post into the traveller car hinge plate. If not, use pliers to slightly pry open the hinge plate.

Even though Seaway and Harken blocks are made with stainless steel, what appears to be slight rusting (particularly around screws and fittings) often becomes visible. This is not serious and is mainly a discoloration caused by trace amounts of tool-type metal left from the riveting punch. Also, the black plastic cheeks and sheaves are stabilized for ultra violet light but will still turn grey after lengthy exposure to the sun. This does not have any effect on the strength of the blocks and can be cleaned off with steel wool. Keep in mind that steel wool does rust and be careful to rinse off any particles from it that may get on the stainless steel.

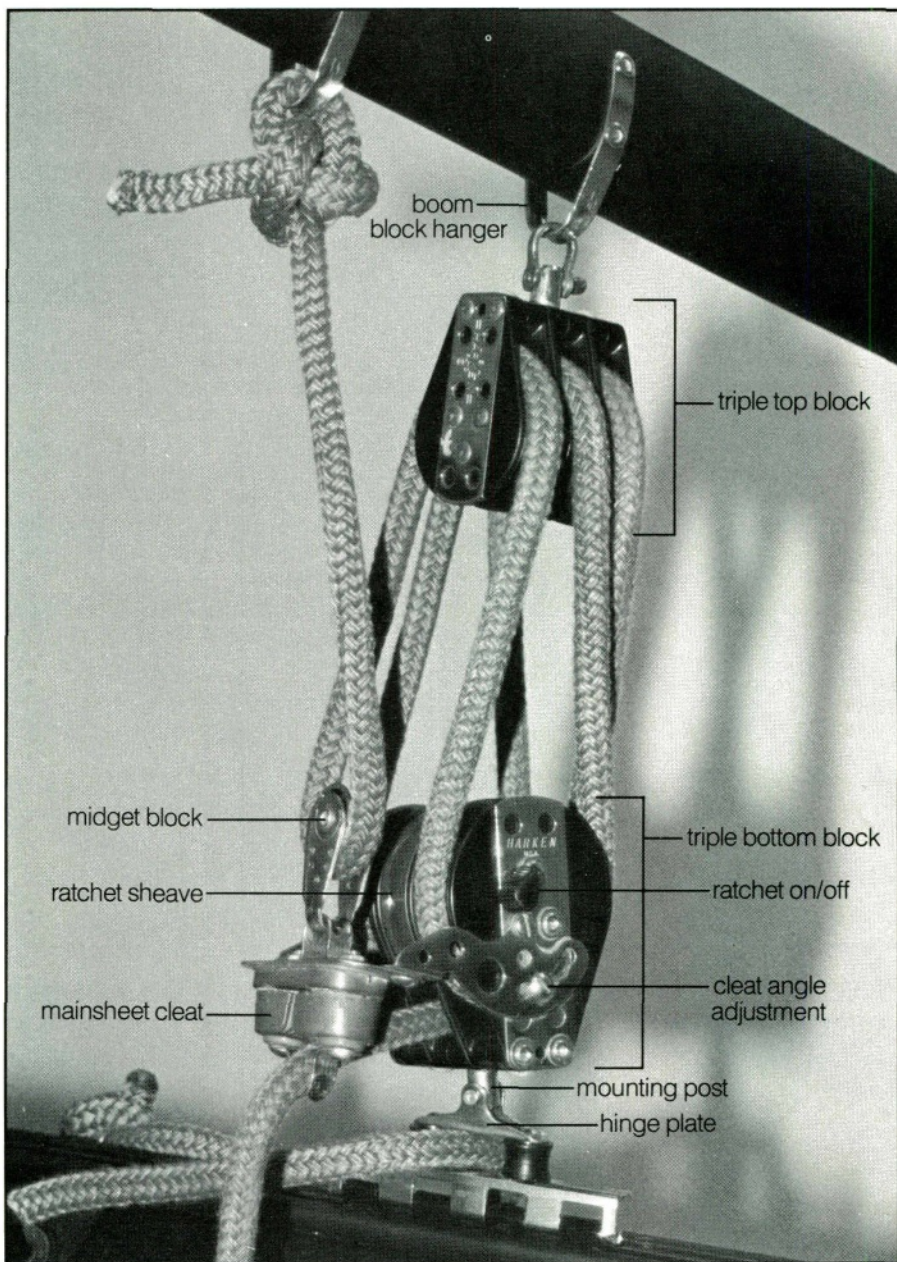
For optimum maintenance, you should wash your blocks off in fresh water after use in salt water. This will keep the bearings operating freely. Some sailors make it a point to soak the blocks and mainsheet in a tub of water after each and every use. A simpler rinse, preferably with a strong spray, even after every few uses, will still help to keep the bearing systems free of salt and dirt. Although they agree it is not **necessary**, Harken maintenance information states that you can use a light lubricant such as LPS, WD-40, or dry silicone spray to lubricate the bearing systems. However, because lubricants and soap residues can actually attract and hold dirt, fresh water rinsing remains the most highly recommended method for block maintenance.

There are many differing preferences for storing blocks. One way is to simply leave the boom and blocks on the boat. While it is the easiest, it provides the least amount of protection from sun and weather. If you do leave the blocks on the boat (with or without the boom), covering them with a towel will help.

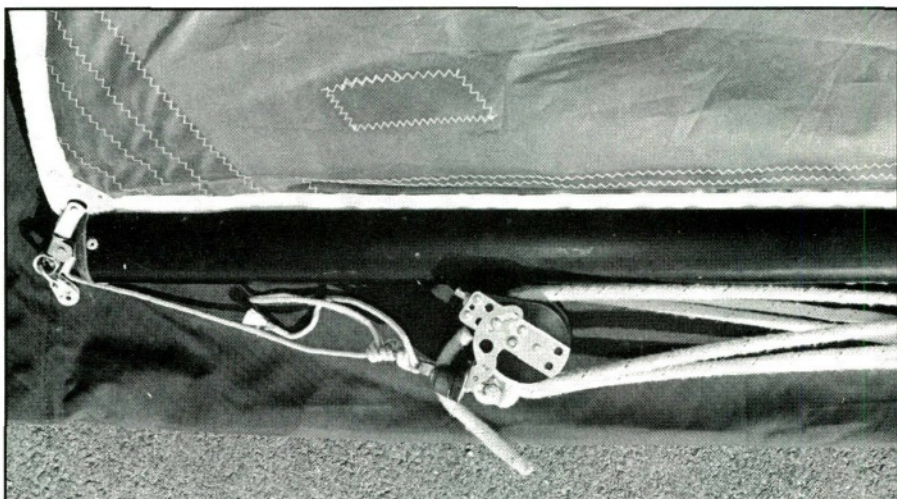
A more popular method is to undo only the bottom block from the traveller hinge plate. Making sure the mainsheet is uncleated, pull the bottom block forward to the front end of the boom, cleat the main and tie the bottom block to the boom with the downhaul line.

In an effort to provide total care, many sailors remove the blocks completely from the boat, coiling and tying off the excess mainsheet line. This makes soaking feasible. Regardless of the storage method, there is a chance that rust discoloration on the blocks will stain the sail if they are stored together when moisture is present. For this reason, many sailors don't put the blocks (or blocks and boom, if left attached) inside the sailbag.

Now that you've got the beef on blocks, it's time to get out there, sheet in, and max out.



An optional 6:1 Hobie 16 system modified to 7:1



Storing the blocks on the boom by pulling the bottom block forward.



# SUPERGRIP NEOPRENE KITS

Used in  
The Worrell 1000  
Hobie 18 Nationals

- Excellent footing for trapeze—helps crew with boat!
- Cushions nonskid area • Won't abrade skin or clothing
- Doesn't hold sand and water like carpeting does

H-14 Supergrip Kit	\$19.95	H-16 Supergrip Kit	\$24.95
H-14 SG Turbo Kit	\$24.95	H-18 Supergrip Kit	\$29.95

H-14/16 Race Strips: for deck aft of rear x-bar \$2.00

KITS INCLUDE: Neoprene, adhesive, applicator and instructions.

## SPUR GROMMET KITS

Doubles number of grommets across rear of trampoline, where load is greatest. Tightens trampoline and reduces flexing of frame. Spreads weight load—lengthens life of trampoline. Extra lacing keeps mainsheet from slipping thru trampoline. Makes trampoline taut and bouncy—water doesn't pool. Renews life of old trampolines.

### STANDARD KIT \$15.95

Includes installation tools, instructions for grommets to secure hiking straps and double centerline OR rear lacing.

### DELUXE KIT \$19.95

Double grommets both centerline AND rear lacing.

## BUNGIE REACHING-RIGHTING SYSTEMS

H-14 \$29.95	H-16 \$34.95	H-18 \$39.95
--------------	--------------	--------------



**CAT JOHN** 2mm. Features front zipper for easy entry and exit. Sleeves are made of waterproof nylon for easy movement. Side pockets and high collar.

Men's Sizes S-M-L-XL \$135.00

Ladies' Sizes 8-14 \$135.00

**BREEZEBREAKER** 1 2mm. Features front zipper for easy entry and exit. Sleeves are made of waterproof nylon for easy movement. Side pockets and high collar.

Men's Sizes S-M-L-XL-XXL \$89.95

Ladies' Sizes 8-14 \$89.95

**SPORT BOOT** 3mm. Has EASY entry w/Velcro closure and hard neoprene sole.

Sizes 5-13 \$37.50

**SPORT SOCK** 2mm. Great inside shoes or boots!

Sizes 5-12 \$26.95

## BOOKS

Welcome To A Fleet —	
Book I, Boatspeed, Revised	\$16.00
Book II, Tactics	15.95
Hobie Cat Sailing	16.95
Worrell 1000	14.95
Elvstrom's Yacht Racing Rules	12.95
Hobie Cat Class Racing Rules	1.00

## RADITCH

TrueTell wind indicator	12.95
Enforcer—protest flag	10.95

ONE FREE BUMPER STICKER with Order.

SPECIFY STYLE: "I'd Rather Be Sailing," "I've Got Cat Fever," "Get High on a Hobie," or "Monohulls Are Half-Fast." Bumper Stickers — 50¢ ea., 3 for \$1.00

ORDER NOW. Send check, money order, VISA or Mastercard number (include expiration date). Florida residents add 5% sales tax. Add freight and handling equal to 5% of order (\$2.00 min.—\$10.00 max.). Prices subject to change.

Orders Only:  
Call Toll Free **1-800-874-5359**

IN FLORIDA CALL (904) 456-2924 ASK FOR RICK WHITEHURST  
DEALER INQUIRIES WELCOME

**Whitehurst  
marine**

P.O. BOX 3146  
PENSACOLA, FL 32516



## Introducing a better way to dress for sailing

You don't need a lot of bulky underlayers or wet rubber suits to stay warm. We offer light-weight layers to keep you warm, dry and comfortable under the most severe conditions.

**LIFA** — a revolutionary polypropylene bodywear allows body heat to force perspiration through the knit, yet keep your body warm. Wool or cotton bodywear absorbs moisture and holds it against your skin, thus sealing out natural body warmth, which can cause hypothermia.

### Color — NAVY

Long-Sleeve Turtleneck XS-XL \$18.95

Long-Sleeve Crewneck XS-XL 18.95

Men's Long Pants w/fly S-XL 18.95

Women's Long Pants S-L 18.95

Socks S-M-L 3.95

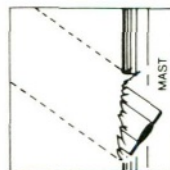
**ONE-PIECE SAILING SUIT** — Double-stitched seams are factory heat-sealed and then taped on the inside to prevent leakage. The double storm cuffs feature elastic inner cuffs and Velcro-closure outer cuffs plus the double zipper closure has an inner storm bib with Velcro-closure outer flap. The hood hides away in the collar while the chest stripes feature a large enclosed pocket.

Nylon Suit \$135.00 Gore-Tex Suit \$245.00

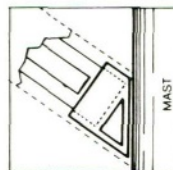


**LOOK  
What's on  
the Cats  
at the  
Worlds and  
Nationals**

Pocket  
Protector™  
LUFF CAPS (Pat. Pend.)



Without Pocket Protector



With Pocket Protector

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

Jib Pro-Tector Kit (Pat. Pend.)

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

Gooseneck Bearing Kit

(Pat. Pend.)

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

Jib Traveler Car

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

HJC-16 (set of 2)	\$14.95
-------------------	---------

Also Available From TrenTec  
Perfect Pocket® Draft Gauges™

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

HC-16	\$ 4.95
-------	---------

HC-18	\$ 4.95
-------	---------

Perfect Pocket® Batten Caps™

(Pat.#4,335,669)

For Stock Hobie Battens

HC-14 (incl. 6 caps)	\$ 9.95
----------------------	---------

HC-16 Main	\$12.95
------------	---------

HC-16 Jib	\$ 6.95
-----------	---------

HC-18	\$14.95
-------	---------

For Foam Battens (set of 10)

FB-10	\$14.95
-------	---------

Kick Back™ Rudder

Return Kits (Pat. #4,218,986)

For HC-14 & 16

(each set equips 2 rudders)

Standard Kit(s)	\$11.95
-----------------	---------

'Fast Cat' Window Decals

Decal(s)	95¢ ea.
----------	---------

Available at most Hobie®  
dealers or order direct  
by writing:

**TrenTec Inc.**

P.O. BOX 1146  
JENSEN BEACH, FL 33457  
(305) 334-0929

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

4870



# THE SPRING CARE AND FEEDING OF YOUR CAT

By Sheila Henning

This article originally appeared in the March/April 1983 HOTLINE.

**T**he weekdays are just warm enough to remind you of the great sailing season that's just around the corner, yet the weekend always seems to feature gray skies and drizzle. Don't despair—these are the days to prepare your Hobie for the sailing that lies ahead.

Maintaining a Hobie Cat is a simple procedure, especially with the checklist provided herein. Most items are self-explanatory, but a few require a bit of instruction. These are covered in more detail.

Pressure-testing the hulls for leaks is something you can do yourself, or you can have your local Hobie dealer do it.

Get a vacuum (preferably the cannister type) and put the motor in reverse, so it blows air instead of creating suction. Have a friend hold the hose of the vacuum to the hull plug openings as you go around each hull with wet sponge or spray bottle in hand.

Wetting the hull in sections, look for air bubbles on the surface. Mark the areas with a crayon or duct tape and, of course, patch them when your inspection is

through. Check around posts, bows and under the deck lip. Use silicone sparingly on fittings and around parts where necessary.

A good silicone seal is G-E RTV, which comes in tubes. Unscrew the drainplug housings, rudder mounts or any other parts where air escaped when the vacuum method was used. Clean away the old silicone and dry all the surfaces. Spread a ring of silicone around the area and remount the part. Other places that may need to be sealed are around the pylons where they are inserted into the hull and around the anchor pins where the shrouds attach to the hull. Look underneath the lip and between the hull and deck. Spread silicone over any areas that have cracked. It might be a good idea to clean the old silicone on the glue seam and replace it with fresh silicone, making sure to fill all the voids.

The centerboard well on both old and new Hobie 18s should be resealed if there is any indication of leakage. If any of the cracks look really bad, some fiberglass repair may be needed. Check the bottoms of the hulls, especially if the boat gets dragged up and down the beach a lot, and see if keel reconstruction is needed. Most Hobie dealers are set up to do fiberglass repairs. Use a template (page 61) to determine the amount of material that has rubbed off the bottoms of the hulls.

Once the hulls are sealed, ensure that the boat is tight. To shim the pylons on my boat, I used plastic coffee can lids. The nuts should be tight on the posts. Next, tighten the trampoline, using three borrowed gorillas and two pairs of vise grips—actually, two people can do the job easily if one pulls and the other holds the lacing at each grommet along the way. You can even do it alone in an extra five minutes.

The mast and rigging should be gone

over carefully. Check the mast for leaks and seal fittings with silicone. Place a little silicone over each rivet and around the bases of other fittings. Don't forget the masthead: Check rivets and replace if necessary. Put a dab of silicone over the hole of an old rivet, pop a new rivet through the silicone and voila! You've got a new seal. Again, make sure the areas are dry before applying the silicone.

The mast carries most of the load, as it is where the shroud is attached. Check it carefully for cracks or excessive wear. The large shackle should be checked often. Put a wire around the pin to keep it from working out.

Replace frayed or excessively rusted wires at once. Look around the swedges and thimbles (the eye-shaped fittings on the ends of the shrouds) for worn areas; check this area on the halyards closely. To clean the wires, your local marine supply or Hobie dealer should have a stainless steel cleanser. Powdered cleansers such as Bon Ami or Comet are also known to work.

Another area to check, particularly if you own an older boat, is the anchor pins. Look for hole elongation or for cracks in the metal. Check the corner castings for cracks, also. Look for loose rivets over the entire boat and replace them. Use an oversize drill bit to cut the top of the rivet off, then punch it through.

The rudder blades and assembly require a little more attention. Sand the trailing edges of the blades to remove any bulbs or seams, but don't get it too sharp. Chips or nicks in the rudders can be repaired with fiberglass and resin, Marine Tex or other similar product. Sand until smooth and even.

The rudder assembly should lock firmly yet kick up fairly easily. The cams, spring and Delrin screw should be checked; the



# MAINTENANCE CHECKLIST


lower rudder cam must work freely. Lubricate the parts with a marine aqua lube, such as Cat Lube. Redrill the rudders if necessary.

Now comes the fun: the sails. Battens should be checked for splits or breaks. Taper battens by sanding gently where necessary to help create consistent sail shape. Secure batten end caps and replace batten strings that are worn. Old batten caps may eventually crack and fall apart; when replacing, check some of the different kinds of caps that make adjusting batten tension easier. The small grommets on the sail should be repaired if pulling out. Check batten pocket protectors for loose rivets. Make sure batten pockets and all seam stitching are in good condition.

Ripstop tape can be used to prevent chafing where sail and shroud meet. The bolt rope should be in good condition and not worn through the sail. To clean sails, use a mild solution of lemon juice and water. Dry sails thoroughly before re-rolling.

Now that your boat is ready to sail, attend to the trailer. Check the air pressure in each tire (including the spare). Make sure the lights are in good working order. Tighten the U bolts, check the springs, and grease the wheel bearings.

If your boat is exposed to a salt water environment, it's a good idea to soak the blocks and sheet lines in fresh water occasionally. Prior to sailing, lubricate everything that moves on the boat. Clean the jib and main traveler tracks, double checking for loose rivets, then lubricate with a good lubricant. Lubricate the blocks and make sure everything moves properly.

With everything on the checklist completed, there's nothing left to do but go out for a test sail. 

See diagram of hull templates on page 61.

## HULLS

- ☐ Drain hulls. Leave plugs out.
- ☐ Check for leaks at posts and deck. Seal with silicone.
- ☐ Check bottom for wear. Build up with fiberglass if necessary.
- ☐ Tighten or replace gudgeons and rudder pins.
- ☐ Ascertain that dolphin striker is tight (don't overtighten).
- ☐ Replace loose rivets in traveler tracks and corner castings.
- ☐ Repair pulled grommets in trampoline.
- ☐ Replace worn trampoline lacing.
- ☐ Shim stanchion posts at corner castings with plastic if loose.
- ☐ Tighten bow tang screws.

## MAST AND RIGGING

- ☐ Check all shrouds, wires, bridles and halyards for fraying. Replace as necessary.
- ☐ Check sheets, line and ropes. Replace if necessary.
- ☐ Clean blocks and cleats with fresh water. Check cleat springs, replace if necessary.
- ☐ Seal mast fittings with silicone.
- ☐ Check mast tang for unusual wear.
- ☐ Tape split rings at chainplates. Put on shroud covers.
- ☐ Lubricate masthead sheave so it turns freely.
- ☐ Check all shackles. Put wire on mast tang shackle to prevent loosening.

## RUDDER ASSEMBLY

- ☐ Shim rudders as needed to remove slop.
- ☐ Shave trailing edges of rudders, but not too sharp. Repair nicks.
- ☐ Redrill if there's excessive lee or weather helm.
- ☐ Check rudder arms and tiller crossbar for loose rivets or worn connectors.
- ☐ Make sure lower rudder cam works freely.
- ☐ Check that locked rudder assembly kicks up when force is applied to the rudder blade (approximately 17-20 pounds of force, one foot up from bottom of blade).

## SAILS

- ☐ Remove battens, tape leading ends to prevent splitting.
- ☐ Repair rips and worn spots and replace pulled grommets at once. Ripstop tape can be used in a regatta emergency or to prevent chafing.
- ☐ Replace missing batten pocket protectors; make sure they're all snug.
- ☐ Secure batten caps on each end.
- ☐ Check condition of bolt rope.
- ☐ Clean sails with fresh water or lemon juice solution. Dry thoroughly before re-rolling.
- ☐ Release batten tension when not in use.

## TRAILER

- ☐ Grease bearings, install bearing buddies.
- ☐ Check air pressure in tires, including spare.
- ☐ Check electrical system for frayed wires and bad bulbs.
- ☐ Tighten U bolts, which secure the cross members and mast support.



# FLYING THE MAGNUM

By Terri Crary

**“W**hat in the world is that?,” asked the man standing in the parking lot as he noticed an unusual looking catamaran being trailered. That question has been echoed over and over across the country whenever people see the Hobie 18 Magnum. To some the boat is a complete mystery. “Do those tubes just stay folded up on the trampoline like that? Is that some kind of airfoil?” they ask.

Even some of the sailors who now know the basics of sailing the Magnum ran into some unexpected questions. How about sailing position? Trailing? Waves? Those sleek, black arches rising up from the sides of the boat will make the sailing faster and drier as well as more comfortable. In fact they can be used for everything from a picnic table to a sunshade for the dog. If, that is, sailors know how to make the best use of them.

With the quick installation of the wings, the Hobie 18 instantly goes from eight feet wide to twelve feet wide. This added width in the beam allows for faster speeds in heavy air by increasing leverage and righting moment. In other words, the further out you trapeze off the side of the boat, the more efficiently your weight acts to hold the boat down. Flying a hull is fun, but keeping the windward hull just barely skimming the surface of the water is technically faster. The wings, therefore, allow sailors to handle higher winds without having the hull fly up.

In addition to being able to trapeze out and away from the boat further, it is also possible to trapeze lower since you will be higher off the water. Imagine trapezing from the side of the Hobie 18. There will only be approximately two or three feet at the most, between you and the water. Now imagine trapezing off the wing of a Magnum with another foot to a foot and a half between your body and the water. This extra space can be used to help increase leverage even further because

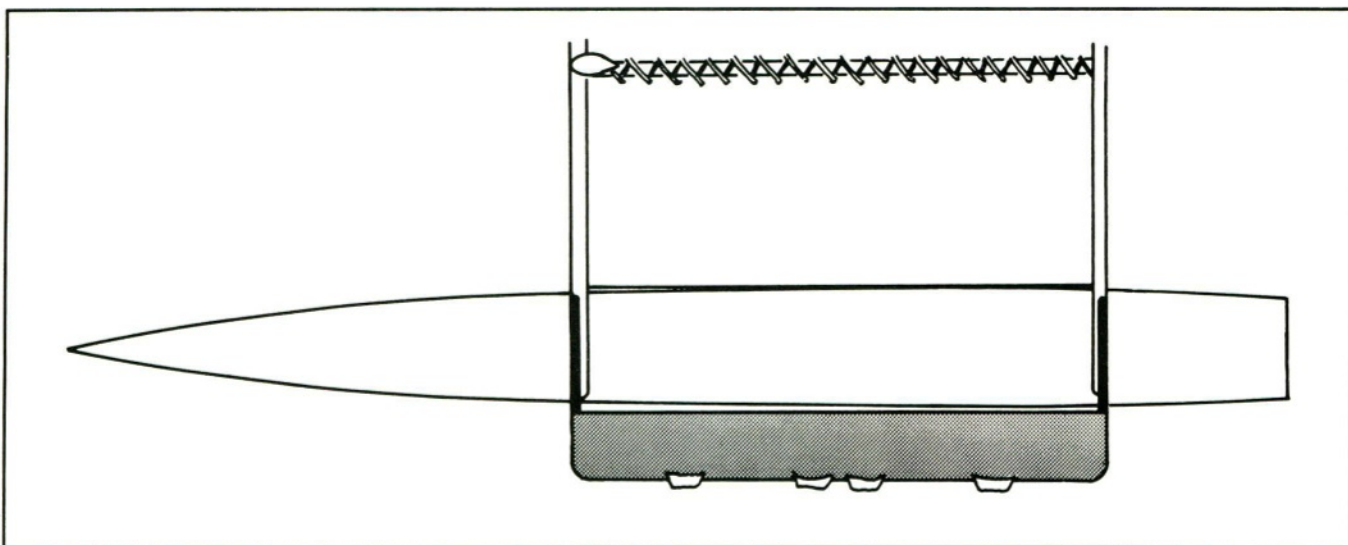
you can trapeze lower. Given equal crew weights and conditions, then, you'll be able to drive a Magnum harder in heavier air than a standard Hobie 18 because you can hold the boat down better. Here's how to get the greatest performance from the Magnum.

First off, you'll find that the ability to drive the boat harder will increase your chances of pitchpoling. On the Magnum, it is especially important to keep crew weights as far aft as possible in strong breezes on reaches. John Wake, a member of the Hobie Cat research and design team who has spent a great deal of time on the Magnum, suggests that the skipper sit on the back edge of the hull on raging reaches so the crew can trapeze from the aft corner of the wing.

To help make trapezing feel a little more secure (some people become nervous because of the extra height), some Magnum sailors have installed sailboard footstraps onto the wings with pop rivets. (See illustration.) There really isn't much difference between trapezing from the hull and the wing, but the sailboarding footstraps can lend that extra bit of reassurance that will allow sailors to concentrate on the sailing rather than the height. When installing the footstraps, put one on the aft corner of the wing, a second one further forward at a distance equal to that of the skipper's normal foot position when trapezing, and a third and/or fourth further forward for the crew.

In light air, it is important that crew weight be equally distributed to both sides of the boat, even when sailing to weather. Remember that one person sitting on the windward wing is actually providing leverage similar to that of a person trapezing from a standard boat. If both the skipper and crew are on the same wing in light air, the boat will be heeled over to weather. It is recommended that the skipper stay on the windward wing while the crew goes to the leeward wing. Note that this procedure is for light air only. In any conditions which may cause the hull to fly, the crew should





remain on the windward side on either the tramp or wing.

If you can't keep the hull down in heavier winds or if you just feel like doing a little flying, don't worry about the leeward wing hitting the water. The arched design of the wing allows hull flying without danger of dragging it. If you do fly a hull to the point that the leeward wing hits the water, you've gone too high. Wings or no wings, you'd end up taking a dip in the water at that point.

## TRAILERING

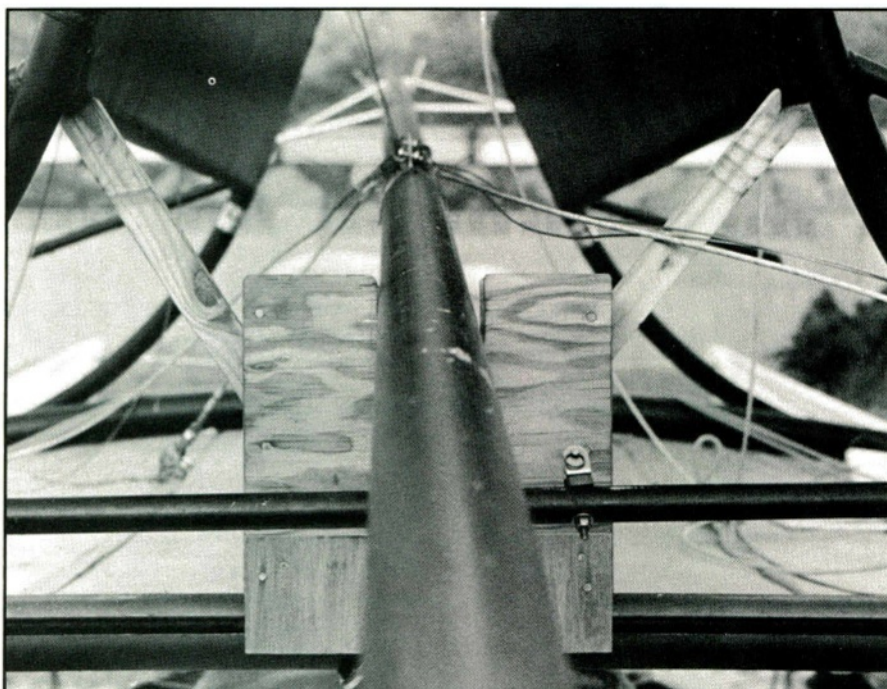
Some sailors have discovered that the diamond wires have a tendency to chafe through the wing trampoline when trailering. Therefore, it is important not to fold the wings all the way in. If you wish to fold the wings all the way in, be sure to use thick pads between the wings and the wires. Another option is one devised by Wake. He built a simple mast support system that features arms designed to hold the wings up to a level slightly higher than the mast. (See photo.)

## TRAPEZE RIGGING


Rigging your trapeze is really a matter for personal preference. From a sailing standpoint, it matters little whether you rig the wires between the boat and the wing (their standard positioning), or whether you lead the wires to the outside of the wing then over the back. The method of the trapeze rigging dictates where you will grab the wire to hook up. If it is in the standard position, you'll take the wire from in front of you. If strung behind the wing, you'll have to reach behind, hook up, then trapeze. No matter which way you prefer, you should place tape over the hog rings used to secure the trapeze bungies so they will not snag the wing trampoline.

## SANS WINGS

Of course, the wings can be removed whenever you prefer to sail without them. Should you decide to leave the wings on



the trailer or at home however, be sure to protect yourself against scrapes by the wing support tabs. They remain on the boat even when the wings are off, and with all the scrambling around many sailors do, there's a chance a scrape could occur. Different sailors have different ways of guarding against this, but one popular way that has the extra advantage of being inexpensive, is to cut a small piece of garden hose and simply slip it over the tabs. Be sure to leave a half inch to an inch of extra rubber over the end of the tab. The garden hose should also fit the tab snugly so it doesn't come off while you're sailing.

Sailing the Magnum is really no more difficult than sailing the standard Hobie 18. There are some differences in sailing technique, but once these are learned, Magnum sailors will be able to glean maximum performance from the boat and get that extra speed they've been looking for. 

*Note wood strut wing support on mast carrier.*



# CREW LIBERATION?

By Kathy McLaren

Editor's Note: Kathy McLaren has some firm ideas about how to solve the eternal crew vs. skipper problem. Before all of you disgruntled crews turn to the garlic, read Dave Perry's observations about how well it is possible for a skipper and crew team to work together.

Two years ago I was inflicted with an incurable disease. It started with a mild temperature and has since turned into a burning fever, punctuated by the odd retaliating rage. In its larger form, the disease manifests itself in the guise of a strange obsession or madness. This madness is the origin of some of the most illogical things I have ever done, with the possible exception of marrying my nutball husband, who was the typhoid Mary who gave me this illness, now officially recognized as Hobiella Sailonitis, subphylum Skipperati Dominarius.

I had, at the time of my initial infection, been dreaming of a little yacht. I was rudely awakened to find myself at a local marine store, listening to my husband ordering a Hobie Cat. Our roles were stereotyped and defined from the very start. He was the skipper (a meaningless position of authority) and I was the crew. The only thing I knew about Hobie Cats was that they were fast. They had to be. My skipper/husband said so. My skipper/husband was qualified to be the man in charge by virtue of his having been out on a Hobie once during his Coke and pimple days. That was about 10 B.C. (before catting).

The skipper and I agreed to wait a year, and then think about racing. In the meantime we would learn the finer points of raising a cat. We raised it all right, and often. (Tell them how you dropped the mast right through the landlord's cherry tree dear, I mean, sir.) At this point in our sailing evolution we still, occasionally, discussed things. How quaint.

To make a short story long, we were racing within three weeks, scaring ourselves and everyone else half to death. My husband/skipper suddenly began to change before my very eyes. It wasn't anything exciting or bizarre. He didn't develop a craving for blood, or a desire to sleep in caskets. Bela Lugosi I could handle.

I'm sure there are many of you crew members out there who often handle this problem. Do you share my concern and frustration over the Jekyll and Hyde character of your skipper? Never before have I seen a personality change at the speed of sound. (Usually the blast of the horn at the white flag). Alfred Hitchcock used to at least allow an interval of weird music in order to give the audience time to adjust. Not my skipper. It's instant tyranny.

"Don't talk to me, I'm concentrating on the start!" or "Don't talk to them, we're racing and you should be concentrating!" then "Why didn't you tell me?"

Do these sound familiar? Fellow crew members, have you ever noticed that if anything goes wrong, you're automatically the one to blame? My husband/skipper has often used such cast iron logic as: "I don't know why the mast is in the water, but you're the one who sits closest to it, so it must be your fault." How about when old Quincy Quickturn suddenly foots down without warning for a brief audition with the flying Raggatinis? As you splash down gracefully between the hulls, he coolly advises "If you would only hang onto the righting line, things like that wouldn't happen."

We crew members have suffered such indignity and injustice long enough. Remember, they need us. You too, are an integral part of the racing machine. No longer will we be satisfied with our role as items of moveable ballast. We are more than mere objects to be employed to block the boom during unexpected gybes. We demand equality!

I think I'll start with some garlic salt in his booties. . .





# CREW COOPERATION!

By Dave Perry

*As the story goes, there was a husband and wife team who raced very successfully together, except that whenever a situation got tense, the husband, who was the skipper, would start yelling and screaming at his wife. In return, she would calmly tell him that if he didn't shut up she was going to jump overboard and swim away. One day they were racing for the club championship, and coming up to the finish line they were leading the race except for one last starboard tack. They decided to duck behind it, but at the last second, and with no warning, the husband decided to tack. Needless to say, the crash tack was not picture-perfect and the starboard tacker immediately rolled right over them. The husband started in on his usual condescending yelling at his wife, and with that she calmly stood up and dove overboard, swimming over and climbing onto the nearby race committee boat. Of course, they were scored DNF for that race and thereby lost the championship. Later on that evening at the club bar, the husband was overheard saying, "You know, I really learned something out there I'll never forget . . ." And as everyone leaned in to finally hear him admit he'd been wrong for treating his wife so poorly, he said, "If I ever get married again, I'm going to find a woman who can't swim."*

In studying sociology, we learn that people's habits and attitudes are very difficult to change, and that includes our own bad habits on the race course. But we keep trying. One good way to look at our problems is—using my favorite analogy—"to go up in a blimp and look at the total picture." One of the first things we see is that it is counterproductive, when two or more people are in the same boat, for them to have an adversary relationship. All the energy, knowledge, and talent in the boat should be directed toward racing as well as possible. When one person (usually the skipper) starts blaming others for things that go wrong, or starts talking to them in condescending tones of voice, obviously the atmosphere is not going to be pleasant,



*This is the second part in a continuing series based on Dave Perry's book, Winning in One Designs.*





Robert Brown

and as a result the boat's finishing position will be poor.

The best way to avoid anxiety is for everyone on the boat to know what's going on all the time. At the top levels of racing each person in the boat usually can do anyone else's job. Each can skipper pretty well, handle tactics, so they are able to anticipate situations. In order to help this learning process along on your boat, have everyone take turns doing the other person's jobs. Sailing out to the race course, the crew should skipper to get more tiller

time. This helps them learn how the boat feels, how puffs, waves, and small movements in the boat affect heel, what the sails look like from the back, and also where the crew should sit to avoid blocking the skipper's view of the jib and bow waves. Besides, handing over the tiller is a show of confidence that will build crew confidence, and steering a boat is just plain fun to do.

Meanwhile skippers should hike, trim the jib, and work to balance the boat just as well as they want their crew to. Often the skipper has more experience, and it's much more effective to teach by showing than by telling.

The next step is to keep the roles reversed for a race or a weekend series. Nothing will accelerate the learning curve of inexperienced people more, or help reduce the anxiety level within the boat quicker than this technique. But be sure

you do your first role reversals going out to or coming in from a race, or in separate practice sessions. Don't enter a race until everyone is confident in his or her new position.

It's interesting that in the many seminars and regattas I've been to over the years, the proportion of men and women has been very close to fifty-fifty, yet I'd say 90 percent of the skippers are male. If it's lack of confidence on both sides to have the women skippering, then nothing will build confidence more than having the women skipper as much as possible going out to and back in from a race. Very soon their boathandling and feel will be good enough to enter a race, and once they've skippered a few races, their understanding of the whole picture will increase dramatically. You can't build confidence by just talking about it. You have to be active and get more tiller time whenever possible.

Another great way to keep the anxiety level down and the racing performance level up is to talk about who's going to do what before the race begins. You have to be honest and up front about what people's responsibilities are. I'll never forget sailing one of my first big-boat races on a Swan 44 when Bill Ficker, the 1970 America's Cup winner, was the guest skipper. Inasmuch as I didn't know anything about big boats and had even less confidence, my game plan was to volunteer to make sandwiches so I could stay out of the way as much as possible. On the way out to the race, Bill got us all back in the cockpit for a meeting. Never having met us, he asked us what we were good at and then assigned each person specific things to do. I ended up trimming the mainsheet at the start, during tacks and at mark roundings, grinding for the spinnaker sheet trimmer on the reaches, and watching for other boats upwind. I got totally involved and learned a great deal.

Also, during a race it's often difficult to explain everything that's going on, but after the race it's vital that everyone on the boat sit together and go over what just happened. A lot can be learned in a brief twenty-minute review session, and this is especially helpful to less experienced members of the crew who are really interested in learning. Most people who are psyched to learn are aware that they don't know everything, so they're prepared to hear criticism and comments on how to improve. The worst attitude is the "I know" syndrome, where it's impossible to give a person a suggestion. A chain is only as strong as its weakest link, and if one member of the team (either skipper or crew) hides in an "I know it all" shell and won't listen to constructive suggestions, the team will never gel and reach its potential.

It's also vital to discuss what sort of communication the skipper wants during the race. Personally, thirty seconds before the start I want to know how close to the



line we are, if there are any boats threatening to take our hole to leeward, what the time is, etc. Immediately after the start the only things I want to know are what our relative boatspeed is, how we are pointing, who is directly to windward and leeward (different people have different sailing styles), how much room to leeward I have to play with, and whether I can tack or not. The key to giving information is to make sure that everything you say is useful. If you're on a collision course with someone before the start, don't say, "Hey, look out for the boat up there." Instead say, "Do you see the blue boat, number 322?" And after the start, comments like "Man, that guy is motoring on us over there" can earn you a quick boom crutch in the teeth. The reason is that such a comment has no useful information in it. Factual reports like, "There's a boat ten boatlengths to windward that is pointing higher, but they've got a puff which we should get in about thirty seconds," is the kind of info that a skipper can use. Also, in terms of relative boatspeeds, I like to think in two dimensions: fore-and-aft speed along a line parallel to me; and height, i.e. are they dropping in on us or are they moving away to windward. As you get more experienced, you can tell if a boat is gaining or losing. So a conversation might be, "There's a boat to windward that's pointing higher, but dropping back. I think the net gain is to us." Or, "There's a boat to windward that's dropping in, but going faster. They're definitely gaining on us." This info tells the skipper to pinch or foot more, and to either keep all controls where they are, or make some adjustments. A comment like "The windward mark is about half a mile up at two o'clock, just to the left of a large, green spinnaker" gives the skipper a lot of references so all it takes

is a quick look to find the mark. Good meaty info like this will help keep the energy flow directed on the racing and reduce the anxiety within the boat. The bottom line is that the more you are allowed to give information, the better you'll get at giving it. No one will be perfect the first few times, but you have to take action and start doing it to get good at it.

In an interview I did for the U.S. Olympic Yachting Committee's publication *Pipeline*, three Olympic caliber sailors talked about their experiences as crews in serious campaigns. They were Ed Trevelyan, 1979 world champion and 1980 Olympic Trials winner in Solings sailing with Robbie Haines and Rod Davis; Neal Fowler, 1980 470 Olympic Trials winner sailing with Steve Benjamin; and Jay Glaser, 1981 Tornado world champion sailing with Randy Smyth. Here are some excerpts:

Q: What was your role while racing?

NEAL: With Benj, initially I was calling almost every move, and Benj just drove like a maniac. This was fine until we lost the '79 Midwinters in a big way. We then went into the feed system (where the crew feeds info to the skipper continuously). This is far and away the best. We both knew everything, no surprise moves. If either felt strongly about something, he just raised his voice and that was that. If there was not enough time for discussion and I was not sure, Benj just went into the maneuver. I could tell by the motion of the boat what needed to be done.

Q: What are some of the hardest things about being a crew?

JAY: The difficult things about crewing are mental. One for me is lack of recognition and identity. It can be a project in which the crew contributes 50 percent of the effort in funds, talent, time, etc., but the team is always identified with the driver. I

was "Richard's crew" (past Tornado national champion Richard Loufek), and now I'm "Randy's crew" to a lot of the sailors who know us. However, among the crews themselves there is some recognition, and I have my own crew heroes—those crews who by their sheer talent can pull drivers to the front of the fleet.

Q: What are the positive things about crewing?

ED: The satisfaction of getting the teamwork down to a level where most of the functions are automatic. Rod and I couldn't wait to get on somebody's tail at the wing mark in twenty to twenty-five knots so we could do that perfect jibe we had practiced so much. Also, there was the satisfaction of knowing that I was an integral part of our campaign, as were Rod and Robbie, and not just ballast for the almighty skipper. I felt at the beginning that it would be fun to crew because the big pressures of skippering would not be there. This was not the case; I was always nervous before a big race because I knew it was essentially up to me to figure out the windshifts, etc. The same went for Rod in his functions. So when we won I got a real sense of accomplishment even though I was "just a crew."

JAY: A positive point of crewing is working well with a driver and having your efforts rewarded. Randy and I put a lot of time into fitness programs, practice, and regattas. It paid off with a win at the worlds. Another positive point is that crewing enables me to compete successfully at a level I couldn't as a driver. If you bought a Stradivarius violin and practiced hard for ten years you still might not be first chair in the symphony orchestra. Some people are natural drivers. My solution was to be the best crew possible and sail with Richard and Randy. In the same way, due to temperament or whatever, some are more natural crews.

From our blimp, it's clear to see that the boats up front are filled with people working together to get the most out of their boat and themselves and that the farther back in the fleet you get, the more you see arguments, skippers yelling orders at their crews, and crews taking passive roles in the boat. One of the most valuable skills of a good skipper is the ability to remain patient when training a new crew. A good crew is well worth the time and energy it takes to cultivate him, and nothing will turn away a potential teammate faster than a continual barrage of abuse. Next time you go racing, take a quick trip in the blimp and see what the interaction in your boat looks like.

SC



Robert Brown



# WOMEN IN THE DRIVER'S SEAT

BY BRIAN ALEXANDER

**I** used to be "just a girl crew" and was happy whenever I could get my husband to put the boat in the water . . . Every once in awhile, we did put the boat in the water and I started sailing it by myself. Boy, was it hard to hold onto the tiller. It kept wanting to pull away from me. I guessed this was just for the guys. I sure don't have muscles in the right places.

"One day while driving home from an officer's meeting with Patti Coe and Matt Miller, I brought up my sad plight. To my surprise, I got no sympathy, they started telling me what was wrong with my boat. Too much weather helm. So what is weather helm? This started a long discussion on how to get it fixed and get out there and do it myself.

"The first step was taking the boat down to Matt and having him fix it to race . . . My next step was to warn all the guys. Ruth is going to be there at the next fleet race; will anyone help me put my mast up? What a shock; the guys were all for it! I talked my sister, Cynthia, into being my 'just a girl crew.' Then I washed the boat, got all the Hobie gear out of moth balls and told my husband: 'of course I know how to pull a trailer with a truck. No I won't hit the toll gate while going through. Yes, I know how to stay out of the deep sand, and thanks so much for staying home and watching the



Patrick McDowell





kids for me. I'm off, and I'm going to be a Hobie skipper!"

The experience of Ruth Hoffman of San Diego's Fleet 4 has been repeated over and over again throughout the world. Cruising and racing women sailors have been discovering they don't necessarily need a man around to have fun on Hobie Cats. Single women who have the desire to sail are working up their nerve and purchasing their own boats. Married women and those with boy friends who usually act as passive weight to help keep the boat down and work the jib sheet are taking over the driver's seat and finding out that there's no secret intrinsic quality which men possess that works to make them better sailors.

"It's an easy transition for them to make," says Kathy Graham, a Hobie Cat dealer in Charlotte, North Carolina. "A lot of women have been crewing for the men so they already know most of the basics."

This revolution in Hobie Cat sailing started in the late seventies as a quiet trend and has since built itself into a full blown phenomenon. At first, a few fleet officers thought it might be fun to hold "powder puff" races before or after the regular fleet races. Most of the men would stand on the beach sipping something cold and watch the women with the single hope that noth-

ing disastrous would happen to the boat. Out on the water though, women were discovering "... how much more fun it is to take the helm," according to Becky Danner of St. Petersburg.

As a result of this first taste of command, women began competing more and the World Hobie Class Association responded by holding the first national championship for women in 1979. At first, many of the women were crewing for their husbands the majority of the time they spent on the water and came to the national championship with little experience at the helm. The quality of this experience showed. Every year since, however, the competitiveness of the sailors has improved. Soon, foreign competitors were entering the U.S. championship and one, Carolyn Winter of South Africa, has dominated her American counterparts the last two times out.

One reason for the improvement in skills is the fact that many women are no longer dependent upon a man to take them sailing. "We've sold at least half a dozen boats to women just since October," says Graham. "The women are coming in, filling out their own credit information, making their own buying decisions. They want their own boats."

Not only are they buying their own boats, but they're also taking on the men

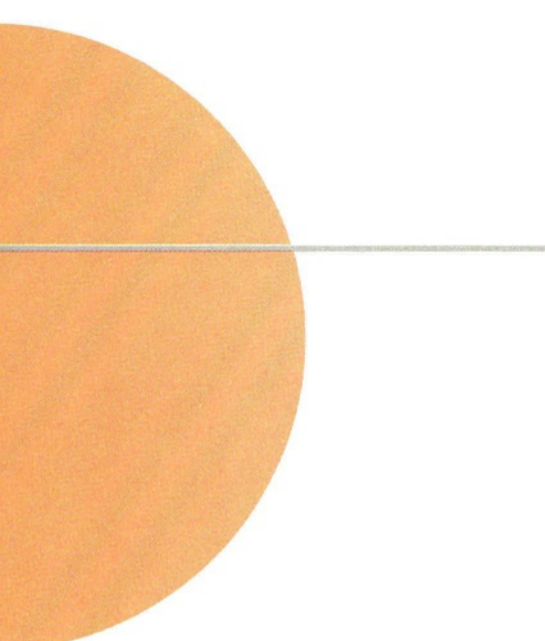
out on the race course. This is partly because the number of women skippers is not yet enough to make a separate women's fleet practical for most fleets and because, for now, the level of racing is better with the men. Most men do not seem to mind, even when they come away licking their wounds from a defeat at the hands of a woman.

"The guys are nice to the women," says Graham. "There's no antagonism, but they don't give the women an inch because the women will take it to them if they do. The women are winning the 14 fleets against the men."

The lack of female skippers in South Africa has forced Winter to sail against the men almost every time out. "I think they are proud of me in a way," she said in a HOTLINE interview. "I'm their protegee and their oddity. They've given me tips and hints and advice and, on occasion, praise. I've seldom retired from a race even if I'm miles behind and very tired. It's a kind of determination not to be outdone either by the elements or by the men. They know I'll go out in any weather and take them on. They know I mean business when I stand up for my rights at a mark. This goes for the other girls on the water too. We know we can't beat them by strength and stamina all the time, but we sure have a go at outwitting them when we get the chance."

It's just this sort of determination that has made the women some of the most aggressive and competitive sailors on the water. "They're probably more competitive because they feel they have to prove themselves more than a man does," says Graham. "If a man is just a mediocre sailor, nobody thinks twice about it and he has a good time. If a woman is a mediocre sailor it's because she's a woman." This has led to exhibitions of bravery that many men would not like to undergo. Just as Winter steadfastly refuses to allow weather to deter her from sailing, many American women are also dreadnoughts when it comes to conditions. "We have one woman, a doctor from Virginia, who goes right out there with the men no matter what. Even when it's twenty knots and the surf is up," recalls Graham.





This extra edge of determination also rubs off on the men when the two sexes race together in fleet events. Most men say that when women are racing, they would rather be beaten by all the men in the fleet than the one female skipper. Undoubtedly, and not unexpectedly, male ego plays a major role in such cases. Men feel that it is much better to lose to a man than to lose to a woman, whether that woman is in the back of the pack or one of the leaders doesn't matter. While most men can accept women on the race course, few can easily swallow being defeated by one.

"I know I'm much more motivated when I'm behind a girl than when I'm behind a man," says Bill Greer of San Diego. "If I'm behind a woman I'm upset, my ego just



Patrick McDowell



gets thrashed. Male pride dictates that you go after the gal."

There is a feeling among many women that they have to be more competitive in order to prove themselves against the men they face in their fleets. Women seem to go through more scrutiny when they first appear on their local scenes and their abilities tend to be more suspect. "You definitely have to prove yourself," says South Bend, Indiana's Jane Brown. "Sailing has traditionally been a male dominated sport. If they're not used to me, it's 'Oh no, don't let this woman . . .' but for the guys that know me everything's OK."

This competitive spirit is even more surprising when one considers that many of these women never had the opportunity to compete in sports when they were younger. Now, as adults, they are taking an entirely new sport, one which, although easily learned, is not easily mastered. Such was the case with Michigan's Judy Kellogg. She and her husband live on a lake. Seeing the boats out on the water prompted Kellogg to take the initiative and convince her husband that a Hobie Cat would be a great way to enjoy the lake which lay out their back door. "That was about six years ago," recalls Kellogg. As she became a better sailor, she began to wonder why there were no events for the women. "I stood up at a meeting and asked why the women couldn't race. You





know, women's lib and all that, and I was surprised that most of the women there had no desire to race other than acting as crews for their husbands." Finally, the club agreed to hold a couple of powder puff races. "But we could only get three boats," said Kellogg, "and, of course, the men treated it as a big joke. They would say things like 'Don't break your nails out there.'"

According to Kellogg, one of the problems is the fact that men still feel trepidation at the thought of their wives or girl friends sailing the boat without them. Many men on Kellogg's lake will not allow their wives to sail alone or with a female crew, although they undergo a change of attitude when it comes to Kellogg herself.

"Since I went to the nationals and qualified and so on, they know that I'm a good sailor, so they don't worry about me at all. They just don't want their wives to sail their boats." Kellogg and Brown's experience has been duplicated in other parts of the country. Women need to prove themselves before they are accepted.

One obstacle in the way of women's progress on Hobies is that so many of them crew for men in the very same points regattas and qualifying races they would need to sail to have the opportunity to get the experience they lack. If a family wants to strive for a championship, the most experienced skipper, normally the man, will

pilot the boat. This leaves the woman in her traditional role as crew.

But that is exactly where many women prefer to stay. As Kellogg discovered, "more women would rather just take orders from their husbands than try to skipper." Neither do women like to travel to the various points regattas in their divisions. Brown is still one of the only women to race on the regatta circuit in the Great Lakes area. The women who have succeeded in establishing themselves as skippers believe that some of the reticence that Brown and Kellogg have discovered is due to fright. Women are unsure of themselves, they say, and reluctant to take over the operation of the boat when winds are anything but light.

"At the national championship (the Women's Hobie 16 National Championship of 1983 held in St. Petersburg Beach, Florida) I had a crew that had never really skippered and had only sailed occasionally," said Kellogg. "She did a great job but on that last day when the winds got up to 37 miles per hour, she wanted to sail back in, but there was no way I was going to do that, so she just hung out on the wire and sort of screamed her way around."

According to Greer, many women who regularly crew for husbands and boy friends, don't really know how to sail the boat and, as a result, have a great fear of taking the tiller extension into their own

hands for even a casual daysail. It is this fear of the unknown that has prompted an increase in the number of races for women skippers. Greer feels that this is the advantage of a women's regatta. The more the women race, the better control they gain over the boat, much more than when they are just crewing for someone else. The controlled environment of a women's race allows women to learn to sail the boat and give themselves confidence without fear of serious mishap. Greer sees a snowball effect. The more races fleets hold for women, the more women will get up their collective nerve and better their own sailing skills.

Still one more obstacle to female skipperhood is a "Well, where do I go from here?" attitude. As Florida's Becky Danner says, "Until you take the helm you never really learn what it's all about." So what happens when a woman has taken the helm a few times? Many never want to go back to crewing.

Graham reports that this situation even happens between women. She tells the story of two women who bought their Hobie 16 together, but, after a time, sold that boat and bought two Hobie 14s. Each one wanted to pilot. Some husbands find themselves buying a second boat for their wives and taking both to regattas. Others get over the "two skippers, one boat" syn-

Continued on page 59



# OMEN ON THE WATER

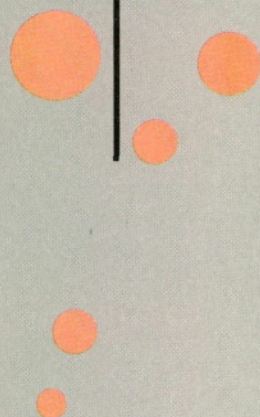


Christopher Cunningham





Guy Mott



💕 . . . don't think that  
because you are female,  
you can't do it. What is  
important is good physical  
conditioning to compensate  
in part for your inferior  
strength . . . 💕  
Carolyn Winter  
South Africa



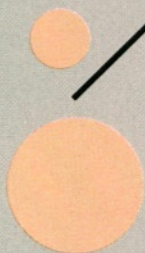


**Hotline**

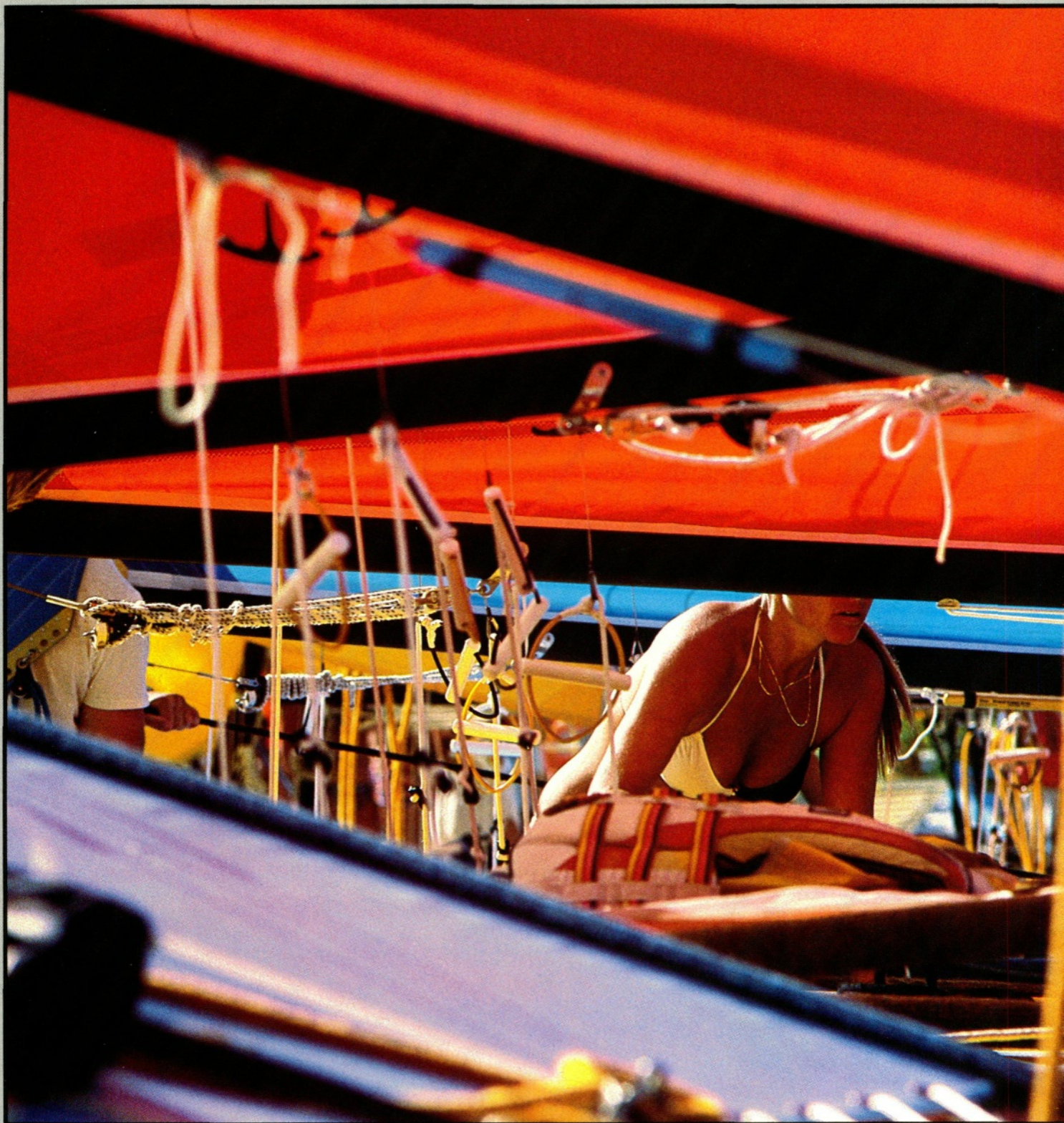




Guy Motil







“ I was nine years old when I got involved in the junior sailing program. I love the water. You’re on your own out there, it’s just you and the water and the wind. ”

Peggy Beach  
Newport Beach, California





Alastair Black

Christopher Cunningham

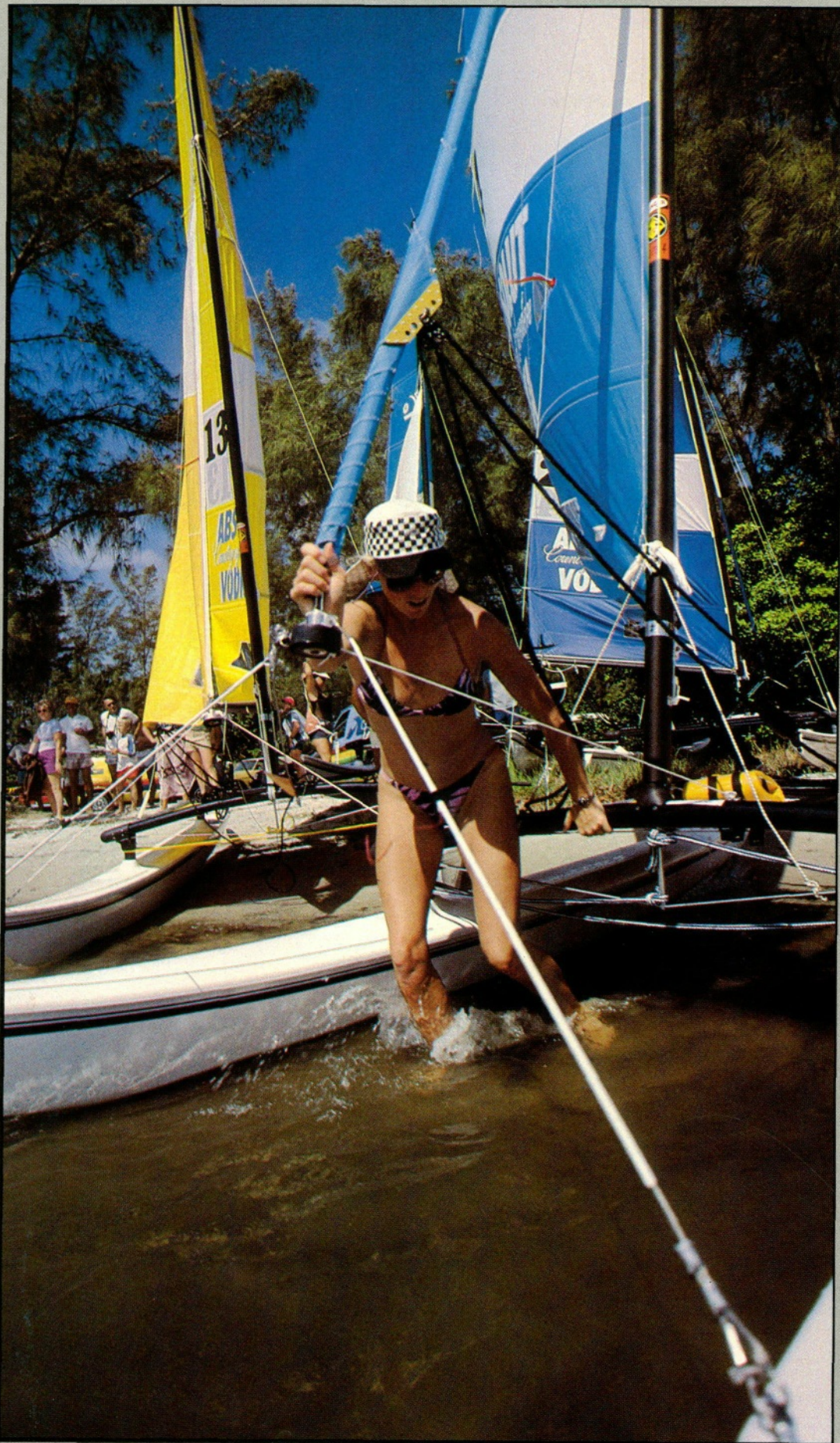






Patrick McDowell





“ I grew up on the water. I scuba dive. I feel at ease on it and comfortable in it. Skippering's about the only thing I know how to do; I'm not a very good crew. ”

Nancy Scarduzio

Narragansett, Rhode Island





“ I grew up in New Jersey, but it’s too cold up there and I didn’t live near the coast or anything so I never had the opportunity to get involved in sailing, but the first weekend I moved down to Corpus, some friends brought me to a division regatta. Then I got my own boat. ”

Judy Popejoy  
Corpus Christi, Texas



# HOBIE RACING

---

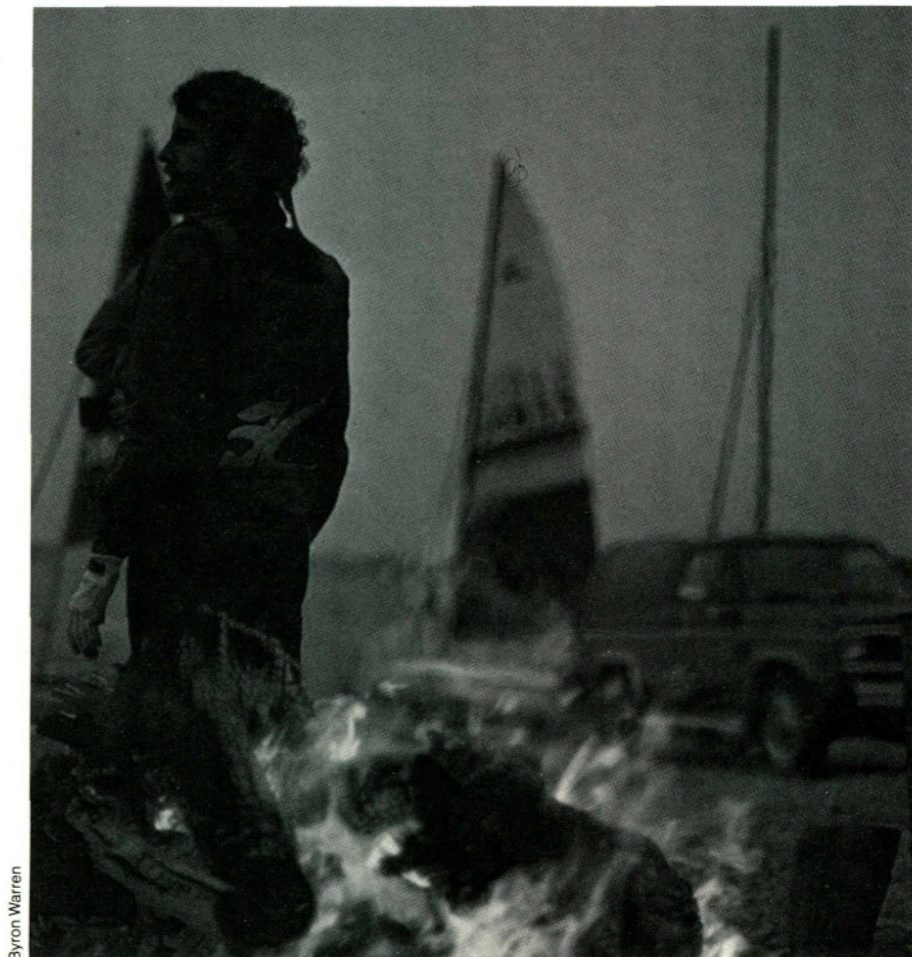
HOBIE RACING

MARCH/APRIL 1985

## ***IN THIS SECTION:***

---

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



Byron Warren

## *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

March 9-10

April 12-14

April 15-22

May 9-12

May 25-27

June 8-9

June 15-22

July 13-19

September 4-7

September 9-15

September 16-22

Midwinters West

San Felipe, Baja California

Midwinters East

Tampa, Florida

Alpha Worlds/Boardsailing

Jensen Beach, Florida

N.A.L.H.H.C.F.F.R.R.

Lake Havasu City, Arizona

Mid-Americas/Hobie Fleet 23

Lake Texoma, Texas

Mid-Easterns

Lake Perry, Kansas

Hobie 14 European Championship

Portugal

Hobie 16 European Championship

Highcliffe, England

Hobie Womens Championships

Traverse City, Michigan

Hobie 16 U.S. National Championship

Traverse City, Michigan

Hobie 18 European Championship

Geneva, Switzerland

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

Al Burrows

214/350-8413

John Miller

816/587-1298

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

## FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Bill Krull	Dana Point, CA	2	60.	Michael Simpson	Sandusky, OH	10
2.	Dave Giguere	Auburn, CA	3	61.	Walt Fite	Denver, CO	5
3.	Dan Ketterman	Long Beach, CA	2	62.	Bob Kinnear	Clovis, CA	3
4.	Greg Brown	San Diego, CA	2	63.	Phil Trotter	Norman, OK	14
5.	Jack Bowerfind	Clearwater, FL	8	64.	Don Schnorr	Austin, TX	6
6.	Mervin Irvine	Kailua, HI	1	65.	Mark Schleckser	Shore Acres, NJ	11
7.	Frank Andrade	Pasadena, CA	2	66.	Pete Wolcott	Scottsdale, AZ	2
8.	Tommy Delesandri	Houston, TX	6	67.	Todd Urban	Salt Lake City, UT	5
9.	Ralph H. Stallcup	Lake Charles, LA	6	+68.			
10.	Larry Stayner	Clear Lake, IA	7	+69.			
11.	Jim Jordan	Orlando, FL	8	70.	D.A. Rogers	Ocean Springs, MS	15
12.	Cary Heefner	Decatur, GA	9	71.	Lenny Carey	Key West, FL	8
13.	Ralph Weir	Spokane, WA	4	72.	Ken Marshack	Portland, OR	4
14.	Paul Ulibarri	Seattle, WA	4	73.	Bill Hiller	Northfield, NJ	11
15.	Bill Johnson	Ventura, CA	2	+74.			
16.	Ken Dawson	Big Bear Lake, CA	2	75.	Jim Holst	Tamuning, Guam	Inter.
17.	Ron Katz	Citrus Heights, CA	3	76.	Chance Gaston	Fairhope, AL	15
18.	John R. Medler	Ypsilanti, MI	10	77.	Shannon Miller	Vail Lake, CA	2
+19.				+78.			
20.	Mike Sowers	San Jose, CA	3	79.	Bill Hyman	Pago Pago, American Samoa	Inter.
21.	Mike Arnerich	Modesto, CA	3	80.	Jim Cunningham	Daytona, FL	8
22.	Mike Kristiansen	St. Albert, Alb., Canada	4	+81.			
23.	Bill Kocsis	Dallas, TX	14	82.	Jim Perpsra	Guelph, Ont., Canada	10
24.	Wally Myers	Ocean City, NJ	11	83.	Bob Curtis	Rock Hill, SC	9
25.	Allen Bates	Tulsa, OK	14	84.	Don Baldwin	Des Moines, IA	7
26.	Mike Millitorn	Indianapolis, IN	10	85.	John Siewertsen	Columbus, OH	10
27.	Bob Bridgman	Wichita, KS	14	86.	Jim Hoag	Elmira, NY	16
28.	Art Simms	Natick, MA	12	87.	Jane Kennedy	San Rafael, CA	3
29.	Mark Londree	Merced, CA	3	88.	Bill Pawlowaki	Lake Havasu City, AZ	2
30.	Neil Brady	Riverside, CA	2	89.	Mike Griffie	Mishawaka, IN	10
31.	Gil Knorr	Brookfield, CT	12	90.	Charles Anderson	Winnipeg, Man., Canada	7
32.	David J. Nelson	Virginia Beach, VA	9	91.	Bob Nickerson	Fort Worth, TX	14
+33.				92.	Mike O'Connell	Charlotte, NC	9
34.	Walt Philipson	North Palm Beach, FL	8	93.	Bill Groves	Lafayette, LA	15
35.	Rick Cumby	Pensacola, FL	15	+94.			
36.	Jolena Plaut	Miami, FL	8	95.			
37.	Gary Baker	Bellingham, WA	4	+96.	Paul Carter	Bothell, WA	4
+38.				97.			
39.	Denny Siquefield	Bradenton, FL	8	98.	Terry A. Hanchey	Henderson, NC	9
40.	Chris Sundberg	Richland, MI	10	99.	Lamont George	Clear Lake, Man., Canada	7
41.	Kenny Boudreaux	New Orleans, LA	15	100.	Peter Colby	Corpus Christi, TX	6
42.	Dave Lichtman	Tampa, FL	8	101.	Ray Vallecillo	Salterpath, NC	9
43.	Bob Giehls	Tallahassee, FL	15	102.	Richard Johnson	Wilmington, NC	9
44.	Rich Schulman	Ft. Lauderdale, FL	8	103.	South Padre Terheggen	South Padre Island, TX	6
45.	Edward LeGrand	Cocoa, FL	8	+104.	Steve Bechtold	Sioux Falls, SD	7
46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.	105.			
47.	Steve Campbell	Cincinnati, OH	10	106.	Jerry Elliott	Boise, ID	4
48.	Don Smith	Albuquerque, NM	5	107.	Debbie Metscher	Steamboat Springs, CO	5
49.	Tom Creed	Clear Lake, MN	5	108.	Albert Aline	Papeete, Tahiti	Inter.
50.	Bob Kaphammer	Loveland, CO	5	109.	Jerry Tejchma	Muskegon, MI	10
51.	Tom Roche	Las Vegas, NV	2	110.	Milt Dinhofer	Great Neck, NY	12
52.	Dan David	White Bear Lake, MN	7	111.	Jim Frank	Victoria, TX	6
53.	Bill Carl	Isle of Palms, SC	9	+112.	Richard Brew	Jacksonville, FL	8
54.	Bill Lippincott	Baltimore, MD	11	113.			
55.	Tommy Lea	Baton Rouge, LA	15	+114.	Joe Thompson	Freeport, Grand Bahamas	Inter.
56.	Jim Adelman	Weston, CT	12	115.			
57.	Dean R. Stordahl	Los Angeles, CA	2	116.	David A. Hutchings	Wilmeete, IL	10
58.	Richard Seleno	Jackson, MI	10	117.	Ikse Selig	Lakeland, FL	8
59.	Louis Greisemer	Springfield, MO	7	118.	Jake Taber	Grand Rapids, MI	10
					Chuck Roney	Tyler, TX	14



# FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
119.	Jack Knooren	Eden, NY	16	245.	Jon Edblom	Durango, CO	5
120.	Sandy Kalata	Panama City, FL	15	246.	Gayle Helmer	Grand Rapids, MN	7
+121.				247.	John Harden	Rondeau Bay, Ont., Canada	10
122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.	248.	Terry Brown	Union Oake, MI	10
123.	Dan Gallagher	St. Louis, MO	10	249.	John Bolt		
124.	David Becker	Bayport, NY	12	250.	John W. Sullivan	Sandy Hook, NJ	11
125.	Bob Hautschild	Lake Poinsett, SD	7	251.	Tom Neiswonger	Lawton, OK	14
126.	Tim Terrell	Chesterport, IN	10	252.	Noel Kilner	Suva, Fiji	Inter.
127.	Gene Soule	Vero Beach, FL	6	253.	Vic Chang	Dahran, Saudi Arabia	Inter.
128.	Don Mallum	San Antonio, TX	6	254.	Robb Naylor	Bemidji, MN	7
129.	William Fretz	Thunder Bay, N. Ont., Canada	7	255.	Samuel Applegate	New Albany, IN	10
130.	Bruce Machtaler	Penticton, B.C., Canada	4	256.	Tim Goslin	Grand Island, NY	16
131.	Stoney Douglas	Oklahoma City, OK	14	257.	Phillip M. McRoy	Washington, NC	9
132.	Arthur H. Jones	Kalimantan Timur, Indonesia	Inter.	+258.			
133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13	259.	Bill Gerbluck	Arroyo Grande, CA	3
134.	Chris Rooke	Memphis, TN	15	260.	Charles A. Benner	Jensen Beach, FL	8
135.	Deborah Cox	Hewitt, NJ	12	261.	Robert Woodward	Victoria, B.C., Canada	4
136.	Joel Marcus	Enfield, CT	12	+262.			
137.	Jay Sutton	Hopatcong, NJ	11	263.	Ron Rubadeau	Kelowna, B.C., Canada	4
138.	Eduardo Villagran	Guatemala, Guatemala	Inter.	+264.			
+139.				+265.			
140.	Richard Owen, Sr.	Levittown, PA	11	+266.			
141.	Larry Smith	Columbia, SC	9	267.	Hal Savage	Philadelphia, PA	11
142.	Harry Highstone	Louisville, KY	10	268.	Sam Smith	Lubbock, TX	14
143.	Ron Marcisak	Seafood, NY	12	269.			
144.	Ric Balesky	East Lansing, MI	10	+270.			
145.	John Bracken	Ft. Smith, AR	14	271.	Bill Pagels	Newark, ED	11
146.	Neal R. Denison, Jr.	Wichita Falls, TX	14	+272.			
+147.				273.	Tom Burrows	Florissant, MO	7
148.	John Owen	Bangkok, Thailand	Inter.	274.	Peter Capotosto	Manila, Philippines	Inter.
149.	Tom George	Blue Springs, MO	7	+275.			
150.	MacKenzie	Orillia, Ont., Canada	16	276.	Daniel R. Warner	Roseville, MI	10
151.	Art Clark	Decatur, IL	10	277.	Stan Muse	Birmingham, AL	15
152.	Stephen McClung	St. Simons Island, CA	8	278.	Lionel Conacher	Cambridge, Ont., Canada	16
153.	L. Kenny Duffield	Gainesville, FL	8	279.	Larry Van Tuyl	Ann Arbor, MI	10
+154.				280.	Jim Stevenson	Stockton, CA	3
155.	Gerald D. Kniernum	Brooklyn, MI	10	281.	Len Cheshire	Santa Rosa, CA	3
156.	George Rooney	Casper, WY	5	282.	Scott Brubaker	Birmingham, MI	10
+157.				283.	Ann Galluzzo	Springfield, OH	10
158.	James V. Kelley	Springfield, IL	10	284.	Robert L. Ryan	West Liberty, OH	10
+159.				285.	G.J. de Vries	Curacao, Netherlands	Inter.
160.	Gail Fricke	Grand Junction, CO	5	+286.			
161.	Roy Underwood	Bryan, TX	6	287.	Jim A. Brisbois, Jr.	Saginaw, MI	10
162.	Ray Murray	Waco, TX	14	288.	Dennis Henderson	Marquette, MI	10
+163.				289.	Carlos Aguilo E.	Santo Domingo, Dominican Rep.	Inter.
164.	Rick Harper	Seneca, SC	9	290.	Sue Davis	Union Hall, VA	9
165.	Ollie Fredrick	Mahtomedi, MN	7	291.	Rip Simmons	Chkton, SD	7
166.	Rick Buchanan	Oceanside, CA	2	292.	Al Balazovic	Traverse City, MI	10
167.	Robert Covey	Bakersfield, CA	2	293.	Dave Chick	Bathurst, N.B., Canada	12
168.	Gerlad Jenkins	Rapid City, MI	10	294.	George Bargerion	Savannah, GA	9
+169.				295.	Don Camelon	Rochester, NY	16
+170.				+296.			
171.	Steve Amador	Ann Arbor, MI	10	297.	Rod Schamle	Emporia, KS	7
172.	Brian Price	Ganonoque, Ont., Canada	16	298.	Dave Milne	Ottawa, Ont., Canada	16
+173.				299.	Frederickson, W.B. Canada	Westerville, OH	10
+174.				300.	Jay Vestal		
175.	Steve Dixon	Mt. Gilead, NC	9	301.	Manfred Dangel	Munich, Germany	Europe
176.	Ed Odgen	Mohnton, PA	11	302.	C/Calamari	Rome, Italy	Europe
177.	Grey Ganz	Hitchcock, TX	6	303.	Alain Saurt	St. Malo, France	Europe
178.	Lynn Stone	Fort Walton Beach, FL	15	304.	Rene Bos	Zandvoort, Holland	Europe
179.	Gordon Leilison	Hong Kong	Inter.	305.	Bram Lussenburg	Rotterdam, Holland	Europe
+180.	Les Luby	Woodland Hills, CA	2	306.	Chris Minee	Katwijk, Holland	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	307.	Jan Van Spellen	Den Haag, Holland	Europe
183.	Gary Francis	Whitby, Ont., Canada	16	308.	Jan Wijker	Edmond, Holland	Europe
184.	Stephen Treadwell	Milton, VT	12	309.	Guy Pasquier	Toulon, France	Europe
+185.				310.	Sigurd Maxwell	Thonex, Switzerland	Europe
186.	Stanley Pastore	Norwalk, CT	12	311.	M. Harrin	Nantes, France	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
188.	Mike McGinnis	Tampa, FL	8	313.	Le Havre, France		Europe
189.	Bill Sakovich	CHRB, Saipan, C.M., Guam	Inter.	314.	Christian Gimet	Noumea	
190.	Warren Kaplan	Linwood, NJ	11	315.	Helmut Jakobowitz	Vienna, Austria	Europe
191.	Buck Newsome	Greensboro, NC	9	316.	Martin Schuitema	Ja Wassenaar, Holland	Europe
192.	Rod Phipps	Ohama, NE	7	317.	R. Schubert	Hamburg, Germany	Europe
193.	Gary Nichols	Eugene, OR	4	318.	H. Angerhausen	Bremen, Germany	Europe
194.	Pete King	Vallejo, CA	4	319.	El Ollig	Koln, Germany	Europe
195.	Rick Parsons	Richland, WA	3	320.	Claude LeRoux	Saint Michel, France	Europe
196.	Bill Davenport	Rockville, MD	11	321.	Guy Delmas	St. Medard/Jalles, France	Europe
197.	Sally O'Rourke	Rockport, MA	12	322.	Walter Hartman	Zurich, Switzerland	Europe
198.	Charlie Ellis	Rapid City, SD	7	323.	Colin White	Plymouth, England	Europe
199.	Michael Adorjan	Murphyboro, IL	10	324.	Joseph Perrissauquet	Ban Saint Martin, France	Europe
200.	Rarry W. Barnes	Norfolk, VA	9	325.	Rinus Van di Haak	Noordwijk, Holland	Europe
201.	Mark Wittup	Pueblo, CO	7	326.	Osten Nilsson	Hollviksnas, Sweden	Europe
202.	Douglas Schmidt	Gladstone, MI	5	327.	H. Dekora	Rastatt, Germany	Europe
203.	Michael Garrett	Reno, NV	16	328.	Bayonne, France		Europe
204.	Mimi Appel	Brewerton, NY	16	329.	Pierre Molia	St. Gallen, Switzerland	Europe
205.	Susan Farris	Clearlake, CA	3	330.	Erik Nienstaedt	Charlottenlung, Denmark	Europe
+206.				331.	Dario Soresina	Milan, Italy	Europe
+207.				332.	Bino Bani	Pisa, Italy	Europe
208.	Drake Barber	Fairfield, CT	12	333.	Fred Paasch	Middelfart, Denmark	Europe
209.	Rick Bolduc	Amesbury, MA (located in NH also)	12	334.	Peter Jannack	Hamburg, Germany	Europe
210.	Roger Bristol	Olivet, MI	10	335.	Friedrich Schiebel	Vienna, Austria	Europe
+211.				336.	Erich Minarik	Graz, Austria	Europe
+212.				337.	Rudd Visser	Zandvoort Nord, Holland	Europe
+213.				338.	Serge LeCouteur	Cap d' Adge, France	Europe
214.	Greg Knight	Vancouver, B.C., Canada	4	339.	Jean-Marc Niedergang	Montpellier, France	Europe
215.	Tom Newport	Cedar Rapids, IA	7	340.	M. Chincholle	La Rochelle, France	Europe
216.	Jack Keldench	Marion, IN	10	341.	Werner Wittwer	Denges, Switzerland	Europe
217.	David Carter	Chattanooga, TN	9	342.	Stafford, England		Europe
218.	Lou Nosko	Rocky River, OH	10	343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
219.	Billy Joe Crider	Marion, KY	10	344.	Denis Auckenthaler	La Na Poule, France	Europe
+220.				345.	Mario Businco	Cagliari, Sardinia	Europe
221.	Ed Bush	Richmond, VA	9	346.	Manolis Pallas	Phodos, Greece	Europe
222.	Phil Herberer	Pacific Grove, CA	9	347.	Xavier Kieffer	Ajaccio, Corsica	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	348.	Donald Aubin	Minich, Germany	Europe
+224.				349.	Klaus Wegner	Koln, Germany	Europe
225.	Scott Rankin	Mattoon, IL	10	350.	Rainer Kellermann	Velbert, Germany	Europe
226.	Steven L. Tubbs	Anchorage, AK	4	351.	K. Kuhnast	Bochum, Germany	Europe
227.	Peter DeHueck	Pierre, SD	7	352.	Michael Schwindt	Hunstetten-Wallrabensten, Germany	Europe
228.	Joe McKeag	Erie, PA	16				
229.	Patrick Babiaiz	Remsen, NY	16				
+230.				353.	N. Steeling	Niemen, Holland	Europe
231.	Rich McNeill	Gray, ME	12	354.	Georges Daniele	Carry, France	Europe
232.	Glenn Fontenot	Beaumont, TX	6	355.	Toulouse, France		Europe
+233.				356.	Gerd Spindler	Erlangen, Germany	Europe
234.	Winston Trevathen	Millville, NJ	11	357.	Christopher Maguin	Lillie, France	Europe
235.	Scott Levanway	Jackson, MS	15	358.	Maurizio Juris	Venice, Italy	Europe
+236.				359.	Armando Fabbri	Fregene, Italy	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	360.	Reiner Seelen	Sonsbeck, Germany	Europe
238.	Ron Heiss	Mayfield, NY	16	361.	H. Jandek	Bergkamen, Germany	Europe
239.	Doug Keller	Akron, OH	10	362.	Stefan Griesmeyer	Feldafing, West Germany	Europe
240.	Rich Grehohl	Bolder Creek, CA	3	363.	Fredric Frilloux	Paris, France	Europe
241.	Dauid Nigus	North Little Rock, AR	14	364.	Gordon Edwards	Surrey, England	Europe
242.	Dennis Sollosy	Saskatoon, Sask., Canada	4	365.	Olivier Carli	Abidjan, Cole	
243.	Jane R. Kleindinst	Grand Island, NY	16	366.	Bono Von Schrader	Hamburg, Germany	Europe
244.	Charles G. Power	Myrtle Beach, SC	9	367.	Cato Knem	Oslo II, Norway	Europe
				368.	Leif Salletti	Lidingo, Sweden	Europe



# FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
369.	Mauno Koivisto	Helsinki, Finland	Europe	461.	Raul Moreira	Portugal	Inter.
370.	Anthony Miller	Bitterne S. Hampton, England	Europe	+462.			
371.	Douglas Lumley	Gotoborg, Sweden	Europe	463.	Ron Rowton	Titusville, FL	8
372.	Peter Howard	Clevedon, Avon, England	Europe	+464.			
373.	Robert Biegler	Buddenheim, Germany	Europe	465.	C. Everett Thompson	Elizabeth City, NC	9
374.	Uli Schulte	Wermelskirchen, Germany	Europe	466.	Diane Charles	Pymatuning, PA	11
375.	Jean-Louis Rabier	St. Briuc, France	Europe	+467.			
400.	John W. Yerman	Toledo, OH	10	468.	Boyd Bass	McAlester, OK	14
401.	Jay Terrell	Shreveport, LA	6	469.	Ponco Limon	San Felipe, Mexico	Inter.
402.	Charles F. Cronheim	Lagos, Nigeria	Inter.	470.	Ginny Draeger	Whitefish, MT	4
403.	Jim Trask	Lynn, MA	12	471.	Claus C. Nimb	Christchurch, New Zealand	Inter.
404.	Douglas Meyer	Angola, NY	16	472.	Scott J. Schuppe	Madison, WI	7
405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.	473.	Dieter Bromkamp	Niantic, CT	12
+406.				474.	David Buckingham	Spirit Lake, IA	7
407.	Robin LaCroix	Humble, TX	6	475.	Scott Russell	Storm Lake, IA	7
+408.				476.	Jim Murray	Leesburg, IN	10
+409.				477.	Neal D. Houx	Tahoe City, CA	3
+410.				478.	Debbie Blackburn	Walker, MN	7
411.	Dick Wilkinson	Dubai, United Arab Emirates	Inter.	479.	Mike Stevens	Kahului, Maui, HI	1
412.	Peter Asmdown	Jeddah, Saudi Arabia	Inter.	480.	Gary Doty	Cordova, IL	7
413.	Wayne Fischer	Green Bay, WI	7	481.	Chuck Druckenmiller	New Lisbon, WI	4
414.	Bill Petraitis	Conneaut Lake, PA	11	482.	James T. Walrath	Puget Sound, WA	7
415.	Jahn Koedt	Tali Beach, Philippines	Inter.	483.	Miguel Soldevila	Benidorm, Spain	Inter.
416.	Craig Moore	Hatfield, PA	11	484.	Laird R. Jones	Montgomery, AL	15
417.	Bill Gill	Amherst, N.S., Canada	12	485.	Jane Brown	Elkhart, IN	10
+418.				486.	Chris Mitchell	Abilene, TX	14
419.	Bill Slusser	Peoria, IL	10	487.	J. De Groot	Seria, Brunei	Inter.
+420.				488.	Richard L. Rymer	Pewaukee Lake, WI	7
421.	Ricardo Rovira	Calafell, Spain	Inter.	489.	Randy Reimann	Two Rivers & Manitowoc, WI	7
422.	Alvarez Del Manzano	Vilafortuny, Spain	Inter.	490.	Ubaldo Tacconelli	Edo. Mueva Esparta, Venezuela	Inter.
423.	Jan Nuviola	Castelldefels, Spain	Inter.	491.	Will Pusford	Trinidad, West Indies	Inter.
424.	Esteve Pujula	Madrid, Spain	Inter.	492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.
425.	Felipe Bellini	Port Pollensa, Spain	Inter.	493.	Mike Rea	Muscat, Gulf of Oman	Inter.
426.	Ramon Pino	Puebla Farnals, Spain	Inter.	494.	Stuart E. Bale	Doha, Qatar, Arabian Gulf	Inter.
+427.				495.	Brad Kelsey	Longview, TX	14
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.	496.	Nick Kalgis	Seabrook, NH	12
429.	Antonio Munoz	Calas De Guisando, Spain	Inter.	497.	Rick Tinga	Trenton, Ont., Canada	16
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.	498.	Masahiko Ozeki	Kanagawa, Japan	Inter.
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.	499.	Moriyasu Murase	Saitama-ken 350, Japan	Inter.
432.	Tim Wehrle	Ponca City, OK	14	500.	Yves Germain	Libreville, Gabon	Inter.
+433.				501.	Aijiro Hirayama	Tokyo, Japan	Inter.
434.	Don Campbell	Lake Arrowhead, CA	2	502.	Fred Sponsel	Brigantine, NJ	11
435.	Steve Fangio	Amarillo, TX	14	503.	John Smal	Athens, Greece	Inter.
436.	Mike Cooper	Mammoth Lakes, CA	2	504.	Skip Marsh	Cadillac, MI	10
437.	Don Estapa	Asheville, NC	9	505.	Henry Kazmier	Ogden Dunes, IN	10
438.	Age deVries	Manama, Bahrain	Inter.	506.	Craig Hindlay	Caringbah, NSW, Australia	Inter.
439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12	507.	Masami Kozuge	Kanagawa Prefecture, Japan	Inter.
440.	John Friesz	Hampton, VA	9	508.	Paul Ricketts	N. Myrtle Beach, SC	14
441.	Chris W. Walker	Burlington, Ont., Canada	16	509.	T. Marc Dickenson	Walver, AR	14
442.	Pedro Colon	Mayaguez, Puerto Rico	13	510.	Dennis Patterson	El Dorado, KS	14
443.	Doug Ackroyd	Town Bank, NJ	11	511.	Brian Withers	Abudhabi, UAE	Inter.
444.	Brian Nelson	Spicer, NM	7	512.	Graham Webby	Wellington, New Zealand	Inter.
445.	Pete Mulligan	Geneva, OH	10	513.	Friedrich Niederquell	Germany	Inter.
446.	Kevin Morrison	Calgary, Alb., Canada	4	514.	Bert Wells	Tucson, AZ	2
447.	Hunter Fry	Fox Lake, IL	10	515.	Charles Leekey	Excelsior, MN	7
448.	Joe Boulay	Pawtucket, RI	12	516.	Tom Yorty	Pohick Bay, VA	11
449.	A.J. Pope	Pinnellas Park, FL	8	517.	Nigel King	Wurkey Point, Ont., Canada	16
450.	Walter Goodell	Whitmore Lake, MI	10	518.	Max Westwater	Cheung Chau, Hong Kong	Inter.
451.	Larry Howard	Klamath Falls, OR	4	519.	Jim Gerliss	Portage, MI	10
452.	Frank Brearley	Barneget Bay, NJ	11	520.	Buz Moore, Jr.	Hartsville, SC	9
453.	Paul Pocock	Quesnal, B.C., Canada	7	521.	Tom Bailey	Valdosta, GA	8
454.	Mark Tryggstad	Amery, WI	7	522.	Eugene Zalar	South Haven, MI	10
+455.				523.	Scott Aman	Roanoke Rapids, NC	9
+456.				524.	Marce Davidson	Centerport, NY	12
457.	Vaughn Costa	Brownwood, TX	14	525.	Bob Anderson	Regina, Saskatchewan, Canada	4
458.	Luis Lerdo de Tejada	Mares, Spain	Inter.	526.	Karl E. Boehler	Midland, TX	6
459.	Salvador Barrachina	Castellon, Spain	Inter.				
460.	Carlos Hernandez	Sevilla, Spain	Inter.				

## REGATTA SCHEDULE

### DIVISION 1

March 3	Girls Day Regatta Portlock, Hawaii	Bo Irvine 808/455-5308)
March 16	Single Seasons Points & Potlock KSC, Hawaii	Bo Irvine 808/455-5308
March 24	Makani Kai Yacht Club Int'l MKYC, Hawaii	Bo Irvine 808/455-5308
March 30	Fun Regatta For Wahines Kailua, Hawaii	Bo Irvine 808/455-5308
April 13-14	Kualoa Camp Out Regatta Kualoa, Hawaii	Bo Irvine 808/455-5308
April 28	Kokokahi Regatta KSC, Hawaii	Bo Irvine 808/455-5308
May 4	Pacific Yacht Club Int'l Hickam, Hawaii	Bo Irvine 808/455-5308
May 11	Michelob Tune-Up Regatta Kailua, Hawaii	Bo Irvine 808/455-5308
May 19	Pearl Harbor Yacht Club Pearl Harbor, Hawaii	Bo Irvine 808/455-5308
May 25-27	Michelob Regatta Kailua, Hawaii	Bo Irvine 808/455-5308

### DIVISION 2

March 9-19	Mid-Winters West San Felipe, Mexico	H.C.A. 691/758-9100
March 16-17	Ides of March Puerto Penasco, Mexico Fleet #66	Pete Wolcott 602/831-8434
March 30-31	Port Hueneme Port Hueneme, CA, Fleet #15	Bill Johnson 805/483-5321
April 13-14	Dana Point Dana Point, CA, Fleet #1	Bill Krull 714/493-8025

April 27-28	Lake Perris Lake Perris, CA, Fleet #30	Neil Brady 714/653-8677
May 4	Long Beach Race Clinic Long Beach, CA, Fleet #3	Dan Ketterman 213/420-9306
May 9-12	A.L.H.H.C.F.F.R.R. Lake Havasu City, AZ	H.C.A. 619/758-9100

### DIVISION 3

March 9-10	Midwinters West San Felipe, Mexico	H.C.A. 619/758-9100
April 13-14	California Challenge Cup Lake Palsom, CA, Fleet #17	Ron Katz 916/965-0655
April 20	Valley Fever Regatta Lake Yosemite, CA Fleet #29	Mark Londree 209/723-4137
May 4	Transdelta Rio Vista, CA, Fleet #280	Lenora Rutledge 209/368-3753
May 11-12	Wet & Wild Woodard Reservoir, CA Fleet #21	Mike Arnerich 209/522-8272

### DIVISION 5

May 11-12	Pueblo Pueblo, CO, Fleet #201	Mark Wittrup 303/570-6056
May 18-19	Chatfield (Denver) Clinic Denver, CO, Fleet #61	Walt Fite 303/988-3898
May 25-26	Heron Clear Lake, MN, Fleet #48	Don Smith 505/821-1534

### DIVISION 6

March 2-3	Ides of March Lake Conroe, TX, Fleet #407	Robin LaCroix 713/436-9333
March 16-17	Deep South Lake Charles, TX, Fleet #9	Ralph H. Stallcup 318/477-4761



# REGATTA SCHEDULE

March 30-31	Crosswinds Lake Somerville, TX, Fleet #164	Roy Underwood 161409/764-7194
April 13-14	Olympic Corpus Christi, TX, Fleet #99	Peter Colby/Billy Dominy 512/289-1414 (Bill)
April 27-28	Hill Country Austin, TX, Fleet #64	Don Schnorr 512/250-8841

## DIVISION 9

March 30-31	Bare What You Dare III Seneca, SC, Fleet #164	Jim Humphrey 803/798-0000
April 13-14	Belk-Wbtv Regatta Charlotte, NC, Fleet #92	Jim Humphrey 803/798-0000
April 20-21	Gone With the Wind '85 Atlanta, GA, Fleet #12	Jim Humphrey 803/798-0000
April 27-28	6th Annual Pam Walker Memorial Regatta Columbia, SC, Fleet #41	Jim Humphrey 803/798-0000
May 4-5	8th Annual Points Regatta Washington, NC, Fleet #257	Jim Humphrey 803/798-0000
May 4-5	Choo-Choo Classic Points Regatta Chattanooga, TN, Fleet #217	Jim Humphrey 803/798-0000
May 11-12	1985 N.C. State Championship Raleigh, NC, Fleet #97	Jim Humphrey 803/798-0000
May 18-19	Bogue Blowout Regatta Morehead City, NC, Fleet #100	Jim Humphrey 803/798-0000
May 25-16	Pee Dee Classic Hartsville, SC, Fleet #520	Jim Humphrey 803/798-0000

## DIVISION 12

July 13-14	2nd Annual Long Pond Wash The/Salt Out Of Your Sails Regatta Freetown/Lakeville, MA Fleet #28	Stephen W. Latham 617/993-0867
------------	--	-----------------------------------

## DIVISION 14

March 5	Sailing Seminar Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
March 6-10	Wichita Boat Show Wichita, KS, Fleet #27	Bob Bridgman 316/788-3994
March 12	Monthly Meeting/ Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
March 19	Sailing Seminar Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
March 30	Committee Boat Clean Up Party Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
April 6	Committee Boat Clean Up Party Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
April 9	Monthly Meeting Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
April 13-14	Regatta Fort Worth, TX, Fleet #91	Bob Nickerson 817/534-8974
April 20	Hobie Day/Chili Cook Off Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
April 21	Fleet Race #1 Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
April 27-28	Regatta Oklahoma City, OK, Fleet #131	Stoney Douglas
May 4	Fleet Race #2 Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 5	Hobie Day Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 11-12	Regatta Norman, OK, Fleet #63	Phil Trotter 405/329-8337
May 14	Monthly Meeting Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 18	On the Water Sailing Seminar Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 19	Fleet Race #3 Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 25	Hobie Day Tulsa, OK, Fleet #25	Allen Bates 918/245-9533
May 25-26	Regatta/Mid-Americas Dallas, TX, Fleet #23	Bill Kocsis 214/423-8724

## DIVISION 15

March 16-17	Pitchole Fort Walton Beach, FL Fleet #178	Don David 904/862-3224
March 30-31	April Fool's Ocean Springs, MS, Fleet #70	M. Edered 601/875-6135

April 20-21	12th Annual Stephen C. Smith Memorial Shell Point, FL, Fleet #43	M. Bailey 904/877-2467
April 27-28	Crescent City Classic Lake Pontchartrain New Orleans, LA, Fleet #41	S. Holland 504/486-3127
May 4-5	Nighttown Destin, FL, Fl-et #178	Don David 904/862-3224
May 11-12	12th Annual Batten Busters Panama City, FL, Fleet #120	Sandy 904/265-2600
May 18-19	Cajun Classic XI Lafayette, LA, Fleet #93	B. Groves 318/234-7563
May 25-26	Hog's Breath Fort Walton Beach, FL Fleet #178	Don David 904/862-3224

## INTERNATIONAL

### MANAMA, BAHRAIN

March 1	Hobie Winter Series Race 5 Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
March 8	Valentines Series Race 1 Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
March 21	BYC Annual Dinner Dance Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
March 22	Hangover Regatta Race 1 Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
March 29	Hobie Fleet to Great Muharrag Raft Race Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
April 5	Hobie Fleet Race Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
April 12	Half Around Bahrain Regatta Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
April 19	Open Regatta at Zallaq Race 1 Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
April 26	Alba Series Race 1 Manama, Bahrain, Fleet #438	Ade J. de Vries 693862
May 3	Alba Series Race 3 Manama, Bahrain, Fleet #438	Ade J. Vries 693862
May 10	Alba Series Long Distance Manama, Bahrain, Fleet #438	Ade J. Vries 693862
May 17	Four Seasons Series I Race 1 Manama, Bahrain, Fleet #438	Ade J. Vries 693862
May 24	Four Seasons Series I Race 2 Manama, Bahrain, Fleet #438	Ade J. Vries 693862
May 31,	BYC Open Day Manama, Bahrain, Fleet #438	Ade J. Vries 693862

### EUROPEAN CLASS ASSOCIATION

March 3	Trofeo Fallas Puebla Farnals	Tony Laurent 33-94-573172
March 10	Trofeo Fallas Puebla Farnals	Tony Laurent 33-94-573172
March 17	Trofeo Fallas Puebla Farnals	Tony Laurent 33-94-573172
March 17	Ida y Vuelta Puntal Cadiz	Tony Laurent 33-94-573172
March 9-10	Challenge Mediterranee Hyeres	Tony Laurent 33-94-573172
March 9-10	Pieds Geles Lacanau	Tony Laurent 33-94-573172
March 23-24	Challenge Mediterranee Hyeres	Tony Laurent 33-94-573172
March 30-31	Regate d'ouverture Y C Bienne	Tony Laurent 33-94-573172
March 30-31	Hobie Auftakt Steinhuder Meer	Tony Laurent 33-94-573172
March 30-31	Opening Regatta Cagliari	Tony Laurent 33-94-573172
April 5-8	Fleet Regatta Wimbleball	Tony Laurent 33-94-573172
April 6-8	Vele di Pasqua Cesenatico	Tony Laurent 33-94-573172
April 6-8	Cht. Aquitaine CVBN Maubuisson	Tony Laurent 33-94-573172
April 6-8	Paques a Hyeres Hyeres	Tony Laurent 33-94-573172
April 13-14	Hobie Sardinia Cup Cagliari	Tony Laurent 33-94-573172
April 13-14	Fleet Regatta St. Brieuc	Tony Laurent 33-94-573172
April 13-14	Dummer Dobben Dummer See	Tony Laurent 33-94-573172
April 13-14	Trofeo Terra Alicante	Tony Laurent 33-94-573172



# REGATTA SCHEDULE

April 13-14	Jornadas Locas Primavera Barcelona	Tony Laurent 33-94-573172	April 27-28	Hobie International Y C Altenrhen	Tony Laurent 33-94-573172
April 20-21	Campeonato Sud Mediterraneo Cadiz	Tony Laurent 33-94-573172	April 27-28	Jornadas Locas Barcelona	Tony Laurent 33-94-573172
April 20-21	Jornadas Locas Barcelona	Tony Laurent 33-94-573172	April 27-28	Eifelcup Laacher See	Tony Laurent 33-94-573172
April 20-21	Opening Regatta Oud Naarden	Tony Laurent 33-94-573172	April 27-28	Fleet Regatta Royan	Tony Laurent 33-94-573172
April 27-28	Hobie Sardinia Cup Cagliari	Tony Laurent 33-94-573172	April 27-28	Fleet Regatta Lancieux	Tony Laurent 33-94-573172
April 27-28	Hobie Regatta Trieste	Tony Laurent 33-94-573172	April 27-28	Coupe de la Grande Motte Le Grande Mottw	Tony Laurent 33-94-573172

## FLEET NEWS /AS REPORTED BY THE FLEETS

### DIVISION 3

#### 1984 Railroad Regatta

Fleet 20, Division 3  
Oakdale, California  
by Jerry Brenny

Fleet 20's 1984 Railroad Regatta is now history and we now have a new crew at the controls. The regatta, held at Woodward Reservoir in Oakdale, California is named for the manner in which the new fleet officers are selected, elected, appointed, etc. They are "railroaded." This event is well known for the fun races and the abundance of food and beverage. The 1984 version lived up to advance billing as we had a tremendous pot luck dinner with all kinds of goodies to help one get up to minimum weight. Maybe even a little more than minimum. The sailing wasn't too bad either.

As darkness settled in, soon to be ex-Commodore, Mike Sowers, got the engine stoked up and the train began to roll. As it began to pick up speed, one could see prospective fleet officers scurry about looking for a place to hide. One even took his boat out on the lake and tried to hide in the dark. He is now our Vice Commodore. No one can escape "The Train." To the tune of "I Hear the Train a Comin'" and the blowing of the train whistles, the new fleet officers took over the controls of Fleet 20. Our Commodore is "Magnum Mike" Ettl, Vice Commodore is Gary Matthews, and the Secretary/Treasurer is LaVerne Haubl. They will be assisted by Ron Fikes with the fleet newsletter, Dave Baumgartner with membership, and Jerry Brenny with publicity. Special thanks to the retiring crew of Mike Sowers, Bob Eustace, and Lynette Poncin for a job well done. As we sat around the

campfire, Ruth Bailey and her group provided the music for a sing-along which lasted well into the night. The Railroad tradition continues.

The Fleet 20 Christmas Party, the big social event of the year, was once again held at the home of Mary and Jim Tantillo and this one topped them all. The turnout was the best ever and we were treated to a fantastic dinner with turkey and all the trimmings. Door prizes were handed out to almost everyone and we welcomed the many new members who attended. Thanks to Jim and Mary it was a very special occasion.

Looking to the future, the fleet is hosting a winter series at various locations around the San Jose area for those who enjoy sailing even though it might be a little on the cool side. The annual Fleet 20 caravan to Mid-Winters West in San Felipe is being organized as well as a white water rafting trip down the American River. The plans for the Roaring 20's Regatta in July on San Francisco Bay are being drawn up. It looks like it will be a rather full calendar for 1985 and Hobie sailors in the Bay Area.

### DIVISION 4

#### 8th Annual Crescent Lake Family Fun Weekend

Fleet 193, Division 4  
Sept. 1,2,3, 1984  
Crescent Lake, Oregon  
by Kathy Leach

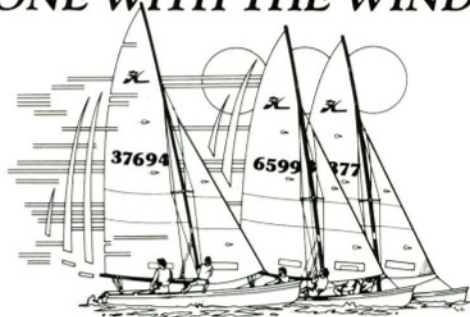
1984 was a great year for Oregon sailors. El Nino gave us a break, and unlike the previous two summers, the weather was warm and sunny. In Oregon's Willamette Valley, we have only a few months to enjoy the sun before the winter rains begin again, and sailors from Fleet 193 participated in



many events including sponsoring two points regattas.

One event that everyone looks forward to is our end of the season campout at Crescent Lake. This Labor Day tradition began eight years ago when local Hobie sailors decided to do "something different" for the last weekend of the summer. Crescent Lake does offer a distinct change of scene from the temperate valley reservoirs we are used to. Located high in the Cascade Range (about 4000 ft.), Crescent has clear icy water, a volcanic sand

## GONE WITH THE WIND '85

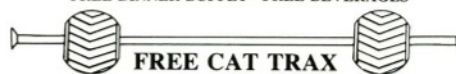


PRESENTED BY  
**ATLANTA HOBIE FLEET 12**  
POINTS REGATTA  
OLD FEDERAL PARK CAMPGROUND  
LAKE LANIER  
APRIL 20 & 21, 1985

SPONSORED BY



CHAMPIONSHIP COURSES • TROPHIES FOR ALL CLASSES  
FREE T-SHIRTS • FANTASTIC GIVEAWAYS  
FREE DINNER BUFFET • FREE BEVERAGES



To be awarded to the out-of-town fleet with the most pre-registered skippers.

FEES: \$20.00 — 16's and 18's. \$15.00 — 14's.  
Pre-register by April 18th. Send to Carol Mooreland  
4425 Carriage Trail, Stone Mountain, Georgia 30083.

MORE INFORMATION:

Pete Loftis — (404) 998-7849.  
Paul Dingman — (404) 875-5505.



shoreline, freezing nights and, usually, warm and windy days. After several years of roughing it in a campground, the fleet has rented a Boy Scout camp on the lakeshore. The camp has six cabins, numerous tents, showers and flush toilets and until last fall, a huge lodge (It burned to the ground and is currently being rebuilt.). This year, on September 1-3 over 100 Hobie sailors and their families and friends made the trip up the mountain for our most successful regatta yet.

According to Commodore Gary Nichols, who arrived a week early to rendezvous with his family from California, the big winds occurred before the regatta. Gary reported 40 knot puffs one day when a storm front blew through. Reefed mains, big waves and high winds made for some pretty hairy sailing for the Nichols clan. But by the time the early birds arrived on Friday evening things had calmed down considerably and everyone settled in and prepared for a great weekend.

Saturday, after the latecomers got their boats off the trailers, the race committee called some fun races. Everyone involved enjoyed a four-man race and two relay races (passing water filled balloons between boats). Finally the wind picked up and there was time for one "real" race for serious sailors. Then as the sun set, and the temperature began to drop, everyone headed to the cook tent for a delicious barbeque chicken dinner. Those who had ordered long sleeved shirts were glad they had as the ice cream making contest got under way. So many flavors to sample and all so cold. Sunday, the wind was light as the racing continued and the cooks produced some hot chili to chase away the evening chill. Beer, bonfires and camaraderie added to the relaxed atmosphere. There were lots of winners at the awards ceremony, and the only losers were those who couldn't attend.

Fleet 193 would like to give special thanks to our local Hobie dealer, Rex Ballenger of Emerald Yacht Sales who organized and hauled much of our gear up the mountain. Also thanks to Sea Bag for sponsorship, Murrys Marine for giveaways, Janice Brown

for the great trophies, and the fleet officers who helped with the races, registration and organization. The cooks did another great job this year. Thank you Jan, Sherry, Fred and George.

## DIVISION 6

**Polar Bear Regatta**  
Fleet 64, Division 6  
Lake Travis, Texas  
January 5, 1985

Fleet 64 of Austin Texas sailed into 1985 with the third annual Polar Bear Regatta. The year began auspiciously in the Central Texas area by dropping almost five inches of snow on Wednesday of the week before. But the snow had disappeared by the Saturday morning.

The race day dawned clear and cool with a forecast high in the mid sixties and the winds from 15 to 20 from the northwest. The sixty degree water temperature made wet suits and foul weather gear a must.

For the nineteen skippers who braved the cool weather and cold water were rewarded with three races of back to back excitement. The beginning of the first race was marked by the sudden appearance of the local TV station's news helicopter just over the committee boat. Fleet members who didn't brave the cool weather were treated to taped coverage of the start on the six o'clock news.

Top honors for the day were taken by Gary Currier in the 18's, Butch and Pam Wilson walked away with the honors in the 16's and Jim Baker took first in 14 turbo.

Fleet 64 also inducted two new members into the exclusive Polar Bear Club, Ernie Smith and Ben Eberle. Both Ernie and Ben won the polar bear honor by capsizing into Lake Travis' chilly waters.

Since Ernie Smith was one of the several 18's racing single handed, his capsizing also brought Joe Rymal to the rescue, making Rymal an Honorary Polar Bear. Ken Taylor was also inducted as an Honorary Polar Bear after he jumped off his 18 when coming into shore.

Race committee Linda Hunt, John and Maribeth Beran, Rick Booth and Bill



Crowell, not only dished up three great races on the day but also broke out the brandy and peppermint schnapps at the awards ceremony. In all, Fleet 64 got 1985 off to a great start.

Fleet 64 has announced the dates for its 1985 Fleet Championship series. These races in conjunction with the annual Polar Bear, Border Clash, and Shoot Out Regattas will combine with the Fleet Championship Regatta to

determine the top 18, 16, 14 and 14T skippers of Fleet 64. All Fleet 64 Regattas are open to all Hobie sailors in the area.

This year marks the beginning of the new championship scoring system developed by Racing Commodore, Gary Currier. This year, the Championship Regatta will be worth 51% of the total Championship points. This weighting will assure that no skipper can win the series without actually racing in the Championship.

## HOG'S BREATH



THE  
**HOGS BREATH REGATTA**  
**IS COMING**



# FLEET NEWS

Also new this year, is the race committee points system. This system awards points to those skippers who serve on race committee. Each race committee member is awarded points equivalent to a first place finish for the regatta they work. Naturally, these points will be awarded only once during the season.

Each championship regatta will consist of two or three races held on a single day. The dates for the beginning series of championship Regattas are:

Date	Time	Location
1/20	1 PM	Windy Point, Lake Travis
2/24	1 PM	Windy Point, Lake Travis
3/24	1 PM	Windy Point, Lake Travis
4/21	1 PM	Windy Point, Lake Travis
5/19	1 PM	Windy Point, Lake Travis

Dates for the remainder of the year, as well as the schedule for Border Clash, Shoot Out and the Championship Regatta will be announced later.



Site of the 1985 Canadian Championship

## DIVISION 8

### 10th Annual Hobie Points Regatta

Fleet 116, Division 8  
Lakeland, Florida  
November 17-18, 1984  
by Roman Marecki

Our Fleet Points Regatta is usually scheduled in November after all the World and National Championships are over. Automatically our event is the first Points Regatta of the New Year in Division 8. From year to year we don't

know if we will have summer or winter conditions.

Membership of our fleet this year is very small. We have 24 active members. We decided to organize a Regatta because this is the tenth anniversary of our fleet. Each member had triple duties to perform.

Best Western Motel was our headquarters. They were nice to all the sailors by lowering the price of the rooms for the event.

If you ever heard about a shoe-string regatta this was it. Thanks to the magic performance of Key Cozart, and Vice-Commodore John Craig, we got started. Trophies were made by members in the private workshop of Paul Coss.

Saturday was typical high pressure weather, perfect blue sky, few high cirrus, no wind. We squeezed two races with wind from five to zero knots, on Saturday. Saturday evening we had a party around the pool with a band and plenty of beer. That made the day more enjoyable. Everybody talked about how many windless holes could be on the lake.

Sunday, weather conditions improved. From early morning eight to fifteen knot winds made the difference. We started early and by 2:30 p.m. both courses were finished. After several protests were resolved the results were tabulated and the final scores were in.

Walter Thompson finished first in the 18A, with John McCann second. John Linton captured first place in 18B with Rick Stevens second. Kevin Miller had first in 16A and Bob Dees second. In 16B, Richard Schulman scored first, and our own Paul and Sharon Auger finished second. Frank Martin squeezed first in front of Gary Dickinson in 16C. Denis Fontaine was first in the 14A in front of Julie Renfro.

An interesting duel developed in Hobie 14B between two ageless sailors, both over 70, for first and second place. At the end of the fourth race there were only a quarter of a point difference between them. The fifth race was needed to decide the winner and the final race was won on the finish line by the faster tack made by Ken Bossie. Roman Marecki came in second. In Hobie 14 Turbo, Bill Joslin scored first and Vel

DeKreek took second. Fleet 42 from Tampa took the Go-Fast Trophy.

Seventy-five boats took part in our Anniversary Regatta. We thank all the Hobie Catters for their participation. Hope we will see you again.

## DIVISION 9

### Fleet 12 Singlehand Championship

"The Quest for the Golden Gloves"  
Fleet 12, Division 9  
Atlanta, Georgia  
October 14, 1984  
by The Scalded Dog

Of the thirteen major races on Fleet 12's yearly calendar, the Singlehand Championship is in a class by itself. Held late in October each year, it is the last race on the calendar—the last chance to battle the old rivals and go for the gold. The annual event brings out the best skippers and the most intense competition. In fact, many of the skippers would rather go for broke at the Singlehand than take second in A-Fleet at "Gone with the Wind," our own points regatta.

Like all previous Singlehands, the weather was bad (it's a mandatory requirement). Thunderheads loomed menacingly overhead as temperatures began to drop in the wake of an impending front. Between intermittent rain showers, the wind clocked south to southeast gusting wildly from 10 to 20 mph. Thirty wet suited skippers left their crews on the beach to compete for Fleet 12's most coveted title.

Not all of the crews were stranded on the beach however. An all female race committee headed by Cindy Vibert put in three excellent races. Except for the unorthodox cheers for their



favorite skippers, the race committee handled the event almost without a hitch. At the beginning of the second race, with a squadron of 18's diving in starboard formation, a large cruiser motored across the leeward pin just as the boats hit the line. All hell broke loose. Obviously the captain of the vessel had no idea what he was in the middle of. He couldn't even find a safe exit. It was Pearl Harbor all over again.

Finally as tempers flared and angry words were exchanged, he belligerently disengaged the props and sat on the horn. Lake Lanier is one of the largest lakes in all of Division 9. With 47,200 acres of water and 760 miles of continuous shoreline, why did this idiot have to sit in the middle of the starting line blowing his horn? Wisely, the race committee abandoned the race and restarted the sequence after the shaken captain had motored onto safe passage.

By the third race, a squall line had moved in, making the reach to C mark a white-knuckle rocket ride. As the boats tacked around the mark, some of the leaders were blown over by the sheer force of the wind under the tramp. Total chaos broke out with the pack screaming into C mark. The skippers were standing with one foot on the rudder casting, trying to avoid a collision with the overturned boats and the mark. Many places were either lost or won in the last race.

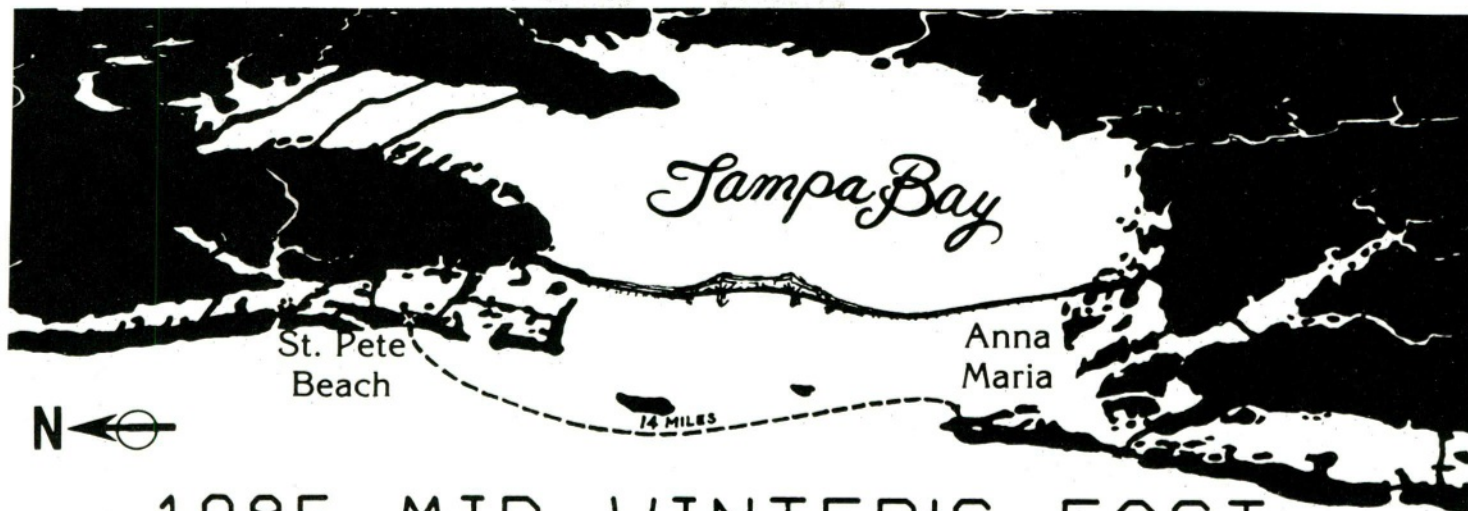
The unfortunates who overturned and had to accept help from the chase boats were DSQ'd under NSYRU rules. Those who remained shiny side down were in the running for the Golden Gloves.

Old, worn-out sailing gloves, stiffened and antiqued in gold leaf, made for some prized trophies. In the 16's, Mike Percy defended his crown for the fourth time, but not without some serious competition from



Paul Dingman





# 1985 MID WINTER'S EAST

APRIL 12-13-14

AT

DAVIS ISLAND YACHT CLUB  
TAMPA FLORIDA

FLEET 42 - DIYC - TAMPA SAILCRAFT

HOBIES AND HOLDERS, TOO...A HULL OF A GOOD TIME

## ENTRY FEE

1 man boats \$ 14.00

All other boats \$ 18.00

T-Shirt - Trophies - Door Prizes

## FRIDAY

Media race

Registration

Door Prizes

## SATURDAY

Registration

Skippers Meeting 11:00

Racing Starts 12:00

## SUNDAY

Skippers Meeting 10:00

Racing Starts 11:00

LAUNCHING Beach - Boat Ramp - Lift

PARTY SATURDAY AT TAMPA HILTON

MID WINTER'S GOES WESTERN

HOST HOTEL



## TAMPA HILTON

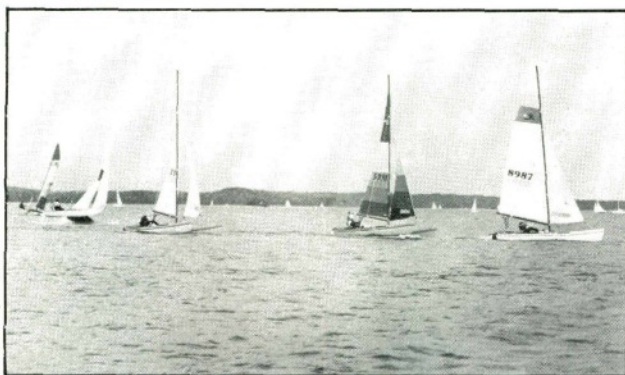
200 Ashley Drive, Tampa, Florida 33602  
(813) 223-2456

Room Rates \$ 45.00 (1-4 Persons)

CONTACT Bob Johnson or Jan Smith (813) 935-6881  
Tampa Sailcraft (813) 962-4092



## FLEET NEWS



Paul Dingman

Bobby Florence, Joe Moore and Steve Vibert completed the order. In the 18's, John Fleming, Chuck Jones, John Saunders, and Greg Green finished in a row with only four points separating the first through fourth place finishers. The gutsy 107 pound Melinda Moore, competing in a field of sixteen Hobie 16's (all men), finished a convincing fifth place (and you thought that this was a totally machismo event). The afternoon was polished off with Fleet 12's famous chili cook-off and washed down with hot-

spiced rum cider and draft beer. The keg went dry long before the war stories ended.

As for this spring, "Gone with the Wind '85" should be the best Fleet 12 points regatta in history. Pre-registered, out-of-town skippers will have a chance to win a set of cat tracks. Belk of Gainesville and Dr. Pepper have offered their generous support. Our beautiful 75-acre Old Federal Park site will accommodate 200 boats with electricity and running water on each campsite. Our enthusiasm is

very high and we're out to show the division a great regatta. We invite all who read this to come experience our hospitality and daring do on long, championship courses. See our ad in the Hotline for further details. Save room in the car for some spectacular giveaways including a Jansen sailboard. If you don't get anywhere else in 1985, get "Gone with the Wind" and Hobie Fleet 12!

### DIVISION 12

#### First Annual Long Pond Wash The Salt Out Of Your Sails Regatta

Fleet 28, Division 12  
Freetown/Lakeville,  
Massachusetts  
September 15 and 16, 1984  
by Steve Latham

Have you ever sailed in a hurricane? Few people short of those possessed by irrational zeal have. In actuality, the adverse weather that was endured at Fleet 28's First Annual Long Pond Wash The Salt Out Of Your Sails Regatta was only the fringe effect of Hurricane Diana, which had battered our neighbors in the southern Atlantic states during the prior week.

The cold air and occasionally heavy rain drastically reduced the turnout to only twenty boats. This was unfortunate, as the strong winds created some of the best racing of the year. Those who attended enjoyed the location (we used a girl's camp with a large, grassy field by the edge of the lake), and all agreed it was an excellent regatta.

On Saturday, we managed to get in three races. After first sending out an ace "local" to test the air, it was decided that reefing was not necessary. The 25-30 MPH winds made the races fast. The gusty conditions caused many capsize which made the afternoon long and cold for some. The only casualties of the day were a torn 18 jib and the discovery of a new craft—a Hobie 16 "submarine" (caused by two capsize with badly leaking hulls).

At the end of the day, we scraped the ice off the scorecards, defrosted the Race Committee, and all headed to a local restaurant for an enjoyable dinner party. The warmth of food, drink and

friendship soon brought out many stories of the day, anticipation of Sunday's races, and even plans for next season.

The weatherman had predicted gloom for the entire weekend, but in typical Fleet 28 tradition, the stars and a bright moon were shining by 11 o'clock on Saturday night. Sunday turned out to be bright and beautiful. It was still cool and the winds had slowed considerably, but it was sunny! Several more racers arrived in time for the skipper's meeting, the 18 had a spare jib on, and the U-Boat Commander had drained his hulls, so out we went for four more races, making a total of seven.

Long Pond is a large lake in a beautiful New England country setting. It is a very popular summer recreational area. Sunday's good weather combined with the color of Hobie racing to create an exciting scene for the many residents and other spectators who took interest in the event. About 25 Hobies call Long Pond "home." Our Fleet regatta attracted eight of the locals to the registration table. One of the exciting parts of the weekend was the excellent sailing displayed by these hearty souls. Every local team took home trophies. Their interest and first regatta excitement translated into fleet membership and plans for an active racing season in 1985.

Special thanks go to the staff of Our Lady Of The Lake Camp for their hospitality, Fairhaven Savings Bank for the T-shirts, the Race Committee for their hard work (don't ever let anyone tell you it's easy), friends who helped produce the trophies and flyers, friends who provided chase and committee boats, the residents of Long Pond, and most of all, the regatta participants, whose devotion to Hobie racing made them brave the weather.

Fleet 28, host of several recent Division 12 and Northeast Championships and the 1976 Hobie 16 Nationals on Cape Cod, holds most of its regattas in salt water. When the idea for a fresh water event arose, the name *Wash The Salt Out Of Your Sails* appeared to be quite appropriate. Unfortunately, the weather seemed to emphasize the words *WASH* and *OUT*. Our 1985 fresh water classic is

## AHOY! NJ & NY SAILORS



**Sandy Hook Hobie Fleet 250,  
Located in Atlantic Highlands, NJ  
Welcomes Your Membership**

- ✓ Beach & lot spaces available for boat & trailers
- ✓ Sail sheltered bay or open waters
- ✓ Lighted, fenced lot with security gate (open at 6 a.m.)
- ✓ Facilities include, hot showers, bathrooms, water hose & electric outlets
- ✓ Cat wheels for member use
- ✓ Extensive race program & year round social events
- ✓ Camping permitted on beach

For information

**CALL** Sheila Koenig 201-272-3518  
Mike O'Hara 201-541-4891(H) or 881-8803(W)  
or  
**WRITE** Sandy Hook Hobie Fleet 250  
P.O. Box 187  
Atlantic Highlands, NJ 07716



scheduled for July 13th and 14th. Pleasant July weather will hopefully double or triple the attendance. Maybe as added insurance, we should rename it *The Fleet 28 Sunrot Regatta!*

## DIVISION 14

### Welcome to B Fleet

Fleet 25, Division 14  
by Ron McDowell

This story takes place in May of 1984 at Lake Thunderbird during my second major Hobie regatta as a skipper. Steve Montgomery was my crew for both weekends. I should set up the story by explaining that we spent the previous weekend in a two boat battle for first in C Fleet with James (the other boat involved in this story; and also sailing his first two regattas). We ended up second. As most of you know, a second in C fleet moves you to B fleet, so at Lake Thunderbird the next weekend we found ourselves one of sixteen boats in 16B fleet and didn't figure we had much

chance. But after Saturday's racing we had two fifth places and one sixth, so going into Sunday we figured we still had a chance at a trophy. Besides, we were ahead of James (one of the few B fleet boats we were familiar with).

For Sunday's first race the wind was blowing 20-25 mph. We got a good start and were in about fifth after our tack onto port, heading for the starboard layline and A mark for the first time. We overstood the layline to avoid any starboard boats and tacked onto starboard. So here we are with our sails filling on starboard and look up to see James about four boat lengths away on a kamikaze port course at 20 mph directly for us. Yelling "starboard" and praying seemed our only hope. As you might guess we heard a sickening crunch as James' boat went from 20 mph to 0 mph very quickly and his eighty pound, twelve-year-old crew did a flying gainer off of the trampoline and ended up in the water between the hulls.

After determining everyone was OK and seeing we had a

six-inch gash in the side of my Hobie, Steve and I discussed whether to go on or retire (not many boats had passed us yet). Deciding not to see if Mr. Alter had installed enough flotation to float a hull full of water, we decided to DNF. About thirty minutes after we had gotten back to shore and started putting the boat up, Steve suggested we try to put duct tape over the hole and go sail the last race using the DNF as our throwout. I had seen duct tape work on broken race cars many times and figured

we didn't have anything to lose so we decided to go for it. We stayed away from other boats and ducked behind everyone and ended up with a ninth place and figured the weekend was a total loss. This story has a happy ending though, as we were surprised with the fifth place trophies at the awards presentation.

Note to beginning Hobie racers: Do not let this isolated incident influence your decision to race. The fun and excitement more than made up for this minor setback.



## REGATTA RESULTS

TURKEY REGATTA  
FLEET #222 DIVISION 3  
PACIFIC GROVE, CALIFORNIA  
November 3 - 4, 1984

### HOBIE 18A POINTS

1. Yaholom, Rafi	3 ½
2. Poore, Tom	9 3/4
3. Gilbert, Tim	11
4. Harris, M.	11
5. Stone, Greg	12 3/4
6. Riddle, Drew	15
7. Johnston, Ron	18
8. Moncibals, G.	19
9. Etl, Mike	22
10. Chaney, Vic	24
11. Taylor, David	25
12. Harr, Mike	26
13. Kitowski, Ron	34
14. Clacher, Dave	45
15. Cary, Steve	45

### HOBIE 18B POINTS

1. Albrecht, Curt	3 ½
2. Brown, Ken	7
3. Bindel, Tony	8 3/4
4. Chesmore, Len	15
5. Zordell, Dave	16
6. Jeffries, J.	23 3/4
7. Beidleman, M.	25
8. Dillier, Don	27
9. Johnson, Jerry	30
10. Sparks, Joe	31
11. Franklin, Doug	33

### HOBIE 16A POINTS

1. Porter, Pat	4 3/4
2. Boschma, Brian	5 3/4
3. Poncin, John	7 3/4
4. Montague, Mike	10 3/4
5. Gustin, Jim	13
6. Schulthess, J.	16
7. MacDonald, S.	18
8. Sloan, Douglas	19
9. Katz, Ron	24
10. Knight, Greg	28
11. Hinds, Dave	30

### HOBIE 16A POINTS

12. Grewohl, Rick	32
13. Brown, Byron	35
14. Feinberg, B.	36
15. Duos, Dick	47
16. Cronin, Bob	48
17. Hoffman, Howard	50
18. Mathews, Wyatt	55
19. Heath, Russell	57
20. Skvarla, Mark	61
21. Fletcher, Greg	64
22. Van Outryve, D.	66

### HOBIE 16B POINTS

1. McCutchen, Jay	4 ½
2. Leonard, Al	13
3. Parseghian, Van	13
4. Thompson, S.	14 3/4
5. Tirez, David	15
6. Arnerich, Mike	16
7. Rall, Gary	16
8. Padilla Ralph	18 3/4
9. Baumgartner, D.	19
10. Londeree, Mark	23
11. Bowen, Walt	24
12. Hughes, Mark	30
13. Clarke, M.	34
14. Sowers, Mike	35
15. Hugar, Jon	36
16. Amador, James	39
17. Mathews, Gary	42
18. Walker, Dan	54

### HOBIE 16C POINTS

1. Heberer, Phil	8 3/4
2. Richardson, K.	8 3/4
3. Bennett, Mike	9
4. Schroeder, Dirk	10
5. Storey, Steve	11 3/4
6. Fierner, Mark	16
7. Wilcoxson, L.	18
8. Glaze, Tim	20 3/4
9. Sharp, Scott	23
10. Douglas, Jim	27
11. Sanders, John	30
12. Houser, Al	36
13. Walker, Bruce	38
14. Schroyer, C.	40
15. Wetherington, D.	40
16. Spears, Leslie	42
17. Lee, Evan	45
18. Lewallyn, Rich	45
19. Exberger, R.	57

### HOBIE 14A POINTS

1. Montague, Ed	2 ½
-----------------	-----

### HOBIE 14 TURBO POINTS

1. Sohle, Scott	2 ½
-----------------	-----

## DIVISION 4

LE CHAMPIONNAT CANADIEN  
FLEET # DIVISION 4  
CANADA  
JULY 1984

### HOBIE 18A POINTS

1. Perry/Granger	11
2. Starkey/Starkey	17 ½
3. Woodward/McGregor	19
4. Shea/DeLuzuriaga	31
5. Karaim/Hurst	35
6. Dollan/Bienvenu	35
7. Masse/Hebert	39
8. Conacher/Kymlicka	44
9. Francis/Francis	50
10. Sunderland/Sunderland	57
11. Pilon/Lalumiere	63
12. Rudd/Boraski	66
13. Dallaire/Morin	70
14. Ried/Reid	78
15. Coleman/Stephen	84
16. McRae/McRae	86
17. Cartier/Pepin	87
18. Nicholson/Eaton	96
19. Thivierge/Thivierge	100
20. Gagnon/Grenier	101
21. Leduc/Dansereau	102

### HOBIE 18B POINTS

1. Gauthier/Tremblay	6 3/4
2. Chance/McKenzie	11 3/4

### HOBIE 16A POINTS

3. Arata/Arata	23
4. Tremblay/Lord	30
5. Charbonneau/Parent	33
6. Weiss/Weiss	36
7. Guertin/Dore	37 3/4
8. Chabot/Latour	39
9. Smith/Smith	42
10. Hayes/Castleberry	49
11. Denis/Denis	60
12. Greenwood/Arnowitz	66
13. Laurendeau/Laurendeau	70
14. Lareau/Bachand	76
15. Gaston/Gaston	85

### HOBIE 16B POINTS

1. Williams/Williams	24 3/4
2. Marnier/Lake	28 3/4
3. Warren/Warren	29 3/4
4. Carpenter/Carpenter	32
5. Terpstra/Buckley/Blake	32 ½
6. Bouds/Bouds	35 3/4
7. Smith/Kellogg	35 3/4
8. Davis/Davis	55
9. Howie/Smith	62
10. Perry/Perry	75
11. Knowlton/Raker	77
12. Bentson/Frazzetta	78
13. Sinclair/Terpstra	88
14. McCarthy/Radimer	90
15. Johnson/Radimer	90
16. Kelly/Baker	94
17. Ferrara/Ferrara	100
18. McHardy/Corrin	102
19. Bakolay/Johnston	115
20. Rosenfield/Benson/Harden	120
21. Boulay/Boulay	121
22. Burwell/Godfrey	124
23. West/West	128

### HOBIE 16A POINTS

26. Franco/Franco	139
27. Lerman/Zerina	139
28. Renaud/Desautels	142
29. Bowes/Mashinier	145
30. Peto/Desnoyers	149
31. Kimball/Johnson	154
32. Linke/Kinke	157
33. Christopher/Cole	174
34. Lalancette/Audet	177
35. Renaud/Renaud	192
36. Kervin/Blais	199
37. Lavoie/Vezina	200
38. Allen/Smith	201
39. Gagnon/Turcotte	203
40. Harvey/Harvey	215
41. Garand/Last	221
42. Adams/Adams	225
43. Sollosy/Berquiel	235
44. Erickson/Smith	236
45. McNeill/McNeill	241
46. Beaudoin/Beaudoin	249
47. St-Jean/Marier	254
48. Millar/Quigley	260

### HOBIE 16B POINTS

1. Love/Bachmann	13 ½
2. Devine/Hedderman	17 3/4
3. Merlin/Martin	18 ½
4. Garlick/Garlick	29
5. Parent/Larouche	32
6. Scarduzio/Scarduzio	36 3/4
7. Barley/McAuliffe	44
8. Gamache/Gamache	49
9. Baughman/Baughman	52
10. Rowe/Rowe	58



# REGATTA RESULTS

HOBBIE 16B	POINTS
11. Bernard/Proulx	58
12. Gauthier/Pedneault	71
13. Focowicz/Hearn	77
14. Nadeau/Morissette	80
15. Charbonneau/Charbonneau	81
16. Coburn/Coburn	82
17. Miller/Meier	87
18. Schwartz/Schwartz	93
19. Way/Mazerolle	94
20. McCarthy/Lawrence	107
21. Bove/Boyle	114
22. McClallen/Marcoux	115
23. Ducharme/Rivet	121
24. Gaudreault/Vigeant	144

HOBBIE 16C	POINTS
1. Heim/Heim	11
2. Mantifel/Johnson	17
3. Webb/Dougall	21 3/4
4. Horne/Horne	23 3/4
5. Stratton/Walker	25 3/4
6. Owen/Sparks	31
7. Whalen/Abraham	33
8. Argenta/Pladkiewicz	43
9. McAusland/Lemieux	44
10. Drake/Belluscio	54
11. O'Keefe/Pacheco	59
12. Lambert/Bellemarre	59
13. Kelly/O'Connor	68

HOBBIE 14	POINTS
1. Summerfield, M.	11 1/4
2. Martin, Ken	11 3/4
3. Smith, Steve	14 1/4
4. Innes, Marjorie	25
5. Lidington, R.	27
6. Flora, Nick	34
7. Kustes, Thomas	35
8. Fairchild, E.	39
9. Carpenter, C.	52

## DIVISION 5

PUEBLO REGATTA  
FLEET #20 DIVISION 5  
PUEBLO, COLORADO  
MAY 12 - 13, 1985

HOBBIE 18A	POINTS
1. Zabel/Ford	3
2. Cooley/Cooley	10
3. Eckhardt/Eckhardt	14
4. Brown/Brown	17
5. Brabant/Reinbach	23
6. Foust/Florez	24
7. Beauregard/Beauregard	26
8. Anderson/Anderson	27
9. Roll/Bullivant	29
10. McCrady/Raines	32
11. Wittrup/Hala	33
12. Collins/Collins	38
13. Sutton, Tom	41

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

HOBBIE 16A	POINTS
1. Shearer/Shearer	5 1/4
2. Shearer/Sandberg	5 1/4
3. Roybal, Mike	11
4. Brown/Benge	16
5. Johnson/Hill	21
6. Adams/Adams	21
7. Cotter, Richard	24
8. Castle/Flynn	28
9. Danly/Cook	32
10. Baker/Flash	33
11. Chedd, Cory	37
12. Bengtson/Bengtson	44
13. Lutton/Ratliff	46
14. Leonard/Beechwood	48

HOBBIE 16B	POINTS
1. Shay/Bittle	11
2. Tully/Tully	17 1/4
3. Lindholm/Vader	17 3/4
4. Kaphammer/Meyer	17 3/4
5. Watt/Gale	19
6. Mueller/De Stasio	23
7. Fonda/Smith	26
8. Lenz/Lenz	26
9. Lang, Toni	27
10. Roybal/Crawford	29
11. Hillis/Hillis	33
12. Gatto/Adams	34
13. Bowen/Bowen	37

HOBBIE 16B	POINTS
14. Henderson/Eyer	38 3/4
15. McLaughlin/Taylor	40
16. Ruppert/Ruppert	41
17. Marsden/Marsden	45
18. Spanier/Spanier	45
19. Aleccia, J.	54
20. Kray/Kray	54
21. Gage/Anderson	64
22. Puckett, E.	66
23. Cross, Dave	77
24. Seitz, Joe	77

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

HOBBIE 14A	POINTS
1. Fite, Walter	4 1/4
2. Francis, Debbie	6 3/4
3. Leonard, C.	8 3/4
4. Cox, John	14

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

HOBBIE 14 TURBO	POINTS
1. Theroux, Bob	3
2. Hock, David	5 1/4
3. Aavang, Hal	8 3/4
4. Bodett, Dave	12 3/4
5. Lyons, Dave	12 3/4

HOBBIE 16A	POINTS
1. Brice/Bowerfind	2 3/4
2. Sloan/Sloan	2 3/4
3. Whiteleather/Wagner	9
4. Dickinson/Kramer	9
5. Gallagher/Gallagher	10
6. Keyser/Keyser	14
7. Bowerfind/Stortenbecker/Nickerson	14
8. Conaty/Freund	14
9. Raditch/Raditch	15

HOBBIE 16B	POINTS
1. Hayward, Mark	3 3/4
2. Lichtman/Wood	6
3. Meyers, Shepard	6 3/4
4. Shirling/Bowerfind	8
5. Wheller/Straley	12

HOBBIE 14A	POINTS
1. Sarduy, Michael	2 3/4

HOBBIE 14 TURBO	POINTS
1. DeKreek, Val	1 1/4

PATHFINDER REGATTA  
FLEET #156 DIVISION 5  
CASPER, WYOMING  
JULY 22, 1984

HOBBIE 18A	POINTS
1. Wittrup, Mark	7
2. Zabel, Dan	7 3/4
3. Steve Anderson	10
4. Fred Collins	11 3/4
5. Bengtson/Roll, Lee	11 3/4
6. Cooley, S.	13 3/4
7. Eckhardt, Robert	15
8. McCrady, Ken	15

9. Brown, Parry	16
10. Hodges, W.	30
11. Ford, John	33
12. Bennett, Tom	36

HOBBIE 18B	POINTS
1. Bosse, Brooks	2 1/4
2. Randahl, Bruce	5 3/4
3. Herzfeldt, Kim	9
4. Pearson, Bill	13
5. Clark, Bryan	15
6. Barday, Buzz	15
7. Farmer, Brad	16
8. Braun, Jim	19
9. Milner, Don	23
10. Rockhold, Dick	28

HOBBIE 16A	POINTS
1. Shearer, Mike	2 1/4
2. Johnson, Mike	9
3. Shearer, Andy	10
4. Roybal, Mike	13 3/4
5. Shearer, Dave	15
6. Shay, Robert	15
7. Adams, Bill	16
8. La Vallee, W.	22
9. Brendemer/Brendemer	22
10. Danly, Bruce	23
11. Baeverstad, H.	31
12. Shaw, Jeff	37
13. Roybal, Ronadl	37
14. Beck, Bart	40
15. Hitch, Todd	43
16. Kaphammer, Bob	44
17. Bengston, Paul	45
18. Kiliha, M.	48
19. Cherrington, C.	48
20. Leonard, John	51
21. Tully, Will	54
22. Fulton, Ed	60
23. Sheed, Cory	63
24. Badger, Bruce	70

HOBBIE 16B	POINTS
1. Booton, Eric	7 1/4
2. Aleccia, J.	11
3. Valdez, Ron	11 3/4
4. McLaughlin, P.	12
5. McCombs, Rich	14
6. Tarasas, S.	16
7. Bochamann, R.	21 3/4
8. Lindholm, Dale	23
9. Bowen, Mike	24
10. Lenz, Marcy	26
11. Henderson, D.	28
12. Nordlander, K.	28
13. Linguist, Joe	30
14. Cheatham, Bill	38
15. Nichols, Dave	40
16. Hahn, Stan	45
17. Marsden, Kevin	46
18. Bevegart, B.	50
19. Larson, Len	52
20. Bondi, Mike	52
21. Muller, Peter	53
22. Shaw, Hal	54
23. Cheatham, Goode	54
24. Watt, Rob	55
25. Howser, Michael	75

HOBBIE 16C	POINTS
1. Cahalane, K.	7
2. White, Steve	7 1/4
3. Ackerman, Kyle	8
4. Arellano, G.	12
5. McNamara, John	17
6. Cassel, William	17
7. Victory, T.K.	17 3/4
8. Galway Andrew	18 3/4
9. Kos, Steve	19
10. Forister, Bob	33
11. Wagner, Scott	42
12. Byrne, Jef	45
13. Holland, R.	58
14. Taylor, Sam	60
15. Balow, Bob	63
16. Rooney, Carlton	72
17. Grey, Chuck	72
18. Rooney, Cheryl	72
19. Spackman, Mary	72
20. Carter, Gary	72
21. Nishay, Mike	72
22. Fowkes, Jon	72
23. Humiston, P.	72
24. Case, Doug	72

HOBBIE 14A	POINTS
1. Jones, Edward	2 1/4
2. Fite, Wald	6
3. Cox, John	8
4. Fite, Scott	10
5. Hill, Steve	14
6. Fuller, Terri	18

HOBBIE 14 TURBO	POINTS
1. Rooney, Reed	2 1/4
2. Rooney, Thad	6
3. Gray, Dan	11
4. Willoughby, P.	11

WINDJAMMER  
FLEET #102 DIVISION 6  
SOUTH PADRE ISLAND, TEXAS  
JUNE 30 - JULY 1, 1984

HOBBIE 18	POINTS
1. Bradley/Broad	3
2. Pellone/Oerich	11
3. Sloan/Sloan	11
4. Yurinak/Krotzek	14
5. Granger/Anderson	15
6. Imbrojno/Foster	23
7. McKee/Young	24
8. Smith/Griedel	27
9. Taylor/Gleeman	35

HOBBIE 16A	POINTS
1. Miller/Halter	5 1/4
2. Seta/Welty	11 3/4
3. Eddington/Eddington	12
4. Whittington/Whittington	12 3/4
5. Teske/Teske	16
6. Nix/Nix	19
7. Wilson/Wilson	26
8. Hardy/Smith	26
9. Brandemer/Brandemer	30
10. Fitch/Karsch	31
11. Buck/Hunt	38
12. Popejoy/Davidson	40
13. M'Goingle/Loposer	45
14. Shaw/Shaw	51

HOBBIE 16B	POINTS
1. Scheidt/Scheidt	8 3/4
2. Segraves/Dillon	12 3/4
3. Roland/Montgomery	12 3/4
4. Taylor/Faver	15
5. Kopp/Gen	15 3/4
6. Frod/Hopkins	24
7. Markslowry/Vanee-Nase	25
8. Sanchez/Beat	26
9. Nagel/Keeler	26
10. Shade/Shade	37
11. Haces/Haces	37
12. Webster/Webster	38
13. Anderson/Platt	52
14. Thompson/Dignaw	56

HOBBIE 16B	POINTS
1. Hines/Daherty	6 1/4
2. Sweetman/Rivera	9
3. Martin/Martin	13 3/4
4. Meyers/Weber	14
5. Meyers/Hollier	18
6. Harris/Ramisco	22
7. O'Brian/Filters	27
8. Stallcup/Deyo	29
9. Harbour/Gomez	31 1/4
10. Volker/Hardy	34
11. Modisett/Hickman	41
12. Kosar/Unsinn	40
13. Lipsey/Donald	48
14. Villarreal/Sandrig	55
15. Rice/Rice	60

HOBBIE 14 TURBO	POINTS
1. Diamond, Stuart	4 1/4
2. Kuc, John	13
3. Colby, Peter	13
4. Dominy, Peter	13 1/4
5. Williamson, W.	16
6. Acquart, S.	18
7. McFarland, Joe	23
8. Deyo, Doug	24
9. Talles, Juan	33
10. Baker, Jim	40
11. Bing, Tom	41

SUDDEN VALLEY REGATTA  
DIVISION 6 CHAMPIONSHIPS  
LAKE WHATCOM, WASHINGTON  
JULY 21 - 22, 1984

HOBBIE 18A	POINTS
1. Ling, T.	5 1/4
2. Norwood	7 3/4
3. Skidmore, D.	11
4. Marshak	15 3/4
5. Bonica	17
6. Lawton	22
7. Chapwick	26
8. Alexander	26
9. Martline	31
10. Schmidt/Chadwick	40

HOBBIE 18B	POINTS
1. Wray	4 1/4
2. Davidson	5 1/4
3. Farris	13

HOBBIE 16A	POINTS
1. Knight, S.	12 1/4
2. Karassowitsch	15
3. Wyant	16
4. Corrie, J.	16 3/4
5. Baker, G.	18
6. Ruggles, S.	18 3/4
7. Knight	20

8. Marshall	24 3/4
9. Zopolis, A.	29
10. Trendey	30
11. Sprague	31
12. Ronny	40
13. Jarratt	41
14. Brooks	43
15. Allen	47
16. Glover	51
17. Jong	55
18. Orth	66

HOBBIE 16B	POINTS
1. Smith	14
2. Chamberlain	14 3/4
3. McGlashan	17
4. Hoag	18 3/4
5. Diehl, M.	19
6. Gordon	24
7. Pfeiffer	33
8. Benjamin	43
9. Freeman	34
10. Friedland	35 3/4

HOBBIE 16B	POINTS
11. Blackly	39
12. Wackor	39 3/4
13. Chamberlain	40
14. Hepple	43
15. Holder	44 3/4
16. Olsen	55
17. Halloc	60
18. Bonzer	60
19. Hieb	63
20. Ingersol	72
21. Hatcher	74

HOBBIE 16C	POINTS
1. Noyd	5 1/4
2. Hepple	13
3. Flavin	17
4. Zopolis	18
5. Bryant	21 3/4
6. Myruolo	22
7. Domingo	24
8. Guarino	26
9. Sullivan	26
10. Wedge	34
11. Westphalen	39 3/4
12. Dickinson	42
13. Jericho	47
14. Address	47
15. Petranek	50
16. Bennett	52
17. Cheifetz	52
18. Wilson	57
19. Smith	76

HOBBIE 14A	POINTS
1. Ursich	5 1/4
2. Cross	9 1/4
3. Giaullia	10
4. Fleming	11
5. Davies	16

## DIVISION 8

DIVISION 8 CHAMPIONSHIPS  
FLEET # DIVISION 8  
DAYTONA BEACH, FLORIDA  
AUGUST 1984

HOBBIE 18A	POINTS
1. Sheppard/Johnson	
2. Cady/Varney	

HOBBIE 18 MAGNUM	POINTS
1. Straker/Webb	

<u>HOBBIE 16A</u>	<u>POINTS</u>
1. Raditch/Raditch	
2. Sloan/Sloan	
3. Gallagher/Castallano	
4. Keyser/Smith	
5. Dickinson/Kramer	
6. Whiteleather/Gray	
7. Bowerfind/Brice	
8. Stortenbecker/ Nickerson	
9. Weaver/Weaver	
10. Conaty/Freund	
11. Gallagher/Wagner	



# REGATTA RESULTS

## FLEET 5 RACING FLEET # 5 DIVISION 8 CLEARWATER, FLORIDA JULY 29, 1984

### HOBBIE 18A POINTS

1. Straker/Bowerfind	2 ½
----------------------	-----

### HOBBIE 16A POINTS

1. Weaver/Weaver	4 3/4
2. Miller/Davis	6 3/4
3. Dickinson/Kramer	13
4. Karran/Hill	13
5. Raditch/Raditch	14
6. Whiteleather/Gray	14 3/4
7. Gallagher/Jack	21
8. Gallagher/Gallagher	23
9. Bowerfind/Nickerson	26
10. Endres/Stortenbecker	28
11. Sloan/Ryan	33

### HOBBIE 16B POINTS

1. Meyers/Stiff	3 ½
2. Lichtman/Wood	5 3/4
3. Shirlings/Coughlin	10
4. Campbell/Sammons	10
5. Wheeler/Greenhalgh	15

### HOBBIE 14 TURBO POINTS

1. DeKreek, Val	2 ½
-----------------	-----

## FLEET 5 RACING FLEET # 5 DIVISION 8 CLEARWATER, FLORIDA AUGUST 19, 1984

### HOBBIE 18 MAGNUM POINTS

1. Straker/Brian	1 ½
------------------	-----

## 10TH ANNUAL HOBBIE POINTS REGATTA FLEET #116 DIVISION 8 LAKE LAND, FLORIDA NOVEMBER 17 - 18, 1984

### HOBBIE 18A POINTS

1. Thompson, Walter	5 ½
2. McCann, Jim	6 ½
3. Cope, Woodie	9
4. Cozart, Key	12
5. Braun, Walter	22
6. Hohenhausen, R.	23
7. Stahr, John	26
8. Shoppard, Rick	27
9. Duke, John	28

### HOBBIE 18B POINTS

1. Linton, John	6 ½
2. Stevens, Rick	6 ½
3. Hutchinson, C.	17
4. Bodie, Mike	19
5. Bailey, Bruce	26

### HOBBIE 16A POINTS

1. Miller, Kevin	6 ½
2. Dees, Bob	6 3/4
3. Gallagher, P.	18 3/4
4. Conaty, Kevin	19 3/4
5. Andrews, David	21
6. Weaver, Rick	24
7. Dickinson, Ron	25
8. Hull, Eric	27
9. Dwyer, Dennis	28
10. Gallagher, M.	30
11. LeGrand, Ed	34
12. MacPheill, Roy	37

### HOBBIE 16B POINTS

1. Schulman, R.	12 3/4
2. Auger, Paul	14
3. Wise, John	20
4. Broomfield, C.	20
5. Philipson, Walt	22
6. Roush, R.B.	23
7. Frank, Bill	25 3/4
8. Murph, Robert	26
9. Okragleski, M.	28 3/4
10. Johnston, Fred	31
11. Ridgely, M.	32 3/4
12. Lichtman, David	33
13. Silet, Ken	34
14. Bennett, Kem	49
15. Gardiner, John	54

### HOBBIE 16C POINTS

1. Martin, Frank	4 ½
2. Dickinson, Gary	12
3. Schmidt, John	12 3/4

4. Lowery, Ron	18
5. Phillips, Paul	19
6. Ruggieri, M.	20 3/4
7. Jennings, Scott	23
8. Graves, Jim	26
9. Chipley, Roy	27
10. Beal, Joe	33
11. Carter, Sonny	40
12. Halpin, Kevin	40
13. Tofanelli, Jim	41

### HOBBIE 14A POINTS

1. Fontaine, Denis	5 ½
2. Kenfro, Julie	8
3. Ferrara, John	10 3/4
4. Kirby, Alex	11 3/4
5. Nelson, John	17
6. Kirby, Art	22
7. Brooks, Bill	26

### HOBBIE 14B POINTS

1. Bossie, Ken	4 ½
2. Marecki, Roman	6 3/4
3. Sawyers, Bill	10 3/4
4. Horney, Richard	14
5. Yalll, Grant	20

### HOBBIE 14 TURBO POINTS

1. Joslin, Bill	7
2. DeKreek, Vel	9 3/4
3. Coss, Paul	10 3/4
4. Johnson, J.E.	11
5. Post, Dick	16 3/4
6. Livingston, B.	21
7. Medley, Bob	24
8. Mullins, Trish	29

## DIVISION 12

## 2ND ANNUAL RUM RUNNER'S REGATTA FLEET #448 DIVISION 12 PORT JUDITH, RHODE ISLAND AUGUST 11, 1984

### HOBBIE 16A POINTS

1. Franco/Franco	
2. Boulay/Boulay	
3. Linke/Linke	
4. DeLeo/Migliore	
5. Scarduzio/Holmsen	
6. Gamache/Alterio	

### HOBBIE 16B POINTS

1. Boulanger/Boulanger	
2. Salonia/Voorvaart	
3. Tortolani/Tagliatela	
4. Lockwood/Waddicor	
5. White/White	
6. Voorvaart/Schluntz	
7. Brosco/Turner	

## 3RD ANNUAL RHODE ISLAND CHAMPIONSHIPS FLEET #448 DIVISION 12 PORT JUDITH, RHODE ISLAND SEPTEMBER 1 - 2, 1984

### HOBBIE 18 POINTS

1. Friedland/Turner	4 ½
2. Nussler/Bourassa	4 3/4
3. Bates/Bates	11
4. Schweigmann/Schweigmann	12
5. Tortolani/Tortolani	12
6. Haile/Ballad	12

### HOBBIE 16A POINTS

1. Franco/Franco	2 ½
2. Linke/Linke	6 3/4
3. Scarduzi/Packhem	8
4. Gamache/Alterio	8
5. Lemme/Lemme	15
6. DeLeo/Migliore	16

### HOBBIE 16B POINTS

1. Coburn/Crisco	2 ½
2. Lockwood/Waddicor	6 3/4
3. Salonia/Canning	8
4. Steere/Bates	8
5. Voorvaart/Hero	14
6. Tagliatela/Tortolani	18
7. Brosco/Brosco	21

## FIRST ANNUAL LONG POND WASH THE SALT OUR OF YOUR SAILS REGATTA FLEET #28 DIVISION 12 FREETOWN/LAKEVILLE, MASSACHUSETTS SEPTEMBER 15 - 16, 1984

### HOBBIE 18A POINTS

1. Finn, Bill	4 ½
2. Lech, Christine	18
3. Taylor, John	19

### HOBBIE 16A POINTS

1. Telesmanick, D.	6 3/4
2. Child, Bob	21 3/4
3. Kuechler, B.	25 3/4
4. Hawley, Robert	26 3/4
5. Chin, George	27
6. Riccardi, Mike	27

### HOBBIE 16B POINTS

1. Benson, Steve	6 3/4
2. Loranger, Beno	15
3. Case, James	15 3/4
4. Carlin, W.	19 3/4
5. Hamel, Paul	26
6. Allain, Mike	37
7. Malloy, Kathy	41
8. O'Brien, Dan	46

### HOBBIE 14 TURBO POINTS

1. Allain, David	5 ½
------------------	-----

## DIVISION 15

## PENSACOLA POINTS REGATTA FLEET # 35 DIVISION 15 PENSACOLA, FLORIDA JUNE 2 - 3, 1984

### HOBBIE 18 POINTS

1. Emler, John	4 ½
2. Winter, Bill	6 3/4
3. Kirkland, Van	11 3/4
4. Miller, Gene	12
5. Ryals, Ron	20
6. Bridgers, Rob	24

### HOBBIE 16A POINTS

1. Lattman, John	3
2. Brook, Jim	7 3/4
3. Zorn, Georgw	13
4. Smith, Kevin	14
5. Brooks, Todd	15
6. Kernion, Brad	24
7. Edwards, Rick	26
8. Gabriel, Bob	29
9. Self, Robert	34

### HOBBIE 16B POINTS

1. Kidder, John	5 ½
2. Hartman, Geoff	7 3/4
3. Lindley, Alan	8 ½
4. Jeffcoat, Al	14
5. McDonald, Lee	19
6. White, David	24
7. Butler, Don	25
8. Jimmeron, Joel	28
9. Sanchez, D.	31
10. Crane, John	36
11. Morley, Bob	40

### HOBBIE 14 POINTS

1. Neal, Steve	3
2. Dick, Paul	6 3/4
3. Carlee, Bill	12
4. Knight, Ron	15
5. Myers, Babe	17

## INTERNATL

## PESTA SUKAN REGATTA FLEET # 492 DIVISION: INTERNATIONAL SINGAPORE SEPTEMBER 3 - 9, 1984

### HOBBIE 16 POINTS

1. Low/Chan	9
2. Marti/Lim	21.7
3. Damrong/Chadchai	22.4
4. Tan/Seah	37.1
5. Soo/Chiu	40.7
6. McCully/Lim	53.7
7. Wee/Chue Yan	65
8. Lorraine/Dirks	68
9. Ng Y C/See Aw	73.7
10. Low/Chua	78
11. Liang/Seah	83
12. Yuen Kong/Yuen Liang	86.7
13. Batchelor/Young	92

## HOBBIE 16 ELIMINATIONS TRAILS FLEET # 492 DIVISION: INTERNATIONAL SINGAPORE AUGUST 25 - 26, 1984

### HOBBIE 16 POINTS

1. Marti, Jose	6 ½
2. McCook, Scott	18
3. Low, Edwin	20
4. Swan, Tan Tee	28 3/4
5. Hung, Tan Swei	50
6. Kung, Loke Yuen	36

7. Liang, Loke Yuen	38 3/4
8. Low, David	44
9. Low, Edwin	46
10. Soo, Lim Tian	47
11. Gan, Stephen	50
12. Lee, David	51
13. Wee, Ko Eng	61
14. Seimann, Peter	69
15. Ng, Andrew	72
16. Tong, Tan Yow	78

## CONGREGA VELISTI CESANATICO REGATE INTERNAZIONALI VELE DI PASQUA DIVISION: INTERNATIONAL JUNE 1984

### HOBBIE 18 POINTS

1. De Toro/Guarino	8
2. Ryan	16.7
3. Bruder/Steiger	24
4. Marino/Sisti	25.7
5. Blauenstein/Haugerud	27.7
6. Braccini/Corsini	37
7. David/David	45.7
8. Wieland/Wieland	45.7
9. Tafuri/Cossato	46
10. Rodenhausen/Bernasconi	47.7
11. De Marinis/De Marinis	52
12. Moser/Moser	56
13. Wittwer/Venet	60
14. Lantin/Muratore	65
15. Ciani/DallaNora	67
16. Filippucci/Marchese	67
17. Soletti/Renzi	71
18. Wehren/Bernasconi	73
19. Cataneo/Chollt	73
20. DellaMora/DellaMora	78
21. Oswald/Grasclaude	80
22. Pacifico/Cabasso	80
23. Francesconi/Sascaro	82
24. Pieretti/Zanetti	89
25. Lepsky/Ohlson	93
26. Giovagnoli/Orlando	97
27. Daguet/Azag	99
28. Cuneo/Bramaz	101
29. Boria/Moradi	101

### HOBBIE 18 MAGNUM POINTS

1. Schmitter/Himmelsdorfer	11.4
2. Laurent/Volkart	13
3. Dinsdale/Schramm	23.7
4. Cazuc/Kardiles	26.4
5. Dol/Bidulal	30
6. Aral/Arat	31
7. Kappelmann/Possberg	32
8. Merbt/Weigl	52
9. Van Overman	57
10. Vannes	57
11. Cheroiles	57
12. Meyer	57

### HOBBIE 16 POINTS

1. Griesmeyer/Strecker	3
2. Gentach/Gauthier	17.1
3. Cuanillon/Fenies	25
4. Hack/Hack	32
5. Naldini/Rotunno	42
6. Lodovichi/Dali	47
7. Groeger/Groeger	48.4
8. Vesely/Vesely	49
9. Cattin/Tiersbier	52
10. Cori/Carrer	60
11. Heli/Heli	60
12. Canale	63
13. Tibes/Hornauer	63.7
14. Kux/Artels	68
15. Beal/Beal	68
16. Mauser/Maier	77
17. Juris/Biz	79
18. Dalgas/Matthey	80
19. Polze/Hubner	82
20. Sutter/Grugger	83
21. Ferrarese/Girone	87
22. Stiefel/Forrer	91
23. Buchholz/rusch	93
24. Piraccini/Onestini	94
25. Ludin/Ludin	96
26. Ammannati/Ammannati	100
27. Liebscher/Liebscher	101
28. Renz/Schidegger	102

29. Ochstetter/Furstenberg	105
30. Falcy/Dulex	107
31. Bonfanti/Monomi	107
32. Jost/Auer	108
33. Ardin/Dubois	114
34. Cailler/Cailler	115
35. Ciampi/Bartoli	120
36. Adamo/Sorgente	122
37. Hausenbichler/Hausenbichler	126
38. Dietl/Amplatz	133
39. Cavallaro/Gatti	136
40. Breyer/Schaffer	140
41. Sieber/Waiti	144
42. Paquier/Paquier	147

## JAPAN HOBBIE 18 CHAMPIONSHIPS FLEET # DIVISION: INTERNATIONAL LAKE HAMANA, SHIZUOKA, JAPAN SEPTEMBER 23 - 24, 1984

### HOBBIE 18 POINTS

1. Murakami, M./Kadota, S.	3 3/4
2. Inuzuka, H./Ohta, S.	8 3/4
3. Sueyoshi, M./Harada, T.	15

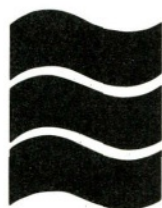
## JAPAN HOBBIE 16 CHAMPIONSHIPS FLEET # DIVISION: INTERNATIONAL NITOHAMA BEACH, KANAGAWA, JAPAN NOVEMBER 3 - 4, 1985

### HOBBIE 16 POINTS

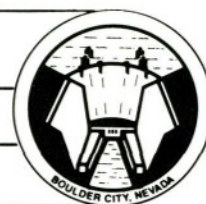
1.	Kurotani/ Kurotani	4 1/2
2.	Ichikawa/ Takahashi	15 3/4
3.	Ogura/Yajima	22
4.	Tajima/ Matsumoto	24
5.	Konno/Kitagawa	28
6.	Tanabe/ Takeuchi	30
7.	Katsumoto/ Kurotani	32
8.	Watanabe/ Matsumoto	33
9.	Tokutomi/Mizo	35
10.	Yazawa/Sato	37
11.	Teijima/Akitani	37
12.	Miyagawa/Suzuki	38
13.	Tanaka/Nakagawa	44 3/4
14.	Ozeki/Nakajyo	49
15.	Sakovich/Shick	54
16.	Ogawa/Arai	57
17.	Mori/Mori	59
18.	Miyashita/ Sekine	62
19.	Suzuki/ Yamamoto	69
20.	Sanada/Takayama	71
21.	Suzuki/Suzuki	78
22.	Shohda/Shohda	78
23.	Kosuge/Shimiyu	82
24.	Yajima/Tsukada	84
25.	Yamazaki/ Ishiwatari	88
26.	Koshi/Takeuchi	91
27.	Kadota/Hayashi	96
28.	Motegi/ Nagashima	105
29.	Furugohri/ Maejima	105
30.	Kotaki/Saitoh	107
31.	Kobano/Yajima	108
32.	Hirata/Saito	109
33.	Hatayashi/ Enoki	114
34.	Sugimoto/Tanakall9	119
35.	Kawamura/Honda	119
36.	Kakibara	120
37.	Kuwahara/Ikeda	120
38.	Suzuki/Morita	126
39.	Sasaki/ Ichikawa	127
40.	Kanaya/Kanaya	130
41.	Iida/Iida	147
42.	Iida/Isumuro	150



# LAS VEGAS GRAND PRIX FLEET 51



**HOOVER DAM**  
GOLDEN ANNIVERSARY  
1935 ~ 1985



May 18-19, 1985 LAKE MEAD  
Special Events Beach  
Boulder City, Nevada

Saturday May 18, 7:00 am - Late Registration  
9:30 am - Skippers Meeting

**Entry Includes:** T-Shirt (Skipper & Crew) Saturday Eve. BBQ, Free Beer, Eligible for drawings for all awards.

**Registration:** \$25 early by May 10th.  
\$30.00 race day  
Need Class, Size & Sail #  
Extra BBQ Tickets \$5.00

**For race flyer & map send SASE -**  
THOMAS SPORTS ENTERPRISES  
6765 Grandola Drive  
Las Vegas, NV. 89103  
702- 368-2885

**MANY PRIZES AND AWARDS.....**Airline Tickets to Sailing "Hot Spots", River Raft Trips for 2, Sailing Equipment & many more....(See next issue for more details)

**Lodging.....**Gold Strike Inn & Casino  
702- 293-5000 (2 mi. from race) \$29.00 room rate  
Camping....Hemenway Harbor in National Park (1/2 mile from race)



## The First Outboard Motor Bracket for Hobie, 14, 16, and 18\*

Propels to speeds in excess of 6 knots using the TANAKA 120 (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes in seconds for racing. Both sailing and motoring positions clear the boom and tiller.

\*Brackets also available for other catamarans. For prices send for **FREE** brochure or see your local dealer.  
**Cheata Outboard Motor Bracket**  
P.O. Box 1234  
Hobe Sound, FL 33455  
305/746-0479

Dealer inquiries welcome.  
U.S. PAT NO. 4227480

  
**CHEATA**  
THE PERFECT MATE FOR YOUR CAT

## Can't Get Your Mast Up?

### Brace Yourself With A Pole Cat

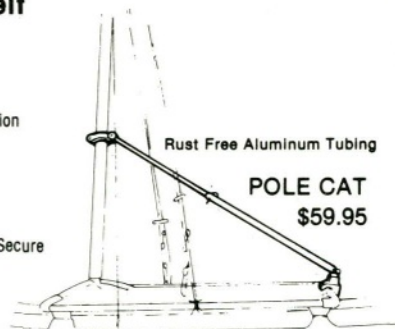
- Quickest One Person Operation on the Market
- Great for the Solo Sailor
- Attaches to Mast Caddie
- Braces Mast Strong, Safe, Secure
- Three Functions in One
  - 1 Brace
  - 2 Mast-Carrier System
  - 3 Tiller Bar

- Ideal for 14, 16 & 18 Ft. Catamarans



**MAST CADDIE** ®  
\$39.95

U.S. Patents Pending



Rust Free Aluminum Tubing

**POLE CAT**  
\$59.95

Pole Cat requires Mast Caddie or can be purchased separately

**Tom Cat Enterprises**  
1867 Lochmoor  
Grosse Pte. Woods, MI 48236

See Your Local Dealer or Order Directly

☐ Pole Cat - \$59.95 ☐ Mast Caddie and Pole Cat - \$99.90

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ TEL ( ) \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



# HOBIE BRIEFS

## The Real Hobie Spirit

Hobie Fleet 61 has been working very closely over the years with Craig Rehabilitation Hospital here in Denver. Craig Hospital is one of the nation's leading hospitals in the treatment of brain and spinal cord injuries. Unfortunately, one of our very active fleet members, John Beauregard, suffered a catastrophic injury on October 20, 1984. John fell from a home he was constructing in Florida, broke his neck and damaged his spinal cord. John is a C-6 quadriplegic. After a month in a hospital in Miami, John was able to move to Craig Hospital.

At Fleet 61's Christmas party, an announcement was made about John's accident. One of the fleet members, Mary Ford, offered to auction her artwork in order to raise money for the family. Spontaneously, over \$2,000 was raised that night and offers were made toward future fund raising. The fleet from Steamboat Springs (the Beauregards' hometown) has been raising money independently and Billy Kidd, John's good friend and a Hobie celebrity, has offered his assistance as well.

John has been extremely courageous through his ordeal and is reciprocating by working damn hard in therapy and rehabilitation. His spirit is undaunting.

I am so proud to be a part of all the wonderful people that comprise the Hobie ranks and it does my heart good to see them rally to the cause.

*Editor's Note: The above was sent in by Geoffery Chappell of Rocky Mountain Marine in Denver, Colorado. According to Chappell, cards and letters of support for John Beauregard and his family can be sent directly to them in care of Craig Hospital, Room 213, 3425 South Clarkson, Englewood, Colorado 80110.*



- Minimum body weight 130 lbs.
- Canvas bucket rolls up and snaps to lacing under tramp.
- Pre-measured line and snap.
- Instructions For All Cats.
- Colors, Red, Green, Blue, White, Yellow, Orange and Black.

Send check or money order  
for \$29.95

right your 16' Cat alone

**BUCKET-UP P.O. BOX 16-G  
GREYSTONE PARK, NJ 07950**

Dealer Inquires welcome.

**VANE  
GLORY**

FOR **HOBIE**  
14-16-18

**\$14.95**

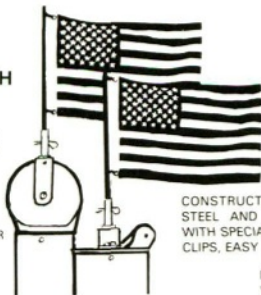
COMPLETE WITH  
12x18 FLAG &  
HARDWARE &  
INSTRUCTIONS

**\$9.95**

FOR BRACKET AND  
STAFF ONLY

PLUS 4% SALES TAX FOR  
MICHIGAN RESIDENTS

PLUS \$1.25 FOR  
SHIPPING IN U.S.A.



"IF VANE GLORY ISN'T FLYING -  
IT ISN'T WORTH SAILING"

SERVES AS A  
WIND VANE AND  
ALSO GIVES YOU  
DISTINCTION

EXCELLENT GIFT

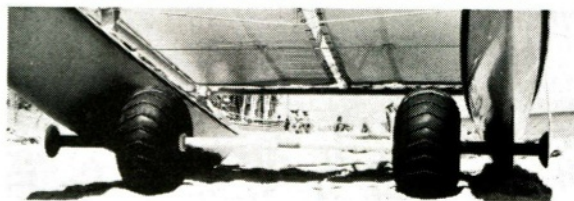
YOUR CHOICE OF A FLAG -  
AMERICAN, ENSIGN, JOLLY  
ROGERS, CONFEDERATE,  
PLAIN COLORS - WHITE, RED,  
BLUE, GOLD.

WHEN ORDERING, SPECIFY  
BOAT NAME & SIZE  
14-16-18 AND FLAG

CONSTRUCTED OF STAINLESS  
STEEL AND FIBREGLASS STAFF  
WITH SPECIAL NON TANGLE FLAG  
CLIPS, EASY TO INSTALL.

DEALER INQUIRIES INVITED  
VANE GLORY  
1812 REDWOOD  
JENISON, MICHIGAN 49428  
(616) 457-9716

## 《《CAT TRAX》》 -THE 100% BEACH DOLLY-



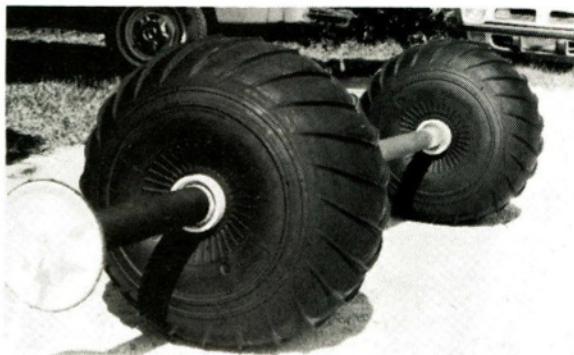
**Only Catrax has these quality features:**

**Huge ATV Balloon Tires** - 11 inches wide and  
21 inches in diameter - with 3 lb. air pressure,  
they roll easily over sand, rocks, and mud.

**20 Delrin roller bearings in each wheel** -  
no grease - can't rust - launch your boat right  
into fresh or salt water - no problem!

**Custom molded end caps** - padded to protect  
your hulls and keep the boat on the dolly.

**Lightweight, rugged construction** - easy to  
handle - built for years of service.



**CAT TRAX** comes with complete instructions and  
a two year warranty. SEE YOUR CATAMARAN DEALER  
OR ORDER DIRECT. (we accept VISA & MasterCard)

Standard **CAT TRAX** \$359.00

Optional Accessories:

Roller Bearing Handle \$109.00

(for single-handed launching)

Hull Cradles \$159.00/pr.

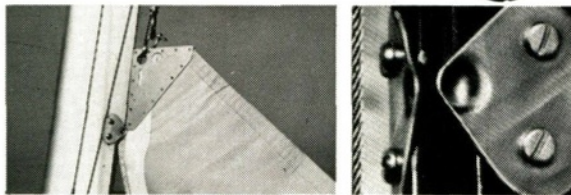
(for round hulls only)

**Florida Sailcraft, Inc.**

1601 N.E. 18th Avenue  
Ft. Lauderdale, Florida 33305

(305) 561-9777

## Raise Your Sail without a snag!



**You don't have to hand-feed your sail anymore!**  
**Sail Trax** is a pair of stainless steel guides with spherical  
tips that lead your sail smoothly into the track. They are  
easily installed on each side of the mast in a few minutes.  
Full instructions are provided.

Order by mail from: **Florida Sailcraft**  
1601 N.E. 18th Ave., Ft. Lauderdale, FL 33305

Please send me **Sail Trax** @\$14.95 ea. \_\_\_\_\_

plus \$1.00 postage and handling \_\_\_\_\_

Fla. residents add 5% sales tax \_\_\_\_\_

Total amount enclosed: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



# WANTED

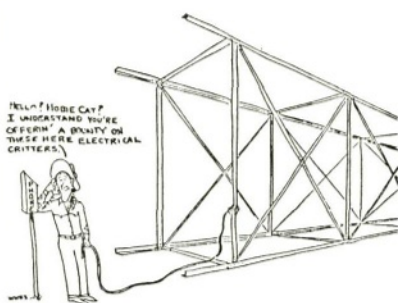
Information leading to the elimination of low power lines in sailing and launching areas.

# REWARD

Hobie Class Association goodie for the following participation:

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

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



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

Send copies of letters and responses to:

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

NEW



SKIP ELLIOTT SAILMAKERS  
870 PRODUCTION PLACE  
NEWPORT BEACH, CA 92663  
(714) 645-6697

★★★★★ Sailing Suits ★★★★★

1 pce dinghy suit .....\$69.00  
1 pce. insulated suit .....\$99.00  
Dry Suits .....\$249.00

RECUTS REPAIRS  
SPECIALIZING IN HOBIE CATS®

Mainsail Racing Recut  
with Teflon Boltrope .....\$85.00  
Jib Reshape Seams .....\$65.00  
Pie Shape Tell-Tale Window .....\$10.00  
Vision Windows  
Mainsail .....\$25.00  
Jib .....\$20.00

★★★ 1 WEEK SERVICE ★★★

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

Open Letter To The Fleet

## KISME LISTENS TO THE WORLD'S TOP HOBIE® SAILORS

As part of KISME's aggressive efforts to stay fine tuned to the fleet, a special team was sent with the company's custom equipped H-16 test boat and trailer to the 1984 Hobie® 16 Worlds at Fort Walton Beach, Florida.

Totally separate from the official racing event, the KISME team gave away complimentary T-shirts, sunvisors and raffle tickets (for over \$1500 worth of KISME hardware) to all of the World contestants who stopped by the KISME boat exhibit to register and talk.

In all, the KISME team had the pleasure of meeting and talking to over 250 H-16 Contestants from all over the world (plus uncounted other nice visitors). It is important to realize what the KISME team was **not** doing: The team was **not** involved with selling things **nor** with running the races. Consequently, the team's only job was to give away some KISME hardware and to **LISTEN**... (Yes Clyde, we believe that listening is so important that we also sent listeners to the H-16 and H-18 Nationals). The team listened to some of Hobie® sailing's newest stars and many "super veterans". The team also listened to that delightful bunch from "Down Under" (who proved to be every bit as proficient as they were friendly)... In fact, the team listened to every Hobie® sailor who was willing to talk. (Yes Clyde, it is amazing what you can learn by keeping your mouth shut and your mind open!)

**When Hobie® Sailors Speak—  
KISME Really Listens!**

... maybe that's one reason why  
KISME products are

**SIMPLY BETTER**

©1983 KISME, INC. 118 Millridge Road, Universal City, Texas 78148  
(All Rights Reserved)

# The Racer's Edge!

**CASIO**  
WATERSPORTS CHRONOGRAPHS



## LOOK WHAT'S NEW:

Model W500 (shown): The perfect chronograph for Hobie racers, W500 features two programmable countdown timers that restart each other. The watch will thus "rollover" with alarms every 5 minutes (or any interval you choose). Also features 10 hour stop-watch, twin counters and daily alarm: \$40.95

## THIS MONTH'S SPECIALS:

- W27: New 50 meter plastic with solar-assisted battery and countdown timer: \$31.95
- DW200: 200 meter plastic multi-alarm with auto-reset countdown timer: \$35.95
- LW601C: 50 meter ladies; stainless case with plastic strap, countdown timer with alarm: \$27.95
- TS1000: 100 meter plastic temperature sensor; tells air or water temp. and the time in eight cities around the world: \$46.95

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

All watches come with a 1-year factory warranty plus our own 10-day money back guarantee. To order, send check or money order for the total amount plus \$2.00 shipping for each watch. Add an additional \$2.00 if you want UPS air delivery.

WE ACCEPT VISA & MASTERCARD.

California residents add 6% sales tax.

PACIFIC WATERSPORTS ACCESSORIES CORPORATION  
P.O. BOX 806, CARPINTERIA, CA 93013 (805) 684-4987

Serving the Watersports Industry Since 1974 - Dealer Inquiries Invited



# WOMEN

Continued from page 33

drome by sharing the skippering duties whenever possible.

"I love to skipper," says Kellogg. But this love of command has taken its toll. Kellogg and her husband have had more altercations on the water than before the time she began her own career as skipper. "I feel I know as much as he does," she states. Second guessing commands has interfered with their enjoyment of sailing together. "It happens when he makes a move I don't think is right, when it is not the move I would have made."

Some men don't seem to mind crewing for women who have become skippers. Greer, who helped run Fleet 4's F fleet races (a championship event for female skippers), is an A fleet skipper who would "not crew for another man no matter who asked me because I hate crewing." Still, he found himself on a boat crewing for a woman in a major women's championship. "She handled herself much better than most guys would," said Greer. "I blew a tack and put us in irons, things that you teach a beginning crew never to do, and she was not abusive at all. She was a joy to crew for."

How did this male A fleet skipper handle taking orders from a woman? "I felt more pressure not to screw a girl up. I feel that if a gal is racing with an experienced guy crewing, you'd think the weak link would be the girl, not the guy. But I ended up doing it. I took her direction pretty well though; better than I would from a guy."

A few women, like Brown, skipped the crew stage and started out piloting their own boats right from the start. "My friends had a Hobie and I thought, 'Hey, this is fun' so I went out and bought myself one. The first boat I owned was also the first I ever really sailed."

But this is still the exception to the rule. Men remain the primary introducers of sailing for women. As a result, male cooperation and encouragement have been vital to the development of women's sailing. At the Hobie Cat Women's National Championship, for example, most of the female competitors took along male coaches and/or "pit crews." As Judy Kellogg states: "All the women had these men down there to help them with rigging and tuning and tactics and here I was from Michigan with just my crew. It was a surprise."

As the events have gone on and the quality of sailing has increased, the number of coaches on the beach has decreased. Still, most women count on input from the male sailors they know for advice on a wide variety of sailing topics, at least until they feel confident on their own.

"Before the nationals we sailed with a couple of the good sailors on our lake," said Kellogg. "They took my crew and me out for about two weeks before we left and


it really was a help."

Brown agrees. "I just thank the men dearly for their time and patience," she echos.

Despite the male influence, women's only events have a different complexion than open competition. Although open competition is quite friendly, most women who have sailed in both types consider the women's events to have more of a family atmosphere. The women seem to be able to band together, and, although there is no doubt that the racing is intense, and, occasionally some tempers are lost, the women do not feel the same sort of pressure that they have felt crewing for others in the open championships. Perhaps this is why the ranks of racers swelled to 48 teams by the time the 1983 event was held in St. Petersburg Beach, Florida.

The increase in the teams and the seriousness with which women take their new sport aside, some men have not come around to the realization that the women's championship is a valuable contribution to Hobie Cat sailing. There seems to be an underlying feeling that although women are welcome on the race course, that somehow their accomplishments do not mean as much as those of men.

"There's nothing antagonistic involved at all," says Greer. "But I don't think that they are accepted on an equal basis." Other men, mostly those who have crewed for a female skipper or who help women who race, agree with Greer's observation. Some women complain of a cavalier attitude exhibited by men who work on chase boats and committee boats. Some women feel that the men try to distract them while they're racing and generally treat a women's event, even some major regattas, as another "fun" race. At every opportunity though, the women have not hesitated to show their distaste for anything that smacks of second class treatment. At the 1983 national championship, for instance, an auction was held for the men to "buy" the team of their choice. Most women either walked out or withdrew their names from the auction before the bidding was halted.

Time seems to be the most important ingredient to the further success of women's sailing. In just the last five years the number of women who skipper has nearly doubled. As more women begin to take the helm, they are proving that, not only are they not a hazard on the course, but indeed, a valuable contribution to the sailing scene, and, in some cases, a match for the men. The respect they receive from the men as well as other women will build. If women continue to take charge on the water, and if men can improve upon their generally good record of assisting the women in their initial introductions to the sport so that women are no longer afraid of the helm, there may be few women who consider themselves "just a girl crew." 

## GIANT HEAVY DUTY INFLATABLE BOATS

2 MAN	\$38
3 MAN	\$50
4 MAN	\$65

Call Free  
Before Midnight For The Next 30 Days

As part of an advertising test, *Dunlap Boat Mfg.* will send any of the above size boats to anyone who reads and responds to this test before the next 30 days. Each Boat Lot No. (Z-26 PVC) is constructed of tough high density fabric (resistant to abrasions, sunlight, salt & oil), electronically welded embossed seams, nylon safety line grommets all around, heavy duty oar locks, 3 separate air chambers for extra safety (4 air chambers in 4-man), self-locking safety valves, bow lifting & towing handle and are recommended for marine, ocean and fresh water recreation, camping, fishing or a family fun boat. Each boat will be accompanied with a **LIFETIME** guarantee that it must perform 100% or it will be replaced free. Add \$7 handling & crating for each boat requested. *Dunlap Boat Mfg.* pays all shipping. If your order is received within the next ten days you will receive **FREE** a combined hand/foot inflator/deflator bellows style pump for each boat requested. Should you wish to return your boat you may do so for a full refund. Any letter postmarked after 30 days will be returned. **LIMIT** three (3) boats per address, no exceptions. Send appropriate sum together with your name and address to: Boat Dept. #795, *Dunlap Boat Mfg.*, 2940 W. Pico Blvd., Los Angeles, CA 90006. Or for fastest service from any part of the country call 1-800-824-9988 for Boat Dept. #795 (Calif. residents call collect 213-735-9363), before midnight seven days a week. Have credit card ready.

## We know you love your Hobie...

But would you want to  
spend a week on it?

You'll enjoy spending a week on  
our HOBIE 33.

**Florida Coastal Charters** offers a unique bare boat charter service which enables you to start anywhere and finish anywhere within our cruising area of Florida and Coastal Georgia.

Weekend instruction,  
Ground transportation,  
Provisioning, also available.

**FLORIDA  
COASTAL  
CHARTERS**  
P.O. Box 13228  
Gainesville, Fla. 32604  
(904) 372-0112





**1985 HOBIE CAT  
WOMEN'S  
CHAMPIONSHIP  
AND HOBIE 16  
U.S. NATIONAL  
CHAMPIONSHIP.**

**SEPTEMBER 3-15,  
1985**

**TRAVERSE CITY,  
MICHIGAN**

Hobie Cats return to Traverse City, Michigan for a national championship. This year, the events will be held immediately following Labor Day.

**WOMEN'S CHAMPIONSHIP**

Check-in will be held Tuesday with qualifying races on Wednesday. The Championship Series will conclude with an awards banquet on Saturday, September 7.

**HOBIE 16 NATIONAL  
CHAMPIONSHIP**

Check-in will be held Sunday with qualifying races on Monday and Tuesday. The Championship Series will begin Wednesday with the finals being held Saturday and Sunday.

**HOST HOTEL**

The Holiday Inn of Traverse City will once again open their doors to welcome Hobie Cat sailors.

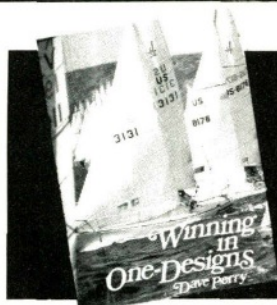
**REGISTRATION AND FEES**

All skippers, prequalified or not, must preregister by August 15, 1985. Each team competing in the Women's Championship must pay a \$100 entry fee. Each team competing in the Hobie 16 National Championship must pay a \$125 entry fee. These fees can be paid upon check-in.

**DEPOSIT**

Each team will be required to pay a \$250 boat damage deposit upon race check-in. This deposit must be paid in cash or travellers checks only. This deposit will be returned provided no damage is suffered by the boat. Do not mail deposits.

For more information, see the May/June HOTLINE or call the World Hobie Class Association at 619-758-9100 ext. 266.



**Sailing's  
HOTTEST  
Bestseller**

Dave Perry is America's favorite and most successful racing instructor and has helped thousands of sailors, from first-time racers to Olympic hopefuls, improve their results with his humorous stories, knowledgeable tips and easy-to-understand explanations. Now Dave has compiled 37 of his best instructional articles from his famous Yacht Racing/Cruising column into Winning in One-Designs, which, along with Brad Dellenbaugh's illustrations, makes for fun reading loaded with surprisingly clever and original suggestions to improve your racing.

send check payable to Dave Perry to: Dave Perry, Winning in One-Designs, 1100 Pequot Ave., Southport, Conn. 06490

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

hardcover-18.95, paperback-13.95 (includes shipping) Conn. residents add 7 1/2 % tax

**HOBIE-18 Skippers:  
Take the Mast-Hook Test**



Have you ever found yourself

- Putting the boat on its side to hook the main to the mast?
- Falling behind in a race because your main has slipped down the mast?
- Struggling to hook your sail instead of sailing?

If so, then **Mast-Hook** is for you. The specially engineered ring and shackle combination locks onto the halyard hook in seconds. Just tie the halyard to the ring according to instructions, raise the sail and **Mast-Hook** does the rest. Don't struggle with your main; sail with **Mast-Hook**.

**ORDER NOW**

Send check or money order to: **Mast-Hook**  
P.O. Box 5356, Playa Del Rey, CA 90296

**Mast-Hook** \$19.95 each. Plus shipping and handling \$1.50. CA residents add 6% tax.



# HULL TEMPLATES

16

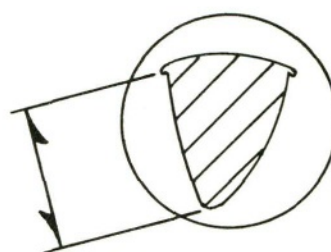
14

18

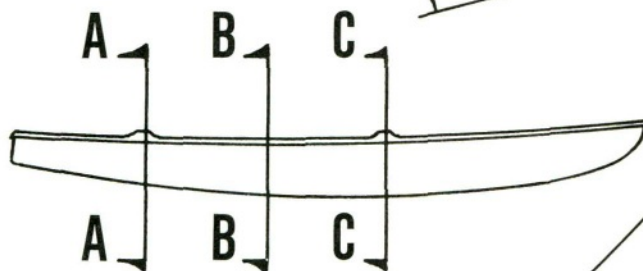
## HOBIE 18

Dimension at forward edge of daggerboard well  
Dimension at aft edge of daggerboard well  
Dimension one foot forward of daggerboard well  
Dimension one foot aft of daggerboard well

$21\frac{3}{8}"$   
 $20\frac{3}{4}"$   
 $21\frac{3}{4}"$   
 $20\frac{1}{8}"$



	<b>HOBIE 14</b>	<b>HOBIE 16</b>
Dimension at A	$12\frac{1}{8}"$	$15\frac{1}{4}"$
Dimension at B	$14"$	$17"$
Dimension at C	$14\frac{1}{4}"$	$17\frac{5}{8}"$



Rebuilding the worn bottoms to these dimensions will ensure that they're class legal. Glue the diagram to a piece of 1/4-inch plywood, then cut along the outline with a jigsaw. The measurements given are of a cross-section, from the underside of the lip to the bottom of the hull, fig. 1 (on a Hobie 18, measure to the center of the bottom). The dimensions should be maintained precisely so that the exact hull shape can be achieved.



# THE HOTLINE DEALERS MENU

**Hobie Sailors**  
You can count on finding  
copies of the latest HOTLINE at  
the Hobie dealers  
listed below.

**Hobie Dealers**  
Make sure you have plenty  
of HOTLINES on hand.  
The most informative  
catamaran publication available.

**ALABAMA**  
**University Sailing Center**  
Birmingham  
**Patton's Boat Aloft**  
Fairhope

**ARIZONA**  
**Hobie Cats Sports Center**  
Phoenix  
**Ship's Store**  
Tucson

**ARKANSAS**  
**Arkansas Sport Supplies**  
Little Rock

**AUSTRALIA**  
**Coast Cat Australia**  
Erina

**CALIFORNIA**  
**Sailboats of Bakersfield**  
Bakersfield  
**Hobie Sports Center**  
Dana Point

**Sailing Center**  
Fresno  
**Regatta Sailboats**  
Long Beach

**Steve Curran Yachts**  
Marina Del Rey  
**Sun Sails**  
Modesto

**Windy Sails**  
Mission Hills  
Manranica  
Santa Barbara

**Hobie Newport**  
Newport Beach  
**Empire Sailing**  
Marin

**Oakland**  
**Hobie Oceanside**  
Oceanside  
**Inland Sailing Co.**  
Sacramento

**Hobie Sport Center**  
San Diego  
**Wind & Sea Sports**  
San Diego

**The Windline**  
San Jose  
**O'Neill's Yacht Center**  
Santa Cruz

**CANADA**  
**Sunburst Sailcraft**  
Edmonton, Alberta  
**Windsurfing Alberta**  
Calgary, Alberta  
**Okanagan Sallaway**  
Kelowna, B. C.  
**Vancouver Island Marine**  
Vancouver, B. C.  
**Northern Sail Works**  
Winnipeg, Manitoba  
**Atlantic Catamarans**  
Fredericton, N. Brunswick

**Southwest Sails**  
Chatham, Ontario  
**Jack Baker Marine**  
Mississauga, Ontario

**Pringle's Marine Limited**  
Orillia, Ontario  
**Windbags Sailcraft**  
Ottawa, Ontario

**Catamarine**  
Toronto, East, Ont.  
**Sail Craft of Canada**  
Kirkland, Quebec  
**Peter's Adventure Sports**  
Regina, Saskatchewan

**COLORADO**  
**Rocky Mountain Marine**  
Denver  
**Sunsport of Colorado**  
Fort Collins

**Chinook Sailboat**  
Pueblo  
**CONNECTICUT**  
**Candlewood East Sailing**  
Center

Brookfield  
**New England Sails**  
Warehouse Point  
**Shoreline Sail**  
Waterford

**The Boat Locker**  
Westport  
**DELAWARE**  
**Fairweather Marine Center**  
Bear

**FLORIDA**  
**Cycle Marine**  
Bradenton  
**Sallaway**  
Coral Gables

**Aloha Marine**  
Daytona Beach  
**Port Tack Sailboats**  
Ft. Lauderdale

**Sallaway**  
Fort Meyers  
**Playground Sails**  
Ft. Walton Beach

**Sail Shop**  
Gainesville  
**Sailboat Supply**  
Jacksonville

**Ocean Connection**  
Jensen Beach  
**Tropical Sailboats**  
Key West

**Action Sail & Sports Center**  
Melbourne  
**Sailing Store**  
Orlando

**The Weathermark**  
Palm Harbor  
**Pensacola Sailing Center**  
Pensacola

**Mariner Marine**  
Riviera Beach  
**Adventure Yachts**  
Seminole

**G and R Sailboats**  
South Naples  
**The Cycle Shop**  
Tallahassee

**Tampa Sailcraft**  
Tampa  
**FRANCE**  
**Coast Catamaran France**  
Hyeres

**GEORGIA**  
**Dunbar Sails**  
St. Simons Island  
**Sailing, Inc.**  
Smyrna

**HAWAII**  
**Valley Isles Marine Center**  
Kahului  
**Froome's Sailing Co.**  
Kailua

**ILLINOIS**  
**Thede Marine**  
Downers Grove  
**Sail Loft**  
Fox Lake

**Adventure Sports**  
Rockford  
**Springfield Sailing Center**  
Springfield

**INDIANA**  
**Pine Mountain**  
Evansville  
**Dayne's Marine Service**  
Portage

**That Sailboat Place**  
Southbend  
**Sailboats Inc.**  
Westfield

**IOWA**  
**Chalet Companies**  
Des Moines  
**Lakeside Boat Marina**  
Storm Lake

**ITALY**  
**Cat Brothers**  
Rome  
**KANSAS**  
**C & H Sailcraft**  
Chanute

**Midwest Yacht Corp.**  
Olathe  
**American Inland Yachts**  
Wichita

**KENTUCKY**  
**Louisville Sailboat Sales**  
Louisville  
**LOUISIANA**  
**Flying Cats**  
Baton Rouge

**Pack and Paddle**  
Lafayette  
**MAINE**  
**Seabog Hobie**  
North Windham

**MARYLAND**  
**Backyard Boats**  
Annapolis  
**Maryland Marina**  
Middle River

**MASSACHUSETTS**  
**Smallcraft Corporation**  
Harwich Port  
**Steve Mehl's Boat House**  
Hingham

**MEXICO**  
**Vareras, A.A. de C.V.**  
Mexico City

**MICHIGAN**  
**The Weathermark**  
Bay City  
**Wolf's Annex**  
Benton Harbor

**Sail Place**  
Cedar Springs  
**Grand Pointe Marina**  
Dimondale  
**Holland Wind Sports**  
Holland

**Summit Haus of Michigan**  
Jackson  
**Sailboats, Inc.**  
Mt. Clemens

**Bloomfield Beach & Boat**  
Pontiac  
**Miller Sports Inc.**  
Richland

**MINNESOTA**  
**The Lift**  
Fridley  
**MISSISSIPPI**  
**Seashore Sails**  
Long Beach

**MISSOURI**  
**Sailing The Wind**  
Springfield  
**MONTANA**  
**Quiet World**  
Kalispell

**NEBRASKA**  
**Sail Loft**  
Omaha  
**NEVADA**  
**Sail & Sport**  
Boulder City

**The Drydock**  
Incline Village  
**NEW HAMPSHIRE**  
**Wilderness Outfitters**  
Milford

**Arex's Marina**  
Moultonboro  
**New Hampshire Hobie Cat**  
Seabrook

**NEW JERSEY**  
**Cranford Boat and Canoe**  
Cranford  
**South Shore Marina**  
Hewitt

**Bayview Marina**  
Ocean City  
**NEW MEXICO**  
**Sailing Center**  
Albuquerque

**NEW YORK**  
**Jafco Marine**  
Buffalo  
**South Bay Sails**  
Clay

**Belpat Marine**  
East Patchogue  
**The Boat Store New York**  
Massapequa

**Sailing Center of N.Y.**  
Rochester  
**Shumay**  
Rochester

**Finger Lakes Hobie**  
Watkins Glen  
**NEW ZEALAND**  
**Performance Sailcraft**  
Takapurna

**NORTH CAROLINA**  
**Skyland Sailcraft**  
Arden  
**Marsh's Surf-N-Sea**  
Atlantic Beach

**Boats for Sale—Charlotte**  
Charlotte  
**Bayside Watersports, Inc.**  
Nags Head  
**Carolina Outdoor Sports**  
Raleigh

**Sailor's Source**  
Roanoke Rapids  
**Ships Store North Carolina**  
Wilmington  
**NORTH DAKOTA**  
**Scheels Sporting Goods**  
Fargo

**Washburn Boat Shop**  
Washburn  
**OHIO**  
**Sailing Spirit**  
Bath

**Strictly Sail**  
Cincinnati  
**Columbus Sailing Center**  
Delaware  
**Harbor North**  
Huron

**Sailboat Sales Toledo**  
Toledo  
**OKLAHOMA**  
**Norris Marine**  
Norman

**Applegate Cove Marina**  
Sallisaw  
**Tulsa Sailcraft**  
Tulsa  
**OREGON**  
**Windjammers West**  
Portland

**PENNSYLVANIA**  
**Pier West**  
Erie  
**Clews & Strawbridge**  
Frazer

**Sailboat Headquarters**  
South Hampton  
**PUERTO RICO**  
**Valeria Caribe Cat, Inc.**  
Isle Verde

**PHILIPPINES**  
**Coast Catamaran**  
Manila  
**RHODE ISLAND**  
**Megrews Boats**  
Charleston

**SOUTH AFRICA**  
**Coast Catamaran Pty. Ltd.**  
Cape Town  
**SOUTH CAROLINA**  
**Timeout Boats**  
Mt. Pleasant

**TENNESSEE**  
**Rooke Sails**  
Memphis  
**TEXAS**  
**Triangle Wind Sports**  
Beaumont

**Sailboat Shop**  
Austin  
Houston  
San Antonio  
**Bay Marine**  
Corpus Christi

**Inland Sailboats**  
Dallas  
**Ft. Worth Sail & Marine**  
Ft. Worth  
**Woody's Paddles 'N Sails**  
Lubbock

**Padre Marine Sports**  
So. Padre  
**Simpson's Sailboat Shop**  
Tyler  
**UTAH**  
**Hobie Village Sales**  
Ogden

**Hobie Cat Sports Center**  
Salt Lake City  
**VERMONT**  
**Chiot Marine**  
Burlington  
**VIRGINIA**  
**Peninsula Sailing Center**  
Tabb

**Backyard Boats**  
Alexandria  
**Trail 'N Sail**  
Richmond  
**Trafton Marine**  
Virginia Beach  
**WASHINGTON**  
**Hobie Sports**  
Kirkland

**Bettines' South Sound Marine**  
Olympia  
**Sports & Sail**  
Richland  
**Sports Creel**  
Spokane  
**WISCONSIN**  
**Little Pine Sailing Center**  
New Lisbon

**Spitzer, Inc.**  
Middleton  
**Kinn Motors**  
Oconomowoc  
**WYOMING**  
**Mountain Sports**  
Casper



# Hot Products

## Magnum Footstraps

While researching this issue's article on sailing with Magnum wings, we asked ourselves where to get the footstraps to be mounted on the wings. Da Kine footstraps are one of the most popular and highly regarded sailboarding straps. They are available in two configurations, standard and the Primo with the difference lying in the stiffness of the strap. Da Kine as well as other types of footstraps are available from sailboard shops and Murray's Marine.



## Hobie Coolers

Hobie Cat has announced the introduction of their line of soft foam insulated coolers. They feature a waterproof plastic inner liner, silver nylon exterior, and two snap clips to make it attachable to the trampoline lacing. The cooler, screened with the flying "H" logo, can hold a six pack of your favorite beverage and a couple of sandwiches. Suggested retail price is about \$35.00. The coolers are available at Hobie Cat dealers.



## New Eagle Wetsuits

Eagle wetsuits has introduced its 1985 line with the addition of two items of interest to catamaran sailors, the "Glider John" and the "Sprinter Jacket." The Glider John is a long john with knee and shin pads. The Sprinter Jacket features a two millimeter body with waterproof windbreaker-style sleeves and two pockets. Approximate price for the john is \$164.00, while the jacket runs about \$116.00. For more information, or the retail outlet nearest you, write Southern Water Sports, 14850 Woodham Drive Suite 155, Houston, Texas. Or call 713-443-0475.

ORDER YOUR FREE

# SSI

1 9 8 5

# CATALOG

SSI QUALITY & COMPLETE SPARE PARTS LIST

SAILING SYSTEMS, INC.  
4815 AMY DRIVE · CRYSTAL LAKE, IL. 60014

815 · 455 · 4599

## MOVING?

Let us know six weeks in advance so you won't miss an issue. Just attach your mailing label and write out your new address.

Attach Mailing Label Here.

New Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Mail to: **HOTLINE**, P.O. Box 1008,  
Oceanside CA 92054



*A special invitation to Hobie Cat sailors.*



**S**ince many Hobie Cat sailors also use sailboards, Hobie Cat is extending a special invitation to all Hobie sailors to attend the First Annual Alpha World Championship, April 15-21, 1985, at Indian River Plantation on Hutchinson Island near Stuart, Florida. (The same site as the Hobie 14 National events.)

The First Annual Alpha World Championship is open to all. A three phase competition featuring slalom, long distance and funboard will be held and appropriate boards will be supplied. Divisions for men and women will be included.

For more information, write to: North American Alpha Class Association, P.O. Box 1008, Oceanside, California 92054.

**alpha** Feel The Difference.



# The Alpha World Championship

## The Place:

Indian River Plantation near Stuart, Florida, about 40 miles north of Palm Beach. The resort sits on a mile of sandy beach and offers both ocean and smooth water river sailing.

## The Time:

April 15-21, 1985

## Governing Body:

North American Alpha Class Association

## The Fees:

The entry fee of 50.00 will include a welcome and awards dinner, a specially designed event T-shirt and the use of the Alpha boards which will be supplied by Hobie Cat.

Board Deposit: A deposit of 100.00 will be required upon registration. This will be refunded provided the boards sustain no damage. This deposit must be paid in cash or travellers checks only.

Late registration deadline: noon, April 15, 1985.

Late Fee: \$75.00.

## The Classes:

There will be two weight classes for men and one for women.

## Awards:

The following awards will be given in each class.

First: Alpha 95S epoxy and a free trip to the next Alpha World Championship.

Second: Alpha 110G epoxy with rig and sail

Third: Alpha 125F epoxy with rig and sail

Fourth: RAF 5.5 sail with booms

Fifth: RAF 5.0 sail with booms

Sixth: Funline full batten, mylar sail

Seventh: Funline full batten, mylar sail

Eighth: Funline full batten, mylar sail

Ninth: Funline full batten, mylar sail

Tenth: Funline full batten, mylar sail

Trophies will also be awarded.

There will also be a masters trophy awarded to the highest placing sailor aged 35 and over.

## Race Registration:

Name

Address

City

State

Zip

Phone: Home

Work

Age

Weight

Sex

## Room Reservations:

Name

Address

City

State

Zip

Phone: Home

Work

Number of people

Arrival Date

Departure Date

I will be sharing a villa with:

Please send me the following information:

☐ Sailing details

☐ Transportation from West Palm Beach International Airport

☐ Car Rental at West Palm Beach and Miami

All sailors must preregister by April 15, 1985. Mail this entry to: North American Alpha Class Association

P.O. Box 1008

Oceanside, CA 92054

One night's deposit is required with your reservations.

☐ One bedroom villa (four maximum) \$60.00

☐ Two bedroom villa (six maximum) \$80.00

All reservations must be received by April 1, 1985. Please make your check payable to Indian River Plantation and mail to: 385 NE Plantation Rd. Hutchinson Island Stuart, Florida 33494



THICK, FOAM  
PADDED SHOULDER  
STRAPS FOR  
COMFORTABLE  
FIT!

OUR BAIN-  
BRIDGE® 5.2  
OZ. DACRON  
SAIL CLOTH  
HARNESSES  
COME IN COLORS  
THAT COORDIN-  
ATE WITH MOST  
SAIL PLANS!



THICKER PADDING  
THAN ANY OTHER  
HARNESS ON THE  
MARKET. 3/8"  
CLOSED CELL FOAM  
PADDING, PLUS  
FOAM BACKED  
LINING MATERIAL!

ADJUSTABLE CROTCH  
STRAP FOR A BETTER  
CUSTOM FIT.

FASTEX SIDE  
RELEASE BUCKLES  
ALLOW QUICK ENTRANCE  
AND EXIT FROM THE SEAT.  
NO NEED TO WORRY ABOUT  
VELCRO SLIPPING!

# SSI

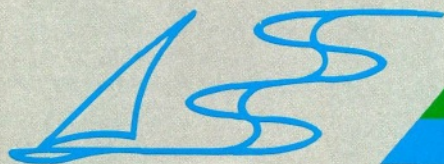
**TRAPEZE SEATS OF SUPERIOR  
DESIGN, EXCELLENT QUALITY, AND  
A SPLASH OF COLOR!**

THE BACK OF THE 1/2 HARNESS CURVES UP HIGH TO  
PICK UP THE WEIGHT IN THE SMALL OF THE BACK AND  
AVOID THE "BELT ONLY" FEEL OF OTHER HARNESSES.



SUPERIOR  
LOAD DISTRI-  
BUTION THROUGH  
STRAP PLACEMENT:  
THE WAIST STRAP IS A  
LITTLE ABOVE WAIST LEVEL  
TO SUPPORT THE SMALL OF  
THE BACK. THE LOWER STRAP  
RUNS ALONG THE BOTTOM TO  
MOVE THE LOAD TO THE LOWER  
HIPS—THEN PASSES THROUGH  
THE BUCKLE TO JOIN THE WAIST  
STRAP WHERE THEY EQUALIZE  
THE LOAD TO SUIT YOUR HIKED  
OUT POSITION!

**SEE FOR YOURSELF!  
YOUR LOCAL DEALER HAS SSI  
HARNESSES IN LIVING COLOR!**



MANUFACTURED AND DISTRIBUTED BY SAILING SYSTEMS, INC.  
4815 AMY DRIVE, CRYSTAL LAKE, IL. 60014 (815) 455-4599



# HOBIE HOT TIPS

## Latching Hobie 18 Main Made Easy

Here's a tip for you Hobie 18 sailors who might be having the same problem I had with the main halyard latch. My ring wouldn't latch one time out of twenty regardless of whether I twisted the mast, bent the tang, cursed or threw things. Careful study revealed that the halyard was actually pulling the ring away from the mast tang due to the location of the top pulley. The latching tang had to be moved out a quarter of an inch or a fairlead had to be installed closer to the mast. I selected the latter approach. The fairlead was made from the cheeks of a one inch Dyer turning block with the sheave removed. Two pop rivets were used on one side and one on the other to prevent rotation of the fairlead.

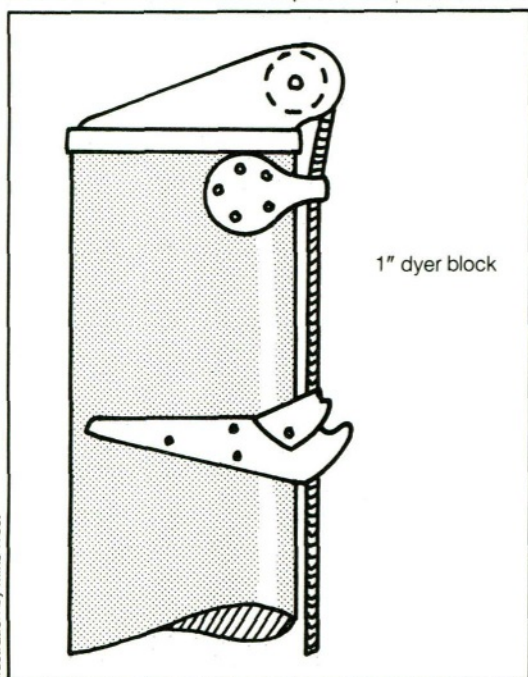


Illustration by Mike West

The large diameter of the cheek was put against the bottom of the casting (see drawing) to allow sufficient room for overriding the latch for release. It was also necessary to make a very tight eye splice to hold the ring to the halyard. There wasn't even room for a tight knot. This fix costs about three dollars and works every time.

Mike Ettl  
Commodore, Fleet 20

## More On Raising It Easy

Regarding Cal Tabucci's letter "Raising it Easy," a solution we have found satisfactory for single handed mast erection since 1979 is this adaptation of an old Dutch method utilizing an A frame supported by the trailer. The A frame is constructed from two ten foot lengths of television antenna mast. This is available at any hardware store (Detail 1). The attached drawing gives the general idea and can be adapted for any catamaran and trailer.

The raising sequence is as follows:

1. Take the 1.5 foot rope length that is attached to the top of the A frame and attach the loose end to the forestay adjuster with a flat hook or a dog clip. This rope is used to obtain a ninety degree angle from the mast to the A frame. The length of the rope may vary from boat to boat.

2. Attach winch rope to the top of the A frame.

Continued on next page

## GRAB A HOTSTICK!

Quick, reliable control made the HOTSTICK the world's most popular tiller extension.

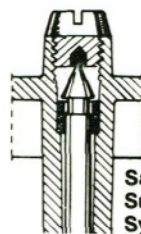
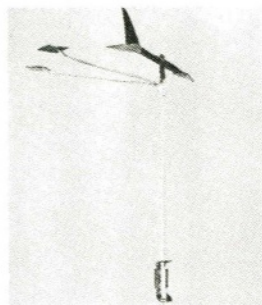


The HOBIE HOTSTICK when total control is a must.

AVAILABLE AT YOUR HOBIE DEALER

## WINDDEX

## PRECISION WIND DIRECTION INDICATORS



Sapphire Suspension System

Specially made for dinghies and catamarans where masts are raised and lowered frequently. A mast head indicator is the optimal "early warning" indicator of wind shifts. It is useful to racers and beginners alike.

### Features

- Quick-release mount
- Reference tabs
- Sapphire bearing pivot
- Wind range: 0.2-80 knots
- It's a Windex

#08-3010 Windex Dinghy Mast Vane \$19.95  
See your local dealer



Call or write today for 1985 catalog of windsurfing accessories

P.O. Box 490, Carpinteria, CA 93013

**MURRAYS MARINE** (805) 684-8393



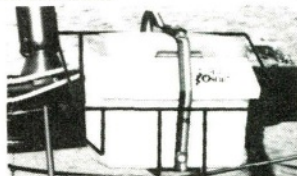
The portable

**HOBIE®**

MAST-CADDIE®

**TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST**

is the ideal way to transport your mast and boom. Stern and/or bow interlocking carriers clamp on securely and remove easily. Fits all Hobies. Made of polypro, brass or stainless. Safety tie not included but recommended.



**THE IDEAL COOLER CARRIER**

The **AQUA-CADDIE** is designed to hold most Oscar and other coolers. Mounts on the bow cross member with interlocking jaws. Adaptable to 14 & 16 Hobies. Cooler not included.

*Midwest Aquatics*

7315 LAHSER, BIRMINGHAM, MI 48010  
(313) 644-4993

MURRAY'S MARINE DIST  
P.O. BOX 490  
CARPINTERIA, CA 93013  
(805) 684-5446

(California residents add 6% sales tax)

**One Year Warranty**

SEE YOUR LOCAL DEALER or order direct:  
SHIPPED IN USA VIA UPS PREPAID (no P.O. Box #s please)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Account number \_\_\_\_\_

Expiration Date \_\_\_\_\_

☐ Please send more information

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

- ☐ C.O.D. (U.S. only)
- ☐ Check enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)

**Mast Caddie:**

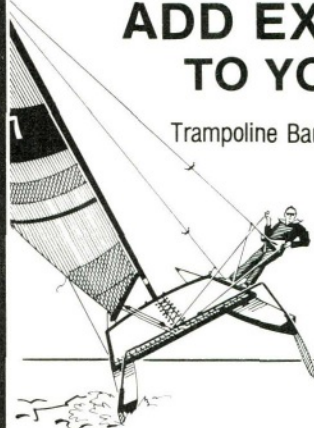
- ☐ Stern Only \$39.95
- ☐ Bow Only \$29.95
- ☐ Both Bow & Stern \$69.90
- ☐ Aqua-Caddie \$34.95

**Check Type of Cat:**

- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat \_\_\_\_\_
- ☐ Magnum

# ADD EXCITEMENT TO YOUR SAILING

Trampoline Bar Covers that prevent slipping



- Enhances footing
- Won't scratch skin
- Durable
- Permanent
- Neutral color

**EASY TO APPLY • NO MESSY GLUE OR APPLICATORS**

## TRAMPOLINE NON-SLIP BAR COVERS

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Area Code \_\_\_\_\_

Enclosed is a check for \_\_\_\_\_

Send \_\_\_\_\_ set(s) for 14' catamaran at \$17.95 each  
(postage paid within continental U.S.A.— all others F.O.B. delivered).

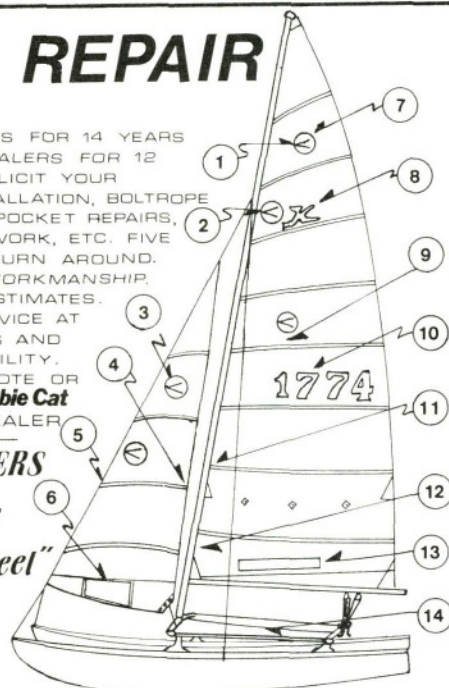
Send \_\_\_\_\_ set(s) for 16' catamaran at \$19.95 each  
(postage paid within continental U.S.A.— all others F.O.B. delivered).

Mail to: GCB Inc., P.O. Box 72, Hewitt, N.J. 07421

# SAIL REPAIR

AS SAILMAKERS FOR 14 YEARS AND HOBIE DEALERS FOR 12 YEARS, WE SOLICIT YOUR WINDOW INSTALLATION, BOLTROPE AND BATTEN POCKET REPAIRS, TRAMPOLINE WORK, ETC. FIVE TO TEN DAY TURN AROUND. EXCELLENT WORKMANSHIP. INSURANCE ESTIMATES. 48 HOUR SERVICE AT DOUBLE RATES AND TIME AVAILABILITY. CALL FOR QUOTE OR SEE YOUR **Hobie Cat** HOLDER DEALER.

ALSO  
**HOLDER COVERS**  
&  
**Hobie Cat**  
"Banana Peel"  
covers



"Banana Peels" are designed to fit the hulls snugly by utilizing delrin zippers along gunwale and zippers/velcro for sidestay closures allowing for mast-up storage or mast down towable without disconnecting the bridle or sidestays. Hobie 16 "Banana Peels" are \$295.00 a set and \$95.00 for the trampoline cover. The Hobie 18 "Banana Peel" is one-piece, covering the entire hulls and tramp and prices at \$389.00. Prices are for our stock colors of white or blue. Add 10% to quoted prices for colors: red, yellow, green or tan; allow additional 14-day delivery for special colors. All orders prepaid will be shipped UPS freight paid. All other orders will be shipped UPS, COD including freight. For price guide on sail repairs and info on other manufactured items, contact:

Chris Rooke  
(901) 744-8500

**ROOKE SAILS**

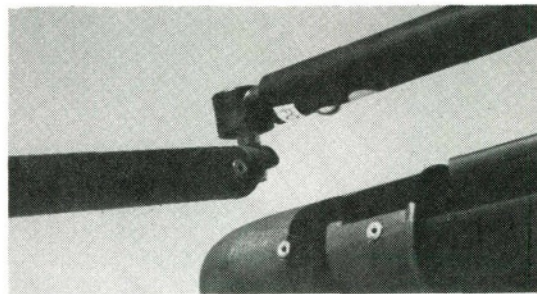
1744 Prescott So.  
Memphis, TN 38111

## A KISME NEWS FLASH

### Rules Committee Approves The TLC™

On the 25th day of December 1984, Mr. Sandy Banks—Executive Director of the World Hobie® Class Association Council—informed KISME that the TLC™ tiller connector had been provisionally approved. (Yes Clyde, that was a very nice Christmas present for the entire fleet!) The Committee's acceptance does not constitute a recommendation for or against the TLC™ tiller connector—it simply means that the Committee believes that the TLC™ tiller connector meets the spirit and intent of the Hobie® Class Association rules, and the optional use of the TLC™ is permitted in official Hobie® Cat Competition.

#### THE TLC™ TILLER CONNECTOR



**No Slop, No Bind, No Springs, No Modification, No Maintenance**

As the Class Association sets forth in rule 2: "The Hobie® Cat was designed to be simple to sail with the least amount of trouble to the owner. Only changes which have no direct reflection on boat speed and which are inexpensive have been allowed." Yes Clyde, the TLC™ connectors seem to be a perfect example of both the spirit and intent of rule 2—an optional change that: upgrades function and safety; reduces complexity and maintenance; requires **no** boat modification; has no direct reflection on boat speed; is relatively inexpensive; and protects its user with the best guarantee in the business.

*If you are tired of being in a bind and feeling sloppy,  
why don't you treat yourself to a little TLC™ pat. pend.*

from **KISME**

the **SIMPLY BETTER** company

©1983 KISME, INC. 118 Millridge Road, Universal City, Texas 78148 (All Rights Reserved)



# HOBIE HOT TIPS

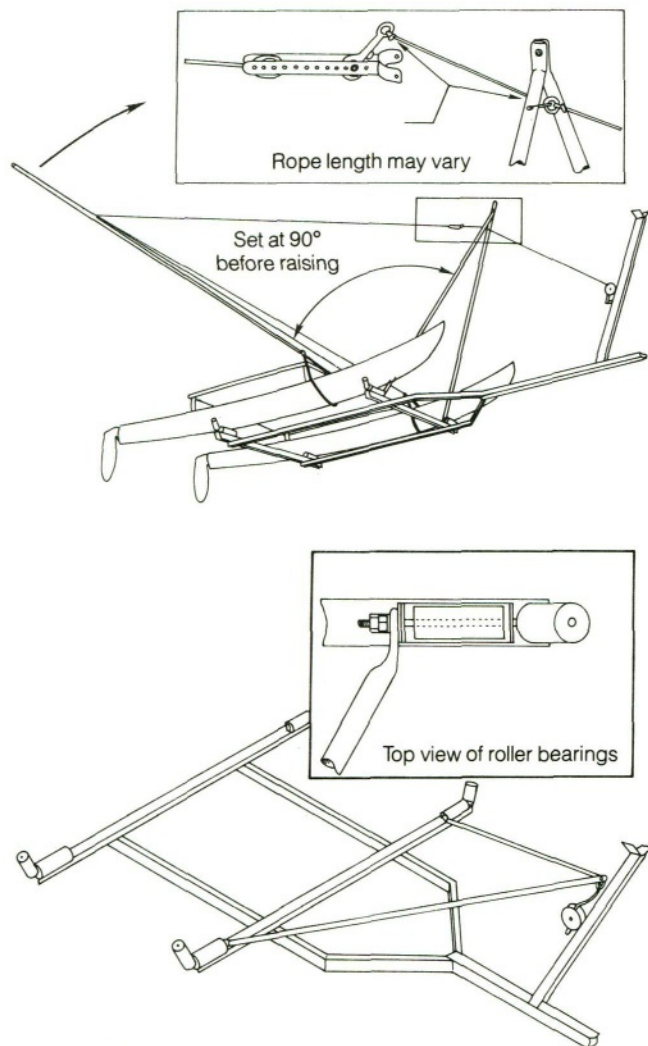


Illustration by Mike West

3. Wrap a rope or hull tie down strap around the hull hooking both ends to the trapeze ring. Do the same to the other hull. This procedure will eliminate side to side movement as the mast is raised.

4. Move mast back and attach mast step hinge.

5. Start winching up the mast. If there is any side to side movement, stop winching and tighten the wraps around the trapeze.

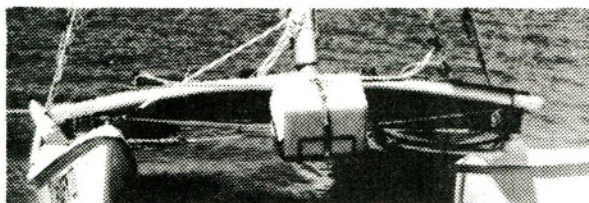
6. After the mast is up, hook the bridle wires to the forestay adjuster.

7. Now, just unhook the flat hook or dog clip from the forestay adjuster, take the straps off the trapeze and you're ready to sail.

If you already have a winch, I estimate the total cost for this system to be under twenty dollars. The most difficult part of building this system is flattening the ends of the tubing and bending them at the correct angles to form the A frame, but this should not be hard if you know how to use a hammer.

Martin Alekna  
Arkdale, Wisconsin

## PERFECT COMPANIONS!



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

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

- All stainless steel mounting hardware
- Rubber insulators, no metal to metal contact
- Easy on and off



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

KOOL-RAK complete with (circle one) red blue yellow	<input type="checkbox"/>	\$50.95
PLAYMATE cooler (holds 18 cans)	<input type="checkbox"/>	\$31.95
KOOL-RAK only	<input type="checkbox"/>	\$31.95
LITTLE KOOL-RAK complete with (circle one) red blue yellow	<input type="checkbox"/>	\$41.95
LITTLE PLAYMATE cooler (holds 9 cans)	<input type="checkbox"/>	\$29.95
LITTLE KOOL-RAK only	<input type="checkbox"/>	\$29.95

Add \$1.50 postage (outside Mainland USA add \$3.00). California residents add 6 1/2% sales tax. We accept check or money orders, MasterCard and VISA.

Card No. \_\_\_\_\_ Expire \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

### CAT-RAK DESIGNS

19632 Sequoia St., Cerritos, CA 90701 (213)865-6871

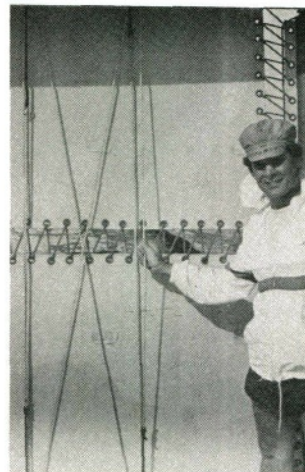
## INTRODUCING Two Two One™

The trapeze spring back system for the serious on the wire skipper/crew.

The Two Two One™ is not just another fancy gadget, but an effective spring back system similar to those used on Olympic Class Cats now available for your HC-16, HC-14. And Two Two One™ is class racing approved.

It's items like the Two Two One™ that separate the class rigs from the toy rigs.

- Drastically extends shock cord life
- Free movement from bow to stern
- Keeps dog bones in place not in your face
- Detailed instructions
- Includes all stainless steel mounting hardware and shock cord.



- |  |  |                                      |
|--|--|--------------------------------------|
| <input type="checkbox"/> HC-16 DOUBLE TRAP \$38.95 | <input type="checkbox"/> CHECK                   | <input type="checkbox"/> MONEY ORDER |
| <input type="checkbox"/> HC-16 SINGLE TRAP \$27.95 | <input type="checkbox"/> OUTSIDE U.S. AND CANADA |                                      |
| <input type="checkbox"/> HC-14 SINGLE TRAP \$27.95 | SEND PRICING INFO.                               |                                      |

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

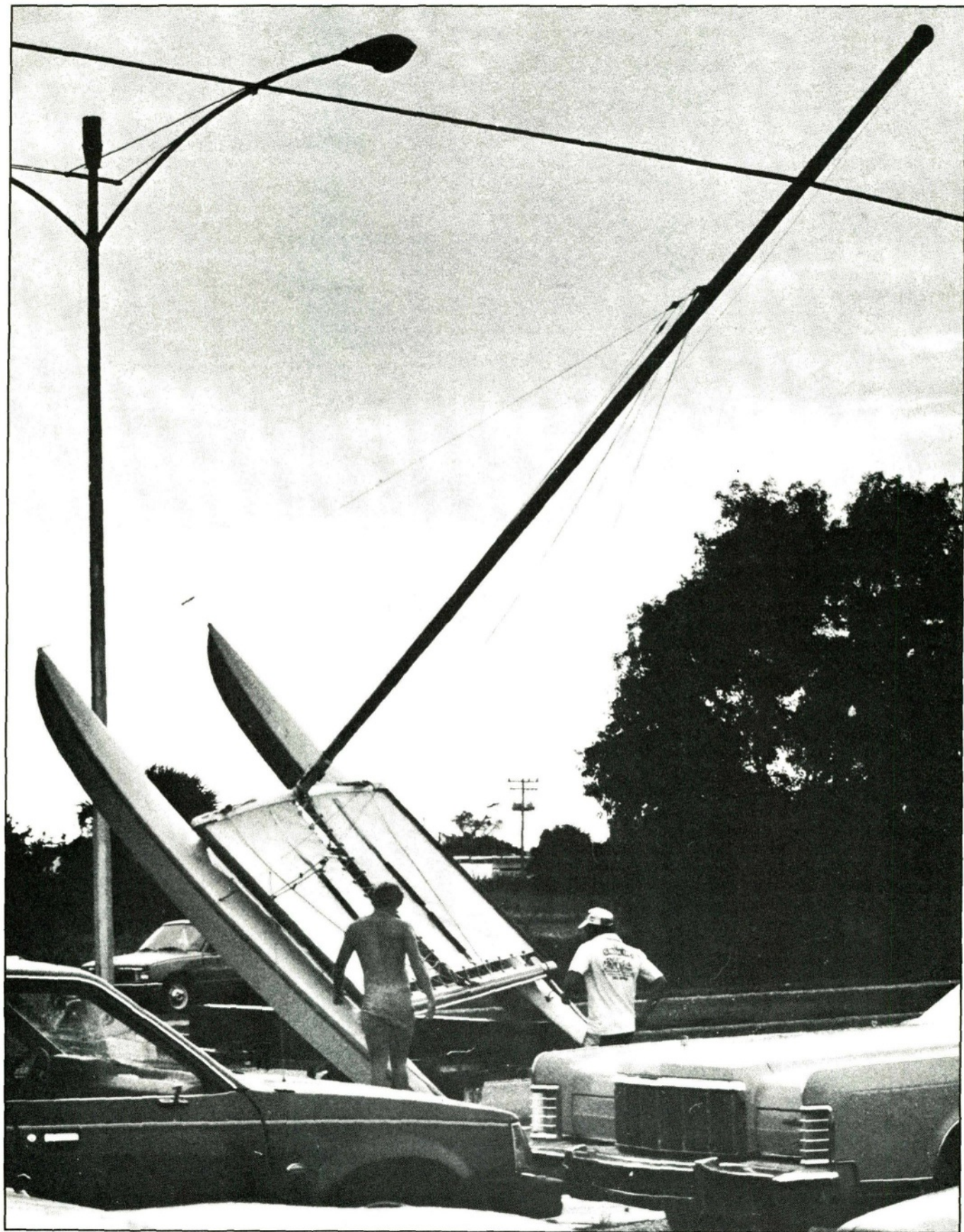
COUNTRY \_\_\_\_\_

### NOR-EAST MARINE DESIGN

P.O. Box 328 HOLMDEL, NEW JERSEY 07733, U.S.A.  
(OR SEE YOUR DEALER)



# LAST LOOK



Nicholas R. von Staden

These were telephone lines, but they just as easily could have been electrical. Let's be careful out there.





©1984 Photography/Design by Rick Graves

Hobie Apparel Inc., Executive Offices  
2101 West Olive Ave.  
Burbank, California  
818 - 841-2665  
TWX 9104985706



# Coleman keeps the fun flowing.

When you're enjoying the outdoors with friends, make Coleman your constant companion.



This new two-liter jug features a flip-top spout for easy, accurate pouring — even on a boat deck.

Here's a better idea for "fast food" with a gourmet touch. Our Outdoorsman Cookin' Machine™ converts to a grill and works off of a disposable propane bottle, so there's no wait for charcoal, no searching for firewood.



Take along at least one of Coleman's husky chest-type coolers, too, to get the party going.



See these and other great Coleman products at your retailer. For our free catalog, write to Coleman, 250 North St. Francis, Wichita, KS 67201.

© 1984 The Coleman Company, Inc.



We outfit your outdoors.