

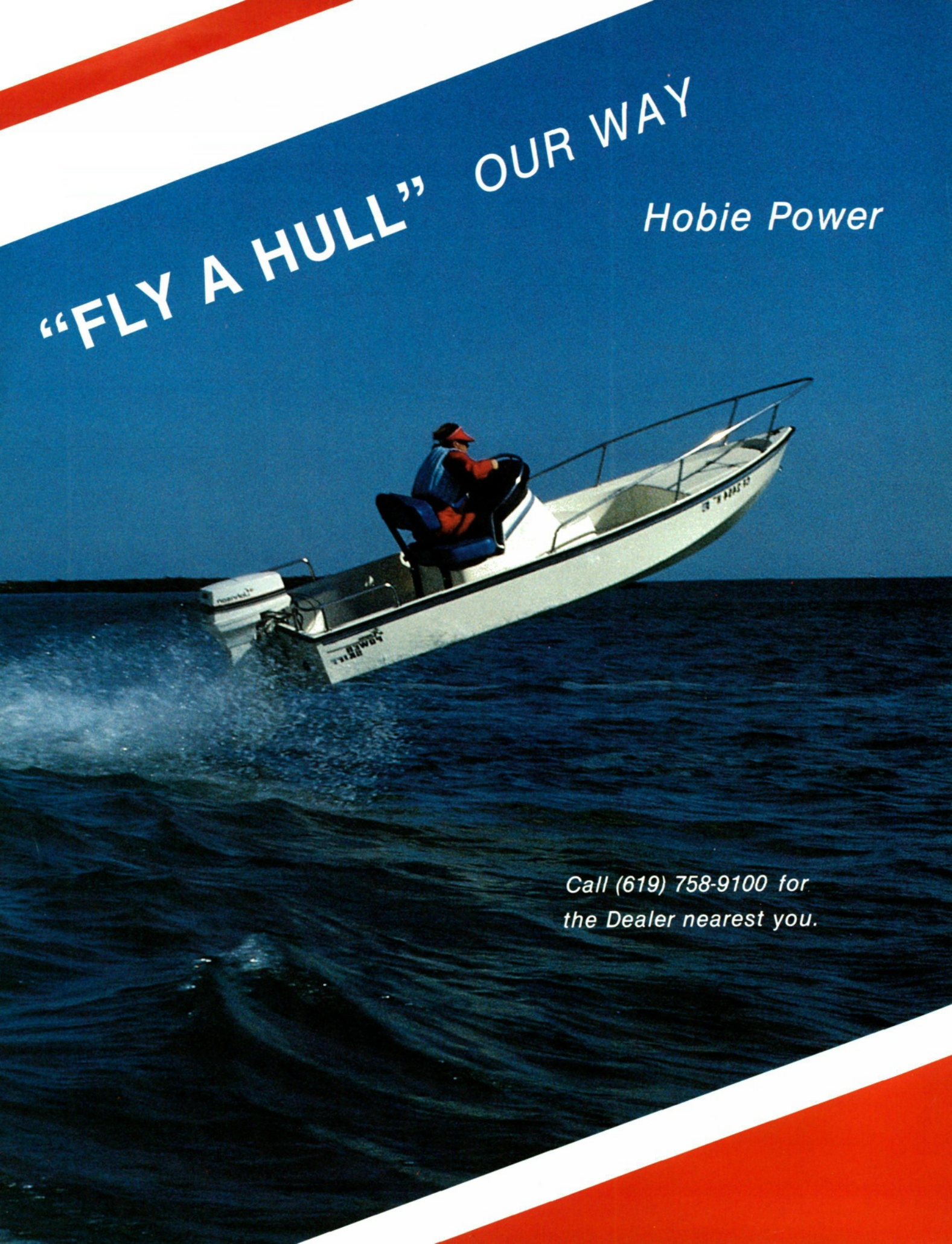
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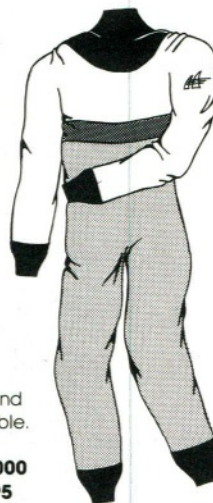
at seat & knees. Latex seals at neck, wrist and ankles are replaceable. Color: Blue & white.

Sizes XS - XL. #38-3000
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- Same watertight features as our dry suit
- New, reinforced neoprene waist band
- Color: White with red & blue accents
- Sizes: Mens sizes S-XL

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NEW

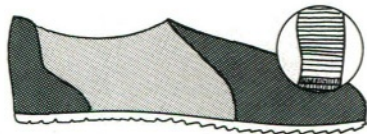
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- Color: Blue
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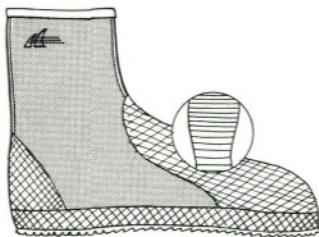
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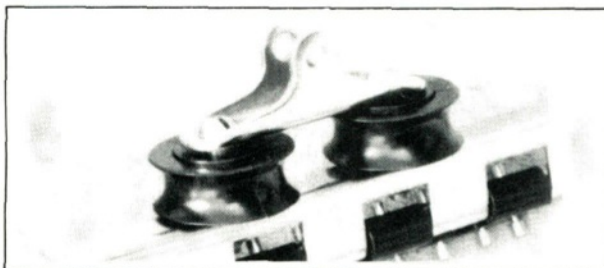
GETTING SOMETHING SMART OUT FROM UNDER DOWN UNDER

Since their spectacular winning performance in 1984 and 1985, KISME has noted several interesting Aussi sailing techniques. One such technique involves setting your mainsheet tension to achieve the desired sail shape for the existing conditions - and then, to the fullest extent practical, LEAVE YOUR MAINSHEET CLEATED AND MAKE TRIM CHANGES BY MOVING THE TRAVELER CAR!

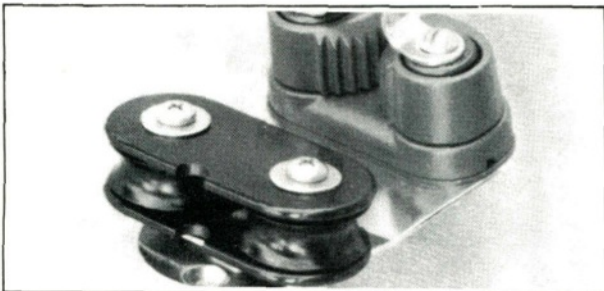
Even if you are not interested in Aussi sailing techniques, and even if you do not race: Kenny Rourke (16A, Texas) recommends using larger rollers where the control line passes through the fairlead on top of the H-14 or H-16 traveler cars. The larger diameter rollers proportionately increase your mechanical advantage over the bearing friction that is generated in the rollers under heavy loads.

We took this excellent idea a couple of steps further: we added ball bearings inside the larger rollers - and we installed these new "super" rollers as fairleads on BOTH the traveler car and the swivel cam cleat that controls the traveler car! Either one of these simple, but effective, improvements make it significantly easier to move the traveler. (Yes Clyde, this upgrade has been class legal a long time under rules 21 and 29 - but the best part is that it is relatively CHEAP, too!) KISME calls this "super" roller the TRAVELER TAMER™.

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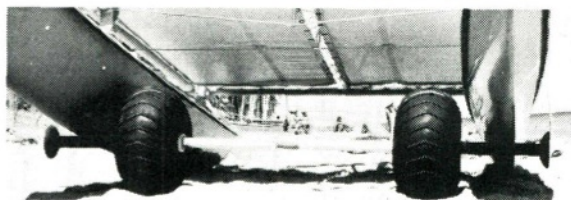
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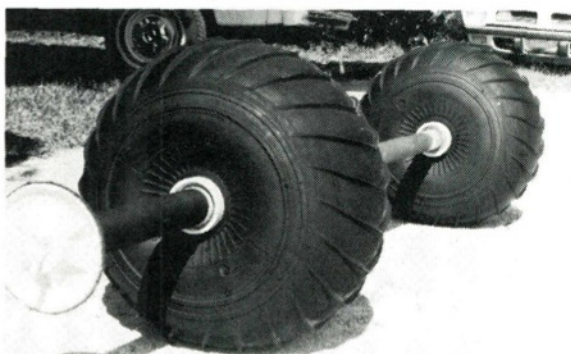
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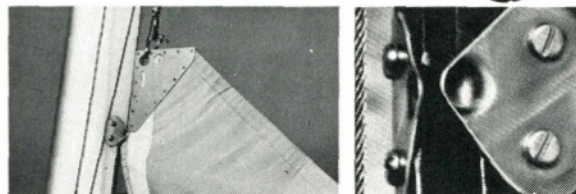
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Hobie **HOTLINE**

January/February 1986

Volume 15 Number 1



Paul Kennedy

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Need to square off those hulls? Jib block got you in knots? Here's the cure.

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24/Tuning the 14 the Florida Way

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The engineers made it. Hobie will pay for it. Now it's up to you.

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These three pieces give a good idea of what Alpha's all about.

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If you have to drift, this sounds like the place to do it.

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ON THE COVER



A new vertical cut sail design using Neil Pryde's Prylight material adds sparkle to Paul Kennedy's photo of the Hobie 17.

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The Start of Something Big

In our last issue we told you about the upcoming changes in the HOTLINE. This issue sees the first of those changes, the addition of Alpha sailboard coverage. We have tried very hard to create a package that both cat sailors and board sailors will appreciate reading. We think we've done a pretty good job and are looking forward to improving on the start we've made. For example, we have begun to put together an information network to help us present the same high quality articles on sailboarding that we've presented for the past 15 years on cat sailing. As time goes on, this network will improve.

We have applied the same standards of excellence to sailboarding articles and photos as we have to cat sailing articles. In this issue, for example, we reprint an article that appeared in one of the top German-language sailing magazines. The piece focuses on Walter Feldtanzner, chief shaper for Alpha in Austria. We also have an authoritative piece on Alpha manufacturing and the history of the company. In future issues, sailors will be able to look forward to a greater variety of photography and articles in what will be an ever more exciting HOTLINE. Frankly, we are very excited about this expansion. It opens up many new opportunities for the magazine and it allows us to include more variety. Already we have increased the size of HOTLINE. We think all sailors will be pleased.

We are looking forward to serving both sailboarders and cat sailors. We're confident that we'll do the job well and we look forward to input from our readers.

In addition to the pieces on Alpha, there's a smorgasbord of information in this issue. There's another installment from John Hackney, our resident expert. This time the expert takes on mechanical problems. Did you know that Hobie Cat hulls are not in perfect alignment? The expert explains the situation.

A new HOTLINE contributor, David Dellenbaugh, a frequent writer for Yacht Racing and Cruising magazine and a well-known racing sailor, explains that rules which apply before the start of the race can be as important as rules in effect on the course. Some sailors are surprised to find that they can be kicked out of a race even before it has begun.

Bob Johnson, one of the better Hobie 14 sailors in Florida, a state which almost has a monopoly on the breed, uses advice from World Champion Bob Curry and a few other greats to explain the fine points of tuning the Hobie 14. Skippers of the 14

will be especially interested in his views on hiking out for maximum effect.

Our European correspondent, Tony Laurent, and our roving reporter, Paula Alter, sent their dispatches about the doings in Geneva. It amounted to a summit of Hobie 18 sailors from around the continent, but unlike other summits in Geneva, there wasn't much wind blowing. Still, the Hobie sailors apparently kept the gracious Swiss entertained.

We also have reports from the Hobie 18 and Hobie 14 Absolut Cups. Floridians got to take home the beautiful crystal Absolut Cup trophy both times, but the Absolut Cup in Clearwater, Florida turned out to have one of the most bizarre endings ever.

The Hobie 14 Turbo series in Oklahoma had the best wind of any of the regattas reported in this issue, just like the organizers said it would. From the sound of our eyewitness report, there was as much action on land as on water.

Our main feature in this issue focuses on the recurring nightmare of mast electrocution. No, not another warning. This is good news. In fact, it is excellent news for all Hobie sailors who would like to fight back against mast electrocutions. Hobie Cat has announced the development of a new type of mast, called the Comptip™ mast which can help prevent electrocution in the event a mast contacts a powerline. All Hobie owners will be eligible to take part in a FREE retrofit program which involves no cost to sailors. There are some tradeoffs for this extra protection and, according to the experts it is not a perfect guarantee against danger, but it is a huge step in the right direction and one that every Hobie owner should take to protect himself and his family and friends. Please read the story "This Tip Could Save Your Life," by Brian Alexander, very carefully. It could be the most important piece we've ever published.

Of course, we also have our usual departments and great photography to help you get through the cold months ahead. We're off to an exciting start this year. We have some special things planned, so we hope to have you with us all the way. From all of us at HOTLINE, have a prosperous healthy and happy New Year.





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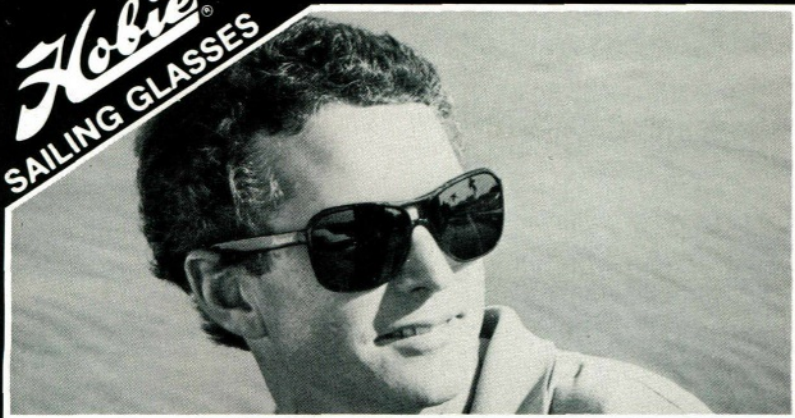
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LETTERS

The Cat Righter Works

I am writing about an experience I had with my Hobie 16. I often sail the Barnegat Bay by myself and my biggest worry is going over and not being able to right my boat alone. I saw an ad for the Cat Righter by Lake Enterprises and bought one.

Well I went out with the intention of trying it out. I didn't take the time to read the instructions but couldn't believe the simplicity and ease of righting my boat. It only took about four to five minutes. If I had read the instructions it would have been less. It was a great feeling! No more paranoia. Since then I have bought a second Cat Righter for my new Hobie 18.

Believe me I am sold. A must for the solo sailor.

John H. deBrigard
Barnegat, New Jersey

Le Mans Starts Not in the Contract

I enjoyed reading your fine article "Hollywood Comes To Hobieland" in the September/October issue. As a Fleet 54 participant in the filming, I must take exception to your conclusion that "... it's impossible to find one person connected with the film who didn't come away thinking that they had a good time."

What made me (and others) wish we had been elsewhere at the time was a subject dear to the heart of Hobie HOTLINE: *safety*. Let me explain.

The film director apparently decided that a normal Hobie racing start would not be exciting enough on film. He therefore elected to film a Le Mans start. That would not have been so bad, except that there was insufficient beach area to do that. So we had a modified Le Mans start from the water. That would not have been so bad except that we started out downwind in about 10 knots of wind.

So picture 20 or so boats a few feet apart being held back from sailing by their crews standing waist deep in jellyfish-infested waters. At the gun, the crews scrambled to get up on the fast-moving boats. Boats, parts, and people collided. There were many gel-coat scrapes, broken hiking sticks, etc. which Columbia pictures gladly reimbursed us for, I quickly add. Bruises were the worst personal injury I am aware of, but the chances were too high that broken bones could have occurred in trying to fend off other boats.

Much of this could have been avoided by a simple, well-known device: a skipper's meeting. This would have given the film crew a chance to explain their desires and the sailors a chance to react and suggest

improvements. As it was, directions were given over a bull horn too far away with flapping sails and at the last minute. I think there are lessons to be learned here well beyond just making movies.

The good news is that Jack Fisk (director), Sissy Spacek, Kevin Kline, the assistant directors, et. al. were very friendly and courteous and made us feel that they appreciated our efforts. I can't wait to see the film (unless as a result of this letter I wind up on the cutting room floor).

By the way, your article mentions a February premier while other magazines suggest an October date. Could you check on that?

Lawrence S. Cohan
Potomac, Maryland

Editor's Note: At last report, Columbia had held the October release in favor of a February debut for Violets Are Blue.

Thanks from Contributors

... When I got home the new issue of HOTLINE had come in the mail. It really brightened up my day.

It is very flattering to have my photographs included in a package in which the article concepts and layout/design work so well with the images... Congratulations to you and the staff for a good issue and thanks for including me.

Guy Motil
San Clemente, California

Thanks for the excellent spread on the Cousteau Society. I think all of us can feel good about supporting such a worthy cause.

Phil Berman
Santa Barbara, California

Wanted: Traveller Info

I have not been able to find a good article or book on the various traveller positions. Have you published an article on it in the past? If not, please write one. I love your magazine; can't wait for each issue!

Ken Winter
Greensboro, North Carolina

Editor's Note: The latest information on traveller settings was included in Tony Laurent's article "Tuning the New Hobie 14" in the July/August 1985 issue. We're due for a more complete treatment of the subject.

Continued



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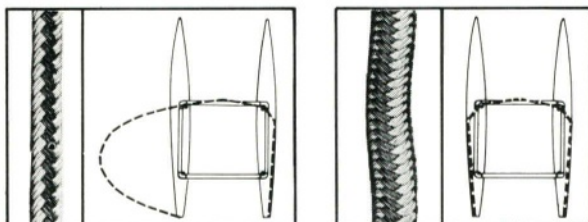
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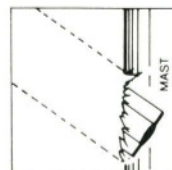
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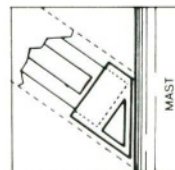
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LETTERS

Does Anybody Here Speak Sailing?

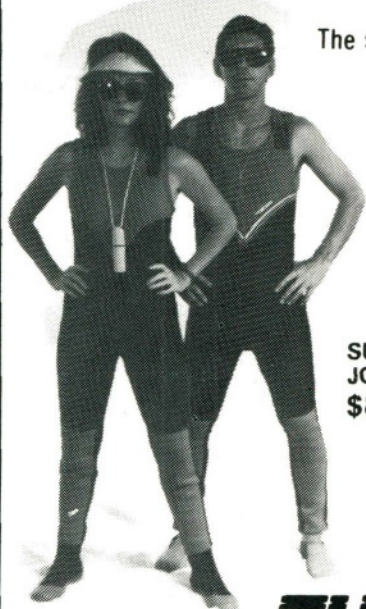
I purchased my Hobie 16 new in May 1983 with very limited previous sailing experience. Since then I've learned a lot by trial and error, listening to old salts and reading *HOTLINE* articles and tips. One problem which I continually have is not understanding some verbiage/terminology/slang which is used in articles to describe and explain how to better tune, handle or sail my boat. The November/December 1985 issue contained Scott Ward's article "Tuning the Hobie 16: For Beginners." Overall, it was well written and contained very helpful information. But, the same problem arose; I don't understand, nor can I find, the meaning of several words or phrases. As a result, I'm scratching my head trying to figure out what I've missed.

Specifically, what are: "chainplate," "jib tack," "bridgeplate," "leech," and "hooking the leech?" I'm sure if I understand these terms I can get a lot more out of the article.

I've searched through old issues of *HOTLINE* and the SSI illustrated parts list to no avail. These terms, to a novice, are baffling, especially when one can't find their meanings. It would be great if this point were kept in mind when editing articles for publication, especially those written for beginners. Possibly a future issue could contain a "dictionary" to explain sailing slang and terminology. This could be followed by additional explanations of a few terms in each subsequent issue. I'm offering this as a constructive suggestion as I know there are a lot of us who end up a bit confused in the articles. As a result we aren't able to learn from and use some of the good advice and tips which are offered.

Lin Cole
Citrus Heights, California

Editor's Note: HOTLINE has, in the past, published articles explaining sailing terms, specifically "The Second Language of Sailors," Parts 1 and 2 by Terri Crary. These appeared in November/December '83 and March/April '84. Still, the point is well taken. You will see more such articles in the near future. As to the terms in Scott Ward's article, their meanings are as follows. 1. chainplate: point on the hull where the shrouds or forestay attach. 2. leech: long, back edge of the sail closest to the stern. 3. jib tack: the attachment point of the front corner of the jib at the bridle. 4. hooking the leech: occurs when sheeted too hard. The back edge of the sail develops a "hook" instead of being 90 degrees to the boom. 5. bridgeplate: where the outhaul attaches to the mainsail or the jib sheet attaches to the jib. Also called "clew plate."



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HOBIE BRIEFS

Fleet Info for Hobie Racing Section

The **HOTLINE** welcomes race stories from fleets around the world for the Racing Section of the magazine. The editors consider this section as belonging to the fleets and look forward to publishing stories about events submitted by fleets or divisions. Some basic guidelines will help us assure good quality stories the fleet can be proud of and will aid us in accommodating all fleets that wish to be published.

First, be timely. When space is a consideration the editors must select those stories for events which occurred nearest the publication date. Events several months old will normally be the first to be cut if space is short, so send in your race stories as soon after the event as possible.

Second, please type stories double spaced. Computer printouts are acceptable so long as they can be read easily. Neatness will help us publish your story accurately.

Third, remember to put the date, name, location and host fleet number of the event at the top of the story so we can give proper credit. Those writing the stories should feel free to put their names at the top as well for a byline.

Fourth, when a fleet submits two or more stories for publication in the same issue, it may not be possible to publish all the stories. Therefore, the stories should be designated in order of importance so that the one most important to the fleet will be published.

Fifth, feel free to include as much information as the fleet thinks is relevant, but keep in mind that the stories may have to be edited so the most fleets possible will be represented in the issue.

Sixth, photos of the event are welcome. Photographers will not receive compensation for photos submitted with Race Section stories, but they will be given credit whenever possible. Photos should be labeled as to subject. Please send black and white prints or color transparencies. Do not write directly on the back of the photo. Ink will often bleed through. Write on a separate sheet of paper and tape that to the back of the photo. Slides should be placed in plastic protectors to avoid damage. **HOTLINE** will take great care with all photographic submissions, but cannot be held responsible if they are lost or damaged. To help assure return of photos, tape name and address to the back of photos or write addresses on the paper borders of transparencies.

Please keep those stories coming in. They are an important part of **HOTLINE**.

The Fleet of Champions

A year ago, almost to the day, Don David, commodore of Fleet 178 in Ft. Walton Beach, Florida (yes, those guys again), predicted great things for the sailors in that fleet. He went so far as to dub it "The Fleet of Champions." That has proved to be no idle boast. The fleet already had Carlton Tucker, the reigning Hobie 14 champ at the time. Then, this year, Kelly O'Brien started things off for Ft. Walton Beach with a win over heavy competition at the Absolut Cup for women. After that, Enrique Figueroa, the transplanted Puerto Rican, won the Absolut Cup Hobie 16 National Championship. Then, last month, Carlton Tucker traded in his Hobie 14 crown to take the Absolut Cup for Hobie 18s. Bob Curry finally ended the Ft. Walton streak at the Absolut Cup for Hobie 14s, but he's from Florida too. Fred Farraro of Texas is the only U.S. Hobie champion not from Florida, and three out of five champs are from Ft. Walton Beach's Fleet 178. Must be all that white sand.

Continued

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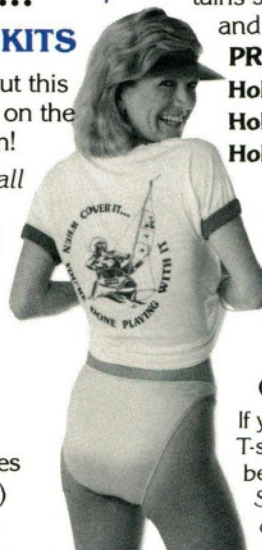
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HOBIE BRIEFS

Never Too Old

Editor's Note: The following report was submitted by Gary and Peggy Thomas of South Africa. It proves once again that you are only as old as you feel.

Tom Algie was rigging his Hobie 14 for the usual race when one of the many spectators on the beach came up to him and said "This sport looks like a lot of fun, how I wish that I had taken up sailing when I was young."

"How old are you then?" inquired Tom. The reply was "Sixty-five years" to which Tom shot back, "Do you know how old I am? I am 79 years old and I only took up Hobie Cat sailing when I was 68!"

Well, we thought this was wonderful. Tom agreed to be interviewed and we then discovered the following facts: Tom played a big part in World War II as a flight engineer ferrying planes, mainly bombers, across the Atlantic to Britain from America. He's an expert Marlin fisherman, and fishes from a boat he built himself. The reason he loves sailing so much is that when you get on that Hobie to race out there on the ocean, you can't give up and you have to return to shore after the race, whereas with other sports you can stop if you feel lazy. Tom sailed in the 1985 South African National Championships here in Durban and the sea can really get rough; you have to be strong to survive. Tom says that his secret to a fit and healthy life is his belief that people should be their own doctors by the time they are 40. By then, he says, you ought to know your own body and be able to cure its ills.

Blue Water Cruising Safety

There it sits, just a few miles offshore. It would only take three, maybe four hours to sail there. Just imagine, double-trapped on a starboard tack for three hours or until you lost your mind (whichever occurs first). The thrill and temptation of a blue water cruise by Hobie can infect even the most conservative weekend sailor.

Several issues ago, HOTLINE featured two articles on blue water adventures. In the name of editorial responsibility, there was a carefully worded disclaimer included. Neither HOTLINE nor the Class Association "encourages" blue water sailing. Since most Hobie sailors don't have both rudders locked down anyway, it takes very little encouragement to make you consider a long distance cruise. The real problem here is to remove as much danger and risk as possible through a safety program to protect those who cannot pass up the temptation.

For over a decade, Fleet 7 of Los Angeles, California, has been making their annual Catalina Island Cruise. The nearly 60 mile round-trip ocean crossing has become one of the most popular events on the Fleet calendar. Commodore Frank Andrade commented that "We have never had a major problem with the crossing because we try to anticipate anything which might happen out there." The real key to their success is this planning, and no long distance cruise should be undertaken without a high degree of preparation.

Cruise director Bart Cerini, a real "old salt" at making the crossing has only missed the trip once in eleven years. Based on this experience, Cerini begins his "safety program" two months before the actual cruise. A sign-up sheet is circulated at fleet meetings to determine the number of boats which will make the cruise. In addition, skippers who have not made the crossing are encouraged to ask whatever questions they might have. This open exchange touches on all of the procedures and "what if's" of the cruise.

Since the possibility of "pilot error" must be eliminated, a series

Continued

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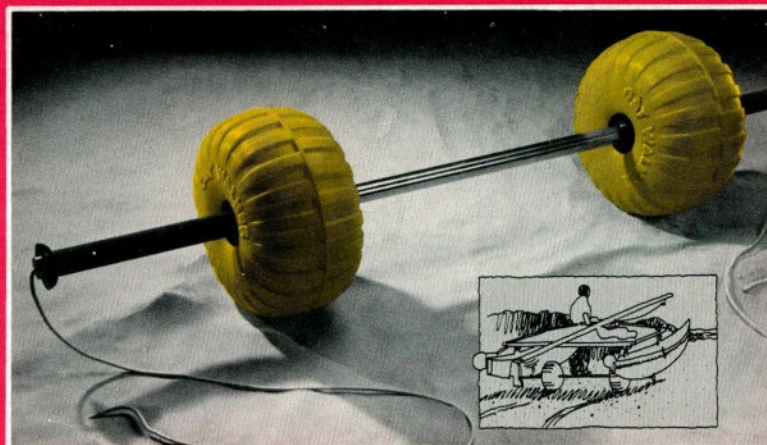
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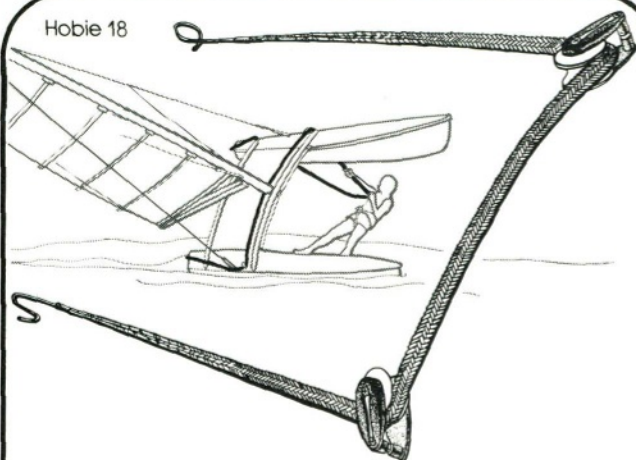
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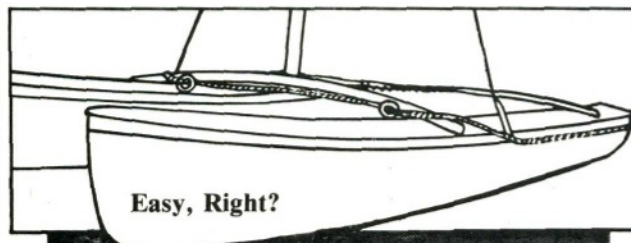
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HOBIE BRIEFS

of three qualification days are set up. On these dates, every skipper/crew must qualify for the cruise by demonstrating their ability to control the boat on the open ocean. The Cruise Director carefully monitors the progress of each boat over an eight mile course off the Southern California coastline. Those who are unable to maintain the pace with control are given encouragement and instruction to develop the required sailing skills. In addition to qualifying the crews, the Safety Committee inspects each Hobie making the trip. From bows to rudders, nothing is left to chance. Any defective rigging or other equipment must be replaced before the boat is certified.

Before the actual voyage is begun, a list of safety equipment must be aboard each boat. Most importantly, the wearing of life-jackets is required, not optional. In addition, each boat carries 70 feet of towing line, a working righting system, waterproof flashlight, compass, reefing lines in place on the mainsail, and an assortment of replacement parts for emergency repair. Most of the boats carry double shrouds to prevent problems of demasting while several miles offshore. Finally, while refreshments are a must on such a long cruise, excessive use of alcohol is not encouraged while making the crossing. There is always time to party at the other end of the voyage.

The morning of the cruise sees the assembly of quite a flotilla. In addition to the Hobies making the crossing, there are a number of support craft involved. Fleet 7 tries to maintain a ratio of one chase boat for every four Hobie Cats. These boats constantly circulate through the fleet and are always ready to render assistance. The supply craft are usually large monohulls (Unicats?) which carry all of the camping gear. This eliminates overcrowded and unsafe conditions on the trampolines of the boats making the trip.

Every boat in the fleet is assigned the responsibility of a "buddy boat." While this does not mean sailing together, you are required to visually check the location of your buddy boat at regular intervals. Should the sail of your buddy boat suddenly disappear, a general alarm is sounded until the fleet is back together again. Finally, to keep the group from spreading out, hourly "round-ups" are held. The lead boat simply rounds up bows-to-wind and waits for the fleet to catch up. This is a very important aspect since not all Hobies are created equal, speed-wise. It also provides for regular rest breaks during the long crossing.

Upon arrival, some members of the fleet set up tents for the night. However, a Hobie can be rigged as a fairly comfortable "houseboat" by draping a tarp or mainsail over the boom. After a sail of many hours, even a tight trampoline can feel like a feather bed. The fatigue and the sound of the breaking surf can become an excellent natural sedative after your Hobie Day.

Whether sailing on the open ocean or a vast fresh water lake, the dangers of a long distance cruise call for planning and preparation. While wind and weather can always supply the unexpected on such a cruise, Fleet 7 has tried to emphasize safety on their crossing. This safety program has served well, and may be of some help in developing guidelines for blue water cruising safety.

J. Nichols
Fleet 7



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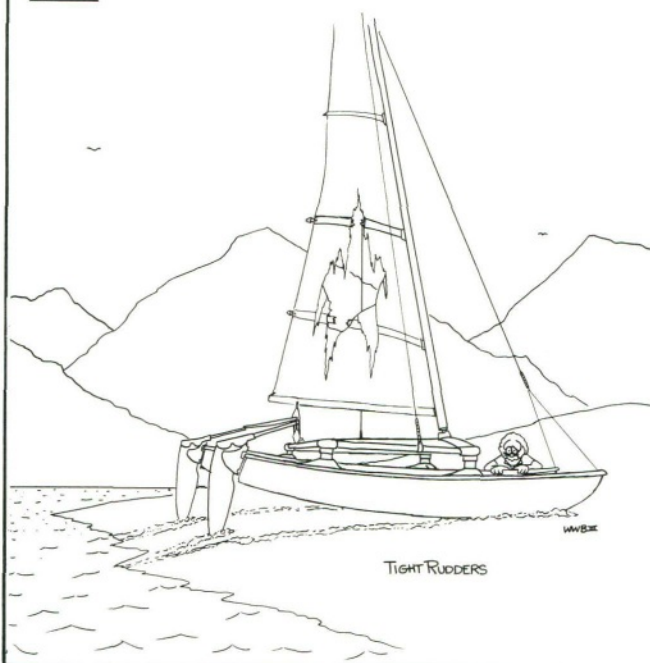
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ASK THE EXPERT

By John Hackney

Hackney, a long time Hobie sailor who has worked with Hobies for many years, welcomes questions on subjects relating to Hobie Cats and how best to enjoy them. Those with questions should write to HOTLINE "Expert," P. O. Box 1008, Ocean-side, California 92054.

TURBO CONVERSION PROBLEMS

I have a 1977 Hobie 14 on which I installed a Turbo kit. Then my troubles began. The shrouds were too long and if I shortened them enough, the mast rotation stops wouldn't touch. I replaced the 18-inch forestay supplied in the kit with about 10 inches of chain and shortened the shrouds.

Doing this I can use the boat, but I don't think the mast is raked back enough. With the side rails level, it measures 23 inches from the top of the sail feeding slot to a free hanging halyard. I can see no problem with the boat or step. I can't seem to find what is wrong. Could you tell me some measurements like shroud length, jib and forestay length, mast rake, etc?

Thomas L. Bird
Alexis, Illinois

The addition of a Turbo kit to an "older Hobie 14" has its surprises. A simple solution to "Turboing" an older boat was given to me by an unbiased hedonistic consumption addict . . . Get with the program, buy a new boat. Unfortunately,

some of us work for a living or have other toys and do not care to spend money on a new boat. So, here are some cheaper solutions to breathing life into an old, let's say "vintage," boat.

The mast step has been updated on both the Hobie 14 and 16 over the years to allow for more mast rake, a perfect example of the factory listening to suggestions. The stops of the mast step have been raised and the back portion has been lowered. This allows the mast to be raked to indecent amounts (damn Aussies) and still the mast stops touch the mast step stops and also clear the after portion of the mast step. Correcting the problem of the mast stops not working just requires a newer mast step or possibly a good welder to build up the mast step stops and file off the back of the mast step. One should take full advantage of mast rake on the Turbo 14; rake the mast so the main low profile blocks are touching.

Shroud and forestay adjustments have also evolved over the years. I personally like to buy new shrouds every other year anyway to keep things in good shape. Hopefully, your shrouds will not be as old as your boat, if they are vintage shrouds buy new wires as they are a bit shorter than before. The forestay on the stock Hobie 14 has been lengthened accordingly. So you can determine if your wires are to 1985 specifications, the lengths are listed below. Don't panic, measurements may vary slightly but that is what shroud and forestay adjusters are for. The measurements are to the inside of the thimble or, in the case of the roller swedged bridle, to the centerline of the pin.

Shroud . . . 182.75 inches
Turbo Bridle . . . 46.25 inches
Jib Luff Wire . . . 156 inches
Upper Forestay . . . 15³/₈ inches

At the last Turbo nationals, the hot mast rake set up had the shrouds on the first or second hole from the bottom on the shroud adjuster which may force you to add a shackle to the forestay at the bottom between the jib luff wire and roller furler. Install a new mast step, two new shrouds, low profile blocks and your "vintage 14" has been reconditioned and is ready to sail as a Turbo.

ALIGNING OUT-OF-SQUARE HULLS

Approximately one year ago I purchased a new Hobie 16. I have enjoyed sailing and racing it very much. However, several problems have developed that demand attention and have prompted me to write this letter to you in the hope of getting them taken care of.

The first problem deals with the hulls being out of square. In other words the two measurements obtained by measuring diagonally from the bow of one hull to the stern of the other hull are not the same. They differ by 3.5 inches. Using this fact and some algebra, it can be determined that one of the hulls is forward to the other by just over 3.75 inches. In my case the starboard hull is forward of the port hull. Three and three-quarter inches may not seem like much, but it has a big effect on boat balance, handling, and performance, and it hampers the ability to tune the boat. Consider the relationship between the position of the mast and the bows of the boat; moving the base of the mast forward or aft essentially has the same effect on the hulls as raking the mast forward or aft. But, moving the base of the mast forward or aft has a greater effect than raking the mast forward or aft. Since the hulls are out of square and one is forward of the other, the mast is in a different position with respect to each hull. Because the mast is in a different position with respect to each hull, you get different handling and performance characteristics depending upon which hull is the leeward hull. Also, the hulls being out of square hampers the ability to tune the boat for different wind and water conditions. This problem is most apparent while racing and setting (tuning) the boat up for a race.

I believe that the problem with the hulls being out of square is some kind of defect involving the placement and orientation of the pylons . . . The hulls should be square.

Richard Adams
Eugene, Oregon

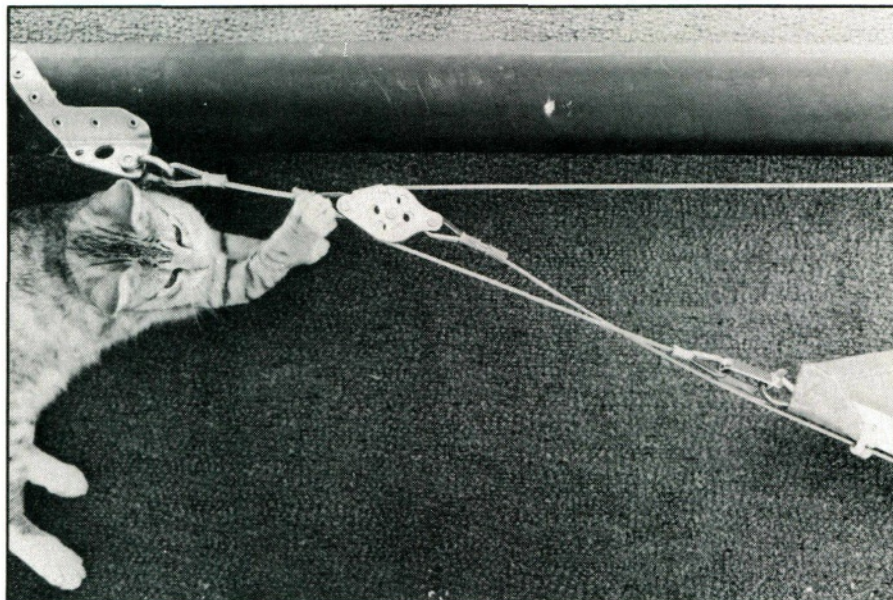
So you want your boat to be perfectly square, or more appropriately described, aligned. What, not all boats coming from the factory are absolutely square? For

those radicals out there that have new cars aligned, lowered, and Yokohama A008 tires shaved to one third tread depth, here is an explanation of how to align the hulls of your Hobie Cats.

Theoretically, if you measure diagonally from the bow of one hull to the stern of the other on both hulls and these measurements are equal, your boat is aligned. Measuring in between the centerline of the rudder pin and the centerline of your bow tang bolt is easy but on occasion these holes may have been drilled a little off. So I like to use the centerline of the hull at the bow right below the deck lip and the inside corner of the stern again right below the deck lip. Measure both diagonals to see if they are equal and, if they are, it's "Miller Time." If the measurements are different, you must now unlace the trampoline and force the boat into alignment. The main sheet system works great for aligning the boat. First determine which diagonal measurement is the longest, then loop a line over that bow deck lip and tie it to the main sheet. Loop another line over the opposite stern deck lip and attach this line to the other end of the main sheet. Tighten the mainsheet to pull the boat into alignment checking the diagonal measurements often, trying to obtain equal measurements. Sometimes it helps to tighten the mainsheet a little more than necessary to align the boat as it tends to spring back slightly after the tramp is relaced. Once you obtain equal diagonal measurements, relace the tramp real tight and release the mainsheet tension. The boat should now be properly aligned; if not, repeat the process and remember the boat will return slightly toward the original shape, so usually the mainsheet must pull the boat past square about one inch.

The rectangle formed by the side bars and crossbars may not be square when the hulls are properly aligned but don't despair, the hull alignment is most important.

The question of how much aligned hulls will help boat speed is debatable but it certainly can help you mentally. So, take a few hours and work on your boat. Who knows, maybe you'll "forget about life" for awhile . . . good sailing!



KINKY JIB BLOCK ASSEMBLY

I am the owner of a new Hobie 16. I had previously owned a 1977 Hobie 16. I find a great difference in the jib block assembly. The new Hobie jib block assembly is not nearly as nice as the old one. The upper forestay pigtail assembly got twisted a little which adds to problems. Attached are sketches of each.

Question: Is the old jib block assembly available?

G. H. Kech
Union City, Pennsylvania

A few years back Hobie Cat changed the jib halyard turning block on the Hobie 16. The old style block created a few problems primarily because the sheave diameter was too small. This small diameter sheave caused the halyard to fray and prematurely break, plus the sheave itself wore quickly. The new style jib halyard block sheave is larger in diameter and has eliminated both of these problems. Another advantage of the new style block is that it allows the upper forestay pigtail and lower forestay to be changed individually rather than as a whole assembly. However, because of the new jib halyard block configuration a problem exists. On paper at least, the jib halyard and forestay cross. In practice, this problem did not materialize because as the jib halyard is tensioned, the forestay becomes slack. Thus the load of the rigging is taken by the jib halyard, slacking the forestay and precluding any binding of the wires aloft.

This new system, as good as it is, can unfortunately be assembled incorrectly

causing the halyard to bind. After diligent searching through the Hobie manuals, nowhere could be found a picture of how this new system should be assembled. So I took a picture of our cat expert (no, his name is not Hobie) showing how the new jib halyard turning block should be installed. Notice that in the picture the wires do cross but do not create any binding. Additionally, the upper forestay pigtail thimbles should be approximately on the same plane and not twisted.

An additional benefit of the new system is the sheave which, being larger in diameter, forces the tensioned jib halyard closer to the mast thus creating more room for the jib battens to cross the mast. Speaking of jib battens, cut them off so the batten caps just touch the sail making sure you leave room for the battens to be tensioned. After checking to make sure your jib halyard turning block is assembled correctly, I am confident you will find the new halyard turning block works as well as the old style and provides longer halyard life, easier maintenance, and more batten clearance to boot!



BEGINNERS' REVIEW OF RULES BEFORE THE START

By David Dellenbaugh

David Dellenbaugh lives in Connecticut and is currently the marketing director of North Sails. He is a USYRU judge and recently narrated a two-part video tape on the racing rules. He recently won the 1985 Thistle Nationals and the 1984 Prince of Wales. He placed second at the 1985 Championship of Champions. He was also on Dave Perry's crew that won the Congressional Cup in 1983 and 1984.

An anyone who is serious about racing Hobie Cats should know the racing rules backward and forward. There's no doubt about it. Rules knowledge will not only help you avoid being disqualified—it will also help you feel more confident when other boats are close. You'll be less intimidated when a sea lawyer starts yelling, and you'll have much better control over your own game plan.

One of the most critical times to know the rules is before the start. Here the boats are packed more tightly than anywhere else, and they're jockeying for the best position possible. It's understandable that there are a lot of close calls. If you've got a good grip on the appropriate rules, however, you'll have the best chance possible of being at the front of the pack.

First of all, let me say that anyone who races should own a copy of the International Yacht Racing Rules, which govern all our racing. These are compiled in a rulebook that's available from the United States Yacht Racing Union (USYRU), P.O. Box 209, Newport, Rhode Island 02840. Whenever I refer to a specific rule in this article, I'll mention the rule's number and title from this rulebook.

The first logical question to ask about the

rules is, "When do they begin?" Unless the sailing instructions state otherwise, the rules go into effect at the preparatory signal (which is usually the five-minute gun). There are only two ways that you may be disqualified before your preparatory signal. The first is if you "seriously hinder" another boat that's already racing (see Rule 31.2 "Disqualification").

The second is if you violate a sailing instruction. Let's say, for example, that the race circular says you must wear a life jacket whenever you are using a trapeze. If you leave the dock and get out on the wire without your PFD, then you may be disqualified, even though it's long before the start of your race.

Assume for the moment that you've made it to the five-minute gun without being disqualified, and you're zipping around in the starting area. What rules are now in effect? Basically, all the right-of-way rules that apply after the start also apply before the start. These can be found in Part IV (Section B) of the rulebook, which is called "Principle Right of Way Rules and Their Limitations." Let's take a quick look at each one.

Port-Starboard (Rule 36)-Everybody knows this rule. If two boats are sailing at each other below the starting line (or anywhere else), the boat on port tack must stay clear. Note that the rule specifies which boat must stay clear; it doesn't say that either boat has the right of way. In fact, if two boats are about to collide, the starboard tacker has an obligation to avoid the collision (see Rule 32 "Avoiding Collisions").

Windward-Leeward (Rule 37.1)-Often there will be two (or more) boats approaching the starting line close together on the same tack. Here, as after the start, the windward boat(s) must keep clear of the leeward boat(s). Keeping clear means avoiding contact with any part of the leeward boat's hull or crew that's in normal position. In other words, if the leeward boat's crew is trapezing, be sure to keep your leeward hull and boom far enough away so there is no contact.

Clear Ahead-Clear Astern (Rule 37.2)

This rule comes into play quite often before the start. Let's say you're sitting just below the starting line with your sails luffing, waiting to trim in and go. What typically happens is that another boat with more speed comes up from behind (see Diagram 1) and yells at you to get out of the way. This other boat doesn't realize, however, that a boat clear astern must stay clear of a boat that's clear ahead. So feel free to ignore their screams, at least until they get a leeward overlap.

Changing Tacks (Rule 41)-I don't know anyone who hasn't been thrown out of a race under this rule at least once in their life. It often happens when you have a bad tack onto port—you're trying to get the boat going as you watch a cat on starboard tack headed right for you, and there's nothing you can do to get out of their way. Well, this applies before the start as well. A boat that is tacking or jibing must stay clear of a boat that's on a tack.

Limitations on Altering Course (Rule 35)-This is perhaps the most important rule in the book; without it there would be chaos. Let's explain it by looking at our starboard-port example again. We have two boats approaching each other before the start, and the port tacker alters course to get out of the way. Rule 35 says that the right-of-way boat (the starboard tacker in this case) must not alter her course in a way that prevents the other boat from keeping clear. In other words, she must hold her course so the burdened boat is able to stay clear.

Besides these basic rules, there are two rules that apply only before the start. These are Rule 40 ("Luffing Before Starting") and Rule 42.4 ("Anti-Barging Rule"). Let's take a closer look.

Luffing Before Starting (Rule 40)The rulebook defines "luffing" as "altering course toward the wind." So any time you are turning your boat toward the wind, you are said to be luffing. Before the start, luffing must always be done "slowly." That is, if you are heading up toward the wind

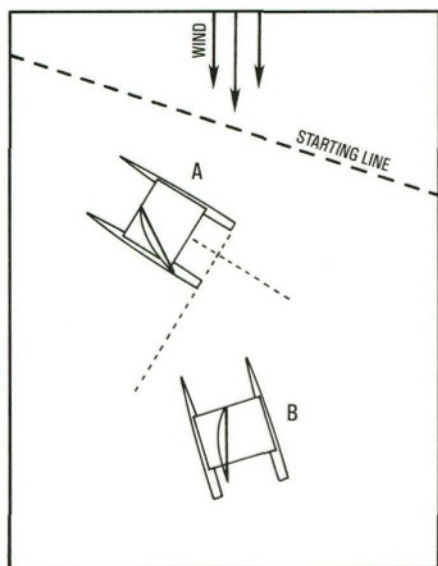


Diagram 1

A is clear ahead of B, so B must stay clear. Once B gets a leeward overlap, she gains the right of way, but she must allow A "room and opportunity" to stay clear.

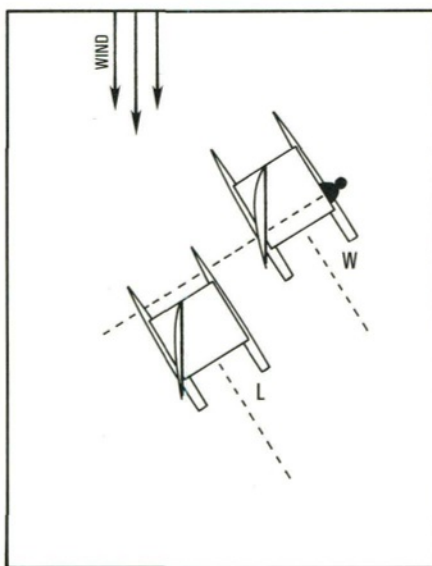


Diagram 2

W has "mast abeam" when her skipper sights across the boat and is abeam or forward of L's mast. Before the start, L may not luff above closehauled whenever W has mast abeam.

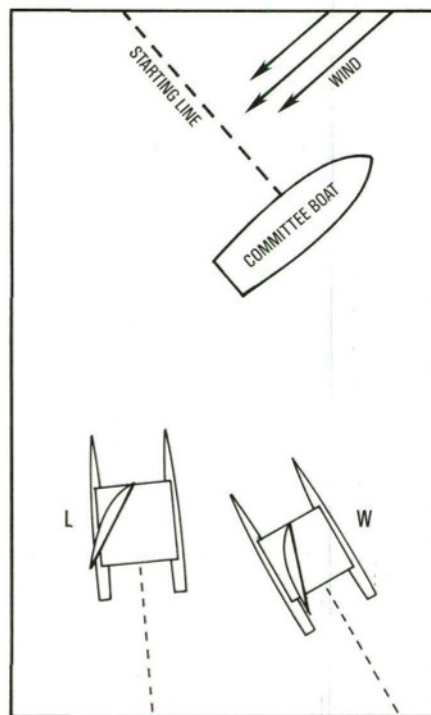


Diagram 3

When boats are approaching the line to start, L doesn't have to give W room to pass to leeward of the committee boat. W is "barging" here and must stay clear by tacking or slowing down and passing astern of L.

and this forces another boat, you must be sure that they have "room and opportunity" to stay clear.

One of the most confusing parts of Rule 40 is the limitation it places on how far a leeward boat may luff. To understand this, we have to know what the "mast abeam" position is. A windward boat is said to have mast abeam if her skipper sights straight across the boat and is abeam or forward of the mast of a leeward boat (see Diagram 2).

If you are to windward of another boat before the start and you move forward to the mast abeam position, you should hail "Mast abeam." This means that the other boat may no longer luff above a closehauled course. However, you must still stay clear of her because you are the windward boat. If the leeward boat moves forward so that you no longer have mast abeam, then she may slowly luff you again as far as head to wind.

The "Anti-Barging" Rule (Rule 42.4)-

Almost anyone who has ever been in a race has heard the term "barging." It refers to a boat that's trying to squeeze into the starting line from outside one of the ends of the line, and it's prohibited by Rule 42.4.

Let's look at a specific situation. Two boats are approaching the start from just to leeward of the committee boat (see Diagram 3). If this situation happens anywhere

except the starting line, then the windward boat (W) is entitled to "buoy room" from the leeward boat (L) to pass below the committee boat. However, this is not the case at the start. Rule 42.4 says that L does not have to give W room to pass to leeward of a starting mark. W is barging here and must bail out.

There are several conditions worth mentioning here. First of all, barging only applies when the starting mark in question is "surrounded by navigable water." If the end of the line is a breakwater, for example, the W would be entitled to room. Second, all the basic rules we described apply to any barging situation. That is, L may only luff slowly, and she may not luff above closehauled if W has mast abeam. And third, once the starting gun is fired, L may not sail above her closehauled course if this would deny room for W to fit between her and the committee boat.

There are two other common questions about the starting rules that we should take a look at: 1) What happens if I'm over the starting line early? If you've started prematurely, you maintain all your rights as long as you continue to sail the course. However, the moment you begin to turn back to clear yourself, you must stay clear of all other boats. This is the case even if you're on starboard tack and they're on port. You don't regain your rights until you

have gotten back completely on the pre-start side of the line (see Rule 44 "Returning to Start").

2) How about if I hit the starting mark? Before the racing rules go into effect, there is no penalty (except for insurance considerations!) if you hit either end of the starting line. However, if you hit the committee boat or the starting pin after your preparatory signal, then you must re-round that end after you have started (see Rule 52 "Touching a Mark"). While you are in the process of re-rounding, you must stay clear of all other boats (see Rule 45 "Re-rounding After Touching a Mark").

Assume, for example, that you hit the committee boat with three minutes to go before the start. You may not begin your re-rounding until you have started, which means that you have to wait until after the starting gun goes off.

The first step in getting a good start is understanding all the rules that apply. Once you have a working knowledge of the rules, then you can use them to help implement your tactics and strategy. That, of course, is a whole different subject. Good luck!



TUNING THE 14 THE FLORIDA WAY

By Bob Johnson

Editor's Note: Bob Johnson is one of the best Hobie 14 sailors in South Florida, an area that seems to breed great Hobie 14 skippers.

Since July 4th, 1968 in Poche, California, when Hobie Alter, Sharon Alter, Wayne Shafer, Sandy Banks, and Bobby Patterson sailed the first production Hobie 14s, the quest to find the optimum tuning techniques for this exciting little boat has been foremost in the minds of many sailors. When people talk about optimum performance in racing, the talk always drifts to sail shape and although smart tuning does start with good sails, far too many sailors tend to ignore tuning the rest of the boat.

Alex Kirby, an up and coming 14 sailor in Florida, feels "having the rudders in good alignment and raked for proper balance is essential to good boat performance." The new EPO blades offer a fine blade for the majority of sailors. This new blade is a powerful tool in controlling your Hobie and making it go where you want to go if you spend a little time with the shape and alignment.

When you first sail your boat, you might notice a little hum. This comes from the casting of the blade. The new blades are usually pretapered from the factory but this is not always enough. If your blade does hum, take a sanding block and a piece of 400 wet/dry sandpaper and sand the trailing flat edge of the blade at the very back of the blade. Be sure that you are sanding in a horizontal motion or in the motion that the water will travel across your blade. As you sand the blade you will notice a slight valley in the blade. As you remove this, (it will not take much) the valley will disappear, and so should your hum.

Next, you must achieve a balanced helm. It will be best to start the helm

Sand the rudders in the same direction as the water will flow across the blade.



correction process after you have raked the mast as far aft as you can. You should use a 10 hole adjuster on the forestay and at least one long shackle in addition. By raking your mast aft, a portion of the resistance force produced by the hulls is given to the rudders. Basically what you have done is to trick your rudders into acting like daggerboards. But you do not get something without giving up something. Fortunately, the unbalanced helm that will occur as the result of this much mast rake can be adjusted out on the Hobie 14. By starting with your mast in this proven optimum rake position, you will be able to diagnose your particular helm problem with ease. Weather helm occurs when the tiller is released and your cat heads into the wind. Lee helm is exactly

the opposite. With the Hobie 14 it pays to carry a small amount of weather helm because boat performance is very difficult to predict without it. Lee helm should be avoided at all costs for if you lose your grip on the helm in heavy going, a pitchpole is almost a certainty.

You can obtain a proper feel by sailing your boat and then adjusting the rudder castings to eliminate the unwanted condition. If you need to eliminate weather helm, you should adjust your rudders so that they pivot forward in the casting. Loosen the screw on the top of the upper casting then let off on the adjuster screw at the bottom of the casting. If you need to eliminate lee helm, tighten the adjuster screw in the bottom of the casting to move the rudder back in the casting. After you

have made an adjustment, take the boat back out and sail it to determine the effects of your adjustment. Several attempts may be necessary to get the helm to a slight weather helm feel. To determine each blade's feel, sail on a tack and lift the windward blade so that all of the load is on the leeward blade. This will allow you to feel each blade.

If after careful testing the problem is still with you or you have an intermittent problem, then perhaps you will need to adjust your rudder alignment. Place your boat on a trailer or elevate the back so that the blades will not touch the ground in the locked down position and get your tape measure. Measure the distance between the two leading edges of the blades to see whether it is the same distance as the trailing edge. If the leading edges are closer together than the trailing edges, your rudders are toed in.

To correct this, you will need to loosen the tiller adjustment screw on the tiller arm and extend the tiller crossbar. If your leading edges are farther apart than your trailing edges, you are toed out. Never sail with this condition; it's like sailing with your foot dragging in the water. I actually set all of the boats that I sail with no toe in; I adjust the rudders so that they are straight ahead.

Once you have eliminated your helm problems, you can move ahead to tune rig and sail shape. The raked mast is beneficial when going to weather because it allows the new six battened sail to be used to its maximum effectiveness. However, downwind forward rake has an advantage because forward lean keeps the air flowing over the rig rather than getting trapped on the windward side of the sail. This means that a loose rig that is well raked can have the best of both worlds, sometimes. Loose shrouds allow the mast to lean off to leeward thus spilling air in a breeze. This is fine if you are overpowered, but if you are a heavy weight (170 lbs) then you will need the power of a mast standing upright. In moderate air, a loosely rigged cat is apt to not perform as well as a tightly rigged cat; as a result, the art of tuning the rig is the ability to know what is the best compromise at any specific time. A smart tuner knows that there are no fixed settings and every setting must be relevant to the conditions. World champion, Bob Curry, feels that, "with the rig raked back, and the shrouds adjusted, you should be able to take a shroud in your fist and turn your hand parallel to the trampoline and at this point your rig should be snug." According to Curry, "this is a good place to start for rig tension."

Weight trim is one of the most important aspects of Hobie sailing. It is always best to



In adjusting rudder alignment, be sure to pick a spot on the front of the blade that is parallel to the rear.

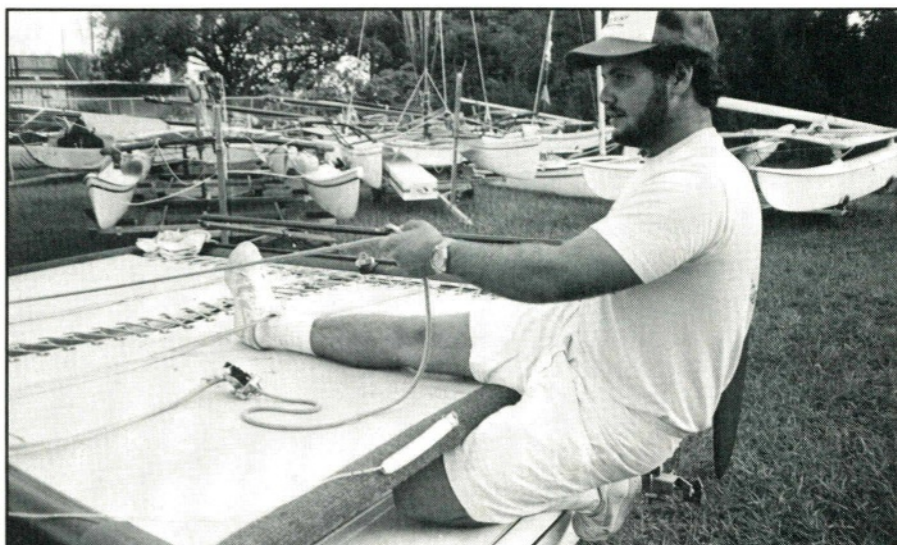
Rest your body weight on the forward leg when hiking out.



Hook the rear leg fully extended under the hiking strap so that your leg will lock at the knee.



With proper foot and leg positioning your hands are left free to handle the mainsheet and the tiller.



get your weight directly over the driving force of the boat, the fat part of the hull. In reality, your weight should be positioned near the shrouds, depending on conditions. If the conditions are light, move inboard and forward and remember that you cannot go any faster than the water can get away from your sterns. So, keeping the weight forward on the boat allows the water to actually escape from the bottom (a smaller surface) and not the transom. Position yourself on the boat to counterbalance the effect of the conditions, too far forward when the wind is coming up will cause the bow to "dig in" and you cannot get the most out of your Hobie when it's in its natural position (mast straight down). On a reach, position yourself in much the same position as sailing to windward. In reaching, the bow becomes the chief consideration. If the bow is digging in and you are about to pitchpole, then move back on the boat to compensate. In extremely windy conditions, move as far back as you can, the very corner of the trampoline or corner casting, and make every attempt to keep the bow from submerging. Weight trim is extremely difficult to explain precisely because you must constantly shift your weight around the trampoline to compensate for wind conditions.

SUCCESSFUL TACKING

Tacking a Hobie 14 with the mast raked can prove to be very frustrating. If you are preparing for a racing season, practice, practice and practice some more. The basic tacking procedure is to be sure that you have speed before you begin your maneuver. Keeping forward to balance the boat, turn your rudders about 20 percent to slowly bring your Hobie into the wind. Do not jam your rudders over as this will cause your rudders to act as a brake and impede your forward motion in the water resulting in the frustration of being in "irons." As you move into the wind, slowly try to move aft, keeping your rudders at the same trim. Ease the mainsheet to keep the boat from weathervaning (going head to wind and stalling). Being aft allows the bows to lift and forces the rudders deeper into the water allowing the boat to pivot on them.

When your bows are sufficiently past head to wind, straighten your rudders, sheet in slowly on the main, and move forward slowly as the boat begins to gain headway. If you miss the tack and get into "irons" then you will need to reverse your rudders immediately and back wind your main. This will back your Hobie around onto the tack that you were trying for. You need to practice this maneuver many times before a race, for tacks are easily blown in the excitement of close racing and only being able to act instinctively will save the loss of hard won places. (Sometimes even the experts blow one.)

All of this goes out the window when the wind is blowing for if you get too far back on the boat, the wind will catch under your trampoline and you will do a "back flip." So, you will have to use a balancing technique here. Get far enough back to bury the rudders, but be ready to grab for the front crossbar if you feel the wind under the tramp. Just remember that tacking a Hobie 14 is a penalty in distance. A Hobie 14 averaging 10 knots will gain almost seventy yards on another Hobie making a 10 second tack. The importance of practice followed by more practice cannot be over emphasized as it can and often does win or lose races for sailors.

TUNING THE SAIL

Now we get to that vital area of the Hobie 14, the sail. Shaping a sail is important, and the sail designers at the Hobie Cat sail loft have done an excellent job for you. You will need to be able to read this fully battened sail and you cannot do this without some little "woolies" on the sail. In addition to the telltales that are provided on the sail, you will need to place a few more. In addition to the telltales in the flying H panel, you will need to place several more pairs at the luff of the sail about 10 inches behind the mast. Watch the pair in the flying H panel in light to moderate winds. Sheet in the sail until the telltales on the backside stall (droop or wave frantically) then ease the sheet out until the tales begin to flow back. You will need to watch this and readjust the mainsheet or your angle to the wind.


In heavy air, forget about the telltales; you will be overpowered, so just keep the weather hull kissing the water. You can accomplish this by some severe hiking out using the method where you hook your trailing leg under the hiking straps and bend the forward leg and sort of crouch on the hull. This will allow you to hike without tearing up your gut muscles. You can also pump the main (let it out in puffs and pull it in during the lulls) or by moving the traveller. Curry suggests that, "moving your traveller out to the hiking strap is not a disadvantage because it allows you to be in control of your boat."

The downhaul on the Hobie 14 is often overlooked or misjudged. Sail shape can be improved by matching the downhaul tension to various wind and sea conditions. Due to the "bias" effect in the sail, the luff stretches more than the leach. The downhaul acts on this bias and pulls the draft forward in the sail. When the downhaul tension is combined with the proper mainsheet tension, proper sailshape can be generated. Downhauling to the black line is a fast way to go in heavy air because you are prebending the mast, and even if you ease the sheets in puffs, the mainsail will remain relatively flat and the shape will remain uniform, generating controllable boat speed. In adjusting the outhaul, pull it

relatively tight in all conditions except light air and choppy waters. The extra fullness provided by an eased outhaul will deliver more power in these conditions.

Be careful when using batten tension to determine the sail shape. If you stuff the battens in too tight, your sail tends to look like a starving horse with its ribs protruding. If you put the battens in too loose, the sail wrinkles, slowing the boat down. Optimum tension is enough to eliminate any wrinkles along the batten pockets. If you are at minimum weight, put the top two battens in just enough to take the wrinkles out of the sail. Put the middle two battens in so that they just stand up. (Place the sail flat on the trampoline; lift the adjustable end and pop the batten into the upright position. It should barely be able to stand, a slight wiggle will cause it to fall to the down position.) Put the bottom two battens in so that they mirror the top two. This will give you a starting point. If you find that you need more power, then tighten the battens up slightly. If you find that you are spending the day healing up and not going forward, loosen the battens slightly. This is a trial and error method. You might also check with those folks in your area who are constantly picking up the gold. They may have a suggestion on how to master sailshape in your particular area.

The traveller should be positioned about four inches from the center of the boat for going to weather. As the winds increase, the car should be let out to compensate. When you are reaching, you will need to twist the sail. A good starting point for the traveller is at the hiking strap. Again, watch the little "woolies" on the sail. If the back side stalls, let the traveller out. Just remember, there is no substitute for tiller time. Find someone who is interested in going fast and match race with them. Change only one item on a boat at a time and then go back out and sail some more. You will be able to find what makes your boat go in your conditions. No one can predict exactly how to set up a boat before he or she sees the conditions that they will sail in; therefore, you need to take what you read and put it into practice.

Sailing is like any other sport. You get out of it exactly what you put into it. The winners are winners because they put the time in on the water. Sure, they may have natural ability, but the rest comes from dedication. I have watched Bob Curry rise from the back of "B" fleet to become the World Champion through hard work and determination. He has put in countless hours sailing in all types of conditions. Some of us enjoy Hobie sailing, just because it is fun and good exercise, not to mention the fantastic people that we get to meet from all over the world. As Wayne Schafer once said, "I wouldn't still be doing this if it wasn't fun and I wasn't still having a great time with it!" Have a Hobie time on the great little flying machine, the Hobie 14. 

This Tip Could Save Your Life

b y b r i a n a l e x a n d e r

“W

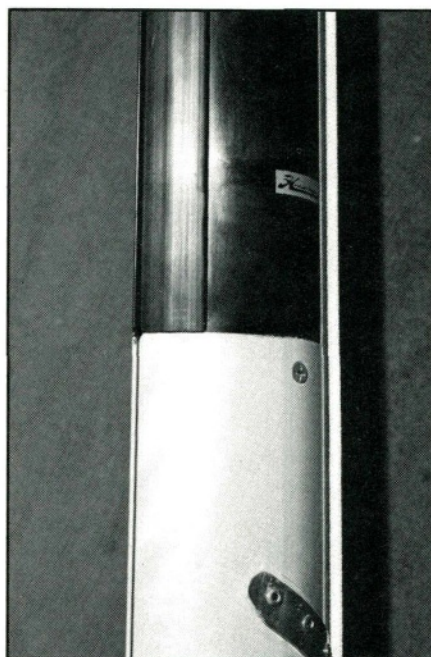
arning! Contact of a mast with

a powerline can be fatal.” Every HOTLINE reader has seen this warning dozens of times. Every person attending a large regatta has been told of the powerline danger. Every sailor of a Hobie Cat or Holder sailboat built within the last several years has seen the decals placed on their masts. The powerline danger is real. Deadly real. Still some people have been injured. Some have even died due to electrocution.

According to Hobie Cat president and general manager, Doug Campbell, the company has been working on preventing these accidents ever since it became aware of the danger from overhead lines. “I guess we started looking at plugs to put in the mast, which was the predecessor of the Comptip™ mast, in 1978,” said Campbell. “But none of those early ones were successful. They were too heavy, or they would fail and crack or break; some even conducted electricity.”

Recognizing the severe limitations on addressing the hazards through changes in the design of the boats, the company settled on a strategy of warning owners of the danger through owner’s manuals and HOTLINE warnings. New mast warnings were placed on every mast made by Hobie Cat; a public information program was initiated and Hobie owners were encouraged to seek out overhead lines and notify power company officials and Hobie Cat of the lines’ existence. Hobie Cat urged power companies to raise the lines. But accidents continued. So did the work on a solution.

Ironically, a breakthrough to the solution came from an unexpected source. Jerry Pollard, a Hobie design engineer, was working on a way to form epoxy in a manner that would provide a stiffer material for construction of boating hardware. Epoxy would be lighter and stronger, something every sailor appreciates. Pollard made tremendous advances when he used his new technology to create the EPO rudder blades. A sophisticated molding process resulted in light, stiff, rugged rudders. Once the new design process was proven feasible, the design staff evaluated the applicability of this new production technology to a mast. Instead of wrapping or plugging the existing mast, such a piece of equipment could simply replace the top portion, the section most likely to hit a powerline. Work on the new section



The plastic luff track of the Comptip mast requires special attention so that it will not be damaged in transportation or storage.

began immediately.

The main challenge in applying the compression molding technique was in the varying design criteria for the masts. Each mast is different, not only in shape but in the type of work and stresses to which it is subjected. Therefore the ingredients of the Comptip mast would have to be different for each type of mast.

Because more sailors own Hobie 16s than the other catamarans, it was decided to concentrate on solving the problems of the Hobie 16 mast first. This advance in state of the art sailboat design lead Hobie designers and consultants through a frustrating series of redesign until a configuration was developed that did the job.

Simultaneously, the new Hobie 17 was undergoing development. Rather than introduce a boat without a new tip when the engineers felt they were so close to achieving their goal, the Hobie 17 was built with a mast tip in mind. But it too required a different configuration which was developed from the knowledge being gained from the Hobie 16 Comptip™ development.

Finally, the Hobie 16 Comptip mast was ready to be placed on new production boats. New Hobie 16s built from September 1, 1985 include the Comptip mast and a retrofit program, free of charge to owners of Hobie 16s, will now go into effect. To take advantage of the retrofit program, owners should fill out the postage-paid card included in this issue of HOTLINE on page 17. As of this reporting, a sufficient quantity of Comptip replacements does not exist to supply all dealerships or owners. These cards will be used to notify owners and dealerships when the Comptip retrofit program will be available in their areas.

"We are pushing ourselves and our vendors to produce sufficient quantity to get the retrofit program into full swing, but we aren't there yet," said Campbell.

The other Hobie Cat models as well as the Holder line of monohulls will have Comptip masts of their own. "Our plan is to have a Comptip mast available for the Hobie 18 in the second quarter of 1986," said Campbell, "and then the Hobie 14 followed by the Holders. Each conversion program will start with production first and then follow with the retrofit programs as we build production capability."

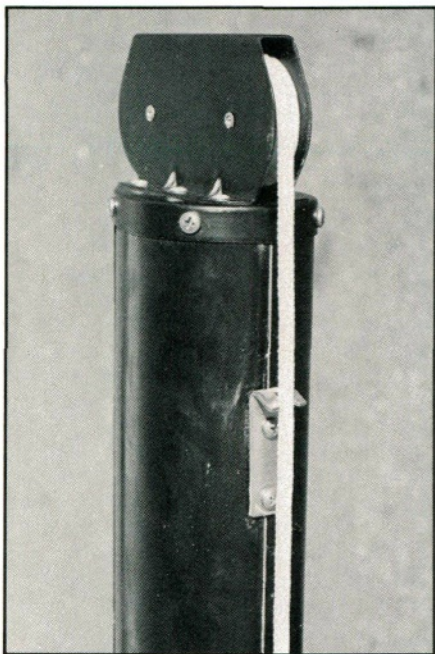
Campbell advises all Hobie and Holder owners to send in their cards and tell their dealers of their intention to retrofit their mast. That way, when enough of the new mast sections become available, Hobie Cat will know how many to send to each dealer. "Anybody who has had a warranty card submitted by their dealers or themselves will be receiving a letter from us [reprinted

But, many sailors, especially racing sailors are probably wondering how the Comptip mast will affect the performance of their boats. Campbell has heard from some of the sailors who have sailed with Comptip masts. "I've heard comments from sailors both ways. The majority of the comments I've heard are that the sailors will use Comptip masts, that they think it's a good thing, but I've also had some say that they aren't planning to switch over. I've tried to convince them, but they are hanging tough so far." The affected aspect of performance according to most sailors who have tried the boats equipped with the Comptip mast is that the masts are not quite as stiff as all-aluminum masts. Still, both company officials and knowledgeable sailors believe that the safety factors far outweigh the possible slight reduction in maximum performance of Comptip mast-equipped boats sailing in moderate conditions.

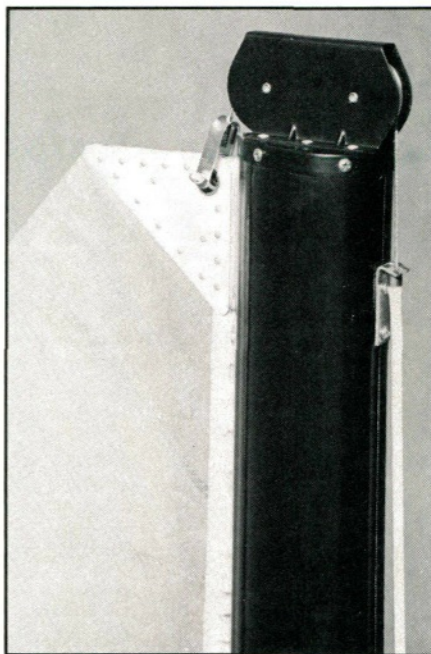
"The Comptip mast is in no way a 100 percent guarantee against danger," stressed Campbell. "The only 100 percent guarantee is to not hit a powerline. We believe that the increased electrical resistance of a clean and dry Comptip mast far, far outweighs any disadvantage. We would like to have something that is 100 percent total protection, but the nature of electricity and the limitations of insulators in a marine environment make that level of safety unachievable. The Comptip mast represents a significant advance in protection over current design configurations in the industry."

Developing and tooling the Comptip design and replacing the masts of current owners will place a tremendous financial burden on Hobie Cat, especially when one considers the large number of boats sold over the past 17 years. When asked about the cost, Campbell lets go a wry chuckle.

"For each mast for each boat, the figure is going to be different, but the all-up costs, less developmental costs, including overhead, shipping costs and the labor, will average for both Holders and Hobies around 100 dollars per mast . . . We have never kept track of the total cost of the project over the years. Whenever anyone had an idea we investigated it and we did not check or register the amount of time spent by our engineers either individually or as a group. Our efforts started in earnest back in



With the sail in the down position. When the sail is raised, the halyard slips into the cleat where the insulation stops.



The main halyard is insulated against electricity. In this photo, the sail is up. Note the small cleat near the top of the mast.

in full in this article]. Owners won't have to pay a thing. The materials are no charge and we'll reimburse the dealer for the labor." Campbell urges every Hobie 16 sailor, and as soon as the other Comptip masts are ready, all other Hobie Cat and Holder sailors as well, to take advantage of the offer to equip their masts with the Comptip mast section.

1976 and up to the present time, it has cost literally hundreds of thousands of dollars and that does not include tooling costs. But if we save one life it's worth it."

Editor's Note: See the card enclosed in this issue on page 17 and mail it to Hobie Cat. Any information concerning the Comptip program will be forwarded to you.

Editor's Note: The following is the text of a letter which will be mailed to all registered Hobie and Holder owners advising them of the Comptip[™] mast.

Dear Hobie Cat/Holder Owner:

Hobie has just announced what we think is a significant safety advance in the design of the mast used on Hobie sailboats. This new design substantially reduces the electrical injury hazard which exists if the top section of an all-aluminum sailboat mast comes in contact with a high voltage powerline. This change involves a new, nonelectrically conductive, upper mast section we have named the Comptip mast. This new mast section replaces that portion of the conventional aluminum mast extending above the tang assembly to the top of the mast.

Why change the mast?

For a number of years all of us at Hobie have tried to reduce sailboat mast/powerline contacts. This effort has included numerous articles in the HOTLINE, three programs to place powerline warning decals on sailboat masts, the development and retrofit of a nonconductive tiller extension, two separate campaigns to inform power companies of the danger of low-hanging electrical lines in areas where sailboats are launched or sailed, and the "Bounty" program which provides promotional items for Hobie sailors who report potentially dangerous powerlines to electrical utilities in writing. Even with all these efforts, sailboat mast/powerline contacts have continued to occur, some of which have resulted in very severe injuries and even deaths.

In the aftermath of these accidents, a number of claimed experts have proposed numerous "fixes." Some claim the mast should be grounded, others claim it should be insulated. The various ideas presented have been evaluated by Hobie and each was determined to have major deficiencies. Most are just ineffectual in preventing electrical injury; some carried a significant risk of causing a catastrophic mast failure; and some actually increased the electrical hazard or made the boat more likely to capsize. It was the opinion of Hobie design and management prior to 1981 that a feasible nonconductive alternative to the conventional aluminum mast did not exist and warning programs and efforts to relocate powerlines represented the best solutions available.

In 1981 a breakthrough occurred, although it was not recognized at first. A Hobie design engineer developed a way of compression molding Hobie epoxy sailboat rudders providing a product that was finished on both sides, much stiffer, and more resistant to breakage than previous rudders. This development led to a realization that the process involved might allow the manufacture of a nonconductive mast section of sufficient strength and rigidity to replace the top portion of the existing aluminum mast. From this, ultimately developed the product we are now calling Comptip mast.

What are the disadvantages?

Virtually all products involve some element of design compromise and the Comptip mast section is no exception. First, and most important, is the fact that the Comptip mast is not a 100 percent guarantee against injury or death in the event of powerline contact. If the mast surface or luff groove is contaminated with moisture, dirt, salt, or other foreign residue, or if extremely high voltages are encountered, the surface of the Comptip mast section itself can conduct electricity and an electrical injury could still occur. Additionally, the electrical protection obviously exists only with respect to the Comptip portion on the mast and an electrical contact on the aluminum portion of the mast or on the shrouds or forestay continues to be extremely dangerous. The only sure protection to the user of any sailboat, even one equipped with the Comptip mast, will be

to avoid contact between the mast and an electrical powerline.

Another possible safety related design compromise is related to the use of the nonconductive mast. This involves the risk of a lightning strike while the boat is on the water. Both the United States Coast Guard and Underwriters Laboratories have indicated that the conductive aluminum mast on a sailboat provides what has been described as a "cone of protection" against lightning strikes to people on the boat. Hobie has never had a reported instance of lightning related personal injury to any person on a Hobie boat. Instances of lightning strikes to sailboats on the beach have been reported but again with no related personal injury. The Comptip mast section significantly reduces the height of the conductive portion of the mast. Experts in the field believe this will, in turn, decrease the size of the cone of protection. Even with the reduction the crew on a Hobie Cat or Holder boat will, in virtually all circumstances, still be included within the cone of protection.

We do recommend that no sailboat be used during lightning storms and think this recommendation may be even more important for a Comptip mast equipped boat.

Another design compromise is that boats equipped with Comptip masts do not have the reefing capability as has been previously provided on some models. This is due to the construction of the electrically nonconductive halyard that is an integral part of the Comptip design. This change means that in heavy weather conditions sail size cannot be reduced to prevent being overpowered. We recommend always that no sailors go out in conditions exceeding their capabilities.

There is one other design compromise that will exist with respect to Comptip mast equipped sailboats. A number of experienced sailors have sailed Hobie 16s equipped with a prototype version of the Comptip mast during the last few months. Without exception, these expert sailors have reported a somewhat diminished level of performance in medium wind conditions (10 to 20 mph) as compared to an all-aluminum mast equipped boat. This is related to the Comptip mast being more flexible than the current aluminum mast. This additional flexibility was not perceived as a problem in lower winds; while in higher wind conditions, any power lost is excess anyway. Although we would like to report that the sailing performance of a Comptip mast-equipped boat will be exactly identical to that of a boat equipped with the all-aluminum mast, we are not able to do so. It is, however, very close in performance and the average sailor will notice no real difference in speed.

What about weight?

Small increases in weight at the upper end of the mast can significantly increase the crew weight required to right a capsized boat and can also make the boat more subject to "pitching." Keeping any weight increase to a minimum was therefore an important part of the development of the Comptip mast section. Although individual Comptip mast sections are subject to weight variations (as are aluminum mast sections), we do not expect Comptip masts to be significantly heavier. In some instances, Comptip masts may even be lighter.

Is the Comptip mast class legal?

The question of whether or not the Comptip mast will be class legal has already been raised. The WHCA Rules Committee and the Holder International Class Association have ruled that the Comptip mast will be class legal in the U.S. and Canada the same as the all-aluminum mast. Hobie will also recommend that the Comptip mast be recognized as class legal in other countries, but the final decision on this will be made by the WHCA and HICA World Councils.

What about existing boats?

You may well be asking yourself what this detailed explanation of the new Comptip mast means to a Hobie owner who

currently owns a Hobie Cat or Holder sailboat equipped with an aluminum mast. Does this mean purchasing an entire new mast in order to obtain the electrical safety benefits of the Comptip mast section? This answer is, no. The Comptip mast section can be retrofitted on an existing aluminum mast. The retrofit will require your mast to be taken to an authorized Hobie Cat or Holder Dealer where the upper section of the mast will be cut off and the new mast section installed into the remaining aluminum lower section of the mast. Hobie has developed a special program for this retrofit installation. The terms of this program are as follows:

1. Hobie will retrofit the mast on your boat to the Comptip design at no charge for parts or labor for the conversion. (You will, of course, be responsible for the cost of any unrelated repair or service).

2. Indicate your intention to convert your boat mast on the enclosed postage paid card (the card included in this HOTLINE issue). Be sure to provide the correct name and address of the Hobie dealer you want to install the new mast tip.

3. Your Hobie dealer will advise you when the Comptip mast section for your mast has arrived at his or her store and will set up an appointment for the conversion.

4. You will have to deliver your all-aluminum mast to the dealer's premises for installation of the Comptip mast tip. When the work is completed, you will be notified so you can pick up your converted Comptip mast.

In summary:

1. The new mast tip will significantly improve safety.

2. The disadvantages are minimal.

3. You can have the new mast tip installed on your mast without charge.

4. You must return the enclosed card to identify the dealer you want to make the modification.

5. Safe sailing! Look up and be careful.

If you have questions that this letter or your dealer cannot answer, please contact Hobie directly.

Thank you.

Sincerely,
Doug Campbell

Editor's Note: The following is the text of a letter written to power companies advising them of the Comptip mast and requesting that lines be raised.

I am writing this letter because even with the success of Hobie Cat in developing this new Comptip mast, it is still only a partial solution to power line accidents. Your help is still needed to be certain the other things that are also necessary to stop power line accidents are done.

The reality is that most sailboats will continue to have all aluminum masts. No matter how successful our program to put Comptip masts on Hobie and Holder products, these boats still represent only a small percentage of the total number of sailboats in use. We are encouraging other sailboat manufacturers to use the new technology we developed; some will not. Additionally, we doubt many other sailboat companies will undertake the extremely costly job of retrofitting the masts on boats they have already produced.

We've done what we can. Now it's your turn. You must make certain that every powerline in your system, and especially those over water and in boat launching areas, meets at least the minimum requirements of the current NES code. Only then will we have substantially eliminated sailboat/powerline accidents.

Sincerely,
Doug Campbell

Comptip™ Mast Maintenance Instruction

T

he new Comptip™ mast from Hobie Cat is an important safety advance, but to provide its maximum benefit, it does require careful maintenance.

Because surface contamination can allow the Comptip mast to conduct electricity, the fiberglass tip should be carefully cleaned with fresh water after each use. In the event fresh water will not remove surface film or other contamination, then use soap and water only. Do not clean the Comptip mast with any type of solvent. Using acetone or other solvents will damage the plastic luff track.

Just as other parts of your boat may be affected by ultraviolet rays, the Comptip mast is no exception. It should not be left in direct sunlight for long periods of time. We suggest covering your mast tip anytime it is not in use.

Trailing your Comptip mast requires special attention as well. When trailering, be certain the plastic luff track is facing up, with the weight of the mast on the fiberglass reinforced plastic mast body and not on the plastic track. When tying the Comptip mast down for trailering, at no time should the tie-down lines be in direct contact with the plastic luff track. We suggest using a minimum of 1.5 inches of soft padding wrapped around the Comptip mast. Place the pad between the plastic luff track and any tie-down lines.

When storing your Comptip mast for any length of time, padded or otherwise, you should be certain the plastic luff track is facing up. Also, during storage, do not apply any pressure or weight directly to the luff track, as this may cause deformity.

Virtually all products involve some element of design compromise and the Comptip mast section is no exception. First, and most important, is the fact that the Comptip mast is not a 100 percent guarantee against injury or death in the event of powerline contact. If the mast surface or luff groove is contaminated with moisture, dirt, salt, or other foreign residue, or if extremely high voltages are encountered, the surface of the Comptip mast section itself can conduct electricity and an electrical injury can still occur. Additionally, the electrical protection obviously exists only with respect to the Comptip portion on the mast and an electrical contact on the aluminum portion of the mast or on the shrouds or forestay continues to be extremely dangerous. The only sure protection to the user of any sailboat, even one equipped with the Comptip mast, will be to avoid contact between the mast and an electrical powerline.



BY TONY LAURENT

HOBIE 18S DRIFT TH

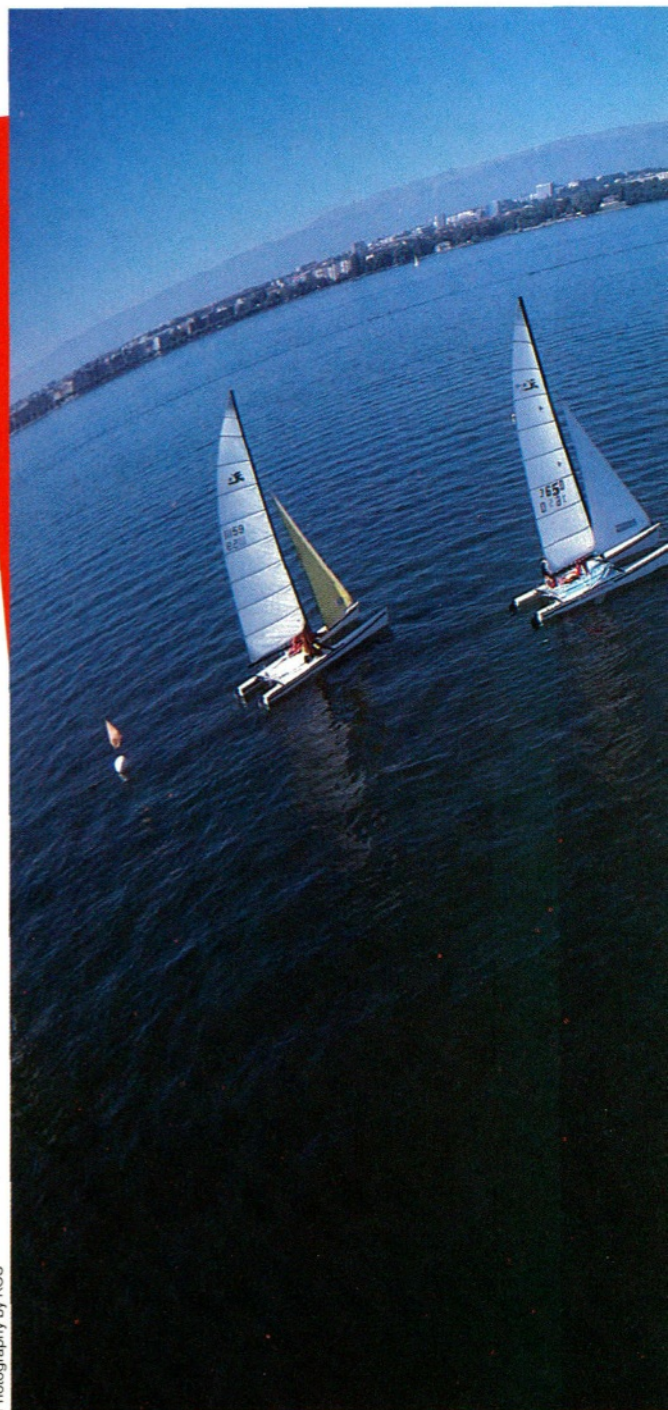
The European Hobie Championship program came to a conclusion this year with the Hobie 18 title regatta held on beautiful Lake Geneva. The Hobie 18 is becoming more and more popular with the Europeans who believe the boat to be ideal for light air lake sailing. Well, that's just what they got in Geneva. Not only light air but, on some occasions, absolutely no air at all. Fortunately for all concerned we were sailing from a club whose wealth of experience in these conditions actually saved the day. The Societe Nautique de Geneve is surely one of the most prestigious and well established sailing clubs in Europe. This year was the 20th anniversary of the Light Yachting Group, a division in which Hobies race.

My first contact with the club was during the 1983 Swiss Nationals. I was especially

impressed with the club's facilities and by the warm and friendly attitude of their many members toward our Hobie caters. I mean, we all know that our guys and gals tend to get a bit boisterous now and again. Well that's what Hobie Catting is all about, no? Just try to imagine this club. At breakfast for example, you may have rushed in from scrubbing down the boat after a long night's haul to get there. You're in the absolutely luxurious restaurant and have just met some old friends who have arrived in a similar state. Doesn't really matter if you tend to be a bit rowdy. The maitre D', resplendent in dinner suit, will be just as friendly and attentive to you as he would to the impeccably dressed local celebrities sitting alongside at the same table. T-shirts or suits, everyone is in the same sailing family at this club.



Don Algie and Claudine De Chesney (above) managed to outfloat the other competitors and win the Hobie 18 European Championship.



Photography by KOS

18 EUROPEAN

CHAMPIONSHIP

ROUGH GENEVA



So here we are back again. This time with 70 odd Hobie 18s from all over Europe including a few visitors. Paula Alter has just arrived from somewhere in the Mediterranean. Don Algie, organizer of the Hobie 18 World Championship in Australia and Claudine De Chesney flew in at the last moment. We even had some very keen Hobie sailors from Singapore and Hong Kong.

The club had received special permission from the City of Geneva to use the Olympic swimming complex next door to place the boats. That was great; walking down each morning through the beautiful gardens to rig up and wait out the wind. Phil Duchatel, another Aussie who has been in Europe for awhile, had come down from Denmark to serve as beach captain. And what a great job he did, for even though we had plenty of space in the garden, things were a little tight with 70 boats using the same launching ramp each day. But Phil had this well organized and it's to his credit that a week later we (and the park manager) were quite relieved to find the garden had been left in the same magnificent state.

So, to the racing. Monday, September 16 was set aside for registration. On the weekend before, our Coast Cat truck had arrived with a full load of factory 18s made

available to those competitors who either had a long way to travel or simply wanted to try the Hobie 18 for a change. Some teams had already been there for awhile. The very strong and popular Italian contingent had come in with a force of 25 teams. For the French and the Germans it was just a pop across the border, but the Scandinavians had to really cover some miles to get there. The registration desk stayed open until late and by evening all had carried out the necessary formalities, found hotels and campsites and settled in. Ironically, the wind on this day was great, a steady double trapeze easterly. But on Sunday morning, and in fact each morning of the following week, the lake resembled a very flat mirror.

There was to be little drama this first day. The one and only race started in a reasonably light breeze which completely died in the afternoon. Only four boats managed to finish inside the time limit with the balance of the fleet left well and truly parked around the last mark. Usually with the W.H.C.A. DNF system, this would prove no great problem. Just that 60 odd boats would receive five points each!

However, the club had decided to use their own DNF scoring system which would have left all the unlucky boats carrying 35 points each. That evening during a

sumptuous welcoming banquet, the committee was asked by the sailors to change this existing DNF rule to the Hobie Cat system and, in the interests of giving everyone a better chance, decided to do so. A move that was not opposed by the lucky four finishers who also realized it was a bit unfair to begin a major championship with this situation. Those four, by the way, included three-time defending Hobie 18 European Champions Kay and Ingo Delius and Micheal Moor from Switzerland, Daniel Pradel from France and myself, also sailing for France.

The next day was to set the trend for the balance of the week. Each morning at 10 a.m. a briefing was held at the club then the sailors would walk over to the swimming complex, rig their boats, then amuse themselves in whatever way they felt while anxiously watching the lake for the slightest indication of any approaching breeze. In fact, on several occasions, all boats would be towed towards the northern end of the lake where the wind was most likely to appear if at all. However, that also meant a long tow home each evening. We really became experts at throwing each other lines as the power boats did the rounds to collect the weary teams. The ever-popular Hobie Power Skiff must have set a new record by pulling 20 odd Hobie 18s every evening.

However, after three more days of this and only four races, there was some sort of pattern developing around the results. Don Algie and Claudine de Chesney had managed the distinction of regularly finishing within the first five of each race. Not a bad effort considering the extremely fluke winds. Don told me later that he just decided to always play the middle. When he could see that one side looked favored after the start, he would cut his loss and just try to get back into a good position. A very credible technique which served him well. By the last morning, Don seemed to be in a well-established position. There were to be a few late challenges that day. A bit too late in terms of myself, at least. I was sailing with Gaelle Balteaux, the 17 year-old French girl who had won this year's Women's Turbo European Championship.



The conditions proved frustrating for the skippers who had to be towed in and out throughout the week due to a lack of wind.









We had only just started sailing together before the event so we were quite pleased with a second and a fourth on the last day to finish second overall behind Algje. He had managed to win the first of two races on the final day to hold his untouchable lead.

Daniel Pradel and Eric "the animal" Bussy dropped down from an early lead to third. The Italian champions, Dominique de Toro and Fulvio Scalzo also met with little luck after sharing the early lead with Pradel. They finished sixth. Kay and Ingo Delius overcame a slow start to finish fifth.

But the real highlight of the top five was the team of Harry-Michel Peeters and Paul Fisher from Belgium. These two guys had never been to a Hobie Championship before. Peeters owns a beach club at Knokke East on Belgium's North (and only) Coast line. That coast is only 60 miles long. He does own a Magnum, but spends most of his time racing his Speed Sail in which he is the current world champion. [Speed Sails are like sailboards with wheels which race up and down beaches and flat sands.] It was a great effort on their part and we're hoping to see more and more of the new Belgian teams at future events. First of the many Swiss teams was Walter Steiner sailing with last minute crew selection, Suzanna Reichert of Germany. The mild-mannered and popular Steiner had been more renowned for his feats on the Tornado, having placed fourth at an Olympic Games and had decided to compete at the last moment.

Needless to say, most competitors were a little tired each evening after spending all day on the lake. Well, we did have some great sunshine. However that did not seem to deter anyone from getting involved in the super social program. Every evening there was either a dinner or dancing somewhere in the beautiful city. Full credit goes not only to the club for their efforts in making the best of the conditions, but also to the local host Hobie fleet for the social gatherings. There may have been limited activity on the water, but in the club and around Geneva, there was plenty to keep everyone happy. You could never name all the people who worked so hard to make this a great event, but one who really deserves a mention is Alain Jeangros, the ever-cheerful President of the Light Yachting Group. Alain not only rolled up his sleeves to work each day on the committee boat, but also kept everyone entertained in his jovial manner while giving the daily briefings. Special credit also goes to Marlane, Dominique and Christian Dalgas from the Swiss Hobie Association who all worked so hard to support Jennie Haugerud, surely one person who had devoted so much time and effort to make the Fifth Hobie 18 European Championship a great success.

Editor's Note: Our roving contributing editor, Paula Alter, was at the Hobie 18 European Championship. The following is her impression of the sailing and the sailors.

"Acqua, Acqua, Acqua," which I have come to accept as the international code word for starboard, room at the mark or any other reason a skipper might want to hail, as well as utterances in French, German, English, Flemish, Dutch and Danish could be heard as the competitors in the Hobie 18 European Championship drifted around the course en masse. Mid-Sep-

tember can be a beautiful month in Switzerland and the week of September 16-22 was particularly wonderful, if, that is, you're a Swiss skier and you know that the weather will soon turn colder. Hobie 18 sailors primed for a major championship could find it difficult. Only six races were managed over the five day period with other races being abandoned when the wind would tease sailors then die completely.

Each day skippers and crews drifted into the yacht club a little later than the day before and talk turned to late-night excursions into Old Geneva or partying at the



club itself. The members and staff of the oldest, most respected yacht club in Geneva took the onslaught of Hobie sailors with an openness and aplomb rarely attributed to well-established clubs. This was especially remarkable since I'm sure they expected us to be out on the lake racing, not enjoying their hospitality through the afternoon!

This is not to say that there wasn't any racing going on. Each afternoon, after coffee on the patio of the yacht club, the wind would puff enough to inspire the committee to hold a race. These races consisted of tense, and tight competition. Light, drifting conditions require a great deal of concentration and patience. Those with a fine sense of slight wind shifts and the ability to keep the boat moving even in the slightest of breezes were able to make the best of it.

Although the conditions weren't the strongest, the week provided the international group of sailors with fun and a lot of practice in light-wind, lake sailing. The Olympic-like opening ceremonies, complete with flag raisings and national anthems kicked off the week and the medal presentations, again with the flags and anthems, concluded it. All in all, the Swiss did a wonderful job of presenting and managing the event.

PAULA ALTER

AHOO FOR OKLAHOMA





Woody Woodworth



Dale Beddow

"I raced a turbo for a year one week in Oklahoma!" That remark made by J.B. Miller when he picked up his trophy, pretty well summed up the week of action at the 1985 Hobie Turbo Nationals, held at Arrowhead Lodge on the "Gentle Giant" near McAlester, Oklahoma.

Nestled in the Ouachita (pronounced Washita) Mountains, Lake Eufaula is one of the largest man made lakes in the country, with over 600 miles of shoreline and running almost 30 miles from north to south. A lot of people were not only surprised that we had mountains and forests in Oklahoma, but they were amazed there was water to race on. There is also a reason for the phrase in our state song "Oklahoma, where the wind comes sweeping down the plain." It would be a shame to waste all that wind on a place with no water. The Turbo Nationals was at the least, a week of tough, shifty winds, and some tougher parties.

The September 30-October 5 event, sponsored by Michelob, SSI, Murrays, and the Oklahoma sailors of fleets 468 of McAlester, 131 of Oklahoma City, 63 of Norman and 25 of Tulsa, was a combined effort to put on what we hoped would be a well-run and most enjoyable Turbo Nationals. This was the culmination of a lot of hard work by Boyd Bass and Fred Ettner from Fleet 468 Pam Curtis and Debbie Taylor of Fleet 131. From the first proposal in the fall of 1984 to the Saturday before the event, it was an uphill struggle. Without a major national sponsor, we asked everyone we could think of for as much as they could provide. John Barnett, Hobie Cat regional sales manager, was the main force there, and kept us on track.

BY JOHN CURTIS





Since this was a BYOB (bring your own boat) affair for those inside a 24 hour drive time circle, with no pre-registration, and since it was scheduled the same week as the Absolut Cup 18 Nationals, we felt a little like the folks who were throwing a party, not knowing if any one was coming.

After a warm-up points regatta put on by Fleet 468, registration was set up in the hotel lobby. Debbie Taylor, Terri Bruce, and Ray Trent, with his trusty AT&T computer, had things so well planned that all the rest of us had to do was worry about the weather. As it turned out, the 30 registered sailors and R.C. needn't have worried at all. We had some weather!

Monday morning came with strong northerly winds and temperatures in the low 40s. Rubber and wool were in great demand. The 20-25 MPH winds swirled around the 200-foot cliff that formed the north shore and made for a long day's racing. Being on the right side at the right time was critical. Wright Gres from Maitland, Florida pulled a coup-de-gras and led the lake racers around the course. After the first race, the beach lunch served by Gerdi's Gasthaus-German Food was a hint of things to come. This was going to be no ordinary nationals. By the end of the first day the top three were Fred Ferraro of Dallas, Texas; Steve Acquart of San Antonio, Texas and Gres.

The welcoming party at the lodge Monday evening had plenty of Michelob furnished by Lou Moreau of A&B Distributors. Old friends were getting reacquainted and new friendships were formed. Later in the evening, talk turned to Hobie racing in general and the new Hobie 17. Souvenir posters were passed around for autographs.

Tuesday dawned sunny but cold and the wind was taking a rest. Winds of 5-8 mph were a welcome change after Monday. Two more races were held and the leaders proved that they could handle the shifty winds. The first equipment failure was suffered by loss of forward gear in chase 1. The evening's activities included watching videos of the first two day's races and trying to eat all of the food served at one of the local Italian restaurants in McAlester. The leader after four races was Acquart, with Dave Horthrop of Brooklyn, Michigan in second and Ferraro and Gres close behind.

Wednesday was the day for the light air sailors. Races were postponed until 12:30 to let the wind build. It refused, so everyone was towed out to the course. Two long races were held in the three mph winds. The coastal racers found out why lake sailors always look so tired. The last race, a grueling course 7, was shortened to eliminate the last AC leg. The keg was a popular place after the boats hit the beach.

Wednesday evening was Cowboy Night and the Hobie Buckaroos gathered around the ole Bunk House on the beach.

For those from the backward part of the country, hats and bandanas were provided. Ball's BBQ let us eat until it hurt while Chuck Justice and Joel Scarborough provided some great guitar and banjo picking. A fire was lit after the food was gone and everyone gathered around for some Native American Folklore and a hayride. Just ask someone there how the Possum lost the hair on his tail. When the R.C. left about midnight, several racers could still be seen dancing on the tables.

After a quick patch job, chase 1 was back on the water Thursday morning. All three chase boats would be needed because the wind had returned blowing 20-25 mph out of the north. Fortunately, it warmed into the mid 70's. Boats were going over on every leg of the course and the reaches were not relaxing in the puffy winds. After two long races, everyone was



Larry Gumienny

glad to see the Kentucky Fried Chicken with all the trimmings for lunch. The Michelob and Pepsi were also in big demand. Chase 1 bit the dust again and didn't make the call off the beach for the third race. A substitute was procured and the ninth race was sailed in building winds. The spray was really flying on the reaching legs. After hot showers all around to get the blood going, most participants went to the Port & Starboard Inn for dinner and later to the 1896 Club for some more Michelob. The leaders after nine races were Ferraro, Acquart, and Horthrop.

Friday, the winds shifted to the south but were still blowing 20-25 mph. Fortunately, the local Hobie dealer showed up with a 22-foot Boston Whaler to replace chase 1. Two shovels full of dirt were thrown on good old chase 1 and equipment was quickly transferred. A half roll of grey tape later and the Bat Mobile was ready to go. Three long Course 7s were run with a hot dog lunch between the second and third races. Everyone was ready for a little nap after hitting the beach but this was no time

for naps. Casino Night was still to come.

Before the fleet could blow-dry their hair, Ray Trent's computer had spit out the standings after 12 races. Fred Ferraro had dominated the competition and held a 14.5 point lead over Steve Acquart. Vel DeKreek of St. Petersburg, Florida was only 2.25 points back in third; Kirby Crowe of Tulsa was in fourth with Horthrop 1.25 points behind in fifth. Ferraro would have to make a major mistake to lose the championship but the rest of the competition was going at it tooth and nail.

Meanwhile, the chips were being handed out in the Casino, set up in the lower level of the hotel. This night, the competitive gleam in the eye was for a portion of the several thousand dollars worth of gear and hardware donated by SSI. Everything from tell-tales to farmer johns and Gortex jackets were to be auctioned off to the highest bidder.

The high rollers were winning and losing fortunes at each hand while others methodically built up their winnings over the evening. There seemed to be a definite correlation between gambling and racing styles. Finally, the last hand was played and the auction began. By 11:30, the auctioneer was hoarse and a lot of racers were broke. The lucky ones needed help carting off the bounty. A HOTLINE T-shirt went for \$2000 and a jib snorkel went for \$11,000 in funny money won at the tables. The leaders' minds were turning to the last day of races.

Saturday was the most beautiful day of the series. We had definitely saved the best for last. The temperature was in the high 70s and winds for the first race were due north at 10 mph. With the most frantic action of the week at the pin end of the line, the port starters made for an exciting start. Fred Ferraro won convincingly and virtually clinched the title. The race committee had finally relaxed a little too. Doing yoeman's work at the starting pin and C mark were Jed (dealer Rick Chalker) and Jethro (John Curtis) in the Bat Mobile. Guarding B mark and generally hanging out were the Blues Brothers Greg (Jake) Myner and David (Elwood) Winblad. Larry, Moe, and Curly (Larry Gumienny, Woody Woodworth, and Boyd Bass) were pulling duty at A mark. The "starship" was manned by a dedicated if frenzied crew not the least of who were Debbie Taylor and Terri Bruce, who for some reason, always pulled anchor duty. When Karen Horton joined the crew, they were known as the "Hobie Witches." John Barnett would only answer to the name "God" and Mother Earth (Pam Curtis) manned the base station and telephones from the headquarters at the lodge. The Boy Wonder (David Bruce) had to leave on Friday.

The last race was run in 15 mph winds. Ferraro had what was probably the most conservative start of his life, just needing to stay out of trouble. Gres made some good



Dale Beddow

moves and won the last race by 30 seconds. Fred was given a gun when he crossed in fifth place and the last place finisher was given two guns as the series was finished. The celebrations started on the beach and another in the endless line of kegs was emptied.

After the buffet-style dinner, the trophies were awarded. In addition to the oak and walnut trophy awarded to the top 15, Ferraro received a signed print by Indian artist Billy Rabbit. It was the poster for an Indian art show held in Oklahoma City this past summer. In addition to Rabbit's name, all of the exhibiting artists also signed a print. It was framed in Oklahoma cedar. The hand crafted frame and poster trophy should add to the special atmosphere generated at this championship. Ferraro led the traditional flag ceremony performed when a Texan wins anything. Humming "Taps," the Florida flag was lowered from a tiller staff and to the tune of "The Eyes of Texas," the



Texas flag was raised on another. Videos of the series were shown and goodbyes were made.

For those of us who had worked so hard to get the Turbo Nationals in Oklahoma and put on the best event we could, our job was done. Our goal, when we started, was to make sure that those who came were glad they did, and that those who didn't would be sorry they missed it. We feel we accomplished that goal. The series was fiercely competitive but I think the Hobie spirit was evident in the fact that only one hard-to-call protest went to the protest committee, while every other protest was cleared out on the course. That has to be some kind of record for a 14-race series in the kind of winds we had. I hope someday we can do another Hobie national championship in Oklahoma. After all, as the man said, "I've been to four county fairs and a goat ropin' and I ain't never seen nothin' like this!"



Larry Gumienny



UCKER AND CURRY TAKE

The two remaining Absolut Cup events of the year, the Hobie 18 National Championship in Clearwater, Florida and the Hobie 14 National Championship on Lake Mead, Nevada were studies in contrast. The Clearwater event was as close as can be and turned on a wild quirk of sailing rules and mathematics while the Nevada racing was completely one-sided from the very first race.

Carlton Tucker, until recently thought to be the man who could not win the big one, won the 14 championship last year, and came roaring into the Hobie 18 championship looking to extend his new-found luck to the Hobie 18 title as well. Meanwhile, Bob Seaman of Los Angeles was determined to hold onto the national title he won last year in San Francisco Bay; a victory which was overshadowed slightly by Brett Dryland's incredible performance during that series. Not only was he determined to keep the crown, but he also wanted to put a stop to the uncomfortable tendency the sailors from Florida, specifically Ft. Walton Beach, had developed. They seemed to be winning everything in sight. Kelly O'Brien of Ft. Walton Beach had won the women's championship. Then Enrique Figueroa, a native of Puerto Rico, but living in Ft. Walton Beach, had won the men's Hobie 16 crown. Tucker, the guru of Ft. Walton Beach, had won the 14s last year. Another Florida sailor, Woodie Cope was the reigning Turbo champion, and now they were going to try to



Lee McDonald

Although wind was light in the early going at Clearwater, things picked up considerably later in the week. At Lake Mead (left) the gathered Hobie 14s spent a great deal of time in drifting conditions.



Courtesy Don Smith Consultants, Inc.

14 NATIONALS

18 NATIONALS

TWO FOR FLORIDA



extend this streak by taking on Seaman, the Alters, Alan Egusa and the rest of the traditionally strong California contingent.

But by the time the four qualifying races were over and the semi finals under way with 74 teams, it was becoming obvious that stopping the Florida roll was not going to be an easy task. Tucker and his "good luck" crew of Todd Simmons jumped out to a significant lead in the semis and looked like they could just walk away with another Absolut Cup. Everybody else could just go home and let Tucker have some fun.

Still, anything could happen. And it did. Not wanting to let Tucker walk away unchallenged, and hoping to recapture a little of the limelight, Hobie Alter Jr. began to charge by finishing with low points race after race until, by the time the winds had changed from light to moderate on Saturday, the final day, he was in a position to take the lead. With the fresher winds, all sailors were primed for a little more excitement than they had enjoyed earlier in the week when winds were light and puffy. That's exactly what they got.

On the last day, the beaches around the race site were packed with people straining to get a glimpse of the action. Estimates of the number of people ran as high as 5,000. Spectators could see the start/finish line clearly from the shore and as the screaming and cheering indicated, excitement ran high. John Aletano, national sales manager for Carillon Importers, distributors of Absolut Vodka and Carillon's Florida Manager Tony DeSesso felt that the vantage point was the best since Absolut began sponsoring Hobie racing four years ago. All those onlookers were now in for one of the most unusual finishes ever.



The starts in championship events are always aggressive. Especially on the last day when the scores are close. But for Paul Marner of Scarborough, Florida and Tucker things got a little too tight. Marner rammed Tucker, cracking a hole in one of Tucker's hulls which promptly began to take on water. Marner started the first of two 360s, Tucker limped along with Simmons soaking up water with his shirt and Alter sailed free and clear.

Despite the accident and a hull with a lot of water in it, Tucker managed to sail to a 13th place finish. Unfortunately for him, Alter streaked to a first and took over top spot for the series by 1.75 points.

With the 1.75 point lead, Alter was determined to play it safe in the final race of the championship by covering Tucker throughout the last sailing. He could use the last

race as a throwout, prevent Tucker from finishing higher than himself and emerge the champion. This is the sound thing to do. In most circumstances, that is. One time when it may not be the sound thing to do is when the sailor in second place is planning a protest that could change one of his scores and that was precisely what Tucker was planning to do. He felt he was compromised by boat damage that was not his fault and therefore was entitled to redress. He would protest at the end of the day.

But Alter did not know that. What Alter knew was that he had to finish no more than one place behind Tucker to be sure of winning. Covering was the way to do it. When the second race of the day and last of the series started, Alter's strategy was obvious and he had Tucker completely



It was a close call all the way around for Carlton Tucker and his youthful crew, Todd Simmons.

covered. Then Tucker made a rare mistake, a mistake that could have resulted in a victory. He misread a wind shift, and stuck himself in a hole. Because he was covering, Alter was drawn in as well and the two rivals sat without wind while the rest of the fleet sailed by. When the wind finally came back, Tucker managed to get away from Alter and finish in front of him. Tucker finished 17th, Alter 19th. Still, since both results were going to be thrown out by the skippers anyway, the results of this race should not have mattered. Alter came into

the beach knowing he had won another in a long series of Hobie championships.

Then the protest committee convened. Tucker explained his side of the story, argued that he deserved redress for the first race of the day and the committee huddled to argue the merits of Tucker's protest knowing that the awarding of the Absolut Cup was in their hands. When the committee emerged, they awarded Tucker a ninth place finish in the first race, enough to thrust him 1.75 points in front of Alter for the series. "I'd rather not have seen it



happen this way," Tucker was quoted as saying, "but it's a championship just the same."

At the awards ceremony later that night, special thanks were accorded to Absolut Vodka, Ron Tucker, John, Orin, Craig, Burrell, and Dave. Thanks were also given to Richard Karran, Rush Bird, Rick Raditch, Paul Raditch, Dorian Goldberg and Chuck Hollweg as well as to the Holiday Inn, host hotel for the event.

Tucker ended with 26.25 points to Alter's 28. Bob Seaman and crew Don Oltmans finished third with 31.75 points. Jeff Alter was fourth with 35 points and Steve Timm rounded out the top five with 51.75 points. [Complete results and race by race finishes can be found in the Race Section.]

If Alter had not covered Tucker, he may well have finished in one of the top spots for the race and thrown out another, thus holding on to the apparent victory, but the protest and the by-the-book strategy put an end to Alter's come from behind dream and the Floridians kept rolling along.

Texan Fred Ferraro managed to wrest one the Hobie titles away from the Floridians at the Hobie 14 Turbo National Championship in Oklahoma (See story on page 38.), but Bob Curry of Tampa, Florida, the current Hobie 14 World Champion was to come roaring back later in the month to completely dominate the competition at Lake Mead and stomp his way to a first place finish.

Lake Mead, which sits in the middle of the Nevada/Arizona desert astride the Colorado River, has traditionally had a reputation as a high wind heaven where sailors who can tough it out through the stiff breezes come out on top. But when Hobie sailors arrived for the Absolut Cup Hobie 14 National Championship at the end of October, the wind departed.

Defending champion Carlton Tucker, fresh from his magic act in Clearwater when he snatched victory from the jaws of Hobie Alter Jr., felt that he would be hurt by the lack of strong winds, but as it turned out, high wind or not, Bob Curry simply

was not going to let anyone stand in his way.

Curry demonstrated his intentions in the first race of the championship series by charging out to take a first, finishing ahead of Paul Tobie of Oakland, California in second; Bob Seaman in third; Bob Wall of Aigonac, Michigan in fourth and Tucker in fifth. If anybody had any doubts about that race, Curry came back in the second and final race of the day to score another bullet, this time in front of Chris Veneman of Newport Beach, California; Stephen Acquart of San Antonio, Texas; Geoff Walsh of Beverly Hills, California; and Alex Kirby of Tampa, Florida. In just two races, Curry had managed to win over both halves of the fleet sailing in the round robin competition.

By the start of racing on Friday, Curry held a grand total of 3.75 points. He had won five out of six races and his nearest opposition was Alex Kirby, also of Tampa, who held 21 points. Tucker was close behind Kirby with 21.75, followed by Tobie with 29. Wayne Schafer was fifth with 30. Bob Bergstedt of Bayville, New Jersey was in sixth with 33 points followed by Seaman with 38 and Keith Christensen of Long Beach, California with 40. Travis Glover of Ft. Walton Beach, Florida was in ninth with 42 and rounding out the top ten was Chris Veneman of Newport Beach, California with 52. So it seemed that the excitement was going to have to come from sailors other than Curry and observers began to watch the battle for second through tenth places. Sailors able to finish in the top ten would earn a spot on Team USA when it traveled to Puerto Rico for the Absolut Cup Hobie 14 World Championship on Isla Verde.

Curry had managed to do what had now become monotonous on Friday and ended the day with another win and a score of 4.5 after seven races. Tucker had managed to edge out Kirby for second by ending the day with 23.75 to Kirby's 32. The personnel of the top ten remained unchanged although Glover took over sixth and Bergstedt fell to ninth and Bob



Photography by Lee McDonald



Seaman traded places with Keith Christensen by falling to eighth as Christensen moved to seventh.

On the final day, the big news was that Curry did not win one of the races and picked up his biggest total in a single day of the event: three points. He wound up with the incredibly low score of 7.5 points for the regatta, an amazing performance considering the level of competition present at Lake Mead, a performance that bodes well for his chances in Puerto Rico. [At press time, results from the Absolut Cup in Puerto Rico were not available.] Tucker edged out Kirby for second place with a total of 35.75 points. Kirby held third with 37. Schafer 47, Seaman 47.75, Tobie 49, Travis Glover 53, Bergstedt 61, Walsh



82, Christensen 83.

Before Curry collected his trophy, the WHCA thanked Beth and Dean Thomas who helped organize the event; Floyd White who supplied the committee boat; Bill Powers on the chase boat; Frank, Ellen, Dave, Lois, John and Carol who assembled and worked on chase boats; David Shearer who worked on the race committee; Rocco Sacci representing Absolut Vodka; Lou Hoover of Lake Mead Resort and a special thanks to Bob Eustace.



Editor's Note: The above reports were assembled with the assistance of Don Smith Consultants, Rocco Sacci and Will Thoretz.

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

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
VERMONT
Chlott Marine
Burlington

VIRGINIA
Backyard Boats
Alexandria
Trail 'N Sail
Richmond

Trafton Marine
Virginia Beach
WASHINGTON
Hobie Sports
Kirkland

Bettlines' South Sound Marine
Olympia
Sports & Sail
Richland

Sports Creel
Spokane
WISCONSIN
Little Pine Sailing Center
New Lisbon

Spitzer, Inc.
Middleton
Kinn Motors Marine
Oconomowoc

WYOMING
Mountain Sports
Casper

HOBIE RACING

JANUARY/FEBRUARY 1986

IN THIS SECTION:

Major Regattas

Fleet News

Regatta Results



Courtesy Don Smith Consultants, Inc.

WORLD HOBIE CLASS ASSOCIATION

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 Liz Reed, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

MAJOR EVENTS

MAJOR REGATTAS

December 28-January 1, 1986

Southeast Asia Championship
Singapore

H.C.A.
619/758-9100

August 3-10

Hobie 16 Worlds
Fiji

H.C.A.
619/758-9100

FLEET DIRECTORY

WORLD HOBIE CLASS ASSOCIATION
FLEET LOCATION LISTING

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Bill Krull	Dana Point, CA	2	84.	Randy Walker	Des Moines, IA	7
2.	Dave Giguere	Auburn, CA	3	85.	John Siewertsen	Columbus, OH	10
3.	Dan Ketterman	Long Beach, CA	2	86.	Keith Reynolds	Elmira, NY	16
4.	Greg Brown	San Diego, CA	2	87.	Deanna Link	San Rafael, CA	3
5.	Jack Bowerfind	Clearwater, FL	8	88.	Bill Pawlowski	Lake Havasu City, AZ	2
6.	Mervin Irvine	Kailua, HI	1	89.	Mike Griffie	Mishawaka, IN	10
7.	Frank Andrade	San Gabriel Valley, CA	2	90.	Charles Anderson	Winnipeg, Man., Canada	7
8.	Walter Tucker	Houston, TX	6	91.	Bob Nickerson	Fort Worth, TX	14
9.	Dennis Teddie	Lake Charles, LA	6	92.	Jeff Price	Charlotte, NC	9
10.	Larry Stayner	Clear Lake, IA	7	93.	Bill Groves	Lafayette, LA	15
11.	Jim Jordan	Orlando, FL	8	+94.			
12.	Pete Loftis	Decatur, GA	9	95.	Paul Carter	Bothell, WA	4
13.	Ralph Weir	Spokane, WA	4	+96.			
14.	Paul Ulibarri	Seattle, WA	4	97.	Terry A. Hanchey	Henderson, NC	9
15.	Bill Johnson	Ventura, CA	2	98.	Lamont George	Clear Lake, Man., Canada	7
16.	Ken Dawson	Big Bear Lake, CA	2	99.	Peter Colby	Corpus Christi, TX	6
17.	Ron Katz	Citrus Heights, CA	3	100.	Caird Vandersloot	Salterpath, NC	9
18.	John R. Medler	Ypsilanti, MI	10	101.	Richard Johnson	Wilmington, NC	9
+19.				102.	Cathy Whittington	South Padre Island, TX	6
20.	Mike Ettl	San Jose, CA	3	103.	Steve Bechtold	Sioux Falls, SD	7
21.	Mike Arnerich	Modesto, CA	3	+104.			
22.	Patrick McMaster	St. Albert, Alb., Canada	4	105.	Eric Uppiano	Boise, ID	4
23.	Bill Kocsis	Dallas, TX	14	106.	Debbie Metscher	Steamboat Springs, CO	5
24.	Wally Myers	Ocean City, NJ	14	107.	Albert Aline	Papeete, Tahiti	Inter.
25.	Ken McIntosh	Tulsa, OK	11	108.	Jerry Tejchma	Muskegon, MI	10
26.	Randy Reel	Indianapolis, IN	10	109.	Milt Dinhofer	Great Neck, NY	12
27.	Paul Beddow	Wichita, KS	14	110.	Jim Frank	Victoria, TX	6
28.	George Mead	Natick, MA	12	111.	Richard Brew	Jacksonville, FL	8
29.	Mark Londree	Merced, CA	3	+112.			
30.	Tim Olson	Riverside, CA	2	113.	Joe Thompson	Freeport, Grand Bahamas	Inter.
31.	Gil Knorr	Brookfield, CT	12	+114.			
32.	David J. Nelson	Virginia Beach, VA	9	115.	David A. Hutchings	Wilmette, IL	10
+33.				116.	Ike Selig	Lakeland, FL	8
34.	Walt Philipson	North Palm Beach, FL	8	117.	Jake Taber	Grand Rapids, MI	10
35.	Rick Cumby	Pensacola, FL	15	118.	Chuck Raney	Tyler, TX	14
36.	Norman Ridgely	Miami, FL	8	119.	Jack Knooren	Eden, NY	16
37.	Gary Baker	Bellingham, WA	4	120.	Sandy Kalata	Panama City, FL	15
+38.				+121.			
39.	Rick Hohenhausen	Bradenton, FL	8	122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.
40.	Bob Thiessen	Richland, MI	10	123.	Terry Allen	St. Louis, MO	10
41.	Scott Holland	New Orleans, LA	15	124.	David Becker	Bayport, NY	12
42.	Dave Lichtman	Tampa, FL	8	125.	Bob Haufschild	Lake Poinsett, SD	7
43.	Michelle Bailey	Tallahassee, FL	15	126.	Tim Terrell	Chesterton, IN	14
44.	Rich Schulman	Ft. Lauderdale, FL	8	127.	Gene Soule	Vero Beach, FL	8
45.	Edward LeGrand	Cocoa, FL	8	128.	Dan Mallum	San Antonio, TX	6
46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.	129.	Glenn Withenshaw	Thunder Bay, N. Ont., Canada	7
47.	Steve Campbell	Cincinnati, OH	10	130.	Brian Machtaler	Penticton, B.C., Canada	4
48.	Don Smith	Albuquerque, NM	5	131.	Jay Collins	Oklahoma City, OK	14
49.	Tom Creed	Clear Lake MN	7	132.	Neil Carter	Kalimantan Timore, Indonesia/Inter.	
50.	Bob Kaphammer	Loveland, CO	5	133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13
51.	Dave Coombs	Las Vegas, NV	2	134.	Mark Doyle	Memphis, TN	15
52.	Dan David	White Bear Lake, MN	7	135.	Deborah Cox	Hewitt, NJ	12
53.	Bill Carl	Isle of Palms, SC	9	136.	Joel Marcus	Enfield, CT	12
54.	Bill Lippincott	Baltimore, MD	11	137.	Jay Sutton	Hopatcong, NJ	11
55.	Tommy Lea	Baton Rouge, LA	15	138.	Eduardo Villagran	Guatemala, Guatemala	Inter.
56.	Francine Robb	Weston, CT	12	+139.			
57.	Bob Garland	Los Angeles, CA	2	140.	Richard Owen, Sr.	Levittown, PA	11
58.	Richard Seleno	Jackson, MI	10	141.	Larry Smith	Columbia, SC	9
59.	Louis Greisemer	Springfield, MO	7	142.	Harry Hightstone	Louisville, KY	10
60.	Michael Simpson	Sandusky, OH	10	143.	Ron Maricak	Seafood, NY	12
61.	Mary Nordlander	Denver, CO	5	144.	Ric Balesky	East Lansing, MI	10
62.	Chris Miller	Clovis, CA	3	145.	James Burgess	Ft. Smith, AR	14
63.	Tom Loeffelholz	Norman, OK	14	146.	Rick Bush	Wichita Falls, TX	14
64.	Don Schnorr	Austin, TX	6	+147.			
65.	Mark Schleckser	Shore Acres, NJ	11	148.	John Owen	Bangkok, Thailand	Inter.
66.	Tom Banks	Scottsdale, AZ	2	149.	Tom Kennedy	Blue Springs, MO	7
67.	Todd Urban	Salt Lake City, UT	5	150.	Dave Sarvis	Orillia, Ont., Canada	16
+68.				151.	Art Clark	Decatur, IL	10
+69.				152.	Stephen McClung	St. Simons Island, GA	8
70.	Mark Ederer	Ocean Springs, MS	15	153.	Ted Dew	Gainesville, FL	8
71.	Lenny Carey	Key West, FL	8	+154.			
72.	Jim Horswill	Portland, OR	4	155.	Gerald D. Knierum	Brooklyn, NY	10
73.	Bill Hiller	Northfield, NJ	11	156.	George Rooney	Casper, WY	5
+74.				+157.			
75.	Jim Holst	Tamuning, Guam	Inter.	158.	James Kelly	Springfield, IL	10
76.	Chance Gaston	Fairhope, AL	15	+159.			
77.	Shannon Miller	Vail Lake, CA	2	160.	Gail Fricke	Grand Junction, CO	5
+78.				161.	Gene Hawkins	Bryan, TX	6
79.	Bill Hyman	Pago Pago, American Samoa	Inter.	162.	Ray Murray	Waco, TX	14
80.	Jim Cunningham	Daytona, FL	8	+163.			
+81.				164.	Tommy Whiteside	Seneca, SC	9
82.	Less Bibby	Guelph, Ont., Canada	10	165.	Ollie Fredrick	Mahtomedi, MN	7
83.	Steve Faille	Rock Hill, SC	9	166.	Mike Halberstadt	Oceanside, CA	2

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	CUSTOMER	LOCATION	DIVISION
167.	Bob Cargill	Bakersfield, CA	2	291.	Chip Simonsen	Yankton, SD	7
168.	Gerald Jenkins	Rapid City, MI	10	292.	Al Balazovic	Traverse City, MI	10
+169.				293.	Dave Chick	Bathurst, N.B., Canada	12
+170.				294.	George Bargerion	Savannah, GA	9
171.	Steve Amador	Ann Arbor, MI	10	295.	Dale Ryan	Rochester, NY	16
172.	Brian Price	Ganonoque, Ont. Canada	16	+296.			
+173.				297.	Don Capes	Emporia, KS	7
+174.				298.	Dave Milne	Ottawa, Ont. Canada	16
175.	Steve Dixon	Mt. Gilead, NC	9	299.	Frederickton, N.B., Canada		12
176.	Ed Odgen	Mohnton, PA	11	300.	Robert Flucke	Westerville, OH	10
177.	Ernie Lucè	Hitchcock, TX	6				
178.	Lynn Stone	Fort Walton Beach, FL	15	301.	Manfred Dangel	Muchich, Germany	Europe
179.	Gorden Leilson	Hong Kong	Inter.	302.	C/Calamari	Rome, Italy	Europe
180.	Les Luby	Woodland Hills, CA	2	303.	Alain Saurt	St. Malo, France	Europe
+181.				304.	Rene Bos	Zandvoort, Holland	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	305.	Bram Lussenburg	Rotterdam, Holland	Europe
183.	Gary Francis	Whitby, Ont. Canada	16	306.	Chris Mhee	Katwijk, Holland	Europe
184.	Stephen Treadwell	Milton, VT	12	307.	Jan Van Spellen	Den Haag, Holland	Europe
+185.				308.	Jan Wijk	Edmond, Holland	Europe
186.	Stanley Pastore	Norwalk, CT	12	309.	Guy Pasquier	Toulon, France	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	310.	Sigurd Maxwell	Thonex, Switzerland	Europe
188.	Mike McGinnis	Tampa, FL	8	311.	M. Harrin	Nantes, France	Europe
189.	Bill Sakovich	CHRB, Saipan, C.M. Guam	Inter.	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
190.	Warren Kaplan	Linwood, NJ	11	313.	Marc Gautier	Le Havre, France	Europe
191.	Ken Keller	Greensboro, NC	9	314.	Christian Gimet	Noumea	Europe
192.	Rod Phipps	Ohama, NE	7	315.	Helmut Jackobowitz	Vienna, Austria	Europe
193.	Gary Nichols	Eugene, OR	4	316.	Martin Schuitema	Ja Massenaar, Holland	Europe
194.	Pete King	Vallejo, CA	3	317.	R. Schubert	Hamburg, Germany	Europe
195.	Rick Parsons	Richland, WA	4	318.	H. Angerhausen	Bremen, Germany	Europe
196.	Bill Davenport	Rockville, MD	11	319.	Ri Ollig	Koln, Germany	Europe
197.	Sally O'Rourke	Rockport, MA	12	320.	Claude LeRoux	Saint Miel, France	Europe
198.	Dave Martimer	Rapid City, SD	7	321.	Guy Delmas	St. Medard/Jalles, France	Europe
199.	Michael Adorjan	Murphysboro, IL	10	322.	Frank Buchholz	Zurich, Switzerland	Europe
200.	Barry W. Barnes	Norfolk, VA	9	323.	Colin White	Plymouth, England	Europe
201.	Mark Wittrup	Pueblo, CO	5	324.	Joseph Perrissauquet	Ban Saint Martin, France	Europe
202.	Douglas Schmidt	Gladstone, MI	7	325.	Rinus Van di Haak	Noordwijk, Holland	Europe
203.	Michael Garrett	Reno, NV	3	326.	Osten Nilsson	Holvikens, Sweden	Europe
204.	Mimi Appel	Brewerton, NY	16	327.	H. Dekorai	Rastatt, Germany	Europe
205.	Charlie Cunningham	Clearlake, CA	3	328.	Pierre Molia	Bayonne, France	Europe
+206.				329.	Walter Steiner	St. Gallen, Switzerland	Europe
+207.				330.	Erik Nienstaedt	Charlottenburg, Denmark	Europe
208.	Drake Barber	Fairfield, CT	12	331.	Dario Soresina	Milan, Italy	Europe
209.	Rick Bolduc	Ambesbury, MA (LOCATED IN NH ALSO)	12	332.	Bino Bani	Pisa, Italy	Europe
210.	Roger Bristol	Olivet, MI	10	333.	Fred Paasch	Middelfart, Denmark	Europe
+211.				334.	Peter Jannack	Hamburg, Germany	Europe
+212.				335.	Friedrich Schiebel	Vienna, Austria	Europe
+213.				336.	Erich Minarik	Graz, Austria	Europe
214.	Bill Holder	Vancouver, B.C., Canada	4	337.	Rudd Visser	Zandvoort Nord, Holland	Europe
215.	Gary Recker	Cedar Rapids, IA	7	338.	Serge LeCouteur	Cap d'Adge, France	Europe
216.	Gary L. Gotsch	Marion, IN	10	339.	Jean-Marc Niedergang	Montpellier, France	Europe
217.	David Carter	Chattanooga, TN	9	340.	M. Chincholle	La Rochelle, France	Europe
218.	Lou Nosko	Rocky River, OH	10	341.	Werner Wittwer	Denges, Switzerland	Europe
219.	Billy Joe Crider	Marion, KY	10	342.	Don Findlay	Stafford, England	Europe
+220.				343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
221.	Stewart M. Walker	Richmond, VA	9	344.	Denis Auckenthaler	La Ma Poulle, France	Europe
222.	Phil Herberer	Pacific Grove, CA	9	345.	Mario Businco	Cagliari, Sardinia	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	346.	Manolis Pallas	Phodos, Greece	Europe
+224.				347.	Xavier Kieffer	Ajaccio, Corsica	Europe
225.	Scott Rankin	Mattoon, IL	10	348.	Donald Aubin	Minich, Germany	Europe
226.	Steven L. Tubbs	Anchorage, AK	4	349.	Klaus Wegner	Koln, Germany	Europe
227.	Tom Huber	Pierre, SD	7	350.	Rainer Kellermann	Velbert, Germany	Europe
228.	Joe McKeag	Erie, PA	16	351.	K. Kuhnast	Bochum, Germany	Europe
229.	Dean Willis	Remsen, NY	16	352.	Michael Schwindt	Huntenstein-Wallrabenstein	Europe
+230.							
231.	Rich McNeill	Gary, ME	12	353.	N. Steelling	Niemen, Holland	Europe
232.	Glenn Fontenot	Beaumont, TX	6	354.	Georges Daniele	Carry, France	Europe
+233.				355.	Robert Rives	Toulouse, France	Europe
234.	Winston Trevarthen	Millville, NJ	11	356.	Gerd Spindler	Erlanger, Germany	Europe
235.	David E. Thoren	Jackson, MS	15	357.	Christopher Maguin	Lille, France	Europe
+236.				358.	Maurizio Juris	Venice, Italy	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	359.	Aurando Fabbri	Fregene, Italy	Europe
238.	Jim Devine	Mayfield, NY	16	360.	Rainer Seelen	Sonsbeck, Germany	Europe
239.	Doug Keller	Akron, OH	10	361.	H. Jandack	Bergkamen, Germany	Europe
240.	Rich Grewohl	Boulder Creek, CA	3	362.	Stefan Griesmeyer	Feldafing, West Germany	Europe
241.	David Nigus	North Little Rock, AR	14	363.	Fredric Frilloux	Paris, France	Europe
242.	Dennis Sollosy	Saskatoon, Sask., Canada	4	364.	Gordon Edwards	Surrey, England	Europe
243.	Jane R. Kleindinst	Grand Island, NY	16	365.	Olivier Carli	Abidjan, Cole	Europe
244.	Charles G. Power	Myrtle Beach, SC	9	366.	Bono Von Schrader	Hamburg, Germany	Europe
245.	Jon Edblom	Durango, CO	5	367.	Cato Kneem	Oslo II, Norway	Europe
246.	Gayle Helmer	Grand Rapids, MN	7	368.	Leif Saletti	Lidingo, Sweden	Europe
247.	John Harden	Rondeau Bay, Ont., Canada	10	369.	Mauno Koivisto	Helsinki, Finland	Europe
248.	Terry Brown	Union Lake, MI	10	370.	Anthony Miller	Bitterne S. Hampton, England	Europe
249.	Pete O'Briant	Nashville, TN	15				
250.	John W. Sullivan	Sandy Hook, NJ	11	371.	Douglas Lumley	Gotoborg, Sweden	Europe
251.	Tom Neiswonger	Lawton, OK	14	372.	Peter Howard	Clevedon, Avon, England	Europe
252.	Noel Kilner	Suva, Fiji	Inter.	373.	Robert Biegler	Buddenheim, Germany	Europe
253.	Vic Chang	Dhahran, Saudi Arabia	Inter.	374.	Uli Schulte	Wermelskirchen, Germany	Europe
254.	Robb Naylor	Bemidji, MN	7	375.	Jean-Louis Rabier	St. Brice, France	Europe
255.	Samuel Applegate	New Albany, IN	10	400.	John W. Yerman	Toledo, OH	10
256.	Gandy McCombs-Thomas	Grand Island, NY	16	401.	Jay Terrell	Shreveport, LA	6
257.	Beecher E. Kirkley	Washington, NC	9	402.	Charles F. Cronheim	Lagos, Nigeria	Inter.
+258.				403.	Jim Trask	Lynn, MA	12
259.	Bill Gerblick	Arroyo Grande, CA	3	404.	Douglas Meyer	Angola, NY	16
260.	Charles A. Benner	Jensen Beach, FL	8	405.	Tom Baker	Boroko, Papua, New Guinea	Inter.
261.	Robert Woodward	Victoria, B.C., Canada	4	+406.			
+262.				407.	Robin LaCroix	Humble, TX	6
263.	Ron Rubadeau	Kelowna, B.C., Canada	4	+408.			
+264.				+409.			
+265.				+410.			
+266.				411.	Dick Wilkinson	Dubai, United Arab Emirates	Inter.
267.	Hal Savage	Philadelphia, PA	11	412.	Peter Asmdown	Jeddah, Saudi Arabia	Inter.
268.	Cam Lawson	Lubbock, TX	14	413.	Wayne Fischer	Green Bay, WI	7
+269.				414.	Bill Petraitis	Conneaut Lake, PA	11
+270.				415.	Jahn Koedt	Tali Beach, Philippines	Inter.
271.	Bill Pagels	Newark, DE	11	416.	Craig Moore	Hatfield, PA	11
+272.				417.	Bill Gill	Amherst, N.S., Canada	12
273.	Tom Burrows	Florissant, MO	7	+418.			
274.	Peter Capotosto	Manila, Philippines	Inter.	419.	Kenneth McKinney	Peoria, IL	10
+275.				+420.			
276.	Daniel R. Warner	Roseville, MI	10	421.	Richardo Rovira	Calafell, Spain	Inter.
277.	Stan Muse	Birmingham, AL	15	422.	Alvarez Del Manzano	Vilaforuny, Spain	Inter.
278.	Lionel Conacher	Cambridge, Ont., Canada	16	423.	Joan Muviola	Castelldefels, Spain	Inter.
279.	Larry Van Turel	Ann Arbor, MI	10	424.	Rosas, Spain		Inter.
280.	Denora Rutledge	Stockton, CA	3	425.	Felipe Bellini	Puerto Pollensa, Spain	Inter.
281.	Len Chesmore	Santa Rosa, CA	3	426.	Ramon Pino	Puebla Farnals, Spain	Inter.
282.	Scott Brubaker	Birmingham, MI	10	+427.			
283.	Ann Galluzzo	Springfield, OH	10	428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.
284.	Robert L. Ryan	West Liberty, OH	10	429.	Antonio Munoz	Calas De Guisando, Spain	Inter.
285.	G.J. de Vries	Curacao, Netherlands	Inter.	430.	Antonio Oriol	Sotogrande SV, Spain	Inter.
+286.				431.	Jose Ignacio Asensi	Madrid, Spain	Inter.
287.	Jim A. Brisbois, Jr.	Saginaw, MI	10	432.	Shirley Parma	Ponca City, OK	14
288.	Dennis Henderson	Marquette, MI	10	+433.			
289.	Carlos Aguilo E.	Santo Domingo, Dom., Rep.	Inter.	434.	Don Campbell	Lake Arrowhead, CA	2
290.	Vernon Sheppard	Union Hall, VA	9	435.	Steve Fongio	Anarillo, TX	14

FLEET DIRECTORY

FLEET NO.	CUSTOMER	LOCATION	DIVISION	FLEET NO.	CUSTOMER	LOCATION	DIVISION
436.	Mike Cooper	Mammoth Lakes, CA	2	484.	Laird R. Jones	Montgomery, AL	15
437.	Andy Knoll	Asheville, NC	9	485.	Jane Brown	Elkhart, IN	10
438.	Age deVries	Manama, Bahrain	Inter.	486.	Chris Mitchell	Abilene, TX	14
439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12	487.	J. De Groot	Seria, Brunei	Inter.
440.	John Friesz	Hampton, VA	9	488.	Hugh M. Greenwald	Pewaukee Lake, WI	7
441.	Chris W. Walker	Burlington, Ont., Canada	16	489.	Randy Reimann	Two Rivers & Manitowoc, WI	7
442.	Pedro Colon	Mayaguez, Puerto Rico	13	490.	Ubaldo Tacconelli	Edo. Mueva Esparta, Venezuela	Inter.
443.	Doug Ackroyd	Town Bank, NJ	11				
444.	Brian Nelson	Spicer, MN	7	491.	Will Pusford	Trinidad, West Indies	Inter.
445.	Pete Mulligan	Geneva, OH	10	492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.
446.	Frank Stollbert	Calgary, Alb., Canada	4				
447.	Hunter Fry	Fox Lake, IL	10	493.	Mike Rea	Muscat, Gulf of Oman	Inter.
448.	Brian Franco	Pawtucket, RI	12	494.	Stuart E. Bale	Dona, Qatar, Arabian Gulf	Inter.
449.	A.J. Pope	Pinnellas Park, FL	8	495.	Dwayne Tuttle	Longview, TX	14
450.	Walter Goodell	Whitmore Lake, MI	10	496.	Nick Kalergis	Seabrook, NH	12
451.	Larry Howard	Klamath Falls, OR	4	497.	Rick Tinga	Trenton, Ont., Canada	16
452.	Frank Brearley	Barnegot Bay, NJ	11	498.	Masahiko Ozeki	Kanagawaken 250, Japan	Inter.
453.	Paul Pocock	Quesnal, B.C., Canada	7	499.	Moriyasu Murase	Saitama-Ken 350-Japan	Inter.
454.	Mark Tryggstad	Amery, WI	7	500.	Yves Germain	Libreville, Gabon	Inter.
+455.				501.	Aijiro Hirayama	Tokyo, Japan	Inter.
456.	Scott Beach	Brownwood, TX	14	502.	Fred Sponsel	Bringantin, NJ	11
458.	Luis Lerdo de Tejada	Mares, Spain	Inter.	503.	John Smal	Athens, Greece	Inter.
459.	Salvador Barrachina	Castellon, Spain	Inter.	504.	John McKellog	Cadillac, MI	10
460.	Carlos Hernandez	Sevilla, Spain	Inter.	505.	Henry Kazmier	Odgen Dunes, IN	10
461.	Raul Moreira	Portugal	Inter.	506.	Craig Findlay	Caringbah, NSW, Australia	Inter.
+462.				507.	Masami Kozuge	Manama Prefecture, Japan	Inter.
463.	Ron Rowton	Titusville, FL	8	508.	Paul Ricketts	N. Myrtle Beach, SC	9
+464.							
465.	C. Everett Thompson	Elizabeth City, NC	9	509.	T. Marc Dickenson	Malver, AR	14
466.	Dan Dunbar	Pymatuning, PA	11	510.	Dennis Patterson	El Dorado, KS	14
+467.				511.	Brian Withers	Abudhabi, UAE	Inter.
468.	Boyd Bass	McAlester, OK	14	512.	Graham Webby	Wellington, New Zealand	Inter.
469.	Ponco Limon	San Felipe, Mexico	Inter.	513.	Friedrich Niederquell	Germany	Inter.
470.	Pete Skartedt	Whitefish, MT	4	514.	John Lowe	Tucson, AZ	2
471.	Claus C. Nimb	Christchurch, New Zealand	Inter.	515.	Charles Leekley	Excelsior, MN	7
472.	Mark Coyne	Madison, WI	7	516.	Tom Yorty	Pohick Bay, VA	11
473.	Dieter Bromkamp	Niantic, CT	12	517.	Brian Hughes	Turkey Point, Ont., Canada	16
474.	David Buckingham	Spirit Lake, IA	7	518.	Max Westwater	Cheung Chau, Hong Kong	Inter.
475.	Scott Russell	Storm Lake, IA	7	519.	Jim Gerliags	Portage, MI	10
476.	Jim Murray	Leesburg, IN	10	520.	Buz Moore, Jr.	Hartsville, SC	9
477.	Neal D. Houx	Tahoe City, CA	3	521.	Tom Bailey	Valdosta, GA	8
478.	Debbie Blackburn	Walker, MN	7	522.	Eugene Zalar	South Haven, MI	10
479.	Mike Stevens	Kahului, Maui, HI	7	523.	Scott Aman	Roanoke Rapids, NC	9
480.	Gary Doty	Cordorva, IL	7	524.	Marce Davidson	Centerport, NY	12
481.	Chuck Druckenmiller	New Lisbon, WI	7	525.	Bob Anderson	Regina, Saskatchewan, Canada	4
482.	James T. Walrath	Puget Sound, WA	4	526.	Karl E. Boehler	Midland, TX	6
483.	Miguel Soldevila	Benidorm, Spain	Inter.	527.	Robert Laurendeau	St-Redempteur, Quebec	12
				528.	R.J. Myers	Lake Charles, Louisiana	6

FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 2

First Annual Newport Landing Regatta

Division 2
Newport Beach, California
October 26-27, 1985

The new Hobie 17 made its class racing debut at the First Annual Newport Landing Regatta, sponsored by the Newport Landing Restaurant in Newport Beach, California.

"The sailors really loved the new 17," said Fletcher Olsen of

Hobie Newport of the skipper's reactions at the October 26-27 event. "Since the surf was too high, we couldn't have any demo rides, but the sailor who won the 17 class let a couple of others try the boat and they were really

impressed."

Steve Leo was the sailor who won the first class regatta for the 17s, and he did it in convincing fashion, gathering a paltry three points from the weekend's five races.

A total of 28 boats sailed in the regatta with the Hobie 16 A, B and C fleets; Hobie 18 A and B and Hobie 17 fleets represented.

Breezes were light to moderate on Saturday and high surf caused some launching and landing complications, but organizers got off three races. Sunday saw lighter breezes which delayed the start of action, but by 3:00 p.m., winds of 12 to 15 knots blew through and allowed for two more races to bring the regatta total to five.

Behind Leo in the Hobie 17 class was one of the boat's chief designers, John Wake of Hobie Cat. He was followed in third by Mel Wills III and in fourth by Dean Wickstrom.

Other winners included Craig Wright in the Hobie 18 A Fleet, Heather Manclark in the Hobie 18 B Fleet, Dan Ketterman in the Hobie 16 A Fleet, Herb Hall in the Hobie 16 B Fleet and Craig Herman in the Hobie 16 C Fleet.



Steven George

DIVISION 11

7th Annual New Jersey State Hobie Cat Championships

Fleet 250, Division 11
September 21-22, 1985
Sandy Hook Bay, New Jersey

By: Wolfgang Kornweibel

Sandy Hook Hobie Fleet 250 had the pleasure of hosting the 7th Annual New Jersey State Hobie Cat Championships for the third year in a row on September 21 and 22, 1985. A total of seven races (with one throw out) were held off Atlantic Highlands in Sandy Hook Bay.

Having just returned from a week of top level competition at the 1985 National Championships in Traverse City, Michigan together with a large contingency of fellow Division 11 sailors, we were psyched to put on a great regatta. We had storybook weather the entire week before and Saturday morning dawned with more of the same. There was only one problem, the huge high pressure system putting "the squeeze" on a large part of the northeast was moving at what seemed like a snail's pace (turns out we didn't miss Hurricane Gloria by much). By 11:00 a.m. there was enough wind to send the 85 teams off the beach. The winds were light and variable, mostly West/Northwest around 8 knots for the rest of the day, allowing only three races to be completed for all classes.

Saturday night partying began relatively early with plenty of beer, wine and soda accompanying a steak dinner complete with all the trimmings. A local favorite, "Speed Limit," provided plenty of live Rock-N-Roll with dancing on the beach far into the night. Some of the more hearty partiers were seen wearing their life jackets as a precaution in case they ventured too close to the high tide mark.

Sunday morning greeted the sleepy racers and late partiers with steady winds of 10-12 knots out of the southeast. We were anxious to get down to business, and after a brief skipper's meeting, sent the boats off the beach with hulls flying. The wind held all day and was enough for several flips as well as an occasional dismasting. It's amazing what some of us sailors are willing to do for a



Courtesy Don Smith Consultants, Inc.

little attention when the camera crew is taking pictures. Race coverage was good in the local papers and Fleet 250 hired a video crew to produce a 15 minute video which will be used by the State of New Jersey (our major sponsor together with Hobie Cat) to promote tourism and Hobie Catting on the Jersey Shore.

Conditions allowed the completion of four races back to back, somewhat strenuous, but we wanted to make up for the previous day's variable conditions. All in all, the regatta was a giant success, particularly for Fleet 250, as local members took top honors in 16B, 16C, 14 and 14 Turbo classes. A large part of the overall success of a regatta is a function of its sponsors and we couldn't have done it without ours. In particular, Fleet 250 would like to thank the State of New Jersey, Hobie Cat and Mr. Drew Patey as well as all of our local sponsors for their generous contributions. A special word of thanks also goes to all Fleet 250 members who helped make for a successful New Jersey State Hobie Cat Championship in 1985.

Wild Winds End Wildwood Crest Classic

Fleet 443, Division 11
Wildwood Crest, New Jersey

September 7-8, 1985
By: Rob Wagner

"Forget the marks. Get to the boats and the people," I heard Doug Ackrod say over the radio. Doug's voice was absent from the radio for much of the day. Now that things were happening fast, our fleet commodore took the responsibility of directing all efforts from his vantage point on the committee boat. It was hard to believe that only 15 minutes earlier John Colhower had radioed that we were abandoning the sixth race because of a front that was just appearing over the western horizon.

Morey's Pier and Mariner's Landing Amusement Centers (the regatta's major sponsor) had opened all their rides to all participants the previous Saturday night. Even their wildest ride would seem mild to what Mother Nature would offer in the next hour and a half. Within minutes the wind changed from a calm 15 knots from the southeast to 40 knot sustained gusts. The wind exploded from shore outward. We barely had time to dismantle the sailboard Bayview Marina had donated for the raffle. We had it set up as a display to spark interest.

Most of the "C" and Novice fleets had reached the beach by the time we reached the water's edge to lend a hand. Boats that were on the water fell like dominoes. The two

chase boats, piloted and owned by Jim Morey and Bruce DeFuria were fast in lending assistance to the overturned boats. At one time there were 11 boats over simultaneously.

"We've got Bob's boat over here with no one on it!" radioed Bruce. "Say that again. Where are the people?" radioed Doug. "We don't see anyone and the life vests are still on board," answered Bruce. "Committee boat to beach, have you seen Barry Gehring?" asked Doug. "No!" I replied, with a sick feeling growing in my stomach. "I want you to find those people and I want a head count of everybody that was out here!" Doug insisted.

The head count was conducted by Doug's wife, Cathy, which was no minor task. Soon everyone was accounted for including the people who had borrowed Bob Edward's boat. The story is that Barry had sailed into shore where the boat blew over. Because of the violent weather the Wildwood Crest Beach Patrol wouldn't allow Barry and his crew to make an attempt to right the boat; a wise decision. The wind blew the boat out into deep water in no time.

"Leave my boat I don't want anyone to get hurt," radioed Bob from the committee boat. Bob should have known he was probably wasting his words. Adrienne DeFuria, her

FIJI '86



Hobie 16 World Championships
August 3-10, 1986



For Travel Information Contact:
Innovations In Travel
1233 Hermosa Ave., P.O. Box 846
Hermosa Beach, CA 90254 USA
213/379-2483, 800/832-8357



Lee McDonald

sister inlaw (Sarah) and Alden Huff jumped from the chase boat, righted the boat and sailed it safely to shore. Our fleet has only 15 members, but it is probably better to say there are 15 close friends in our fleet. Good friendship blocks some good judgement.

Lightning was now starting to flash all around us. It was a job getting people to abandon their boats and clear the beach. Everyone was quick to respond, however, once they were reminded of the danger. This year two people were killed by lightning on this very beach. The danger was only too real.

After everything had calmed down, we took stock of everyone and everything. The final toll was only minor scratches and bruises. There was no major damage to boats and no loss of equipment. People were in good spirits but cold and tired. Cathy held the raffle while waiting for the race committee to return with the fifth and last race results. The radio was too busy to communicate results as the committee boat was heading for her mooring.

Thanks to Jack Higgins' software ("Breaking the Pencil Habit," Nov/Dec '84 HOTLINE) and an Apple computer, we had the regatta results within 20 minutes after the arrival of the race committee. We thanked the participants and our sponsors. We presented trophies five deep in "B" and "C" fleets, two deep in the 14 Turbos and Novice fleets and one to our lone 18.

This was the first full-sized regatta our fleet has ever held. It can't be said that it was uneventful until the storm, however. We had the usual things go wrong. A fleet member couldn't make it because of an

injury. A last minute repair had to be made on one of the chase boats. The committee boat cancelled on the first day. The American Legion suddenly appeared in the parking lot to hold drum and bugle practice during registration. The first day had light and shifty winds and biting flies. A tug anchored a barge on the rhumb line to A mark after the start. A school of dolphins went through the start line. They were over early, however and refused to heed our hails to restart. You know, the usual stuff.

We want to thank all our sponsors and the people that believed in our idea of holding a "B" and "C" championship to encourage novices and up-and-coming sailors to keep the fun times rolling. Thanks to Barry Gehring and John Bietel for supplying the committee boats, WaWa Food Markets, Bayview Marina and the City of Wildwood. Thank you George Schmidbauer (Division 11 Chairman) for those words of encouragement. Wally Myers and Lynn Pearson of Fleet 24, thanks for your invaluable advice and assistance. Last and certainly not least, Jack and Will Morey.

A special thanks to all the Wildwood Crest beach patrol and the U.S. Coast Guard who hovered around us like guardian angels during the excitement.

DIVISION 12

Newport '85

Fleet 28, Division 12
Newport, Rhode Island
By: Steve Ruel

Scenic Newport, Rhode Island, location of the America's Cup races for the past century, maxi boat races in 1985 and numerous one-design and off-shore races through the years has now been introduced to Hobie Cat sailing. A regatta that truly represented what Hobie Cat sailing really is: fleet and dealer participation, racing to improve sailing skills, socializing and a strong commitment to having fun.

Held in Newport at Ft. Adams State Park, the site provided unifying and unique challenges to the host fleet, Fleet 28 which was spearheaded by the efforts of Bob and Cathy Child, the local Fleet 448 and the new Hobie dealer, Ensign Marine Specialties of Mattapoisett, Massachusetts. The excitement created by a guest appearance of Hobie Alter Jr. brought the local fleets together to enjoy the weekend. By 8:30 a.m. on a Saturday, 50 boats were rigged and ready to go. By the 10:30 skippers meeting, some 70 boats and 140 competitors had arrived. Everyone was ready for the drawing to see who Hobie would be

sailing with for the day. The first to luck out was Ellen Franklin, a "C" fleet sailor from Mattapoisett.

Classes racing included 18A, Magnums, 18B, 16A, 16B, and 16C. The weather was picture perfect. Southeast breezes of 10-15 knots which allowed a course in a perfect triangle in sheltered waters near Jamestown less than one mile west of Newport's harbor and south of the impressive Newport bridge, made for good sailing. C mark was placed just under the bridge, creating a spectacular view for competitors approaching the mark. The first race saw light winds, of 10-12 knots with A fleet sailing a Course 4 and B and C fleets sailing a Course 2. Selecting these courses prompted the classes to finish closely. With the exception of an 18B team, that is. Rick McNall and Richard Hart ate up the short course and continued to do so the entire day. In 16C fleet, the team of Franklin and Alter finished in first. Needless to say, Ellen Franklin was extremely excited.

In the second race, Hobie raced with George Chin, also from Mattapoisett on an 18 Magnum. A fleet was given a Course 7 and B and C fleets were given a Course 4. Wind speed increased to 15 knots which lead to single trapezing with smooth conditions.



Steve Ruel

FLEET NEWS



Steve Ruel

George was ecstatic on his Magnum. He won the second race. The race committee didn't know who was more excited, George or Hobie, as the team crossed the finish line.

After two races were run, the race committee called a lunch break on the nearby beach in Jamestown, catered by Fuzzy's Sub Shop. After racing a Course 4 and a Course 7, the break was welcome and lunch was consumed readily. Seventy Hobies spread out across the beach, as always, provided many oohs and ahs from the town spectators and tourists.

After the hour break, the competitors took to the waters for more racing. Winds were

still holding S-SE at 10-15 but the tide had shifted which created the need for additional tactics. In two additional races Hobie raced with Brian Franco in 16A, the Commodore of Fleet 448 from Rhode Island. He also raced with Bob Gamache from Fleet 448 in 16B fleet. Franco won his race, but Hobie failed to extend the good luck to Gamache as the team came in second by four boat lengths. The final two races saw some aggressive starts by 16A which resulted in general recalls both times. The wind began to diminish in the fourth race but with the tide running favorably on the final leg, everyone had finished by 6:00 p.m. and

headed to the beach at Ft. Adams for showers and dinner at 8:00.

It was a beautiful sight seeing 70 Hobies with their colors flying gracefully cruising through the mooring area of the Ida Lewis Yacht Club. A sure sunset treat for the spectators on the park bluffs and the tourists on the harbor tour boats.

Dinner was served buffet style at the Mule Barn facilities nearby. It was a perfect setting, on the beach, a moonlit night and plenty of food and drink for all. Following dinner, award presentations were made for the only day of racing. Each competitor received his award and pictures were taken with Hobie. Bonus awards of Hobie Sunglasses were given to the last place sailors for their efforts.

Top three finishers in each fleet were:

- 18A
1. Paul Coccari
 2. Gary Bill
 3. Gerard Blom
- 18B
1. Rick McNall
 2. Don Armour
 3. Mike Tortolani
- 18 Magnum
1. George Chin
 2. Matt Rosenberg
 3. Jeff Walker
- 16A
1. Robert Najjar
 2. Brian Franco
 3. Jose Venegas
- 16B
1. Kirk Paulsen
 2. Peter O'Donnell
 3. Bob Gamache
- 16C
1. Bill Kincheloe
 2. Ellen Franklin
 3. Mike Riccardi

After good conversation and socializing with full tummies and tired bodies, groups headed for the hotels and social scenes of the Newport waterfront.

On Sunday, a clinic was held inside the Mule Barn from 10:00 a.m. to 1:00 p.m. This worked out well, because over night a front had moved in and brought rain. Perfect planning. Hobie lent his knowledge and personality to provide instruction and entertainment for all. Hobie, that was a good idea using the Hotstick as a squirt gun! Despite the rain, Steve Latham from Log Ponds Hobies, rigged his boat for instruction. On occasion, the

rain dissipated, allowing Hobie to enlighten eager competitors with his knowledge so they could improve their skills. The clinic ended with much cheer and thanks to Hobie for the effort and time he lent to his fellow Hobie sailors.

The uniqueness of the Newport Regatta was that it was a good sized event run solely on the desire and commitment of Hobie Cat sailors and support groups. A sponsor was not secured by the event, not by choice, but by fate.

It is encouraging to see such a successful event run by thinking positively and just making it happen. Recently sponsors have approached Fleet 28 for next year's event which will make this even better for all. Fleet 28 and Ensign Marine Specialties wish to thank Hobie Cat, Hobie Alter Jr. and Fleet 448 for their tremendous support in making Newport '85 a happening. We look forward to next year.

DIVISION 14

Oklahoma State Championships

Fleet 25, Division 14
Lake Keystone, Oklahoma
September 7-8, 1985
By: Monica Hess

Friday night, September 6, Fleet 25 gathered at Hobie Point with tents set, a canopy placed and beer iced down. Tables were put in place, and at 6:00 p.m. registration was open.

September 7-8, Fleet 25 presented the Oklahoma State Championships on Lake Keystone. A turnout of 48 boats and people from a four state area made our regatta a successful one. Saturday morning the course was set, with a skipper's meeting at 11:30. Boats were rigged and tuned for the 15-20 knot winds and the races began with a 12:30 white flag. Excellent winds had teams double trapping on windward legs and screaming for "B" mark. A front moved in after the first race with lightning and high winds. A postponement of about two hours gave sailors a break for some lunch and brew. The high winds took out the canopy and sudden rain blew across the point. After the storm the race committee tried to start another race. The committee boat was anchored and

DANGER



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

Hobies made their way out to the starting line. Lightning was spotted, and an abandon course flag was flown. There were a few of us who decided to take advantage of the high winds. Trapped out to hold our 16 down with the traveller a few feet out and sheeting in tight, there is no explaining the feeling of a Hobie reaching its maximum speed across the lake. We were flying! With roll tacks and fast jibes we could sail to our fullest and the adrenaline was flowing! Spray was blowing over the leeward bow. We were working the jib to keep upright. We noticed the rain coming down the lake and decided we had better head for shore. After hitting the beach some said they had never seen a Hobie fly before. What a blast!

The rains came but were soon over. Between raindrops an all-American meal of hot dogs, chips and beans was served. The generator was then pulled out for some OSU football on T.V. Some of the non-football fans decided there was a need for some excitement. So after dark, an attack was planned. Waiting for the right moment we loaded up and awaited the signal. War hoops were heard and marsh-mallows flew. Catching everyone off guard, the warriors moved onto the OKC camp and another attack. Then the pranks started in earnest. Ron McDowell didn't seem to care for his second story cot on top of the porta-john. Soon things started to calm down and we decided a hot shower would help ease the bones. Needless to say, our tent was moved to the low rent district between the johns and christened with toilet paper. And fellow fleet members wonder why we don't camp more often!

Sunday morning finally came with clear skies. Winds of 15-18 had us double trapping again. The race committee decided on an early start to get in four races so the white flag was set for 9:10 a.m. The races were exciting with screaming reaches and close hauled drives for "A." A few 18 novice sailors thought being at "C" was a slow mark until the 16A fleet came blowing in directly at them. Places could be lost or gained in just a matter of seconds. This really held true at the finish line. With the speed



Courtesy Don Smith Consultants, Inc.

and accuracy of the computer, results were ready within an hour and trophies were presented. The overall travelling trophy for the fleet with the most placers was presented to Fleet 25. Fleet 131, OKC taking second, and the Norman fleet taking third. Placers for the classes from Fleet 25 were:
18A: Bill Twyman/Mike Schuman, third place
16A: Fred/Monica Hess, first place
16A: Boyd Bass, third place
16A: Ken/Donna McIntosh, fifth place
18 Novice: Mike/Janet Troutman, first place
18 Novice: Norm/Jane Van-Sickle, second place
18 Novice: Terry Cedar, third place
18 Novice: Norm Cole, fourth place
14T: Paul Cedar, first place
14T: Ron McDowell, second place
14T: Allen Bates, third place
14T: Ota Rhia, fourth place

After the presentations, boats were loaded and the clean-up crew did their duty. We had a lot of compliments on our regatta and the fleet for doing such a great job. We had fun and it was a terrific weekend.

I would like to give a special

Join a Fleet

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

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

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

Name _____

Address _____

City _____ State _____ Zip _____

Send to: The Hobie Class Association

Attn: Liz Reed

P.O. Box 1008

Oceanside, CA 92054

FLEET NEWS

thanks to the race committee of Rick Holmes, Kevin Meehan and Don and Gail Pratt for doing such a fantastic job and to Bill Henry for the speedy computer scoring and results. Thanks to Ken McIntosh for the excellent hand made trophies and Mike and Janet Troutman for the preparation and serving of the meals with Norm Van-

Sickle at the grill. Thank yous also go to Pat Noon and Rachel Cottier for helping with the registration and keeping the beer cold and Fred Hess and Kevin Meehan, our fearless leaders, for organizing the regatta. Thanks a bunch to our sponsors, Tulsa Sailcraft, Pepsi and Michelob. We really appreciated their support.

Dear Absolut Cup Hobie 16 National Participant:

Well, what can I say, the results you previously received were wrong. We're sorry about that and hope you will forgive our error.

Printed below you will find a complete first to 95th copy

of the correct results, including all the races and the total points. It was a pleasure seeing you again and we look forward to next year's Hobie 16 Nationals. Sincerely, (signed) Sandy Banks Executive Director

REGATTA RESULTS

BAYOU CLASSIC #4
FLEET # DIVISION 15
BATON ROUGE, LOUISIANA
OCTOBER 19-20, 1985

HOBIE 18	POINTS
1. Holland/Holland	2 1/4
2. Ferchaud/Howard	7
3. Gallegos/Kurtz	10
4. Martin/Casey	11
5. Rabalais/Rabalais	12

6. Miller/Ewell	13
7. Angus/Whisonhunt	16
8. Merchant/Merchant	24
9. Hurtz, Jim	30
9. Smith, Scot	30

HOBIE 16	POINTS
1. Shaw/Dacon	3 1/2
2. Ingram/Lea	6 3/4
3. Pugh/Jones	10
4. Andrews/Andrews	11

5. Hightower/Geiger	14
6. Koons/Mancuso	15 3/4
7. Rabalais/Gremillion	16
8. Dunn/Louque	20
9. Pollendine/Denson	21
10. Starr/Starr	22

3. Bach/Hannaman	8
4. Lea/Tweedel	9
5. Nyenttuus/Nyenttuus	14
6. Anderson/Walgenbach	16
7. White/White	21
8. Richardson/Richardson	22
9. Butler/Butler	25
10. Henry/Said	27
11. Louque, Kirby	32
12. Schweizer/Schweizer	36

HOBIE 16B	POINTS
1. Grady/Abercrombie	2 1/4
2. Pankratz/Pankratz	7

ABSOLUT CUP 1985
HOBIE 14 NATIONALS
LAKE MEAD, NEVADA
OCTOBER 27 - NOVEMBER 3rd

SKIPPER	HOMETOWN	1	2	3	4	5	6	7	8	TOTAL
1. Curry, Bob	Florida	3/4	3/4	3/4	3/4	3/4	(12)	3/4	3	7 1/2
2. Carlton, Tucker	Florida	5	11	3	(51)	2	3/4	2	12	35 3/4
3. Kirby, Alex	Florida	(18)	5	6	2	4	4	11	5	37
4. Schafer, Wayne	California	7	7	5	4	7	9	(13)	8	47
5. Seaman, Bob	California	11	6	12	6	11	(13)	9	3/4	47 3/4
6. Tobie, Paul	California	2	13	7	3	(52)	7	4	13	49
7. Travis, Glover	Florida	(29)	8	4	10	6	14	3	8	53
8. Bergstedt, Bob	New Jersey	26	12	2	5	3	11	(31)	2	61
9. Walsh, Geoff	California	(27)	4	16	19	9	10	14	10	82
10. Christensen, Keith	California	10	9	14	(39)	5	2	6	(37)	83
11. Blount, Dick	California	15	17	13	12	14	(18)	5	9	85
12. Veneman, Chris	California	11	2	21	15	21	3	17	(21)	90
13. Equis, Alan	California	(29)	24	8	8	12	17	18	16	103
14. Acquart, Stephen	Texas	(31)	3	18	13	20	20	24	7	105
15. Berman, Phil	California	22	14	9	(39)	13	6	30	14	108
16. Nooneyham, Wayne	California	21	10	19	(29)	16	16	25	4	111
17. Miller, Michael	Texas	39	(49)	11	9	8	15	7	26	115
18. Carney, Bill	California	(43)	21	10	7	22	21	16	24	121
19. Christensen, Curt	California	9	(49)	17	11	15	19	34	23	128
20. Legge, Jim	California	19	25	23	16	19	8	20	(29)	130
21. Fields, Bruce	California	24	19	15	(39)	18	23	22	15	136
22. Renfro, Julie	Florida	22	(36)	25	17	21	22	10	19	137
23. Tyler, Steve	Missouri	(47)	15	24	14	24	28	28	17	150
24. Smith, Kevin	Florida	17	20	42	39	17	5	(52)	20	160
25. Wall, Bob	Mississippi	4	22	(39)	23	26	38	19	30	162
26. Jenkins, Roger	California	25	26	28	22	(29)	25	27	27	180
27. Tyler, Tom	Missouri	35	31	20	18	23	(36)	29	25	181
28. Tantillo, James	California	20	16	27	27	30	31	35	(35)	186
29. Cross, Ted	Washington	13	29	45	36	35	(51)	12	22	192
30. Rueter, John	Washington	(44)	28	33	30	27	34	23	18	193
31. White, Lyman	Colorado	16	27	32	35	29	24	(36)	31	194
32. Simpson, Craig	Colorado	32	35	26	(39)	25	26	26	28	198
33. Watson, Chuck	Minnesota	8	30	35	38	31	(42)	21	36	199
34. Ivancie, Paul	New York	36	34	34	20	(40)	32	15	33	204
35. Kustes, Tom	New Hampshire	12	40	38	24	(43)	27	32	34	207
36. Bjeering, Erik	California	37	33	22	(39)	34	35	33	32	226

ABSOLUT CUP 85
HOBIE 16 NATIONALS
TRAVERSE CITY, MICHIGAN
SEPTEMBER 10-14, 1985

SKIPPER/CREW	HOMETOWN	1	2	3	4	5	6	7	8	TOTAL
1. Figueroa, Enrique/Goldberg, Dorian	Puerto Rico	2	3/4	2	2	3/4	6	3	29	16 1/2
2. Alter, Jeff/Brenny, Sue	California	3/4	7	2	3/4	2	3/4	5	18	18 1/2
3. Tucker, Carlton/McCarthy, K.	Florida	3/4	2	4	3/4	12	4	19	2	25 1/2
4. Alter, Hobie, Jr./Poteat, Hannah	California	2	3	3	7	3/4	16	3/4	17	32 1/2
5. Eddington, Ricky/Eddington, Carol	Texas	4	7	5	4	15	9	17	7	51
6. Montague, Mike/Davison, Dee	California	10	10	14	27	3	5	2	15	59
7. Materna, Tom	California	3	19	11	4	10	10	45	3	60
8. Myers, Wally/Pearson, Lynn	New Jersey	7	5	10	9	13	31	13	8	65
9. Seaman, Bob/Seaman, Jana	California	6	10	14	3	18	8	9	33	68
10. Myhre, John/Paul, Patti	Hawaii	8	19	6	12	47	18	8	9	80
11. Marner, Paul/Lake, Randy	Canada	11	14	4	5	8	32	15	25	82
12. Porter, Pat/Robertson, Laurie	California	8	15	3	8	24	37	12	14	84
13. Seta, Ray/Mallum, Michele	Texas	9	18	19	8	7	17	43	10	88

REGATTA RESULTS

14. Shearer, Mike/	Utah	11	6	3/4	33	2	25	36	12	89 3/4
15. Balthaser, Don/Hortin, Karen	Texas	5	5	15	3	3	28	38	32	91
16. Smith, Gregory/	Michigan	14	8	3/4	17	10	11	31	39	91 3/4
Smith, Michele										
17. Warren, Jeffrey/	Connecticut	18	6	8	20	32	15	11	19	97
Warren, Diane										
18. Sloan, Dave/Sassaman, Dan	Florida	27	2	6	5	4	24	32	45	100
19. Egusa, Alan/	California	3	4	12	11	7	45	37	31	105
Carmickle, Debbie										
20. Jagger, Ted/Jagger, Annette	Minnesota	12	9	13	16	20	44	35	3/4	105 3/4
21. Herbert, Rick/Kirby, Greg	Michigan	21	3	9	37	9	19	30	16	107
22. Bounds, Matt/Bounds, Laurie	Michigan	19	14	34	21	11	20	10	13	108
23. MacConnell, Randy	New Jersey	5	13	7	11	20	26	29	26	108
Carroll, Chris										
24. Hauser, John/Hauser, Tery	California	15	16	24	18	6	22	7	48	108
25. Waginere, Ron/	California	10	15	11	23	16	29	25	11	111
McLeod, Karen										

CHAMPIONSHIP RACES

26. Boschma, Brian/	California	22	16	28	26	13	3	4	35	112
Cheuno, Byron										
27. Ralph, Mark/Smith, Joel	Texas	6	17	19	33	6	12	41	21	114
28. Shearer, Andy/Shearer, Marilyn	Utah	16	32	17	25	33	2	22	4	118
29. Whittington, Robert/	Texas	13	22	28	7	4	43	6	44	123
Whittington, Cathy										
30. Smith, Kevin/Sorn, Cindy	Florida	18	12	7	36	5	42	20	34	132
31. Glanden, Jim/Crompton, Jeff	Delaware	22	4	16	6	8	38	39	47	133
32. Collins, Phil/	Oklahoma	7	36	5	29	9	46	23	28	137
Collins, Beverly										
33. Conaty, Kevin/Freund, Barbara	Florida	14	17	26	44	14	13	27	27	138
34. Gustin, James/Gustin, Barbara	California	28	9	29	14	19	48	21	23	143
Gustin, Janice										
35. Ashton, Larry/Ashton, Sue	Florida	12	33	25	10	5	40	48	22	147
36. Williams, Bruce/	Michigan	19	12	13	23	23	39	24	36	150
Williams, Elaine										
*7. MacDonald, Scott/	California	25	3/4	17	34	25	7	44	43	151 3/4
MacDonald, Tina										
38. Smith, Wick/	North Carolina	13	31	23	34	15	30	16	24	152
Smith, Jane										
39. Humphrey, Jim	South Carolina	9	41	22	24	30	34	28	6	153
Woomer, Roger										
40. Tully, Will/Tully, Anne	Colorado	16	23	18	30	18	23	26	30	154
41. Knight, Greg/Hodgson, C.	Canada	15	33	20	42	19	33	14	20	154
42. Schmidbauer, George/	New Jersey	21	39	10	10	36	21	18	40	155
Gooding, John										
43. Heath, Frank/Dean, Cyndi	California	42	20	33	2	22	41	33	5	156
44. Howie, David/Smith, Kevin	Michigan	20	28	12	14	12	36	46	42	164
45. Wythes, Robert/	Hawaii	31	8	21	15	27	27	47	41	170
46. Campbell, Al/Yablon, Jeff	New York	24	39	34	13	17	14	34	46	175
47. Kulkoski, Dan/	New Jersey	17	13	15	38	22	35	40	38	178
Custrara, Toni										
48. Delave, Dan/	California	43	37	20	12	21	47	42	37	212
Williams, Kim										
49. Kornwebel, Wolf/	New Jersey	25	32	31	15	21				92
Kasley, Cathi										
50. Grosskopf, John	Illinois	39	21	9	31	31				92

FINAL RACES

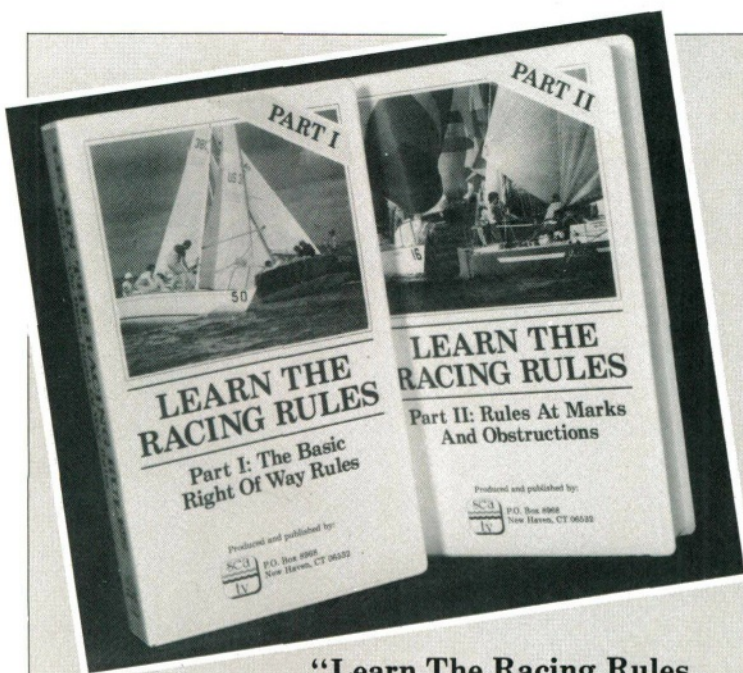
51. Shearer, David/Tuckett, Mary	Utah	17	29	37	18	31				95
52. Woodruff, Stan/Collier, S.	Michigan	46	42	8	9	38				97
53. Holmes, Sheila/	Texas	43	26	23	21	28				98
Fritzenmeier, Cindy										
54. Roybal, Michael/Ogawa, Kevin	Colorado	27	18	27	36	26				98
55. Wilson, Butch/Wilson, Pam	Texas	30	23	36	22	23				98
56. Grant, Doug/Thomas, Debbie	Illinois	28	24	24	26	26				100
57. Field, Steven/	Michigan	41	28	32	25	16				101
Young, Tim										
58. David, Dan/Klenz, Jim	Minnesota	29	34	29	31	14				103
59. McCredie, Dennis/	Texas	4	38	32	29	43				103
Broyles, Steve										
60. Buckley, Bill/Sturm, Harry	Canada	40	11	35	20	41				106
61. Nichols, Roy/	Michigan	37	11	40	19	40				107
Nochols, Elizabeth										
62. Maymi, Francisco/	Puerto Rico	23	43	31	19	34				107
Dalmau, Raul										
63. Hardee, Greg	Michigan	24	24	43	17	42				107
64. Krause, John/	Virginia	30	20	42	22	39				111
Krause, Barbara										
65. Renfro, Julie/	Florida	36	42	21	30	25				112
Provoyeur, Judy										
66. Ayscue, Garland, Jr./	North Carolina	23	40	48	16	34				113
Ayscue, Brenda										
67. Laue, Peter/	New Jersey	45	26	22	35	33				116
Bolock, Barbara										
68. Tyler, Ross/Chee, Mike	California	32	34	16	44	35				117
69. Jameson, Dick/	South Dakota	41	36	18	40	24				118
Jameson, Sherry										
70. Bass, Boyd	Oklahoma	20	31	30	45	37				118
71. Poteat, Bob	North Carolina	37	47	39	6	36				118
72. Bertolet, Roy/	Florida	26	37	26	44	32				121
Gilcoine, Sue										
73. Shay, Bob/	Utah	40	22	38	28	39				127
74. Bidwell, Mark/	Indiana	29	48	30	24	27				128
Bidwell, Cheryl										
75. Trautman, Jack		26	35	41	39	28				128
76. Simms, Arthur	Massachusetts	44	30	25	32	41				128
Cecil, Sarah										
77. Brewer, Dennis/	Minnesota	34	41	42	27	30				132
Brewer, John										
78. Warner, Daniel/	Michigan	33	46	45	13	45				136
Rusnack, Jim										
79. Allen, Greg/Mees, Joanne	Michigan	35	38	35	39	29				137
80. Riedle, Jeff/	Minnesota	36	25	37	40	42				138
Senesac, Chris										
81. Baidas, Robert/	Michigan	33	27	43	42	37				139
82. Goodman, Rusty/Erzal, Bill	Texas	32	44	48	37	29				142
83. Andrews, Mack/	Louisiana	42	42	27	32	43				143
Andrews, Ann										
84. Dickinson, Ron/	Florida	49	45	40	41	17				143
85. Buchert, John/Buchert, Helen	Ohio	45	30	41	28	46				144
86. Strauss, Bruce/	New Jersey	46	25	33	48	40				144
Strauss, Barbara										
87. Kellogg, Jim/	Michigan	46	42	46	48	11				145
Kellogg, Judy										
88. Griffie, Michael/	Indiana	35	40	36	43	35				146
Griffie, Marsha										
89. Vockrodt, Robert/	Texas	44	21	44	38	44				147
Bockrodt, Karen										
90. Terpstra, Jim/	Canada	38	29	39	41	47				147
Terpstra, David										

REGATTA RESULTS

91. Cunningham, Jim/ Mitchell, Chreyl	Florida	39	35	45	43	38	155
92. Wills, Martyn/Wills, Beth	Indiana	34	42	38	47	47	161
93. Wier, Mike/Wier, Louise	Ohio	46	47	44	35	44	169
94. Healy, Matthew/ Probst, Richard	Tennessee	38	47	47	48	47	179
95. Myner, Greg/Myner, Janet	Oklahoma	47	48	48	47	48	190

ABSOLUT CUP 85 HOBIE 18 NATIONALS CLEARWATER, FLORIDA SEPTEMBER 29-OCTOBER 6, 1985

1. Tucker, Carlton/ Simmons, Todd	Florida	3/4	3/4	6	3/4	5	4	9	17	26 1/2
2. Alter, Hobie, Jr./ Paul, Patti	California	5	3	3	3/4	13	3	3/4	19	28 1/2
3. Seaman, Bob/Oltmans, Don	California	10	4	2	6	20	3/4	6	3	31 3/4
4. Alter, Jeff/White, Floyd	California	19	5	3	2	30	2	2	2	35
5. Timm, Steve/Timm, Sue	California	3	9	7	10	6	22	16	3/4	51 3/4
6. McIntosh, Fred/ Clacher, Devery	Florida	2	11	3/4	3	31	6	3	34	56 3/4
7. Wood, Miles/Rector, Lou	Florida	9	12	4	5	15	11	10	8	59
8. Marner, Paul/Lake, Randy	Canada	6	2	2	8	4	2	37	18	61
9. Egusa, Alan/Renfro, Julie	California	12	4	6	4	27	12	23	6	67
10. Parizeau, Paul/ Parizeau, Karen	California	4	3	16	10	19	13	11	11	68
11. McGraw, Jock/McGraw, Lili	California	23	13	5	11	32	5	12	7	76
12. Kimball, Jim "Stretch"/ Hill, Jackie	California	3/4	26	5	18	3/4	21	9	22	76 1/2
13. Schleckser, Mark/ Keenan, Todd	New Jersey	19	8	3/4	9	22	19	33	5	82 3/4
14. Newkirk, Kirk/Larcher, Cindy	Florida	9	14	11	6	10	26	20	15	85
15. Blakanja, Krist/ High, Bette	California	24	6	4	26	28	7	8	10	85
16. Starkey, Mike/Starkey, Tricia	Canada	6	12	14	3	3	18	30	33	86
17. Linton, Jeff/Linton, Becky	Florida	11	10	9	22	12	17	28	9	90
18. Lewis, Steve/Lewis, Vickie	Louisiana	21	16	9	4	14	34	7	20	91
19. Lindley, Ted/ Lindley, Susan	Arizona	4	16	32	7	24	10	4	28	93
20. Sundberg, Chris/Kogge, Scott	Michigan	5	10	12	13	9	23	25	23	95
21. Rodgers, David/Bibbo, Sheila	Florida	7	15	25	11	17	16	18	12	96
22. Thompson, Walter, Thompson, Andra, D.	Florida	22	8	17	14	16	14	35	14	105
23. Mayo, Dlive/Smith, Jan	Florida	2	11	23	8	7	33	29	26	106
24. Dunn, Lance/ Dunn, Karen	North Carolina	12	21	10	16	29	9	26	13	107
25. Ederer, Mark/ Mulvaney, George	Mississippi	31	7	18	12	21	8	27	21	114
26. Brice, Robbie/Brice, Linda	Florida	7	23	13	5	26	15	32	25	114
27. Severs, Jim/Rander, Steve	Oregon	10	26	8	17	33	35	22	4	120
28. Wright, Craig/ Tirado, Rachael	California	17	15	35	2	18	20	36	16	123
29. Cope, Woodie/Cope, Kay	Florida	13	19	31	7	11	25	19	34	125
30. Myhre, John/ Stater, Chris/ Mooreland, Carol	Hawaii	22	7	14	12	25	32	21	27	128
31. Johnson, Bob/ Johnson, Cheryl	Georgia	11	5	18	15	35	36	15	30	129
32. Deans, Jim/Deans, Cindy	Florida	14	9	11	16	34	27	34	24	135
33. Ashton, Larry/ Ashton, Susan	Florida	16	21	8	25	36	28	5	32	135
34. Yahalom, Rafi/ Yahalom, Dafna	California	15	14	15	24	8	31	38	29	136
35. Cozart, Key/Muino, Eileen	California	8	32	7	15	30	24	31	31	146
36. Meyer, Douglas/ Zimmerman, Mike	Florida	20	3/4	29	21	23	29	24	34	146 3/4
37. Finn, Bill/Finn, Dennis	New York	32	2	24	20					46
38. Holland, Susan	Massachusetts	24	18	17	13					48
39. Leo, Steve/Libby	Louisiana	15	29	24	9					48
40. McKee, Dick/Cook, Alan	California	3	27	19	27					49
41. Roberts, Carl/Tammy	Florida	32	17	13	20					50
42. Akers, Charlie/Akers, Cleta	Michigan	13	33	10	33					56
43. Oehler, Ron/Oehler, Laurie	Virginia	26	13	34	18					57
44. Pellone, Kevin/ Anderson, Kent	Michigan	16	22	20	32					58
45. Shea, Bill/Sims, Art	Texas	17	22	25	19					58
46. Cary, Steve/Link, Deanna	Connecticut	36	24	19	17					60
47. Palmer, Norris/Palmer, Karen	California	8	30	29	24					61
48. Linton, John/Richler, Karen	Texas	28	18	16	35					62
49. Rayfuse, Michael/ Lord, Tim	Florida	14	29	33	19					62
50. Stone, Greg/Stone, Ebe	California	20	20	23	37					63
51. Murphy, Michael/ Lockmandy, Carole	Florida	30	6	38	28					64
52. Frederick, James/ Schaffer, Debba	Indiana	27	35	15	23					65
53. Broyles, Steve/Townson, Tami	Ohio	37	17	26	23					66
54. Hayward, Road/ Thompson, David	Texas	38	20	21	25					66
55. Leekley, Charles/ King, Keith/ Terreson, Toni	New Jersey	18	28	21	29					67
56. McCann, Jim/Lemay, Eric	Mississippi	28	19	22	30					69
57. Isco, Gordon/ Lochmandy, J.R.	Mississippi	26	23	26	21					70
58. White, Rick/ Frederick, Shawn	Florida	29	36	27	14					70
59. Thompson, Bradley/ Leone, John	Illinois	27	25	22	26					73
60. Rumsey, Chris, Hadfield, Cathy	Florida	18	28	33	27					73
61. Thiessen, Robert/ Thiessen, Dale	Massachusetts	30	31	12	36					73
62. Leboeuf, Keith/ Perrin, Doug	Texas	31	25	34	22					78
63. Bradley, Jason/Broad, Richard	Michigan	25	24	31	32					80
64. Roll, Lee/Wigton, Lance	New Jersey	23	34	28	30					81
65. Cady, Layne/Jean, Meg	Texas	25	30	27	31					82
66. Tierson, David/ Collins, Fred/Labelle, Neil	Colorado	35	37	20	29					84
67. Johnson, Mike/Cansler, Lucy	Florida	29	33	30	28					87
68. Marshack, Ken/ Marshack, Debbie	Florida	21	32	35	37					88
69. Richnow, Billy/Granger, Tom	Colorado	33	27	37	33					93
70. Cutillo, John/Cutillo, Matt	Texas	35	36	28	31					94
71. Wischmeyer, Mark/ Anderson, Pete	Oregon	34	34	30	34					98
72. Manganello, Joseph/ Ferrara, Mike	Texas	33	35	32	38					100
	New York	36	31	37	35					102
	Texas	34	38	36	34					104
	Connecticut	37	37	36	36					109



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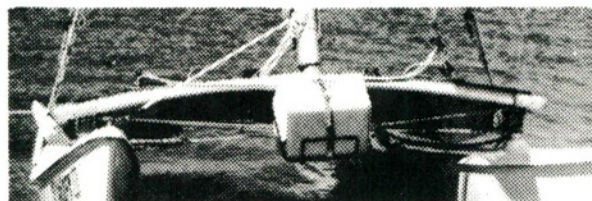
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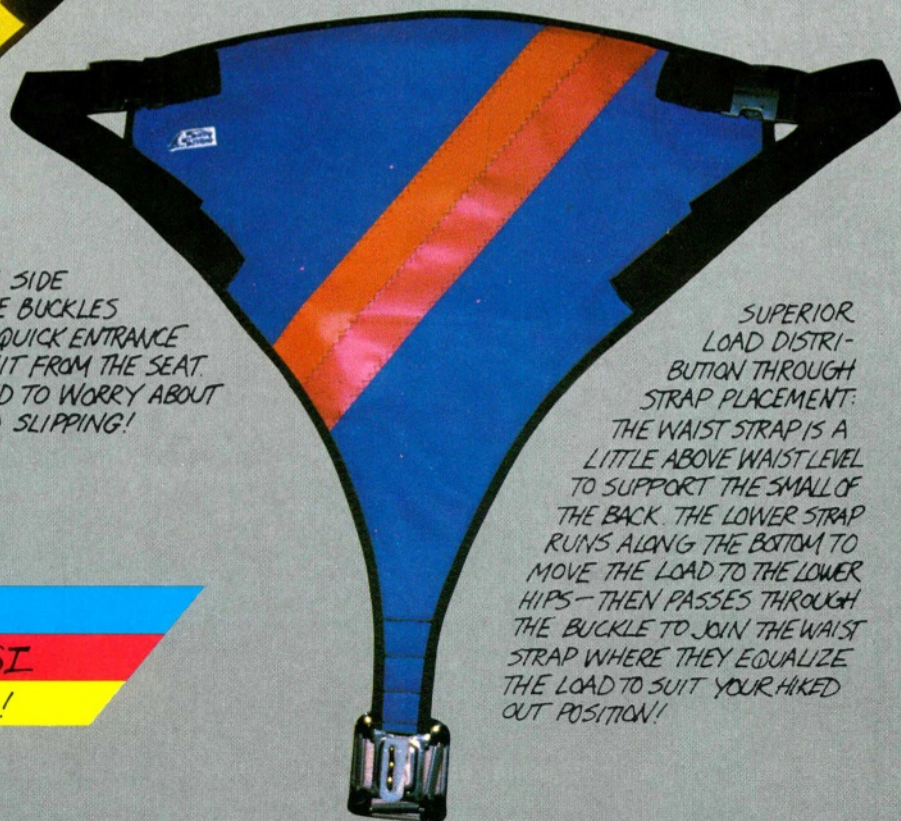
NO AWKWARD AND
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LEG STRAPS AS IN
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HARNESSES!

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

SSI

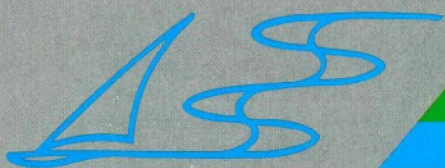
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A SPLASH OF COLOR!

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THE WAIST STRAP IS A
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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
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The Alpha Story

The story is a familiar one these days. A couple of doers think they've got a good idea. They start with more dreams than knowledge but manage to make more good decisions than bad mistakes. Soon a few people discover what they're up to, buy the product and things take off from there. A vision is turned into a successful business. It happened at Hobie Cat, it happened all over the computer industry and lately it has happened in the sailboard business. One such success story is the international phenomenon known as Alpha. Alpha has attracted a top flight shaper named Walter Feldtanzner. It has been among the leaders in manufacturing innovation. It has even weathered the great sailboard shakeout. Here then, is the Alpha story.





What's In A Sailboard

There are two types of sailboard hull materials. One type is made with "thermoplastic" resins and the other with "thermoset" resins.

Thermoplastic resins are those plastics that can be recycled or reused by grinding, heating and remolding. These are used in everyday life in the form of plastic bottles that hold everything from household bleach to perfume, plus many other uses. Thermoplastic sailboards are made by blowmolding or rotomolding polyethylene resins or by vacuum forming ABS, ASA or polycarbonate resins.

Thermoset resins are those plastics that cannot be remolded once they have been "set." They are usually made with a "two component" process where one component causes the other to make a drastic chemical and physical change in its structure. The most common example of thermosets would be the two component glues or adhesives available at the local hardware shop. Once the liquid or semi-liquid components are mixed together and allowed to stand they will forever hold that shape and cannot be reused for their intended purpose again.

Thermosets are the object of this brief look into sailboard manufacturing techniques. Within this broad range several materials and techniques are used:

1. "Custom" boards are those that are hand laminated over pre-shaped cores.
2. "Pop Outs" are boards that are hand laid up in molds then foam filled.
3. "Hollow Sandwich" boards are those that are hand laid up in molds using a thin sandwich of resin/glass—core—resin/glass.
4. "Compression" formed boards are those that are machine molded over pre-shaped cores.

Custom

Custom boards are the "tailor made" version of sailboards. Each can be individualized and each is a different shape from the other. No tooling or molds are required as a "blank" core of foam is cut and sanded to the desired shape. Several layers of polyester saturated glass cloth are then applied to the outside of the core. After allowing the plastic to harden, much sanding is performed to obtain a smooth surface. Finish coats are then applied for looks.

Though no tooling is required, a great deal of skilled hand labor is needed with its attendant high price.

Extremely light-weight boards can be obtained with this method; however, the

Compression molding techniques shown below require less labor time, but more preparation and tooling before the boards are manufactured. The worker below is "icing" the board.



Bezard





The Hawaiian Chi Chi pictured above, was an early Alpha board. The Alpha factory is pictured below. Note the molds in the background. One has the top portion raised.

lighter the board, the thinner the laminate thickness and the more susceptible to damage. Boards with laminate thickness of one millimeter or less cannot be expected to last one year.

Popout

Both pop out boards and hollow boards are akin to boat and ship building practices. A pop out requires two female molds (one for deck, one for underwater surface) made of tooling plastics or metal. Before a board can be made, the mold must be waxed so that the part comes out later (like greasing a cooking dish or a cake tin). A gloss coat or "gel" coat is then sprayed in the mold as the outer surface of the part. Polyester saturated glass cloth is then applied against the mold until a desired thickness is achieved. Once the two halves are completed and whilst still in their molds, glue is applied to the edges, the halves are clamped together and a polyurethane foam is injected or poured into the resulting cavity. The foam expands to fill (hopefully) the entire inner cavity between the two halves. Once the foam has hardened, the two mold halves are removed and the now one piece hull is cleaned and accessories are added.

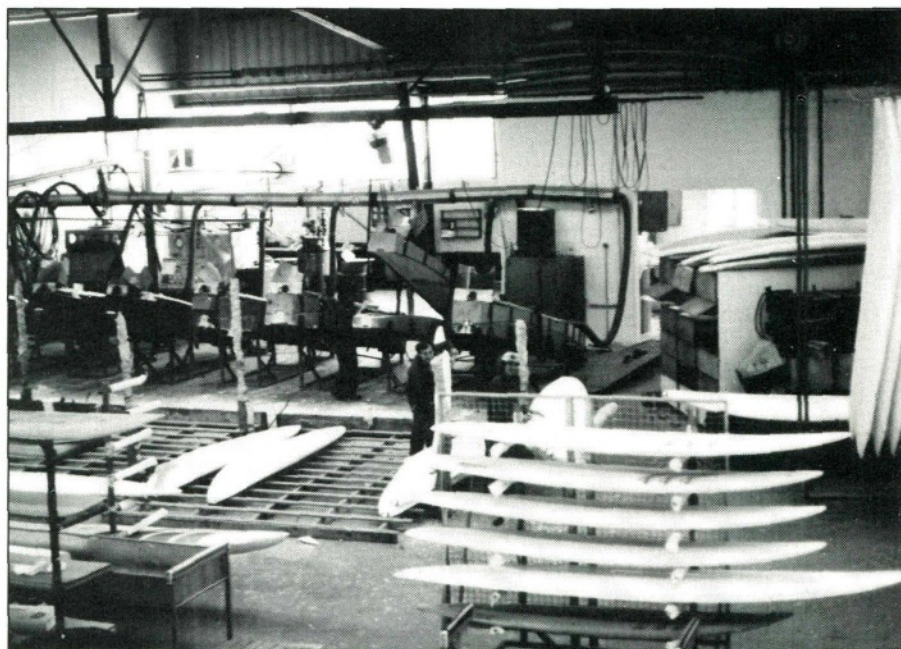
This method gives more constant shapes than "custom" boards but requires almost as much labor and is limited to one quality board per day per mold.

As with custom boards, weight, strength and stiffness are controlled entirely by the laminate thickness and the compressive strength of the foam core.

Hollow Sandwich

Most Division II boards are made using this process. It is very expensive but produces the ultimate in low-weight and high stiffness. The process starts as with pop outs with a waxed set of molds (deck and underwater). Gel coat is applied then a laminate of polyester resin and glass is laid in. A thin (10 mm) layer of high density polyurethane foam or P.V.C. foam is then glued to the first laminate. A second glass/polyester laminate is then applied over the first, forming a three part, 13 mm sandwich (laminate—foam—laminate). Both halves are done this way then glued together to form a completed hull that is completely hollow inside.

Tool or mold costs are the same as for pop outs but the materials and labor costs are higher. Drawbacks to this type of



construction are the short life (one year in competition for a Division II board) plus a completely hollow interior that must "breathe" with changes in temperature and barometric pressure (or like a flexing balloon it will damage the glue seam or take water, or both). Delaminations are also common between the polyester/glass layer and the foam core layer.

Compression Formed

This is the newest of the thermoset processes and is akin to the manufacture of epoxy water skis and of the high strength composite structures now used in aircraft parts. The tooling costs to build a board of this type are much higher than pop outs or hollow but the labor input is greatly reduced and consistency of size, shape, weight and strength are greatly enhanced.

The process starts with a pre-shaped or pre-formed core of polyurethane or expanded polystyrene beads. The core is then wrapped with fiberglass cloth and a thick liquid is brushed over the entire surface. The later process resembles the "icing" of a cake or tart except it must be

applied on both bottom and top. This "iced" core is then placed in the lower half of a matched mold. The top mold is then lowered onto the part and pressure and heat are applied to the molds. Within minutes the molds are opened and a hard, seamless hull emerges.

With this process, quality becomes a matter of workers putting enough materials in the molds rather than the artistic ability of a shaper or laminator.

Materials

As most of the four processes described

above can also use different combinations of cores and laminates, it becomes difficult to judge each without discussing the relative merits of each combination. A further complication is that all four processes use "sandwich" construction. A "sandwich" is any structure that uses a hard, strong outer skin over a light inner core. A sandwich of light gauge steel—balsa wood core—light gauge steel, would possess good torsional, tensile and compressive strengths, plus excellent stiffness compared to the materials used by themselves. The same is true in plastics—hard, strong, sometimes fiberglass reinforced plastics, are used over light, inner cores. However, each combination of materials results in a different sandwich behavior.

Resins

Of the two resins, epoxy is stronger than polyester, therefore requires less by weight to accomplish the same task. Unfortunately, epoxy resin also costs twice as much as polyester resin.

Further, in all the processes described, the resin is only used to hold the reinforcement (glass fiber) together. The glass fiber actually provides the strength

Thermoset Sailboard Construction Comparison—125l x 3m x 3.3m²

TYPE	CORE	CORE WT KG	LAMINATE	LAM THICKNESS	LAM WT/KG	TOTAL WT/KG	RELATIVE STIFFNESS	RELATIVE STRENGTH	OTHER NOTES
Custom	PU	5	poly/glass	1.0mm	4.6	9.6	3	4	w/ core stringer
	PU	5	polyglass	1.5	7.0	12.0	2	3	w/ core stringer
	EPS	3.1	epo/glass	1.0	4.8	7.9	4	6	not common
	EPS	3.1	epo/glass	1.5	7.2	10.3	3	5	not common
Pop out	PU	5.5	poly/glass	1.5	7.0	12.5	3	2	glue seam problems
	PU	5.5	polyglass	2.0	9.3	14.8	3	1	glue seam problems
Hollow sandwich	—	—	poly/glass/PVC	13.0	9.0	9.0	1	3	glue seam problems
Compression	PU	5.2	epo/glass	1.5	6.6	11.8	2	1	foamed epoxy
	EPS	3.1	epo/glass	2.0	8.8	11.9	3	3	foamed epoxy
Vacuum Formed	EPS	3.1	ASA	2.5	8.2	11.3	5	3	w/ core stringer no glue seam

PU = Polyurethane Foam
EPS = Expanded Polystyrene Beads
POLY = Polyester Resin
EPO = Epoxy Resin
GLASS = Fiberglass

Assumes board of 3 meters, 125 liters volume, 3.3m² surface area.

and stiffness—the resin only the impact resistance and the “glue.” If all of the glass fiber in a hull laminate is completely saturated with resin, but not one drop more, one would have the optimum in low-weight and high strength. The ratio of glass to resin in this case would be about one to 1.5 by weight, or 40 percent glass and 60 percent resin. Unfortunately, in any of the processes described here, the ratio is about 25 percent glass and 75 percent resin. Indeed, even a 30 percent ratio would be a significant decrease in weight without any loss in strength.

Cores

The core of any sandwich contributes significantly to its ultimate strength. The optimum core would be one with a graduated density. Higher density, therefore higher strength on the outside (next to the laminate), gradually decreasing in density and compressive strength towards the center of the core.

The use of expanded polystyrene beads as a core brings the lightest weight core commercially available. However, this light weight is not without a corresponding loss in strength. Compressive strength of most beads is only half that of polyurethane foam. To compensate for this, the outer laminate must be increased in thickness to give a board of equal strength and stiffness. Polystyrene bead cored products are more likely to have long term integrity problems than other commercially available materials. Even the polyurethane “blanks” used for custom boards can vary. Certain “light” blanks, while producing light boards, will certainly not last more than one season of medium use.



Beard

Exotics

While one hears a considerable amount about Kelvar, carbon fiber and other exotic materials in sailboards and sailboard accessories, for all practical matters they are used very little in the manufacture of hulls. For one, the cost of using either in a truly meaningful way would be prohibitive and two, the manufacturing processes described above are not advanced enough to take advantage of the superior strength vs. weight allowable in these materials. Masts and sails both take advantage of these qualities, but hulls are a long way off. A few strands here and there certainly doesn't add any measurable qualities to a hull.

Comparison

The chart gives a comparison of most of the hull techniques described plus an ASA board. The values are average values and can be higher or lower for specific hulls. The entire chart is based on a hypothetical fun board of three meters length, 125 liters in volume and approximately 3.3 sqm of surface area.

Which one to buy? This depends on your needs and what combination of strength, longevity, weight, stiffness, color or use fits you best. Whatever the choice, Good Surfing!



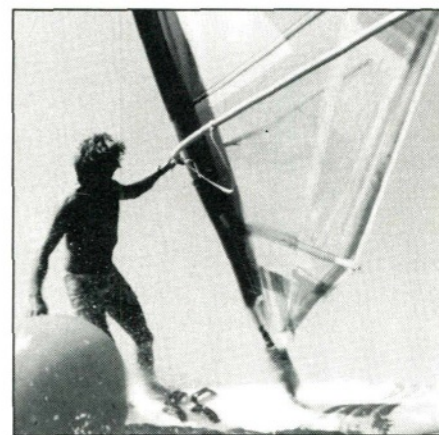
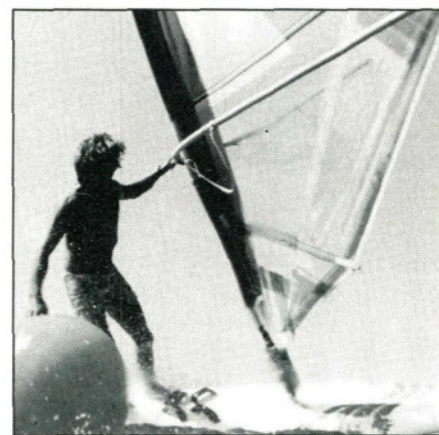
The Man Behind The Shapes

Editor's Note: This is a brief biography of Walter Feldtanzer, chief designer at Alpha Sailboards in Salzburg, Austria. An interview with Feldtanzer about his shaping techniques follows. Please note that Europeans refer to sailboarding as "surfing." This story originally appeared in the German magazine *Surf Review/Yacht Review* and was written by Bernard Schistek.

Walter Feldtanzer was the pride of his family. In his youth he chose a good career, sat in the offices of a construction company as a technical draftsman, finished his training and went to nightschool at the Technical College to earn his "matura" or diploma. His hair was short and Walter was altogether neat and tidy. Sailboarding ended all that. He discovered a red board on the roof of a friend's car. He knew what it was because he had read about them in hobby magazines, but his first sight of one turned his world upside down. He sold his aquarium to get the money to shape a board of his own. He was going to make a copy of his friend's.

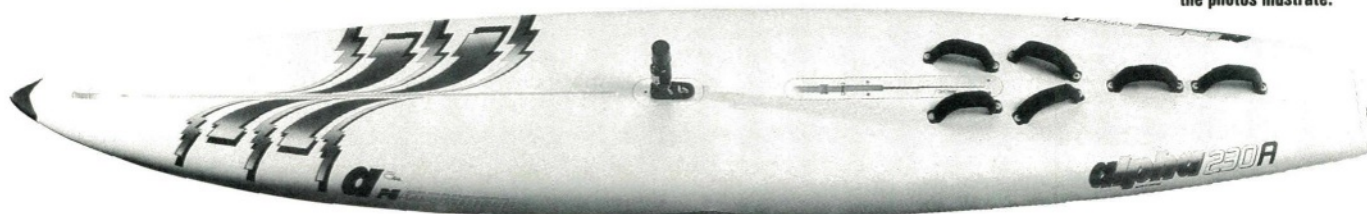
Well, Feldtanzer copied the board but in the process, the original sailboard lost a few chincks and a great deal of its youthful look. Feldtanzer used his knowledge of synthetic materials to restore most of the pieces and at least make the board water-proof again.

The extra effort of repairing that original



Bezard

Walter Feldtanzer is largely responsible for the winning shapes such as the short board below. He also collaborates with internationally famous designer Cazal on the sailboard graphics. Feldtanzer is also an accomplished sailor in his own right as the photos illustrate.



board proved worthwhile for Feldtanzer. His copy was lighter and, even in those early days, lightness was being appreciated. He dubbed his board the "Surfsailer" and got a few orders to produce the board. People didn't so much think it was that much better to sail, they just thought it was easier to carry.

Feldtanzer continued to modify production boards with a saw and a hairdryer, but his efforts provided one of the more dismal chapters in the history of self-built sailboards. But then he took a trip to Cornwall on the English coast and there, the shape clan showed him the miracles that can be worked with one block of foam. He also



Bezard

learned that terrific decorations can be put on the board with an airbrush a technique virtually unknown to other continental board builders.

Feldtanzer returned to technical college, finished and promptly left the bourgeois life he had always known. First he worked for Sigi Hoffman on Lake Garda as a surf teacher and spent time in the shaping rooms. He worked for a time with Randy Naish, brother of Robby (and former Hobie sailor) whose influence was unmistakable. In the autumn of that year, Feldtanzer built his first pintail and reached eighth place in the Pall Mall Speedweek, a surprising achievement. To cap off the year, he collected his savings and traveled around the world visiting all the major surf sailing

spots. Upon his arrival back in Austria, he went to work for Hagan, but was quickly snapped up by Alpha where he is now "almost fully employed."

What distinguishes Feldtanzer from his compatriots in the shaping business is his complete technical perception. He understands that synthetics and chemistry are not simply the boring side of the business. To him, they are just as fascinating as the question of rocker size. Feldtanzer continues to make individual boards. His hand-made boards come under the name "Heavy Tools" because he uses heavy tools to create light, solid boards without fashionable gimmickry.

HL: When did you start sailboarding?

WF: The first time I heard about surfing was in 1974 when I read an article about surfing in a German magazine. I was so enthusiastic I would have liked to have tried it out straight away, but there were no boards available and it was another year before I stood on one for the first time. I've now been surfing for ten years, mostly on Lake Garda in Italy.

HL: We've heard the story of your first sailboard, how did you shape it?

WF: I didn't know anything about shapes and shaping technique then. I copied an existing board laminated in two molds and then glued the two halves together.

HL: How good a board do you think it was compared to those available today?

WF: I don't think we can compare the boards we had when windsurfing was just beginning, with the boards we have now. It's more a matter of our surfing skills. For the stage of skill we were at years ago, the boards were made well, but surfing skills have improved and the performance of the boards has had to improve as well. Of course, if we look at the functional side and equipment, boards perform better than we ever believed would have been possible years ago.

HL: When did you first get paid for shaping a board? What companies did you work for before joining Alpha?

WF: The first time I earned money by shaping was in 1982. I spent the winter in Hawaii and was shaping surfboards for some local shops. In 1983 I shaped some prototypes for Hagan, a small Austrian manufacturer.

HL: How long have you been with Alpha?

WF: I started with Alpha in 1983 to work on the Fun Unlimited.

HL: Do you work only for Alpha?

WF: Yes, I work for Alpha exclusively as a consultant.

HL: When Alpha asks you to shape a board, what criteria do they give you?

WF: First, we look at the entire product line and then I aim the board at a certain target group. For example, a board for a 75 kilogram (about 165 pounds) sailor with grade four skills on the personality profile.

HL: What are the main points you try to

put into your boards?

WF: It isn't possible to shape a board which can do everything, so it's very important that I know about the target group which will sail the board. What the surfer likes or dislikes. Will the board be used on flat water or in surf? Will it be used by sportive surfers? and so on. All of these points will help to form my decision on how to shape the board. Beside these special points, I always try to give the board a good overall performance.

HL: The windsurfing market generally seems to agree that double concaves with various tail shapes and, occasionally, "V" shaped hulls or quadruple concaves are the shapes. As the Alpha Fascination was the first production board to have double concaves back in 1982, how do you see the development of boards in 1987 and 1988?

WF: From my point of view, I don't see any outstanding designs and shapes for 1987. The trend is going back to clear and functional shapes. There will be more effort to improve the details, especially the rig equipment.

HL: When trying to create new shapes, how many boards do you shape so that they can be tested against each other?

WF: On an average, I make about five prototypes, sometimes more, sometimes not so many. It depends on my experience with a certain shape.

HL: Volume is another major change for 1985 with Alpha naming their boards for the volume and many of the manufacturers increasing the volume in a lot of their models. Do you think that volume in funboards will increase again next year?

WF: I think volume is the best way to categorize a board. The volume says much more about a board than a fantasy name or the length. It will tell a surfer which board is for him. The trend is definitely heading towards more volume. We could already see this last year at the World Cup races. Even the professionals had changed from radical boards to boards with more volume which are more forgiving when mistakes are made.

The new Alpha boards I have designed have as much volume as I could give them without negatively influencing their sailing characteristics.

HL: When you have shaped and tested all the prototypes, who has the final say as to which boards will go into the range?

WF: This isn't the decision of just one person. Naturally, the board which I recommend would be preferred, but before the final decision is made, the marketing and production departments have their say.

HL: Which board do you sail on your own time?

WF: In flat water I mainly prefer the Alpha 110 Gun, on which I sailed a new speed record of 27.24 knots in Perth in December of 1984. I use my own custom boards in the surf.

FL



In The Beginning

Alpha sailboarding began as an idea to liven up a old hotel turned condominium on Moon Lake (Mondsee) in the Salskamergut area of Austria. The old hotel was purchased in 1974 by Ozzie Nedoluha who, with his brother Heinz, founded Alpha. Sailboarding had just hit Europe from Southern California and was attracting the active, trendy group of people that Nedoluha had targeted for his condo project. Nedoluha imported six boards from Germany in the summer of 1975 and the surf scene in Austria was on its way. That autumn, Heinz suggested making boards instead of importing boards and a business started.

The first handshaped model and the mold to reproduce it were made by Heinz in his brother's garage. Soon the noise, smell and mess became too much for Ozzie's wife and the operation was moved to a small workshop in Salzburg. During the first winter season (1975-6) Heinz produced 70 polyester boards under the brand name "Alpha."

There was no retail trade to speak of. Sport shops weren't interested because hardly anyone knew about sailboarding and even those who had didn't know how to surf. A school system had already existed in Germany and, if the sport had a future, the same would have to be started in Austria.

Everyone snow skis in Austria and the Nedoluha brothers were no exception. They had many contacts within the ski industry and the Austrian Ski Teachers Association. These ski instructors, who were unemployed all summer, became the next step in the Nedoluh's nascent business. Seminars and informational lectures were given to groups of the instructors. The possibilities of the new sport were explained as were the chances it could create for summer employment.

Slowly, recruits were signed up and in the spring and fall of 1976, two courses were held to train the first Austrian Sailboard Instructors. Literature was used from Ten Cate, one of the first European brands. Anything they could piece together about sailboarding technique was used. Everyone learned on an Alpha board and a new sport was started in Austria.

Since Ozzie was a promoter and real estate dealer he was already three steps ahead. Before the first instructor class was over, he was looking for locations for surf schools. By the end of the summer of 1976, he had convinced seven well-located hotels that sailboarding was the trend sport of the future and that a surf



school would be an added attraction for their clientele. In 1977, the Association of Austrian Windsurfing Schools was founded and over the next two years over 100 instructors were trained.

The schools were also the first retail outlets in Austria. Enthusiastic pupils, having just finished their ten-day introductory course, found that the only place they could buy equipment was on the spot at the surf school. Naturally, it didn't take long for the retail trade to catch on. Most of the small shops set up tended to be owned and run by enthusiasts and that has continued to the present.

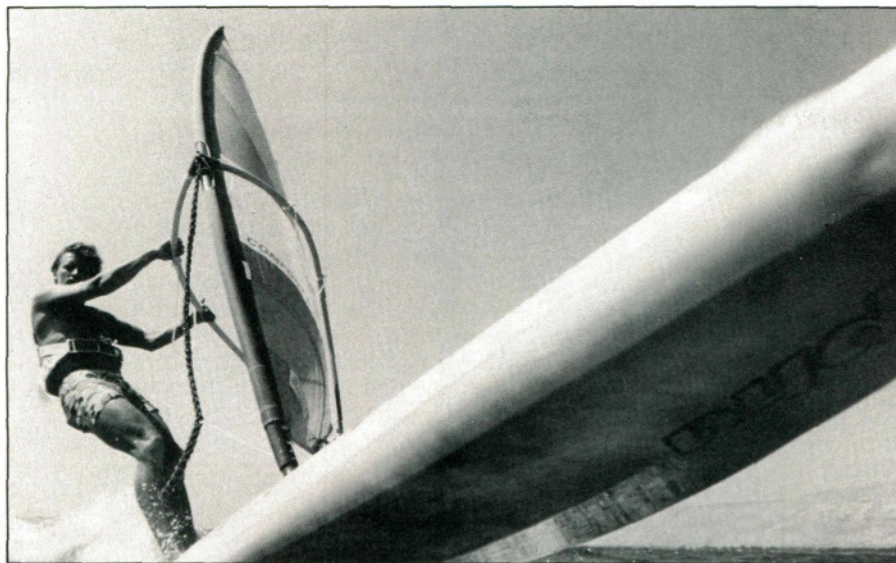
In late 1976 Heinz Nedoluha moved his workshop from Salzburg to larger premises further north in Mattighofen. It remained there until 1979 when the company moved to its present facilities in the southern Salzburg suburb of Glaserbach. Production during this period consisted of polyester fiberglass models using molds

alpha

The Hawaiian Rocket (above) and the Hawaiian Chi Chi (below) were early mainstays of the Alpha line. The line has become much more sophisticated since the days in the late seventies when these photos were taken. Note the old-style graphics and logo.

by jim feimster



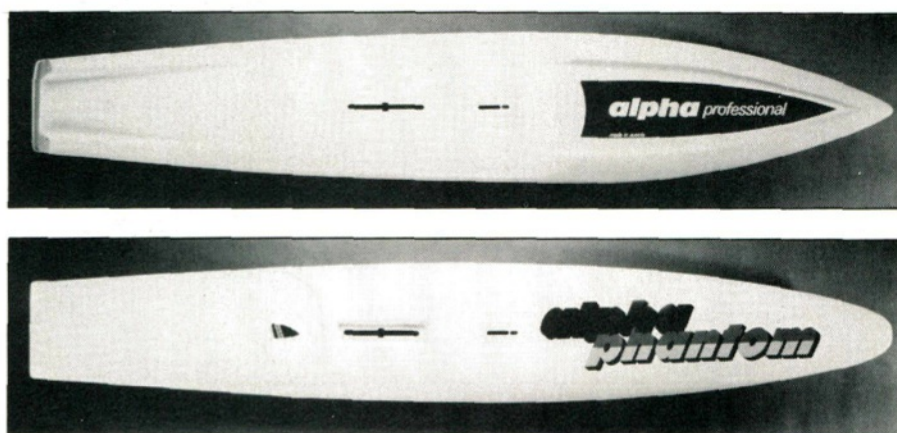


built by Heinz with four to five workers. Quantities steadily increased from 70 units in 1976 to 500 in 1978. The first exports were made to Germany and Switzerland in 1978.

Sailboarding in Europe had already taken off about the time the Nedoluha brothers started manufacturing. Holland and Germany (with the Ten Cate and the Windglider) lead the field and a fast moving sport and industry. Over 400,000 boards were sold worldwide in 1982. Alpha's initial strategy was to build a name and image through the Division II regatta circuit and its association with a large number of trend setting surfers around the world. To compliment this strategy, a series of "Pro" boards was built and continually updated in regards to shape and components. This line of round hull, Division II boards started with the Alpha Pro and continued with the Phantom, Professional and Pro Regatta. All were winning shapes in their time and lead to a small but growing Alpha company and image.

The sailboard industry continued to grow and change. As people learned and grew, more sailing techniques were perfected and new, smaller boards, shapes and styles emerged under the heading of "fun boards." Ozzie Nedoluha visited Hawaii for a regatta, one of the old PanAm Cups, and brought back fun board prototypes from Larry Stanley. Alpha produced the industry's first fun boards in 1980.

During this period, Alpha racers and sailors built a reputation for speed, winning events and performing unusual stunts. The first crossing of the English Channel on a sailboard was on an Alpha. Eventually, a speed record was established of one hour from Calais to Dover on a stock Alpha World Cup. An endurance record was set on an Alpha Inspiration. Many European or national sailing champions sailed on Alphas. A stock 1985 Alpha 110 Gun was clocked at 27.2 knots in Perth, Australia.



A few of the people sailing on Alphas at that time were John van der Starre, Ella Schistek, Ralph Brock, Ben Wesseling, Stephan van den Berg, Stephan Peyron and Angus Chater.

Several new production techniques were brought on line in the industry and at Alpha in the early 1980s including ABS/ASA thermoforming and polyethylene blow molding. Alpha was one of the first in the industry to manufacture blow molded boards and in 1981 blow molded the first fun board, the Chi Chi. Alpha has, over its brief history, vacuum formed ABS, ASA and Lexan; produced hand-laid-up polyester and glass; produced hollow boards of polyester, glass and PVC foam sandwich construction; blow molded polyethylene and compression molded glass and epoxy. Only the last two methods are still being used.

By 1981, Alpha was producing 6000 boards per year and the sailboard market in Europe was exploding. Dozens of companies and individuals got into production and custom boards over the next three years. Units sold in Germany alone topped 100,000 boards in 1982. New shapes were introduced rapidly, new materials and techniques took over the old, components evolved into highly tooled, sophisticated

plastic and metal designs, sails improved in looks and function, quality went up dramatically and prices dropped. Alpha suffered through some lean years.

The Coleman Company took over Alpha in January of 1983. Alpha was producing three blow molded PE models, one ASA and one hollow sandwich construction Division II board. Division II had lost its consumer appeal. Short, funboards were in. Alpha suffered along with others as rapidly changing tastes and stiffer competition made paupers of former kings. The trend is still prevalent in our industry today. Alpha was down but not out.

In 1983, two significant events took place. One, Heinz Nedoluha stayed with Alpha after the Coleman purchase. He spent full time developing a glass/epoxy compression molding process. He had lots of help from Coleman, Hobie Cat and

The square stern type boards gave way to pin-tails, swallowtails and concave hulls. The advance of technology has been very fast in the past ten years as sailors' abilities grew and with it, demand for better boards.

O'Brien skis. Second, a young shaper from Linz named Walter Feldtanzner agreed to help Alpha shape two boards.

The year 1984 was spent absorbing the contributions of these two, trying to stay alive in an insane industry and developing the process of a smooth polyethylene running surface we call "competition base." By 1985, Walter's shapes, Heinz's epoxy process, improved components, enhanced quality procedures, competition base and a Coleman/Hobie type warranty policy vaulted Alpha back into the sailboarding spotlight. Sales increased 25 percent in 1985 though the world market constricted and some major manufacturers declared bankruptcy. Old Coleman traditions of product value, consumer service, quality, plus Heinz Nedoluha's development and Walter Feldtanzner's uncompromising speed and shape performance have put Alpha back on top.



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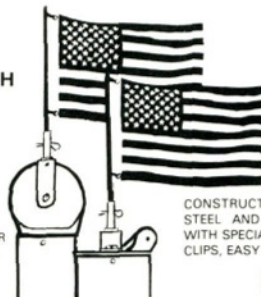
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Hot Products

New Neoprene Boot from Galveston Bay

Galveston Bay Trading Company has introduced a new 3.0mm neoprene boot and shoe which are manufactured in New Zealand by AICAD Offshore. The new boots use nylon "speed-lace" and a foam-backed tongue for maximum comfort. The sole is designed to give high skid resistance. Raised sides provide support and the removable "Thermolite" insole removes to facilitate cleaning. A heel torsion strap provides additional support. According to the company, the product was inspired by a perceived need for a type of universal watersports footwear that would keep feet warm as well as providing comfort. Boot and shoe come in blue with white trim. For more information, contact Galveston Bay Trading Company, Inc., P.O. Box 690546, Houston, Texas 77269-056.



New Products from Grifgrabers

Grifgrabers has introduced two new products, one for sailboarders and one for cat sailors. A new waist harness designed for comfort is now available for sailboarders. According to Grifgrabers, this waist harness is designed to lessen binding and give increased support. The waist position is built for freedom of movement and is positioned for fast hook ups to the harness lines. The waist harness is constructed from number 400 Denier pack cloth and one-inch ethafoam. It features a quick release bucket for entry and removal. These new waist harnesses are available in all colors and combinations.



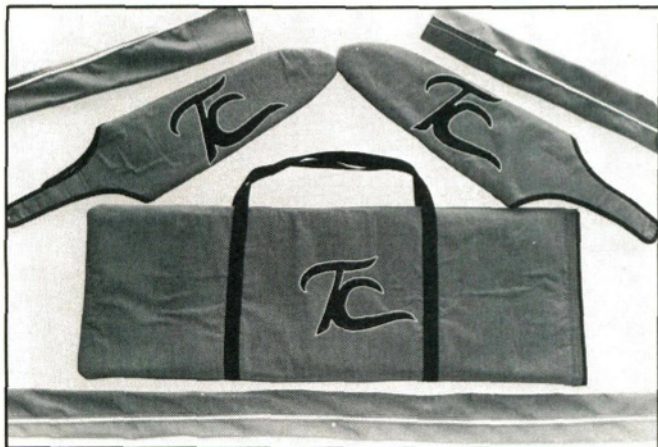
For cat sailors, Grifgrabers has just introduced Cat Pro-Lactic hull covers. This new product protects hulls from weather while storing and from road debris when travelling. The Cat Pro-Lactics are constructed from durable Naugahyde, is stain resistant and is easy to clean. The Cat Pro-Lactics are designed to help protect hulls from harsh ultraviolet rays which may weaken and fade

them. For easy on and off, the Cat Pro-Lactics are equipped with plastic zippers which won't scratch or rust hulls. The Cat Pro-Lactics are available in black or white Naugahyde to match any boat design. They are now available for the Hobie 14 and 16. The company says Hobie 17 and 18 versions will be coming soon. For information on these products, contact Gary Griffin at Grifgrabers, P.O. Box 1724, Hurst, Texas 76053 817-282-2812. They are available at local dealers.



Tex-Cat Announces New Products

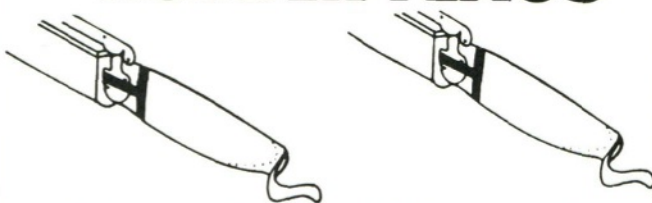
Tex-Cat has announced the expansion of its line of soft goods to include rudder, daggerboard and snorkel covers. Additional plans call for seven different models of boom bag with cushioned dividers to separate booms and sails. A boat cover which allows boats to be trailered while covered is also in development. According to Tex-Cat, all boat accessories are fabricated using 9.5 ounce Acrilan acrylic fiber. Rudder and daggerboard covers are made with a laminate of 9.5 ounce Acrilan, closed sail foam and nylon pack cloth. For more information about Tex-Cat products, write Tex-Cat, P.O. Box 24141, Houston, Texas 77229 or call 800-826-8270. In Texas call 713-455-6194.



Hobie Films Now Available

R. Paul Allen Films is now offering a selection of classic Hobie films for home video. Films such as SHARING THE WIND, A MOMENT'S GLORY and the HOBIE FILM FESTIVAL (billed as an hour of Hobie nostalgia from the boat's earliest beginnings) are available from dealers to rent or own. The purchase price of the videos, either VHS or BETA, is \$19.95. The films are approximately one hour in length and include such photography as the famous "jump shot" footage and aerial photography of the Hobie 16 World Championship off Waikiki.

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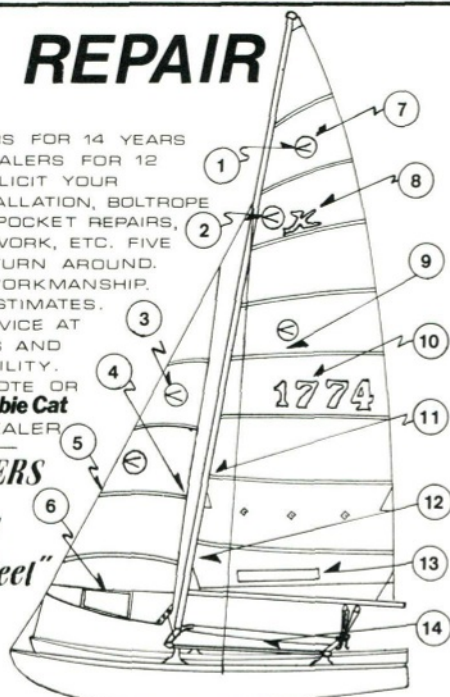
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Hurricane Help



Hurricane Elena showed us what kind of damage can occur and she didn't even hit us! We were having a "hurricane party" while Elena sat offshore and beat us for awhile. It got bad enough by midnight for a notice of mandatory evacuation. High tide would be at 4 a.m. and heavy flooding was expected. Our Hobie was down on the beach so my hubby pulled it above the sea wall and tied it down. We evacuated but came back about 2 a.m. and trailered the boat out. Pretty hairy! After it was all over, Elena had destroyed the sea wall and there was a ten foot crater where our boat, "ali Cat" was parked. There were Hobies strewn all over the beach. Masts were broken in pieces and wrapped around pilings with rigging everywhere. Some Hobies were miraculously spared by being tied up. The moral of the story is that even tying your Hobie to a tree or porch and filling the pontoons with water can help because many, many met their doom by being left on the beach. My boat received a tear on the tramp, so I am now saving my pennies to replace this.

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Seminole, Florida

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