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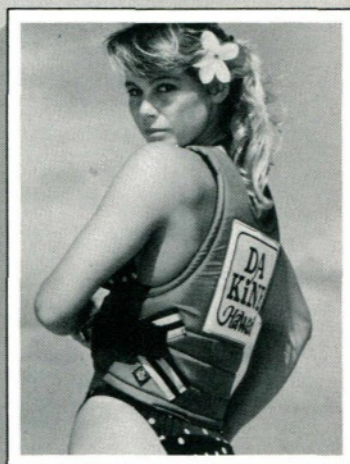
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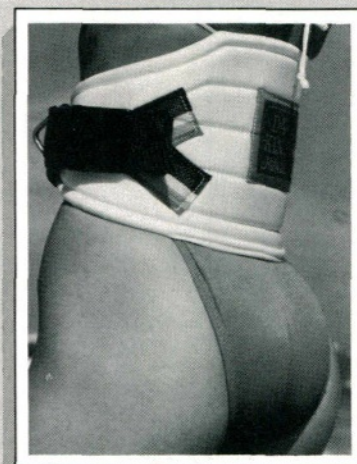


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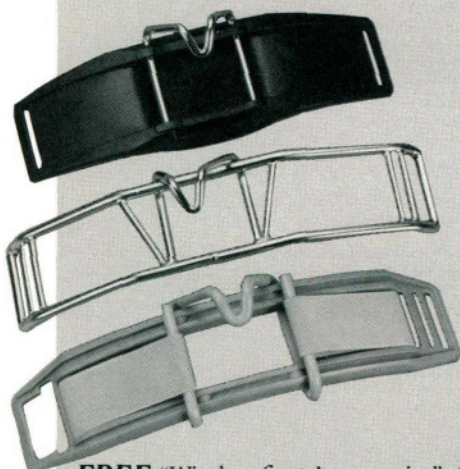
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Hobie **HOTLINE**

March/April 1986

Volume 15 Number 2



Guy Mott

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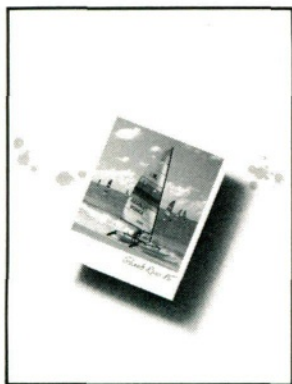
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ON THE COVER



A Puerto Rican snapshot from the Hobie 14 World Championship from the **HOTLINE** photo album. Photo courtesy of Don Smith Consultants.

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Climb On Board

The new sailing season is poised to begin and HOTLINE is pleased to be able to go along with you to the regattas and fun sails you'll enjoy this year. Two big events, Midwinters West and Midwinters East, are the traditional kick-off regattas for the new season and, as hard as it is to believe, the time for those regattas is already here. Midwinters West, held in San Felipe, Mexico is a weekend sailors all over the Western half of the U.S. look forward to with great anticipation. They enjoy the atmosphere of the village of San Felipe as much as the racing.

Midwinters East, already a very large event, is growing every year. This year, regatta organizers will be including racing for the Holder monohulls and the Alpha sailboards as well as all classes of Hobie Cats. On paper, this makes the Midwinters East look like a huge event and one wonders how the members of Tampa Fleet 250 are going to be able to handle the load. After all, if all goes as planned, the Midwinters East will probably be the largest sailing event of the season anywhere. The influx of Hobie sailors alone is a challenge, but by inviting the Holders and the Alpha sailboards to come and compete, Fleet 250 is really taking on the challenge. We have no doubt that they will be successful and HOTLINE applauds their ambitious plans.

In anticipation of the racing and sailing season, HOTLINE is addressing a valid complaint received and printed in the last issue. Some readers cannot seem to identify the parts of the boat our writers are discussing when explaining tuning or sailing intricacies and with good reason. Some parts have three or four names and some sailors refer to them by a variety of shorthand terms that many people do not understand because they have never heard them before. In this issue we hope to set that situation right with our illustrated glossary of Hobie Cat parts. In it, you'll find the major parts listed by its proper name as well as a selection of other terms for the same part. You'll also find the Hobie Cat-issued part number for selected parts and a price list for those parts to aid you in any springtime tuning or repair work you have been thinking about. Now when somebody refers to the chain plate, you'll know what the writer means. This issue is a "keeper" if only for this invaluable glossary of terms.

We've got two articles for the racers out there. One, by veteran skipper Bob Seaman, expands on an article by Scott Ward printed in the July/August '85 issue. Here, Seaman gives a nuts and bolts analysis of

strategy for recovering from a poor start. He answers questions like, "Do I take a flyer, or go after the fleet one boat at time?" and "How can I make up time around marks?"

Help for Hobie 18 sailors comes in the form of frequent contributor Tony Laurent, who culls information he learned from the Hobie 18 World Championship in Australia and the Hobie 18 European Championship in Geneva, Switzerland to arrive at some conclusions for sailing the 18 in a variety of weather conditions. Laurent discusses how the skippers dealt with each situation.

Foreign correspondent Paula Alter reports on the Absolut Cup from the Hobie 14 World Championship in Isla Verde, Puerto Rico. Australian Gary Metcalfe was going for an unprecedented third world title, but title holder Bob Curry and local favorite Enrique Figueroa were determined to put an end to the Metcalfe streak. Alter explains how it all came out.

Also in this issue we welcome new Alpha editor Dan Mangus, who will act as one of our main sources of information on Alpha sailboarding. Dan is well-known throughout the sailboard world as one of the pioneers of the California boardsailing scene. He is a familiar figure at major sailboard events and has been in the sailboard business himself as a retail dealer and small manufacturer. His articles have appeared in major sailboarding publications throughout the country. We feel lucky to have him on board.

Although Dan will be contributing a great deal to the HOTLINE's coverage of Alpha, we want to hear from Alpha sailors from all over the country. We welcome submissions and story ideas about your favorite sailing spots, important events, tips for enjoying Alpha sailing, how-to, and especially good Alpha photography. Our efforts to make the magazine better and better depend largely on the input we receive from Alpha and Hobie enthusiasts, so don't hesitate to send photos and story ideas.

We also have stories in this issue about sailing in Puerto Rico, all of our regular departments and much more. So, stay tuned and get the 1986 sailing season off to a great start.

Bonnie Hepburn-Jonas



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- ☐ Jul/Aug Ultimate Crew
- ☐ Nov/Dec Winterizing your Hobie

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- ☐ Jan/Feb Trailering
- ☐ Jul/Aug Tuning the 18 Part II
- ☐ Sep/Oct Aussie's Tune the 16

1983

- ☐ Jan/Feb Rules for the Beginner
- ☐ Sep/Oct Racing Rules
- ☐ Nov/Dec Winter Maintenance

1984

- ☐ May/Jun Wind, Weight, Rules
- ☐ Jul/Aug Rigging the 18
- ☐ Sep/Oct Understanding Rules
- ☐ Nov/Dec Dry Suits

1985

- ☐ Jan/Feb Formula for Success
- ☐ Mar/Apr Block Systems
- ☐ May/Jun Revised Racings Rules
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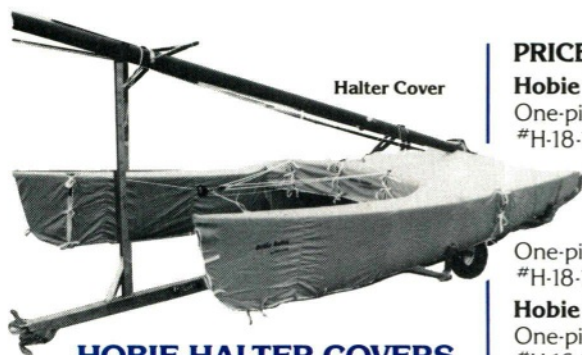
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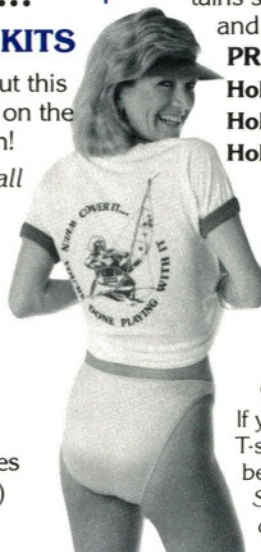
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Editor's Note: The following letter was addressed to the overseas distributor of R. Paul Allen's Sharing the Wind.

Wanted: Sharing the Wind

I happened to see a programme on A.B.C. Channel 2 Melbourne, Australia on the 5th October 1984 entitled *Sharing the Wind*.

This programme ran for 25 minutes and I can honestly say I have never seen any yachting film like it in my life, bloody fantastic, beautiful camera work. It even beat the America's Cup. Even my seventy-two-year-old mother-in-law was enthralled.

The film was about Hobie class catamarans sailing and surfing in California and Hawaii. I never thought a Hobie Cat could take what happened in this film.

My mates and I sail Hobie Cats off Dromana Port Phillip Bay, Melbourne, and as they have not seen this film I would love to show it at a 40th birthday party I am organising for one of them.

Channel 2 gave me your name and address suggesting that you could possibly give me the name of your Australian distributor for the hiring of or buying or borrowing or anything—a copy of this film.

Hoping you can help.

Alex Archibald
Melbourne, Australia

Ahh, Shucks

The Hobie 14 started my "cat fever" along with your excellent publication, the *HOTLINE*. I have been sailing for three years. With each publication, I have been introduced to new ideas and techniques which enable me to push myself toward becoming a better sailor and deriving the maximum pleasure from my cat.

I sincerely believe the *HOTLINE* is the finest magazine published today. Do you think your magazine will ever become bi-monthly?

Thank you for such a fine publication. The *HOTLINE* has always raised my sailing horizons! I am looking forward to my next issue of the Hobie *HOTLINE*.

E. Steven Blight
York, Pennsylvania

Editor's Note: Well, the HOTLINE is bi-monthly. We have explored the idea of going monthly and it is a possibility for the future. As for being the finest magazine published today, well, even we wouldn't go that far. National Geographic might be a little better.

We're Influential But . . .

I was sitting in the lounge at the Raleigh-Durham, North Carolina airport contemplating the offers of employment my wife Cheryl and I had received from some local firms. I was drawing down a cool frosty one feeling unsure of the move from Melbourne, Florida (Fleet 45) to Durham, North Carolina.

I was heading back to Florida with either a yay or nay on moving. Also heading back with me was the latest issue of *HOTLINE* stuffed in my back pocket. With another brew I began to read the articles I normally skim through (my wife being the word for word reader of the Hobie gospel). Thus began my journey to a decision.

After reading the articles, viewing the pictures, and generally day-dreaming about the great people and great times Cheryl and I had shared the previous season, I had to weigh the pros and cons.

Sure North Carolina is a beautiful state. Sure it has some of the finest learning institutions in the United States. Of course the offers Cheryl and I received to move were great opportunities. So what if wetsuits are as natural in North Carolina as swimsuits are in Florida. Wait a minute . . . why do they need wetsuits? Well, sure it snows sometimes . . . ah, er . . . snows?

I knew I was in a difficult situation. I ordered another round. I thumbed through the *HOTLINE* looking for the divine guidance my wife receives. I ordered another round and began to see the light. Florida was the place where crazies purchased a boat with two hulls but tried to sail on just one. It was the place where people avoided the infamous D.S. award of the pink panties. I had to clear my head of the ugly thought of some weird Hobie sailor who employs the Viking helmet as his symbol and considers clothes optional equipment while sailing through congested waterways. Florida was the place where drain plugs mysteriously pop out while underway and excuses range from, "I knew they were out and that's the way I always sail," to "I wanted to see if submarines could use sails."

I sit in my office-in-the-home with the fan going, the surf temperature is 78, and the palm trees are teasing me with the wind through their fronds. I think I'll stick around to see what happens next. Thanks for the help.

Dean Heinz
Fleet 45
Melbourne, Florida

Editor's Note: Could all those rounds have had anything to do with this decision?

Continued

WHAT DO BAKING CAKES AND INSTALLING CATAMARAN RUDDERS HAVE IN COMMON?

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Clyde also knows there are several reasonable ways to "cook-up" a pair of easy action rudders. Clyde calls one such way the "I'd rather do it myself" approach:

THE INGREDIENTS: 8 Thick butter dish lids
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4 rustproof nuts

THE RECIPE: Trial & Error

THE COST: The plastic lids are free, but all that butter will cost you about 20 bucks! (Yes Clyde, that's a lot of "bread, too!")

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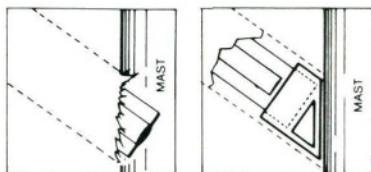
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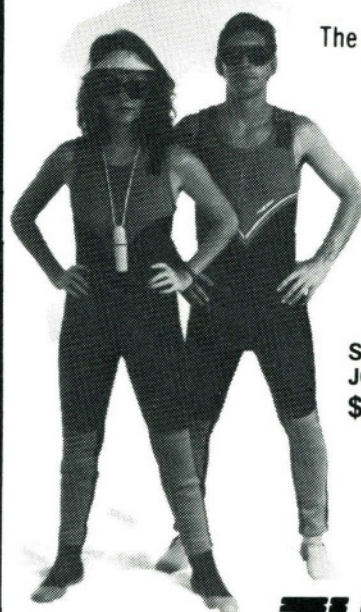
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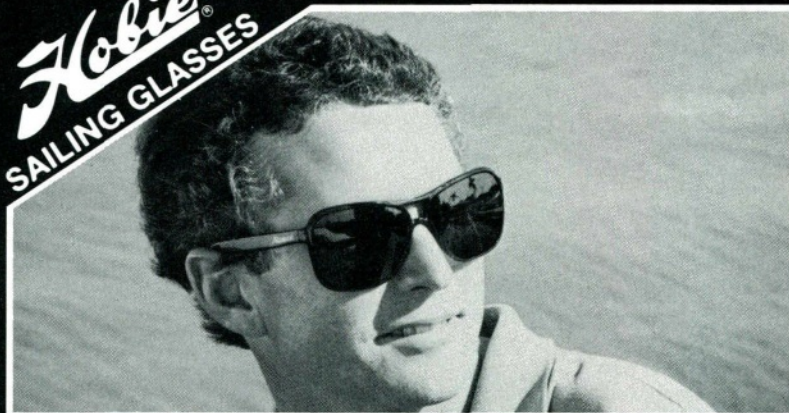
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LETTERS

In Defense of the Hobie 14

I have been giving a great deal of thought to this since getting back from the 14 Nationals. The Hobie 14 class is dying and it shouldn't happen!

I have been sailing a 14 for 13 years and feel that this is a great boat, with a great future, if handled right. This boat was the boat when it first came out, partially due to its simplicity and the ease of sailing singlehanded. The Hobie Class Association gave the class great support and that is what made Hobie sailing so popular. Then the 16 appeared and everyone switched, and the support from Coast [Cat] swung over to the bigger boat. Fewer and fewer articles showed up in the Hotline about the 14 and everyone just sort of forgot about it. There are thousands of 14s out there, lots being funsailed, and the rest just sitting. The nationals brought to mind just how challenging the 14 is. It takes a good sailor to make the boat really perform. And there are some really good sailors around . . . !

Some ways to revive the 14 come to mind after discussions with my 14 sailor friends. First, have the Hobie Class Association actively support the resurrection! If all the people who have 14s read more about the class, it might draw them out to events (they won't feel they are sailing an orphan).

Second, a lot of the troubles are caused by the 150 pound skipper weight minimum! Half of the 14 sailors in our fleet are in the 170 to 190 pound range. We all feel a real inequity about the racing. We don't stand a chance against the lightweights, so we just don't race. And if people don't see 14s sailing, they sure will not buy one! I don't know if two weight classes will solve these problems, but it is worth a try! Give the individual fleets and regattas the option of this (with strong Class Association backing).

The 14 is inexpensive, easy to sail, easy to launch and retrieve, simple and should be kept alive (everything the 17 is trying to be, but for us low tech types).

If you have any other ideas that will help the 14 come back into the picture, please let me know. I will be working all I can within Division 3 to promote "the best boat."

Ron Fikes
Fleet 20
Palo Alto, California

Editor's Note: The above letter was sent to Hobie Cat president Doug Campbell who is an avid 14 sailor himself. Campbell's reply, in part, reads: "... one point I would like to comment on is that publicity for the Hobie 14 depends to a great extent on Hobie 14 sailors sending in news and stories for the HOTLINE. The stories in

HOTLINE don't just 'grow,' they come from sailors and people interested in telling their stories. . . . All of us at Hobie Cat really appreciate your continuing support of both our product and the Hobie Way of Life. Thanks." See Ron Fikes' story in "Briefs" and his suggestion for launching in "Hot-tips."

We Love Those Regattas

We had one of the greatest times ever at the 16 Nationals. Traverse City was a pretty place that had more to offer than just sailing. The highlight was the people! We owe our week of good times to Dick and Sherry Jameson, Denny (Bro) and John (Big Guy) Brewer, Jeff Reidle, and Ted and Annette Jagger (first place winners in the last race). Even though we and the first three teams mentioned above didn't make the final cut, we feel we all fulfilled our duties of being "The Beach Crew" for our "Team Jagger" representing Division 7. Our team didn't win the series, but we were all there on the beach when they won the last race of the series. We had a chilled bottle of champagne waiting for them, and us. And those of you who were there probably remember our cheer for our teams representing Division 7: MN, MN, MN, MN, SD!

At the end of the week, it was very hard to say goodbye to our new and old friends, but we feel as though we all came away as winners!

Team—Dan David/Jim Klemz
Beach Team—Nancy David/Brenda Mastel

The day after the Hobie 14 Worlds were over I said to myself "Thank God it's over!" But the next weekend while I was out sailing my Hobie 14, I realized that there were no World Hobies, no more chase boats, no committee boat, and most important of all, no more of Tony (T.L.) Lewis' "off the beach" (which he later tried in Spanish but never mastered).

It was finally over, but because of overweight and lack of experience at this level, I ended up in the top 10 (beginning at the end). Since I didn't qualify, naturally I had to do something for the team. So between Anton Guernica, a fellow sailor and Hobie Cat competitor, and myself we made the famous flag of the Puerto Rican team that stayed 16 feet in the air all week long.

It all ended at the awards banquet . . . that was held on Saturday night. After that, we dipped the new world champ, Enrique Figueroa, into the pool and partied at "Los Pinos" until the sun came out. Thanks for the experience of a lifetime. Watch out Fiji, here we come . . .

Roberto Adelardi
Puerto Rico

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HOBIE BRIEFS

Hog's Breath 1000: The Only Race of its Kind

The Hog's Breath Saloon, Fort Walton Beach Florida, opened its doors in 1976 and sponsored its first Hobie regatta which totalled 53 entries. Since that time in 1976 movies have been filmed in the Hog's Breath Saloon, T-shirts with the vicious Hog have become world famous, and the annual Hobie regatta now promises a 200-300 boat participation.

1986 is the 10th anniversary of our sponsorship of Hobie regattas. In keeping with the Hog's Breath tradition and the Hobie way of life, Jerry Dorminy, owner of the Hog's Breath companies, proudly announces the birth of a challenge—The Hog's Breath 1000: a 1000 kilometer race from Miami Florida, to Fort Walton Beach in the gulf of Mexico, beginning May 17.

This race promises to be an exclusive world championship of long distance sailing. Never before has such a competitive race been held. Competing teams will have no advantages over each other as all Hobie 16s, safety and navigational equipment is supplied. The size of a teams budget is therefore, not the test. Sailing skills and physical and mental endurance will determine the winner.

The race will be sailed in two sections. The first from Miami to Anna Maria Island near Tampa non-stop. At this point boats will re-group, a re-group stop of between six and twelve hours. This will allow all boats to be restarted together for the second nonstop leg from Anna Maria Island to the finish in Fort Walton Beach Florida.

There are nine checkpoints in the race and time on the beach, except for Anna Maria Island, forms part of the total time for the race. Excitement therefore, as racing ground crews compete for the shortest possible turn-around times will be great. The bottom line is, the team with the lowest elapsed time for the entire course, including checkpoint times, is the winner. The winner of the Hog's Breath 1000 International Challenge receives the boat they sailed on. The tool of their journey will be the prize for endurance.

Enthusiasm is what such an event is all about, from media coverage to team participation. The field of international teams is shaping up with some spectacular sailor combinations. Each team is aiming to win on tactics. The stories are vivid. Carlton Tucker figures his team needs two indispensable skippers with one talented crew. The proposed Hawaiian team argues for three indispensable skippers, each of whom must be able to crew like magicians without contradicting or arguing like wizard skippers.

The heat is on. Invitations have been sent. An enthusiastic response from U.S., European, Australian, South African and Pacific region nations has been received. Already, four teams have been officially nominated; two teams from the United States, one from Fort Walton Beach, Florida, the other from Virginia Beach Virginia, as well as an Australian team and a European team, Team Belgium.

Final acceptance of nominated teams will not be completed by press time. However, with a maximum of 15 starting boats, the best sailors are combining and committed to snatching this first challenging title. These are sailors of great caliber. Take Gary Metcalfe of Australia, the current Hobie 18 and Hobie 16 World Champion; Hobie Alter Jr., of the United States, the past Hobie 16 World Champion, past 16 and 18 U.S. Champion; Enrique Figueroa, Puerto Rico, current Hobie 14 World Champion and current Hobie 16 U.S. Champion; Brett Dryland, Australia, past Hobie 16 and Hobie 18 World Champion; Carlton Tucker, United States, current U.S. Hobie 18 National Champion.

Race organizer Don Algie maintains, "Only the best sailors, with proven ability will race. The Hog's Breath 1000 is not an inexperienced, Hobie sailor's get-together. We expect conditions to be tough, perhaps dangerous. The winner will truly have

Continued

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HOBIE BRIEFS

earned his place, be a true champion of arduous, distance sailing."

Though promised to be a tough and gruelling event, the Hog's Breath Saloon is also instilling true Hobie spirit and family participation. We hear Team Belgium plans to hire two camper vans to bring along wives and kids to make a holiday of this event and capture some of what Florida has to offer. In May, sunshine, blue skies, the warmth of tropical temperatures and the magic of an ocean dotted with Hog's Breath emblazoned Hobie Cats, vying for glory over the long 1000 kilometers will make the Florida scene.

As Doug Campbell, President and General Manager of Hobie Cat put it, "The concept is perfect." The Hog's Breath 1000 International Challenge will truly be a test of endurance and skill, the only race of its kind in the world."

Claudine De Chesne

In Love With One Sail

One mast, what to put on it? One sail or two? This is the question that many people ask when looking at a catamaran to buy. In our case there was no doubt, it was love at first sight with one sail, the Hobie 14. That was back in January of 1972, when the 14 was a very popular boat. As soon as our boat was delivered, we started making the rounds of regattas, and missed very few. This simple sailboat was ideal, light, easy and fast to rig, and on the water it was a real challenge to sail. It responded to your every move, much like a small dirt motorcycle, sensitive to your very thoughts. Oh yes, it could be a little temperamental. If you tacked sloppily you were stuck in irons. But the techniques came with practice and concentration. You can bet it was fast! Traveling out and sheeting down on a broad reach was as close to flying as you can come and still stay on earth.

The big boat monster reared it's ugly head. Should we buy a Hobie 16 so we could sail and race together? Lots of friends had 16s so why not us? We got the big Hobie and started racing, working our way up to "A" fleet and going to a lot of regattas. Then it happened. After one of the races at Folsom in Sacramento with high winds, I suggested going back out for some fun sailing and my wife said she was too tired, but that I should go out by myself. With that much wind I couldn't handle the 16 alone, so it was de-rig time. One glance out to the water brought visions of the Hobie 14 going back out for some single-handed fun. The little voice whispered, "You should have your 14!"

Over the following years, we've owned three 16s and four 14s. We bought 16s to sail with "the gang," then would go back to the 14 for the same reasons the first 14 was purchased. Now our only Hobie is the 14!

The group that sailed and raced the 14 has grown smaller and smaller, and we have slowed down in our race participation, but the boat doesn't sit around in the back yard. From the earliest sailing weather in the spring, to the latest in the fall, our Hobie is hooked to the back of our van. We are off at the drop of the hat to our favorite lake, or any other spot within driving distance. The 14 is ideal for our journeys: light, easy to tow, and small enough to take anywhere. We do a great deal of camping along with our sailing, and having the Hobie pulled up on the beach right next to the van, well, you just can't ask for more!

Perhaps the most important reason for "staying in love" with the 14 is the ease of handling, even for my wife. She takes the boat out and enjoys the thrill of Hobie sailing and racing. She has done a lot of racing and often beats 16s and 18s. Don't think for a minute that the 14 is a boat only for one person. Sue and I sail on the 14 together often. How else could we sail up to the store on a warm summer afternoon for an ice cream break? But sailing all by yourself, in the warm summer sun, with nary a care in the world but which direction the wind is blowing, just cannot be

Continued

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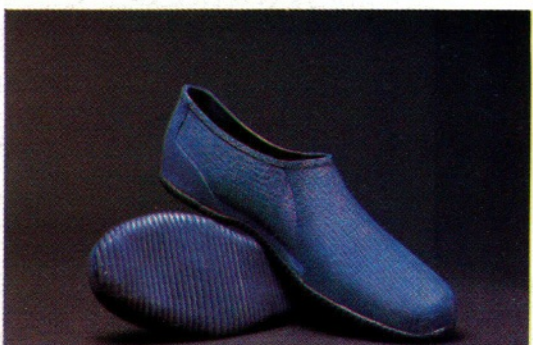
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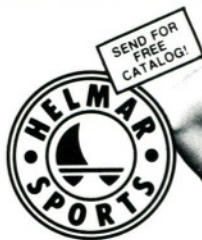
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HOBIE BRIEFS

beaten! There is no one else to blame for mistakes, and all the credit is yours when you get the boat tuned in.

If this sounds like a sales pitch, I guess it is. My wife and I eat, sleep and live Hobie 14s. We pass along our enthusiasm about this "single-handed" marvel to anyone and everyone who will listen. Maybe the sailors who are buying the new Hobie 17 will discover the thrill of sailing a uni-rigged boat, as we have with our 14. Remember, "Real sailors need only one sail."

Ron Fikes

Devotees of the Great Shark

There are 8,000 stories in the naked city, and ours is one of them. We are the "Club Blue Fin!" A seemingly over-active thyroid condition running rampant throughout our fleet gave birth to the Club Blue Fin, a religious sect with the belief that when you die, your spirit is transferred into the body of a fresh water shark that feeds on catamarans under 20 ft. L.O.A.

The salt water sailors on either coast didn't worry about these shark attacks, but someone had to warn the inland sailors, and we were just the people to do it.

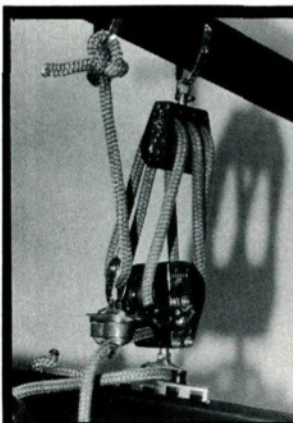
To convince not only the general public, but also the unenlightened portion of our fleet as to the determination of our cause, we had to find some way of getting their attention. We started by shaving our heads, leaving only the shape of a shark fin and selling fresh carnations on the beach. But that didn't do it. Besides getting a strange sunburn on our heads, all of our flowers died. Next, we tried hanging around airports asking for spare change and handing out leaflets warning of fresh water shark spawning and shark attacks around Hobie beach at Lake Perry.

Our greatest idea came to us during those days we spent in the Jackson County Jail for panhandling at the airport. To get people's attention we had to hit them where they live. Show them how to throw a party and center the theme around sharks! We brought all of our collective stereo and video equipment to the lake, roped off a portion of the beach and invited anyone and everyone to the "club." The party goers were met at the door with all the traditional party favors (including a shark's tooth necklace) and treated to all of the chum they could drink while still standing (standing horizontally didn't count). Then, with the flip of a switch, 250 watts (.00025 Megawatts) of electronic wizardry belched forth "The Belly of the Whale" and the Blue Fin was born!

So great was our success (testimonials are available upon written request from any fleet in our five-state area whose members still have scars on their knees from chum overdose) that with only one more warm up bash, Fleet 149 was awarded the honor of hosting the 1985 MidEasterns Regatta, conditional upon "The Club Blue Fin" providing all of the entertainment. The "club" produced an evening of entertainment second to none that started with a lavish dinner and ended with dancing the night away atop echo point for an estimated three hundred and fifty people, formerly non-believers, now followers of the "All Mighty Shark."

At last the word was out and spreading toward each coast. Fresh water shark spawning and shark attacks were on the decline, with only scattered reportings of minor incidences. We have left our mark on the Midwest, and now our job is done. But we will not be forgotten. Periodically we give the Hobie sailors a sign that the "club" still lives. Our latest sign was put on the front cover of an ad for a group of grocery stores in the Midwest boasting an illustration of one of our Hobies with our addition to the Hobie logo, showing we have survived shark spawning at Hobie Cove and proclaiming our presence.

Deek and Zeek—The Auger Twins
Rob Millins
Fleet 149



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345-5	Harkin Mini-block	\$ 8.70



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IF SO MUCH IS "STILL" THE SAME, THEN WHAT'S "NEW" ABOUT THE TLC™ s?

(I was hoping you would ask, Clyde.)

1. The body material has been improved. Dupont®, who supplies the TLC™ body material, claims the improved material is 20 times tougher than that previously used!

2. The toe-in adjustment nut has been improved. The improved nut will not rotate when tightened *AND* will hold a precise toe-in adjustment setting without slipping, even for loads great enough to demolish a tiller arm!!!

OK, BUT SO WHAT??

After all, most of us are like Clyde - As long as our TLC™ s do the job better than anything else, we simply use and enjoy them - We do not really care who makes the material or how super tough it is . . . And we certainly have no intention of demolishing a tiller arm!

HOWEVER, FOR ALL YOU "SUPER SERIOUS" RACERS . . . (Yes Clyde, the ones that go to ALL the points regattas.)

We realize that you skippers *ALWAYS* sail your boats to the outer limits. You *ALWAYS* put your gear to the most severe test possible. You *ALWAYS* demand that your gear be tough and dependable, no matter how "good" it might be otherwise! We believe that your group will really appreciate the improved TLC™ s. For example: We increased sailing forces up to virtually impossible test loads - loads large enough to actually fail some of the "other" boat parts! The results: Zero TLC™ failures!! By repeating these exaggerated tests, the TLC™ s could be deformed slightly, but they always remained absolutely "race" usable! We also tested the holding power of the improved toe-in adjustment nut using 800 pounds of crossbar pulling force (off the boat, of course!). The results: Zero slip!!

Yes Clyde, just because something is already good, does not mean we can't make it

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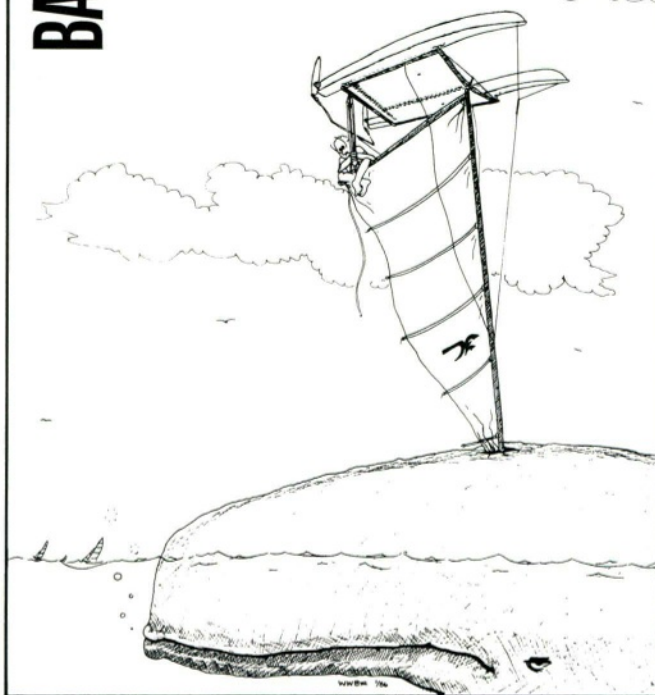


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FROM LAST TO FIRST: THE NUTS AND BOLTS OF CATCHING UP

By Bob Seaman

Editor's Note: Bob Seaman is a veteran Hobie Cat sailor from Los Angeles. He won the 1984 Hobie 18 National Title, was the Division 2 Hobie 16 points champion six times and recently finished first in the third division at the famed New Years Day Race in San Diego while sailing the Hobie 17. Seaman owns Computer Masters, a retail computer store in Los Angeles.

This is going to be a great race. We're at the favored end of the starting line and there's no holding us back. We sheet in, and take off leading the pack. What a great weekend this is going to be. We were third in the first race, and we're flying again. Oh no! We were over early! There goes the regatta.

You've left home without starting. What do you do, what do you do?

How do you recover from a bad start? Regardless of whether you were over early, started at the wrong end, or got blanketed at the start, you need to understand the situation and develop a plan in order to get back into the race and into the regatta. Let's say this is a typical regatta. Maybe there are three to five races expected for the series. Say there are about 20 boats in the fleet. You're sailing a Course 3 or Course 4, so there are a couple of good weather legs. As in this scenario, let's say that you are in the second race of the regatta, and don't know whether or not there will be a throwout. Maybe you've already had one bad race and used up your throwout. The bottom

line is: To keep yourself in trophy contention (and a possible chance of winning the regatta) you figure that you must finish this race in the top five.

OPTIONS

Well, you would like top five, but right now you're dead last. What are the options? Plan "A" is to take a flyer to the opposite side of the course from the rest of the fleet. This is a do or die situation. If you don't make up a lot of distance, you're dead. If the rest of the pack goes the wrong way and you go the right way you could be up with the leaders by the weather mark. But if they are right, and you're wrong, then you would be so far back that it would take a real miracle to catch up.

Plan "A" sometimes works. I've seen several situations where someone gets a bad start and tacks off to port while the rest of the fleet goes out on starboard. Then, lo-and-behold, he's first to the weather mark. This approach usually won't work however, because the majority of boats usually go the right way. The top boats didn't get there by always going the wrong way. But, if you've detected a wind shift and feel that the leaders are going the wrong way, then stick to your guns and go off alone. The point is, take the flyer when you feel that you have a good chance of being right, not just because it is the opposite way.

Plan "B" is the "one foot at a time" approach. This strategy requires good tactics, sharp boat handling, and lots of patience. The plan is to pick off a few boats each leg of the race. Sail each leg of the course to gain yardage on the pack. Rely on smart sailing, not blind luck. This is the approach I favor.

BAG OF TRICKS

In order to carry-out plan "B," you will

need to draw upon all your sailing skill, and to dig deep into your sailing "bag of tricks." Actually, this bag of tricks contains no magic, just several tools of the trade that should be drawn upon, when appropriate, in order to gain yardage on the fleet. Let's examine them one at a time, and then see how they would work together in a typical race.

1. Play expected wind shifts.

Throughout the day, you should try to determine if the wind has been shifting, and if it will continue. Specifically, you want to guess whether the wind will continue shifting in a trend, or whether it will oscillate back and forth. If the wind seems to always shift slowly clockwise in the afternoon as it freshens, then you should take long tacks to the corners. However, if the wind tends to oscillate, or come from random directions, as is typical on a lake, then you should play each shift and expect to do a lot of tacking or gybing.

Let's take a closer look at what you should do if the wind is expected to be slowly shifting clockwise. On weather legs you would want to first take a long port tack, going to the right side of the course, then come to "A" mark on the starboard layline. Initially, you get headed as you sail into the header. However, as the wind continues to shift, you will get a big lift on the second half of the leg. This phenomenon is shown in illustration "A." Going downwind, you would want to initially take the starboard gybe, then come in to the leeward mark on port. Thus, downwind you first get lifted away from the mark, but when you gybe, you then get the big header down to the mark.

This technique obviously won't work on a given leg of the course if the wind doesn't happen to shift, but if you stick with this plan for the several legs of the race, odds are that you eventually will come out

ahead.

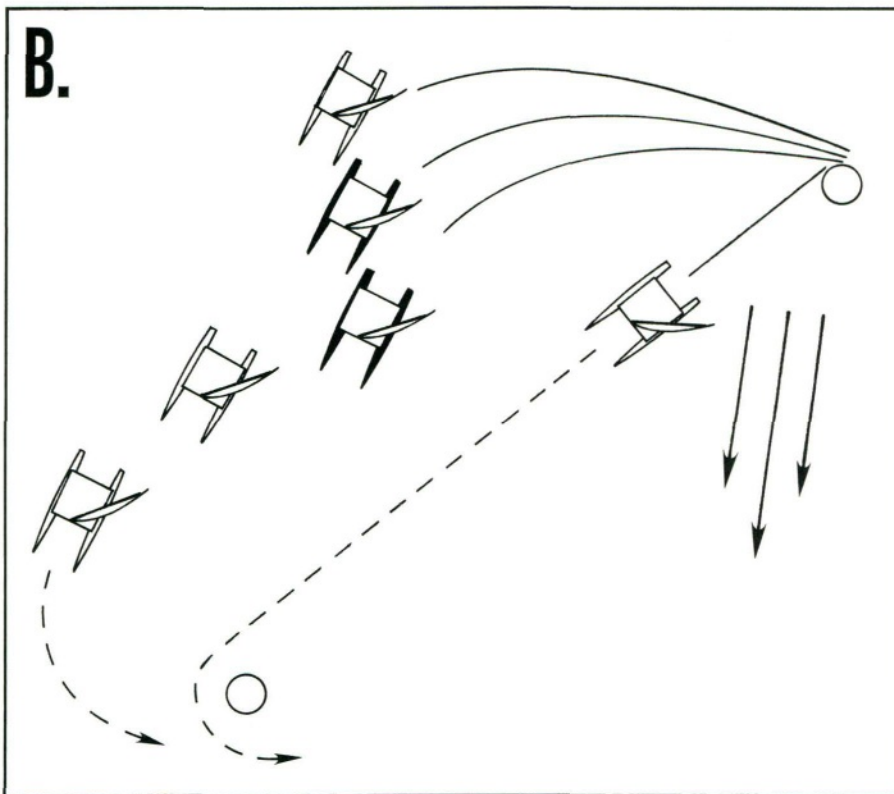
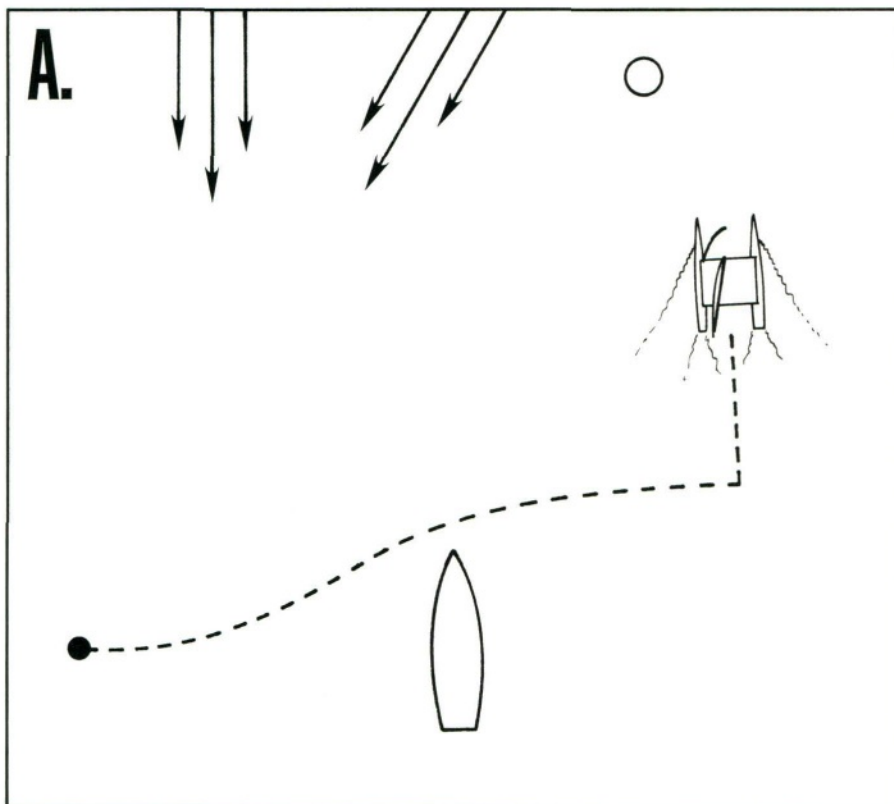
2. Shortest distance between two points. One of the things we learned long ago in basic geometry is that the shortest distance between two points is a straight line. This basic principle can be used to gain lots of ground on most reaches. Typically, a group of boats will all try to sail higher than one another on a beam reach in order to drive over the guy ahead, or to prevent the guy behind from driving over them. The net result is that the entire pack travels in a big arc, sailing perhaps five to 10 extra boat lengths. Also, they really slow down at the tail end of the curve when the reach broadens out. If you are way behind the leaders at the start of the reaching leg, this is an opportunity to gain some important yardage. This is shown in illustration "B."

3. Minimize tacking and gybing. Each time you maneuver the boat, you slow down and lose yardage. Remember, your fundamental objective is to pick up distance on the fleet, so you want to tack only at the most strategic times. A common mistake is to tack into another boat's dirty air, then to tack a couple more times to finally get clear. Another problem is tacking too soon on a small windshift, only to find the wind shifting right back. Of course you have to tack sometime; the trick is to make it count.

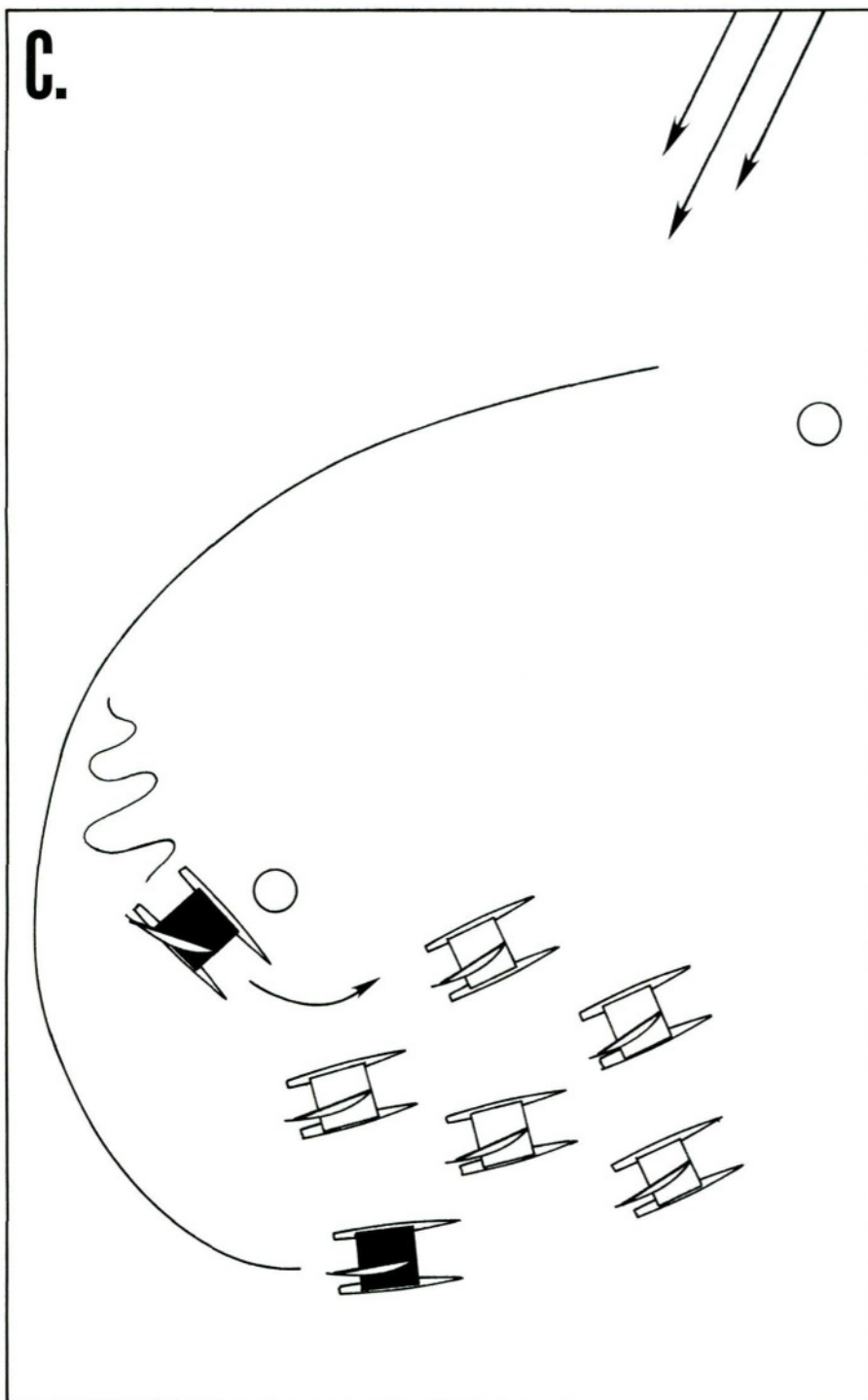
4. Clean air. There's no way that you're going to gain yardage if you're sailing in dirty air. However, as mentioned above, you want to minimize the number of tacks. The trick is to anticipate where other boats will be just after you tack and to take your tack at the opportunity which will give you clean air. The crew can be of real assistance by letting the skipper know where there is other traffic and when the coast is clear.

5. Smooth maneuvering. One basic aspect of sailing skill is simply to tack and gybe so as to minimize slowing down. This is where practicing teamwork pays off. Before every race you should practice several tacks and gybes. Maybe a couple of 360s just in case. During a long race, maybe there are 15 to 20 maneuvers to be made. If you can gain half a boat length on each, that's 100 to 200 feet during the race, which may account for several positions in a tight finish.

6. Lay lines. Quite often much distance can be gained by calling the lay lines just right. I've seen many cases where all the lead boats overstand a lay line by as much as a hundred yards. The first boat overstands some, then each following boat goes a little further just to be safe. If you're playing catch-up, you might be able to gain substantial ground by taking a close



C.



look as you approach the lay lines, and using your best judgement to call them accurately. In some cases there is a strong current setting boats to leeward of the weather mark, and most of the boats end up tacking two extra tries to get around the mark. This is a case where observation of the boats ahead can be in your favor. You then give yourself extra room, save two tacks, and probably pass half a dozen boats.

7. Inside at "C" mark. Just about all sailors have found themselves rounding the leeward mark, at one time or another, right in the middle of a large pack. The boats on the inside seem to always come out ahead, while the guy on the outside can really lose out. The trick is to plan ahead, and position yourself on the inside. Sometimes you have to think ahead when you're only halfway down to the mark to plan your gybes so that you are always on the inside.

If you do find yourself on the outside of a large group, one trick is to actually slow down, let the pack start rounding the mark, then come in right on the mark after the group has rounded. This way you are just behind the inside boat rather than being on the outside of four or five boats, and eating lots of dirty air. If you're careful, you may even be able to pinch above the lead boat and get some clear air. This way, you can pick off several boats with one move and, if a lift or fan should occur, you could easily move ahead of the entire group of boats. This is shown in illustration "C."

8. Let others make the mistakes. Once you've worked your way into the middle of the pack, it may seem like there are no more boats you can pass. If the several boats just ahead of you all have roughly the same boat speed, how are you going to move up? The answer is to let some of the others move back. By being patient, you'll find that quite often others will make mistakes and fall back. One typical example occurs after rounding the leeward mark. Suppose that it is generally favored to stay on port tack and play the right side of the course. As a pack of boats strings out and starts following one another, a few skippers will get impatient and tack off. Maybe they will get lucky and come out ahead, or maybe they figured out something that the rest of the pack overlooked. Fine, sometimes they will make out. But again, we are playing the odds, and in the long run it usually pays to go the direction which you think is correct, even if it means eating some dirty air. If you get a smooth rounding on the inside and work your way into clean air chances are that you'll pass most of the boats which tacked off just ahead of you.

BACK TO THE RACE

So we're over early. We collect our wits as we head back to the starting line. We've decided to try to work our way through the fleet, one foot at a time. We're going with plan "B." *With hard sailing and some luck we'll try our best to work up to the top five.*

The first decision is which way to go after the start. We know that the wind typically clocks to the right in the middle of the afternoon, and we notice that the wind has been picking up, a sign that the wind probably will start its shift soon. As we gybe around the starting line, we notice that a few of the lead boats already have tacked over to port. They are thinking the same thing that we are. No time to waste. We finish restarting, this time taking off on port. As we sail for the next few minutes on port, we notice that we are dropping below the boats ahead, and that the boats that tacked onto port a minute after us are now heading down to us. This is a sign that the wind is indeed clocking. We decide to sail to the layline, minimizing tacks on this first leg. It's a little difficult calling the line from the corner, but since most of the boats went this way, we can sight down the sterns of the boats which are ahead and have already tacked. We want to be careful not to overstand, since the wind is still shifting. We want to carve a smooth tack then concentrate on boat speed all the way to the weather mark. As we round "A" mark, we notice that there are five boats behind us. They are all ones which had gone quite away on starboard after the start before tacking.

We are sailing a Course 4: ABCAC. The next mark is "B," a beam reach. There is a group of about ten boats way ahead, then another three or four within striking distance. Fortunately no one is right on our tail. We notice that most of the boats are heading way above the mark, fighting with one another, luffing each other up. We decide to sail straight for the mark so we'll be covering a shorter distance. Our strategy works! The lead boats slowed down as they fell off to almost dead downwind the last part of the reach, so we've gained yardage on the leaders, and actually passed three boats which similarly lost speed since they had to sail very broad the last part of the reach. One skipper had sailed so high that he had to gybe to get back down to the mark.

After we complete the gybe around "B," we're in 12th place. Downwind we concentrate on boatspeed. We surf whatever waves we can and the crew works hard at trimming the jib. We're slowly gaining on the boats just ahead. We plan ahead. We maneuver so that we'll be inside at "C" mark and get a smooth rounding. The plan

works. We pass two boats who get caught on the outside and who fall further behind going back to weather because they're in pretty bad air. Since we made a good rounding, we've been able to pinch up slightly and work our way into clean air going back to "A" mark. This is particularly important, since we want to go a long way on port tack. Remember, going to the right after the start paid off since the wind was clocking. Our plan is to try the same thing again. Of course most of the other skippers have the same idea and there is a small parade of boats heading up the beach on port. But who wants to follow the leader all the way back to "A?" Three boats just ahead of you don't. They get impatient and tack off. We decide to stick with the plan and hang in there.

As we approach the lay line, it seems that the leaders are overstanding by quite a lot. They're way ahead and sailing very conservatively at this point in the race. We tack a little sooner than they did, giving the crew ample warning so that we'll get a smooth tack. By calling the lay line just right, we've gained some distance on the leaders, and the boats just ahead of us are now within striking distance. And remember those three boats who tacked off back at "C?" Well, they're all behind us now! We've worked our way up to seventh at "A" mark.

The wind is building as we sail the downwind leg. We notice that the water is now covered with whitecaps. We're surfing the waves and having a great ride. What a fine day for racing. The two boats just ahead of us have started luffing each other up. As they sheet in and head up, they really pick up speed. Spray is flying all over, when suddenly one of them stuffs a bow and pitchpoles. The other skipper panics and dumps his sails to slow down. He suddenly gets real conservative now that his competition just flipped over. But he failed to notice that we have been sailing a straight and consistent course below him, and now we have a better angle to the leeward mark. By the time we get to "C" we are, in fact, ahead of him. Now we are in fifth. As we round the mark, we are careful to make it a smooth rounding and stay high. The fourth place boat is only a few yards ahead of us, and slightly to leeward. We've got one tack left, then another hundred yards or so to the finish. If we stay right with the boat just ahead, he won't be able to tack until we do, since otherwise he would be "tacking too close."

As we reach the lay line for the finish, the skipper ahead looks anxiously back at us. He wants to tack. But a double trapped Hobie driving to weather is pretty intimidating. If he tacked now we could easily sink

him, so he is waiting for you to tack first. We know what to do. We purposely sail a little beyond the lay line, so that he is overstanding even more, and won't have an advantage driving over us going to the finish. We advise the crew of our plan, get off a smooth tack, and by the time the other boat tacks, we are out on the wire heading down to the finish. Since we know that we've overstood the finish, we crack the traveler slightly and drive hard to the finish. We're flying a hull as we cross the line, fourth.

What a great race! The goal had been to finish in the top five. We had to sail hard the whole race to do it. It wasn't a fluke that we worked our way up. It feels good since we really had to earn this one.

You can feel so good after a race like this that you can go out and win the next race. Back on the beach everyone will congratulate you for your great day of racing, particularly the one where you came back from dead last at the start.

On Sunday, there are two more races. In the first race you again sail to the right side of the course, but this time it doesn't pay. The wind fools you and backs counterclockwise during the late morning. You finish eighth. Good thing you made a nice recovery in the second race on Saturday. In the final race you stay with your same game plan. The wind does clock in the afternoon and you finish with a second. So, you have 9.75 points and an eighth for a throwout. During the trophy presentation they announce a tie for first and second. Second place has 9.75 points, with a tenth for a throwout. You win the regatta. Your planning, patience, and hard sailing pays off. As the crowd cheers and claps, you give your crew a big hug.



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The Ponds, Palm Springs

April 17-20, 1986

Slalom, Drag Racing and Speed Trials



April 17-20, 1986
 The Ponds, Palm Springs, California
 For Men, Women, and Masters (over 35).
 Hosted by the Alpha Class Association with the cooperation of the
 Coachella Valley Water District and the Bureau of Land Management.

Events:

- 1) Slalom Races—speed jibes on a course on the Alpha 100 SL.
- 2) Drag Racing—one on one sprints on the Alpha 110 G.
- 3) Speed Trials—one against the clock on a measured course on the Alpha 100 SL or the Alpha 110 G.
- 4) Unlimited Speed Trials—one against the clock on a measured course on any board and/or sail of the competitor's choice.

Note: Only competitors that have competed and qualified in all three events using the Alpha boards will be allowed to participate in the Unlimited Speed Trials.

Equipment:

All boards (Alpha 100 SL, Alpha 110 G), sails (5.5, 4.5, 3.5), complete rigs, and harness lines will be provided by Hobie Cat.

Note: All other equipment, wetsuits, harness, unlimited board/sail, etc., must be the responsibility of each competitor.

Entry:

Limited entries will be accepted on a first received basis. Entry forms may be obtained at your local Alpha Dealer or by writing the Alpha Class Association, P.O. Box 1008, Oceanside, CA 92054
 Attention: Alpha Speed Week, or phone (619) 758-9100

Cost:

\$75.00 pre-registration, postmarked before March 28, 1986, or \$100.00 late-registration only on April 16 from 3pm-5pm at The Ponds. A \$100.00 refundable equipment deposit is required.

Includes:

Registration Packet, Hat, T-shirt, Welcome Party on Wednesday evening, Awards Banquet on Sunday evening, Trophies, and Prizes. All competitors are required to check-in at The Ponds on April 16 from noon to 5pm to pick up their Registration Packet.

Accommodations:

Hotels, motels, motorparks, and camping information may be obtained by contacting The Alpha Class Association at P.O. Box 1008, Oceanside, CA 92054 or by calling 619-758-9100.

Note: No camping will be allowed at The Ponds.

Conditions:

The wind at The Ponds has the potential to blow at any strength from 15-50 knots on any given day at any given time. High wind boardsailing experience and water starts are essential! Also, a harness, a 3-5mm wetsuit or drysuit and booties are strongly recommended.

Spectators:

A \$2 entry fee per person per day or \$5 per person for a complete event pass, will include parking, a program, competition viewing area and product displays. Concessions and souvenirs will also be available.

Restrictions:

Only competitors will be allowed to sail on The Ponds during the event dates.

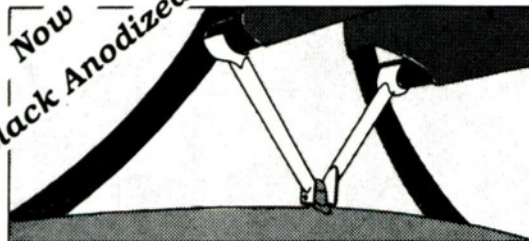
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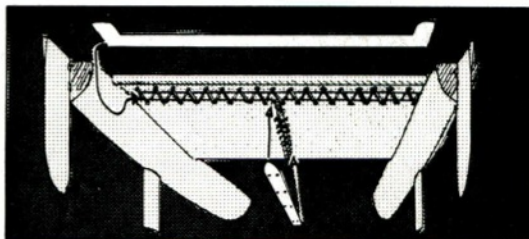
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A RUN-IN WITH POWER LINES

Editor's Note: The following is a letter sent by Dr. Hall to the Baltimore Gas and Electric Company.

B.P. Timmons
Baltimore Gas and Electric
Charles Center
Box 1475
Baltimore, Maryland 21203

Dear B.P. Timmons:

At about noon on 16 July 1985, my wife and I were involved in a tragic accident at Bowley's Quarters Marina on Middle River in Maryland. As a result I sustained significant damage to my boat, a close escape from severe injury or death, and minor expense to Baltimore Gas and Electric.

The proximate cause of that accident was due, in large part, to the negligence of Baltimore Gas and Electric in your failure to provide warning of a potentially fatal situation. My delay in answering your letters has been due to current evaluation of the degree of your company's legal responsibility for the accident and resulting damages.

At Bowley's Quarters is a launching ramp into Middle River as well as a derigging area and large storage area for boats and boat trailers. The launch area and storage areas are joined by two separate roads around a large white building. Boats are stored with the masts stepped and fully rigged and are transported from the storage area to the launch area in a mobile sling or are towed on their trailer behind an auto. This requires an overhead clearance of from 20 to 75 or more feet, depending upon the height of the mast and makes the absence of overhead obstructions absolutely imperative.

One of the roads is indeed clear of overhead obstructions, however the other road is crossed by a series of overhead power lines at heights of approximately 15 to 30 feet from the ground. There are NO

visual warning devices attached to the wires and there are NO warning signs in either direction upon approach to the storage area along this road.

It would seem logical that there should, would be, a single-directional clockwise or counter-clockwise traffic flow pattern in order to avoid traffic problems caused by moving fully rigged sailboats on these narrow roads. Furthermore, it would seem possible that an individual moving a boat in such an area might concentrate upon potholes and ground-level obstacles, assuming that no one could possibly be negligent enough to allow unmarked obstructions or power lines to exist in such a location without at least placing clearly visible warning signs at ground level, since boats are moved to and from the water daily at this marina. This would especially apply to the case of a person (such as myself) who is unfamiliar with the locale (let alone the case of a stranger moving his boat through this area at night).

While moving my boat, fully rigged and on the trailer, from the water to the storage area and trying to avoid the potholes, my boat struck these powerlines with the mast. Before rigging the boat and proceeding to the water I had received the assurance from Bowley's dockmaster the powerlines were "no problem," however he did not notify me of the need to restrict my use to a single road which was to be used for two-way traffic instead of the more logical circular traffic pattern that I had assumed. I was later told by one of the witnesses to the accident that he had seen several near-misses with trailerable boats in the past on the same road.

Upon contact between the forestay (holding a 150 percent roller-furled genoa) and the first powerline, the forestay snapped, allowing contact between the mast and two power lines, blowing the line fuse and causing extensive damage to my boat, as listed: snapped forestay, two holes burned completely through the aluminum genoa furling tube, approximately 10 holes

I have been a Hobie 16 sailor for the past 12 years and have trailered and sailed at many areas without power line problems. The situation described here did not involve that Hobie, but rather a 22-foot Rhoades. Nevertheless, the clearance is such that the same could have happened to the Hobie as well.

Enclosed is a copy of a letter I sent to Baltimore Gas and Electric Company regarding a serious accident which I incurred while pulling a rigged sailboat on a trailer within the confines of a private marina, resulting in significant property damage to that boat.

The marina and Baltimore Gas and Electric allow the existence of an unmarked and hazardous power line crossing a road between the launch and storage areas. This is a situation which might eventually result in serious or fatal injury.

I feel compelled to mention this situation to you and to send the enclosed copy of the letter in hopes that you can encourage action to be taken before someone is hurt or killed.

Robert F. Hall, M.D.
Carlisle, Pennsylvania

burned into the genoa with irreparable damage done to the top 30 percent of the sail due to heat damage with thermal fusion of the Dacron of the sail, right forward shroud chainplate pulled from the top of the cabin roof with severe damage to the fiberglass deck, damage to the stainless steel strut on the cabin pop-top requiring repair and possibly causing structural weakness to the mast, cosmetic damage due to minor bending of the boom, fiberglass damage on the cabin roof requiring repair with possible structural damage.

These damages resulted in costs in excess of \$500.00 and the loss of nearly five weeks of the boating season while awaiting repairs and parts. In addition there was the inconvenience of obtaining the replacement parts and transporting the boat for repairs. The question of structural damage is not yet determined and could result in the danger of structural damage and failure at an inopportune time.

Luckily the overhead powerlines did not part and the fuses blew promptly without electrical arcing to the van in which we were sitting. As a result, no one received any physical injury although there was significant acute psychological trauma due to the shower of sparks and jolting of the van as well as the fear of electrocution or injury while we were in the van, afraid to open the doors or touch any metal parts. Additionally, there was significant inconvenience to the customers of Baltimore Gas and Electric who were without power for two hours until the damage could be repaired.

I am aware, and am sure you are also, of many cases recorded in the boating literature where severe injury or death has occurred when a sailboat mast has contacted overhead powerlines. In over twelve years of trailering sailboats, I have always been extremely cautious of the area in which I have stepped my mast, however I have never before encountered a case of

HOW YOU CAN HELP

Dr. Hall's accident with overhead powerlines could have happened to any sailor. The scenario is frighteningly simple to understand. Despite being a conscientious sailor and taking what he thought were good precautions such as asking at the marina for any information about lines that could cause trouble, Hall found himself in the middle of an electric firestorm that resulted in major damage to his boat and could have easily caused serious injury or even death. Frankly, HOTLINE thinks the power company has demonstrated arrogance by demanding that Hall pay for damage to circuit breakers when they should be apologizing to Hall and other sailors who use the area in question.

In response to Hall's letter, Hobie Cat will be notifying the Baltimore Gas and Electric Company that a clear danger of electrocution is present near this marina and that the lines should come down. This has the effect of putting the power company on notice that danger exists so that in the event of an accident a public record of this notification can be used in court. Sailors who participate in the Bounty Program can receive a package of Hobie goodies. To participate, sailors must document dangerous powerlines near sailing areas and write a letter to the

power company pointing out the danger. Then a copy of the letter and any reply made by the power company should be mailed to Hobie Cat so that a follow-up letter from Hobie Cat can be sent to the power company. The Bounty Program has had an effect in the past and it will continue to be worthwhile as long as sailors keep their eyes open for dangerous lines.

Aside from the Bounty Program, skippers are once again reminded to fill out the Comptip™ card that was enclosed in the last issue of HOTLINE and is included again in this issue. All Hobie owners, whether they want the Comptip mast or not, should fill in the card and mail it. For more information about the Comptip mast, see HOTLINE January/February '86. An accident like Hall's could be prevented with a Comptip mast if the mast is well kept.

Remember to look up when rigging, trailering and sailing. Fill out those Comptip™ cards. Respond to the Bounty Program. With the combined efforts of concerned sailors and corporate pressure, soon those dangerous lines may be a thing of the past. HOTLINE also urges sailors in the Baltimore Gas and Electric service area to let the company know how you feel on this matter.

powerlines between the launch ramp and the storage area without adequate warning signs.

The danger of the particular configuration of these powerlines, their location, and the lack of warning signs is particularly pertinent in the area involved because of the popularity of the Chesapeake Bay for sailboats and the number of sailboats stored on and used from trailers in the area of Middle River.

I feel that Baltimore Gas and Electric is grossly negligent in allowing a very dangerous and potentially fatal situation to occur in allowing these overhead powerlines to exist at Bowley's Quarters in their current location and without warning signs. Not only do I feel that I should not pay the charges to repair the fuse, but I further feel that Baltimore Gas and Electric

should bear the burden of repaying me for the damages caused to my boat by such negligent action. Just as in product liability cases, the public has the right to expect to not be placed at risk in the conduct of their normal daily activities due to the grossly negligent action of others.

Because of the danger of this situation, I am taking the liberty to send copies of this letter to the appropriate agencies in order to attempt to have corrective action taken, including: the Baltimore Sun, Hobie Hotline, Chesapeake Bay Magazine, United States Power Squadron, USCG Auxiliary, Office of the Governor of Maryland, and the Boat Owners Association of the United States.

Robert F. Hall, M.D.
Carlisle, Pennsylvania

NEW THOUGHTS ON HOBIE 18 PERFORMANCE

By Tony Laurent

During 1985 I had the opportunity to participate in two major Hobie 18 championships, both of which were conducted in vastly different sailing conditions. In February we had the Hobie 18 Worlds in Australia. What an experience! It became known as the "Thunder Down Under," and that it certainly was. We spent the week battling up to four-meter waves and southerly winds at times exceeding 30 mph. Then, in September, at the Hobie 18 Europeans on Lake Geneva, we drifted around for five days searching every little corner of the lake for just the smallest breeze. Most races were held in an average five mph and in fact most of us (70 odd boats) were towed home each evening.

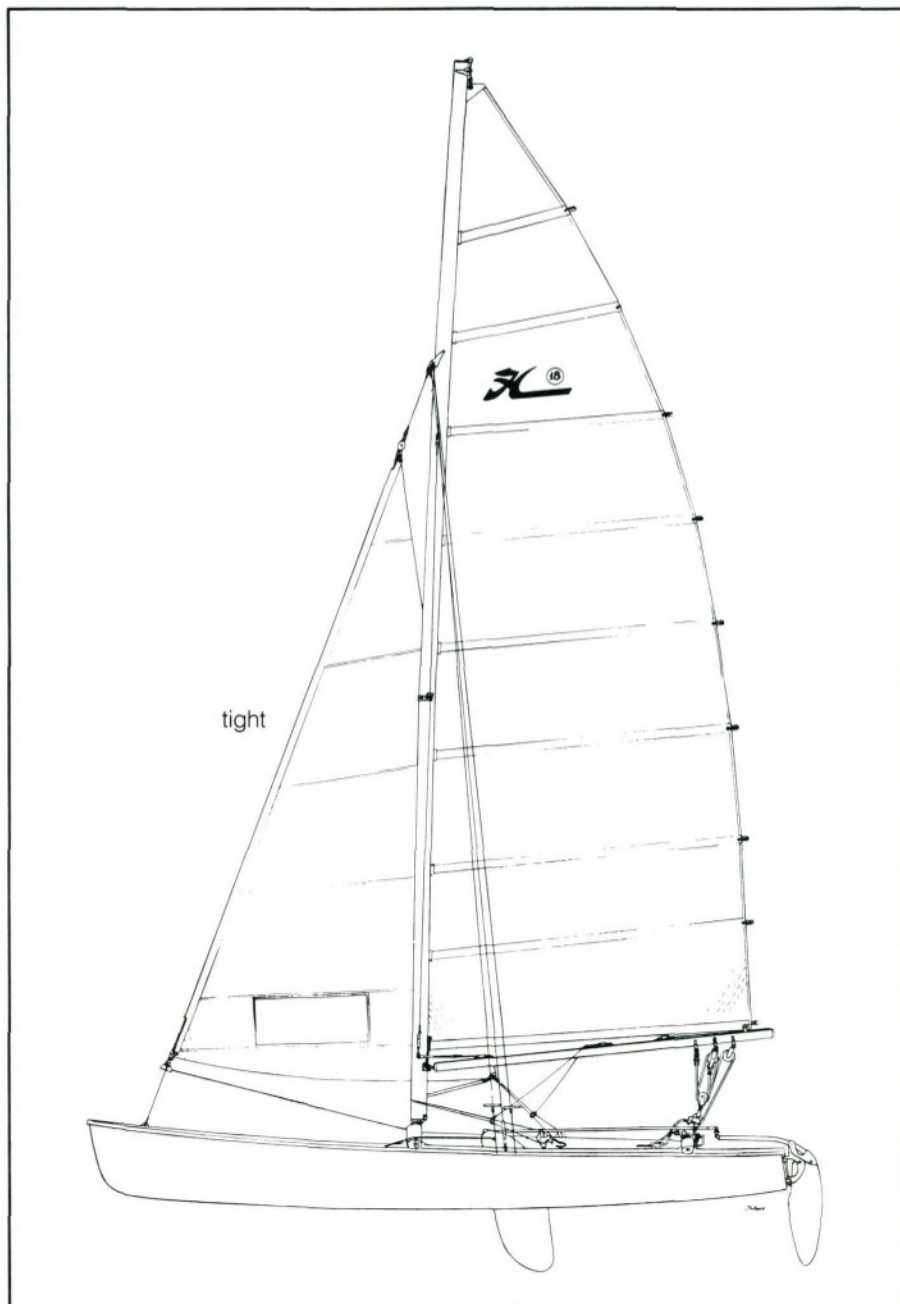
Therefore, as a result of my involvement in these two championships, I would like to pass on some observations regarding tuning and technique. Please remember these are not just my views but, rather, a condensation of some of the new ideas I have learned over the past season. They serve as a guide only and of course you may need to make some small changes to suit personal style. So, first, let's look at the various points of tuning.

MAST RAKE

The consensus of opinion here is quite simple.

Light air (4-8 mph): The pin connecting the forestay adjuster to the jib roller should be in the fifth hole from the top (of the adjuster plate). This will leave one hole of this plate protruding from the bottom of the black jib roller. The sidestay connecting pin should be in the third hole from the bottom on each side. This will give you a firm (but not too tight) rig tension.

Medium air (8-15 mph): Seventh hole from the top on the forestay adjuster and second hole from the bottom on the sidestays.



Strong air: The forestay remains in the same position as for medium air and the sidestays go down to the bottom hole on both sides. To facilitate this, you can use the main sheet system to help pull down the side stays. With the mainsail up, push the traveller fully out to one side. Now sheet in the sail quite hard. You will find the sidestay on that side will go quite loose and you can thereby select whichever hole position you require.

Ok, so now you have the rig position and tension for the desired conditions. Next, let's go to the jib.

JIB LUFF TENSION

With the rig set up as above you should have sufficient forestay tension to support a reasonable amount of jib luff tension. A Hobie 18 will just not point when sailing to windward if the jib luff is allowed to sag loosely. The simplest and easiest method to adjust the jib is as follows.

Mount the jib and main in the usual fashion. Now, position the mainsail traveller in the middle and sheet in the sail quite firmly. You may now pull on the jib luff adjusting line until an obvious fold extends fully up the luff of the jib and just behind the

forestay. This will give you a good all round tension for most conditions. But remember, you must pre-load the forestay by sheeting in the mainsail first.

MAIN LUFF TENSION

Once again there is a basic rule of thumb. Sheet on the mainsail using only as much tension as you feel you need, i.e., if you're expecting less than 10 mph winds you would not really be using a very tightly sheeted sail. (Over sheeting in light air conditions only causes the air flow over the sail to stall.) So, with the sail sheeted to what you feel is ok, you now can pull down on the cunningham (downhaul) line just enough to take out the wrinkles in the luff of the sail. This should give you a nice even sail form. On the other hand, if there is plenty of wind (20-25 mph plus) you should pull down really hard on the downhaul. This will help to depower the boat by allowing the leech to fall open and also prebend the mast to help give you a flatter sail.

OUTHAUL ADJUSTMENT

Light air (sailing to windward): Keep tension moderate. This will help the sail to again have that "nice even form" between the bottom and second-to-bottom batten.

Medium air (windward sailing): Medium to slightly firm tension.

Strong wind: Very hard outhaul tension to help flatten the sail.

Downwind sailing (in all conditions): Outhaul completely released (loose). On all other points of sail, halfway between these two positions.

We have already mentioned how to depower the Hobie 18 in strong winds by using the downhaul. This leads us to the two devices which have the most effect in controlling the excess power.

SPREADER ANGLE/DIAMOND WIRE TENSION AND MAST ROTATION

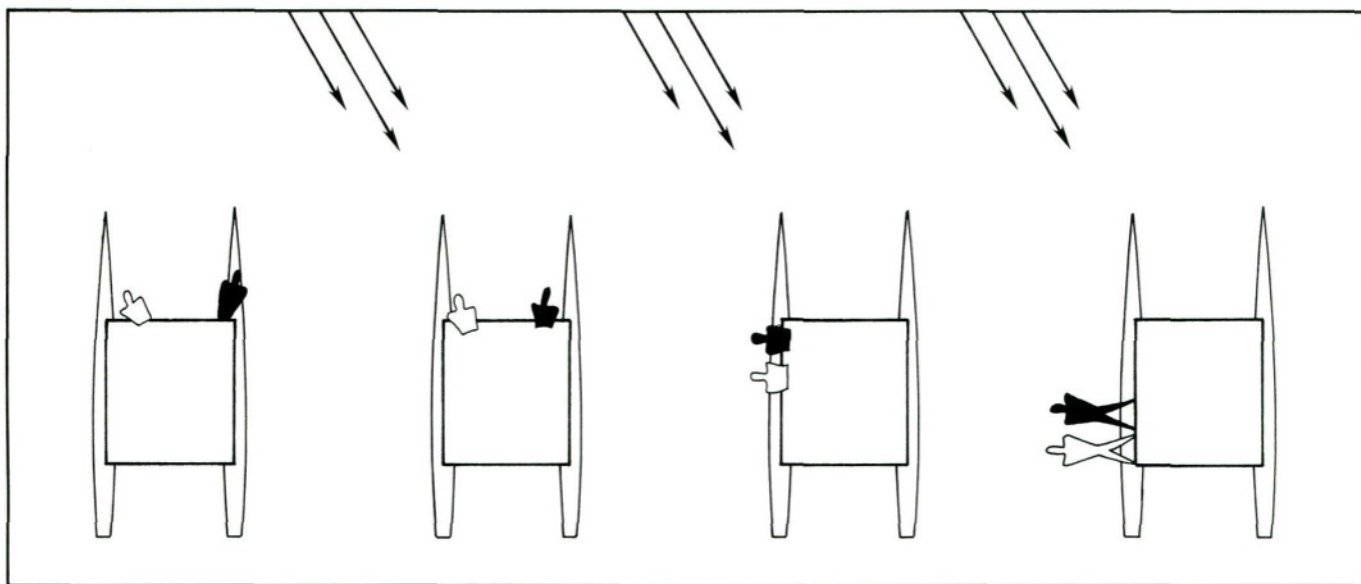
Well . . . there are plenty of very different ideas in this area so I will try to pass on my own impressions, but please remember it is a basic guide only.

Spreader Angle: Simply rake the two arms as far back as possible using the adjustable pinholes on the outside arm connecting plate. In this position you have a greater possibility of controlling mast bend with the main sheet tension.

Diamond Wire Tension: This adjustment depends on your all-up sailing weight, but take the following example using a combined crew weight of 135 kilos (300 lbs).

Stand in front of the mast, facing the back of the boat. Now, look up the mast to check that it is straight. If not, then turn the





Mike West

mast rotation lever whichever way necessary, usually only a slight amount. Now press the two diamond wires toward each other. Ideally the two wires should have exactly the same tension and should just touch the mast about 20-25 cms (12 inches) up from the base of each wire (where the connecting bolt goes through the mast). For the same crew weight in more than 20 mph of wind, you can double this length by loosening diamond wire tension. On the other hand, if you are carrying more weight, you can approximately double this tension. (Tighter wires mean a stiffer mast which in turn means a fuller, more powerful sail shape.) By all means experiment a little with this system. Ideally you're looking for the right mast and rig tension combination to suit your sailing style and technique.

Mast Rotation: This is one of the simplest and most effective on-water tuning controls. It seems that the most efficient degree of rotation is when the control lever is pointing toward the side-stay. That gives you a good basic guide to begin with. If you find you still have too much power, then simply begin to open up the rotation a little to the point that when it is really blowing you can completely open up the lever to 90 degree rotation. In the very light airs of Geneva, most of the leading boats were carrying their mast rotation levers pointing toward the sidestay. Then on the other hand, in the Australian Worlds, almost all but the very heaviest teams were sailing to windward with a 90 degree, fully open rotation. Again you may need to experiment. The idea is to get the boat's power under control thereby allowing you to sail flat and fast. This also leads us to the point of traveller positions.

MAIN TRAVELLER

Here are the basics. You start in the light airs with the main traveller positioned in the middle (when sailing to windward). As the wind begins to increase to the point that you are becoming overpowered (i.e. flying a hull) you begin to move the main traveller out. This adjustment is very sensitive and in fact just 2-4 cms helps you to spill some excess power. However, as we were doing in the windy Worlds, you can depower to the point of sailing to windward with the main traveller out as far as the hiking strap.

When overpowered, the basic guide is to open up the mast rotation and then begin moving the main traveller out from the middle. But remember, in strong wind conditions, and when the main traveller is well out, you must sheet in the main sail very hard. This will give you an efficient, flat sail that will help you to perform well to windward. For reaching and downwind sailing the position begins from just outside the hiking strap in light air to completely out to the end for strong wind. (Remember to tie a knot in the traveller adjustment line to stop the traveller car from becoming disengaged out of the track at the far end.) The most important point for main traveller position while reaching or down wind sailing is to keep all of the sail working (i.e. all the tell-tails are streaming back and parallel to each other).

JIB TRAVELLER POSITION

When you look at the sheeting angle of the Hobie 18 jib, the search for the most ideal angle becomes less of a mystery. When the jib traveller car is set toward the back position of the track, there is more tension applied to the foot (bottom) of the jib and less on the leech. This will give you

a flatter jib and therefore should help pointing to windward. This is great for flat water. In Geneva we were placing the jib car almost all the way back with just three holes still showing in the track. However in light to medium air combined with choppy wave conditions, you should move the traveller more toward the middle of the track. This will give you a slightly fuller jib and therefore more power. Here's a good guide to have the jib working at it's most efficient sheeting angle. Sail to windward and begin to luff the boat slowly closer to the wind. The bottom jib telltale should just begin to separate and flutter at the same time as that at the top of the jib. This way all the jib should be working at the same time. For reaching, the very same idea can be used. Play around a little with your traveller positions with the idea that you want to keep the boat flat and moving freely while at the same time keeping all telltales streaming back on both sides of the sail.

Now we get to an area which is often a little overlooked when searching for the best degree of efficiency from your 18.

CREW WEIGHT POSITION

First, let me say that it's obvious now that the Hobie 18 performs better to windward when sailing with one rudder up. The boat just feels more sensitive and alive. So, what follows is assuming that you too, are now using this technique. It takes some practice, especially when tacking, but I am sure you will find it is worth the effort.

In very light air the crew should extend themselves as far forward along and toward the leeward bow as possible. Of course this does not make for very easy jib adjustment but then once the jib is set in

light air, crew weight movement should be kept to a minimum. (Remember not to set the jib too tight, about 4-5 cms away from the spreader arm should do it. The skipper, meanwhile, should be as far forward as possible on the windward side, usually sitting on the front crossbar.

As the wind begins to increase, the crew begins to move back to the front crossbar and then toward the middle of the trampoline, just behind the mast. For the meantime the skipper can remain in the original position.

Again, as the strength of the wind begins to increase even further, the crew moves up to windward and closer to the skipper. At this stage you are probably sailing in about 8-10 mph of wind. As the breeze continues to increase, the skipper is the first to begin to move toward the back of the boat. More wind? Then the crew moves back to about level with the sidestay.


Any more wind above this point and it is about time to send the crew out on the trapeze. But, again, trying to keep the weight as far forward as possible. This helps the boat to point even higher to windward.

So now we have about 12 mph of wind and the lighter teams are beginning to go double trapeze. Both should be shoulder to shoulder, one on either side of the sidestay. You are now in a position which stays the same all the way up to 20 mph.

After this point and just when you are beginning to have the ride of your life, you can begin to both move further toward the back of the boat, especially in any waves. This will finally lead to the position we were using in the Australian Worlds where most teams were sailing to windward in large waves (one rudder) with the skipper trapezing as far back as the rear crossbar and the crew bravely trying to stay shoulder to shoulder with him. I believe the idea is that with all the weight back like this, you are, in fact, introducing artificial mast rake as the whole boat is now going to weather with the bows lifting out of the water. This also means less resistance to oncoming waves.

Mind you, the above position is quite extreme. The point I have tried to illustrate is that the crew weight position does have a big effect on the boat's windward performance. For reaching and downwind sailing it is much more simple, just keep the boat flat.

Once again, I suggest you try some experimenting in this area. Next time you are both out sailing, ask the crew to move around a little. You will soon discover that combined position where the boat just "feels good." That, together with some of these ideas on tuning, should help you to achieve a better performance from your Hobie 18.

In the meantime, keep up the practice. I hope we see you at the next Worlds. 

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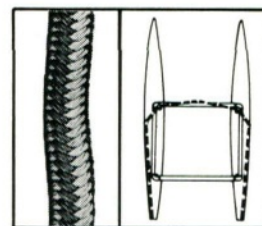
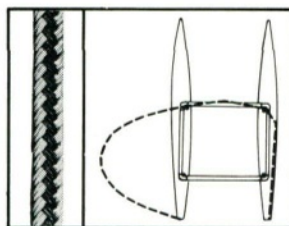
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Team U.S.A. on the beach at the Absolut Vodka Hobie 14 World Championship.

FIGUEROA ENDS THE AUSSIE STREAK

The Streakin' Rican shocked them all. Not that anyone thought that Enrique Figueroa couldn't win another Hobie 14 World Championship, or that he wasn't considered one of the favorites of the Copa Absolut Mundial de Hobie 14 (the Absolut Hobie 14 World Championship) held in Puerto Rico. What turned out to be the most amazing aspect of his win is that everyone was sailing fast, incredibly fast, yet Figueroa can make a Hobie 14 move like nobody else in the world. He was incredible.

Puerto Rico has always held the promise of good wind, warm water, warm air — some say the perfect Hobie conditions. In the aftermath of Hurricane Kate, the November weather conditions had been wild on the shoreline of Isla Verde where the Hobie 14 Worlds was about to happen. Weather patterns have their own time and temperament it seems, and wind was not in order for the first few days of qualifying. A nice 10 knot breeze would come up each day, leaving the locals muttering "you should have been here last week," the heavyweights asking "where is all that Puerto Rican wind they promised us," and the few of us lightweights thanking God.

Of the 14 people who qualified, the Tahitian team showed the strongest standing with Eric Paofay winning the qualifying round. Forty-two skippers raced for the top 14 positions in an attempt to go into the

Championship series. Skippers from Switzerland, Puerto Rico, Australia, Tahiti, France, South Africa, Germany, Spain and the United States arrived to try in the qualifying round. The Tahitians gave the international group of sailors a preview of the strength of their group when every member of the team who was not yet pre-qualified made the top 14.

Even though the Tahitian team showed the strongest contingent from any one country, by taking four of the top eight final positions, it was Figueroa who put in the best performance of an individual by far. Another well-known name also stood out. Australian Gary Metcalfe, current Hobie 16 and Hobie 18 World Champion was going for a third title. In the final round up Metcalfe sailed an impressive series finishing second to Figueroa.

The traditional pre-event mixing of the waters was ceremoniously handled by Bob Curry, the soon-to-be former Hobie 14 World Champion. A skipper from each country poured a bit of water from his country into a large bowl, which was then poured into the sea (do the Australian oceans really taste like beer?) The opening ceremonies also served to introduce the teams from each country. Flags, team T-shirts (and those Europeans in their flashy team shorts) complete with photographers and TV camera crews added that festive air that always seems to come to the worlds.

The championship series started, but where were the 20 knot trade winds Dorian Goldberg had promised to arrange? Granted the entire Puerto Rican fleet was working hard to have everything work well for the sailors, and doing a good job of it,

but so far there was not much wind. November 24-30 was late in hurricane season, but there was still hope of those consistent trade winds showing up.

The first day proved to be a good one for the Brazilians as Alexandre Martins traded places several times with Figueroa but managed to cross the line first with Figueroa taking second. In the second race Claudio Cordoso, also from Brazil, took the line honors. Enrique Torres, another well known Puerto Rican sailor, finished second with Bob Curry from Florida reminding everyone that he was still tough by finishing third. The last two races of the day showed the strength of the South African and Puerto Rican teams as well and added more fuel for the Tahitians. David Kruyt from South Africa finished first in race three with Cordoso, Figueroa and the youngest of the Tahitian Salmon brothers, Nino, finishing fourth. Nino's oldest brother and outstanding Hobie 14 sailor, Kitty, won the next race with South Africans Garth Loudon and Alan Lawrence following.

The 10 to 15 knot winds seemed lighter due to the confused seas caused by the outside reefs and close shoreline. The wind was fairly constant but the combination of wind and sea made for some tough sailing. Although enclosed by a reef, sailing conditions included bouncy reaches in washing machine-type water, changing wind directions, an occasional squall and finally, later in the week, some wind. Figueroa's speed through this stuff was impressive. He was in his home waters and he made it look good.

The second day of the championship series brought similar conditions. The wind



was always steady enough to get all the races in, but there was still hope that the wind would get stronger. Action on the beach was always hurried in anticipation of the next race. Racers changed boats each race, quickly checking sail shape, mast rake, tightening nuts and bolts, draining the hulls and adding any other personal details that would assure each skipper that the boat was ready to go.

After a second and a third in his first two races, Figueroa really started to demonstrate what he could do. Reaching the windward mark first in the fifth race of the series, he held onto his lead finishing almost two minutes in front of second-place Gary Metcalfe. This might lead you to think that everyone else was going slow but that wasn't the case. In fact, although Figueroa won six of the following seven races, everyone including Enrique agreed that the depth of fast sailors this year was incredible. If you separate Figueroa from the rest of the pack it was a close race. This speaks both to Figueroa's talent on the Hobie 14 and to the skill everyone else demonstrated by sailing well.

"He was faster," Wayne Schafer commented, "yet all those guys were so good, he was just able to sail away from them. Figueroa seemed to be fast on all points of sail and rarely gave ground to anybody." Whether the wind was light or heavy he smoked.

South Africa's Lawrence, dispelled the myth that heavier guys didn't have a chance over the lighter skippers. Lawrence finished first in the sixth race ahead of Curry and Junco. In the last race of the day, Philippe Hars from Tahiti pulled out another first for the Tahitians with Junco and Curry in there again. The eighth race was another win for Figueroa with Lawrence and Kitty Salmon taking more top scores for themselves. With just one race left for the skippers before the cut and the finals, a lot of discussion was going on about whether the inside of the course or the outside was best. It depended on who you talked to.

The race course was squeezed in along the port tack due to the beach on one side and the reefs outside. The generally north-

east wind would shift at times, favoring the inside tack, which often gave the sailors a lift up the beach, but lighter winds and a tendency to pinch up the beach often made it a slower proposition. On a 14 in choppy conditions this can be disastrous. Yet when the wind shifted the lifts to the weather mark paid well. Then there were those who liked to bang the outside corner of the course, sailing all the way into the reefs. Here the sailors often encountered large breaking swells over submerged reefs, more wind, but often a sour tack back to the mark. There were those who made both sides pay. Figueroa seemed to sail a boatspeed course, always moving yet staying towards the center of the course. Others, as they would say, "got killed" trying the center. It was a short weather mark but long courses to make up for it. The course layout dictated a boatspeed race. The hot speed merchants seemed to favor the outside. Figueroa turned it into a more tactical race as the series progressed. It was always a choice of going for the wind outside, or playing the windshifts and hoping for a lift on the inside and keep that boat moving through the chop.

Hobie sailors never have much of a problem relieving the tensions of racing by day with fun camaraderie at night. Between the casino downstairs at the hotel and the Los Pinos 24-hour bar and grill across the street, the Hobie hangouts were established. Absolut further added to the enjoyment of the racers by hosting dinners throughout the week. Hobie Oiympics pitted the athletic (or at least those who still had a bit of surplus energy left) against each other in volleyball games, an attempted tug-of-war (which ended when the rope snapped) and the infamous chug-a-lug relay (believe it or not a lot of them drank water and Coke).

The evening of Thanksgiving found the entire group joined together for a Thanksgiving dinner supplied by Absolut which gave the foreign sailors a glimpse into an American tradition. Since the dinner also served as the cut party, the mid-regatta standings were announced. Figueroa was in the lead with three firsts, a second and a third as his throwout. Kitty Salmon was close counting two firsts and two thirds with a ninth as his throwout. Following closely were Lawrence, Curry, Hars, Metcalfe, Cordoso and Nino Salmon.

The finals began with more bumpy seas and a good wind but not as much as the day before. Figueroa began with a bad start. As the charging brigade of boats headed outside, Figueroa chose to stick to the middle of the course making it tenth to the first weather mark. Metcalfe had the lead with Lawrence moving quickly in

second. The reaches were getting a bit exciting at this point. With 15 knot winds the skippers were sitting forward, yet with the chop and swell action they had to keep on their toes to avoid stuffing it. Figueroa worked his way back to an incredible third place. He was marching past fast guys. But the unexpected happens even to the best of them, and it was Figueroa's turn. He had not moved the cleats on the mainsheet, so with a puff and a clamped-on mainsheet Figueroa buried a bow. You could hear the groans of the spectators. Righting it quickly, he managed to maintain eleventh place. Meantime Metcalfe took the finish, with Lawrence second and Nino Salmon third.

Watching the next race, with the leader streaking out, sail numbers unreadable, spectators thought it looked like Figueroa. It was, and he had a long lead. Nino Salmon and Metcalfe were at it again with Salmon in second but Metcalfe coming on strong. The wind picked up and Metcalfe caught and passed Salmon. When the wind strengthened, both Figueroa and Metcalfe seemed to turn it on.

During the last race of the day, a tough day with long courses bumpy water and stronger winds, the wind started to die to a comfortable 15 knots. Figueroa flew past Metcalfe downwind to take the lead. Alan Egusa from California hung onto second with Metcalfe finishing third and Hiro de Meyer from Tahiti in fourth. It had been a long day but a good day of racing. With two races to go in the series Figueroa needed only one more race to take the title.

Metcalfe was wishing for another ten knots. Curry was sailing better in the lighter wind. Everyone except Figueroa had something else in mind. Rain in the morning cleared to a building wind. Again "just call him Streakin'" took the lead with Kitty Salmon close behind. (Salmon is a beautiful sailor to watch with a smooth style, holding the tiller like a dinghy sailor.) Figueroa was able to finesse his way through everything.

Figueroa won the last two races. He was flying all out in front. When he hit the beach after the fourth race of the finals he received an ovation from the beach crowds as the new Hobie 14 World Champion. Although he didn't need to sail the last race, he just couldn't resist and went out and won it. An even larger crowd awaited and cheered his arrival. Metcalfe could not beat Figueroa now and he was secure in second, so he did not have to sail the last race either. Metcalfe had missed his third world title in a row, but seemed happy with his performance. Nino Salmon finished up his outstanding series with a second, placing him third overall



and making him the top Tahitian. Lawrence stayed fast and consistent to finish fourth overall. Kitty Salmon, who has placed well in past 14 and 16 world championships, sailed an impressive series against a fast group of young racers.

Rounding out the top ten were De Meyer of Tahiti in sixth, Hars of Tahiti in seventh, Curry of Florida in eighth, William Edwards of South Africa in ninth and Carlton Tucker of Florida in tenth.

Absolut Vodka hosted a fantastic awards presentation complete with stage show. It was a happy group of sailors, with a well run, well attended, world championship behind them. Enrique was cheered loudly by his friends and competitors. His long leads, fast style and clean sailing made a celebration the order of the night. Appreciations were expressed to all the people who took their time to make this a great worlds.



DOUBLE RUM PUNCH



Enrique Figueroa



Dorian Goldberg

Although Puerto Rico has not had the large volume of great Hobie sailors like Florida or Southern California has produced, this United States commonwealth has a strong sailing contingent. The weather and ideal sailing conditions make it hard to pass up an afternoon of sailing and Puerto Rican sailors have made their presence felt in many major regattas.

Two of the best are Dorian Goldberg and Enrique Figueroa. They have helped provide the backbone of Hobie sailing in Puerto Rico. The two have been regular competitors on the world and national racing scene, with Figueroa competing in his first world championship at the age of 14. He is now the Hobie 14 World Champion, having won that title in November at Isla Verde, Puerto Rico, the scene of his early, fleet level triumphs. Figueroa has also won the Hobie 16 National Championship twice as well as the 14 national title.

Goldberg has been sailing in major events since the start of women's Hobie sailing where she always finishes near the top. She has served as crew, most recently at Traverse City in last year's 16 championship where she teamed with Figueroa to win.

HL: When did you start sailing?

EF: In 1974. I was ten years old. I used to sail with a friend on a Hobie 14.

DG: I was 15. I went out with my boyfriend. We went out on a 14 and he just sort of showed me around. I started going out by myself a couple of months later on the

14.

HL: What do you do for a living?

DG: I work for Federal Express. I'm a courier handler. I deliver packages, pick up packages.

EF: I'm a student now. I'm studying computer science and I've got about a year and a half left to go.

HL: How old are you?

EF: I'll be 22 next month.

DG: I turned 24 on January 7.

HL: Were you born and raised in Puerto Rico?

EF: Yes, I was born in San Juan.

DG: Well, I was born in Chicago, Illinois, but I was raised here in Puerto Rico. I've lived here all my life. I've thought about moving, but I'm happy with my job and I like the weather here a lot. I love Puerto Rico.

HL: Enrique, you lived in Ft. Walton Beach for a while and now you're back in Puerto Rico. What is it that made you want to come back?

EF: It's a place you can call home. It's different than other places I've been to. I'm used to Puerto Rico.

HL: Congratulations on winning the World Championship. We're sure that made everybody in Puerto Rico happy. What happened after you won?

EF: There was a lot of Hobie Cat talk going around and it's getting to be a household word now. Now we're getting more 14s in the water and new people in the water. The last day of the worlds I was on the front of the local newspapers. They kept putting in articles throughout the week. Last Sunday there was a big article about me, and the races, and my life and that I was athlete of the year and all that stuff.

HL: How long do you think you'll keep racing Hobie Cats?

EF: I don't know, I'd like to keep racing

as long as my career will let me.

HL: Would you like to be racing when you're 65?

EF: Well, maybe big boats, more comfortable boats, but hopefully I'll be sailing, yes. I've met a bunch of older Hobie sailors and I think that's great. I really like that. Every time I see those kind of people, I don't know if I would be able to do it, but I think it's great.

HL: Dorian, how long do you think you'll keep racing Hobie Cats?

DG: I'm not quite sure. I'm a little bit off right now. I don't have a personal boat myself and my job keeps me very busy so it's quite hard. I wouldn't like to leave it at all. I'm still trying to get to the major regattas and practice. As long as Hobie Cats are around, I'll still be on them. I really like them a lot.

HL: Why do you like to race Hobie Cats?

EF: It's fun! I find windsurfer racing boring. I find that big boats are okay but I don't like the ratings. I like class racing like Hobie Cats and the Hobie 33. Hobies are very competitive. I like wave jumping on windsurfers but not competing on them. I'm really only competitive on Hobie Cats.

HL: How about other boats similar to Hobie Cats, why do you sail in this class?

EF: People that race Hobie Cats are fun. People in different classes are different kinds of people. It's nice to go to a Hobie race and be able to talk to everyone and party with everyone.

HL: What about the boat itself?

EF: I sailed Hobies in open regattas in Florida where it was regarded as old fashioned and out of date, but I ended up winning the regatta. It's safe and simple. The class rules keep it simple enough to where everyone can be competitive. It's limited and so it's cheaper. On big boats, whoever has the most money will eventually win. Well, Hobie Cats you can get away pretty cheaply.

HL: Dorian, why do you like to race Hobie Cats as opposed to other boats?

DG: I really haven't tried other boats. I like Hobie Cats a lot. They're really well-made boats.

HL: Speaking of Florida, Enrique, did a change of scenery help your sailing at all? Did you learn anything that you wouldn't have learned in Puerto Rico?

EF: It helped my sailing in every way. During the year-and-a-half I lived there, I sailed as often as I could manage. It did help me with my light air sailing because we would go out in pretty light air. It improved my tactics to sail against better sailors there.

HL: Enrique, you're the 16 National Champ. Can we look for you at the 16 worlds in Fiji?



EF: Yes, I hope so.

HL: What are you going to try in order to unseat the Australians?

EF: (laughs) It's hard to say. Just hope for the best. Obviously win. I want to do better every year. I've been improving over the years on Hobie 16s so I'll be happy if I just do better.

HL: Do you have any forecasts for the outcome?

EF: No, I sure don't. I hope I win it. It's up for grabs. It's been very close this past few years, there are lots of good sailors out there.

HL: Dorian, we know that you worked hard to help the organization for the world championship. What were some of the jobs you took on?

DG: Basically during the worlds I helped bring a lot of the equipment down with Federal Express. We were the official shippers for the regatta equipment. I also coordinated the equipment, helped with the chase boats, made sure the committee was there, organized the protest committee, the awards, helped with the lunches and coordinated getting the lunches. Some of the people that helped were my sister Aurora who made the trophies, Gloria Adelardi, Georgie Otero who was Sandy's right hand on the water, and Merci Junco who made the lunches.

HL: How did the sailors from around the world respond to all the effort?

DG: Well, they really liked it a lot. Especially because I also helped with the transfers from the airport to the hotel. I greeted the Australians and took them to the limousine and the hotel and they really liked it because they were in a new place and didn't know where to go. I also had other people helping them. I've gotten quite a few letters and they said it was a real nice event and they enjoyed it a lot. I hope they come back.

HL: Was it worth the work?

DG: I think it was. It's been ten years since we had our last worlds here which was in 1975 and I think that to me it was worth the work because I participated and I wanted to help this time.

HL: Are any other members of your family into sailing?

DG: Not really. My sister's into tennis and my father's into diving.

HL: Do you have any long-term personal goals?

DG: Well, right now I'm trying to work up in the company. In five years I'd like to be in a managerial position. I like to travel. I'd like to race in more nationals and worlds and try to keep up with Enrique and help him win as well as myself.

HL: Enrique, as world champ, do you have any words of advice for readers?

EF: Go sail!



Don Smith Consultants



IT'S BETTER IN PUERTO RICO

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

Puerto Rico has been a much treasured island since Columbus first explored the Caribbean in 1492. It's very name, "Rich Port," describes how the Spanish felt about the island. Not only was it blessed with fertile soil and a friendly climate, but the island was strategically situated in the Caribbean. So strategically, in fact, that the Spanish built one of their largest military installations near the present capital, San Juan. This fort, called El Morro, still guards the entrance to the harbor.

Because the Hobie Cat made its first appearance

with the start of Jose Rodriguez' local dealership in 1971, the Puerto Ricans have been pursuing the sport almost as long as the Californians who had the first crack at the new boat in the late 1960s. When the World Hobie Class Association brought a world championship to Puerto Rico in 1975, the Hobie sailing scene received a good boost. At that time, a 14-year-old



Puerto Rico Tourism Co.

sailor named Enrique Figueroa was just getting his feet wet in the sport. With the coming of the Absolut Cup to Puerto Rico this past November, Hobie sailing in Puerto Rico was thrust into the spotlight again and, by all accounts, made a good impression on the people of this commonwealth. The world championship underlined several important aspects of the Hobie scene in Puerto Rico. First, the number of Hobie sailors is not overwhelming, but those who are active make a big impression.

According to Dorian Goldberg, only "about 50 to 75 people are active and go



out for fun. We might have a group of about 50 or less who are racers and have been racers over the past years." One important reason for the small group of sailors is the expense of the boats themselves. No Hobies are manufactured on the island, so they have to be freighted in, thus raising the cost.

But those who do sail Hobies regularly are treated to some of the best sailing conditions any sailor could want and Puerto Rico seems to have an almost unlimited supply of activities for Hobie sailors to pursue on their boats. For example, on the west coast of the island is an area called Bocaron which, according to Goldberg "has really flat water and is really nice." "One of the most popular places, says Goldberg, "is on the east coast called Pajardo. We've got little islands right nearby and a lot of people island hop. It only takes about 15 minutes. If you want to go further, you could go out towards St. Thomas."

The weather, as the saying goes, couldn't be finer. "Basically, we have choppy water, about 1-2 foot swells with trade winds of about 15-18 knots blowing to the east," enthuses Goldberg. "That's our regular wind. Sometimes it blows around 20-25 knots and we find that nice. If it blows less than 15 knots, we call that light wind. The water temperature is about 72 degrees and the air temperature is in the 80s to mid-90s."

If all that sounds just a little too idyllic, the weather does change, a little. "In the winter, the water gets a little cooler and the swells go up a little higher. In the summer, the wind might die a little and the water calms down a little. Our best sailing would be the beginning and end of summer."

Aside from the weather, Puerto Rico has other attractions to lure the Hobie fanatic. Night life is lively, the geography lovely, the people friendly. Plus, sailing is popular. Hobie events are covered regularly by the media. "We send releases announcing the regatta prior to the event," says Goldberg "and they will print it for us. We get them results as soon after the event as we can and they help us there also. If we ask them for a photographer and we give them enough time they will cooperate with us. They like sailing."

Support for Hobie sailing in Puerto Rico comes mostly through regatta sponsorship much the same way that regattas are sponsored here. Goldberg states that liquor sponsors are a favorite target of the fleet. The fleet also accepts sponsorship from cigarette manufacturers and wine makers. Additional help comes from the nautical federation within Puerto Rico which supplies expert advice on race



committees and juries. According to Enrique Figueroa, efforts are underway to have the nautical federation formerly accept Hobie Cats as an authorized member of the group. This will bring in much needed publicity and international recognition and it will help the Hobie sailors to compete against other classes.

If somebody from the mainland were to come to Puerto Rico for some of this terrific Hobie sailing, Goldberg advises against trying to stick with a rental. "I only know of one rental place, in Candado, which is in a lagoon and is really small. If they could get in touch with our local fleet and give us time to help them get a boat, we could do something for them."

Racing sailors could race with the Puerto Ricans as well. "They are more than welcome to come down," says Goldberg. "It depends on how many people there are. Usually somebody will get in touch with me and I'll put them in touch with the fleet secretary. If I know of people who have boats, we'll try and get them boats." Carlton Tucker is one of the racing sailors from the mainland who has travelled to race in Puerto Rico. Sailors are

"more than welcome to get in touch with me," says Goldberg.

Figueroa advises visiting skippers to contact the dealer in Puerto Rico (Veleria Caribe Cat and Company, Villas del Mar Questa, Isla Verde, PR 00913). The dealer can then work with sailors who are willing to let others use their boat. Visiting sailors should be proficient. Nobody wants to see his treasured boat skittering off the beach in the hands of a sailor who's not sure of himself. The most important thing to remember when trying to make arrangements for the use of a boat in Puerto Rico is advance notice. The earlier you tell the Puerto Ricans you're coming, the better they'll be able to help. And remember to offer to return the favor should one of your new sailing partners find himself in your neighborhood.

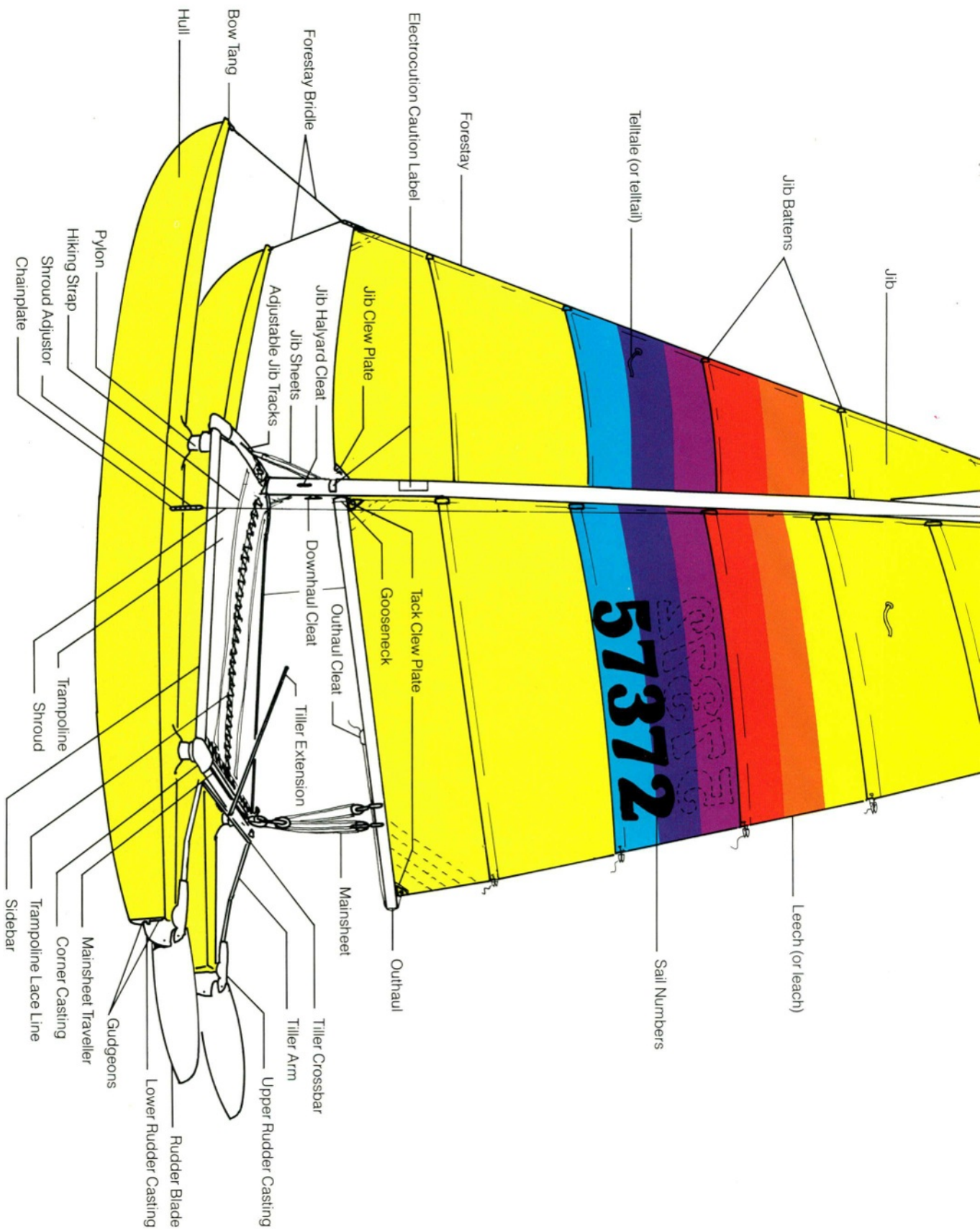
Puerto Rico is a commonwealth part of the United States but is still a part of the Caribbean and Latin America. There are cultural differences, language differences, economic and political differences. But, as Hobie sailors who have travelled to other states and countries know, all of these differences are forgotten when talk turns to



Puerto Rico Tourism Co.

Hobie sailing. Not only are the Puerto Rican sailors friendly, competitive and helpful; they also are blessed to live in one of the most challenging and beautiful sailing spots in the entire world. In the aftermath of the world championship, sailors around the world would do well to come to Puerto Rico and take a close look at the growing number of young Puerto Ricans who are taking up the sport. As history has proven, inexperienced 14-year-olds can sometimes make for awesome champions a few years down the line.

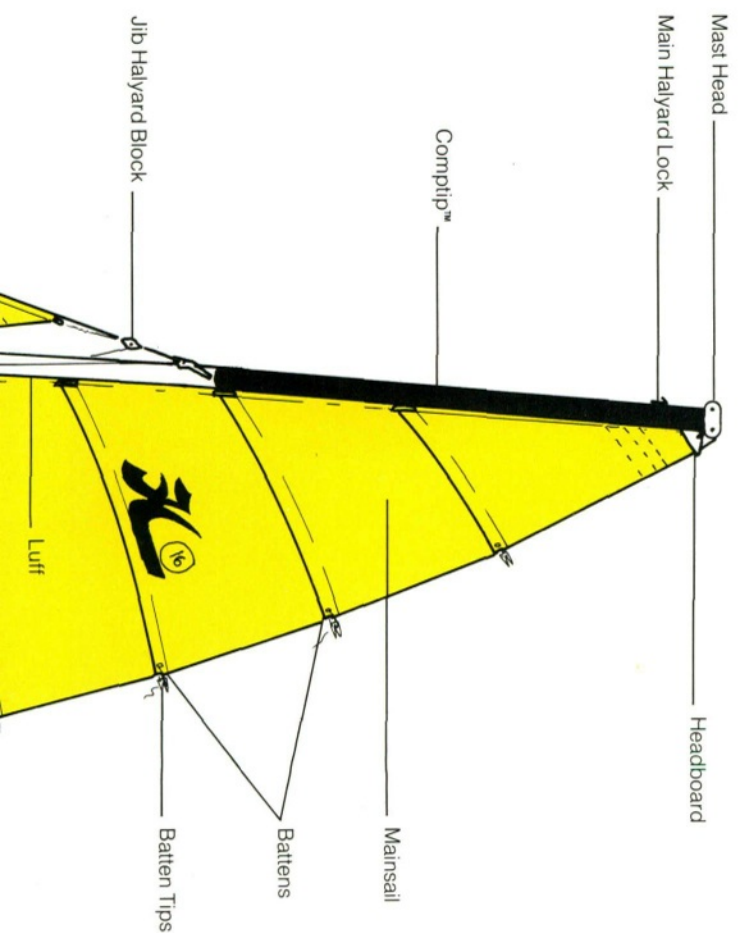




PARTS IS PARTS

THE ALMOST COMPLETE HOBBIE CAT PARTS GUIDE

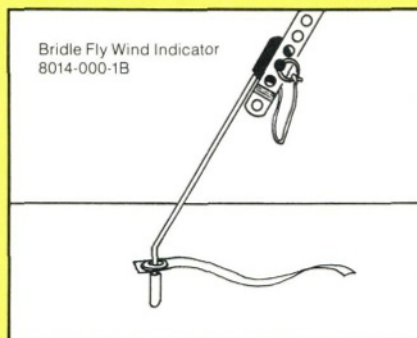
THE HOBBIE 16



PARTS IS PARTS

It seems Lin Cole had a problem. The Citrus Heights, California Hobie sailor had a hard time understanding some of the more technical terms described in HOTLINE articles. He had tried to research some of the names in the mistaken assumption that it was his knowledge that was lacking when, in reality, it was simply that several names often apply to one part. Hence, the term "bridge plate" could be used to designate the "clew plate." The HOTLINE staff gathered around for a huddle. How many other Lin Coles might there be who were having problems with the terminology used in the magazine? We figured if one reader was having a problem, he or she was not alone. We figured that Cole's point was worth noting. After all, even a boat that's designed to be as simple as the Hobie Cat has a multitude of parts and when some of these parts are called different names (anything from "that thing there" to "gooseneck fitting"), it's reasonable to expect that some sailors, especially those new to the sport, could have a difficult time understanding an article.

We looked back into every past HOTLINE over the 15-year life of the magazine and realized that a comprehensive parts guide had never been published. Well, we thought, no time like the present. So here it is, the almost Complete Guide to Hobie Cat Parts. We say almost because many parts such as delrin screws, twist shackles and so on have been left off. We have attempted to



Every sailor who even thinks about racing should have a bridle fly (above) to indicate wind direction and to calculate apparent wind. The nylon streamer, which attaches to the forestay adjuster via a block and pin, is very wind sensitive.

Each part is indicated by its most often used name and by the official Hobie Cat parts number. These charts and illustrations were compiled with the assistance of Hobie Cat's production manager Mel Wills.

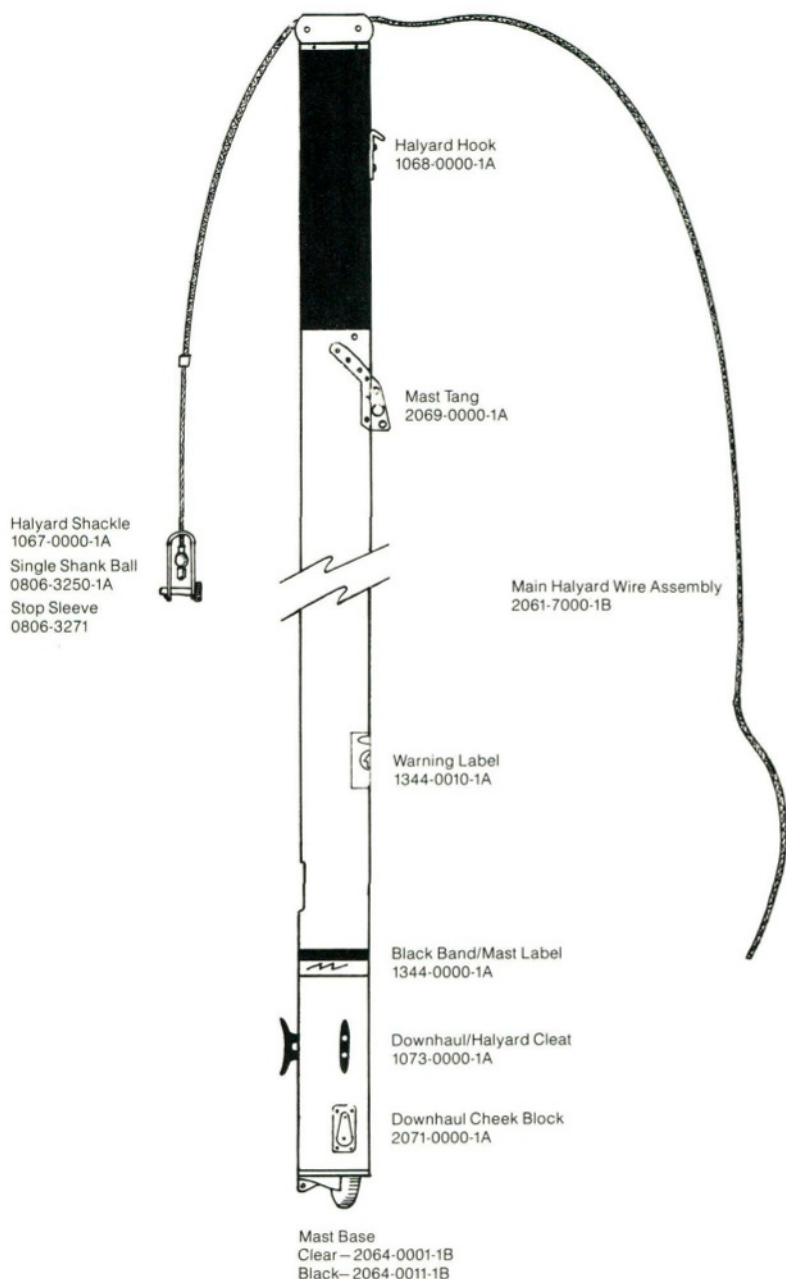
NAME	TECHNICAL NAME	PART NUMBER	PRICE*
Main Halyard Lock	Halyard Hook	106800001A	\$2.90
Comptip™	Comptip	206111001B	free
Trapeze Wires	Trapeze Wires	207420051B	22.10
Jib Halyard Block	Jib Block Assembly	202400011B	15.30
Jib	Jib	varies	varies
Jib Battens	Jib Battens	204000011B	25.20
Telltale (or telltail)	Sail Wind Indicator	800200001S	1.95
Electrocution Caution Label	Danger Label	134400101A	.72
Forestay	Bare Forestay Assembly	208100011B	21.90
Tack (main/jib has no plate)	Tack Plate	122400001A	3.30
Forestay Bridle	Forestay Bridle	208200011B	5.15
Bow Tang	Bow Tang	201200001A	3.85
Mainsail	Mainsail	varies	varies
Headboard	Headboard	123300001A	4.05
Battens	Main Battens	210000011B	85.50
Batten Tie Lines	Batten Tie Lines	123810001B	13.70
Batten Tips	Leech Batten Tips	113280001B	13.10
Leech (or leach)	This is the back edge section of a sail.		
Luff	This is the forward section of a sail.		
Sail Numbers	Sail Numbers	varies	3.60
Gooseneck	Goose Neck Assembly	107700011B	23.20
Outhaul	Outhaul Line	125200011B	1.25
Outhaul Cleat	Barrel Cleat	102620001A	3.20
Downhaul Cleat	Downhaul/Halyard Cleat	107300001A	2.30
Tiller Extension	Tiller Extension	205500011B	24.50
Mainsheet	Line Mainsheet Black	209400111B	24.90
Tiller Crossbar	Tiller Crossbar	205200011B	41.00
Tiller Arm	Tiller Tube	varies	14.20
Upper Rudder Casting	Upper Rudder Casting	varies	36.90
Lower Rudder Casting	Lower Rudder Casting	varies	40.30
Rudder Blade	Rudder (Epo)	20491001	99.00
Gudgeons	Upper/Lower Gudgeon	1011(0)00001B	7.30
Mainsheet Traveller	Traveller Slide Assembly	118000011B	36.10
Corner Casting	Corner Casting	varies	58.40
Chainplate	Anchor Pin	201000001A	4.95
Sidebar	Sidebar	202700111B	50.30
Trampoline Lace Line	Center Tramp Lace Line	109500011B	5.25
Trampoline	Trampoline	varies	210.00
Shroud Adjustor	7/10Hole Stay Adjstr	208309051B	5.15
Shroud	Shroud	varies	11.20
Hiking Strap	Hiking Strap	included on trampoline part of hull assembly	
Pylon	Hull Pylon		
Adjustable Jib Tracks	Jib Sheet Block Track	20250001A	7.20
Jib Sheets	Jib Sheets	207700011B*	14.60
Jib Halyard Cleat	Jib Halyard Cleat	107300001A	2.30
Jib Clew Plate	Jib Clew Plate	222400001A	3.10
Main Clew Plate	Tack/Clew Plate	122400001A	3.30

*Suggested retail price.

**Designates optional black or white anodizing. Black is given. All parts numbers and names are based on the Hobie 16. When several part numbers or prices are possible such as black or white anodizing and port, starboard parts, the word "varies" appears.


Mast Assembly
Clear—2061-0000-1B
Black—2061-0010

H16 MAST



show all the major parts of the boat, especially those parts frequently mentioned in HOTLINE articles. The parts guide is based on the Hobie 16 for several reasons. First, more people own 16s than other models of Hobie Cat. Second, the 16 has all the basic parts used on the other boats with the exception of such things as Magnum Wings and daggerboards. Third, there simply isn't space for all models.

We have also included a listing of major parts along with the part numbers assigned to them by Hobie Cat and the suggested retail price in case any readers are thinking about replacing a part during this spring's tuneup season.

Please keep in mind that the parts and accessories in this guide can only be purchased through authorized Hobie dealers, not directly from Hobie Cat. 

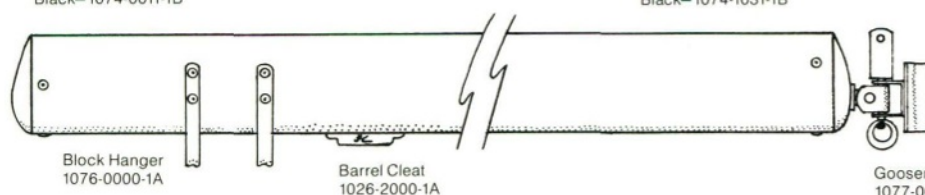
With the arrival of the Comptip™ the top section of all Hobie 16 masts (and soon the other Hobie Cats) will be made of a composite to help prevent electrocution. In recent years, almost every article on tuning mentions the mast and its rake or lack thereof.

The boom (below) attaches to the mast via the gooseneck assembly. The outhaul (not pictured), which affects sail shape, is held in place by the barrel cleat.

End Cap—Undrilled
Clear—1074-0001-1B
Black—1074-0011-1B

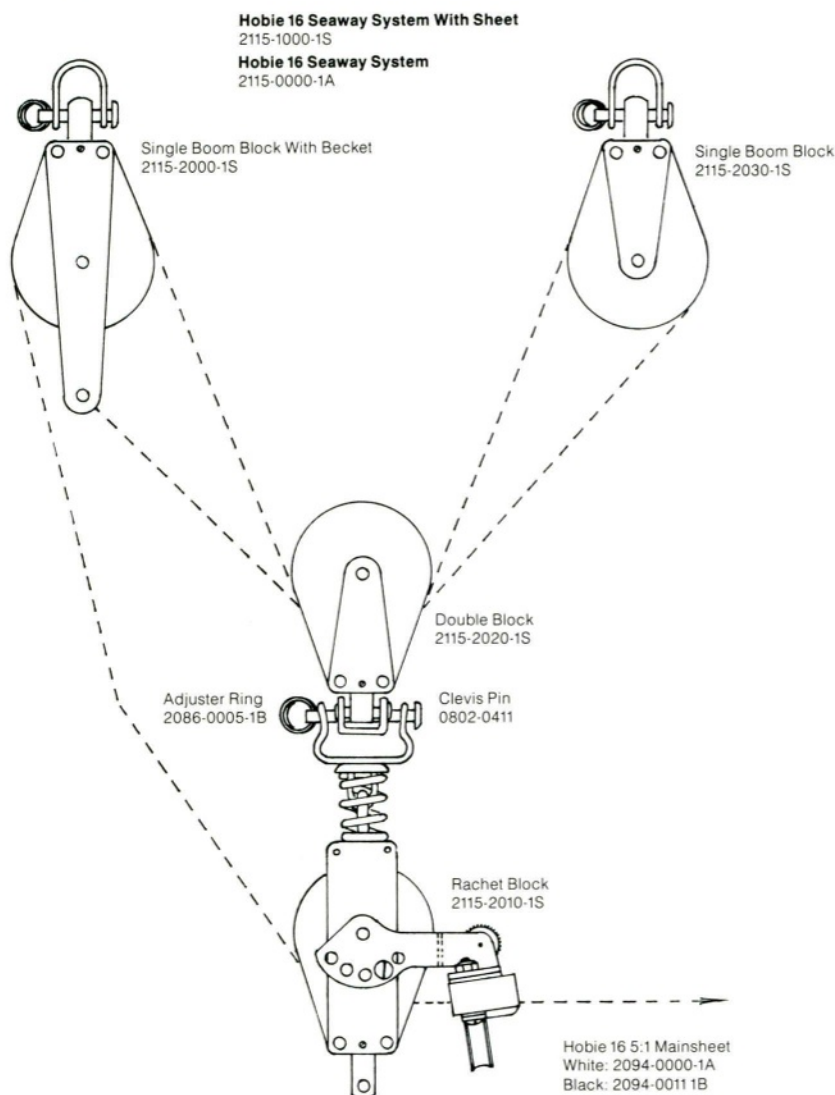
End Cap—Drilled
Clear—1074-1021-1B
Black—1074-1031-1B

H16 BOOM



Boom Assembly
Clear—2072-0001-1B
Black—2072-0011-1B

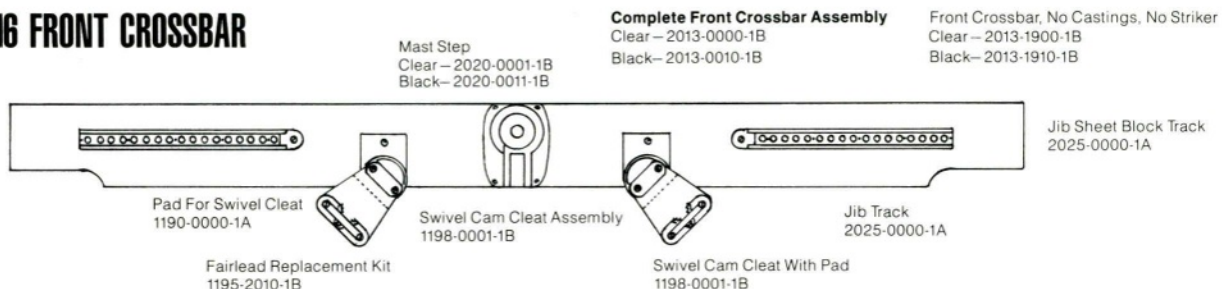
H16 BLOCKS



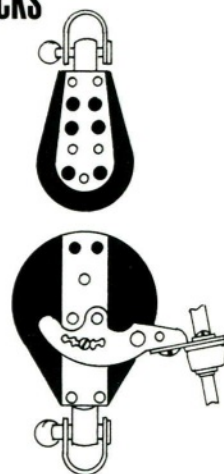
The Seaway block system illustrated above has been featured on the Hobie 16 for many years. Seaway blocks are standard equipment on new Hobie Cats, but last year an optional Harken system was offered.

The jib tracks on the front crossbar (below) are adjustable to allow for some tuning and sailing options. The jib sheet cars can be placed in any of the holes of the jib track for a variety of conditions.

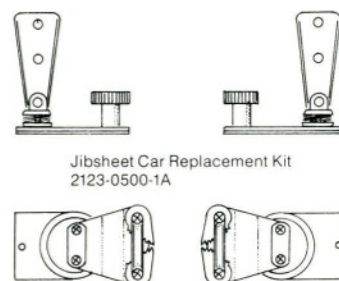
H16 FRONT CROSSBAR



H16 BLOCKS

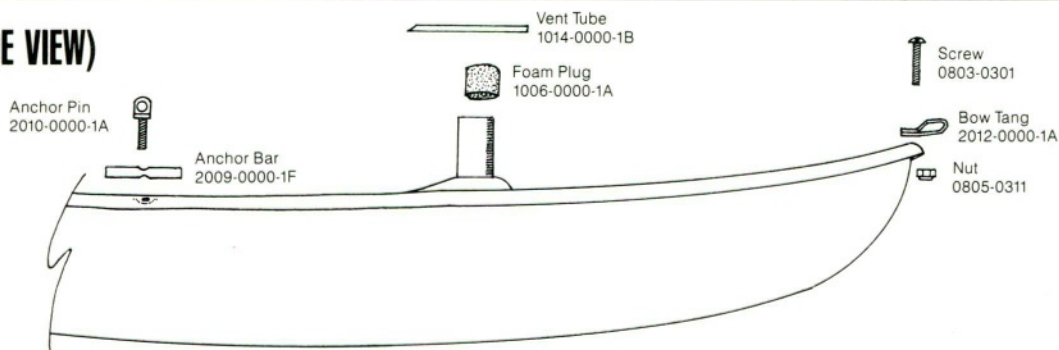


Harken blocks are often preferred by racing sailors since they allow for more mast rake due to their "low profile" configuration which permits more sheeting tension thus forcing the mast to bend back.

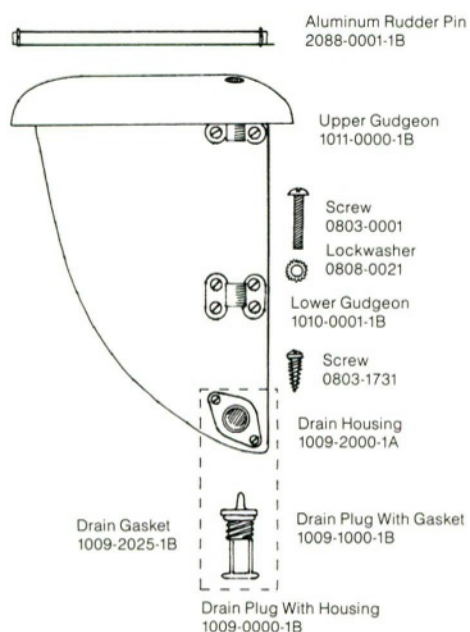


Hobie Cat made a change in jib sheet car design several years ago. The system illustrated above can be used to convert older boats to the new car and swivel cleat style.

H16 HULL (SIDE VIEW)

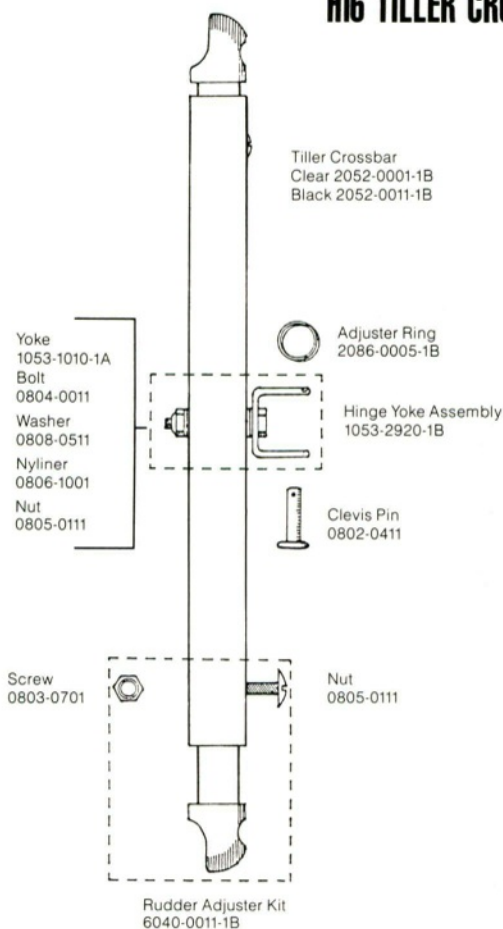


H16 STERN



The design of the Hobie 16 hulls has remained unchanged over the years, although construction innovations have yielded lighter boats. The asymmetrical shape eliminates the need for daggerboards.

H16 TILLER CROSSBAR



Complete Rear Crossbar Assembly

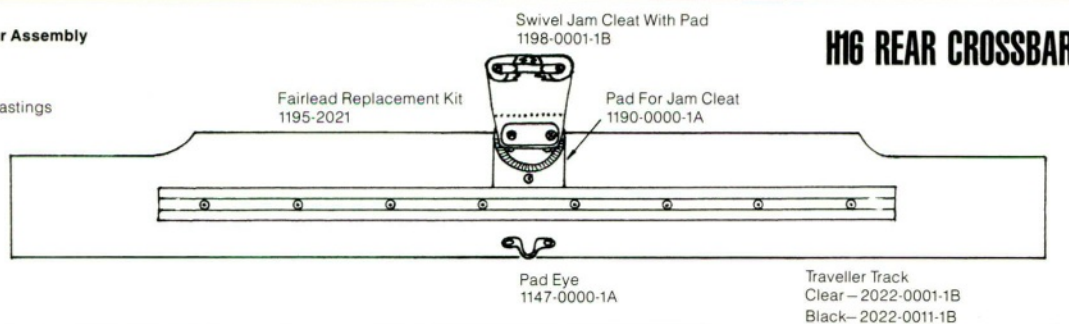
Clear—2019-0000-1B

Black—2019-0010-1B

Rear Crossbar Without Castings

Clear—2019-1900-1B

Black—2019-1910-1B



H16 REAR CROSSBAR

ASIA

Sailing In The Rice Bowl

The Japanese Hobie sailors are great fun to sail with.



S

ailing in exotic Asia, whether it be in modern Singapore, traditional Japan or exciting Hong Kong, one can share the enthusiasms for the sun wind and sea with people who enjoy the thrill of Hobie Cats. Each of these venues offers different traditions and sailing conditions. Warm winds (unless you're trying Springtime Japan as your first stop), lush green backdrops, a mountain or two and some historic sampans or Chinese junks make Asian Hobie sailing not only a pleasure but a cultural experience as well. No matter what you prefer, racing, socializing or cruising around tropical islands, it can be found here.

But which place do you choose? I was fortunate enough to visit and sail with Hobie fleets in each of these locales. Sailing in Asia had both a romantic and adventurous ring to it. What I found was a very international group of people and very different types of sailing conditions. The Japanese Hobie sailors have been racing and sailing Hobie Cats for many years, they have competed in the world championships since the first Hobie 16 World Championship in Hawaii. The Hong



Hiro

Kong Hobie fleet was born out of David Socash buying a Hobie Cat and trying to find a beach for it on Hong Kong Island. When his friends wanted one too, they had to find a bigger beach. They eventually decided to form a fleet organization.

Many business travellers find themselves in one of these countries from time to time and the more fortunate ones may get to live there for several years. Many of the people discover Hobie sailing this way. Others bring it from their home countries and, of course, the locals sail all year round. This gives these Hobie fleets an international flavor.

In Japan, narrow streets and minimal storage space necessitate the complete assembly and disassembly of their Hobie Cats on the beach.

JAPAN

Walking out of the hills of Kamakura, where I visited ancient shrines and temples, and where the beauty and simplicity in gardens, flower arrangements, and ceramics has been cultivated over centuries, I looked out into Kamakura Bay which was covered with sailboards, catamarans and sailboats. Kamakura is





about 90 kilometers south of Tokyo. Two Hobie fleets in the area participated in the Japanese Opening Day regattas and a sailing seminar that they had invited me to conduct.

Japan, in its springtime finery, looks like a gentle green land, with mountains, farmlands, Buddhist and Shinto shrines and temples, blooming flowers, and, in late April, a few last Cherry trees in bloom. In this land of tradition and modern technology, Hobie sailors congregated for the Japanese opening day regatta. My crew, Komei Hanai, acted as tour guide the day before we were to meet the rest of the Hobie fleet. We sampled different varieties of raw sea things as we feasted on sushi and sashimi.

A few 18s are sailed in Japan but the Hobie 16 is definitely the most popular. A day of sailing begins by visiting the storage area across a busy street from the beach where disassembled Hobie Cats are stored on racks, some stacked six boats high. The hulls are carried across the street where many of them have to be completely reassembled. Many of Japan's roads are extremely narrow (one realizes why they came up with the Japanese-size cars that are so popular now). This excludes the possible use of trailering a Hobie around but this added difficulty of putting together a boat from scratch hasn't seemed to reduce the Hobie sailor's enthusiasm. In fact, they seem to put their boats together in about the same time it takes for the rest of us to get our boats off the trailers and ready to go.

Thirty of the keener Hobie sailors

Hobie sailors travel from several regions in Japan to attend the monthly regattas.

The Regatta Results Board was quite different than anything I had seen before.



gathered the day before the regatta for an informal question and answer sailing talk. The general questions were aimed at tuning and rigging their boats to accommodate their lighter total crew weights, and basic tuning that everyone looks for. Fresh from a Gary Metcalfe sailing seminar I attended, while in Australia, I was able to answer many of their more technical questions based on what the real experts are saying these days. With two good interpreters, even language turned out to be easily overcome. We adjourned until the next day where we would all race in the Opening

Day Regatta. The weather, rainy and blowing over 20 knots, was promising for the next day. I figured it could be a wild day at Kamakura. Sunday dawned clear, warmer (the Japanese thought it was quite nice out, after three months in tropical weather it felt cold to me) and a light breeze, many of the sailors were sorry that we hadn't raced in the rain and wind the day before. But, typically, it changed quickly. Three races were held with wind in the 12 knot range. It was fun racing, dodging fishing buoys, some large nets and kelp beds in some areas. The Japanese obviously enjoy their sailing. The



starts got progressively more aggressive as everyone warmed up for the coming summer season.

The Japanese themselves say that the Japanese language does not have accents when spoken. All sounds are stressed the same. I found that Japanese is a very expressive language and listening to the after-race stories was great. The intonation and excitement behind the words is great for telling Hobie stories. One doesn't even need to understand what's being said to be entertained.

After the races I jumped in a crowded mini van and went winding down the little narrow streets along the coastline to the other side of the bay to the clubhouse of the other Hobie fleet. We sat around the floor with our feet tucked up underneath the Kotatsu (a low table with a heater built into the bottom side of the table to keep your feet warm) sipping Sake and Sapporo beer (I think the Japanese could give the Aussies a run for their money when it comes to drinking beer, they even have vending machines selling beer wherever you find a Coke machine.), drinking tea and telling Hobie stories.

In Australia we might be in a pub, drinking Fosters (XXXX for you Queenslanders). In Japan it's tea or a nice cold Sapporo. In the states, it's Coors and wearing T-shirts and jackets emblazoned with our fleet or favorite regatta. Whatever the outward differences, Hobie sailors have a lot in common. Traveling around, through our various nationalities and cultures, languages and traditions, you can always hear the excitement as someone tells their favorite pitchpole, most radical regatta, or that last great (or not so great) move you made.



Following an afternoon of sailing, Alice Lim (second from left) and fellow fleet members dine on some of the best food in the world.

SINGAPORE

Changi Yacht Club, home of the Singapore Hobie fleet, is the gathering place each weekend, either for local club races or the Hobie Class Association regattas. Singapore is an island off the tip of Malaysia, virtually flat but still with that tropical, humid feel. Sailing out of Changi

launches you into a river between mainland Malaysia and Singapore (directly in front of Changi is an island between mainland Malaysia and Singapore). This gives you a river-type venue for the local club races, with the major regattas taking place further around the island in a large open bay. Ripping currents of up to five knots make sailing in light breezes quite a challenge (particularly when you're drifting backward). The prime season with good wind is the monsoon season from October to December. But, humid April provided a little breeze with squalls in the afternoon. More than once I was socializing on the balcony of the Changi Yacht Club waiting



On a windless day in Hong Kong, the Hobie sailors treated me to the beautiful sight of the Tin Hau Festival celebrated by the local fishermen.

HONG KONG

I was thinking how beautiful it was here as I looked out my bedroom window. I was on the 36th floor of a lovely highrise, up on Old Peak Road, Hong Kong side. From here you can look down on the tops of all the huge buildings downtown and across to Kowloon.

The Hobie Beach is a beautiful place, somewhat of a tropical paradise, yet just on the other side of the island from the crowded city life. You park the car then take a little launch, hired by the Hobie club, over to a beach surrounded by steep green hillsides. There was very little wind, but many sailors and families enjoyed their Sunday. Many went sailing, with each

been known for its social program.

The hard-core racers are just that in Asia. Interport regattas, originally held between the Philippine and Hong Kong fleets, and now between Hong Kong and Singapore, as well as the Southeast Asian Championship which has turned into quite an event, attract determined competitors.

Along with all this from Tai Tam beach you can sail over to Po Toi island for an outstanding Chinese seafood lunch, or take the long trip and sail around Hong Kong Island itself (they do it in a race each year). This involves negotiating tricky currents, dodging the famous Hong Kong star ferries, ocean liners, freighters and assorted military vessels depending on who's in town at the time.

Members of the Hong Kong fleet range from new arrivals such as Woody and Prue



Hobie sailors annually sail in the Around Hong Kong Race by dodging ferries, freighters, and Chinese fishing boats.



The Hong Kong Hobie Fleet is proud of their innovative "two-container" club house.

for the wind to come up when a squall passed through with lots of wind and rain and several sailors would go running down the beach and jump on their boats for a few minutes of gusty sailing. Like Hobie sailors everywhere, good wind is a cherished commodity and during the hot summer months it's a bit rarer for the Singapore sailors.

Sitting on the open balcony of Changi one could be in any tropical locale. I waited for the wind and sat with Alice Lim, who has raced Hobies in the worlds in Florida and Australia. It looked as though we were going to be shut out. Still, when the wind came up and a wind passed through, our team found ourselves double trapped and enjoying some great sailing.

Hobie having at least three or more people on it.

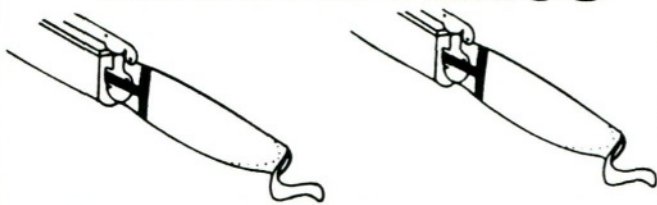
The international flavor of Hong Kong (although Hong Kong still has plenty of Chinese influence) shows up in the local Hobie fleet. Mark Brown the current commodore, is a New Zealander who heads up a club of at least 80 boats with members from a variety of nationalities. It's probably one of the most international fleets you'll find anywhere. Immediately upon your arrival at Tai Tam beach, either by the fleet's launch from across the harbor or down all 900 steps from the steep cliffside, you're greeted with a beach full of people and action. It is the place to come on Sunday afternoon whether a race is on or not. The Hong Kong Hobie fleet has

Bliss, long time Hobie sailors from Connecticut (son David Bliss finished sixth in the 1984 U.S. 16 Nationals), to locals like this year's club beach master David Ong.

From my experience in visiting Hobie sailors in the rice bowl, I heartily recommend taking an Asian vacation and doing a little Hobie sailing along the way. The joy of sitting on a Tatami mat with a cold spring wind blowing outside, waiting for air in Singapore or living the excitement of Hong Kong just goes to prove that the Hobie Way of Life translates into any language.



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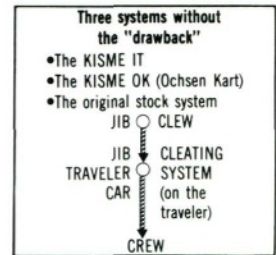
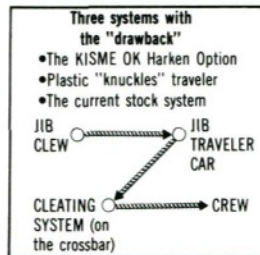
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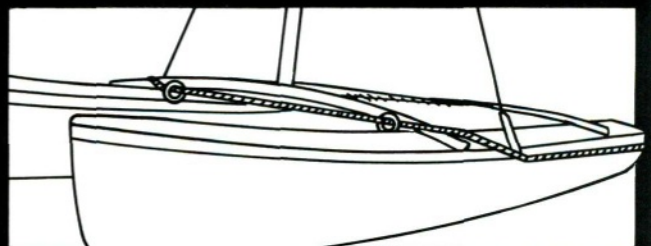
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HOBIE RACING

March/April 1986

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



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

April 12-13	Midwinters East/Fleet 42 Tampa, Florida	Walter Thompson 813/623-5411
April 17-20	Alpha Speed Week Palm Springs, California	H.C.A. 619/758-9100
April 27-May 2	Race Training Week Ft. Walton Beach, Florida	H.C.A. 619-758-9100
May 3-4	Las Vegas Hobie Grand Prix Las Vegas, Nevada	H.C.A. 619-758-9100
May 8-11	T.A.L.H.H.C.F.F.R.R. Lake Havasu, Arizona	H.C.A. 619-758-9100
May 10-11	Gulf Coast Championships/Fleet 70 Biloxi, Mississippi	Mark Ederer 601-875-6135
May 17-25	Hogs Breath 1000 Florida	Don Algie 904-243-4422
May 24-25	Mid-Americans/Fleet 23 Lake Texoma, Texas	Holt Mead 817-267-8464
May 31-June 1	Atlantic Coast Championships/Fleet 32 Virginia Beach, Virginia	H.C.A. 619-758-9100
June 7-13	Hobie 17 National Championship La Jolla, California	H.C.A. 619-758-9100
June 21-22	Clementine's Saloon Mideastern Championships South Haven, Michigan	Bob Thiessen 616/629-4112
August 3-10	Hobie 16 World Championship Fiji	H.C.A. 619-758-9100
August (T)*	Canadian National Championships Canada	H.C.A. 619-758-9100
August 24-30	Hobie 18 U.S. National Championship Cedar Point, Ohio	H.C.A. 619-758-9100
September 16-19	Hobie Cat U.S. Womens Championship Cape May, New Jersey	H.C.A. 619-758-9100
September 21-27	Hobie 16 U.S. Nationals Championship 619-758-9100	H.C.A.
October (T) *	Alpha Wave Invitational San Onofre, California	H.C.A. 619-758-9100
To be announced	Hobie 14 U.S. National Championship	
To be announced	Hobie 14 Turbo National Championship	
November	Alpha World Championship Key Biscayne, Florida	A.C.A. 619-758-9100

* (T) Tentative

REGATTA SCHEDULE

DIVISION 2

March 1-2 *	Ides of March Regatta/Fleet#66 Puerto Penasco, Mexico	Tom Banks 602/971-6535
March 15-16	Long Beach Duel Regatta/Fleet#3 Long Beach, CA	Dan Ketterman 213/420-9306
March 22-23 *	Dana Point Regatta/Fleet#1 Dana Point, CA	Don Crider 714/240-3555
April 5-6 *	Blue Water 6 Regatta/Fleet#15 Venture, CA	Jim Williams 805/482-6078
April 19-20 *	Lake Perris Regatta/Fleet#30 Perris Beach, CA	Tim Olson 714/370-1107
April 26	Race Clinic/Fleet#3 Homan Beach, CA	Rick Mac Arthur 714/540-6994

May 3-4

Las Vegas Grand Prix/Fleet#51
Boulder City, NV (Lake Mead)

Thomas Sports
702/368-2885

DIVISION 3

March 22-23 *	The Windline Kickoff/Fleet#20 San Jose, CA (San Luis Reservoir)	Mike Ettl 408/997-6615
April 12-13 *	Breakaway Regatta/Fleet#17 Folsom Lake, CA	John Renning 916/723-5837
April 19	Valley Fever Regatta Lake Yosemite, CA	Julian Levin 209/383-4873
April 26-27	Bitch-N-Breezy Berryessa Boat Bash Vallejo, CA (Lake Berryessa)	Gordon Moncibais 707/554-2702
May 3	Transdelta/Fleet #280 Rio Vista, CA	Lenora Rutledge 209/368-3753

REGATTA SCHEDULE

DIVISION 6

March 8-9 *	Ides of March/Fleet#407 Lake Conroe, TX	Ed Teske 713/383-3351
March 22-23 *	Deep South Regatta/Fleet#9 Lake Charles, LA	Dennis Teddlie 318/478-7320
April 5-6 *	Crosswinds Regatta/Fleet#161 Lake Somerville, TX	Billy Richnow 713/645-8704
April 19-20 *	10th Hill Country Regatta Canyon Lake, TX	Joe Rymal 512/892-3810
May 3-4 *	11th Annual Olympic Regatta Corpus Christi Bay, TX	Rolf Woods 512/851-2193 512/991-2386

DIVISION 8

March 1-2	Lakeland Regatta Florida	Key Cozart 813/967-7747
March 15-16	Disney World Regatta Bay Lake, FL	Jim McCann 305/291-2345 305/855-1172
April 12-13	Midwinters East/Fleet#42 Tampa, FL	Walter Thompson 813/623-5411 (H) 813/253-0889 (W)
May 3-4	Fort Myers Regatta Fort Myers, FL	Mike Brown 813/433-1419

DIVISION 9

March 22-23 *	Gone With the Wind 86'/Fleet#12 Atlanta, GA	Melinda Moore 404/294-5770
April 5-6	Bare What You Dare Regatta Lake Keowee, Seneca, SC	John Kendrick 803/882-1683
April 12-13	Pee Dee Classic Lake Robinson, Hartsville, SC	Stewart McIntyre 803/383-6220
April 19-20 *	Lake Norman Points Regatta Cowans Ford Country Club Charlotte, NC	Marilyn Craig 704/333-8019
April 26 *	Choo Choo Classic Points Regatta Chickamauga Lake, TN	Brenda Pendergrass 615/875-3685 (H) 615/757-4105 (W)
April 26-27 *	Ninth Annual Points Regatta Washington, NC	Mac Davis 919/833-5113
May 3-4 *	1986 NC State Championships Henderson Point on Kerr Lake, NC	Terry Hanchey 919/467-7543

DIVISION 10

(Tentative)

April 19-20	Regatta/Fleet#219 Kentucky Lake, Marion, KY	Billy Joe Crider 502/965-5132
April 26-27	Regatta/Fleet#199 Crab Orchard Lake, Carbondale, IL	James Frederick 419/898-0400 (W)
May 3-4	Regatta/Fleet#47 Patoka Lake, Louisville, KY	Steve Campbell 513/896-4345

DIVISION 12

May 17-18 *	Points Regatta/Fleet#448 Greenwich, RI	Brian Franco 401/273-5396
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DIVISION 16

May 16-18	1986 North Eastern Championships Onieda Shore Park, NY Fleet #204	Dale Ryan 716/288-1804
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INTERNATIONAL

NEW ZEALAND HOBIE CLASS ASSOCIATION

March 1-2	Canterbury Hobie Cat Championships/H.C.A. Akaroa, New Zealand	619/758-9100
March 29-31	Hobie Easter Meeting Akaroa, New Zealand	H.C.A. 619/758-9100

EUROPEAN REGATTA PROGRAM 86'

March 1-2	Jornadas Primavera Tarragona	Maria Jose (93) 890 27 88
March 1-2	Pieds Geles V.L.G. Lacanau	Tony Laurent (94) 65 68 59
March 1-3	Ski-Yachting Chiemsee	Hanjo Zimmermann 05221-82071

March 8-9	HOBIE Challenge Hyeres	Tony Laurent (94) 87 69 70
March 15-16	Trofeo Juan Granell Farnals	Juan Nuviola Camps (03) 237 639
March 15-16	Jornadas Primavera Tarragona	Juan Nuviola Camps (03) 237 639
March 15-16	Coupe de Printemps Bombannes	Tony Laurent (94) 65 68 59
March 22-23	Regate d' Ouverture Vigneuls	Jenny Hengerude (022) 35 18 38
March 23	Pointe Rouge Fleet Marseille	Tony Laurent (94) 65 68 59
March 26	Long Distance 1000 Venice	Carlo Lepsky (06) 379 1210
March 28-30	Vela di Pasqua Cesenatico	Carlo Lepsky (06) 379 1210
March 28-30	Fleet Regatta Wimbleball	Tony Laurent (94) 65 68 59
March 28-31	Stage National UCPA Bombannes	Tony Laurent (94) 65 68 59
March 29-30	Jornadas Primavera Tarragona	Juan Nuviola Camps (03) 237 639
March 29-31	Fleet Regatta Hyeres	Tony Laurent (94) 65 68 59
March 30	Paasregatta Braasem	Hans Van Nes 0252 110 775
March 30-31	Regate/Raid Langrune/Caen	Tony Laurent (94) 65 68 59
March 30-31	C/Ship Selection Dunkerque	Tony Laurent (94) 65 68 59
April 4-6	HOBIE Ski Cannes	Tony Laurent (94) 65 68 59
April 5-6	Regional Levante Puerto Siles	Maria Jose (93) 890 27 88
April 5-6	Jornadas Primavera Tarragona	Juan Nuviola Camps (03) 237 639
April 5-6	HOBIE Auftakt Steinhuder Meer	Hanjo Zimmermann 05221-82071
April 12-13	HOBIE International Aitenrhein	Jenny Hengerude (022) 35 18 38
April 12-13	Regate du Tastevin Panthier-Dijon	Tony Laurent (94) 65 68 59
April 12-13	Championnat de Luge Sanguinet	Tony Laurent (94) 65 68 59
April 12-13	Trofeo Hobie Cat Girona	Juan Nuviola Camps (03) 237 639
April 12-13	Trainingslager West Maas. Roermond	Hanjo Zimmermann 05221-82071
April 13	Trainingslager West Zulpich	Hanjo Zimmermann 05221-82071
April 12-13	Var Mer St. Laurent du Var	Tony Laurent (94) 65 68 59
April 19	Bocksbeuter Gold Kanal	Hanjo Zimmermann 05221-82071
April 19-20	Fleet Regatta Spiez	Chris Sieber (038) 244 241
April 19-20	Point Regatta O. Naarden	Martin Schuitema 01751 12834
April 19-20	Regional Surmedit Malaga	Maria Jose (93) 890 27 88
April 19-20	Regional Suaratlant San Lucar	Maria Jose (93) 890 27 88
April 19-20	Regional Catalunya Torredembarra	Juan Nuviola Camps (03) 237 639
April 19-20	Brombachsee Nurnberg	Hanjo Zimmermann 05221-82071
April 19-20	Dummer Dobben Dummersee	Hanjo Zimmermann 05221-82071
April 19-20	Regatta Royan Royan	Tony Laurent (94) 65 68 59
April 20	Championnat Selection Braydunes	Tony Laurent (94) 65 68 59
April 25-27	Coppa Centrio Italia Roma (Bracciano)	Carlo Lepsky (06) 379 1210
April 26-27	Oorfskatenschenen	Hanjo Zimmermann 05221-82071
April 26-27	Trainingslager West Dummersee	Hanjo Zimmermann 05221-82071
April 26-27	Poderisdorf Neuseidlersee	Herbert Gradl (0222) 661 661
April 26-27	Eifel Cup Laacher See	Hanjo Zimmermann 05221-82071
April 26-27	Trofeo Grima Alicante	Maria Jose (93) 890 27 88

REGATTA SCHEDULE

May 1-4	FRENCH H.16 NATIONALS Dunkerque	Tony Laurent (94) 65 68 59	May 3-4	Jornadas Primavera Tarragona	Juan Nuviola Champs (03) 237 639
May 3-4	Fleet Regatta Aarhus	Irene Schwarz (01) 64 1118	May 3-4	Fleet Regatta Morges	Jenny Hengerude (022) 35 18 38
May 3-4	Jornadas Primavera Castelldefels	Juan Nuviola Champs (03) 237 639	May 3-4	Fohr Wyk	Hanjo Zimmermann 05221-82071

FLEET NEWS

DIVISION 13

Pre-Worlds Regatta

Fleet 133, Division 13
November 16-17, 1985
by Roberto Adelardi

During November 16-17, 1985, the Pre-Worlds Regatta was to be held. We were all excited and waiting for this day because of the months that had passed since we had a regatta. So finally Saturday the 16th came. But of course a tropical storm that later turned into Hurricane Kate had to come by and leave her signature. There was a lot of discussion about cancelling the races for that day or racing them anyway.

It was finally decided that the race would go even though it was 2 p.m. and the wind was gusting up to about 40 knots. Some of us had already left, so, naturally, we received DNS on that race. The rest of the sailors carried on with no major problems other than breaking through the waves while leaving the shore.

On the second day of racing, the conditions had improved and the rest of the regatta was sailed.

The results for the Pre-Worlds Regatta are as follows:

1. Enrique Figueroa Torres 4.5 points
 2. Carlos Junco 13 points
 3. Enrique Figueroa Suarez 13.5 points
 4. Enrique Junco 15 points
 5. Curtis Burger 21 points
 6. Ricky Gonzalez 26 points
 7. Robert Adelardi 29 points
 8. Billy Andrews 33 points
 9. Miguel Zamora 35 points
- All racers competed in the Hobie 14 A Fleet.

Alpha Fleet 1

Riverside, California

Alpha Fleet 1 has become quite an active group. The local Alpha Dealer, based at Action Sail, is coordinated

through Mike Retz and Lee Dunn. They have helped Fleet 1 get its start. Fleet 1 has become active by holding fun days and informal racing to get the attention of new people being introduced to boardsailing and those who are already in the sport. This is the main goal of Alpha Fleet 1! Activities currently being planned include more fun days, clinics on learning to sail, informal racing and best of all fun while sailing. There are currently 80 members in the fleet and it continues to grow.

Thank You For The World Championship

By Sandy Banks

I would like to thank some of the people who helped so much with the planning and execution of the Absolut Vodka Hobie 14 World Championship. First, thanks to a wonderful sponsor, Absolut Vodka, which made it possible to hold such a great event, and thanks especially to Rocco Sacchi, who represents Absolut and has become a part of the Hobie family.

Without the help of the following individuals the Worlds wouldn't have happened.

Jose Palecios, (our superb Hobie Dealer), his sons; Ricky, Eric, Victor, and Robert. Thanks also to Bruce Fields and Tony Laurent.

And a thanks to Aurora, and Dorian Goldberg. If you needed anything, between the two of them they knew someone. Oh, yes, a special thank you to Federal Express for handling all the regatta equipment so efficiently. Our race course was set promptly each day by our experts on the water: Georgia, Tita and Rookie Carlos, Greg, Edwin, "Angel the Arab," and Christian Banks. Thanks to the various individuals who assisted on the Committee Boat.

The beach activities and lunches went smoothly with Merci Junco and Gloria at the helm, with special assistance from Manuel Berberian, (The Coleman Company Representative for the Caribbean) who deserves a big pat on the back for providing the Coleman cookers to prepare lunches and the Coleman coolers that kept the beer and soft drinks cold.

We can't forget the individuals who donated their evenings to serve on the the jury: Doug Campbell, John Dinsdale, Kim Thomas, Bruce Fyfe, Eric Tulla, and Juan Torruero.

A very special thank you to Jose, and Silka Rodriquez for their assistance. Eric Bjeering of Palos Verdes, California deserves a big thanks for his help during the event. He was great and got to celebrate his birthday at the awards banquet.

Last, but not least, thanks to Hobie Fleet 133 for their cooperation and to the people of Puerto Rico who made us all feel welcome.

-Sandy Banks

INTERNATIONAL

Thomas Cook Round The Island Race

Fleet 179, International Division
Hong Kong
November 24, 1985

Held on Sunday, November 24, the Thomas Cook Round the Island Race once again proved to be very popular with some 260 yachts entering. A strong contingent of Hobie Cats entered, including 22 Hobie 16s, four Hobie 18s and five Hobie 14s.

Unlike the 1984 race, this year's race saw moderate to strong winds outside the harbor. These were from a northerly direction, not the

usual easterlies. As a result, there were light winds in the harbor (behind the Kowloon Hills), strong winds (20-23 knots) on the eastern and western sides and rather variable reaching winds down the south side of the island. Any chances of taking records were prevented by the light harbor winds.

In essence the race was frustrating but easily handled in the harbor. The east side was a battle of skills to prevent pitchpoling in the steep short seas while running or broad reaching at great speed for Cape D'Aguilar. Several other Hobies had difficulties here; rudders let go, jibs split, jib travelers tore out and some exhausted themselves after numerous capsize. One Hobie, downwind on the same tack as two large cruisers, cried out for "water" while nearing Shek O Rock. Apparently the first cruiser couldn't move over because it was obstructed by the second, but the Hobie scraped through in front and reached away at huge speed only to pitchpole spectacularly nearby, much to the amusement of the cruiser's crew who quoted this as the laugh of the race, when our Hobie crew got all the water they wanted.

The southern leg had smooth seas, a welcome rest. Wind gusted powerfully over the bluffs, but most Hobie sailors were used to these and enjoyed themselves. Peddie/Gibson had a swim here. Just about everyone else had a swim earlier on.

The western leg was "the battle." Winds exceeded 20 knots, seas were steep and short with wind against tide, marks were difficult to find and indeed it is rumored that some didn't find them. Not really Hobie seas, this leg was "endurance stuff" and anyone who finished this can pat themselves on the back. Full

marks must go to Axel Wintermeyer and Gus Irani, on their Hobie 14s. It must have been quite a sail.

From Green Island, in amazing contrast, the last leg was in light winds with sloppy seas. A slightly eased port tack took most boats through to the line. One poor Hobie, tacking out from the shores of the western district on the starboard side, was run down by a 40 foot cruiser and "spat out" the back. (Tough luck Alfred and Rickie. Glad you're o.k.)

So, by 3:30 p.m. for most Hobie sailors, the race was over and great and varied were the stories told. The front-line battle in the Hobie 16s between Browne/West, Fong San/Crew, Bliss/Lucks, Forster/Durrenmatt finally resulted in their crossing the line in this order. The Ongs brought their boat in first among the Hobie 18s and Axel Wintermeyer sailed the first Hobie 14.

To compare us with the cruisers, some interesting elapsed times are:

- 1) Mazinga—The big Tri 3hr. 30.37
 - 2) The Ongs, Hobie 18 3hr. 43.24
 - 3) Jelik—Cruiser 3hr. 47.14
 - 4) Browne/West, Hobie 16 3hr. 52.00
 - 5) Roughgh Trade 4hr. 02.05
 - 6) Wintermeyer, Hobie 14 4hr. 42.15
- Ray and Andrea Walker's 1984 non-race time was: 3hr. 15.33.

On corrected times using the Portsmouth Yardstick (PYS) this order changes to Browne/West, Bliss/Lucks, FF2978, Forster/Durrenmatt, Jelik, Peddie/Gibson, Ong/Ong. More of the results to follow.

And so, once again the Round the Island Race is over. Limits were stretched. Tempers and talent fine tuned, and great camaraderie enjoyed. It has been another race to remember, for different reasons all round. On behalf of all Hobie sailors, a big thank you to the sponsors, Thomas Cook, to the race and protest committees, starters, helpers and rescue services. Thank you Royal Hong Kong Club for another great day.

The top ten Hobie skippers were as follows: 3, Hobie 16, Mark Browne; 5, Hobie 16, Woody Bliss; 7, Hobie 16, M.

Forster; 9, Hobie 16, Ian Peddie; 10, Hobie 18, David Ong; 13, Hobie 18, Tim Linton; 20, Hobie 14, Wintermeyer; 25, Hobie 18, N. McQueen; 26, Hobie 16, Tong Shing; 28, Hobie 16, Dennis Wong.

Hobie Hot Week

Fleet 371, European Division
Marstrand, Sweden
August 5-10, 1985

The famous island village of Marstrand, situated on Sweden's west coast was the sight of this year's climax in Swedish Hobie sailing. After the World Championships for the Finn and Three-quarter Ton classes had finished, it was time for a Hobie invasion to set Marstrand alive with colors. Fleet 371 in Goteborg (home of Volvo cars) hosted the event and three races were planned: the Panorama Cup, a two day warmup event; the Sweden Cup, the week's major race and the Hobie Fun Race, a race around the island to wind up the week. All the Scandinavian countries were represented with the majority of boats coming from Sweden. The Societetshus Restaurant served as race headquarters and was the sight of the Hobie sailor's party after the Sweden Cup.

The Panorama Cup was sailed in the tail of a storm which had left a sizable portion of the Three-quarter Ton class with broken masts and structural damage. Only two races could be sailed and these on the lee side of the island in sheltered water. Winds gusting to 30 knots kept everyone on the wire and quite a few in the water. Denmark's Lars Henriksen, 1984 European Champion, was first over the finish line in both races but lost a protest in the first and placed well back. Urban Lagerstrom and Sven Magnusson from Stockholm won the series, closely followed by the Malmo team of Pelle Dahlberg and Anders Falk and Eddie and Evan Andersen from Denmark. The second day was cancelled due to high winds around 50 knots giving the Hobie sailors a chance for a little sightseeing on the island and restaurant hopping. Awards were given to all at a dinner party that evening.



The main event, the Sweden Cup, was scheduled to begin on Wednesday but the continued high winds began to play havoc with head organizer Lars Ahlstrom's plans so the boats stayed on the dock. Thursday brought real Hobie weather and four races were sailed in 8 to 20 knot winds and fine rollers left by the storm. Henriksen and his crew Annette Rie continued to dominate, winning all four races. Sweden's Mr. Hobie Cat, Osten Nilsson from Skanor, with a string of seconds and a third, held second place. The consistent Andersen Brothers and Lagerstrom/Magnusson from Stockholm shared third with 11 points each and singlehander Lumley from the host club had fifth. There was a three way tie for sixth between Haraldsson/Wastbom and Hammargren from Stockholm and Marilatti/Dahlberg from Finland.

Friday was the last day of the Sweden Cup and four more races were sailed to complete the planned eight race series. The day started off with 14 knot winds which slowly died during the day. The first race brought Henriksen's only defeat the whole week when he came second after singlehander Lumley. Nilsson continued to sail well and secured a second place overall. With a pair of seconds and a first, Lumley was able to move into third place, just ahead of the Andersen brothers. Goran Hammargren edged Rolf Haraldsson for fifth and Lars Ahlstrom had a better second day and moved up to seventh. Douglas Heldman from Skanor took the 18 foot class honors.

Friday evening, after a soothing sauna, there were prizes for all participants at the awards ceremony. Over 75 people attended the Hobie Sailor's Party at the Societetshus and for those with energy left there was even a disco with live entertainment.

The Hobie Fun Race was sailed around Marstrand Island on Saturday. The race, after being postponed for several hours, started in almost still conditions and ended in a 20 knot gusty wind. The start was in front of the Societetshus Restaurant and the winner was the first to sail around the island and grab a bottle of champagne off a post out in the water near the starting line. Lars Ahlstrom used his knowledge of the local winds and currents to leave the pack far behind and the champagne bottle soon empty. The Flying Finn, Tom Marilatti, was closest to Lars and Lagerstrom/Magnusson finished third. Novice Hobie sailors Tomas Nicklasson and Ingrid Nilsson from Malmo had a fine sixth place.

It was then time to pack up and say farewell to Marstrand and to Hobie friends old and new. Ole Helgerud and Harry Silden promised to come back next year with more Norwegian Hobie sailors and it is hoped several boats from Denmark can make it over the sound, as well as Tom's return from Finland. Next year's race is scheduled for July 28 to August 2 and it is hoped that even boats from down on the Continent can make their way to Marstrand for a week of the Hobie Way of Life, Swedish style.



FJI '86

The Pacific paradise of Fiji will resound with the sounds of the world's best Hobie sailors August 3-10 as the Hobie 16 World Championship comes to this group of islands where catamaran sailing began.

This former British colony sits just across the international dateline and is blessed by tropical tradewinds year round that keep the temperatures moderate and the sailing great. The water temperature is a balmy 75 to 80 degrees.

The natives are friendly and the Indian sugar workers brought here by the British add another culture to the Melanesian traditions of Fiji. Life is casual in Fiji. The pace is easy. Except, that is, when driving a hard bargain in a duty-free shop in the capital of Suva.

The championship will take place in Pacific Harbour on the main island of Viti Levu. The international airport at Nadi (pronounced Nandi) is a beautiful drive through lush jungles and dry sugar fields.

If the allure of the South Pacific isn't enough, the sailing in Fiji is practically guaranteed to be some of the best you'll ever have. Even the price is right. Air New Zealand has worked hard to make these packages affordable, and if there is a bit of travelling you'd like to do that isn't listed, let us know and we'll work something out. You can add on days to the trip and turn the experience into a dream vacation!

 **air new zealand**

Say "Bula" to the 6th Hobie 16 World Championship!

The Races:

The races will be hosted by Fleet 252, Tradewinds Marine of Suva and the Fijian government. Qualifying races will be held Sunday, August 3 through Tuesday, August 5. The Championship series will start on Wednesday, August 6 and the announcement of the top teams held Friday evening, August 8. The finals competition will be held on Saturday, August 9 and Sunday, August 10.

Each country has been allocated prequalified and qualifying positions. Any skipper wishing to qualify from the North American Region must submit a sailing resume including the following: number of years sailing experience, number of years Hobie Cat experience, your division and fleet number, size of boat you normally sail and any other special sailing accomplishments. The resume should be sent to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.

Resumes will be necessary if entries exceed allotment and must be received prior to May 1, 1986. All skippers eligible for the qualifying races will be notified by May 31. Date of receipt of your resume will be taken into consideration if necessary. All skippers other than North American should contact their respective associations or the World Hobie Class Association regarding the allocated positions.

Additional race information will be printed in the May/June HOTLINE.

Travel Information:

Whether you want to take your time and explore Fiji and its surrounding islands or just go for the event, we have the package for you. It's even possible to make your own itinerary. Just let us know what your needs are.

For example, you could leave from Los Angeles several days early and spend three or four days on an island resort far removed from the outer world. Then you would be taken from the island and delivered to the site of the Hobie 16 World Championship just in time for the races. There are many possibilities, plus Air New Zealand will allow a free stop-over in Hawaii either going to or coming from Fiji.

Add-on airfares from your hometown can be arranged to assure a smooth and timely transfer in Los Angeles to your Air New Zealand flight.

The Packages:

All packages include the following:

- Round trip airfare from Los Angeles to Nadi, Fiji aboard Air New Zealand, the official carrier of the Hobie 16 Worlds.
- Hotel accommodations at Pacific Harbour (nights depending on selected package).
- Round trip transfers from Nadi to Pacific Harbour.

- Meeting assistance in Nadi for groups arriving and departing.
- Lei greeting and fruit punch on arrival at Pacific Harbour.
- Luggage tags and document holder.
- Event t-shirt and "sulu."
- 3 banquets (welcome, finalist, and awards).

Package 1: The Mini Getaway—\$895.00 per person double occupancy/5 nights

Package 2: Qualifying Skippers Choice—\$970.00 per person double occupancy/7 nights

Package 3: The Vacation—\$1050.00 per person double occupancy/9 nights

Package 4: The Fijian Holiday—\$1085.00 per

person double occupancy/10 nights

Package 5: The Fleet Retreat—For those of you traveling with family and friends. A limited amount of villas (2 bedrooms, 2 bath), complete with kitchen and living room are available on a first-come-first-served basis. If you would like information, please check the appropriate box on the reservation form.

Note: Space is limited at Pacific Harbour and each country has been allocated rooms. Other accommodations are available close by. Rooms at Pacific Harbour will be reserved on a first-come-first-served basis on date of deposit. For information on other destinations such as Australia, Tahiti or New Zealand, check the space on the registration form.

I wanna say "Bula!" Sign me up.

Name _____ Number in party _____
AS IT APPEARS ON YOUR PASSPORT

Address _____
STREET CITY STATE/ZIP

Phone/Home () Work ()

I will be sharing a room with _____

I will be sharing a villa with _____

We would like package number _____

Please make my airline reservations from _____ to L.A.

Enclosed is a \$100.00 per person deposit to guarantee a room/villa.

Please send me information about:

Fiji

- ☐ Three-day circle island bus tour
- ☐ Fijian hideaway island resorts
- ☐ Suva
- ☐ Three-night Blue Lagoon Cruise
- ☐ Tavarua Island (the surfer's retreat, limited space)
- ☐ Pacific Harbour Villas

Australia

- ☐ Sydney city tour
- ☐ Great Barrier Reef
- ☐ Motor home rental
- ☐ Fly-drive-rental car and accommodations

New Zealand

- ☐ Auckland city stay
- ☐ Auckland Waitomo Caves and Rotorura (three-day tour)
- ☐ Motor home rental
- ☐ Skiing on Mt. Hutt on the South Island

Tahiti

- ☐ Papeete
- ☐ Moorea

Hawaii

- ☐ Oahu
- ☐ Maui

☐ Yes, I want this to be a dream vacation. I want a South Pacific expert to call and discuss all the things to see and do in the South Pacific.

Mail Reservation form and deposit to: Innovations in Travel Attn: Hobie Worlds, 1233 Hermosa Ave., Hermosa Beach, CA 90254. Or call 213-379-2483 (within California) or 1-800-832-8357.

REGATTA RESULTS

DIVISION 2

NEWPORT LANDING REGATTA
FLEET # DIVISION 2
NEWPORT BEACH, CALIFORNIA
OCTOBER 26-27, 1985

HOBBIE 17 POINTS

1. Leo, Steve	3
2. Wake, John	7 3/4
3. Willis, Mel	10
4. Wicstrom, Dean	14

HOBBIE 18A POINTS

1. Wright, Craig	3
2. Steele, Nick	5 3/4

HOBBIE 18B POINTS

1. Manclark, Heather	8 1/2
Mollystark	
2. MacArthur, Rick/	8 3/4
McColloc, Bill	
3. Lane, Bruce/	9
Schell, Shana	
4. Robertson, Stu	10 3/4
Hammond, Steve	
5. Brown, Chuck/	16 3/4
Goveia, Paul	
6. Zimmerman, Gene/	19
Miller, Lori	
7. Vahrs, Rick/	20
Lopez, Pegi	

HOBBIE 16A POINTS

1. Ketterman, Dan/	3
Ketterman, Jan	
2. Hauser, John/	6 3/4
Brown, Debbi	
3. Bose, Len/	12
Donna	

HOBBIE 16B POINTS

1. Hall, Herb/	2 1/2
Baxter, Pat	
2. Olson, Tim/	8
Rogers, teoby	
3. Jernigan, Chris/	15
Jernigan, Kim	
4. Hammond, M./	17
Hammond Brenda	

HOBBIE 16C POINTS

1. Herron, Craig/	4 1/2
Yvonne	
2. Johns, Susan/	6 1/2
Vandewo, Geroge	
3. Smith, Reid	13
4. Hillborn, Ken/	14
Henrey, Mark	
5. Domokos, Mike/	16
Russell, Adam	

DIVISION 3

TURKEY REGATTA
FLEET #222 DIVISION 3
SEASIDE, CALIFORNIA
NOVEMBER 1985

HOBBIE 18A POINTS

1. Rafuse, Michael	4 3/4
2. Hill, Jack	6 3/4
3. Yahalom, Rafi	9
4. Moncibia, G.	9 3/4
5. Cary, Steve	14
6. Jeffries, Kirk	14
7. Ettl, Mike	15 3/4
8. Howard, Tom	19
9. Johnston, Ron	20
10. Chaney, Victor	24
11. Hauff, Robert	27
12. Sullivan, D.	35
13. Olson, Cliff	37
14. Riddle, Drew	37
15. Albrecht, Curt	39
16. Levitt, Daryl	47

HOBBIE 18B POINTS

1. Brown, Ken	2 1/2
2. Bindel, Anthony	6
3. 7/Sail#8291	9
4. Wainwright, Bill	9 3/4
5. Johnson, Jerry	13
6. Sahs, Stephen	15
7. Lambie, Mark	16
8. Stierwalt, Rod	19
9. Scobenes, Mike	26
10. Hanes, Carl	29

HOBBIE 16A POINTS

1. Porter, Pat	3 1/2
2. Montague, Mike	3 1/2
3. Gustin, Jim	11 1/2
4. Pascoe, Paul	12
5. Parseghian, Van	16
6. Skvarla, Mark	17

7. MacDonald, S.	18
8. Katz, Ron	21
9. Vessey, Bruce	25
10. Sloan, Doug	27
11. Montague, Ed	32
12. Grewahl, Rick	32
13. Johnson, Scott	33
14. Hess, Paul	34
15. Hinds, Dave	37
16. Arnerich, Mike	40
17. Van Outryve, D.	49

HOBBIE 16B POINTS

1. Garcia, Ed	2 3/4
2. Stark, Lew	9
3. Reilly, Kevin	9
4. Aranda, Deborah	10 3/4
5. Gatto, Dave	17
6. Hill, Alan	18
7. Bowen, Walter	19
8. Firey, Dave	20
9. Leonad, Al	20
10. Quinn, Frank	21
11. Petty, Tom	21
12. 7/Sail #71292	26

HOBBIE 16C POINTS

1. Fierner, Mark	5 1/2
2. Walker, Bruce	5 3/4
3. Westman, Gary	7
4. Storey, Steve	7 3/4
5. Schroyer, Chuck	17
6. Mitchell, Mitch	18
7. Exberger, Rich	19
8. Salse, John	20
9. Glaze, Tim	29
10. Batten, Bruce	30
11. Witschel, R.	30
12. Visser, Wouter	37
13. Kastner, Rick	38
14. Stiernsilt, Rod	42

HOBBIE 14 POINTS

1. Kitowski, Ron	2 1/2
2. Garrett, Mike	6
3. Sajdak, Jim	8

DIVISION 4

CASCADE LAKE REGATTA
FLEET #105 DIVISION 4
CASCADE LAKE, IDAHO
JULY 27-28, 1985

HOBBIE 16 POINTS

1. Hofstetter	11 1/2
2. Hanson	13 3/4
3. Stanczak	20

PAYETTE LAKE REGATTA
FLEET #105 DIVISION 4
MCCALL, IDAHO
AUGUST 24-25, 1985

HOBBIE 18 POINTS

1. Entwhistel	3 3/4
2. Hanson	8 3/4
3. Quick	14

HOBBIE 16 POINTS

1. Stanczak, S.	11 1/2
2. Uppiano, E.	11 3/4
3. Bowen, M.	14 3/4
4. Olson, C.	22
5. Hofstetter, C.	22 3/4
6. Krumm, B.	22 3/4
7. Holford, M.	33
8. Schinnerer, R.	34
9. Elliott, J.	34
10. Bowles, M.	44
11. Wagner, J.	50

C.J. STRIKE
FLEET #105 DIVISION 4
MOUNTAIN HOME, IDAHO
SEPTEMBER 21-22, 1985

HOBBIE 18 POINTS

1. Sander, P.	3 3/4
2. Hanson, B.	11
3. Quick, K.	14

HOBBIE 16 POINTS

1. Polhemus, S.	5
2. Stanczak, S.	9 1/2
3. Bowen, M.	13

DIVISION 11

NATIONAL BOH'S SUMMER SIZZLER
FLEET #54 DIVISION 11

ELK NECK STATE PARK
NORTHEAST, MARYLAND
JULY 13-14, 1985

HOBBIE 18 POINTS

1. Freymeyer, Dan	2 1/2
2. Lippincott, Bill	5 3/4
3. Fisher, Marty	8
4. Cutler, William	10
5. Campbell, Bill	12

HOBBIE 16A POINTS

1. Myers, Wally	6 3/4
2. Glande, Jim	7 3/4
3. MacConnell, Randy	9 3/4
4. Ackroyd, Doug	13
5. Flanagan, John	15
6. Krause, John	16
7. White, Harvey	18 3/4
8. Laue, Pete	19
9. Huff, Alden	21
10. Keiser, Jack	24
11. Strauss, Bruce	28
12. Paradise, Rich	33
13. Ackerman, B.	34
14. Bentz, Bob	35
15. Ruck, Bob, Sr.	35
16. Fithian, Paul	38
17. Morris, Tom	38
18. Pagels, Bill	62

HOBBIE 16B POINTS

1. Thorne, Jack	8 1/2
2. Defuria, A.	8 3/4
3. Ruck, Bob, Jr.	11
4. Yates, John	11
5. Morey, Jack	14
6. Wagner, Rob	15
7. Hartech, Gert	23
8. Kvech, Ron	24
9. Morey, Will	24 3/4
10. Buttner, Joe	25
11. Wiegart, Bill	26
12. Cohan, Larry	27
13. Gramont, Marc	27
14. Flanagan, David	30
15. Fatica, Michael	32
16. Grimm, Sue	32
17. Witt, Walter	44
18. Yorty, Tom	45
19. Kohls, Ed	48

HOBBIE 16C POINTS

1. Andres, Bruce	8
2. Cummin, Jerry	8 3/4
3. Raphael, Rick	8 3/4
4. Pipkin, Bill	12
5. Kita, Tim	13
6. Deitemter, Dan	13
7. Smith, Kent	14 3/4
8. Ruch, Douglas	19 3/4
9. Albert, Jerome	27
10. Conover, Roy	30
11. Veirs, Tom	32
12. Ilos, Brent	34
13. McBrinn, Mark	36
14. Bauer, Bob	38
15. Kita, Chris	38
16. Stoner, Sl.	39
17. Dowell, Y.	41
18. Barkley, Tom	42
19. Matzner, John	47
20. Wood, Fred	48
21. Hyatt, Jim	49
22. Cirhbor, Mark	52
23. Vrenenburgh, K.	60
24. L'Altrelli, R.	62
25. Super, Bob	65
26. Nolan, Daniel	66
27. Wharry, Carl	67
28. Kalwa, George	68
29. Davidson, Vic	73
30. Duncan	74
31. Schwanter, C.	78
32. Beck, Dick	81

HOBBIE 14 TURBO POINTS

1. Merello, Jim	3 1/2
2. Holberger, Craig	5 1/2
3. Brinton, Ronald	7
4. Snederer, Fran	9

WILWOOD CREST CLASSIC
"B" AND "C" CHAMPIONSHIPS
FLEET #443, DIVISION 11
WILWOOD CREST, NEW JERSEY
SEPTEMBER 7-8, 1985

HOBBIE 18 POINTS

1. Patterson, Gary	3
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HOBBIE 16B POINTS

1. Wetty, Bill	6 1/2
2. Wilsey, John	10 1/2
3. Morey, Will	11 3/4
4. Morey, Jack	17
5. Kvech, Rich	20
6. Gramont, Marc	20
7. Gehring, Barry	27
8. Huff, Mark	29
9. Wieggers, Bill	31

10. White, Roger	34
11. Williamson, M.	36
12. Jepson, rob	37
13. Brown, Clark	44
14. Richardson, R.	49
15. Witt, Walter	52

HOBBIE 16C POINTS

1. Conover, Roy	8 1/2
2. Cowan, Douglas	11
3. Edwards, Ed	12 3/4
4. Pescatore, John	15
5. Raphael, PK	15 1/2
6. McBrinn, Mark	18
7. Albert, Jerome	24
8. Smith, Kent	24
9. Kraieski, E.	30
10. Wood, Fred	42
11. Goldman, Dave	44
12. Gibbons, Joseph	53
13. Carroll, Chris	53

HOBBIE 16 NOVICE POINTS

1. Martin, Shelley	3
2. Bean, Ed	8
3. Svard, Erik	12
4. Murphney, Harry	13

HOBBIE 14 POINTS

1. Cascone, Bob	3
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HOBBIE 14 TURBO POINTS

1. Roberts, Mick	4 1/2
2. Holland, Gray	5 1/2
3. Allison, Chuck	12

1985 NEW JERSEY STATE
CHAMPIONSHIPS
FLEET #250 DIVISION 11
SANDY HOOK BAY, NEW JERSEY
SEPTEMBER 21-22, 1985

HOBBIE 18 POINTS

1. Hayward/Thompson	5 3/4
2. Schlockaer/Keenan	9 1/2
3. LeBoeuf/Perini	9
4. Patterson/	27
Redfield	
5. Fisher/Koren	31
6. Tikijian/	32
Tikijian	
7. Lushook/Hogan	41
8. Luiss/Johns	44
9. Bullock/Bullock	51
10. Weeks/Daris	54

HOBBIE 16A POINTS

1. Glanden/Crompton	11
2. MacConnell/	16 1/2
Carroll	
3. Schmidbauer/	17
Gooding	
4. Ackroyd/Ackroyd	29
5. Huff/Huff	31 3/4
6. Kulaski/	35
Custara	
7. Devine/Hedderman	40
8. Sullivan/Devan	44
9. Fithian/Fithian	44
10. Yates/Yates	

HOBBIE 16B POINTS

1. Winthers/Curao	14 3/4
2. Brown/Brown	23 1/2
3. Bingaman/Relyea	26
4. Brearley/	30
Brearley	
5. Villa/Villa	34
6. Ochab/McEntee	38
7. Weigers/Doyle	40
8. Witt/Redfield	47
9. Wagner/James	49
10. Pecowicz/	51
Jacobson	

HOBBIE 16C POINTS

1. Maddock/Alfaro	16
2. Nystrom/Szoo	21 1/2
3. Aston/Morris	31
4. Quigley/Quigley	38 3/4
5. Payne/Kelly	39 1/2
6. Conover/Gegee	41 3/4
7. Zimmerman/	58
Zimmerman	
8. Finn/Fantone	59
9. Lannacli/	63
Lannacli	
10. Denninger/	68
Denninger	

HOBBIE 14 POINTS

1. Deludia, David	4 1/2
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HOBBIE 14 TURBO POINTS

1. Roberts, Mick	7
2. Holland, Gray	11 3/4
3. Payne, Steve	20
4. Evans, George	22
5. Reid, Marjorie	25

REGATTA RESULTS

DIVISION 14

MID AMERICAS
FLEET #23 DIVISION 14
LAKE TEXOMA, OKLAHOMA
MAY 25-26, 1985

HOBBIE 18A POINTS

1. Barnett/Welch	3
2. Winblad/Winblad	8
3. Curtis/Curtis	13
4. Walton/Raines	17
5. Twyman/Schuman	18 3/4
6. Edwards/Muir	19
7. Palmer/Cantrell	20
8. Cummings/Poort	34
9. Costa/Costa	36
10. Pellone/ Derichbaver	39
11. Rossi/Aronson	41
12. Mossis/Hanley	44
13. Burrows/Fulton	52

HOBBIE 18B POINTS

1. Murray/Hill	4 1/2
2. Rumsey/Foshion	5 3/4
3. Giles/Pag	9
4. Campbell/ Goforth	11 3/4
5. Fields/Fields	12
6. Greene/Chase	13
7. Waldrop/ Waldrop	18
8. McKee/Garcia	20
9. Wischmeyer/ Carter	22
10. Jacobi/Eaton	24
11. Griffin/Daily	33

HOBBIE 18C POINTS

1. Lawson/Lawson	4 1/2
2. Acosta/Heath	6
3. Meek/Adams	7 3/4
4. Mattingly/ Nahlan	8 3/4
5. Berkbigler/ White	11
6. Van Sickle/ Van Sickle	15
7. Cherry/Farrar	17

HOBBIE 18 MAGNUM POINTS

1. Angus/ Nasinger	3
2. Beach/Harris	6 3/4
3. Knapp/Knapp	13
4. Flowers/Flowers	14
5. French/French	17

HOBBIE 16A POINTS

1. Balthaser/ Horton	5 1/2
2. Ralph/Smith	9 3/4
3. Freed/Freed	16
4. Collins/Collins	18
5. Eddington/Drum	19
6. Kelly/Bush	21
7. McCredie/Fuller	34
8. Holmes/ Fritzeimer	35
9. Vockroot/ Summers	44
10. Rourk/ Suzette	47
11. Keeton/Johnson	48
12. Hightower/ Spillar	53
13. Young/Young	54
14. Jarvis/ Schayler	56
15. Bass/ Gregar/Smith	60
16. Cregar/Smith	63
17. Stahl/Stahl	65 3/4
18. Bridgman/Gagnon	66
19. Trotter/Trotter	67
20. Vaughter/Peters	71
21. Sparks/ Harrison	71
22. Hamilton/Summer	75
23. Reyes/Henry	76
24. Hester/Lowe	84
25. Pugh/Wilkins	85
26. Stout/Stout	86
27. Brewer/Hantia	91
28. Keefe/Keefe	98
29. Dickinson/ Dickinson	102
30. Nigus/Lee	104
31. Loeffelholz/ Priewe	111
32. Muner/Mynier	119
33. Johnston/Smith	119
34. Kocsia/Kocsis	123
35. Matson/Davis	142
36. Killer/Knowles	144

HOBBIE 16B POINTS

1. Bryant/Ezel	4 1/2
2. Wade/Netzer	10 3/4
3. Frye/Frye	11
4. Puckett/ Campbell	11
5. Watts/Bodkin	17
6. Ettner/Wolf	17 3/4
7. Walters/Elms	20
8. Taylor/Trotter	21
9. McDowell/ McDowell	22
10. Pattullo/Graff	26
11. Davis/Davis	28
12. Sawyer/Green	29
13. Flynn/Rourke	30
14. Morrison/ Taylor	31
15. Denison/ Denison	32
16. Whisenhunt/ Whisenhunt	35
17. Crites/Steely	35
18. Connaway/Claas	38

HOBBIE 16C POINTS

1. Green/ Woodriff	2 1/2
2. Messersmith/ Carroll	6 3/4
3. Hothem/Bradshaw	9
4. Rourke/ Neatherly	13
5. Griffin/Griffin	14
6. Mantia/Mantia	17
7. Wyeth/Wyeth	20
8. Neihouse/ Delozier	26
9. Carter/Carter	26
10. Boehler/ Hurbut	26
11. Moore/ PrzyLucKi	31
12. Barlow/Craig	34
13. Petersen/ Thomson	37
14. Russell/Zigler	40
15. Dudley/Rochell	40
16. Ruostow/ Alexander	41
17. Lippard/ Haggard	42
18. Laughton/ Johnson	50

HOBBIE 14A POINTS

1. Bigelow	7 1/2
2. Rainbow	11 3/4
3. Abbott	13
4. Tyler	19 3/4
5. Bateman	20
6. Hamilton	25
7. Sherrod	25
8. Stolz	26
9. Feuerborn	30 3/4
10. Graham	32
11. Cymbaluk	32
12. Welsh	40
13. Richardson	41
14. Taylor	48
15. Tiger	52

HOBBIE 14B POINTS

1. Smith	2 1/2
2. Gray	6
3. Bonner	9

HOBBIE 14C POINTS

1. Fulton	2 1/2
2. Graham	5 3/4
3. Gregg	6
4. Mercker	14
5. Field	15

HOBBIE 14 TURBO POINTS

1. Acquart	5 1/2
2. Cedar	7
3. Drullinger	11
4. Fuller	12
5. Crowe	14
6. Diggs	16
7. Lawrence	16 3/4
8. Trent	17
9. Buxton	17 3/4
10. Collins	23
11. Miller	27



TIGER TRAX—Courtesy of Florida Sailcraft

MARCH 22nd & 23rd Van Pugh Park Lake Lanier

For More Info. Call Melinda Moore (404) 753-3121

GODZILLA
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REGATTA RESULTS

12. Lawyer	31
13. McManus	33
14. Germonprez	37

DIVISIONALS
FLEET #468, DIVISION 14
LAKE EUFUALA, OKLAHOMA
JUNE 22-23, 1985

HOBBIE 18A POINTS

1. Winblad/Winblad	5 1/4
2. Edwards/Muir	10 3/4
3. Ainsley/Ainsley	12
4. Morris/Hanley	14
5. Cummings/Bullman	14
6. Bates/Bates	18
7. Voght/Hathaway	25
8. Wischmeyer/Carter	29

HOBBIE 18B POINTS

1. Angus/Wasinger	5 1/4
2. Jacobs/Nixon	9
3. Kocsis/Kocsis	9 3/4
4. Giles/PSG	11 3/4
5. VanSickle	15

HOBBIE 16A POINTS

1. Balthaser/Horton	7 1/4
2. Ralph/Smith	8 1/4
3. Sparks, Scott	14
4. Collins/Beverly	22
5. Bridgman/Gagnon	25
6. Holmes/	27
7. Fritzenmeier	28
8. Cregar/Smith	29
9. Downham/Deidre	29
10. Kelley/Cabrera	29
11. Hess/Hess	32
12. Liles/Liles	33
13. McIntosh/	36
14. Montgomery	46
15. Young/	46
16. Straffarossibe	46
17. Trotter/Trotter	46
18. Loeffelholz/	48
19. Priewe	54
20. Myner/Myner	54
21. Keefe/Mary	56
22. Reyes/Henry	65
23. Wade/Wetzer	69
24. Washburn/King	75

HOBBIE 16B POINTS

1. Walter, Larry	7 3/4
2. Green, Jerry	10 3/4
3. Carter, Bill	12 1/4
4. Delozier, Noble	15
5. Wehrle, Tim	16
6. Collins, Jay	17
7. Greenley, John	17 3/4
8. Lindsey, Russ	27

HOBBIE 16C POINTS

1. Gumienry/	10 3/4
2. Gumienry	14
3. Ollier/Wadley	14
4. Griffin/Griffin	14
5. Jackson/Smith	14 3/4
6. Neihouse/Morgan	15
7. Calhoun/Mercer	18
8. Mantla/Mantla	21
9. Ruestow/	24
10. Carmichael	24
11. Dolohanty/Weiss	28 3/4
12. McKnight	35

HOBBIE 14A POINTS

1. Rainbow, Bryan	6 1/4
2. Abbott, Arlie	9 3/4
3. Bateman, Nancy	15 3/4
4. Stolz, Len	15 3/4
5. Graham, Steve	17
6. Hamilton, Greg	20
7. Riba, Ota	21
8. Sherrad, Jane	21
9. Feverborn, C.	31
10. Tiger, Jon	33
11. Taylor, Debbie	35
12. Gray, David	41

HOBBIE 14 TURBO POINTS

1. Fuller, Tony	10 1/4
2. McDowell, Ron	10 1/4
3. Bigelow, Chuck	12 3/4
4. Trent, Greg	13
5. DeCocq, Ed	23
6. Crowe, Kirby	23
7. McManus, M.	24
8. Lawyer, Guy	24
9. Bracken, John	25
10. Cedar, Paul	35
11. Drullinger, Doug	36
12. Smith, Danny	42

TULSA CATFIGHT
FLEET #25 DIVISION 14
LAKE FT. GIBSON, OKLAHOMA
JUNE 29-30, 1985

HOBBIE 18A POINTS

1. Winblad	
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2. Curtis	
3. Wishmeyer	
4. Voght	

HOBBIE 18B POINTS

1. Homes	
2. Acosta	
3. Troutman	
4. Cherry	
5. VanSickle	
6. Thomas	
7. Voght	
8. Dudson	

HOBBIE 16A POINTS

1. Collins/Collins	9 1/4
2. Vockroot/Summers	11
3. Cregar/Smith	13 3/4
4. Bass/Horton	17 3/4
5. Young/Young	21 3/4
6. McCordie/Fuller	25
7. McIntosh/	25
8. Liles/Liles	27
9. Trotter/	29
10. Trotter	29
11. Hess/Hess	29
12. Keefe/Keefe	29
13. Hamilton/	30
14. Holmes/	44
15. Fritzemeier	56
16. Reyes/Reyes	56

HOBBIE 16B POINTS

1. Gumierly/	9
2. Gumierly	9
3. Carter/Carter	10 1/4
4. Walter/	10 3/4
5. Walter	10 3/4
6. Carter/Carter	11 1/4
7. Mellicker/	16
8. Mellicker	16
9. Chicoine/	21
10. Chicoine	21
11. Smith/Cawiezel	22
12. Allen/Allen	24
13. Ollen/Ollen	30

HOBBIE 16C POINTS

1. Henry/	5 1/4
2. VanSickle	5 1/4
3. Turk/Turk	9 3/4
4. Neihouse/	10 3/4
5. Neihouse	10 3/4
6. Johnson/Johnson	11
7. Mantia/Mantia	14
8. Swanson/	22
9. Dolohandy	22
10. Haight/Hardy	25
11. Baldwin/Seals	30

HOBBIE 14A POINTS

1. Bateman	3
2. Abbott	8
3. Tiger	13
4. Riha	13 3/4
5. Sherrad	18
6. Laughton	22
7. Gray	24
8. Taylor	27

HOBBIE 14 TURBO POINTS

1. Ferraro	4
2. McManus	10
3. Rainbow	12
4. McDowell	17
5. Cedar	17
6. Bracken	17
7. Bates	22
8. Trent	24
9. Lawyer	28
10. Crowe	32
11. Dancer	34
12. Carle	49
13. Duke	52
14. Brauer	55

10TH ANNUAL PRAIRIE REGATTA
FLEET #27 DIVISION 14
LAKE CHENEY, KANSAS
JULY 13-14, 1985

HOBBIE 18A POINTS

1. Curtis	4 1/4
2. Ainsley	5 1/4
3. Wiehe	12 1/4
4. Blanchat	16
5. Heaton	18
6. Thackery	20

HOBBIE 18B POINTS

1. Patterson	6 1/4
2. Thurman	8 1/4
3. Wright	9
4. Bright	14
5. Gilbert	16
6. Wenger	18

HOBBIE 18C POINTS

1. Mitchell	3
2. Tedder	8

3. Banta	13
4. McGillicuddy	13
5. Peterson	22
6. MacRunnels	24

HOBBIE 18 MAGNUM POINTS

1. Knapp	4 1/4
2. Cleland	6 3/4
3. Dowty	8 3/4

HOBBIE 16A POINTS

1. Collins	4 1/4
2. Brewer	11
3. Downham	13
4. Bockroot	16 3/4
5. Trotter	17
6. Holmes	18 3/4
7. Hamilton	24
8. Reyes	24
9. Keefe	28
10. Campbell	36
11. Means	36
12. Roysse	39
13. Blackwell	49

HOBBIE 16B POINTS

1. Fry	4 1/4
2. Frohm	12 3/4
3. Greenly	15
4. Brey	16
5. Parma	18
6. Schamie	22
7. Carter	24
8. Carter	28
9. Gumienry	29
10. Dewey	37
11. Etnner	38
12. Wehrle	40
13. Swiler	48
14. Olier	51
15. Hollister	53
16. Montgomery	62
17. Sieber	64

HOBBIE 16C POINTS

1. Turk	5 1/4
2. Register	12 3/4
3. Schlueter	13
4. Mower	17
5. Sherrad	17
6. Wright	24
7. Calhoun	25
8. Stein	27
9. McKinley	31
10. Pinaire	33
11. Landrum	35 3/4
12. Clark	36
13. Turner	40

HOBBIE 14A POINTS

1. Webb	4 1/4
2. Bass	9 3/4
3. Abbott	13
4. Easley	14
5. Stolz	14 3/4
6. Graham	21
7. Sherrad	26
8. Tiger	26
9. Taylor	35
10. Blackwell	37
11. Swart	37

HOBBIE 14B POINTS

1. Dodson	3
2. McElroy	8
3. Monroe	14
4. Burk	15

HOBBIE 14 TURBO POINTS

1. Trent	5 1/4
2. Cedar	8 3/4
3. Fuller	10 3/4
4. Drullinger	16
5. Crowe	16
6. Beddow	20 3/4
7. Germonprez	24
8. Capes	26
9. McManus	30

DALLAS REGATTA
FLEET #23 DIVISION 14
LAKE LOUISVILLE, TEXAS
JULY 20-21, 1985

HOBBIE 18A POINTS

1. Curtis/Curtis	1 1/4
2. Winblad/Winblad	2 3/4
3. Edwards/Muir	4
4. Morris/Hanley	9
5. Palmer/Cantrill	9
6. Costa/Costa	9
7. Wischmeyer/Carter	11
8. Rumsey/	14
9. Tewwsnm	14

HOBBIE 18B POINTS

1. Giles/PSG	2 3/4
2. Greene/Chase	3 3/4
3. Jacobs/Nixon	6
4. Summers/Davis	6 3/4
5. Waldrup/McCatee	9
6. Meek/Adams	9

7. Acosta/Acosta	8
8. Mattingly/Byrd	10
9. French/French	18

HOBBIE 16A POINTS

1. Freed/Freed	2 3/4
2. Kelly/Cabrera	8
3. Ralph/Smith	11
4. Vockrodt/	15
5. Vockrodt	15
6. Cregar/Eaton	15 3/4
7. Hess/Hess	16
8. Liles/Liles	17
9. Hogtucker/	17
10. Myrna	17
11. Young/Young	17
12. Balthaser/	20
13. Horton	20
14. Fuller/Diana	20
15. Sparks/Harrison	20
16. Trotter/Trotter	26
17. Collins/Collins	27
18. Dickenson/	28
19. Woodruff	28
20. Holmes/Fritz	28
21. Kocsis/Kocsis	29
22. Bass/Bass	32

HOBBIE 16B POINTS

1. Davis/Lignoul	2 3/4
2. Engels/Engels	3 3/4
3. Urban/Urbard	5
4. Mead/Przulucki	6
5. Green/Palmer	7
6. Pattullo/Moore	9
7. Griffin/	10 3/4
8. Griffin	13
9. Tosch/Tosch	13
10. Anderson/Grossa	14
11. Hotson/	15
12. Bradshaw	19
13. Gumienny/	19
14. Gumienny	24
15. Powers/	24
16. Richardson	24

HOBBIE 16C POINTS

1. Pietrowski/	1 1/4
2. Griffin	1 1/4
3. Ruestow/Dyer	5
4. Allison/Allred	6
5. Torres/Acuff	7
6. Rourke/Cody	7 3/4
7. Dudley/Rachal	12
8. Moore/Julie	12
9. Walburg/Moses	13
10. Saiz/Knowles	13
11. Grey/Cohicchio	14
12. Welch/Schmidt	14
13. Danylak/	24
14. Macnelly	24

HOBBIE 14A POINTS

1. Bateman	2 3/4
2. Blackwell	2 3/4
3. Tiger	3 3/4
4. Taylor	7

HOBBIE 14 TURBO POINTS

1. Rainbow	3 3/4
2. Trent	7
3. Lawyer	10
4. Fuller	10
5. Wallo	15
6. Ferraro	20
7. Besgrove	23
8. Powers	24
9. Powers	27

DIVISION 15

FIRST ANNUAL MUSIC CITY
REGATTA
FLEET #249 DIVISION 15
NASHVILLE, TENNESSEE
SEPTEMBER 14-15, 1985

HOBBIE 18 POINTS

1. Olsen, Lynn	3 1/4
2. Murphy, Michael	4 1/4
3. Robertson, Bill	9
4. Lovelace, Larry	10
5. Donze, Sam	12
6. Roberson, Bud	16
7. Lamborn, Gary	18
8. Andrews, C.	23

HOBBIE 16A POINTS

1. Rooke, Chris	2 1/4
2. Kernion, Brad	5 3/4
3. Buckingham, Jere	9
4. Huffer, Don	10
5. Heeren, John	11
6. Soles, Dele	16
7. Wikinson, Jim	18
8. Lockett, Sonny	21

HOBBIE 16B POINTS

1. Sutterfield, S.	3 1/4
2. Derringer, John	7
3. Bailey, Bill	7 3/4
4. Maynard, David	10 3/4

What: Race Training Week—Florida, 86

Where: Ft. Walton Beach, Florida

When: April 27–May 2, 1986

Why: A comprehensive, in depth, sailing school to improve boat handling and tactical moves.

Instructor: Miles Wood, Southeast Sales Manager for Hobie Sailing Products, Chief Instructor, Race Training Week, Ontario Hobie Class Association—83, 84, 85, 86; 3rd place 81 Worlds, Tidewater top five finisher U.S. 14, 16, 18 Nationals.

Daily Program: Breakfast 7–8
8:30 Drill Instruction on the Beach
9–11:30 On Water Drills
11:30 Lunch
1–5:00 On Water Drills
5–7 Dinner

A proven (three years in Canada) week long session to increase boat handling skills, strategy and tactical moves.

Daily video shot on water with critique in evening with chalk talks on tuning, maneuvers, tactical implications of sailboat racing from the novice to world class. We will make you a better sailor.

For more information, contact Hobie Class Association, Box 1008, Oceanside, CA 92054. Phone 619-758-9100. Held in conjunction with Hogsbreath Sailing Series.

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**Sandy Hook Hobie Fleet 250,
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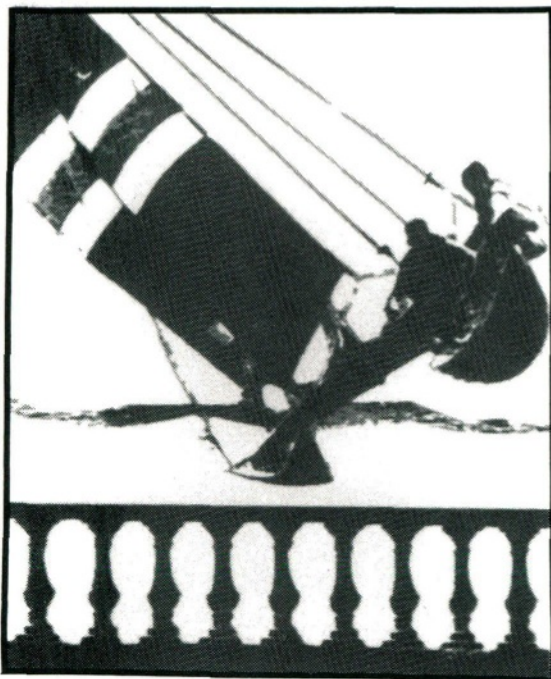
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- ✓ Facilities include, hot showers, bathrooms, water hose, electric outlets & changing area
- ✓ Cat wheels for boat transporting
- ✓ Extensive race program & year round social events
- ✓ Camping permitted on beach

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**National Hull Flying Contest
to be held at our club on JUNE 14th**



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HOBIES—HOLDERS—ALPHA BOARDS



Tampa Coca-Cola Bottling Company

REGATTA RESULTS

5. Leason, Bob	11
6. Lahatte, Bob	16
7. Wilder, Gerry	19
8. Jones, Skip	20
9. Neville, Nick	20

HOBIE 16C POINTS

1. Dooley, Craig	8 3/4
2. Chenault, D.	10 3/4
3. Duffy, Karen	11 3/4
4. Parks, Bobby	13
5. Merritt, Mike	13 3/4
6. Torrens, Kevin	15
7. Gillingham, K.	16
8. Larimer, Perry	16
9. Deboer, Larry	17
10. O'Brian, Pete	19
11. Owens, Billy	22
12. Pollitt, David	27
13. Bishop, John	36

HOBIE 14 POINTS

1. Stubbs, Jim	2 1/4
2. Spurgeon, Bill	4 3/4

DIVISION 16

1985 GLENORA CUP
FLEET #86 DIVISION 16
WATKINS GLEN, NEW YORK
JULY 19-21, 1985

HOBIE 18A POINTS

1. Holgate, Bill	4 1/2
2. Kymlicka, Kim	5 3/4
3. Barbee, Gene	6 3/4
4. St. John, Paul	9
5. Hanewald, Matt	15
6. Tierson, Dave	16
7. Williams, Randy	17
8. Weiss, Ron	24
9. Cross, Buddy	24

HOBIE 18B POINTS

1. Welliver, Scott	7 3/4
2. Stockhauser, M.	10
3. Doud, Tom	11
4. Breen, Tim	11 1/2
5. Ruh, JoAnne	19
6. Reagan, Beth	22
7. Slattery, D.	24
8. Baglini, John	26
9. Mergenhausen, D.	28
10. Johnston, Bob	28
11. Chapman, Robert	29
12. Lucy-Holgate, E.	35
13. Iszard, Sara	37
14. Reynolds, Keith	38
15. Iszard, Joseph	41
16. Burgett, Ken	46

HOBIE 16A POINTS

1. Kusche, Jim	4 1/2
2. Lovell, Marc	8
3. Korzeniewski, T.	11
4. Bilsback, Rich	14 3/4
5. Devine, Jim	15
6. Morris, Tom	18
7. Taylor, Carrie	21
8. Chamberlin, M.	26
9. Masin, Ed.	26
10. Meyer, Doug	29
11. Amico, Mark	29
12. Tierson, Cheryl	35
13. Montayne, J.	40
14. Duzdlo, Mike	41
15. Jeffers, Bill	45

HOBIE 16B POINTS

1. Kiefer, Mickey	5 1/2
2. Walsh, Kevin	7
3. Witzel, Gerry	23
4. Knoll, Jeff	23
5. Davidson, Alex	24
6. Way, Bruce	24
7. Havock, Reef	28
8. Thomas, Archie	28 3/4
9. Buck, Dave	32
10. Colucci, Al	32
11. Konietzky, B.	33
12. Kerr, Bob	34
13. Chamberlin, E.	37
14. Lane, Jim	38
15. Schamel, Vicki	40
16. Appel, Mimi	40
17. Male, Fred	42
18. Caster, Barb	42
19. Knight, Diane	45
20. Quail, Wayne	56
21. Streeter, E.	61
22. Coleman, Steve	66

HOBIE 16C POINTS

1. Desjardins, C.	5 1/2
2. Pecowicz, R.	6 3/4
3. Ramsay, Alan	9
4. Rhine, Bruce	11
5. Pulos, Jim	16
6. Frey, Tim	22
7. Nagle, Steve	22
8. Stermer, T.	26

9. Titus, Lee	26
10. Herrick, Mike	28
11. Dunt-Jacobs, C.	28
12. Marciniak, C.	34

HOBIE 14 POINTS

1. Root, James	5 3/4
2. Ivance, Paul	6 3/4
3. Horton, Ralph	12
4. Rosenberg, G.	12
5. Edwards, R.	14
6. Avery, Ray	12 3/4
7. Korseniewski, S.	22
8. Driscoll, Kevin	24

INTERNTL

EUROPEAN HOBIE 18 CHAMPIONSHIPS
FLEET # DIVISION INTERNATIONAL
GENEVA, SWITZERLAND
SEPTEMBER 16-22, 1985

HOBIE 18 POINTS

1. Algie, Don/	15 3/4
2. Laurent, Tony/	18 3/4
3. Pradel, Daniel	24 3/4
4. Bussy, Eric	27
5. Peeters, Harry/	27
6. Fischer, Paul	27
7. Delius, Kay/	30
8. Delius, Ingo	30
9. De Toro, D./	30 3/4
10. Scalzo, Fulvio	30 3/4
11. Steiner, Walter/	36
12. Reichert, Suzanna	44
13. Braccini, G./	44
14. Gentili, Massimo	54
15. Belda, Jean/	54
16. Poulianoski, N.	59 3/4
17. Ciani Bassetti/	59 3/4
18. Agostini, Toto	61
19. De Marinis, G./	61
20. Maltagliati, E.	63
21. Walker, Ray/	63
22. Walker, Andrea	63
23. Wycisk, Thorsten	66 3/4
24. Von Kroge, Iris	71
25. Ryan, Stefano/	71
26. Ryan, Paolo	71
27. Lodovichi, A./	82
28. Bani, Marco	84
29. Wieland, W./	84
30. Bruder, Daniel	84
31. Brodbeck, Rino/	84
32. Schaefer, Jacques	87
33. Blauenstein, M./	87
34. Haugerud, Jenny	88
35. Hockheld, Andre/	88
36. Parlow, Frank	89
37. Muller, H./	89
38. Gantner, Helga	90
39. Moor, Michel/	90
40. Muller, Jean-Daniel	92
41. Descos, J./	92
42. Roche, Stephane	92
43. Zimmermann, H./	93
44. Quakernack, Jens	94
45. Rudin, A./	94
46. Rudin, Edith	94
47. Wittwer, W./	94
48. Hiller, M.	98
49. Eichelberger/	98
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51. Digne, Hubert/	100
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THOMAS COOK ROUND THE
ISLAND RACE
FLEET #179 DIVISION
INTERNATIONAL
HONG KONG
NOVEMBER 24, 1985

PROVISIONAL RACE RESULTS

POS.	CLASS	SKIPPER	FINISH	PTY	CORRECTED TIME
3	Hobie 16	Mark Browne	14.22.00	85	4.32.56
5	Hobie 16	Woody Bliss	14.24.31	85	4.35.54
7	Hobie 16	M. Forster	14.25.11	85	4.36.31
9	Hobie 16	Ian Peddie	14.30.18	85	4.42.42
10	Hobie 16	David Ong	14.43.24	78	4.46.25
13	Hobie 18	Tim Linton	14.47.56	78	4.52.13
20	Hobie 14	Wintermeyer	15.12.15	95	4.57.06
25	Hobie 18	N. McQueen	14.44.07	78	4.58.49
26	Hobie 16	Tong Shing	14.45.33	85	5.00.39
28	Hobie 16	Dennis Wong	14.46.37	85	5.01.54
60	Hobie 16	M. Westwater	14.55.22	85	5.12.12
89	Hobie 16	Gunnell Bob	15.02.39	85	5.10.46
93	Hobie 14	C. Seifert	15.35.39	95	5.21.44
95	Hobie 14	G. Iran	15.36.11	95	5.22.18
99	Hobie 18	P. Tollemache	15.11.50	78	5.22.52
129	Hobie 16	G. Neilson	15.09.45	85	5.29.07
151	Hobie 16	Michael Hill	15.16.31	85	5.37.05
162	Hobie 14	R. Rodrigues	15.54.32	95	5.41.37
163	Hobie 16	C. Noffke	15.20.26	85	5.41.41
164	Hobie 16	J. Rudd-Jones	15.20.31	85	5.41.47
172	Hobie 16	A.G. Facey	15.23.13	85	5.44.58
183	Hobie 16	James Parker	15.31.27	85	5.54.39
184	Hobie 16	John Wilson	15.31.47	85	5.55.02
196	Hobie 16	D. Richards	15.41.57	85	6.07.00
0	Hobie 14	Billy Cheng	DNS	95	99.99.99
0	Hobie 16	R. Ward		85	99.99.99
0	Hobie 16	B. De Talence		85	99.99.99
0	Hobie 16	J. Sinclair		85	99.99.99
0	Hobie 16	Alfred Mak		85	99.99.99
0	Hobie 16	R. Fung		85	99.99.99
0	Hobie 16	Fong San		85	99.99.99

1985 HOBIE 14 WORLDS
ISLA VERDE, PUERTO RICO
NOVEMBER 24-30, 1985

		CHAMPIONSHIP SERIES				
	SKIPPER	COUNTRY	1	2	3	Total
1.	Enrique Figueroa	Puerto Rico	2	3	3/4	4 1/4
2.	Kitty Salmon	Tahiti	3	3/4	9	7 1/4
3.	Allan Lawrence	S. Africa	14	3	3/4	9 3/4
4.	Bob Curry	Florida, USA	3	6	2	14
5.	Philippe Hars	Tahiti	4	6	4	14 3/4
6.	Gary Metcalfe	Australia	9	5	2	15
7.	Claudio Cardoso	Brazil	3/4	2	17	17 3/4
8.	Nino Salmon	Tahiti	5	4	4	18
9.	Enrique Junco	Puerto Rico	8	14	3	19
10.	Alexandre Martins	Brazil	3/4	15	12	24 3/4
11.	William Edwards	S. Africa	10	10	3	25
12.	David Krut	S. Africa	11	3/4	6	26 3/4
13.	Paul Thomas	S. Africa	18	11	5	27
14.	Carlton Tucker	Florida, USA	18	14	28	30
15.	Hobie Alter	Calif., USA	15	4	11	28
16.	Carlos Junco	Puerto Rico	7	5	7	29
17.	Enrique Torres	Puerto Rico	2	16	8	29
18.	Garth Loudon	S. Africa	12	2	5	30
19.	Hiro De Maeyer	Tahiti	13	12	6	33
20.	Javier Ortiz	Puerto Rico	13	18	10	34
21.	Tony Laurent	France	18	9	9	35
22.	Bruce Reed	Australia	6	26	16	39
23.	Alan Egusa	Calif., USA	7	17	10	42
24.	Eric Paofai	Tahiti	8	8	8	42
25.	Woodie Cope	Florida, USA	4	21	20	43
26.	John Lam	Tahiti	17	13	16	44
27.	Mark Sebo	S. Africa	12	35	6	45
28.	Nelson Piccolo	Brazil	16	7	15	52
29.	Do Salmon	Tahiti	14	15	14	55
30.	Francis Petras	Tahiti	5	35	19	57
31.	David Brookes	Australia	6	20	21	62
32.	Travis Glover	Florida, USA	21	9	13	63
33.	Alex Kirby	Florida, USA	16	11	27	64
34.	Steve Silcock	Australia	15	18	22	65
35.	Jean-Claude	Tahiti	28	34	11	65
	Agnieray					
36.	Pedro Colon	Puerto Rico	20	23	14	66
37.	Gordon Golby	Australia	22	25	13	69
38.	Errol Siebrits	S. Africa	24	9	18	70
39.	Jean-Pierre Foucaud	France	29	13	17	70
40.	Bill Carney	Calif., USA	24	7	24	72
41.	Bruce Bechtold	Germany	26	20	12	73
42.	Dierk Reinhardt	Germany	17	28	7	73
43.	Kai Korgor	Germany	22	24	19	74
44.	Bob Bergstedt	New Jersey, USA	27	19	23	74
45.	Ronald Drew	Germany	27	28	31	77
46.	Lionel Hartley	S. Africa	19	21	23	78
47.	Friedrichniederquell	Germany	31	12	30	84
48.	Eugenio Juca	Brazil	29	22	22	87
49.	Winston Rapson	S. Africa	25	24	35	89
50.	Guy Pasquier	France	23	29	21	90
51.	John Myhre	Hawaii, USA	31	10	26	92
52.	Wayne Schafer	Calif., USA	25	33	25	93
53.	Jacques Le Voguer	France	11	31	28	95
54.	Dick Blount	Calif., USA	21	17	36	96
55.	Wayne Mooneyham	Calif., USA	28	15	7	98
56.	Damien Watson	Australia	20	26	29	99
57.	Bruce Fields	Calif., USA	30	22	24	99

REGATTA RESULTS

58. Dave Wilson	Australia	19	28	25	103
59. Paula Alter	Calif., USA	9	33	33	104
60. Michele Le Calvic	Tahiti	35	19	26	105
61. Stuart Noakes	Australia	23	30	34	108
62. Gerard Fulgoni	France	32	31	20	108
63. John Hamilton	Australia	33	36	27	109
64. Luis Raul Leite	Portugal	37	23	32	111
65. Derek Young	Australia	34	25	29	116
66. Ricardo Carracedo	Spain	32	29	32	119
67. Tom Reed	Virgin Islands	33	27	30	121
68. Jeoviah Lucena	Brazil	36	30	35	124
69. Curtis Burger	Puerto Rico	26	35	37	126
70. Doug Booker	Australia	35	34	31	131
71. Mark Summerfield	Canada	34	32	34	133
72. Stephen Acquart	Texas, USA	36	32	33	136

1985 HOBIE 14 WORLDS ISLA VERDE, PUERTO RICO NOVEMBER 24-30, 1985

SKIPPER	COUNTRY	FINALS						Total
		1	2	3	4	5	6	
1. Enrique Figueroa	Puerto Rico	2	3	3/4	3/4	3/4	11	10 1/2
2. Gary Metcalfe	Australia	9	5	2	6	2	3/4	33 3/4
3. Nino Salmon	Tahiti	5	4	4	7	5	3	43
4. Allan Lawrence	S. Africa	14	3	3/4	2	4	2	45 3/4
5. Kitty Salmon	Tahiti	3	3/4	9	3	3/4	6	57 1/2
6. Hiro De Maeyer	Tahiti	13	12	6	13	2	14	62
7. Philippe Hars	Tahiti	4	6	4	3/4	8	5	62 3/4
8. Bob Curry	Florida, USA	3	6	2	3	10	31	64
9. William Edwards	S. Africa	10	10	3	5	7	12	81
10. Carlton Tucker	Florida, USA	10	14	7	8	3	10	83
11. Claudio Cardoso	Brazil	3/4	2	17	6	9	31	89 3/4
12. David Krut	S. Africa	11	3/4	6	9	15	7	91 3/4
13. Enrique Junco	Puerto Rico	8	14	3	2	6	19	93
14. Hobe Alter, Jr.	Calif., USA	15	4	11	8	5	36	93
15. Javier Ortiz	Puerto Rico	13	18	10	4	7	8	107
16. Enrique Torres	Puerto Rico	2	16	8	17	3	4	107
17. John Lam	Tahiti	17	13	16	7	8	21	108
18. Alan Egusa	Calif., USA	7	17	10	8	21	26	109
19. Alexandre Martins	Brazil	3/4	15	12	8	4	17	110 3/4
20. Paul Thomas	S. Africa	18	11	5	4	7	9	112
21. Carlos Junco	Puerto Rico	7	5	7	10	11	16	115
22. Mark Sebo	S. Africa	12	35	6	9	18	13	124
23. Woodie Cope	Florida, USA	4	21	20	10	9	15	129
24. Garth Loudon	South Africa	12	2	5	11	21	18	129
25. Bruce Reed	Australia	6	26	16	11	6	31	134
26. Tony Laurent	France	18	8	9	5	13	20	140
27. Nelson Piccollo	Brazil	16	7	15	16	14	27	152
28. Do Salmon	Tahiti	14	15	14	18	12	29	154
29. Eric Paofai	Tahiti	8	8	8	34	18	24	159
30. Travis Glover	Florida, USA	21	9	13	20	23	25	180
31. David Brookes	Australia	6	20	21	22	15	28	184
32. Francis Petras	Tahiti	5	35	19	13	20	23	185

33. Steve Silcock	Australia	15	18	22	16	16	31	204
34. Alex Kirby	Florida, USA	16	11	27	20	17	22	208
35. Pedro Colon	Puerto Rico	20	23	14	20	12	30	220
36. Jean-Claude Agnieray	Tahiti	28	34	11	15	11	31	225

HOBIE 14 WORLDS ISLA VERDE, PUERTO RICO NOVEMBER 24-25, 1985

SKIPPER	COUNTRY	QUALIFYING RACES				TOTAL
		1	2	3	4	
1. Eric Paofai	Tahiti	3/4	3/4	3	3	3 1/2
2. David Krut	Cape Town, South Africa	3	2	4	5	3/4
3. Jean Claude Agnieray	Tahiti	3/4	3	3	5	3/4
4. Hobe Alter, Jr.	Calif., USA	2	6	3/4	6	3/4
5. Francis Petras	Tahiti	2	3	2	7	
6. Steve Silcock	Australia	3	5	13	8	3/4
7. Carlos Junco	Puerto Rico	13	3/4	6	11	3/4
8. Woodie Cope	Florida, USA	5	6	3/4	11	3/4
9. Pedro Colon	Puerto Rico	5	2	5	13	
10. Javier Ortiz	Puerto Rico	5	5	5	15	
11. Kai Kroger	Germany	9	10	2	15	
12. Do Salmon	Tahiti	9	4	12	16	
13. Michele Le Calvic	Tahiti	6	4	7	17	
14. Paula Alter	Calif., USA	4	7	10	18	
15. Kim Thomas	Australia	8	11	21	19	
16. Anton Guernica	Puerto Rico	6	8	6	20	
17. Alfredo Torruella	Puerto Rico	12	9	8	20	
18. Douglas Baker	Mass., USA	14	7	10	23	
19. Didier Dhevret	Tahiti	11	9	7	23	
20. Wolfgang Tittel	Germany	7	10	14	26	
21. Albert Schiess	Switzerland	12	16	21	28	
22. Walter Steiner	Switzerland	10	20	9	29	
23. Erik Bjerring	Calif., USA	7	15	13	29	
24. Jose Rodriguez	Puerto Rico	13	8	11	32	
25. Tim Stater	USA	19	13	4	32	
26. Tim Malone	Florida, USA	16	12	15	32	
27. Oscar Merado	Puerto Rico	4	19	17	33	
28. Jose Maria Astellvi	Puerto Rico	15	13	9	34	
29. Jane Sherrod	Texas, USA	15	11	8	34	
30. Ricky Gonzalez	Puerto Rico	11	14	12	37	
31. Greg Pyffe	Puerto Rico	16	12	17	39	
32. Ted Cross	Washington, USA	14	16	11	40	
33. Bill Brooks	Florida, USA	10	19	18	41	
34. Werner Zucker	Germany	14	15	16	45	
35. Jordi Sanz	Spain	18	21	16	48	
36. Dominique Larrousturo	France	18	17	20	48	
37. Bebo Colon	Puerto Rico	17	18	15	49	
38. Holst Klaus Heinrich	West Germany	20	18	14	50	
39. Bob Medley	Florida, USA	17	17	19	51	
40. Roberto Adelardi	Puerto Rico	19	23	18	57	
41. Frank Coble	Puerto Rico	21	22	19	59	

ST HOBIE 17 U.S. NATIONAL CHAMPIONSHIP • LA JOLLA, CALIFORNIA • JUNE 6-13, 1986

The 1st Hobie 17 U.S. National Championship will be held in the waters off the coast of Southern California in scenic La Jolla. If you've always wanted to visit California, here's a golden opportunity to visit the Golden State and also compete for the newest Hobie national title.

THE RACES:

Registration for the first round of qualifying races will be held on Friday, June 6th.

Round-robin qualifying races will be held on Saturday, June 7th and Sunday, June 8th for local sailors, with a maximum of 96 contestants competing on 48 identi-

cally supplied Hobie 17s. The top 48 from this series will start racing again on Wednesday, June 11th in the championship round-robin series.

For the out-of-town participants, the second series of round-robin qualifying races will be run on Monday, June 9th and Tuesday, June 10th. Again, a possible 96 contestants can compete. The top 48 from this series will race against the top 48 from the first qualifying series starting Wednesday, June 11th.

The Championship series will be held Wednesday and Thursday with the field being trimmed to the top 48 contestants on Thursday evening.

The final series will be held on Friday, June 13th with the top 48 sailors competing in every race against each other for the title of, "1st HOBIE 17 U.S. NATIONAL CHAMPION".

All the pertinent information regarding race entry fees and hotel accommodations will be in the May/June HOTLINE. If you can't wait and want to start planning, mail in the coupon and you will receive your information packet.

I can't wait.

Send me all the information for the upcoming Hobie 17 National Championship today!

NAME	ADDRESS	CITY	STATE	ZIP
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- ☐ **No**, I do not want a **Comptip™ Mast** on my Hobie Cat/Holder Sailboat.
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ADDRESS _____

CITY _____

STATE _____

ZIP _____

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- ☐ I currently own more than one Hobie Cat/Holder Sailboat.
Hull I.D. is:

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Sail Safely**

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Signature _____

Date _____

Which Alpha For You



Boardsailing is the latest rage, the fastest growing sport of the 80s. You see it everywhere you look—magazines, commercials and on almost every body of water. As you drive by a popular sailing spot, your eye is caught by that beautiful colored sail gliding along with a sense of freedom. It looks like so much fun. If you've never done it, you want to try. If you've already done it, you can't wait to do it again. It's a healthy natural exchange to ride the power of the wind while skimming across the water with your favorite board and sail.

There are so many boards on the market today and so many choices to make that choosing the right board can be a mind boggling experience. It may even frustrate you. The task of finding a new board is made much easier by establishing some simple criteria. First of all you want one that looks nice. After all, you don't want to sail an ugly board. Second, you'll need one that will let you learn. This is especially important for beginning boardsailors. Third, a board should have the features you will appreciate as you increase your skills so that you won't outgrow your board after just a few lessons. Fourth, you want your board for the right price. What good is the best board in the world if nobody can afford it? Finally you'll want to be sure of the board's quality with a strong guarantee from a company and dealership that will be there when you need them for service.

To help prospective board sailors decide which type of board would be right for them, we have included descriptions and specifications for the Alpha line of sailboards. The boards range from those more suitable to beginners to boards right for radical wave jumping. After reading each description and the technical data, you'll know what questions to ask when you go into a dealership. Information on rig styles is also included.

Alpha 230 A

The Alpha 230 A All-Round is a modern funboard that has been designed for light to medium wind conditions of 1-15 knots, although its design and components give



a good introduction to stronger winds. The board offers great variety for boardsailing newcomers. The high volume ensures stability for a wide range of users and simplifies learning. Once the basics are mastered you can continue boardsailing on an Alpha 230 A with no fear of outgrowing this versatile board. It's ideal for tough and heavy use in all conditions for long periods which makes it suitable for the family, a boardsailing school, rentals and dealer demos. The Alpha Competition Base (ACB) super smooth underwater surface, slight concaves, tucked under edges, and hard rails give quick acceleration, speed and upwind performance. The board is also suitable for freestyle. Sailors can experiment with balance changes, rail riding, head dips, doubles and all the other tricks which look so good on the water. This is a funboard for everyone.

Alpha 220 PR

The Alpha 220 PR Pro Race was specially designed for the professional funboard racers seeking the ultimate race board. Intermediate to expert sailors can sail the 220 PR as the ultimate all-round funboard. It performs in any wind above eight knots. It is stiff yet light providing quick acceleration, responsiveness and high speed. It has the necessary volume for light wind conditions with ideal distribution for speed and handling in strong winds. This is a welcome new addition to the Alpha line for 1986.



Alpha 180 AF

The Alpha 180 AF All-Round Fun is for the ambitious novice to the intermediate-advanced sailor. It performs well in a wide range of conditions from 1-22 knots. It has sufficient volume for light winds and ideal distribution for high wind performance. Double concave shape with tucked rails



make for quick acceleration and early planing. The winger pintail allows for responsive foot steering and smoothly carved jibes. The prominent bow scoop prevents the nose from purling under. This new board is very similar to the 1985 Alpha 200 AF.

Alpha 160 F

The Alpha 160 F Fun is for intermediate to expert sailors in moderate winds from 10 knots and over. This board is extremely versatile with a lot to offer for every weight group. For the heavyweights, it acts and responds much like a shortboard. For most, it is an excellent transition board giving quick, light, responsive feeling and

the performance of a shortboard with enough flotation to uphaul, tack and sail home in a dying breeze. This is an excellent all-round fun board for lightweights. It's also an ideal durable starter board for children. This new board is a good choice for those that want a little of everything.

Alpha 120 F

The Alpha 120 F Fun is for advanced-intermediate to expert sailors in moderate winds of 12 knots and over. The volume is distributed to maximize stability, yet still be responsive, light and quick. It also can be uphauled by most sailors. This is a new addition for 1986. It is similar, with only a few modifications, to the 1985 Alpha 125 F.

Alpha 110 G

The Alpha 110 G Gun is for advanced-intermediate to expert speed freaks. This is the fastest production speed board in the world. For heavyweights it's a sinker which requires water starts. For lightweights it's a semi-floater that can be uphauled. It has a narrow, thin profile that gives it a gun shape. Double concaves and tucked under rails promote early planing, increased upwind performance and high speed. The thin drawn pintail is for smooth, quick, carved jibes. It jumps even in small waves and has excellent choppy water performance.

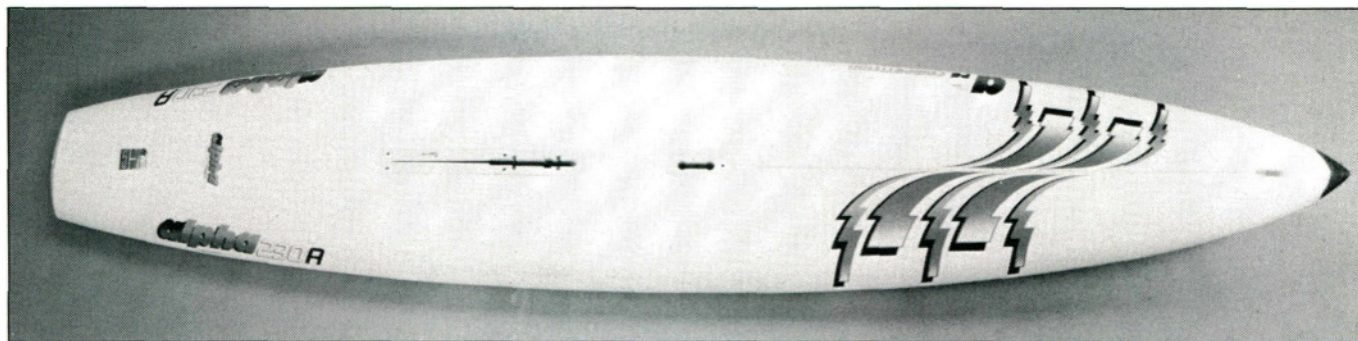
Alpha 100 SL

The Alpha 100 SL Slalom is for advanced-intermediate to expert slalom racers. Designed for moderate conditions of 12 knots and over. It's a sinker for heavyweights and a floater for lightweights. Revolutionary boxy rail concaves combined with a double concave bottom for high speed promote early planing and outstanding windward performance. The clean pintail is for quick, short radius jibes. This is a new shape for '86, and is going to be a lot of fun.

Alpha 95 S

The Alpha 95 S Sinker is for experts looking for longevity in a waveboard. Designed for strong winds over 15 knots, it gives the responsiveness required for wave riding and the weight required for radical jumps and the strength for impact landings and surf durability. It's low volume makes water starts mandatory. The single into double concave bottom promotes early planing. Soft rails up front increase maneuverability. Hard, thin rails at the tail promote quick, snappy turns. Double winger swallowtail promotes early planing, yet allows for fast, radical jibes, plus a wide take-off area required for high jumps. Multi-skeg box layout allows for asymmetrical skeg tuning for port/starboard tack bottom turns and cutbacks.

Board Specifications



Alpha 230 A ↑

Material: PE with Alpha Competition Base (ACB) with five-year limited warranty.

Volume: 230 liters

Length: 12 ft

Width: 26 inches

Weight: 44 lbs.

Shape: Squash diamondtail, light double-concave, "V" throughout, retractable daggerboard, Alpha safety mast foot, race skeg, six footstraps.

Rig: Alpha Comfort Rig or Alpha Economy Rig

Alpha 220 PR (not shown)

Material: Alpha Epoxy with two-year limited warranty.

Volume: 220 liters

Length: 12 ft

Width: 24 inches

Weight: 36 lbs.

Shape: Pintail-winger, Bow: single-concave, Middle: double-concave, Stern: shallow-V-tail, rail-concaves, retractable daggerboard, race skeg, eight footstraps, lipstick mast track.

Rig: Alpha High Performance Rig

Alpha 180 AF (not shown)

Material: PE with Alpha Competition Base (ACB) with five-year limited warranty.

Volume: 180 liters

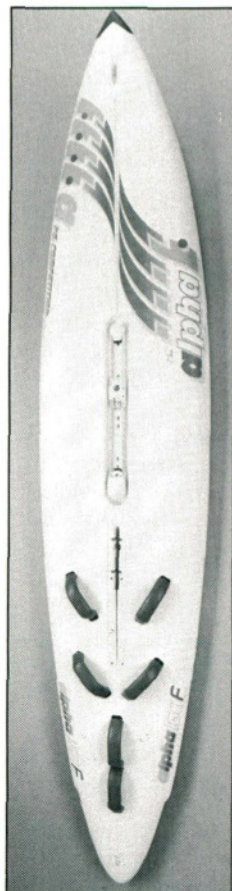
Length: 11 ft, 6 inches

Width: 25 inches

Weight: 38.5 lbs.

Shape: Pintail-winger, double-concave throughout, tucked-under-edges, retractable daggerboard, race skeg, six footstraps, lipstick mast track.

Rig: Alpha Comfort Rig



Alpha 160 F ←

Material: PE with Alpha Competition Base (ACB) with five-year limited warranty.

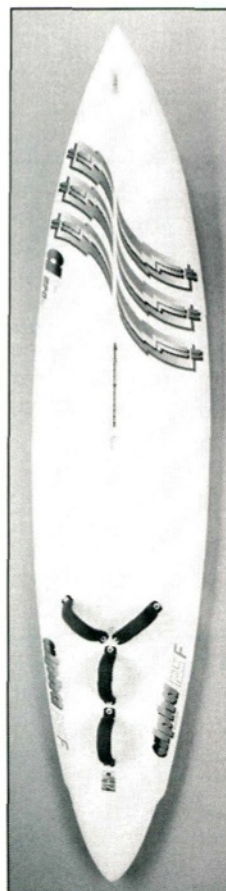
Volume: 160 liters

Length: 10 ft, 10 inches

Width: 25 inches

Shape: Rounded pintail-winger. Bow: shallow V and bevel, Middle: double-concave, Stern: shallow V and tucked-under-edges. Retractable daggerboard, race skeg, six footstraps, lipstick mast track.

Rig: Alpha Comfort Rig



Alpha 120 F (125 shown) ←

Material: Alpha Epoxy with a two-year year limited warranty.

Volume: 120 liters

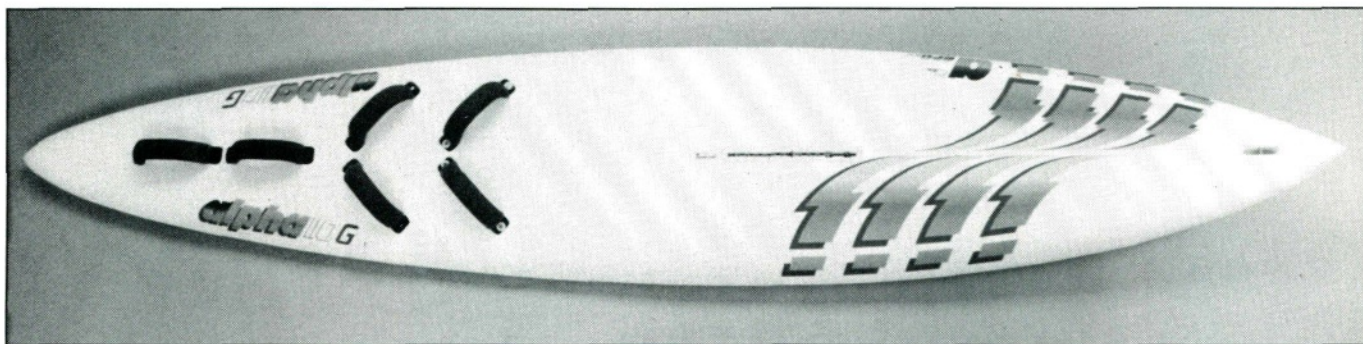
Length: 9 ft, 10 inches

Width: 25 inches

Shape: Pintail-winger, double-concave throughout, tucked-under-edges, one cut-away skeg, two tracker skegs, six footstraps.

Rig: Alpha Funline Rig or Alpha High Performance Rig

More Board Specifications



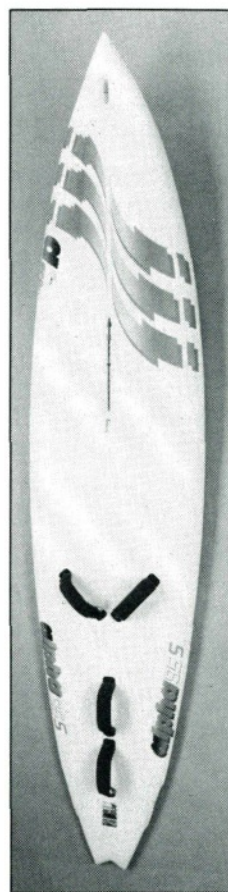
Alpha 110 G ↑

Material: Alpha Epoxy with a two-year limited warranty.
Volume: 110 liters
Length: 10 ft
Width: 22 inches
Shape: Pintail, double-concave throughout, foot skeg, six footstraps.
Rig: Alpha Funline Rig or Alpha High Performance Rig



Alpha 100 SL ←

Material: Alpha Epoxy with a two-year limited warranty.
Volume: 100 liters
Length: 9 ft, 2 inches
Width: 24 inches
Shape: Rounded pintail, single-concave to double-concave with rail concaves, 10mm rocker, cutaway skeg, six footstraps.
Rig: Alpha Funline Rig or Alpha High Performance Rig



Alpha 95 S ←

Material: Alpha Epoxy with a two-year limited warranty.
Volume: 95 liters
Length: 8 ft, 10 inches
Width: 23 inches
Shape: Double-winger swallowtail, single-concave to double-concave triplane, five skegboxes, one cutaway skeg, two tracker skegs, six footstraps.
Rig: Alpha Funline Rig or Alpha High Performance Rig

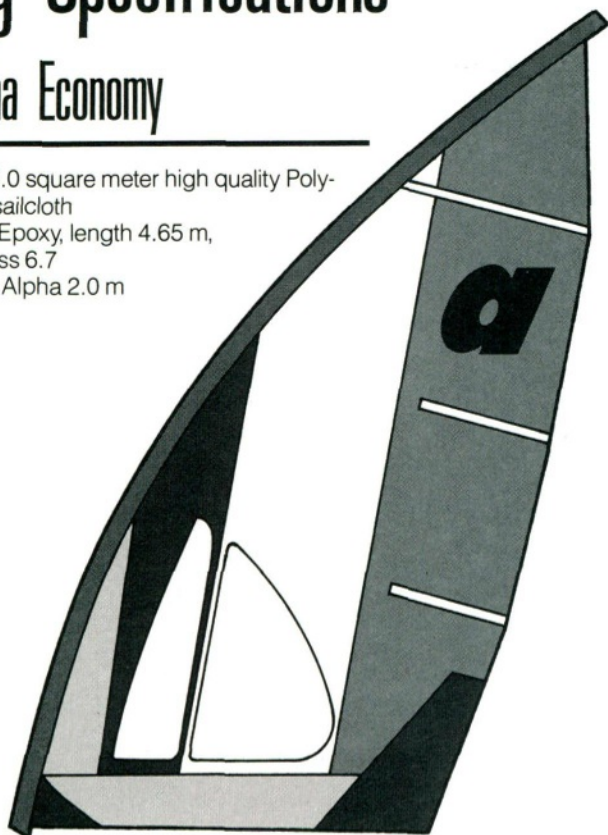
Rig Specifications

Alpha Economy

Sail: 5.0 square meter high quality Polyester sailcloth

Mast: Epoxy, length 4.65 m, stiffness 6.7

Boom: Alpha 2.0 m

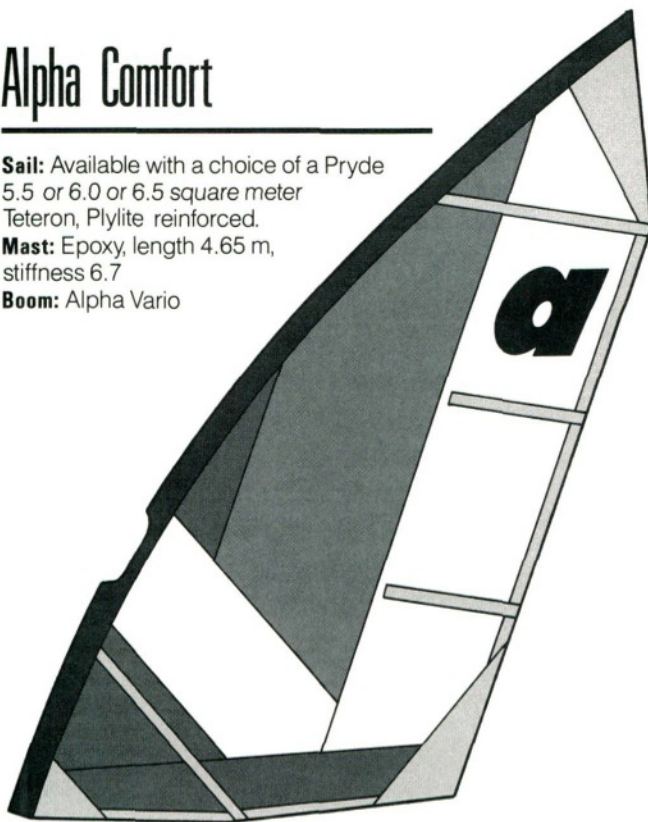


Alpha Comfort

Sail: Available with a choice of a Pryde 5.5 or 6.0 or 6.5 square meter Teteron, Plylite reinforced.

Mast: Epoxy, length 4.65 m, stiffness 6.7

Boom: Alpha Vario

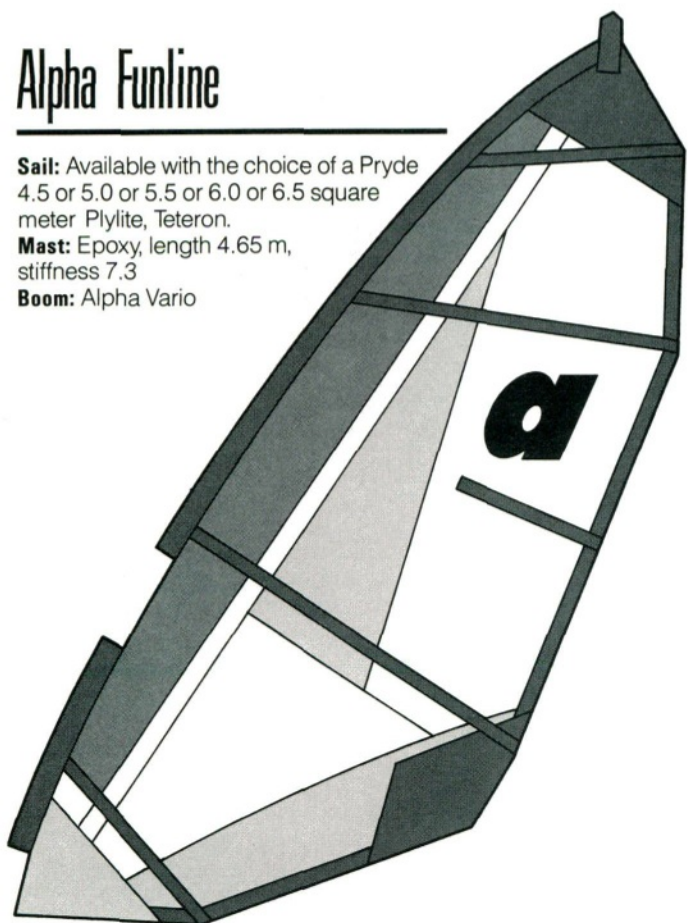


Alpha Funline

Sail: Available with the choice of a Pryde 4.5 or 5.0 or 5.5 or 6.0 or 6.5 square meter Plylite, Teteron.

Mast: Epoxy, length 4.65 m, stiffness 7.3

Boom: Alpha Vario

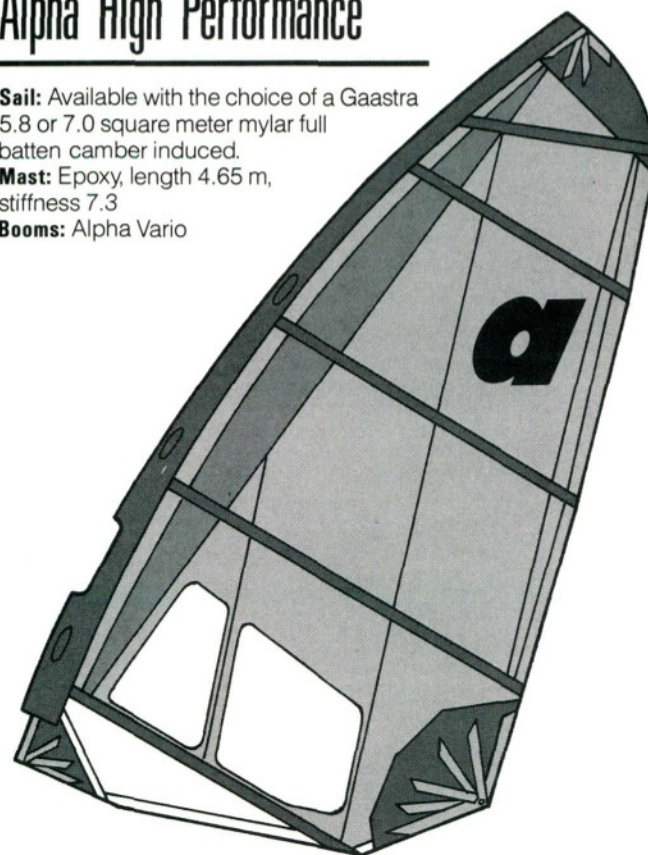


Alpha High Performance

Sail: Available with the choice of a Gaastra 5.8 or 7.0 square meter mylar full batten camber induced.

Mast: Epoxy, length 4.65 m, stiffness 7.3

Booms: Alpha Vario



From Multihulls To Sailboards



George was born 36 years ago in Los Angeles and raised by his parents with one older sister in the suburb of Arcadia. He spent a lot of time playing in Newport Beach where his father always had a power boat, a nice 40-footer, for pleasure outings to Catalina. His sailing experience started early when he got his first dinghy. When he was twelve, the family took a trip to Hawaii, where he learned to surf. It was in Hawaii that Clayton got his first ride on a big catamaran. He was so intrigued by cat sailing that he built his first multihull, a Malibu Outrigger, at the age of fifteen.

After graduating from Arcadia High School in 1968, he attended Pasadena City College for two years and received an AA degree. He then attended San Diego State University, but soon dropped out to travel to Europe with friends. He enjoyed traveling so much, he decided to return to the Mediterranean to do some big boat sailing. He spent the early 70s living mainly on the Balearic Islands off Spain and crewing on boats that ranged from a 40-foot sloop to a 128-foot brigantine. He came back to the States intermittently, once to sail the Caribbean from the Virgin Islands to Grenada. While skipping a boat to Mallorca in 1974, he met his future wife, Adela, a Spaniard who came on board as the guest of a friend. Clayton spoke French as a second language, but with lots of practice and the right incentive, he soon became fluent in Spanish.

His first experience on a sailboard was in Spain in 1975 on a Ten Cate Windsurfer, but he really didn't get into boardsailing until 1977. The following year Clayton started importing catamarans (Tornados, Mysteres and Darts), to Spain from England via his company called MedCat S.A., the first company to bring catamarans into the Balearic Islands. It wasn't long before he discovered he was losing potential cus-

Editor's Note: While working hard to help continue the tradition at Hobie Cat, Alpha Product Manager, George Clayton, shares his story of travels from multihulls to sailboards.

by dan mangus

tomers that were buying sailboards, so he started selling two types of European boards. He continued to build various multihulls in the 70s, including the largest, a 28-foot cat, that he made from scratch.

He returned to Arcadia in 1981. Soon after arriving, he called a old cat friend, Micky Munoz, who invited him to go sailing. During the sail he met Phil Edwards. After long hours into the night sharing multihull stories, Phil invited George to come by Hobie R&D (research and development), to see the new Hobie 33 project. Two days later, George was hired to go to work at R&D by the man himself, Hobie Alter, Sr. He started by doing design work and building on the Hobie 33. Later, other projects included work on the Power Skiff, Holders, Comptip™, the Turbo 14 and product improvement. He advanced to a design test engineer, which meant a lot of sailing while product testing.

After work, Clayton began making his own prototype sailboards. Almost all of his free time was spent boardsailing. In 1982, Brian Hinde, a friend of Clayton's who had built a board for him, went to Europe to shape boards. Because of this, Clayton became the F2 Sales Rep for Southern California while still working at Hobie R&D.

After almost a year, a conflict of interest arose that made him decide to leave F2 and stay on with Hobie. Late in 1984, because of his extensive background, he was offered the position of Alpha Product Manager for Hobie Cat.

Clayton now lives in Escondido, California with his wife, Adela, and their two daughters, Marlina and Bianca.

HL: Can you tell me a short history of Alpha?

GC: Well, Alpha started making boards in Europe in the late 70s, and were the leaders of Division II boards in the early 80s. Coleman bought Alpha International in '83 and let one of their companies, O'Brien, sell Alpha in the U.S. O'Brien already had their own sailboard line. So, in the summer of '84, Coleman decided it would be better for Alpha to let Hobie Cat become the U.S. distributor.

HL: What would you say your involvement with Alpha is now? And, what does a

product manager do?

GC: What I do is coordinate Alpha with all the different departments at Hobie Cat and help them all work together. Like the sales department, purchasing, advertising and so on.

HL: So, you keep your eye on Alpha within all those different departments?

GC: Yeah, right! I keep abreast of what's going on and help with any problems. Everything that's necessary to make it work within the system here. It's been a real project!

HL: Do you ever get out of the office?

GC: Sure . . . I do a lot of traveling. I've been to a lot of boat shows. I've been to Austria twice, once to see the factory and the next time was in June for the '86 sales and marketing meeting. I've been to Hawaii twice, Mexico, San Francisco, the Action Sports Show in Atlantic City and Florida twice. I get out there and talk to the people. Another neat part of the job of product manager is being the main product tester for Hobie Cat because that means I get to go sailing.

HL: Are you directly involved in the production of the boards? Or is that all done at Alpha International in Austria? How much feedback can you give to Austria and does it affect change?

GC: Well, in '85 we really didn't have a lot to do with change, but we have for the line in '86. The first time I went over in February of '85, I said what we were looking for was slalom and mid-range boards in P.E. (polyethylene), because that's really the trend here in the United States right now. And, they said they would talk about it. Then, at the '86 distributor meeting, they showed us the new 100 SL Slalom and the 160 F Fun as a result of some of our input. Plus, we told them some other things about rig development, camber-induced sails and fins. We're now starting to see some of our input in the line, and hopefully in the future we'll see even more.

HL: Where do you see your future in the sport?

GC: I want to remain competitive as much as I can in the masters division. I really enjoy staying on top of the development of new products. It seems like most of the stuff I ride these days is all prototype. I get to test it out to see what I think, so by the time it hits production, I know it pretty well, and I'm already thinking about something new coming up. Another goal is to help take Alpha to the top.

HL: Does Alpha have a chance to be on top?

GC: For sure we do! You know the consumers and dealers are really fed-up



Paul Kennedy

with these chameleon type companies—the American companies changing their distributors and rep force all time. They don't know who they're dealing with from one day to another. One of the main qualities of Hobie Cat is that we're backed by Coleman. Hobie Cat has been in business for 18 years in the marine industry and something that the dealers now are realizing is that they can call us up and we take care of them the best we can. For the future, the real challenge is putting Alpha as the number one sailboard company in the United States. In '86 we're really digging in, our product line is really hot, and we will have both the high tech and the general recreation markets covered. It's going to be hard for anyone to compete with us. Our product is excellent and our pricing is fair; we're not trying to gouge the customer, like so many of them are doing. You also get an excellent warranty with our boards because we always stand behind our products.

HL: What is Alpha's long range plan?

GC: To continue the Coleman and Hobie tradition with Alpha, by doing what we do best. From R&D to sales, to regattas and the life style. It's a real challenge and I am glad to be a part of it.



Paul Kennedy

Jump The New Wave



execute an eskimo roll and flip themselves back up in a flash.

Performance

The only performance limitation to the Alpha Wave is the skill of the user. Features like downturned rails, an optional waist belt and three skeg boxes allow expansion of the Alpha Wave into as radical a machine as a surfer can handle. Hobie Cat also markets a variety of options for the Alpha Wave which enables users to maneuver through tubular waves and perform stunts.

Smooth Water Cruising

The basic Alpha Wave is ideal for paddling on smooth water lakes. The molded seat area, recessed, adjustable foot plates and adjustable padded footstraps are comfort features Hobie Cat has designed into the Alpha Wave so that short and tall people can both be comfortable. Hobie Cat hopes that these features will make the Alpha Wave a popular pleasure craft for weekends at the lake and family camping trips.

Easy Transportation

Weighing about twenty-five pounds, with a length of seven and a half feet, the Alpha Wave 130 can be carried in the back of almost any car and can certainly be carried on top of any auto. Even subcompacts can usually hold the Alpha Wave in the back when it is placed on a diagonal. To hear Danny Broadhurst and Phil Edwards tell it, the new Alpha Wave promises to be as exciting as any water toy available. Of course, the only way to find out for yourself is to strap one on for size, challenge the sea and blast through the surf.



Quality Design

According to Hobie Cat, the best design minds in water sports have joined forces to forge the Alpha Wave. Danny Broadhurst, an internationally recognized wave ski pioneer, and Phil Edwards, world champion surfer and chief designer of the Hobie 18, along with the famous Hobie Cat design team, have shaped this new water toy to be strong, lightweight, easy to handle and transport.

Epoxy Construction

Alpha, an Austrian sailboard manufacturer known for its innovative epoxy molding techniques, is applying the new method to building the Alpha Wave. The molded epoxy surrounds an extra-tough foam filled sandwich core. This makes the Alpha Wave as durable as it is light. It is also virtually unsinkable. In fact, Hobie Cat claims that a person weighing up to 175 pounds can enjoy the Alpha Wave 130 and heavier folks the Alpha Wave 150 and still maintain excellent flotation. Since there are no plugs to forget and since the craft is completely sealed, capsizes are nothing to worry about. The Alpha Wave will roll back over easily. Experienced paddlers just

Hobie Cat has announced the introduction of a new water toy, the Alpha Wave. It's not a boat or a surfboard. According to Hobie Cat, the Alpha Wave is an exciting new water toy that is perfect for easy paddling on lakes, bays or smooth rivers or for surfing ocean waves.

The sport known as wave skiing or surf skiing and has been around since the 1920s, but few people participated because the skis, sometimes called surf kayaks, were very long and too heavy to be practical. In the early 1970s, however, a few Australians and Englishmen realized that the construction techniques used for surf boards invented by Hobie Alter, could be applied to make boards lightweight and smaller in length. Soon a few championships were held and the sport caught on, especially in Australia. Now, South Africa, Australia, and the United Kingdom hold a few dedicated enthusiasts and the sport is growing rapidly. World championships are now held and the sport is quickly gaining the respect and recognition it deserves.

Why has the sport caught on in just ten years? Because it's fun! With a little practice and a daredevil spirit, it's possible to shoot the tube of a wave, jump through the lip and attack a wave like an expert. Almost any move that a traditional surfer can do on a board can be done on the Alpha Wave.



Guy Motil

Specifications

Alpha Wave 130

Volume: 130 liters

Weight: 25 lbs.

Length: 7 ft, 6 inches

Width : 25.5 inches

Alpha Wave 150

Volume: 150 liters

Weight: 30 lbs.

Length: 8 ft, 6 inches

Width: 25.5 inches



Guy Motil

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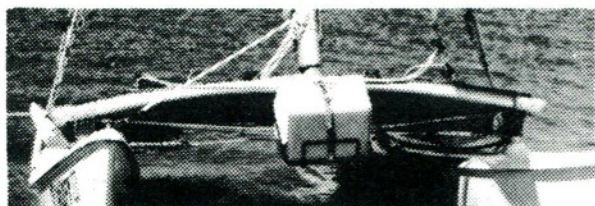
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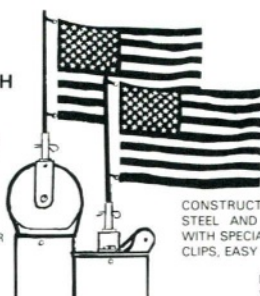
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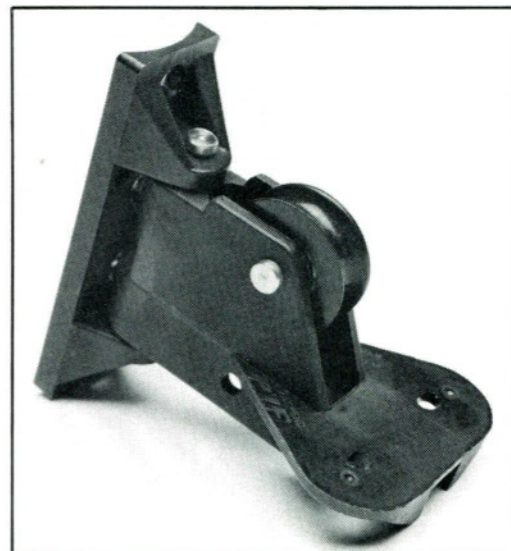
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Hot Products

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The Swivel Control Cleat from Performance Yacht Fittings in Australia has been designed to overcome the problems of making downhaul, outhaul and mast rotation sail adjustments from different locations on the boat. The unit will automatically swivel to face the direction the line is being pulled, allowing the crew or skipper to make the necessary alterations quickly and effectively. The cleat is class legal for Hobie 17 and will work with all Hobie catamaran downhauls.



The PYF Swivel Control Cleat will accommodate Harken, Schaefer, Servo, Ronstan and other cleats. Other cleats are sold separately.

For more information contact Murrays Marine, P.O. Box 490, Carpinteria, CA 93013. Or call (805) 684-8393.

New Alpha Accessories

George Clayton, Hobie Cat's Alpha product manager has announced the introduction of the new line of Alpha accessories ranging from hats and T-shirts to large equipment bags. Clayton states that the accessories are manufactured by such well-known makers as Neil Pryde in order to assure quality construction. Most accessories are available at Alpha dealerships across the country. The list of new Alpha products includes the following: hats (available in blue and black, one size fits all.), travel bags, equipment bags, single and double sail bags, waist harnesses, mast foot pads, T-shirts in blue and black and a flotation harness.



Da Kine Introduces New Alpha Harnesses

Da Kine has added a small pouch to its original Da Kine Waist Harness. The harness, designed for freedom of upper body movement, is suitable for surf or speed conditions. The addition of the pouch means sailors can carry spares while on the water. The Da Kine waist harness is available in a variety of colors.



The Da Kine Speed Seat™ has been called "The harness of the future" by speed sailor Fred Haywood. The foam-lined seat is built for support and leg loops prevent the seat from riding up. According to Murray's Marine, the seat allows the sailor's weight to be carried by the rig, not the board, therefore allowing for maximum speed. The waist harness and Speed Seat spreaders are sold separately. For more information, contact Murray's Marine, P.O. Box 490, Carpinteria, CA 93013. Or call 805-684-8393.

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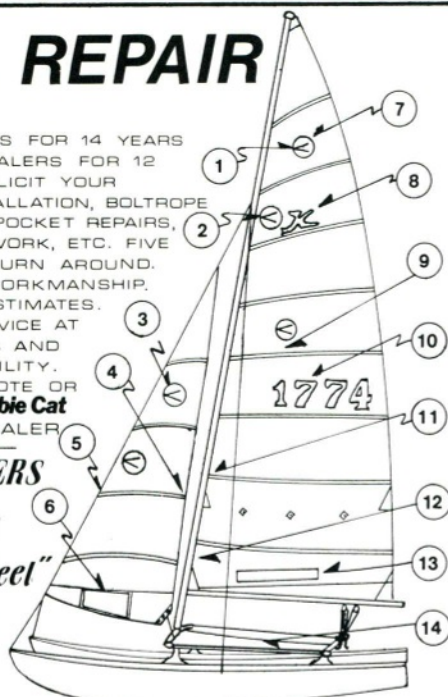
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HOBIE HOT TIPS

Why Do Masts Break?

Editor's Note: Some questions about mast breakage have arisen during the past year. The following is a list of causes for most mast failures according to the Hobie Cat warranty department, and the department's policy on mast replacement.

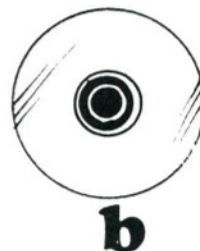
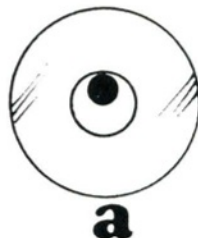
1. Pitchpoling.
2. Sticking it in the mud when capsized.
3. Sailing with it counterrotated.
4. Dropping it when raising or lowering it.
5. Improper tie down.
6. Wall thickness not to specification.
7. Hardness not to specification.
8. Overtightening of the downhaul and mainsheet (i.e. 8 to 1).
9. Capsizing in surf.
10. Sailing while exceeding crew weight capacity (i.e. nine people).
11. Locking rigs with a friend.
12. Trailing into an overpass.

Note: Only numbers six and seven can be submitted for consideration under warranty during the first year of ownership.

Get Them Boats a'Rollin'

Trailer rollers giving you fits? Do they seem to be glued to the crossbars? Here are some tricks to try.

Lots of rollers have a shaft that is much smaller than the hole in the roller (figure A). The rubber sticks to the small shaft; rubber doesn't roll well against metal. Find some metal tubing to fit over the axle and inside the roller hole (I used tubing from the legs on a folding camp stool.). This allows the tubing to stick to the roller but roll smoothly on the metal axle (figure B).



After you have solved that problem, there is one other modification to make. If the ends of the rollers rub against the brackets, you'll get instant friction! Install a metal washer on each end of the shaft (This may involve cutting off a portion of the roller. A hacksaw works well.).

Now you should have no more struggling on or off the trailer. Well, it won't launch itself!

Ron Fikes
Palo Alto, California

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One Year Warranty

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SHIPPED IN USA VIA UPS (no P.O. Box #'s please)

Name _____

Address _____

City _____

State _____ Zip _____

Account number _____

Expiration Date _____

☐ Please send more information **U.S. Patent Pending *Reg. U.S. Pat. Off.**

- ☐ C.O.D. (U.S. only)
- ☐ Check enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)

Mast Caddie:

- ☐ Stern Only \$44.95
- ☐ Bow only \$34.95
- ☐ Both Bow & Stern \$69.90
- ☐ Aqua-Caddie \$37.95

Check Type of Cat:

- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat _____
- ☐ Magnum

DANGER



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

THICK, FOAM
PADDED SHOULDER
STRAPS FOR
COMFORTABLE
FIT!

OUR SOFT,
PLIABLE, 8 OZ.
COATED NYLON
PACK CLOTH
HARNESSES
COME IN COLORS
THAT COORDINATE
WITH MOST
SAIL PLANS.

SSI

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



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

ADJUSTABLE CROTCH
STRAP FOR A BETTER
CUSTOM FIT.

NO AWKWARD AND
UNCOMFORTABLE
LEG STRAPS AS IN
CROTCHLESS
HARNESSES!

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

SEE FOR YOURSELF!

YOUR LOCAL DEALER HAS SSI
HARNESSES IN LIVING COLOR!



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



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



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4815 AMY DRIVE, CRYSTAL LAKE, IL. 60014 (815) 455 4599

How to whisper to a walleye.

Those fat 15-pounders may be lazy, but they aren't deaf. Bump your aluminum canoe with a paddle, and it's like sounding a gong.

But a Coleman® canoe won't give them any warning. Even if you scrape across a sandbar or nudge a rock. Because our hulls are molded of a remarkable material called RAM-X®.

It's smooth, seamless, and silent enough to glide right into a lunker's living room.

RAM-X is also incredibly tough. It shrugs off impacts that would crumple aluminum or shatter fiberglass — and pops back into shape.

Coleman canoes. The only ones in the world that are whisper-quiet and RAM-X tough.

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