

Hobie HOTLINE

SEPTEMBER/OCTOBER 1986

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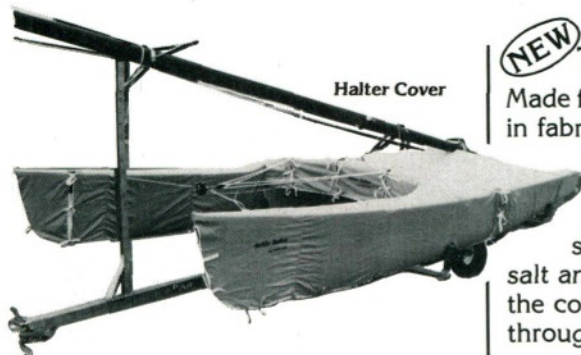
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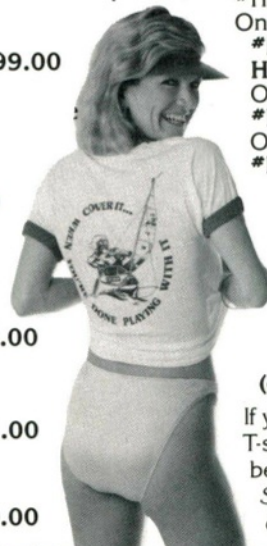
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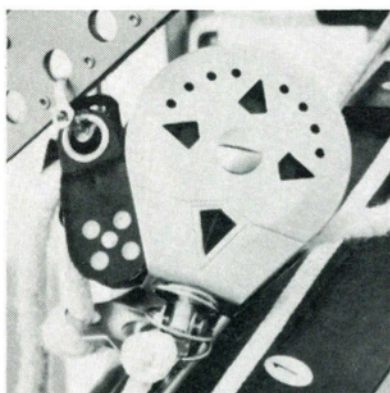


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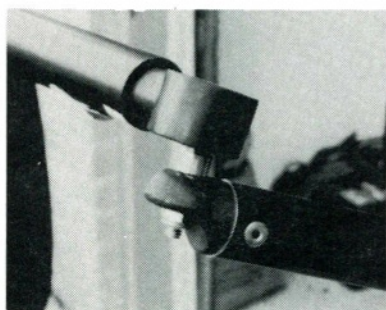
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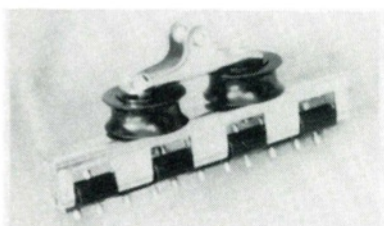
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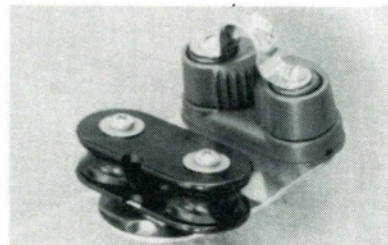
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Hobie **HOTLINE**

September/October 1986

Volume 15 Number 5



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Carlton Tucker makes this exciting move sound easy.

30/Hobie 17 Class Rules

These are the rules now in effect for 17 sailors.

40/Slip into Something More Comfortable

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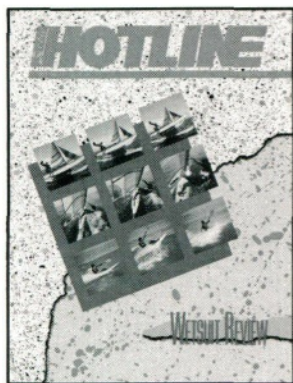
64/Teach Your Friends to Sail

It's a lot more fun with more people.

70/Let's Go Surfing

Bill Baldwin explains the challenge and excitement of surfing the Alpha Waveski®.

ON THE COVER



Our art director tells us this is called So Cal Funk. OK, sure. Photography by Guy Motil.

REGATTA REVIEW

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Sail While You Can

This is the time of year when things wind down for most people involved with sailing. By the time October rolls around, temperatures start dropping into "chilly" and, occasionally, to downright cold. A lot of sailors cover up their boats, tuck themselves in and hibernate until next spring, but some brave the colder weather and keep right on sailing. Those intrepid sailors use wetsuits and/or drysuits to chase away the frosty air.

Last year, we ran a review of drysuit technology. This year, we've got wetsuits. Included in the wetsuit review are a story on how to look for the right suit and some terrific photos showing off the suits of several makers. One look at the pictures will tell you that wetsuits are almost nothing like they used to be. They're more colorful, easier to use and just a lot more fun.

Of course the minds of other sailors turn to upcoming championships when September rolls around. This year, national championships are being held in all cat classes. Then there's the Hobie 16 World Championship in Fiji and the Alpha World Championship in November at Key Biscayne, Florida. Of course, one championship, maybe the most anticipated of the year, was held in June off the coast of San Diego, California. Brand new Hobie 17s and some skippers who were brand new to the boat, gathered on the beach at La Jolla. It seemed as though the field was wide open since no one sailor had shown dominance. The regatta soon turned into a "Shoot-out At La Jolla," however and Brian Alexander was there to catch the action as were some of our best photographers. (Hobie 17 sailors should be sure to look up the revised class rules which appear in this issue.)

Two sailors who competed at La Jolla, Paul Parizeau and Carlton Tucker, have contributed their knowledge about racing by discussing techniques for surfing waves and performing roll tacks. We hope

you find their advice helpful. If you just missed prequalifying for a championship regatta, maybe they will put you over the top.

Hobie and Alpha sailors will appreciate Dan Mangus' interview with Miles Wood, one man who has taken "The Hobie Life" seriously. Wood has become a fixture on the Hobie scene and is making a name for himself and Alpha by competing in such events as the Hi Ho regatta in the Caribbean. In the interview he explains his philosophy of fun.

Of course, fun is the name of the game, but it's hard to have fun by yourself. Mangus helps by instructing readers on how to teach your friends to windsurf. After all, the more friends you have who can sail, the more fun your sailing days will be.

We've also got features on the Hobie 16 European Championship, learning to ride waves on the Alpha Waveski®, an important commentary on the insurance crisis and how it relates to boat and board owners, a feature on taking your camera for a sail, "Hot Tips," "Briefs," "Hot Products" and several interesting "Letters." We're stuffed this issue, so sit back, enjoy, and reap the most you can from the last few days of sailing weather.





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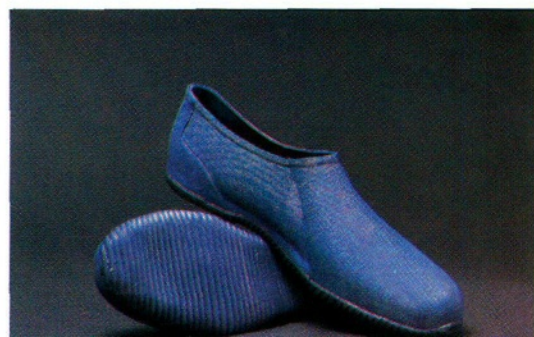
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Look out Crockett. Look out Tubbs. The Alpha World Championship is blowing into Miami's Key Biscayne. We've got our pink shirts and pastel silk suits, the hottest production sailboards and some of the greatest boardsailors around. We'll all be at the Sheraton Royal Biscayne Hotel, November 23-29.

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THE MONEY: Board use, T-shirt, trophies, welcome party and awards banquet all for \$100.

THE DEADLINE: Preregister by November 7, 1986 or else pay for your tardiness by coughing up \$125 after November 7. But if there's no space, lick your wounds pal!

THE DEPOSIT: We'll take \$100 in unmarked cash or traveler's checks when you check in. You get it back if the equipment is OK.

LETTERS

Should I Surf? Sail? Boardsail?

A couple of months ago, my wife and I bought the new Waveski® and an Alpha 160 sailboard from Windy Sails in the San Fernando Valley. We love them both. Every chance we get we are out on the water. It is getting hard to decide what toys to use. We already owned a Hobie 16. We are members of Fleet 15 at Channel Island in Oxnard.

I really enjoy surfing the Waveski at Rincon, as well as outside of Ventura Harbor. A tip: You really need to have all three skegs on your board for surfing. Otherwise it is very unstable in the surf. If you go at angles in the surf, you can ride almost any wave. I have gotten to the point where I don't even use the seat belt. I bought the first Waveski sold by Don Powell at Windy Sails, and I had the first Waveski of your design in Ventura County. I have seen other types, but yours is by far the best. Everyone who sees my board wants one and I tell them where to get it.

I enjoy reading all the articles in the Hobie HOTLINE on Waveskis and Alpha boards along with the great coverage of Hobie Cats. Everyone I know who owns a Hobie also owns a sailboard. Sailing cats and sailboards go hand in hand. Keep up the good work.

Dave Risher
Santa Paula, California

Everybody Knows the Hog's Breath

As an overenthusiastic Australian reader of the Hobie HOTLINE, I was delighted and excited to see page 75 of the March/April issue. I refer to the ad for T-shirt orders for the Hog's Breath Saloon in which only a phone number was supplied. Please, can you give me an address so I can write to find out prices etc. landed in Australia?

Many thanks.

John Pleasance
Wollongong, NSW, Australia

Editor's Note: We forwarded Pleasance's request to the Hog's Breath. For all you other Breath fans, the address is P.O. Box 1394, Ft. Walton Beach, Florida 32549.

Compliments

The HOTLINE's looking great! More board sailing tips. I've got a Hobie 16 I race and a board I fun sail. Keep up the great work.

Scott Sparks
Fleet 23
Plano, Texas

Magnum Mania

I have been a dedicated Hobie 18 sailor for the past five years. After sailing with a friend at Priest Lake, Idaho on his new Magnum, I was hooked. I sold my beautiful "Boomer 18" to another friend and ordered a new Magnum. My dealer, Herb, at the Sports Creel in Spokane, Washington, made every effort to assure my new Magnum would be special from custom sails to hardware. And what a great price!

When my new boat finally arrived damaged, Herb didn't rest until we had a new boat as quick as possible for the beginning of the season. Dealers like Herb make the Hobie spirit what it is today.

Ty R. Pryor
Spokane, Washington

Successful Regatta Recipe

Outsiders must think we go to points regattas just to drink beer. Actually there are a whole lot easier ways [to drink beer] than packing up like Okies and traveling 100-200 miles every couple of weeks.

We really go for the racing. And every once in awhile we encounter great racing conditions that make the whole thing worth the pain and expense.

The recent Ft. Myers points regatta in Florida was such an event. Their ingredients for success? They placed their national-level sailor, Fred MacIntosh, on the race committee. They set a starting line 1.5 times the size of 16 A fleet, lightly port favored a la Sandy Banks. They put marks on each horizon, including C mark. They set the white flag as the last boat from the previous race approached the finish line. The first race Sunday morning started with the wind.

Their results? Five course 7s over two days of trapeze weather, trophies by 2:30 p.m. and a bunch of tired, happy sailors.

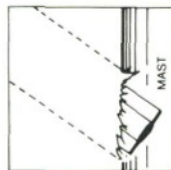
A "yea" for MacIntosh and the Ft. Myers fleet. With more regattas like this one, we'd drink less beer. Maybe.

Jack Sammons
Palm Beach Gardens, Florida

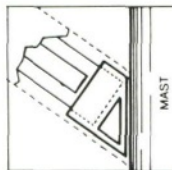


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HOBIE BRIEFS

You Shot 'Em, Now Send 'Em

We hope you've been out there taking photos this summer. You could earn a little extra money and be a published photographer if you submit your photos, taken between Memorial Day and Labor Day, to the HOTLINE. The best photos we receive will earn the photographers \$30 per photo and will be published in the January/February 1987 HOTLINE. Here's how it works: All photos must have been taken between May 24 and September 10, 1986 using Kodachrome or Fujichrome 35mm slide film. Ektachrome and print film is not acceptable. Names, addresses and phone numbers of the photographer must be printed or stamped on each slide holder. The slide should then be placed in protective slide sheets and backed by cardboard for mailing. Those photographers who want their slides back *must* enclose a self-addressed stamped envelope with their submission. Submissions without the SASE will not be returned. The theme is "The Perfect Sailing Summer."

Hobie Cops Sail 18 to Victory

The team of Buchanan and Polder, representing the Harbor District and the City of Oceanside, took top sailing honors in the open catamaran division of the California State Police Olympics which were held June 25-26 at the Balboa Yacht Club in Corona del Mar. Buchanan and Polder were sponsored by Hobie Cat and Oceanside Yacht Club.

Two multihull events were held, a Hobie 16 competition and an open competition featuring cats of any design under 21 feet. John Hauser of the Huntington Beach Police Department sailed his 16 to victory in that division. Buchanan and Polder defeated the team of Morgan and Morgan of the Los Angeles Police Department who were sailing a Prindle 18. A Hobie 18 finished third, just ahead of a Prindle 19 in fourth.

Winds at the regatta varied with light winds meeting sailors in the first two races followed by moderate 10-15 knot winds for the last three races.

Buchanan and Polder also won the 1985 event which was held in San Diego's Mission Bay. Next year, the state police olympics will be held in Modesto, California. The top three in each category in that event will qualify for the International Police Olympics to be held in San Diego later in the year.

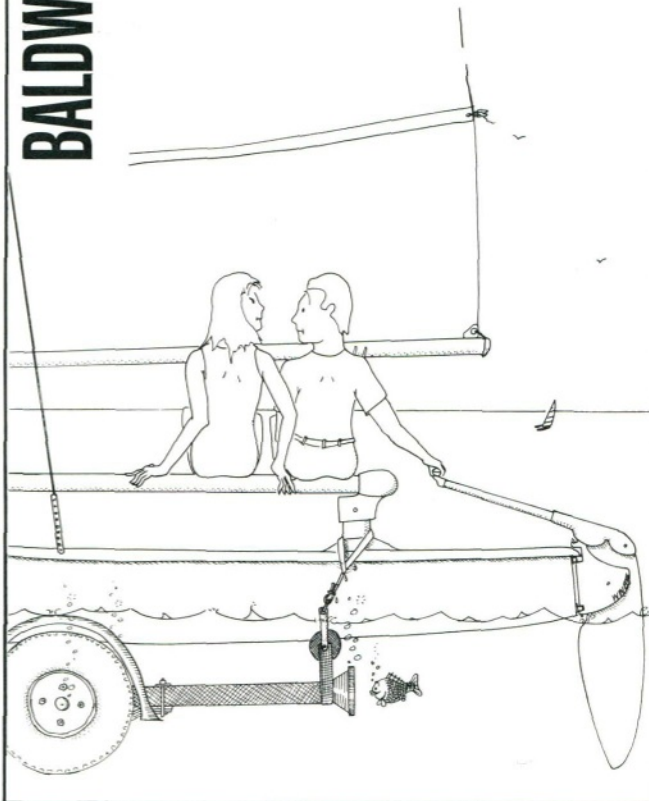
The Balboa Yacht Club won kudos from all participants who felt as though the members made the police feel just like members in their own right.



Left to right: Dr. Andrews, M.D., Balboa Yacht Club commodore; Rick Buchanan and Dan Polder.

Continued

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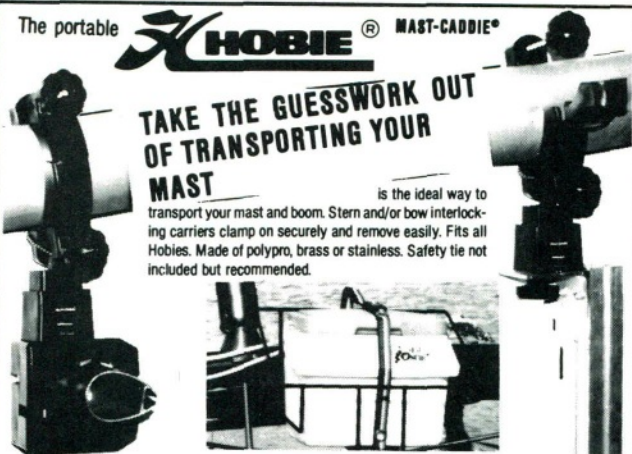
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HOBIE BRIEFS

Kind Words from YR&C

Editor's Note: Recently, Yacht Racing and Cruising ran a review of class association magazines published throughout the country. We at HOTLINE were especially proud of the following.

"Probably the slickest publication is the HOBIE HOTLINE, a bi-monthly magazine full of sharp, full-color photos and imaginative designs. It's editorial material appeals to the casual sailor as well as the most dedicated Hobie-heads. The most recent issue [May/June] features a report on the Midwinters West, a tactical article by David Dellenbaugh, and a swimsuit fashion review shot on the beach at Baja." —*Yacht Race and Cruising* July 1986

Executives Just Wanna Have Fun

Hobie Cat has long been known as an enjoyable place to work, but now that feeling has caught on. Sheldon (Dewy) Coleman Jr., heir apparent to the top spot in Hobie's parent the Coleman Company Inc., lives to the rhythm of rock and roll. He has formed his own band, Dewy and the Big Dogs, and even has an album and rock video out called, appropriately, "Corporate Rock." The video has gotten some air play on MTV. For you rock-n-rollers out there, the sound is something akin to a mixture of rockabilly and Midwestern twang. (Coleman is, after all, from Wichita, Kansas). Dewy plays guitar.

Attention Journalists:

We've had good response from our invitation to budding journalists to become a HOTLINE "Corresponding Editor," but there's still room for a few more people. The areas we will be covering include the U.S., Canada, Europe and the Pacific Basin. Corresponding editors will receive a HOTLINE reporter's packet including a T-shirt, accreditation for events and a cooler cup. If you're interested, write HOTLINE, P.O. Box 1008, Oceanside, CA 92054 or call 619-758-9100.

Lake Havasu Is a Treat

Editor's Note: Dick Blount likes the spring Lake Havasu family fun event and he thought readers who haven't attended might like to know what they are missing.

Let's see, tennis racket, golf clubs, Frisbee, Smash Ball, fishing pole, Alpha board, Hobie 16, swim trunks, tennis shoes, Hydrox cookies and a cooler. Well, I'm all packed up. I had to borrow a truck just to carry all these necessities?!

For those of you that haven't heard, the Hobie Class Association puts on an event called LHHCFARR (Lake Havasu Hobie Cat Family Fun and Recreational Regatta). There's a fun race around the island and under the world famous London Bridge. There's a (can you believe it?) walking on water contest, a points regatta for the purists, games for kids, a golf tournament, a tennis tournament, and on and on. You could hop from activity to activity for days.

This event has drawn people almost since the beginning of Hobie Cat sailing. Some people stay so busy with all the activities, they don't have time to race. Some years it's a drifter and other times it howls. This year saw fantastic sailing. There's plenty to do for the whole family. It's usually held the first week of May and it's definitely a must. Bring your sunglasses and come early. I'll see ya for the 11th annual!

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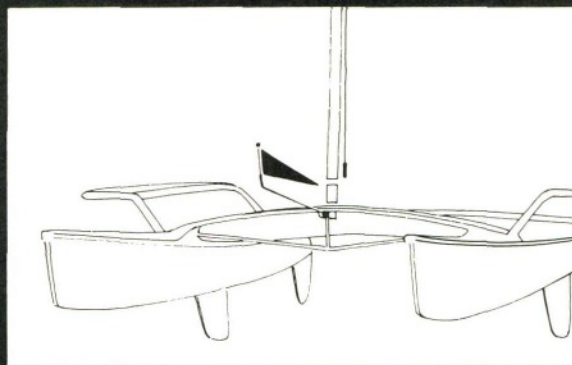
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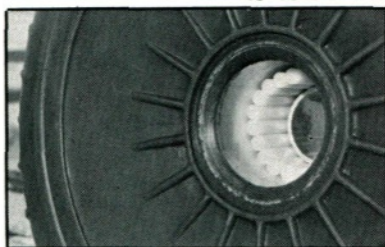


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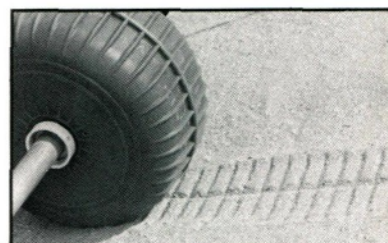
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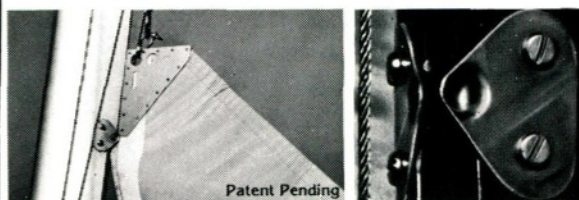
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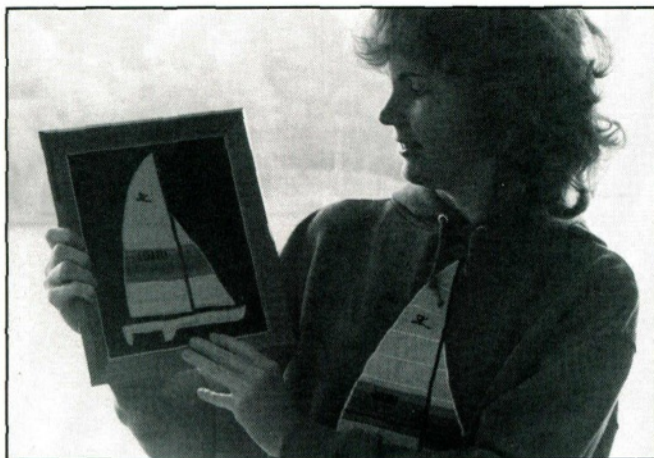
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Hot Products

Framed Boats from Personal Sailwear

Personal Sailwear, the makers of personalized Hobie Cat sweatshirts, has announced the introduction of customized framed appliques. The company makes the appliques in a variety of colors to match customer orders. Each applique is created on a black velvety backing. The frames are 8x10 inches and can be ordered in several different materials. Retail price of the applique and frame is \$29.95. For more information contact Personal Sailwear, 3143 Bellwood Lane, Glenview, Illinois 60025, or call 312-724-3207.



Grifgrabbers Introduces Boat Straps

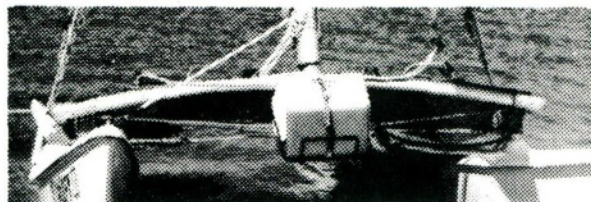
Grifgrabbers, of Hurst, Texas has announced the introduction of boat straps for use in trailering. The new straps feature quick-release cam buckles designed to make strap installation and removal faster. The straps themselves are constructed of one-inch polypropylene webbing. The end hooks are covered to prevent abrasions and scratches. The straps are available in 72-inch or 108-inch lengths. For more information, contact Grifgrabbers Sailing Accessories, P.O. Box 1724, Hurst, Texas 76053 or call 817-282-2812.

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INSURANCE CRISIS THREATENS HOBIE LIFE STYLE

By Doug Campbell

Help!
An appeal to Hotline
readers for action crucial
to the future of sailing.

Action sports that require equipment of almost any kind are in real jeopardy of disappearing from the American scene in the foreseeable future. These potential "dinosaur" sports include performance sailcraft and sailboards. They include Hobie Cat and Alpha sailing products.

Hyperbole? "Scare tactics" to try and get you to do something that will only help Hobie Cat and some other "fat cat" manufacturers or insurance companies? The facts don't support these arguments in any way.

It is no secret that there is a product liability and related insurance crisis in America today. It is also crystal clear that this crisis has hyperaccelerated in recent years to the point where many individuals and businesses are either unable to obtain any liability insurance coverage at any price, or can obtain only limited coverage at grotesquely increased premiums.

The U.S. sailing industry—manufacturers and dealers alike—are not exempt from this crisis. Hobie Cat is not exempt. Hobie and Alpha owners—through higher prices and reduced dealer demonstrations, schools and regattas—are not exempt.

To give you a real measure of this incredible problem, consider what has happened to Hobie catamaran products liability cost per boat over the past five years. In 1981 this cost was \$44.08 per catamaran sold. In 1986 at current sales projections, this same cost per boat will be *\$380 per catamaran sold*. How can Hobie Cat compete with other products in America at these costs? How can we possibly compete in international markets with these costs when our foreign competitors do not have the same expenses?

The short response is that, long term, we probably will not be able to compete internationally unless U.S. tort law changes. Hobie USA, the world's low-cost producer unable to compete! Unbelievable!

Why? Why have Hobie Cat and many other individuals and businesses had such stupendous liability increases in such a short time? The easy answers are "new

law" and out-of-control litigation expense.

A more detailed answer specifically related to Hobie Cat follows this appeal. The statement was made by our John Reiff of the Coleman Company to the United States Senate Subcommittee on May 20, 1986. It is an amazing statement that deserves your careful reading.

The most frustrating part of this whole matter to Hobie Cat employees is that Hobie Cat is the acknowledged safety leader in small sailcraft. Hobie was the first to have positive hull flotation in production catamarans; first to put electrical power line warning stickers on all boats; first to have an organized safety warning campaign; first to have non-electrical conducting tillers standard on all boats; first to develop and install as standard equipment on boats the revolutionary Comptip™ non-electrical conducting composite mast tip. Our reward? Numbers of lawsuits, always claiming we should have done more, sooner!

It is not exaggeration to say that there will be no significant performance sailing manufacturer in the United States in the foreseeable future without major changes in the product liability laws. This whole market will either not be served at all or will be served by foreign manufacturers protected by their country's laws.

If you want your future sailing "experience" in a 100 percent foolproof tub that can't get out of its own way or go faster than 10 mph in a hurricane, do nothing. If you want to pay a helluva lot more to participate in any action sport, do nothing!

However, if you want to change the future, you can do something. You *can* make a difference.

First, write, wire or telephone your congressman and senators and tell them in no uncertain terms that you support Senator Kasten's (R-Wis.) Amendment No. 1814 to Bill S100: *The Product Liability Reform Act*. This bill was developed by the President's Tort Policy Working Group. It is a good, fair bill.

Secondly, actively support the politi-

cians that support the bill; actively oppose those who resist reform. This fall, vote to throw out of office the legislators who have refused to support tort reform and are threatening our sport and all action sports.

Make Congress take action. You can make a difference.

**The following statement
was made by John Reiff,
the sr. vice president—
law and personnel, The
Coleman Company, Inc. It
was given before the
Senate Consumer Subcom-
mittee on May 20, 1986.**

Chairman Kasten, members of the committee, I appreciate the opportunity to appear today to discuss the products liability problems that affect our business. I am appearing in my capacity as the sr. vice president—law and personnel of the Coleman Company, Inc. Coleman manufactures a wide range of outdoor recreation and heating and air conditioning products.

Today, I would like to discuss the impact of an out-of-control tort system on one Coleman subsidiary. The company is Coast Catamaran Corp., founded in 1967. It was purchased by Coleman in 1976. You may not recognize the corporate name,

but many will recognize its products—Hobie Cat sailboats.

The Hobie Cat catamaran sailboat has introduced many people to the sport of sailing. It offers exciting performance, yet is inexpensive, durable, easy to rig and sail. It has enjoyed unprecedented popularity with more than 100,000 in use today. Unfortunately, it has also become the target of a number of product liability suits.

Because of weight and strength characteristics, virtually all sailboats made today, including Hobie Cat models, have aluminum masts. Hobie Cat sailboats have been pushed, pulled, carried, sailed, tipped and towed into electrical power lines. Some of the lines have been over water, but others have been over launching ramps, in gas stations, over apartment complex parking lots, next to beaches and in isolated rural areas. Most of the accidents which have occurred have resulted in very serious injuries or fatalities. These accidents, and the suits which follow, have continued even though the company has placed very clear warnings on the mast, frequently included electrical safety articles in its Hobie Cat owner's magazine, twice sent letters warning of the hazards of low hanging power lines to every known electrical utility company in the United States, and provided rewards to consumers who report dangerous power lines.

Although it seems difficult to believe a products liability suit could result from the use of an aluminum mast on a sailboat, especially when most all sailboats use aluminum masts, Coast Catamaran has been sued 18 times since 1978. Even more disturbing is that of the six recent cases tried to a verdict, five have resulted in substantial verdicts for the plaintiffs and two have involved awards of punitive damages. There are currently eight additional cases pending trial. In those where the amount of the claim is stated in the suit, the average claim is \$12 million. It can be assumed equivalent amounts are sought in the remainder.

The cases which have been tried pre-

sent a clear picture of the unpredictable nature of the tort system as it presently operates. The aluminum mast has been held "not defective" as a matter of law in Georgia. However, in Illinois and California, juries awarded punitive damages in excess of one million dollars. Another jury in California found the mast to be not defective. Juries in Idaho and North Carolina rejected demands for millions in punitive damages, yet returned substantial compensatory awards.

The defect theories asserted are that the mast should be made entirely of non-conductive material (although no one has demonstrated that such a mast can be made), that it should be insulated, that it should be grounded, and that the warnings should be different. (In a recent case, one expert said that one of the reasons the warnings were defective was because the lightning bolts on the two stickers were different.)

What is the impact of this litigation on Coast Catamaran, a business with less than \$20 million in sales? At current production levels, the product liability cost per boat is about \$380. This is almost 10 percent of the product's average retail price of \$3,900.

In addition to these costs, the company has spent large sums developing a non-conductive mast tip to replace the upper one third of the aluminum mast. This mast tip is being installed in new boats and has been offered free-of-charge to existing boat owners. So far, less than two percent of the owners who have been offered the new mast tip have indicated they want it installed on their boats.

In summary, Coast Catamaran may not survive. At risk are 190 jobs, an important product line for independent retail dealers, and a loss to consumers of a uniquely enjoyable product.

Time does not permit a similar description of the product liability suits involving the well-known Coleman lantern and other products we make.

Reform is badly needed.



SURFING WAVES FOR ADVANTAGE

By Paul Parizeau

Paul Parizeau is a top Division 2 sailor from Leucadia, California who regularly places well in national championship events. Parizeau, a contractor by trade, also races a Hobie 33 monohull.

You're getting ready to round the leeward mark when your opponent surfs a wave and obtains an inside overlap. He gets you completely and ruins your chance for a clean rounding. You have two choices. You can either scream at your crew, or learn to use the waves to your own advantage. Obviously, you can't do very much to defend against someone who surfs to an overlap at the last possible second, but you could have probably prevented that opportunity by surfing a few more waves down the run so you would have been out of reach of your competitors.

Why so much fuss about surfing waves? Every wave you're able to catch gets you downwind faster. Every wave you catch that your competitor doesn't, squirts you ahead. Also, when you are catching waves successfully, your speed increases and fast is definitely fun.

After I round the windward mark, I immediately start looking for waves to catch. A nice trick at the windward mark, if you overstand, is to round the mark while catching a wave. You can really get away from the mark quickly, but remember to look for traffic ahead, especially if it's blowing hard. After rounding the mark and getting yourself organized on the new tack, the most important thing is to get in synchronization with the waves so you can sustain your momentum. You have to get your boat into a rhythm with the waves and avoid plowing into the backs of waves with your bows or reaching across the face of a wave when trying to surf.

The technique for surfing a wave is simple and just takes a little practice out in the swells. Here's how. First, head up to build a little speed then bear off to catch the wave. Once you've caught the wave, bear off on the wave. You will go faster and further downwind in the process. As you feel your speed decrease, head back up again to build that speed back up. As your speed increases, start looking for another wave to catch and repeat the process. It's very important not to get too greedy by staying with the wave too long. Otherwise you'll be caught too far downwind and be forced to head up radically just to get the boat moving again.

If you perform the above steps correctly,



Top boat has overstood the mark and uses a wave to gain on other boats rounding closer.



Sail the "S" shaped course. Head up to increase speed then bear off with the wave.

your boatspeed will remain fairly constant and you won't have stops and starts from being too high or low. By carving an "S" on the waves you can really put the moves on your competition. If, that is, they aren't doing it better than you.


Not only is it important to steer the boat accurately, but trimming the sails is also critical for getting the most out of surfing a wave. As you reach to build up speed, you should ease your sheets on both the main and jib. As you accelerate on the wave and the apparent wind moves forward, sheet in. You can also give your sail a quick pump on top of the wave, but don't get carried away. Any more than three pumps and you will violate rule 54.3 (a) which states a skipper may perform "Not more than three rapidly-repeated trims and releases of any sail."

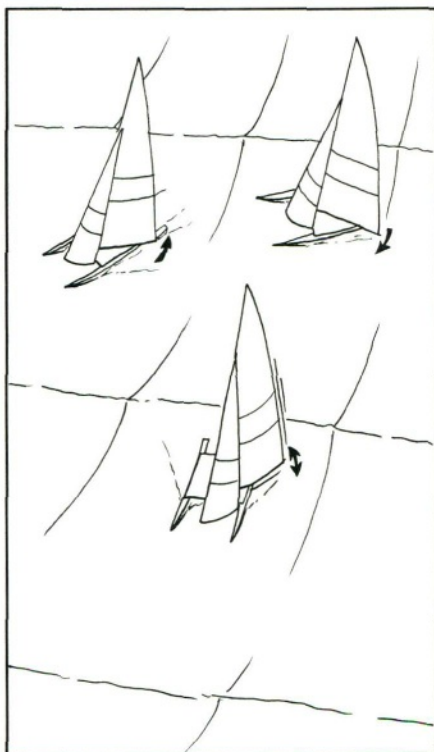
One important rule of thumb to remember when catching waves is to try to keep your boat pointed downhill. You need to steer around the waves you can't catch and avoid plowing into the backs of other waves. To avoid these pitfalls, I always steer for the low spots rather than the crests. If I see a large wave pass under my bow, I immediately head for the trough behind it. If I have enough speed built up through carving my "S," I'm off and running. The reason you cannot catch waves in front of you is that by the time you realize there is a wave, it's impossible to go for the low spot since those bows are already pointing uphill. Don't chase after it. Once it passes, simply get ready to point your bows downhill toward the trough of the next wave.

This is an important point. Don't try to repeatedly try for waves you can't catch. First, such attempts slow you down and you need speed to catch waves. If you try for a wave and miss it, remember to head up to regain speed and be ready for the next wave. When boardsailing, I try to get the speed of my board equal to that of the wave and I think this concept applies to boats as well. You just cannot catch waves if your speed is slower than the wave's.

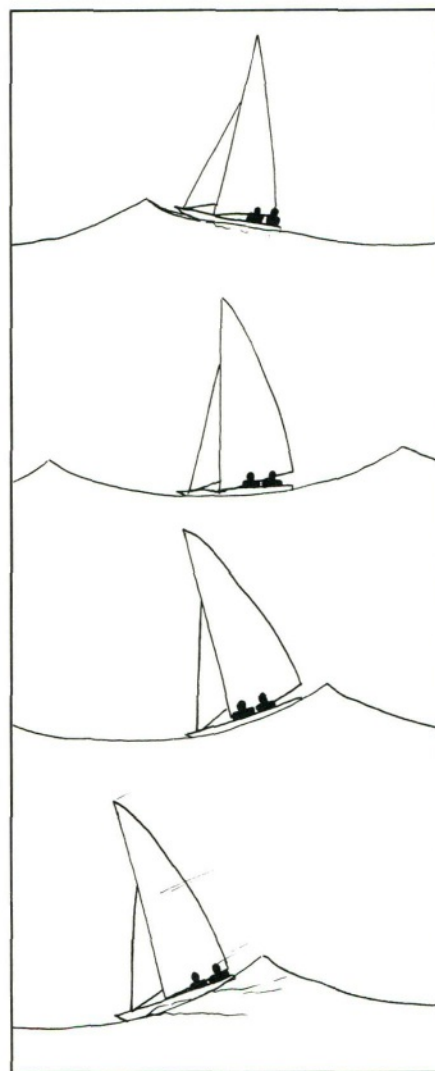
After you master the art of heading up and bearing off when surfing, you can work on weight placement. To promote surfing, I always lean over my hull to help

the boat catch the wave, then scoot back on the boat to help avoid burying a bow. When we don't have quite enough speed to get into a wave, my crew will do the same maneuver.

When surfing conditions exist, and they don't always, nature is giving you a good opportunity to extend a lead or to make a fantastic comeback. It's an opportunity every sailor should take advantage of. Just remember to head up to catch the wave and bear off of the wave to go further downwind and you'll have the basics mastered. Soon you'll be able to add a thrilling new dimension to your sailing. 



Top Left: Slack sheet as the wave is picked up. Top Right: As speed increases, pull sheet in and bear off. Bottom: Pump to pick up the wave (three times maximum).



Catch the wave as crest passes by sailing toward the trough. Move weight forward as the wave picks you up and then move back.

THE MAN WHO LIVES THE HOBBIE LIFE

By Dan Mangus

Wood (right) clowns with Hobie Alter Jr. after a race.

Miles Wood is known all over the world for his competitive spirit, constant humor, and his uncanny devotion to having a good time. His life hasn't always been like this. After a serious motorcycle accident, he realized that there must be more to the life he was leading. He took the steps to change his lifestyle, to make everyday more rewarding, to have fun no matter what the challenge. In other words, to be dedicated and live the "Hobie Way of Life."

Miles was born in San Diego, California, on July 26, 1950. At age 12 the family moved to Los Angeles where he graduated from high school. Not knowing exactly what he wanted to do in college, he decided to join the Air Force which sent him to Guam to fuel everything from prop planes to missiles.

After the service he went to work with his dad in construction for a few years. His family had been involved in sports car racing for about 15 years, so he bought a Porsche. After the speed limit was changed to 55 mph he sold his car and bought a motorcycle. Two months later he had an accident that changed his life. While lying in the street, he realized that life can be fleeting and, since you spend so much of your life working, you'd better do something you like. That's when he got out of construction.

While recovering, he would borrow his sister's Hobie 16 every chance he could. Hanging out at the beach and sailing everyday is where he found his new beginning, the "Hobie Way of Life."



HL: So you went on your sister's boat for your first time on a Hobie?

MW: Yeah, it was kind of fun and a real challenge learning how to sail, but the people involved in sailing the other Hobie Cats really made it happen for me.

HL: What do you mean the people?

MW: The people make the whole thing. They're really neat and helpful and everything.

HL: When did you start racing?

MW: Well, I started sailing with a couple guys and crewing in races with this one guy. He wasn't as competitive as I was, he just wanted to go out and have fun and I wanted to go out and race and win and learn more. That's when I learned that whenever you're racing with somebody you always want to make sure your intensity levels match. If you're a real competitive crew, you want to make sure you're sailing with a competitive skipper and vice versa. If you just want to go out and sail around and look at the birdies and the fishies and you have a skipper that wants to go win the worlds, it's not going to work. You've got to make sure the two people and their intensity levels match.

HL: So when did you get your first boat?

MW: I bought my own boat right after the '74 nationals in San Diego. I started sailing a lot, and that's when I decided I should do something I liked, the boat

business looked pretty fun. I really wanted to work at the Hobie Sports Center in San Diego, but at the time it was a family-owned business and there wasn't any room there. So, through Rich Jeffries, I started working with the other Hobie dealer in town, Joe Neal, down at Shelter Island. I never sold anything before in my life and he put me on straight commission. I started learning how to sell boats. I still really wanted to work at the other store and I figured the only way I was going to get to work there was if I got enough of his business. So I did that for six months, then I went to the 16 worlds in Hawaii and finished 15th with Steve Leo.

HL: What year was that?

MW: I think it was '76. When I came back from Hawaii, Bob McFarlane, owner of the Hobie Sports Center, wanted me to come work for him and manage his store as a sales manager. That's when things really got rolling, I worked there for the next five and a half years.

HL: It's a special feeling to have your work and sport be the same thing.

MW: Yeah, it was a lot of fun. I became Commodore of Fleet 4 for a couple years and started doing a lot of racing and turning a lot of people on to fun.

HL: You turned a lot of us on to a great time. Your story is just unfolding. What happened next?

MW: There were some changes in the family side of the business and I decided it was time for me to move on, so I opened up a new store in Oxnard with Les Luby of Windy Sails. That was going nice for about a year, then I heard there was an opening at Hobie Cat. I liked the people and I like the company and their operating philosophy and I decided I wanted to be a part of that.

HL: What job were you looking for?

MW: I first went to Hobie Cat hoping to do something with the Hobie 33, but after several discussions, they decided that maybe I didn't have enough monohull experience. They planned to move a guy into national sales manager and if I was

interested I could take over his region. So shortly after that I went to work for Hobie Cat and moved down to Texas and became a sales rep and worked the south-west United States for three years. I then transferred to Florida where I've been a sales manager in the southeast states for two years.

HL: What's the difference between a sales rep and a sales manager?

MW: A sales rep pretty much just sells where we manage the retail dealer network. Our main job is to sell boats and help the dealers sell boats. We basically make sure that the dealer and the retail network is serving the customer. It's a Coleman philosophy that a product is not sold until it's delivering the customer satisfactory service. Hobie Cat firmly believes that and it is very important to us. The reason for our success is the fact that our dealer network is there to stand behind the product.

HL: During this entire time you have continued racing. What are some of your finest memories of racing?

MW: Oh, there's so many. It depends on what aspect you want to look at. I can think of a lot of fun days down in San Felipe drinking shooters in the Miramar and then going out blasting around the bay. Or just going to the regattas up and down the coast, seeing a bunch of friends and going out and having some good sailing competition. I've been very fortunate. I've gotten to travel around the world in the last ten years going to most of the national and world championships and I think one of the most important memories is meeting all the people. The boat is a vehicle to meet people and have fun. Dr. Joe McGinnis, one of the guys who helped find the Titanic and who has been involved with the National Geographic Society, calls them "Discovery Machines." It's a discovery machine. You go and discover new things, new friends, new places, new thrills. There's just numerous, numerous memories, too many to compare.

HL: You did the Worrell 1000 when it was still a non-stop race?

MW: I sailed it in '80, '81, and '82. The New Zealanders won it in '80, and the Aussies in '81. A couple of good friends, Carlton Tucker and Hobie Alter Jr. also sailed it, but we were all on separate teams. We kind of decided if we were going to beat these guys we needed to put together the best team that we could. Also in that year, '81, we all got first, second, and third in the 16 nationals, so I talked to the guys and we put that team together, Team U.S.A. for '82. We were ready. We'd done all the prep work and we had the energy. That's probably one of the most memorable sailing experiences, winning it all, with



Wood serves as crew for an attractive skipper.

the best.

HL: What are some of your other sailing victories?

MW: As far as actual competitions, I've been in the top five in the Hobie 14 nationals three times. We were third in the first Hobie 18 World Championship in Daytona Beach. We've been in the top five of the Hobie 16 nationals three times, second in the Hobie 18 nationals twice. Numerous Mid-Winters West, Mid-Winters East, and Mid-Americas, and a lot of bullets in a lot of regattas. I've won various big boat regattas in the Hobie 33, third the Mackinac Race, fourth in the Cabo San Lucas Race. Years of fun!

HL: With all your sailing background, I understand you're now being asked to do sailing seminars. Why did you start doing that?

MW: Well, it all started when I first started sailing. I was sailing with all my friends who didn't sail and always wanted to go sailing. I was racing with my friends and found out I wasn't learning anything. I was just teaching them what to do. I decided if I wanted to learn how to race better I'd better go crew with somebody pretty good. After bugging Wayne Schafer for about six months I finally got to sail with him. Wayne is one of the most influential guys that I've ever met. His philosophy is to go out and sail and have fun and anything that you learn, you share the information because, as Wayne puts it, if you help share the information, everybody else gets better. If you want to keep beating them then you have to get better too, so they push you.

There's a lot of people who have information and knowledge that aren't willing to share it because they want to keep their edge, but Wayne taught me that the best way is to help everyone and then they

push you. I later started doing a little talk I call "Tuning and Tactics 101" and now that has progressed into traveling around giving intense five-day sailing seminars.

HL: Where do you see your future with Hobie Cat?

MW: I don't have any big immediate plans for the future, I'm just going along day by day. I guess not having any plans means that I'm happy where I'm at, doing what I'm doing, just trying to turn more people on to having fun the Hobie way.

HL: You have so many Hobie products you can enjoy, how do you decide which one you're going to use?

MW: I'm fortunate that I have access to so many of them. I own a Hobie 33 and a Hobie Power Skiff. I've got a new Hobie 17 and a couple of nice Alpha sailboards, an Alpha Waveski® and a Holder 20. I guess on my day off I pick what I'm going to do that day after I look outside. If it's real glassy and there's no waves, I take the skiff out and we go water skiing. If it's light wind we take out the 33 and have some fun flying the spinnaker. I'll take out the 17 if it's blowing 18-20 knots and if it picks up a little more, I'll jump on a sailboard. Now if the waves are nice I look forward to going out and playing with the ski.

HL: It's kind of fun to not only work for the company that has all the toys, but to be able to enjoy all the toys.

MW: Yeah, I feel it's real important as a salesman to be able to use the products and understand the product so that you can sell it and help the dealers.

HL: Many people have told me that you're one of the few people they know that really lives the "Hobie Way of Life."

MW: The only way I can respond to that is that I haven't yet found anything that's any more fun!



TAKE YOUR CAMERA SAILING

By Ann Harwood

Catamarans are small, fast and close to the water. They get wet. Even if you don't flip them over they get wet. So do you. So does everything else on board.

Let's say you're a good photographer, but you don't want to see your \$1,000 Nikon with a motor get dunked and ruined, so you have never taken your camera on the water. You've missed a lot of great shots.

How about the time your best friend was hiking out on the wire, the sea and sky behind him, laughing like a seagull skimming the water? It would have made a great picture. Remember those kids on the Hobie 18 flying a hull just ahead of you? It would have been a classic. A series of shots of the leeward hull burying deeper and deeper until just before it turtled would have been terrific to illustrate a *HOTLINE* article.

The small snapshots you've taken with your pocket Instamatic have been nice, but as any competent photographer knows, the small format doesn't enlarge well. The slow shutter speeds of 110 and disk cameras give blurry action shots.

The beautiful photographs of the America's Cup you see in magazines like *Sports Illustrated* as well as their other sports and action shots, are taken, for the most part, with 35mm single lens reflex (SLR) cameras, the kind you probably have and use all the time. Except on the water.

Larger format cameras, like Haselblads, are usually not used for sports and action shots because of their large size even though they enlarge with excellent definition. So, how do you protect your favorite, expensive camera on the water so that you can take the shots you keep framing in your mind's eye?

WATERPROOF CASES

One solution is to keep your camera and other photographic equipment dry in hard or soft cases made especially to protect important possessions from the water. Sima and Ewa make soft, waterproof bags which are submersible to different depths. Sima even makes a 17 x 17-inch, 20-gauge vinyl pouch that floats when inflated, has a strap for lashing it to the boat, and is a bright yellow color for easy visibility on the water. L.L. Bean carries a small, waterproof high visibility orange river duffle.

Among the hard cases, Pelican is by far the most famous. Pelican cases are hard, waterproof to 10 feet and guaranteed for life. Their famous guarantee states: "The guarantee does not cover shark bite, bear attack, or children under five." An inexpensive solution, about \$5, is a completely submersible ammo can available at most army/navy surplus stores.

A good selection of waterproof sacks and boxes can be found in any river-rafting or SCUBA diving supply store, where the salespeople frequently know more about underwater cameras and camera housings than the staff in an average camera store, although professional camera stores give excellent advice about photographic equipment for the water.

The disadvantage with this system of using a waterproof case is that the case must be lashed to the trampoline of the boat. If you turtle the boat at 20 knots, your primary concern has to be your safety and righting the boat, not swimming off to rescue your camera. But, with the camera lashed to the boat, it's hardly accessible for that quick shot.

When you're out on the water and you want to shoot, you have to ask the skipper to calm the boat down, face it into the wind, take the camera out, shoot, put the camera back in its waterproof case and resume sailing. That great shot of the race with the sun going down over the mast of your friend's boat and him sailing in silhouette is not going to be taken if you can't get to your camera, and, if you're racing, there's no way your skipper is

going to tolerate all the interruptions.

So, while dry bags and waterproof cases are good for protecting conventional equipment from one dry destination to the other and for carrying film, they do not protect your gear while you are shooting.

WEATHERPROOF CAMERAS

Many a frustrated photographer has tried to solve this problem by using a small, 35mm weatherproof camera strapped around his neck. The key word here is weatherproof. While weatherproof cameras are not too expensive and can take the salt or fresh water spray, they all come with the caution that they are not to be submersed in water. Remember, if an object hits the water moving at any kind of speed, it meets a lot of water pressure, the same as being 20-30 feet underwater. Weatherproof cameras will not survive that kind of submersion. Looks like they're not good for use on a Hobie Cat.

WATERPROOF HOUSINGS

There are housings designed for conventional cameras which enable them to be used underwater. Plexiglas housings with "O" rings or four-lobed seals are made for many cameras. These types of housings are used by divers and underwater photographers. They will protect your camera up to 300 feet depending on the type of housing, and are very dependable if properly maintained. Two of the best known manufacturers of plexiglas or Lexan housings are Graphlex/Subsea and Ikelite.

The disadvantages of these housings are that they can make the camera much larger and heavier. They can have hard edges and are ungainly kicking around the tramp of a catamaran. The extra weight, which is negligible for a diver, is a real disadvantage for a Hobie-borne photographer.

Ewa makes a relatively inexpensive, flexible, transparent housing which is guaranteed to a depth of 100 feet. The housing, called the Ewa Master, looks like a Super Ziploc bag. It's not heavy or sharp edged, and will hold any 35mm SLR and a variety of accessories. It will definitely

TIPS FROM A PRO

Noted watersports photographer Guy Motil, who shoots much of the excellent photography in *HOTLINE*, says the secret of watersports photography lies in "... keeping it simple and getting close."

Motil, who also takes on assignments for a variety of clients, takes nearly all of his shots with only four lenses and rarely uses filters or other gadgetry.

"The secret of photography is in the mind of the photographer," says, Motil. "I have a friend who had a showing in the Museum of Modern Art in New York. He shot the whole thing with a Kodak Instamatic and had the local drugstore make the prints.

"Think the image out," he advises. "That'll get you further than buying a lot of equipment. Make the image your interpretation of the world."

If you decide against buying the equipment described in this article, or if

you find it just impractical, Motil suggests shooting from the beach using a telephoto lens in the 200mm range. Any larger and the lens becomes too hard to focus and proper focusing is where most amateurs make their mistakes. Motil likes to shoot at 1/500th of a second. He warns that water can fool a light meter because of the sparkles in the waves. Following the instructions on the box of film is your best bet.

"I don't advise wading out into the surf," says Motil. "Water and camera gear just don't mix. If you aren't getting what you want from the beach, you'll have to get a waterproof camera or buy a housing." When shooting from the beach, Motil suggests using a tree branch or a person in the foreground to add depth and framing to the shot. That way, you aren't just stuck with small specks out in the water — you've got a piece of art.

— ©1985 Brian Alexander

protect your camera against drenching or dunking. It has a built-in glove for fingertip control of the camera and a quick focusing ring which will fit any camera. The bag will not affect the clarity of your shots.

WATERPROOF CAMERAS

The real secret to waterproof equipment is getting a camera specifically designed for the task. Traditionally, the only camera designed for being submersed in harsh conditions was the Nikonos camera by Nikon. It's still the state-of-the-art, the only professional-level waterproof camera available in the world. The latest model, the Nikonos V, has auto and manual settings. The auto setting lets you capture the action when it is hot and heavy; the manual lets you customize your shots when there's time. The Nikonos feels like a brick, weighs about as much as a brick and is about as solid as a brick. It is the only camera for anyone who wants to get serious about photography on a Hobie. It is an expensive camera, running nearly \$400 at retail for the body and the basic 35mm lens.

There are, however, newer and smaller 35mm waterproof cameras coming along. Canon's Aqua Snappy, Minolta's Weathermatic, the Hanimex Amphibian, Fujii's HD-M, Nikon's Action Touch, and Sea and Sea's newest model all withstand submersion at depths from 15 to 150 feet and are in the \$150 to \$190 price range, considerably lower than the Nikonos V.

MAINTENANCE

Even with all these measures to keep the camera dry, there is still a substantial amount of maintenance and care for cameras which get dunked in fresh or salt water or even get sprayed for a day. After a day on the water, conventional or weatherproof cameras should be cleaned and wiped with a soft, dry cloth. Submersible cameras should be rinsed under clear, cold water and dried with a soft cloth. Waterproof cases and cameras need the "O" rings wiped and lubricated with the silicone jelly which comes with the product. As it is to boats and cars, water is corrosive and damaging to cameras over time. Just as a sailor rinses his boat down

and covers it to prevent sun and water damage, he should do the same for his expensive camera equipment.

Film can be stored in its own snap-lidded canister in the pocket of your PFD and still survive a dunking. It can also be tossed into your dry bag. When you're changing film, even a submersible camera is open and vulnerable. Try to have the boat as still as possible and have your back to the sun. Use your body to shade the camera so that light won't fog the first few frames. Observe the same rule when unloading.

STRAPS AND HARNESES

How do you hang on to the camera while you're sailing? Using just a plain camera strap will allow the camera to bang around a lot, smash you in the chin or chest and possibly come off if you fall off the boat. Instead, secure your camera with a harness which combines a neck strap with a waist belt. Some are made to work on elastic so you can pick up the camera and use it without having to take it off. Some work with Velcro. One of the brand names to look for is Snugger. These action camera harness systems are used by skiers, backpackers, river rafters and are perfect for use on a Hobie.

Whether you choose a soft or hard waterproof housing for your 35mm SLR or go for one of the new waterproof cameras and a harness system, you can find equipment to suit your needs in almost any price range. Without worrying about damage or losing your gear, you'll be able to feel secure while you're taking your dream shots on the water.



SUPPLIERS

Soft Cases

Sima
4001 W. Devon Ave.
Chicago, IL 60646

Ewa
Pioneer and Co.
216 Haddon Ave.
Westmont, NJ 08108

Hard Cases

Pelican
2255 Jefferson St.
Torrance, CA 90501

Underwater Camera Housings

Graphlex/Subsea Corp.
1030 W. 15th St.
Riviera Beach, FL 33404

Ikelite
50 W. 33rd St.
P.O. Box 88100
Indianapolis, ID 46208

Ewa
Pioneer and Co.
216 Haddon Ave.
Westmont, NJ 08108

ANATOMY OF A ROLL TACK

By Carlton Tucker

Carlton Tucker has been sailing Hobie Cats for many years. He has been a major force in the sport for some time and is a past Hobie 14 national champion. He is the reigning Hobie 18 champion. Tucker lives in Ft. Walton Beach, Florida where he works as a marine dealer.

Typically, unirigs are not easy to tack, but the new Hobie 17 is a boat that can be tacked very well with a little practice. I'm going to discuss a little about one type of tacking that is gaining wider use not only in A fleet, but by sailors of different skill levels, the roll tack. A roll tack is, you might say, an exaggerated tack that uses body weight as a pendulum to help the boat come through the eye of the wind. Roll tack is a term coined by monohull sailors who try to "roll" a monohull around through a tack. They do a heck of a lot better job of it than cat sailors can, but we can use some of the same techniques.

I don't think I am the best roll tack artist in the world, but I think I can help a lot of new Hobie 17 and some Hobie 14 owners to learn this tacking process. If you're lucky and started sailing on a Hobie 14, like I did, you'll especially like the Hobie 17 because it is much easier to tack than the 14.

LIGHT AIR

When I say light air, I'm talking about winds of less than six mph. Honestly, in this type of wind you won't be trapezing and you won't be sitting on the wings, so a roll tack will be a lot easier since you'll already be part way through the motion.

The first and, probably, most important thing you must do before you even consider going into a tack on any type of catamaran or light boat is to make sure you've got boatspeed. Try to develop as much boatspeed as you can before you go into the tacking process. Understandably, it's not easy to build up a lot of speed in light air, but light air will always be with us and a lot of us are forced to sail in it more than we would like, so we will all be in a situation where we'll have to tack in light air.

Normally, when going to windward in light air, your body will be positioned on the forward area near the front crossbar between the wing and mast. This area is usually pretty comfortable and putting your weight there will balance the boat and help streamline your approach into the wind. Prior to your tacking maneuver, make sure you are near the front crossbar. As you begin the tacking maneuver, push the rudders away from your body *slowly*, and I emphasize slowly because, in my opinion, it's easy to stall unirigged cats. Since the 17 is a lighter boat than the 16 and 18, you'll have to understand that it will also stop more quickly and, without a jib to backwind, finesse becomes even more critical.

Once you start to slide the helm away from your body, start setting yourself up to move backwards on the boat a little and away from that front crossbar. Do this easily and smoothly and try not to make a lot of motion with your body. Remember to try to increase your boat speed so that you've got the power to go through the entire sequence. As you are sliding back and pushing the rudders away from your body, and the boat is heading into the

wind, ease the sheet about one foot. This helps prevent the boat from "weathervaning," a situation in which the battens pop over to the other side and the boat ends up dead in the water.

The key here is to keep steering with finesse. As the boat moves to head to wind, maintain steering and stay on the outboard side of the boat. There is no hurry to get to the other side in light air because there is not enough power in the wind to create any kind of problem or risk of capsize. Carve yourself a nice turn through the water with that momentum you have built up prior to tacking. As you start to fall into the new tack, you'll notice the boom and sail coming toward you since you're still on the original windward side. Stay on this side, which is now the leeward side, and be sure the sail is filling. By now, the battens should be popping over, the mast should be rotating and you should now start to sheet in a little or at least cleat the sheet and move to the other side of the boat, once again near the front crossbar.

I do something that may help this a little bit. Before you go to the other side of the boat or before you sheet in, pull the boom towards you from the leeward side of the boat. Doing this will force the sail to loosen up a little bit. In other words, just cracking the sheets may not quite do it. What you want to accomplish is having the hulls move around the sail, so to speak, through the eye of the wind. Once you're across, shift your weight to the other side, straighten your rudders, sheet in and you will be on your way.

If you do happen to stall the boat, which can happen when practicing a roll tack, do what is known as the three-point turn which 14 sailors know quite well. Once you get onto the new tack and you realize you're still in irons even after you sheet in, just ease that sheet back out again and push the boom away from your body, toward the leeward side. Also push the tiller away from your body. By pushing the sail and the rudders in this way, you will be

forcing the boat back so that it will move out of the eye of the wind. Once it's out, you can sheet in again and go.

As you start to move forward, don't be surprised if you're a little bit below the angle you had in mind. As the boat develops speed you can start to round it back up or come towards the wind a little. The 17 has extremely good pointing abilities, but I think it's more important to make sure that you do complete the tack in light air and get the bows through the wind even if the distance is exaggerated a little. That reduces the risk of not getting the bows far enough over by cutting it too close and putting yourself in irons. I'd prefer going too far over, then sheeting in, building up speed and gradually moving the boat to it's proper pointing angle.

Chop and surf conditions could also play quite an important role in how high you will be able to point the 17 and how high you should try to sail the boat in light air. Handling the boat in chop and surf is something I think only experience can teach you, but, when the air is light, such water conditions may prevent you from pointing the boat or tacking it as well as when water is flat and glassy.

MODERATE AIR

Here's where roll tacking really starts to come into play and a properly performed roll tack in moderate air results in a significant gain on the competition. Moderate winds (8-15 knots) are also the type in which you should practice roll tacking. If you can do it in medium air, you can do it in light and moderate-to-heavy air.

The trick, as they say, is in the timing. You've got to be able to stay on the old windward side just the right amount of time before going to the other side. In other words, you will postpone the move over until the absolute last second. Now, keep in mind that the 17 is 12 feet from one side of the beam to the other, so you've got to know your own ability to get across that distance in time.

Depending on your body weight, you will be either sitting on the wing, or, if you are light, trapezing off the wing. If you are trapezing, you've really got to practice this to be able to perform it well. In fact, it may not be a bad idea to come off the wire and sit on the wing prior to tacking the boat, because it's tough for anybody to come off the wire at the last second, unhook, get to the other side and do all the other things that need to be done while climbing uphill on the boat.

The best time to get out and practice your roll tacking would be in a breeze of about 10 mph, maybe a little less. I can't overstress the need to get out and practice the tacking technique if you are going to apply this to racing. If you're not going to race your boat, then there is not really a big advantage in learning roll tacking, but it's still fun to do. When timing is so critical and when poor timing could lead to a capsizing which could put you out of the race for good, you need to be proficient. Practice, practice, practice is the way to learn. A lot of sailors got practice at the 17 national championship in La Jolla, California. The conditions there were light to moderate with chop and a swell. This made for interesting sailing and I saw a few tacks that were blown by sailors. It surprised me to see that happen. I managed to blow a few myself, but I think the practice that I did have on the 17 helped a lot and I'm sure that a little bit of roll tacking technique helped in those conditions.

Moderate air roll tacking is different from light air roll tacking due to your positioning on the wing or the wire. When you approach the lay line, concentrate on making a well-executed roll tack and review what needs to be done to accomplish it. Once you decide on your course of action, come in off the wire. If you have a great deal of faith in your abilities you may postpone coming in, but use caution because by delaying, you'll have to lift your body weight with one arm in an uphill direction which can be very difficult or impossible if you wait too long.

Once you are sitting on the wing, push your tiller away from you slowly, although not as slowly as in light air because greater speed reduces the risk of stalling. Stay on the wing as you head into the wind. As the boat approaches head to wind, crack the mainsheet and let it out no more than a foot. There's no need to grab the boom and pull it over because the boat should sail right through the eye of the wind since you have released the main and allowed the mast to rotate. When you're sure the boat is going to make it through the eye, and you just can't wait any longer to go over, blast to the other side of the boat while tossing the tiller across behind your body. Once you are out there, jump on the wing, sheet in and go.

In this situation you are not going to have to sail as far through the wind in an

effort to make sure you don't stall the boat as you would in light air. Keep practicing roll tacks in moderate winds to get the feel of it.


HEAVY WIND

Once you think you've got medium wind roll tacking down, let's go for the most interesting kind of roll tacking, that done in heavy wind. I think this makes the most exciting sailing. In winds of 15 knots and over everything is accelerated and has to be done faster so it's a real challenge. Although you should practice roll tacking in moderate air, try it at least a few times in heavier winds to get the feel before you go into a race. Chances are good that you'll capsize your first few tries and you may even take a knock or two. Just think about all the people you'll pass in future races.

If wind is very strong, I recommend concerning yourself much more with how you are going to keep the boat upright than how you're going to blind everybody with great roll tacks. In heavy air, there is a fine line between tacking quickly and tacking successfully and safely. Keep in mind that you don't have a crew to blame anything on. It's all up to you.

In heavy wind, you will definitely be trapezing off the wing, so I strongly recommend that your first step be to come off the wire to the sitting position on the wing. Then take a look at the boat to be sure the sheet is on board. Take a look at waves approaching the bow, time your move and once you make the decision, commit. Don't hesitate. Everything moves quickly in heavy air and hesitation could cause a bad tack.

Push your tiller away from your body faster than in moderate wind. There's a lot more water going under the boat; you've got more boatspeed so stalling isn't much of a concern. Crack the main and let it out more than you would in other conditions. After all, you're not so concerned about stalling as you are about capsizing. Once you crack the main, get to the other side as fast as you can and steer the boat all the way around through the tack. Get out on the wing quickly while the boat is still coming around and sheet in as much as you can.

The Hobie 17 is a super boat to sail and we all, including myself, have a lot of learning yet to do, but with some practice and determination, I think roll tacking this boat can be as quick or quicker as on any other catamaran ever designed. 

HOBIE 17 CLASS RULES

Editor's Note: The following are the official World Hobie Class Association Rules pertaining to the Hobie 17 as revised by the rules committee. The rules are effective as of June, 1986.

I. GENERAL

1. One-Design Class Racing

The design and development of the Hobie Cat was directed to the creation of a strict one-design class where the true test is between sailors and sailing skill, and not boats. Any alterations to the hull form, construction, equipment, spars, sail or running rigging, as supplied by the builder, except as is specifically authorized by these rules, is a breach of these rules both in spirit and in substance and is prohibited.

2. Intent and Objective

The Hobie Cat was designed to be simple to sail with the least amount of trouble to the owner. Only changes which have no direct reflection on boat speed and which are inexpensive in nature have been allowed. The intent and objective of the World Hobie Class Association Rules are:

2.1 To keep each boat as equal, simple and cost free as possible by rigidly maintaining, without deviation, the one-design features of the Hobie Cat for class racing.

2.2 To encourage the use of only racing tactics and sailing skill to increase boat speed.

3. Right of Protest

A skipper or Race Committee has the right to protest. The World Hobie Class Association has the right to declare ineligible any Hobie Cat which does not conform

to the spirit, objectives and intent as well as the letter of these rules and official drawings and specifications held by Coast Catamaran Corporation, Oceanside, California.

4. Loopholes

If you think you have found a loophole, take a look at the above statements. These are the basis of the rules and cover all areas not covered in the rules specifically. Generally, if you cannot find it listed in the rules, it is not class legal. But, if you are in doubt, check with the Hobie Class Association first. Approval must be in writing.

5. Manufacture of Hobie Cats

Only boats manufactured by Coast Catamaran Corporation or a Hobie Cat licensee in good standing are legal for class racing. The manufacturing origin of all boats must be readily identifiable either through serial numbers, hull numbers or copies of invoices. Proof of origin will be submitted to the Hobie Class Association or its authorized representatives for verification upon demand of the Race Committee and/or Protest Committee. Skippers or owners of boats who have had the manufacturing origin of their boat officially questioned must be warned in advance of the manufacturing origin request and given reasonable time (maximum of two weeks) to produce acceptable proof of origin.

6. Manufacturers of Equipment

Manufacturers of equipment for Hobie Cats shall obtain written approval from the World Hobie Class Association prior to the equipment being designated as "Class Legal."

II. RULES

7. Design Features and Changes

7.1 Nothing may be changed or removed from any Hobie Cat that will in any way alter the structural integrity, design function, or built-in safety features of the boat.

7.2 Changes that fall under the category of safety and strength shall have prior written approval. Approved changes are: stronger gudgeons, larger diameter wires, and reinforced flanges not affecting water flow. Except as allowed in these rules, any changes or additions that in any way could be construed as speed devices are not class legal.

8. Safety Equipment

8.1 For each person on board, you must carry an approved life saving device recognized by the national sailing authority having jurisdiction.

a. Life jackets shall be worn in 10 knots of breeze or greater. Note: The World Hobie Class Association recommends that life jackets be worn at all times.

8.2 A minimum 3/8-inch (9.53mm) diameter righting line consisting of at least one 14-foot (4.27 m) length of line, or two 7-foot (2.13 m) lengths of line minimum, shall be securely attached and readily accessible from each side of the boat. The righting lines shall be in addition to all other required equipment.

8.3 A paddle is recommended but not required.

8.4 An anchor is not required.

8.5 Any additional equipment as may be required by the national sailing authority having jurisdiction.

9. Hulls and Decks

9.1 Hulls may be rubbed, waxed, sanded or buffed in the normal process of maintenance.

9.2 No friction reducing agents may be employed on the hulls, rudders or boards.

9.3 Hull bottoms which wear down may be rebuilt. Rebuilt hulls must conform with the original shape. Templates are available from the World Hobie Class Association.

9.4 No portion of the deck lip may be removed, cut down, or in any way modified.

9.5 Hull flotation blocks as supplied by the factory shall not be removed or reduced in size.

9.6 Decks shall have non-skid surface at least equal to the original design area.

9.7 Permanent advertising of any type is not allowed in or attached to the boat except:

a. As permitted by the national sailing authority having jurisdiction;

b. Authorized dealer name not to exceed 6 inches x 6 inches (150mm x 150mm).

10. Rudders and Rudder Assembly

10.1 Factory-supplied rudder housings shall not be modified except for minimum filing to improve it.

10.2 Shims may be installed between the rudder blade and the housing.

10.3 Shock cord may be tied around the rudder to help control rudder kick-up.

11. Tiller Assembly

11.1 The tiller extension may be either an extendable or non-extendable design, but must be a single tiller with one end connected to the crossbar in the same location as the factory supplied tiller. THE TILLER EXTENSION SHALL BE MADE OF A NON-ELECTRICAL CONDUCTIVE MATERIAL ON ALL NORTH AMERICAN REGION BOATS. THE NON-ELECTRICAL CONDUCTIVE TILLER EXTENSION IS RECOMMENDED FOR ALL BOATS WORLDWIDE.

12. Sails

12.1 All sails must be standard factory supplied equipment.

a. A sail may be recut slightly if desired but the overall original area shall not be increased or altered to significantly change the original shape other than normal stretch with aging.

b. Windows and telltales may be added as desired.

12.2 Only standard Hobie Cat battens shall be used. They may be cut and tapered as desired.

a. Any type of batten cap may be used but shall not be adjustable while sailing.

12.3 A skipper shall not change sails during a race or regatta unless his sail has been damaged and is no longer usable. Permission to make a sail change must be received from the Race Committee.

12.4 All mainsails shall have a sail number registered with the Class Association (Duplicate numbers will be assigned only to one individual).

a. Sail numbers shall be no less than 10 inches (25mm) in height.

b. Sail numbers shall be distinguishable on both sides of the sail.

12.5 All mainsails shall bear the Hobie "H" trademark logo, which is the class emblem.

12.6 Only sails manufactured for or by Coast Catamaran Corporation or an authorized Hobie Cat licensee, and distributed through the same, are legal for class racing.

12.7 Friction reducing devices may be applied to, or attached to, the luff rope to help with raising the sail.

12.8 Any grommet on a Hobie sail may be replaced as long as it is with an equal size or larger grommet and in the same general location within 3 inches (77mm).

12.9 Sail downhaul purchase shall not exceed 5:1 and shall cleat in the same manner as stock equipment.

13. Masts

13.1 The mast design shall not be altered in any way.

13.2 No internal devices are allowed except as supplied.

14. Booms

14.1 The section of the boom extrusion shall not be altered in any way.

14.2 No internal devices are allowed except as supplied.

15. Wires

15.1 Wires as supplied by the manufacturer shall not be reduced in diameter. They may be increased in size.

15.2 Shrouds and forestays shall connect to the factory-supplied shroud adjusters.

15.3 Additional shroud adjusters may be added to the forestay bridle.

15.4 The clevis pin and ring, as provided

by the manufacturer, may be replaced for a quick-release pin, shackle or the like on the forestay adjuster.

15.5 Bridle wire lengths shall not be shorter than 120 inches.

16. Equipment

16.1 The Hobie 17 shall be raced with wings.

16.2 Equipment may be added to conform with current factory-supplied equipment.

16.3 A preventer may be added to keep the mast in rotation.

16.4 Any sheets or lines made in whole or part of wire are prohibited except as supplied by the factory.

16.5 Compasses may be added.

16.6 Main sheet blocks of different design or make may be used provided the purchase advantage remains equal to or less than 7:1.

16.7 Only the standard trampolines and wing tramps shall be used.

a. Trampolines may be reversed end for end if desired.

b. Cushion pockets and flaps to prevent water spray may be used.

16.8 Hiking straps may be added.

16.9 Foot straps may be added to the wings.

16.10 Personal convenience accessories may be added provided that they cannot be construed in any way as a speed device (eg: telltales, tool kits, non-skid, wind indicators, stow bags, beverage coolers, etc.) Do not try to find a loophole in this rule.

17. Crew Weight

The Hobie 17 shall not have a minimum crew weight. This rule will be evaluated during 1986. A minimum crew weight may be established January, 1987.

18. Personal Ballast, Clothing and Equipment

18.1 The World Hobie Class Association permits a maximum 22.2 lbs. (10 kgs.) of wet clothing and equipment to be worn under I.Y.R.U. Rule 61.

a. Any competitor wearing such movable ballast is required to also wear a personal flotation device capable of floating both the wearer and the movable ballast.

19. Minimum Boat Weight

19.1 The minimum boat weight of the Hobie 17 with wings shall be 315 lbs. (143 kgs) ready to sail, and with all permanently attached racing equipment excluding the following:

- a. cushions
- b. life jackets
- c. trapeze harnesses

19.2 All weights needed to bring your boat up to minimum weight shall be permanently attached during the regatta and shall not be used for any other purposes.





Guy Motil



SHOOT-OUT

AT • LA • JOLLA

BY BRIAN ALEXANDER

A more exciting finish would be hard to imagine. Oh, maybe if there was a little more wind so the boats could go screaming around the course, or maybe if thousands of dollars were on the line for the victor some would think it more thrilling. But despite light wind and amateur status the finish of the first Hobie 17 U.S. National Championship proved to be one of the best Hobie Cat duels in championship history.

On one hand, there was Hobie Alter Jr., perennial winner of major events and the only sailor to have won titles in the Hobie 14, 16 and 18 classes. On the other hand was Randy Smyth, generally regarded as the best catamaran sailor in the United States and no doubt one of the best in the world. Smyth won the silver medal in Olympic Tornado sailing in 1984 and has recently been pounding his European competition in Formula Forty events overseas.

As soon as the final round of competition began on Wednesday, June 11, few people doubted that one of these two sailors would take home the newest Hobie Cat crown. Even other racers were forced to admit that Smyth and Alter were sailing so consistently well that even the likes of Carlton Tucker and Jeff Alter would be hard pressed to challenge them.

During the California round of qualifying in the seas off La Jolla, California, Smyth finished second twice and first twice for a four-race total of 3.50 points. Alter, who also finished with 3.50 points threw out a third and kept two firsts and a second. That's especially remarkable considering the field included such nota-

bles as Wayne Schafer, Jeff Alter, Bob Seaman and Alan Egusa.

By the time Wayne Mooneyham of San Jose had beaten Enrique Figueroa of Puerto Rico and Carlton Tucker of Ft. Walton Beach, Florida in the second round of qualifying, nobody had any illusions about who to shoot for. Alter and Smyth were on top of everybody's list.

Most were also concerned about the weather. Although moderate winds had blessed the first round sailors, lighter winds forced the race committee to debate about late afternoon races during the second round and one race had to be eliminated due to light air. On several occasions, the sailors found themselves with just barely enough power to negotiate the two-foot swells. A layer of clouds hung over the race site until the afternoon hours, typical for early June along the San Diego coast, but the marine layer



Guy Mott





helped keep winds down even more.

Aside from Alter, Smyth and the wind, each sailor also struggled to master the Hobie 17, a task which proved more difficult than some had anticipated. Frequent Hobie 16 sailors were seen stalled at mark roundings, especially when the wind was light. Others, including one unfortunate soul who made three attempts at one mark, failed to lay the marks on the first try because they were unused to the pointing ability of the 17. The result of this trial and error was inconsistent sailing. Enrique Figueroa, for example, started his qualifying round with a first only to finish in 31st place in his next race. In the final round, Figueroa, the reigning Hobie 14 world champion and Hobie 16 national champion, earned a third and a sixth only to finish out the regatta with a 31st, a 33rd and a 17th.

Alter had obviously mastered the boat. He kept up his consistently good sailing with two firsts in both of his round-robin races on Wednesday to take an early lead with 1.75 points in the final round. Smyth had a second and a first for 2.75 and Carlton Tucker sailed two strategically sound races to take a first and second and tie Smyth. John Drury of Baton Rouge, Louisiana surprised many by finishing the day with a solid six points. Figueroa was in fifth with nine.

Light winds on Thursday forced the race committee to delay launching, and although winds picked up later in the day, only two races were sailed with each sailor sailing one race. Sailors passed the time by slurping up Pepsi provided by the local Pepsi bottler and munching hot dogs and hamburgers grilled on the beach.

When the racing did get underway, Smyth managed to regain the lead by taking a first to Alter's third. One point separated Smyth with 3.50 and Alter with 4.50. San Diego's Brian Bell was the nearest competitor with 16. Tucker had finished in 17th, so he dropped to sixth place with 19.75. John Drury also faltered with an 11th to trail Bell by one point with 17. Dick Blount of Hermosa Beach, California moved up to fifth place by earning five points in his race for a total of 19. Jeff Alter, who some had picked to win or at least finish in the top three based on his string of firsts at Midwinters West, was holding onto a disappointing 10th place with a fourth, a 10th and an 11th.

So now the stage was set. The event would be a show-down, a set-up like the OK Corral. Friday's racing would not be round-robin. The field had been cut Thursday night from the 72 who made it through the qualifying rounds to the last 36. Smyth and Hobie Alter Jr. would go at it head to head and while the other sailors were concerned about their own finish

places, they also kept an eye on both sailors knowing that neither one was going to give this one away.

By the time the skippers began drifting onto the beach on Friday morning, the wind had picked up and the swell had died down. Each sailor went to his assigned boat, checked and rechecked every piece of equipment. They zipped on wetsuits and laced on harnesses and talked in subdued tones. Each one had come into the Hobie 17 Championship with the thought of becoming the first champion. Most now recognized they would be disappointed. With the wind picking up slightly there was a good chance for three races so it was still possible for some sailors like Seaman, Tucker, Blount and Bell to put together three winning efforts. But for that to have any effect, Alter and Smyth would have to falter. Nobody thought that was going to happen.

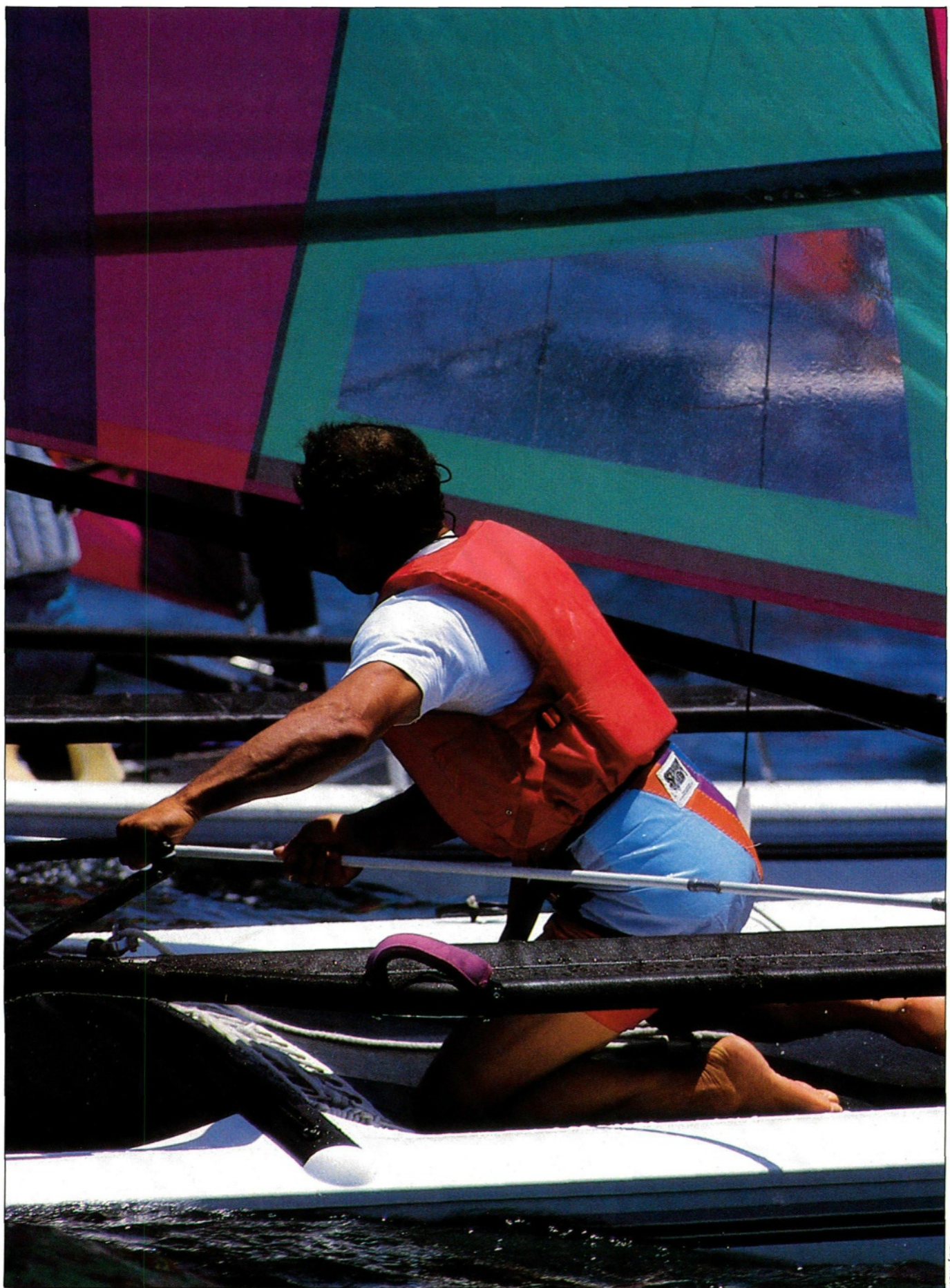
They were right. In Friday's first race, Smyth widened his lead over Alter by

The sailor winning the last race would walk away with the first Hobie 17 title.

taking a first to Alter's second. Now race watchers began to calculate. If each sailor's worst race were thrown out, Smyth would toss a second and Alter a third. Smyth would have 2.25 points to Alter's 3.50. Bell would lead the rest of the pack with 16. With Smyth sailing so well, it appeared that Alter would have to win the next race in order to have a good chance at the title.

As a news helicopter hovered overhead, the skippers tacked out to the committee boat. Photographers and reporters on a press boat and Hobie Alter Sr. aboard his cabin cruiser eyed the passing sails looking for the younger Alter and Smyth.

The committee counted down to the start. That's when Smyth's luck ran out. While Alter started well, Smyth was mired in the pack. Still, Smyth had earlier proven his ability to come from behind. In the qualifying round he had been called over early and still managed to work his way back up to take a first. He couldn't be counted out here either.



Guy Motil

Several minutes after the start, a boat was seen coming into the beach. The sail numbers were spied. It was Smyth. He had gotten involved in a protest situation, did not have a flag, and ended up worse off than when he started. Knowing he could gain nothing on his overall score, he called it a race. So Smyth took a 36th and would throw that out for a total of 4.25 points.

San Diegan Matt Miller stole some of Alter's thunder by holding onto the lead and the victory. Alter finished second and picked up two more points, so even though Smyth had finished last, Alter, with a total of 5.50 points picked up little ground.

The calculators came out again. If Alter could put two boats between himself and Smyth, a chancy proposition at best, he could win. If he could win the race outright, he would win since the best Smyth could do would be second and both would have 6.25 points. Smyth's 36th place throwout would serve as the tie-breaker in Alter's favor. If Smyth finished fourth or better and ahead of Alter, he would win. Most simply disregarded the permutations. In a classic face-off, the sailor winning the last race would walk away with the first Hobie 17 title.

Each sailor tuned their new boats in silence. A group of Alter's friends gathered round him and briefed him on the possibilities. Smyth asked a reporter which boat Alter was on. He wanted to be sure. By the time the start sequence was underway, a crowd of spectators had gathered around beach captain Tony Lewis (TL) who was in touch with the race committee and Hobie Alter Sr. by radio.

Seconds after the start, it appeared to be all over. Alter had started near the lead; Smyth was much further back in the middle of a crowd of boats. Readings at the first mark confirmed this. Paul Tobie of Oakland, California was in the lead with Alter in second. Several minutes later, Smyth came sailing up from the other side of the course in 15th place. He had picked the side of the course that had worked best all week. This time, he was wrong.

But people remembered that Smyth could always come back from the pack. At the second mark, he was doing just that. He had picked up seven boats to position himself in eighth and immediately after the rounding passed another.

Smyth continued passing boats; kept squeezing every ounce of speed from his boat as the wind slackened. Alter, meanwhile had passed Tobie to take the lead and a much more secure position. He was aware that Smyth had been moving up and knew that a first was becoming more important with every boat Smyth passed.

NAILING IT

Here I am, the finals of the Hobie 17 National Championship. I've checked my watch and I'm right on time. Blue flag is up. I'm sitting in the newest, fastest, most exciting one-man rocket ever built, the Hobie 17. It's a course 3 SACABCF, wind is 12 knots the line is long and port favored. The pin is where I have to be but it's where 35 other boats will be too. Four minutes to go. Let me think. Is everything ready? Rudders are toed in a quarter inch and I've shaved them so they won't hum (sorry TL). I have slight weather helm and my daggerboards are down. The tide is still coming in. Better allow for that on the layline. No seaweed on the blades. Two minutes to go, I'll roll tack. I've got to start working the line. Rig's tight. Top hole on the bridles, third from the bottom on the shrouds.

Coming Up! The mesh tramp is vice grip tight. That surf board wax will keep me from slipping around. OK, two thirds down the line, sitting on the wing, watching the bridle fly, wind is holding, minute thirty to go. I'm six to one with low profile blocks, the ratchet is off so nobody can hear me sheet in at the start ratchet hole second from the bottom so I can cleat it from the wire if I have to battens are stuffed as hard as can be, telltales on leeward flowing straight back, pointed toward the front of the sail on windward blue flag down . . . getting real crowded gotta head downwind radically, slow down, take a stern then straight up again Coming up! Get that thing up! mast rotation adjusted so the bar points a hair in front of the shroud downhaul not as tight as everybody else not going to point as high want to drive in the chop remember foot and drive like there's no tomorrow Coming up! twenty seconds outhaul tight as I can get it boom slotted in the middle leech tension snug block to block 54321 RED FLAG 36 boats trying for A mark they gotta wait for me . . . I've got the pin. I'm gone!

—Dick Blount

There were now three leaders. Alter was in first, Tobie in second and, incredibly, Smyth in third and gaining. As the three boats charged into the last mark, Alter rounded with a 15-20 meter lead on Tobie. Tobie rounded just ahead of Smyth who tacked immediately after rounding in a move that caught Tobie by surprise and earned Smyth the second spot.

"After Smyth passed me I just sat back and watched them go at it," said Tobie. And what a show it was.

Alter and Smyth were one-two but Smyth was determined to change that. He took a lower angle on the finish hoping to squeeze by the leeward buoy while Alter went higher. Alter also went slower. As sure as a river, Smyth gained on Alter.

"I saw him coming up on me and just kept thinking 'Faster, faster. Come on, come on,'" said Alter.

With just a few yards to go, Smyth's bows were approaching Alter's sterns. But the gamble didn't pay off. Smyth had sailed too low and was forced to tack in order to make the finish line. Alter won the race and the championship by about 25 meters.

Smyth attributed his loss in the race to choosing the wrong side of the course on the first leg. "That was the race right there," he said.

Each sailor finished with 6.25 points. Smyth's 36th proved fatal. It's doubtful that the addition of the protest flag would

have changed the outcome. Smyth would have had to finish higher than third in that race for it to have made any difference and catching that many boats would be a very difficult task even for a sailor of Smyth's calibre. Still, judging by his performances throughout the week and especially in the last race, such a finish was not impossible.

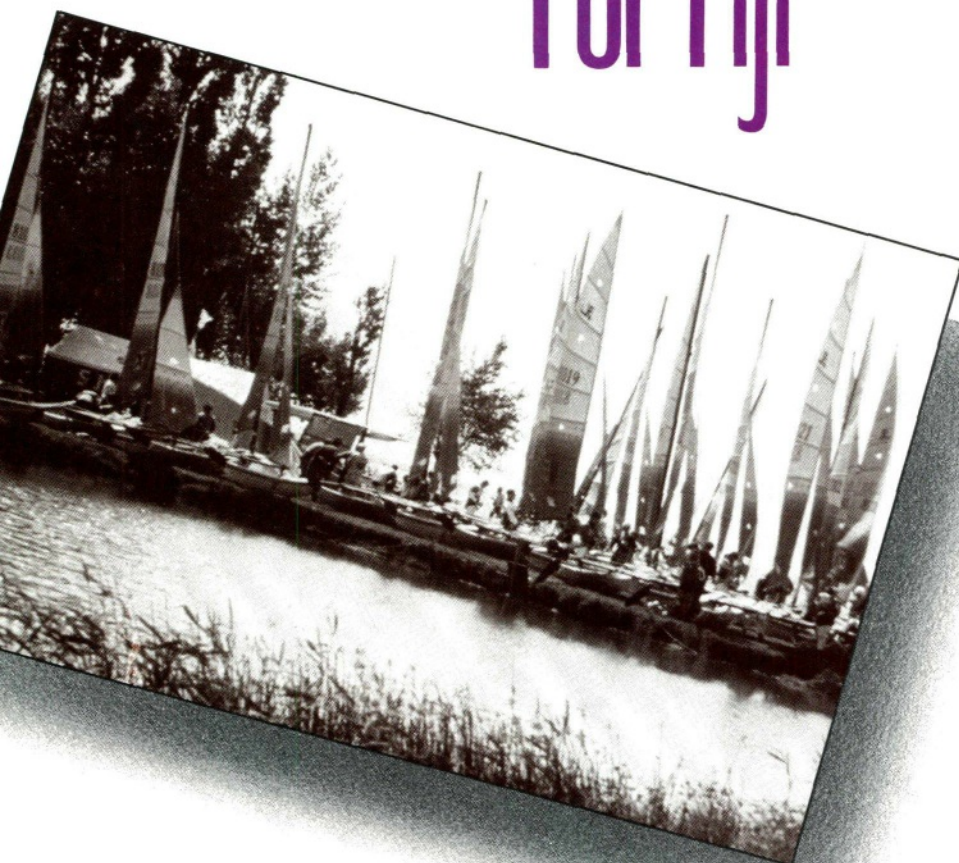
During the lively awards ceremony that evening, event organizer Paula Alter thanked Pepsi which supplied refreshments during the week and sponsored the awards banquet, and the Chart House Restaurants, which hosted a welcome party. TL managed to upstage everybody with a series of "awards" of his own given to sailors and workers. In accepting his championship trophy, Alter graciously paid tribute to Smyth, his friend and fellow sailor, by calling him "one of the best sailors in the world." Recognizing Smyth's achievements on a variety of other boats in competition around the world, Alter thanked Smyth for attending. "He doesn't have to come to these things at all," said Alter. "He takes a risk by coming . . . I feel lucky to be up here."

With his victory at La Jolla, Hobie Alter Jr. has now won nine U.S. and world Hobie Cat titles, many more than any other sailor. He has won national championships in the Hobie 14, 16, 17 and 18 classes. Someday, some sailor may break those records, but it won't be anytime soon.



Europeans Warm Up For Fiji

BY TONY LAURENT



As just about everyone who owns a Hobie knows, 1986 is a Hobie 16 World Championship year. So, the '86 European Championship also served as the selection meet for the Fiji worlds and was to be run as closely as possible to the popular championship round-robin system. Forty-four factory supplied boats were provided by Coast Cat France. The regatta was hosted by the Austrian Class Association under the direction of class president Herbert Gradl. Herbert, a long-time Hobie enthusiast, had been working with his wife Pia almost around the clock in the final weeks leading up to this event. It was a little bit early in the season and Neusiedler See is very close to Eastern Europe (remember Chernobyl... whatever it was?), but this did not seem to deter Hobie Catters from all the west European countries from coming, together with competitors from as far away as the Pacific and the Middle East. One intrepid sailor even arrived at the very last moment in a taxi—from Czechoslovakia! The somewhat bewildered driver was last seen heading back towards the border, his old fashioned Volga sporting Hobie Cat stickers all over the back window.

Neusiedle is a very beautiful region renowned for its white wines. It's only about 30 miles from Vienna and the lake itself forms the border between Austria and Hungary. The pre-qualifying races were held over the last weekend in May and, as expected, attracted a very strong group of local sailors. Still, numerous as they were, there was only one team who really excited the gathered observers. Andreas and Roman Hagara are usually seen practicing on the lake with their Tornado since they have been Austria's representatives in the Tornado class in the Olympics. They originally began sailing together on an old Hobie 16 and it soon became obvious to everyone at Neusiedle that they were going to be the team to beat after comfortably winning the pre-qualifying round by five points.

Almost all teams in this four-race series were from Germany or Austria. The wind had been a perfect 15-20 mph and was expected to stay for the entire week. Of course, we should have known. When Monday morning dawned, the surface of the lake looked like glass. Teams who had eagerly rigged their assigned boats had to content themselves with sitting around for several hours before hearing the beach captain's already familiar "Bitte, sofort den Strand verlassen" ("Leave the beach" for the rest of us). Eighty-eight teams were using the round-robin system and the race

committee was hopeful of getting in four races per day. Needless to say, all good plans tend to go astray and over the next few days, the wind really played havoc with the sailors. Occasionally, to everyone's delight, it would come in with a steady double trapeze 20 mph, only to completely die out just as the boats were going into the water. However, by continuing the semifinals and reducing the finals by one day, all teams were able to sail five races each.

Once again, the already familiar names Hagara/Hagara were deservedly at the top of the semifinal results. These two brothers were really showing the benefits of their sailing experience together. Still, there were only two points separating the first five boats and it wasn't over yet. (At least that's what I kept telling my crew! We were in second place at the time and were happy with that. Having just finished that amazing Hog's Breath 1000, I really thought it would be a long time before I sailed a Hobie 16 again, but, like the rest of us, who can sit on the beach and watch others having a good time? So, here we were, a slightly lost Australian sailing with an equally lost Swedish crew but really enjoying it.)

Perhaps the most outstandingly fast team in this top five were Onno van der Plaat and Rob Wijker from Holland. These guys had not lost a race this season and despite some bad luck were really starting to wind up. Also on the list were the Mohr brothers from Hamburg, the defending European champions, and the German team of Dieter Leptien sailing with Kirstin Rupp.

One highlight of the finalists party that evening was the unexpected arrival of Doug Campbell, Bob Brown and Drew Patey from Hobie Cat U.S. and Tim Wilkins from Coleman International. It's always a nice surprise to be visited by the top guys in Hobie Cat. We here in Europe, like everywhere else, tend to get preoccupied with our own backyard and sometimes forget what's going on over there and where it all began. We felt quite honored and the local fleet did their very best to introduce our visitors to some of the region's more famous specialties such as Gluhwein, warm wine and honey which is usually seen more often in the snow fields.

Brothers Christophe and Patrick Luthy, who had begun the series with only average results, really found their form on the final day to score races of first, second and third. This stunning advance moved them up to finish second overall with the team of Laurent and Hansen finishing third. To no one's surprise, the Hagara brothers held onto their early lead to take the victory and the title of Hobie 16 European Champions.

Next year, the event will be hosted by the French National Sailing Academy at Quiberon on the French west coast and an even larger turnout is expected to compete. But first it's . . . Fiji!



The mayor of Neusiedle (center) is flanked by the winning Hagara brothers, Roman (left) and Andreas (right). Patrick and Christophe Luthy (far left) finished second while Arne Hansen and the author (far right) finished third.

SLIP INTO SOM

by biff roberts



Way back when, in one of the first HOTLINEs ever, a small ad ran in runny black ink which had been photocopied. (Such was HOTLINE production in those early days.) The ad, one of the first accepted by the HOTLINE, was for wetsuits made by Hobie Cat. The ad featured a Hobie employee standing with one leg on a chair, his body stuffed into a black sheath of rubber which had been sewn together. He looked pretty ragged, but wetsuits were the latest rage for surfers and sailors. Neoprene had been made more practical and, although those suits were pretty uncomfortable, they did help keep sailors warm.

That early ad just goes to show that the more things change, the more they stay the same. Wetsuit technology has changed a great deal, but part of that change involves going back to the beginning when smooth skin suits, the ones that featured a plain layer of rubber on the outside, were the only type made.

Wetsuits and Fashion

Sometime after that ad appeared in HOTLINE, makers discovered that neoprene coated with nylon could be made in colors. Aha, they thought, since most wetsuits are basically alike, we can now distinguish our product from the other guys by making a fashion statement. And state they did. At first things were conservative, like coating the neoprene with two different colors of blue nylon to accentuate leg or arm panels. Then they got wilder. Soon pink, purple, blue, yellow, the whole range of colors were being put together in ways those early surfers who struggled into their rubber suits would never have imagined. Makers didn't talk so much about their superior seams. Instead they boasted "... Over 25 colors to

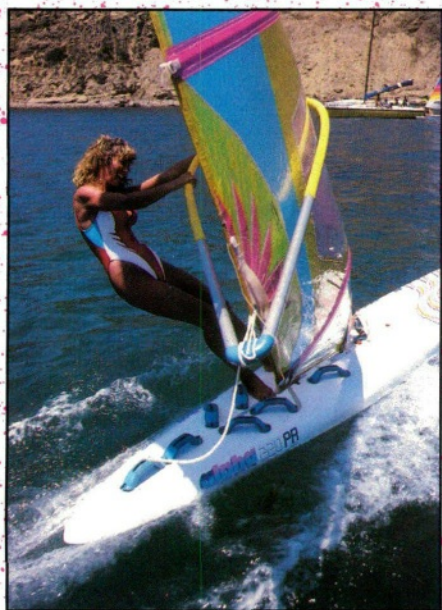
choose from ... the biggest selection in the industry."

All well and good. In the early 70s and through the 80s, catamaran sailing, spearheaded by Hobie Cat, exploded and sailors throughout the United States and the rest of the world suddenly had a need for wetsuits. The suits could make a short season longer and save sailors plagued by cold currents, such as the California Current, from chilly days when the air could be in the 80s but the water in the low 60s. The suit makers responded by adding better knee pads and reinforced butts. They made jackets available to replace skin tight tops which restricted movement. The cat sailors bought suits by the thousands.

Then came boardsailing. Already popular in Europe, boardsailing did not catch on in a big way in this country until the later 70s and early 80s, but when it did wetsuit makers again responded by adding features to appeal to the new market segment.

But something seemed to be getting lost. Cat and boardsailors, unlike surfers, expose themselves to a great deal of wind. After all, that's the whole idea. The suits were designed to allow a thin layer of water to enter the suit and act as an insulator, but with all the added colors and nylon fabric on the outside of the suit, the whole ensemble began to absorb water that clung to the outside as well. When the outer layer of the suit was exposed to the wind generated by cat and board sailors, a chill resulted due to this water absorption. Still, everybody looked good.

But some makers, notably Ronny wetsuits of Germany, where water and wind can be very cold for much of the year, realized the shortfall, and decided to go back to "smooth skin" suits which featured an outer layer of neoprene or polyurethane backed by nylon on the inside. This



Aleeda's high-cut suit (above) gives attractive warmth while Kailua's full-length suit (opposite) offers more protection.

ETHING MORE COMFORTABLE

photography by guy motil





O'Neill (opposite); Ronny (below); Kailua (below, left); and O'Neill (below, right).

allowed the water to simply run off, thus cutting wind chill. The black neoprene also helped attract the sun's warmth rather than reflecting it like light colored nylon did. A stripe here and a stripe there and the suits still looked pretty good.

Other makers adopted the smooth skin look but refined it by combining smooth skin material in some areas with nylon in others. For example, O'Neill makes a suit called O'No Smoothie which uses smooth skin on the torso where wind chill is felt most, and uses the standard Nylon II on the arms and legs to maintain flexibility.

In short, there's been a joining of the old and the new. Smooth skin is back, but colors and fashion have stayed. In fact, there is more of a variety than ever in the wetsuit market and it all deserves a good look by the consumer. It's not easy to choose the right suit for all kinds of weather, tastes and sporting activities.

Choosing the Right Suit

When you start thinking about what suit is right for you, examine your sailing habits. Do you sail cats, boards or both? Do you also kayak? Maybe surf a little? Some suits can make such crossovers, others can't. No suit will be perfect for everything, so think about what you do most.

Second, think about what conditions are like where you sail and what you hope the suit will accomplish. If you sail on Midwestern lakes only in the summer, you

probably don't need a suit at all.

Temperatures hover around the 80s and water temperatures are usually high in landlocked bodies of water. However, if you'd like to extend your sailing into the early spring and late fall, a wetsuit will help. Coastal residents should know what the temperature of the water is where they sail. In California, it rarely gets above 68 or 69 degrees. In Northern California, it's often down right cold. Florida sailors may just want to chase away some of the chills at the beginning and end of the season.

To find out how warm your suit will keep you, check the thickness. The more neoprene, the warmer you'll be. Wetsuit thickness is expressed in millimeters. About the thickest wetsuits made contain 5mm of neoprene. It's rare to see suits any thicker than that. Aleeda makes a suit called Polar Explorer which features a 5mm smooth skin body and 3mm smooth skin arms and 3mm legs. This suit would be good for SCUBA diving in arctic waters or entering the Iceland National Championship, but unless you're a sailor on the fringe of sanity, you won't need it for sailing in this country.

Most cold weather suits offer 3mm neoprene with combinations of nylon coated and smooth skin panels. O'Neill's Smooth John (a full-length sleeveless suit), for example features a 3mm smooth torso sewn onto a nylon lower leg and nylon side panels. The optional Smooth Jacket is made of 2mm smooth neoprene with nylon side panels. The idea is to keep as





The short and the long of it: Victory (opposite, left); Murray's Marine (opposite, right) and Rip Curl (below).

much flexibility as possible in areas of stress like the sides, while also keeping in warm air.

Rip Curl's sailing suits offer what the company calls "Multi Density Construction." On their Wind John, the body is 3mm neoprene. The gussets are only 1mm and the area behind the knees is 0.5mm. This allows greater freedom of movement because areas of flex are not restricted by thick rubber. Of course, there's a slight tradeoff in warmth. On their Sail John, Rip Curl adds padding to the butt for all those slides across the trampoline.

Once you've decided on what thickness you need, look for comfort and diversity, especially if you want your suit to be able to handle different types of conditions. Several makers now offer combinations that allow a wider range of uses from the same suit. Aleeda makes the Survivor Combi, a full wetsuit with arms that detach above the elbow. Removing the lower arms increases the warm weather comfort range of the suit. The company also makes the Combi Spring Suit which offers short legs and offers the same detachable arms.

Many cat and board sailors like to combine long johns with jackets. Since the long john is completely sleeveless, it can be worn in moderate conditions. By adding the jacket, sailors can add thicker neoprene protection and cover their arms

for colder weather. Some companies, like Victory, combine long johns with short sleeve jackets for days when long sleeves would be too much.

Almost all major wetsuit companies make what are called "Spring Suits," or short johns. These wetsuits are usually short sleeved and short legged suits with less than 3mm neoprene thickness. They're great for sailing in temperatures in the 60s and low 70s. If you anticipate just a slight chill, most makers also manufacture vests which can be worn alone or under a short suit for extra protection. Body Glove is one maker offering a wide variety of combinations.

Now that you've decided on thickness and versatility, examine comfort and function characteristics. The warmest suit in the world isn't going to be any fun to wear if it chafes, if you can't get into and out of it with ease and if you can't sail with it on. Armed with your decision on the above considerations, head for your nearest dealer and try on everything in the range you've decided upon. Take your time and move in the suit. Can you reach the zipper? Does the suit offer ankle and wrist closings? Can you move your arms in a full range of motion? If you're a cat sailor, are there knee pads and butt patches or pads? Suits that don't have such pads can quickly wear out in those areas. Murray's





Ronny wetsuits (opposite) helped start the return to smooth skin. Note Kailua's varying sections (below, left) and Aleeda's full suit (below, right).

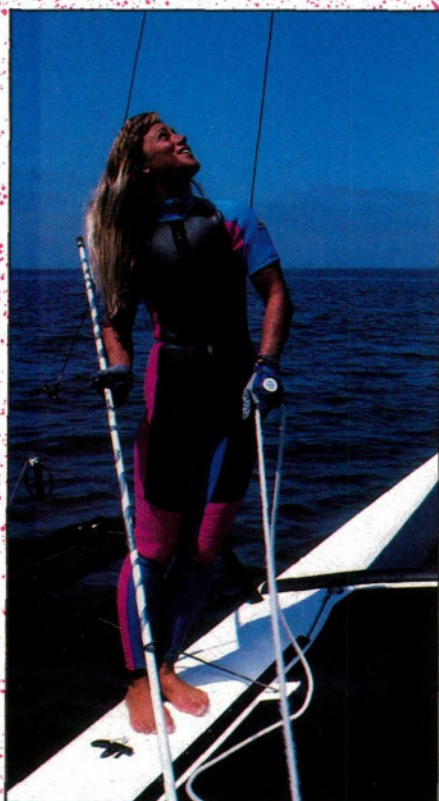
Marine is one maker that specializes in providing such strategic padding especially for cat sailors. If you sail boards, do your forearm and shoulder muscles feel restricted? Can you open the suit a little in case you feel too warm?

Now take a close look at the seams. These can be critical if they are weak and allow water to pass through easily. Some are sealed with overlock stitching on the inside. Others are stitched and taped. Some are stitched and glued. Cold water suits may be stitched, glued and taped. Seals on your suit should at least be overlock stitched. Taping is also helpful. Most sailors don't need all three. The idea is to make the suit secure, so examine the stitching in areas of stress. Look at seam intersections. Are they reinforced? Kailua, a company whose suits are very popular with board and cat sailors, is one manufacturer which advertises specially reinforced seam intersections. The company uses a bar tack where seams

meet to assure seam toughness. In the long run, this construction also helps keep water out during the life of the suit.

Don't be confused with special ad copy like "closed cell neoprene" or "increased stretchability through a special manufacturing process." All neoprene is basically alike. It arrives at a wetsuit factory as a block of hard, black rubber. The maker will boil it, form it into giant rolls and coat it with nylon. Then he'll sew it together. That's where differences can sneak in. The raw materials are really the same from one maker to the next. In fact, most neoprene comes from the same place.

Once you've satisfied yourself on these matters, examine price and warranty. Prices will vary so it pays to shop, but there's no getting around the fact that most good wetsuits can be expensive. Weigh the expense against how often you expect to use it. You may find that the one or two days more you think you'll be able to sail aren't worth the cost. On the other hand,





Victory's short john (opposite) and Kailua's multi-sectioned suit (bottom).

taking your board out to the lake in the middle of November could make it a real steal.

Warranties will also vary. Most manufacturers will carry different warranties for different suits. For example, most smooth skin suits are guaranteed for six months, while most nylon-coated suits are warranted for a year. This reflects the increased vulnerability of bare rubber to tears and cuts. If you should damage a suit that's under warranty, how will it be handled? Will the dealer repair the suit right on the premises so you can have it back right away, or will it be sent to the factory? Ask.

Back to Fashion

The biggest fashion advances have been made in women's wetsuits. Although all wetsuits can be unisex, some makers offer styles just for women. One popular new style is a French-cut suit which is roughly comparable to a maillot bathing suit. These suits are useful on days when a wetsuit isn't called for but the wind chill is a bit much. Many women find these suits are just more comfortable for sailing because they are thicker, more durable and don't hike up like traditional swimsuits.

A little more protection is offered by Rip Curl's "Cheeky." It's less high cut and offers

short sleeve arms and a front zipper. Of course all these new ladies suits are offered in a variety of colors. Some cover the shoulders, others use straps like a swimsuit. They are surely a welcome addition to options for women sailors who've always wanted to be comfortable and look great at the same time.

Accessories

Don't forget accessories. Booties, gloves, and caps can all be very important. Hobie Cat and outlets which specialize in catamaran sailing, such as Murray's Marine, offer a wide range of wetsuit accessories for sailors. Again, think about your normal sailing conditions and buy accordingly. Cat sailors should be careful when buying gloves, however. Few gloves can withstand the punishment given out by aggressive sailors who sheet a lot, no matter how well they are made.

A list of some major wetsuit manufacturers can be found on page 69. Please keep in mind that this is not a complete list of all makers. Have a look at the list, write for information and then go shopping. Chances are, you'll be glad you bought a wetsuit when you leave your friends at home watching TV while you're out having a ball on the water.



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ARIZONA

Hi Tech Catamaran
Phoenix

Arizona Sailing Center
Phoenix

Ship's Store
Tucson

AUSTRALIA

Coast Catamaran Australia
Erina

CALIFORNIA

Sailboats of Bakersfield
Bakersfield

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Carpinteria

Hobie Sports
Dana Point

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Clauss Enterprises
Homewood

Empire Sailing
Marin

Steve Curran Yachts
Marina Del Rey

Sun Sails
Modesto

Hobie More Wind
Moreno Valley

Windy Sails
Mission Hills

Windy Sails
Monrovia

Hobie Oceanside
Oceanside

Inland Sailing Co.
Sacramento

Hobie Sports Center
San Diego

Wind and Sea Sports
San Diego

The Windline
San Jose

Action Sports Warehouse
San Ramon

O'Neill's Yacht Center
Santa Cruz

Aschi Sports
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CANADA

Sunburst Sailcraft
Edmonton, Alberta

Windsurfing Alberta
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Northern Sail Works
Winnipeg, Manitoba

Southwest Sails
Chatham, Ontario

Jack Baker Marine
Mississauga, Ontario

Pringle's Marine Limited
Orillia, Ontario

Catamarine
Toronto, East Ontario

Sailcraft of Canada
Kirkland, Quebec

COLORADO

Rocky Mountain Marine
Denver

Sunport of Colorado
Fort Collins

Chinook Sailboat
Pueblo

CONNECTICUT

Candlewood East Sailing
Center

Brookfield

New England Sails
Warehouse Point

The Boat Locker
Westport

DELAWARE

Fairweather Marine Center
Bear

FLORIDA

Cycle Marine
Bradenton

Aloha Marine
Daytona Beach

Force E
Deerfield Beach

Port Tack Sailboats
Ft. Lauderdale

Playground Sails
Ft. Walton Beach

Sail Shop
Gainesville

Key Sailing
Gulf Breeze/Pennascola

Sailboat Supply
Jacksonville

Ocean Connection II
Jensen Beach

Sailboards Miami
Miami

Tropical Sailboats
Key West

Adventure Yachts
Largo

Action Sail and Sports Center
Melbourne

Sailing Store
Orlando

Sail Shop
Port Richie

Mariner Marine
Rivera Beach

G and R Sailboats
South Naples

The Cycle Shop
Tallahassee

Tampa Sailcraft
Tampa

FRANCE

Coast Catamaran France
Hyeres

GEORGIA

Augusta Boat Center, Inc.
Martinez

Dunbar Sails
St. Simons Island

Sailing, Inc.
Smyrna

HAWAII

Valley Isles Marine Center
Kahului

Freome's Sailing Center
Kailua

Sailaway Hawaii
Keauu

IDAHO

Rastock Boats
Boise

ILLINOIS

Thede Marine
Downers Grove

Sail Loft
Fox Lake

Adventure Sports
Rockford

Springfield Sailing Center
Springfield

INDIANA

Pine Mountain
Evansville

Dayne's Marine Service
Portage

That Sailboat Place
South Bend

Syracuse

Sailboats, Inc. Indiana
Westfield

KANSAS

C & H Sailcraft
Chanute

Heritage Yachting
Overland Park

American Inland Yachts
Wichita

KENTUCKY

Louisville Sailboat Sales
Louisville

LOUISIANA

Pack and Paddle
Lafayette

Lake Charles

MAINE

Sebago Hobie
North Windham

MARYLAND

Backyard Boats
Annapolis

Maryland Marina
Middle River

MASSACHUSETTS

Swift Sailing
Harwichport

Steve Mehl's Boat House
Hingham

Ensign Marine
Mattataisset

MICHIGAN

Whitmore Lake
Bay City

Wolf's Annex
Benton Harbor

Wurster Sailboards
Cassopolis

Sail Place
Cedar Springs

Empire Marine
Flint

Summit Haus of Michigan
Jackson

Sailboats, Inc.
Mt. Clemens

Bloomfield Beach and Boat
Pontiac

Hobie Sports Center
Richland

Sail North
Traverse City

Salty Dog Marine
Whitmore Lake

MINNESOTA

Seven Seas Yachts, Inc.
Bloomington

Hi Tempo Ski and Sail
White Bear Lake

MISSOURI

Sailing the Wind
Springfield

MISSISSIPPI

Seashore Sails
Long Beach

NEBRASKA

Action Sports N' Sail
Omaha

NEVADA

Sail and Sport
Boulder City

NEW HAMPSHIRE

Wilderness Outfitters
Milford

Are's Marina
Moultonboro

New Hampshire Hobie Cat
Seabrook

NEW JERSEY

Cranford Boat and Canoe
Cranford

MARINA

Hewitt

Hockenjos Boat Company
Lake Hopatcong

Bayview Marina
Ocean City

NEW YORK

4 C's Sailing Center
Angola

South Bay Sails
Clay

Northway Marine
Clifton Park

Ballpat Marine
East Patchogue

The Boat Store New York
Massapequa

Sailing Center of New York
Rochester

Finger Lakes Hobie
Watkins Glen

NEW ZEALAND

Performance Sailcraft
Takapurna

NORTH CAROLINA

Skyland Sailcraft
Arden

Marsh's Surf-N-Sea
Atlantic Beach

Boats-For-Sail
Charlotte

Sailboats LTD
Greensboro

Bayside Watersports, Inc.
Nags Head

B W's Surf Shop
Ocracoke Island

Off the Beach
Raleigh

Sailor's Source
Roanoke Rapids

Ships Store North Carolina
Wilmington

NORTH DAKOTA

Scheels Sporting Goods
Fargo

Washburn Boat Shop
Washburn

OHIO

Sailing Spirit
Bath

Strictly Sail
Cincinnati

Dayton

Harbor North
Huron

Atwood Lake Boats
Mineral City

Sailboat Sales-Toledo
Toledo

Columbus Sailing Center
Westerville

OKLAHOMA

Aquatics Center
Edmond

Inland Windsports, Inc.
Norman

Tulsa Sailcraft
Tulsa

OREGON

Boardsports
Eugene

Windjammers West
Portland

PENNSYLVANIA

Pier West
Erie

Claws & Strawbridge
Frazer

Sailboat Headquarters
South Hampton

PUERTO RICO

Valeria Caribe Cat, Inc.
Isle Verde

RHODE ISLAND

Megraws Boats
Charlestown

SOUTH AFRICA

Coast Catamaran Pty. LTD.
Cape Town

SOUTH CAROLINA

Timeout Boats
Mt. Pleasant

Valk Sailboat Center
Columbia

The Sailing Connection
Myrtle Beach

TENNESSEE

Rooke Sails
Memphis

TEXAS

Sailing Imports
Austin

Sailboat Shop
Austin

Hauston
San Antonio

Triangle Windsports
Beaumont

Inland Sailboats
Dallas

Ft. Worth Sail and Marine
Ft. Worth

Gulf Coast Sailing Center
Kemah

Woody's Paddles'N Sails
Lubbock

Padre Marine Sports
So. Padre

Simpson's Sailboat Shop
Tyler

UTAH

Rightfit Sports
Salt Lake City

VERMONT

Chlott Marine
Burlington

VIRGINIA

Backyard Boats
Alexandria

Trail'N Sail
Richmond

Peninsula Sailing Center
Tabb

Trafton Marine
Virginia Beach

WASHINGTON

Mt. Pilchuck Ski and Sport
Everett

Hobie Sports
Kirkland

Bettines' South Sound Marine
Olympia

Sports and Sail
Richland

Sports Crawl
Spokane

WISCONSIN

Spitzer, Inc.
Middleton

Crummey's Sport and Marina
Whitewater

WYOMING

Mountain Sports
Casper

HOBIE RACING

September/October 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 REGATTAS

September 16-19

Hobie Cat U.S. Women's Championship

Cape May, New Jersey

H.C.A.

619-758-9100

September 21-27

Hobie 16 U.S. National Championship

Cape May, New Jersey

H.C.A.

619-758-9100

October 18-26

Hobie 14 and Turbo U.S. National Championships

Tampa, Florida

H.C.A.

619-758-9100

October TBA

Alpha Wave Invitational

San Onofre, California

A.C.A.

619-758-9100

November 23-29

Alpha World Championships

Key Biscayne, Florida

A.C.A.

619-758-9100

REGATTA SCHEDULE

Division 2

September 6-7	Wofford Heights/Fleet#167 Lake Isabelle, CA	Bob Cargill 805/393-5431
September 13-14	14 Divisionals/Fleet#57 Long Beach, CA	Bruce Fields 213/540-9629
September 20	"F" Fleet Worlds/Fleet#4 Mission Bay, CA	Jerry Coziar 619/276-9846
September 27-28	17 Divisionals/Fleet#1 Dana Point, CA	Don Crider 714/240-3555
October 4-5	Dual Regatta for Charity/Fleet#8 Mission Bay, CA	Gordon Carpenter 619/549-0133
October 11-12	Newport Landing/Fleet#3 Newport Beach, CA	Dave Kofahl 714/898-7056
October 18-19	Ladies Regatta/Fleet#180 Castaic Lake, CA	Windy Sails 818/365-4531
October 25	Octoberfest Regatta/Fleet#1 Dana Point, CA	Don Crider 714/240-3555

Division 3

September 3	The O'Neils Regatta/Fleet#240 Santa Cruz, CA	Rick Grewohl 408/423-9467
October 4-5	Tomales Bay/Fleet#281 Marconi's Cove, CA	Don Winkle 707/578-1714
October 25-26	Turkey Regatta/Fleet#222 Monterey, CA	John Moore 408/372-7897

Division 4

September 6-7	Vancouver Marine Park/Fleet#72 B.C., Canada	Mike Ward 503/283-3273
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Division 7

September 13-14	10,000 Lakes Regatta Excelsior, MN	Charlie Leekley 612/473-8448
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Division 9

October 18-19	Okthobiefest Lake Lanier, GA	Melinda Moore 404/753-3121
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Division 11

September 5-7	Wildwood Crest Classic/Fleet#443 Wildwood Crest, NJ	Bob Edwards 609/886-4609
September 13-14	Cedar Beach Surf Slammer Regatta Ocean City, NJ	Fleet#24 609/390-8182

Division 12

September 13-14	Powder Point/Fleet#28 Duxbury Beach, MA	Joe Driscoll 617/293-5784
September 20-21	Hammonasset Beach Regatta/Fleet#136 Hammonasset State Park, CT	Ray Lewicki 303/658-0040
October 4-5	Connecticut State Championship/Fleet#31 Candlewood Lake, CT	Kurt Hagansson 203/743-9806

Division 14

September 6-7	Oklahoma State Championship/Fleet#63 Lake Thunderbird, OK	Guy Lawyer 405/275-6462
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Division 14

October 4-5	Short Mountain Shootout Kerr Lake, Ark.	John Bracken 501/783-3181
October 18-19	Columus Day Points Regatta/Fleet#118 Lake Palestine, TX	Larry Chambers 214/825-6213

Division 15

September 13-14	Harvest Moon/Fleet#227 Lake Guntersville, AL	Nick Neville 205/681-5150
September 20-21	Po'Ol' Kowaliga/Fleet#484 Lake Martin, AL	Lair Jones 205/279-6753
September 27-28	Music City Regatta/Fleet#249 Percy Priest Lake, TN	Pete O'Briant 615/367-0086
October 4-5	Dixie Invitational/Fleet#23 Jackson, MI	David Thoren 601/956-8362
October 11-12	12th Jubilee Regatta/Fleet#76 Mobile Bay, AL	Jo Gaston 205/342-4300
October 18-19	Bayou Classic Regatta/Fleet#55 False River, LA	Roger Denson 504/926-6969
October 26	Mad Dog Renegade/Fleet#43 Shell Point, FL	Jay Bronson 904/877-7971

International

October 4-5	Coppa Tigulio Genova, Italy	Carlo Lepsky 06/379 1210
October 4-5	Rauhreifregga Chiemsee, Germany	Ernst Bartling 0221/438 604
October 4-5	Jornadas Fanaticas Theoule, England	Maria Jose 93/890 27 88
October 4-5	Fleet Regatta Theoule, France	Tony Laurent 94/65 68 59
October 4-5	Coupe Morgienne Morges, Switzerland	Jenny Hengerude 022/35 18 38
October 11-12	Scow Walensee, Switzerland	Jenny Hengerude 022/35 18 38
October 11-12	Coppa Clubino Palermo, Italy	Carlo Lepsky 06/379 1210
October 11-12	Hobie Ausklang Steinhuder M. Germany	Ernest Bartling 0221/438 604
October 18-19	Tumpel Trophy Zulpichersee, Germany	Ernest Bartling 0221/438 604
October 18-19	T. Universitario Port Sa Lpaya, Spain	Juan Nuviola Camps 03/237 639
October 18-19	Jornadas Fanaticas Tarragona, Spain	Juan Nuviola Campa 03/237 639
October 25-26	Hobie Ski Crans, Switzerland	Chris Sieber 038/244 241
October 25-26	Stage CVBN Bombannes, France	Tony Laurent 94/65 68 59
October 25-26	Oortkantenfeuer Germany	Hanjo Zimmerman 05204-4573
October 25-26	Ausklang Goldkanal Goldkanal, Germany	Hanjo Zimmerman 05204-4573
November 1-2	Trans-Bracciano Roma, Italy	Carlo Lepsky 06/379 1210
November 1-2	Jornadas Fanaticas Tarragona, Spain	Maria Jose 93/890 27 88
November 1-2	Criterium de la Med. Marseille, France	Tony Laurent 94/65 68 59
November 8-11	Grand Prix de l'Armist. Bombannes, France	Tony Laurent 94/65 68 59
November 15-16	Jornadas Fanaticas Tarragona, Spain	Maria Jose 93/890 27 88
November 15-16	Essener Eispokal Baldeneysee, Germany	Hanjo Zimmerman 05204-4573
November 29-30	Jornadas Fanaticas Tarragona, Spain	Maria Jose 93/890 27 88
December 7	Tour des Iles Cannes, France	Tony Laurent 94/65 68 59
December 8	Trofeo Navidad San Lucar, Spain	Maria Jose 93/890 27 88
December 13-14	Trofeo Navidad Tarragona, Spain	Maria Jose 93/890 27 88
December 20-21	Navidades Nauticas Alicante, Spain	Maria Jose 93/890 27 88

REGATTA SCHEDULE

International

December 26-31	Stage Regate Hyeres, France	Tony Laurent 94/65 68 59
CANADA		
September 6-7	Last Chance Regatta/Fleet#150 Whitby, Ontario, Canada	David Sarvis 705/326-1810
September 20-21	Ben Hur Open Regatta Toronto, Canada	Peter Cheney 416/927-8109

FLEET NEWS

Division 2

Hurricane Gulch Regatta

Fleet 3, Division 2
Cabrillo Beach, California
May 31-June 1, 1986
by Dan "May Centerfold"
Katterman

This is it! The Gulch. We don't call it that because we can't spell L.A. Harbor. Actually it is because it represents how much wind is blowing. And that's a lot! This year was no exception. Both days of racing featured double trapeze-type weather. In fact, Saturday the race committee threw in an extra race making a total of four races. Now how many places can you get in more than three races in one day?

Another reputation the Gulch is famous for is all the freighter and barge activity. Unfortunately I cannot tell you of any really close calls that I had and, frankly, that's the way I like it. You should have heard some of the stories though. Fleet 3 may have to buy extra insurance next year.

Saturday night Frank Bjerring invited guests into his home for a barbecue of shrimp tacos and to soak in the hot tub for a rejuvenation of the body.

Sunday was the traditional marathon race down to the Long Beach oil islands and back. This race took me approximately three hours to cover 22 miles plus of a straight up and downwind race. The actual number of miles could possibly be over 40 with all the zig zagging. With simple calculation, you can see there must have been pretty good wind to finish in that much time.

The trophy presentation may have been the best part of the day. Dave Douglas was the regatta chairman and it happened to be his birthday. Fleet 3 has a thing about pies. When

Commodore Dave Kofahl introduced Douglas to present the trophies, he started a speech and then Paul Petti (who else) snuck up behind with a banana cream pie and centered it perfectly. Douglas looked like the man from the moon.

So, Hurricane Gulch lived up to its reputation of fun and sun in the wind.

Division 3

Otter Regatta

June 7-8, 1986
Monterey, California
Fleet 222, Division 3
by Allan and Jan Houser

The 10th Annual Otter Regatta opened to high seas, good wind, and overcast weather. The first clue to rough water was losing two of our race committee members during the first half hour on the bay. The racing Saturday was exciting, with winds of 15-20 knots and seas of 5-7 feet. Sunday broke with beautiful warm sun, winds of 10-15 knots and seas of 3-5 feet. It was a great day for racing.

Barton Goodell did a fine job as race committee chairman. Rolling starts allowed him to run four races on Saturday and two on Sunday.

Saturday was capped off with a great party at Margaritaville, the race sponsor. A video tape of the day's events, lots of margaritas and good company made for a very enjoyable evening.

A total of 75 boats raced with five of the new Hobie 17s attending. Trophy presentation saw beautiful stained glass trophies presented to happy skippers and crews.

Division 4

Blitz Weinhard's Rose Festival Regatta

Fleet 72, Division 4
Vancouver Lake,
Washington
June 7-8, 1986
by Keith Fuller

For the last three years, the second weekend in June has meant Division 4 sailors head for Vancouver Lake for the Rose Festival Regatta. The last two have been official events of the Rose Festival, a two-week celebration of summer in Portland, Oregon. The tie-in with the Rose Festival has helped increase attendance at the race but also given Hobie racing lots of exposure in the metro Portland area. Two local TV stations had stories and film Saturday evening and the two local papers, the Oregonian and the Columbian, had a story and the other had a color photo on the front page.

The races were held out of Vancouver Lake Sailing Club, a private, small boat sailing club with the emphasis on racing. The lake is a large shallow body that has recently received a \$17 million renovation that included dredging to maintain a cleansing current from the Columbia River. The club has a clubhouse, hot showers and cooking facilities—all of which came in handy throughout the weekend.

The Friday before a regatta always seems unbearably hectic for the organizers, but this one went off easily. Thanks to Blitz Weinhard Brewing, which paid for trophies, and early planning on the T-shirts, none of the major jobs had to be done at the last minute. All that needed to be done was hauling everything out to the lake. Rocky Blakewood and I loaded our trucks full and still didn't have everything.

Out at the club everyone busied themselves getting

things organized and getting signs out to direct racers to the site. The first boats started arriving early in the afternoon and kept coming until after midnight. All that was left to do was use the fleet's inflatable to set the marks. Our commodore was bringing the boat with him. But wait! Here he comes but he's got a new girl with him and a Hobie in tow. Some guys and their priorities! I guess he can be forgiven. She looked like a lot more fun than that rubber boat.

Saturday morning arrived with typical race-day weather—overcast and no wind. The whole week before we had winds that every sailor dreams of. On Friday the weather quickly changed and the temperatures dropped. But being Hobie people, we made the best of it.

Everything was running smoothly until it was registration time. Have you ever seen 46 teams standing around trying to hand you \$25 each? You can't register people if you don't have registration cards, right Debbie? (No last names, right Ken?) Once the cards arrived, people got the scoop on what they got for the money. Two T-shirts, two breakfasts, a dinner, beer, pop and lots of giveaways and camping all weekend.

The skippers meeting came and went and still no wind. Someone said they saw a puff on the lake. White flag in 10 seconds! It was a mad dash onto the lake to see the wind build enough to get all the 18s rafted along one side of the committee boat and the 16s on the other side. With no way to keep it hidden, the race committee had to share its champagne and strawberries with all those along side. Two bottles don't go far. With the last sips, the wind had begun to fill

FLEET NEWS

in and the racing began. We ran two races in light and shifty winds. In conditions like that the frustration level was high so we took a short break. From the shore you could hear the whoops and hollers from those still on the water. Suddenly the wind had really begun to blow. Back out we went for two quick course 7s and lots of double trap racing.

As much as I hated to, we called the day's racing at 7 p.m. and started dinner, which was ready for everybody by the time they got back to the club. It included Hormel chili, potato and macaroni salads from Resers, Tostitos (Frito Lay), Duncan Hines cookies and we had a barbecue for those who wanted more. To wash it down we had Blitz Weinhard's beer, pop and milk from Alpenrose Dairy.

Sunday was a repeat of Saturday morning. No wind until noon. With long drives back home and me trying to catch a flight to the 17 nationals, I wanted the racing to be done early. So, with enough wind to get the green stuff moving on the lake, we raised the white flag. Now if we could just get the line square. With 30-degree wind shifts, that's not easy to do. No way you could make a starboard start for the 18s. Oops! Should we postpone, change course? No, we aren't racing. The 18 skippers, being reasonable, all started on port but 16 skippers, ha! Someone always has to try a starboard start and screw it up for everybody. Now it was getting serious. The 18s weren't halfway to A, the 16As were a few yards from the start and the 16Bs were starting. At least the wind shifted back so the line was square. Or did it die completely? After the 16C start the wind filled in from behind and all the 16s hit A mark at the same time. It looked like the Interstate Bridge at rush hour.

Contrary to popular belief we did have a shorten course flag on board. It came out several times but that same thought kept ringing in our heads. "It's not us drifting along in wetsuits, let 'em race." To be on the safe side, we kept radioing our chase boats to find out if the racers were making threats towards us and to be ready to run if things got ugly. Well, just over two hours later, boats were finishing and headed for

the beach to end a long and boring day counting the little green floaties in the water.

As the scores were being readied, it was time for the giveaways and raffles. BIC, No-Nonsense Panty Hose, Murray's Marine, N.W. Creations, Windjammers West, Fred Myers, Fuller Tools, Fred Bay News and the Denney Road Animal Clinic all have our thanks for their gifts. The raffle included two wine cellars featuring award-winning wines valued at \$150 each and a grand prize of a Breeze Drysuit from O-S Systems. A special thanks to Paul Gunderson and Mike Kline.

Anyone who has put one of these parties on knows how hard it can be, but with help it can be fun. I had the best bunch helping me. Planning and committee, Joan Fuller; committee, Joan, Terry Byers, Pam and Randy Smith; chase boat mule and photographer, Rocky Blakewood; chase boats, Rocky, Doug Behrand; on the party boat, party animals Mike and Cathy Laws and Co., Jim Symington and his racing crew and John Verrick and son. Thanks also to my baby sitter Susan Fuller for getting the food and helping all weekend long and Bill Williams and Jim Severs and Steve Marx for cooking the eggs and sausage. For cleaning up, thanks to Bill and Julie Williams and Phylis. It was fun. Hope to see you next year.

Division 4

Kayak Point Regatta

Fleet 95, Division 4
Kayak Point, Washington
June 14-15
by Bob Combie

After a week of sunny 80-degree weather prior to the Kayak Point regatta, it was hoped that there would be at least a light breeze for the weekend. Friday evening was warm and breezy, treating those who stayed at the park that night to a beautiful sunset. Saturday morning brought some rain and an excellent 20 knot southwesterly. A good, long course was set and by the white flag, the wind had built to 25. Three boats went over before the start, followed by many more as the race progressed. All three chase boats were kept busy and

when the race was over everyone had made for the beach.

Racing was postponed and lunch was served while the committee waited for the winds to moderate. The winds continued to build, however, and the committee decided to call it a day as it was no longer safe to race. It was later learned that the wind had reached 55 knots and had caught the whole Puget Sound area off guard.

After everyone dried off and checked their boats for broken and bent parts, sailors turned their attention to other shore activities like volleyball. The winds continued to blow, moving dinner from the lower area up to the protection of the campground. The Flakey Jake's folks served an outstanding meal of world famous burgers with all the fixings and potato salad and homemade brownies for dessert. Flakey Jake's must be commended for dealing with what must be considered less than optimum conditions and still serve up what had to have been the best regatta meal to date!

Sunday brought south winds to 25 again, but the velocity was steady and the swell was not nearly as high as the day before. Four fast and competitive races were run with only a couple of boats getting blown over in the puffs. By the end of the racing it appeared that everyone had had enough and welcomed the beach. Giveaways and a raffle for a boatbox, drysuits, trapeze harness and a tiller extension were followed by the presentation of trophies for both skipper and crew courtesy of Michelob.

Thanks are due to Joyce Butchart, Ruth Eaton and Heidi Clarke for their committee work, and Brian Guptil for coming all the way up from Seattle with his committee boat. Also, a big thanks to John Anderson and his "big, black Zodiac;" and Larry Butchart, Bob Combie, Don Atchley and Bruce Gruber for their tireless work on the chase boats; and to John Corrie who was ready for protests (there weren't any!). Also a special thanks to Jim and Vicki Horswill and Denise Smith for serving as race chairmen. We'll definitely be coming back to this spot, so see you next year.

Division 12

The Folly Landing Points Regatta

Fleet 448, Division 12
Greenwich Bay, Rhode Island
May 17-18, 1986
by Chris Brosco

The alarm clock made its wake-up call firmly at 4 a.m., Saturday morning. As I opened my eyes, I wondered about the weather. The radio said sunny, warm and breezy. My window said cloudy, cold and still. Very, very still. Why all the worry? It's regatta day in Rhode Island. Sure we've had regattas before, but this was our first points regatta. In fact, it was the first points regatta ever held in our state, not to mention the first for Fleet 448, the hosts. How would our months and months of planning turn out? Did we cover every base? Only time would tell.

Time now, 4:01 a.m. Got up, got outta bed, dragged a comb across my head (thanks, Beatles). Time to face the music and dance. I was not alone. Twelve other fleet members were rising at exactly the same time. Some were making coffee, others buying doughnuts, while the rest gassed up the committee and chase boats, hung road signs, lugged tables, checked the water temperature and posted the tide chart. This regatta was going to leave an impression, we just weren't sure if it was going to be a good one or a bad one. Why worry. Sure it's cloudy, sure only six people pre-registered, sure there's no wind, but, hey, we've got beginner's luck on our side. That and Kaopectate. Spoon please.

As we approached the beach of Goddard State Park, some sailors had already begun to arrive. Now, that's a good sign. And by the opening of registration at 8 a.m., the boats were arriving at a pretty good clip. Our fleet received a great deal of praise for having an all-male registration table. We took the praise gracefully, but the fact of the matter was, we just couldn't get the girls up that early.

As the skipper's meeting began, the tally was in and 51

boats from Canada to Long Island, including two of the new 17s, had shown up. The sky was beginning to clear, the air temperature was getting warmer, and the wind was showing some signs of life. Hey, folks, we're talking regatta here. And so with the immortal words of our Commodore, Brian Franco, "You're going to have a good time if it kills you," skippers and crews took to the waters of Greenwich Bay.

Now, Greenwich Bay is about two miles long, running east and west. At its southern tip is a one mile opening facing Narragansett Bay. The windward shore is called Sandy Point, which allows the usual southeasterly wind to do its thing yet it keeps the water relatively flat with low current. The wind for the start of race one was light to moderate.

The starting line had been set up to slightly favor the committee end. This worked well as the fleets either split tacks at the start or, at the very least, spread out a little more. With no general recalls, the race schedule remained on time for the day. Quitting time was 4 p.m. on day one and as the boats were neatly tucked away for the evening, the host-fleet, 448, moved into "Phase Two," the evening banquet.

The hall looked great. It had better. After all, there were a lot of undecided people who we had fast-talked into going. The bartender was on duty, the tables were set up, and the stereo was ready to kick in some great dance music. Everyone began to arrive. Everyone, that is, except the caterer. Have you ever looked at 75 hungry faces? Quickly making our way to the pay phone and placing our call, our worst fear was confirmed. The caterer thought the banquet was the following day. Oh no!

The crowd was great and accepted the bad news. Refunds were handed out and with a little wheeling and dealing with the restaurant down the road, we were able to accommodate everyone.

Day two. The sun is shining and the wind is hinting that we could be in for some great sailing. As our fleet walks up and down the beach to tell everyone that the coffee and doughnuts are ready, we start

hearing things like "Hey, I'm still full from last night's banquet." Maybe everyone didn't take it as well as we originally thought. Apprehensive about the upcoming skippers meeting and all the possible heckling, 448 needed to do something quickly.

The skippers meeting began at 10 a.m. with all the members of Fleet 448 forming a straight line across the beach. We all briefly excused ourselves, turned around and placed bags over our heads with only the eyes cut out. As we turned again to face the crowd, a message had been written word by word on the front of each bag. It read: "Boy, are we embarrassed, Fleet 448." The word embarrassed was hyphenated over several bags with the letters A-S-S specifically on the commodore's bag. The crowd roared and the fleet was off the hook.

Racing for day two was great. The wind picked up to a healthy 15-20 knots. Double trapping was at its best and the reaches were picture perfect from shore as the cats criss-crossed each after gybing around B mark.

Day two came to a close shortly after 1 p.m. and the results were tabulated while the boats were being packed up for the journey home. In commemoration of Rhode Island's 350th year, which we are presently celebrating, all regatta trophies were beautiful prints of America's tall ships.

As everyone headed for home, our fleet members stood and congratulated themselves for a job well done. Now, it could have just been beginner's luck, but you know that it's hard work, good planning and dedicated fleet members that really make the difference. Our thanks to the skippers of our committee and crash boats and to our sponsors, Folly's Landing Restaurant and Coors Light beer. Thanks to Division 12 for the opportunity to put this whole thing together and a final thanks to all who came to race. We'll be back next year and we hope you will too.

Division 13

XIV San Juan Cup

Fleet 133, Division 13
Isla Verde, Puerto Rico

June 21-22, 1986
by Roberto Adelardi

This annual event was held the weekend of June 21-22 and for the first time, small monohulls and sailboards were invited to compete. This regatta proved to be the best San Juan Cup our fleet has seen in recent years. With more than 35 Hobies, 40 sailboards and 20 small monohulls racing, (many for the first time) our race committee proved to be more than capable of handling the workload created by the variation in class rules and start sequences.

After all the skippers meetings were held Saturday morning, we went off for three races in 15 knot winds and gusts of up to 20 knots with little chop making some wild reaches and fast downwind legs.

Because of the winds, we had a lot of changes in position making it impossible to say who the winner was going to be until the final race was over and the points were counted and posted. Saturday's races counted as an event by themselves because on Sunday a separate long-distance race took place. It's an 18-mile course that is raced once a year into San Juan Harbor and past one of the oldest forts in the western hemisphere.

It starts with a windward leg to A mark followed by a downwind and then a very tiresome windward leg to A mark followed by a downwind leg to finish. This year was the first time the boardsailors made this trip with us and they did an excellent job of it.

This year's event could not have been possible without the cooperation of the sponsors, Thom McAn and our local Hobie dealer Veleria (Mr. Palacios and his wife Lydia). We would also like to thank Venrod Co. and the products we enjoyed so much that weekend, Becks Beer and Calvin Coolers.

Division 16

10th Annual Madcatter Regatta

1986 Northeastern Championships
Fleet 204, Division 16
May 17-18, 1986

Brewerton, New York
by Jan Johnson

"It was a dark and stormy night" when Hobie Cat sailors gathered on the shores of Oneida Lake State Park for the 1986 Madcatter Regatta. Heavy rain, accompanied by rolling thunder and bolts of lightning greeted participants who had traveled from near and as far away as Canada and Virginia for Fleet 204's annual rite of spring.

Spirits, however, were not to be dampened as early arrivers registered Friday night for a chance at winning 16A, 16B, 16C, 14, 14T, 18A, 18B, 18M and 17 class competitions. Afterward, skippers, crews and their families hotted it to the park's rustic Arrowhead Lodge for a welcoming night bash. It was "old home week" for many; for others, it was their first taste of Central New York hospitality and food. Many relished a vegetable tray designed in the shape of a Hobie Cat sail. Beer flowed freely thanks to Drew Patey, Hobie Cat Northeastern sales manager, and a special visitor from California, Hobie Cat's own advertising director, Bob "Browners" Brown.

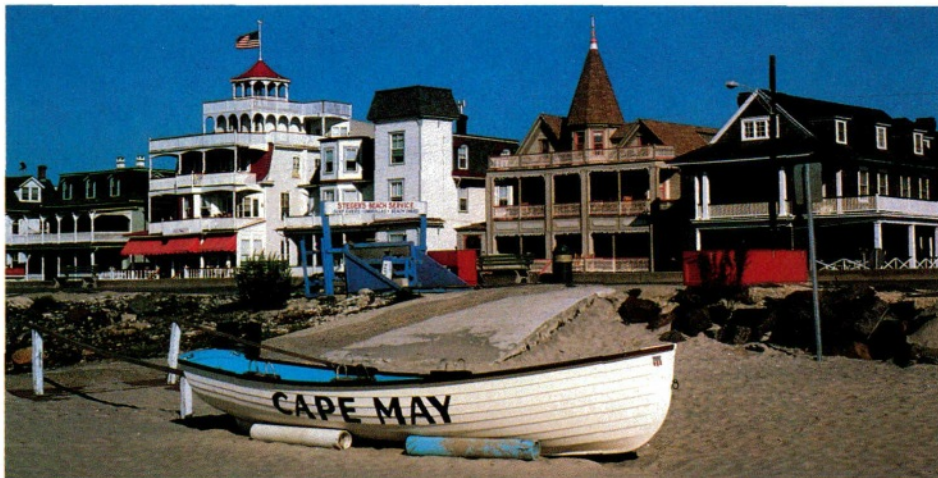
Saturday dawned as grey as the lake. Only the multi-colored sails lining the large, sandy beach broke the monotony of the morning. Late registrants joined those who had signed up early for coffee and doughnuts and last minute instructions at the skippers meeting. By mid-morning, most sailors had opted for wet-suits and deckskins over wet skins as they prepared to face their first race of the regatta.

In all, 120 Hobie Cats were out for a sail on a not-so-sunny day. It was fitting that the Madcatter's 10th anniversary should be its largest. Winners would qualify for an automatic seat at the national championships.

To a casual observer it looked like a lot of ships passing in the day. To the serious sailor, it was the beginning of 3.5 hours of non-stop racing. Winds that day would test their patience and their skills as it skipped from five to 15 mph—double trapping weather.

As the white flag went up at 11 a.m. for the first of two races Saturday, 18A boats jockeyed for position at the start. Two men in a 16B class boat

16TH HOBIE 16 U.S. NATIONAL CHAMPIONSHIPS



W o m e n ' s — S e p t e m b e r 1 6 - 1 9 , 1 9 8 6

O p e n — S e p t e m b e r 2 1 - 2 7 , 1 9 8 6

Historic Cape May, New Jersey, will host the 1986 Women's and Open Hobie 16 U.S. National Championships. Whether you choose to stay at a quaint bed-and-breakfast inn or a peaceful hotel on the beach, the Victorian town of Cape May will be a great venue for the Hobie 16 U.S. Nationals.

Fleet members from Division 11 are working with the City of Cape May and State of New Jersey officials to plan an exciting week for our competitors. Side trips to Atlantic City have been arranged for those looking for a little after-hours entertainment.

WOMEN'S CHAMPIONSHIP

The Women's Nationals will be held September 16-19, after competitors have been checked in on Monday, September 15. Qualifying races will take place on Tuesday. The championship series is scheduled for Wednesday through Friday.

OPEN CHAMPIONSHIP

The 1986 Hobie 16 U.S. National Championship will check in its competitors on Saturday, September 20. Qualifying races will be on Sunday and Monday, and the championship series will begin on Tuesday. Finals will be held Friday and Saturday.

REGISTRATION

All skippers, whether prequalified or not, must have their preregistration postmarked by August 27, 1986. The entry fee for the Women's Nationals is \$100.00. The Open Championship registration fee is \$125.00. Please mail your entry fee with the registration coupon. A

boat damage deposit of \$250.00, in cash or travellers checks, will be required upon check in. Please do not mail it. This deposit is returnable if no damage is done to the boat.

ACCOMMODATIONS

The hotels have requested that reservations be made right away (July 1, at the

latest), as September is still tourist season in that area. There are several quaint bed-and-breakfast hotels which might make the week even more fun. For making reservations, the City of Cape May has provided a "welcome" phone number to call, 609/884-3323. Alternative housing for groups may be available, also. Call them for this information.

HOBIE 16 U.S. NATIONAL CHAMPIONSHIP

RACE REGISTRATION FORM

(This form must be postmarked by August 27, 1986)

Name _____

Crew Name _____

Address _____

City _____ State _____ Zip _____

I am prequalified from Division _____ I wish to qualify from Division _____

I qualify to compete for the master's trophy (Skippers 40 years or better) ☐ Age _____

Telephone (_____) _____ Combined Crew Weight _____

☐ Open Nationals (Entry fee is \$125.00)

☐ Women's Nationals (Entry fee is \$100.00)

ALL SKIPPERS, prequalified or not, must preregister.

Mail this form with entry fee to: Hobie Class Association
Hobie 16 National Championships
P.O. Box 1008
Oceanside, CA 92054

"New Jersey and You Perfect Together"

FLEET NEWS

stretched out on the tramp, waiting for the calm before the storm.

Skies were cloudy, but participants refused to look on the dark side. "At least it's windy," observed Commodore Rick Quatrone. "At least it's not raining."

Before the end of the first race, the gods had smiled on lake and land, bringing blessings of brisk breezes and sunshine. On the beach, sunbathers, picnickers and fishermen took up stations for fun and food. Power boaters, thank goodness, were few and far between and no other kind of sailboat dared show its sail. A local TV crew, radio station and newspaper photographer recorded the event for those who could not be there.

By the end of the second race—around 3 p.m.—winners had been decided in every class. Mishaps were minor. The worst: a boom caught the skipper on the nose and he opted for a DNF.

"To the beach," shouted Committee Boat Chairman Charlie Elve as he called off numbers from boats crossing the finish line.

"Do we get a trophy for last place?" asked the crew of 24024.

"Excellent course," shouted the skipper of an 18-footer.

Finishing with a splash were the men of 9820, who deliberately took a dip off the side as they sidled into shore.

By the time the last racer had shipped in, the day was definitely hot and muggy. Sailors traded in wetsuits for tank tops and shorts and geared up for their own version of Saturday Night Live at the Arrowhead Lodge. There awaited sizzling steaks and salt potatoes, fresh salads prepared by Fleet 204 members, the traditional Hobie Cat cake, and of course, more beer. Eating took place on picnic tables outdoors where crew and family members rehased the races and prepared for Sunday's set. While winners waffled on Cloud Nine, losers took heart that "nice guys finish last."

As twilight deepened, picnickers took themselves and their conversations indoors while members of the Budget Blues Band set up. Hard rock and hard dancing filled the

next few hours, relieved by a surprise visit from Hobie Man, a.k.a. Fleet 204 member and Madcatter Commodore Rick Quatrone.

"Good Day Sunshine" greeted Sunday morning sailors. By 10 a.m., most boats were rigged and ready to race. Sunday's sunshine was a sharp contrast to Saturday's sullenness. Sails and spirits seemed sharper. Wind was up at seven miles per hour as the first of the day's three racers, 18As and 16As, took off.

Cries of "up, up up!" filled the air as the 18s and 17s crowded for first place at the start. On their heels followed the 14s, 16Bs, and 16Cs, troubled by a couple barging cases.

The 16Cs, the last to start, were the first to finish. Before the other classes had come in, the wind died down. Many of the 16Bs just mustered enough wind to cross the finish line. Whether to continue the races or call them on account of weather was up in the air. Committee boat Chairman Charlie Elve held off starting the second race.

"It's Miller time," called out a party-minded crew in hopes of swaying Elve's decision.

It was not to be. "I'm going to start the second race, and if there's not enough wind, I'll cancel," Elve radioed in to shore.

The white flag went up, then blue and finally the red signalling the start of the day's final race. By the time the last class had completed its course, clouds had gathered. An occasional roll of thunder convinced some sailors to head in to shore early.

"Good, competitive sailing. Beautiful weather while it lasted," Elve observed as he called in the last boat numbers.

Chase boats collected committee boat crew and gear for the trip back to shore. Protests had yet to be heard and decided and the race results posted.

And then the clouds broke.

The regatta was to end much as it had begun. But, the hot dogs were hot and the beer was cold. The Madcatter would not end with a whimper. There were prizes to be raffled, trophies to be awarded, congratulations to be spread around.

Fleet 204 favorite Sue Pesane, skipper of a Hobie 16, took home a hard-won marble and wood trophy. Three first places and a second earned her a move up to A fleet. Other Fleet 204 favorites, Tom Korzeniewski and Kathleen Fitzgerald, had a tough time finishing second overall, considering that more than 20 boats and their crews traveled from Canada for the chance at the 16A spot at the nationals. Division 10 transients, Greg and Michelle Smith, took first honors.

A special thanks goes to Miller Beer, Hobie Cat, Oneida Shores Park, Pepsi and South Bay Sails, whose efforts helped make the regatta a success, said Commodore Quatrone. "We could not have done it without them."

Although the 10th Madcatter Regatta began and ended on a dark note, the weekend was much like an Oreo cookie. The middle is what mattered.

International

Italy Hobie 18 Championship
Internat'l Division
Gulf of Gaeta, Italy
June 19-22
by Jennifer Lepsky

June 19-22 on the beautiful waters in the Gulf of Gaeta, 25 catamarans competed for the Italian Hobie 18 National Championship. The small yacht club Caposele, situated

above an old Roman port, offered its hospitality and expertise on the water.

The first of the four days of racing was cancelled when the President of the Italian Republic visited Gaeta and all sailing and navigation was forbidden in the gulf. The day gave everybody time to relax and get their boats rigged and tuned for the next day's racing. The second day was sunny and windy with 15 knots of wind. Two races were held. Day three was overcast with a fair wind, but by the second race we had had a downpour and the wind changed directions several times, so the race was cancelled. But the club made it up to the disappointed sailors by offering a wonderful dinner on their upstairs terrace overlooking the port. Sunday was sunny with a light wind and two races were completed.

In all, five races were held with varying weather and wind conditions to satisfy everybody. The winner received a valuable Ebel watch offered by the sponsor. The evening was lightened up with random drawings of assorted prizes like a set of trapezes, sweat-shirts, daggerboard covers, Hobie Cat sweaters and jackets. All women participants were given a snazzy bathing suit.

To get down to results, the team of De Toro/Scalzo came in first with 4.25 points by taking three firsts and a second.

REGATTA RESULTS

Division 2

HURRICANE GULCH
FLEET # 3, DIVISION 2
CABRILLO BEACH, CA
MAY 31-JUNE 1, 1986

HOBIE 14 POINTS
1. Burt Sherrif 4 1/2

HOBIE 17 POINTS
1. Jeff Alter 3
2. Jim Legge 11
3. Bruce Fields 12
4. John Wake 14
5. Brian Kurt 27
6. Tom Runyon 33
7. Fred Fogerto 17 3/4
8. Eric Bjeering 31
9. Richard May 35
10. Stu Roberson 45
11. Dan O'Donnell/Jr. 45

HOBIE 18A POINTS
1. Parizeau 5 1/2
2. Blakania 17
3. McCraw 24
4. Wright 12
5. Clair 27
6. Aucroman 19
7. Holowack 69
8. Brown 26
9. Lindley 23
10. Bernoium 78
11. Timm 8 1/2
12. Brown 59
13. Engen 47

HOBIE 16C POINTS
1. Rick Wilson 3 1/2
2. Phil Harmon 18
3. Michael White 7
4. Rick Polance 14
5. Larry Reding 14
6. John Bowen 13
7. Scott J. Hillman 23
8. Mike Dosokos 7 3/4
9. Joe La Rosa 13 3/4
10. Joel D. Deupree 29
11. Willie James 33

HOBIE 18B POINTS
1. Chris Lewis 3
2. Roger Jenluins 13
3. Jim Cagel 13
4. Bob Pelouquin 15
5. Jim Terriuk 16

HOBIE 18C POINTS
1. Richard Cooley 6 1/2
2. Jason Key 6 1/2
3. John Charleston 8
4. Richard Carrol 14

HOBIE 16A POINTS
1. John Hauser 4 1/2
2. Carl Nunes 20
3. Bob Seaman 13
4. Alan Eguza 11
5. Steve Myler 23
6. Dan Katterman 25
7. Ross Tyler 43
8. Keith Christensen 35
9. John Forgrave 34
10. Mike Chee 53
11. Billy Rindler 32

HOBIE 18B POINTS
1. Zolowski J. 5 1/2
2. Herman R. 20
3. Piper D. 12
4. Brooks J. 27
5. Lockwood P. 34
6. Jennigen C. 22 3/4
7. Flood Tyler 19
8. Wennerstrom 8 1/2
9. Campbell R. 38
10. Petti P. 63
11. Evans J. 47
12. Williams 44
13. Dambros J. 32
14. Bowles D. 43
15. Nichols J. 61
16. Bailey C. 37
17. Howard J. 72
18. Elder M. 70
19. Nicole P. 52
20. Volberstoot 48

10TH ANNUAL LAKE HAVASU
FLEET # WHCA, DIVISION 2
LAKE HAVASU CITY, AZ
MAY 8-11, 1986

14. Hicks 40
15. Bauldry 52
16. Sullivan 54
17. Tschakowski 42
HOBIE 16C POINTS
1. Rick Wilson 3 1/2
2. Phil Harmon 18
3. Michael White 7
4. Rick Polance 14
5. Larry Reding 14
6. John Bowen 13
7. Scott J. Hillman 23
8. Mike Dosokos 7 3/4
9. Joe La Rosa 13 3/4
10. Joel D. Deupree 29
11. Willie James 33

HOBIE 18B POINTS
1. Chris Lewis 3
2. Roger Jenluins 13
3. Jim Cagel 13
4. Bob Pelouquin 15
5. Jim Terriuk 16

HOBIE 18C POINTS
1. Richard Cooley 6 1/2
2. Jason Key 6 1/2
3. John Charleston 8
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1. John Hauser 4 1/2
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4. Alan Eguza 11
5. Steve Myler 23
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7. Ross Tyler 43
8. Keith Christensen 35
9. John Forgrave 34
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FLEET # WHCA, DIVISION 2
LAKE HAVASU CITY, AZ
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17. Howard J. 72
18. Elder M. 70
19. Nicole P. 52
20. Volberstoot 48

10TH ANNUAL LAKE HAVASU
FLEET # WHCA, DIVISION 2
LAKE HAVASU CITY, AZ
MAY 8-11, 1986

REGATTA RESULTS

HOBBIE 14T POINTS

1. Smith, Craig	3
2. Meyer, Robert	7 3/4
3. McNeill, Patti	9

HOBBIE 16A POINTS

1. Seaman, Bob	5 1/2
2. Nunes, Carl	6 3/4
3. Katterman	14
4. Oltmans, Don	16 3/4
5. Walsh, Geoffrey	23
6. Blount, Dick	28
7. Wegnifer, Ron	25
8. Casher, Jeff	25
9. Newsome, Jeffrey	26
10. Sanders, Bill	28
11. Hernandez, Phil	41
12. Miller, Rex	42
13. Butcher, Ross	42
14. Holford, Mike	48

HOBBIE 16B POINTS

1. Nash, Wayne	9 3/4
2. Ciltz, Steve	10 3/4
3. Monson, Alan	14 3/4
4. Hensler, William	15 3/4
5. Zard, David	16
6. Pattern, Pat	20
7. Englehart, Mark	32 3/4
8. Vandervort, George	32 3/4
9. Schotte, Paul	33
10. Leatoun, Ron	34
11. High, Charlie	26
12. Chae, Cathy	45
13. Smith, Steve	49
14. Munsey, Harry	52
15. Corell, Darrell	53
16. Jernigan, Chris	54
17. Seares, Hobbie	55
18. Kares, Frank	56
19. Miebach, Bill	56
20. Anderson, Jeff	57
21. Greenhalgh	59
22. Burke, Bob	60
23. Dofahl, David	64
24. Pinner, Trey	71
25. Strivley, Cary	71
26. Jones, Harry	71

HOBBIE 16C POINTS

1. Ziegler, Ellen	7 1/2
2. Williamson, D.J.	8 3/4
3. Jeffery, Dave	12
4. Harbny, George	12
5. Soto, Richard	24 3/4
6. Arendsen, Dick	24 3/4
7. Irwin, Curtis	26
8. Wilkes, Richard	30
9. Richardson, John	30
10. Olson, Mike	31
11. Jilmoor, Scott	33
12. Schick, Gregg	39
13. Knopf, Dick	43
14. Van Houten, Glenn	50

HOBBIE 17 POINTS

1. Fogerty, Fred	4 1/2
2. Ficks, George	11
3. Runyon, Tom	14 3/4
4. Leo, Steve	16
5. Leggie, Jim	17
6. Field, Bruce	17
7. Whalen, Mike	22 3/4
8. May, Richard	28
9. Winkler, Udo	28
10. Durrett, Ken	33

HOBBIE 18A POINTS

1. Timm, Steve	4 1/2
2. Blakania, Krist	10 3/4
3. Brown, Rick	14
4. Wright, Craig	14
5. Brown, Chuck	16
6. Ruiz, Rick	21 3/4
7. Lindley, Ted	26
8. Kymlicka, M Kim	26
9. Douglas, David	32
10. Brown, Roger	32
11. Tschakowsky, Alex	33
12. Clair, Bob	33
13. Eggen, Randle	38
14. Smith, David	43

HOBBIE 18B POINTS

1. Hankins, R	7 1/2
2. Neil, Wally	8 1/2
3. Lewis, Jim	9 3/4
4. Walter, Glenn	10 3/4
5. Turner, Lamont	12
6. Cardner, Bob	15
7. Anthony, Steven	18
8. Ybarrola, Thomas	19

ALPHA POINTS REGATTA
FLEET #3 DIVISION 2
LAKE PALESTINE, CALIFORNIA
MAY 31 - JUNE 1, 1986

Mens Heavyweight Points

1. Kimmell, Jami	7 1/2
2. Roney, Chuck	16 3/4
3. Bonvillian, R.	18
4. Simpson, Tyler	35
5. Chambers, Larry	36 3/4
6. Murphy, Mike	38
7. Sutton, Joe	43
8. McCoy, Scott	48
9. Jordan, Jim	53
10. Scripture, John	68

Mens Lightweight Points

1. Kinser, Aaron	5 1/2
2. Ahrens, Steve	15
3. Kortz, Michael	21
4. Bonvillian, R.	24

Womens Points

1. Chambers, Jennifer	4 1/2
2. McCoy, Sharon	5 1/2

HOBBIE 17 NATIONAL CHAMPIONSHIPS
FLEET #WHCA, DIVISION 2
LA JOLLA, CALIFORNIA
JUNE 6-13, 1986

HOBBIE 17 POINTS

1. Hobbie A Iter	6 1/2
2. Randy Smyth	6 1/2
3. Bob Seaman	25
4. Carlton Tucker	32 3/4
5. Dick Blount	33
6. Brian Bell	38
7. Jeff Alter	38
8. Dennis McCredie	45
9. Mike Garrett	45 3/4
10. Matt Miller	46 3/4
11. Dan Ketterman	49
12. Paul Ulibarri	51
13. Doug Johnson	54
14. John Drury	56
15. Steve Myrter	56
16. Enrique Figueroa	57
17. John Myhre	64
18. Ricardo Barretto	65
19. Roger Jenkins	66
20. Alan Egusa	66
21. Paul Tobie	66
22. Michael Sprague	69
23. George Vandervort	70
24. Scott Cohn	73
25. Jim McCann	73
26. Sergio Carlos	83
27. Carl Nunes	86
28. Steve Broyles	90 3/4
29. Bill Joslin	90
30. Gordon Smith	91
31. Paul Parizeau	97
32. Todd Fisch	97
33. Dick Post	102
34. Byron Kurt	104
35. Chuck Brown	104
36. Michael Bender	106

DIVISION 3

OTTER REGATTA
FLEET #222, DIVISION 3
MONTEREY, CA
JUNE 7-8, 1986

HOBBIE 18A POINTS

1. Yahalom, R.	10 3/4
2. Johnson, R.	11 1/2
3. Jeffries, K.	11 3/4
4. Rayfuse, M.	15 1/2
5. Chaney, V.	26
6. Sullivan, E.	26
7. Ciguere, D.	30
8. Hill, J.	32
9. Harris, C.	39
10. Spain, C.	18 5/8
11. Howard, T.	53
12. Olson, C.	56

HOBBIE 18B POINTS

1. Nixon, R.	10 1/2
2. Leonard, A.	13 3/4
3. Collier, C.	14 3/4
4. Wainwright, B.	15 3/4
5. Bennett, R.	15
6. Dillier, D.	26
7. Blindel, A.	28 3/4
8. Trevey, N.	28
9. Ballour, J.	37

HOBBIE 18A POINTS

1. Porter, P.	6 1/2
2. Christensen, K.	10 1/2
3. Montague, M.	15 3/4
4. Skaria, M.	24
5. Sloan, D.	24
6. Katz, R.	28
7. Fess, R.	31
8. Parsaghar, V.	35
9. Jinds, D.	47
10. Neathery, R.	51
11. Times, B.	53
12. Reese, E.	54
13. Montague, E.	56
14. MacDonald, S.	61
15. Ieath, R.	66
16. Boschma, b.	69

HOBBIE 18B POINTS

1. Christensen, T.	3
2. Heberer, P.	9
3. Duon, D.	9
4. Aranda, D.	21
5. Wijtman, M.	21
6. Tully, J.	23
7. Claze, T.	29
8. Walker, B.	23
9. Bailey, B.	32 3/4
10. Weber, W.	34
11. Eustace, B.	35
12. Bowen, W.	37
13. Axelson, P.	44
14. Reavis, M.	51
15. Mitchell, M.	53

HOBBIE 16C POINTS

1. Ford, S.	4 1/2
2. Storey, S.	6 1/2
3. Douglas, J.	12
4. Howarth, R.	12
5. Deane, N.	18
6. VanOutryve, D.	22
7. Carrison, P.	29
8. De Soto, B.	30
9. Duane, id.	33
10. Eustace, B.	35
11. Bowen, W.	37
12. Axelson, P.	44
13. Reavis, M.	51
14. Mitchell, M.	53

HOBBIE 16N POINTS

1. Salse, J.	4 1/2
2. Richards, J.	5 1/2
3. Apple, R.	12
4. Reichler, J.	16

HOBBIE 14 POINTS

1. Lrsich, C.	2 1/2
2. Fikes, R.	4 3/4
3. Mooneyham, W.	12
4. Shultz, P.	12

HOBBIE 14T POINTS

1. Sohle, S.	3
2. Locke, T.	8

HOBBIE 17 POINTS

1. Ettl, M.	3 1/2
2. Baumgartner, D.	5 3/4
3. Mooneyham, W.	8

4. Arnerich, M. 12

5. Janner, C. 15

DIVISION 4

C.J. STRIKE REGATTA
FLEET #105, DIVISION 4

MTN. HOME, ID

MAY 17-18, 1986

HOBBIE 16B POINTS

1. Howles, M.	12 3/4
2. Trask, J.	13 3/4
3. Dixon, K.	17
4. Chandler, R.	18

HOBBIE 16A POINTS

1. Uppiano, E.	4 1/2
2. Slanczak, S.	4 3/4
3. Elliott, J.	10 3/4
4. Kircher, M.	15
5. Schinnerer, R.	17

HOBBIE 18 POINTS

1. Insinger, J.	3
2. Quirk, K.	6 3/4
3. Hanson, B.	11
4. Garrison	18
5. Sander, P.	21

C.J. STRIKE REGATTA
FLEET #105, DIVISION 4

MTN. HOME, ID

JUNE 7-8, 1986

HOBBIE 14 POINTS

1. Nelson, P.	3 3/4
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HOBBIE 16A POINTS

1. Slanczak, S.	10 1/2
2. Hofstetter, C.	11 1/2
3. Holford, M.	17 3/4
4. Kircher, M.	19
5. Schinnerer, R.	23
6. Olson, C.	25
7. Krumm, Bl	26
8. Elliott, J.	30

HOBBIE 16B POINTS

1. Dixon, K.	16 1/2
2. Reiss, D.	18 5/8
3. Gabiola, J.	18 3/4
4. Bowles, M.	26
5. Hass	27

CASCADE LAKE REGATTA
FLEET #105, DIVISION 4

CASCADIA, ID

JUNE 28-29, 1986

HOBBIE 14 POINTS

1. Nelson, P.	3 1/2
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HOBBIE 16A POINTS

1. Slanczak, S.	6 1/2
2. Bowen, M.	6 1/2
3. Krumm, B.	11
4. Hofstetter, C.	15 3/4
5. Kircher, M.	17
6. Elliott, J.	22
7. Schinnerer, R.	24

HOBBIE 16B POINTS

1. Reiss, D.	6 3/4
2. Trask, J.	8 1/2
3. Gabiola, J.	12
4. Dixon, K.	13 3/4
5. Chandler, R.	15
6. Wood, E.	17
7. Bowles, M.	25
8. Tonkin, S.	29

HOBBIE 18 POINTS

1. Entwistle, B.	3
2. Sander, P.	7 3/4
3. Hanson, B.	10

ALBERTA HOBBIE CAT CHAMPIONSHIP
FLEET # 446, DIVISION 4

ALBERTA, CANADA

JUNE 21-22, 1986

HOBBIE 14 POINTS

1. R. Wetter	3 3/4
2. T. Morris	10

HOBBIE 16A POINTS

1. D. Belland	7 1/2
2. M. Jones	10 3/4
3. D. Smith	12 3/4
4. P. Donitz	12 3/4
5. J. Cobb	22
6. J. Moore	28

HOBBIE 16B POINTS

1. R. Eock	5 1/2
2. T. Fushes	9 1/2
3. D. George	12 3/4
4. B. VanAert	23
5. K. Fern	25
6. P. Stollbert	26
7. K. Morrison	33
8. McMaster	35
9. E. Frank	44

HOBBIE 16C POINTS

1. C. Spaldins	10 1/2
2. L. Serr	12 1/2
3. D. Chisholm	14 3/4
4. N. Hayley	18
5. N. Bobey	24
6. K. Vogel	26
7. T. MacCartney	28
8. M. Sanson	30

HOBBIE 17 POINTS

1. B. McBain	6 1/2
2. B. Liddington	12 1/2
3. L. McDaniel	15

HOBBIE 18 POINTS

1. B. Hobbs	14 3/4
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BLITZ WEINHARD'S ROSE
FESTIVAL REGATTA
FLEET 72, DIVISION 4

VANCOUVER LAKE, WASHNCTON

Hobie 18A Points

1. Severs	4
2. Marshack	11
3. Verrinder	12
4. Stock	17
5. Parsons	18
6. Haueter	27

Hobie 18B Points

1. Marschman	3
2. Breed	6 3/4

Hobie 17A Points

1. Bonica	3 3/4
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Hobie 16A Points

1. Corrie	7 1/2
2. Byers	12 1/2
3. Reuter	13
4. ZOP	22
5. Nelson	24
6. Smith	24
7. Williams	24
8. Carter	27
9. Butchart	27
10. Lowell	29
11. Haller	29 3/4
12. Sprague	37
13. Ward	38
14. Nichols	44
15. Carter	56

Hobie 16B Points

1. Hull	4 1/2
2. Wilcox	9 3/4
3. Schenk	9 3/4
4. Babcock	14
5. Tyler	16
6. Reinheimer	19
7. Lewis	27
8. Criffin	36

Hobie 16C Points

1. Nielson	5 1/2
2. Raskin	10 3/4
3. Mitchell	11 3/4
4. Carter	12
5. Garribo	16 3/4
6. Meredith	23
7. Stivers	24

HOBIE 14s AND TURBOS WILL CHARGE INTO TAMPA, FLORIDA!



Hobie 14 Open: October 18-21

Hobie 14 Turbo: October 23-26

Tampa Sailcraft and Fleet 42 will welcome all Hobie 14 and Turbo sailors to one of their favorite stomping grounds, Upper Old Tampa Bay and the beautiful Bay Harbor Inn. This stretch of water is well known for its challenging and exciting sailing. Spend the whole week and sail in both events!

THE RACES: Both the 14 and Turbo regattas will be BYOB (bring your own boat). All Hobie 14 and 14 Turbo skippers are welcome. A fleet of new Hobie 14s and Turbos will be available for charter to out-of-state skippers on a first-come first-served basis. A \$200 refundable deposit will be required from those sailors wishing to charter a boat.

Skippers must bring their own life jackets and may want to bring their own protest flags, bridle flies, hotsticks and wetsuits.

REGISTRATION: All skippers are asked to pre-register by mailing the registration form and an entry fee of \$75 to the World Hobie Class Association. Those chartering a boat will be required to pay the \$200 damage deposit at the race site in traveler's checks or cash.

HOTEL: Situated on the East Shore of Tampa Bay, the Bay Harbor Inn nests proudly on historic Rocky Point Island. The inn is very near Tampa, Clearwater and St. Petersburg. It even provides a free courtesy car to and from Tampa Airport.

Hobie 14 and Hobie 14 Turbo participants will be charged a special rate of \$50 per night, single or double occupancy. Reservations must be made by October 1, 1986.

HOBIE 14 NATIONALS RACE REGISTRATION FORM

HOBIE 14 AND HOBIE 14 TURBO NATIONAL CHAMPIONSHIPS



Name _____

Address _____

City/State/Zip _____

Phone: Work (_____) _____ Home (_____) _____

Weight _____

Please enter me in the:

☐ Hobie 14 National Championship

☐ Hobie 14 Turbo National Championship

☐ I will bring my own boat

☐ I wish to charter a boat

☐ Please reserve a Hobie 14

☐ Please reserve a Hobie 14 Turbo

Send this form with \$75 registration fee to: Hobie 14-14T Nationals, Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054. For more information call 619-758-9100.

All skippers must preregister by October 1, 1986.

HOBIE 14 NATIONALS HOTEL RESERVATION FORM

HOBIE 14/14T NATIONALS ROOM REGISTRATION

Bay Harbor Inn

Tampa, Florida

Date of Function **Oct. 18-27, 1986** Cut-Off Date **Oct. 1, 1986**

Guest Name _____

Address _____

City/State/Zip _____

Arrival Date _____ Departure Date _____

Accommodations: ☐ Single—\$50 ☐ Double—\$50

Sharing with _____

(Am. Exp., Diner's Club, Carte Blanche, or 1st night's deposit required to guarantee reservations past 6 P.M.)

Card # _____ Exp. Date _____

Send with first night's deposit to: Bay Harbor Inn, P.O. Box 24283, Tampa, FL 33623 or call 813/885-2541.

REGATTA RESULTS

HOBBIE 14A	POINTS
1. Bill Brooks	3
2. Art Kirby	6 3/4

HOBBIE 14B	POINTS
1. Terri Lusk	3 1/2

DIVISION EIGHT CHAMPIONSHIP FORT LAUDERDALE, FLORIDA

HOBBIE 16B	POINTS
1. Philipson, Walt	4 1/2
2. Merritt, Richard	5 3/4
3. Berry, Bob	8 3/4
4. Pickering, Chuck	11
5. Eichner, Steve	13
6. Morehouse, Randy	16
7. Broomfield, Chris	17
8. Dudley, Ted	18
9. Lowe, Randy	29
10. Jetter, Holly	29
11. Ennis, Bill	30
12. Michael, Steven	31
13. Rathkopf, Steve	31
14. Jesse, Jim	34
15. Krutetz, Jack	36
16. Long, D.	39
17. Allen, James	41
18. Sandlin, Dave	48
19. Delman, Scott	66
20. Swanson, Cary	69
21. Homrighous, Bob	69

HOBBIE 18B	POINTS
1. Ridgely, Matt	2 1/2
2. DeLee, John	8
3. Peckwood, Geoff	11
4. Fuhler, Neal	11
5. McNight, John	13 3/4
6. Murph, Robert	18
7. Massfeller, Richard	22
8. Wheeler, Harry	22
9. Hunter, Ken	24
10. Chestnut, Bill	28
11. Graham, Mike	29
12. Smith, Bob	29
13. Canley, John	29
14. Brown, Mike	30
15. Staley, Mike	35
16. Peckwood, Brock	41
17. Braun, Matt	46

HOBBIE 16C	POINTS
1. Norrell, David	4 3/4
2. White, Tom	9
3. Shroyer, Mark	10 1/2
4. Cozier, Richard	15
5. Loplato, Mike	18
6. Burke, Ray	18
7. Niles, Jean	20
8. D'Alto, John	20
9. Beal, Jow	20 3/4
10. Francis, Jeff	23
11. Borgman, Don	26
12. Bailey, Bob	28
13. Backstut, Robert	33
14. LeCount, Bill	34
15. Clark, Bill	34
16. Taylor, Dale	43
17. Beard, Doug	49
18. Tofanelli, Jim	51
19. Dwyer, Mike	51
20. Heinz, D.	53
21. Dwyer, Wayne	58
22. Van Valkenberg, R.	62
23. Holquist, Don	65
24. Wiegman, George	70
25. Wiegman, Chris	76
26. Maler, John	74
27. Brantley, Robert	87
28. Conn, John	90
29. McKanus, Jim	90

HOBBIE 16A	POINTS
1. Sloan, Dave	4 1/2
2. Douglas, Mike	19 3/4
3. Callagher, Mike	20 3/4
4. Stolberg, Bill	23
5. Vaisiadas, Peter	24
6. Sammons, Jack	24
7. Camp, Paul	26
8. Ashton, Larry	26
9. Moss, Brett	29
10. Bertiolet	30
11. Dees, Bob	32
12. Jones, Mark	34
13. Dawson, Mike	35
14. Corwell, Tom	41
15. Jones, Dennis	34
16. Mike O.	58
17. Kufkie, Vernon	59
18. Green, Dennis	66
19. Phillips, Mike	68
20. Kipper, Cyril	71
21. Keyser, Chris	71
22. Walter, Dave	75
23. Boone, George	85
24. Boetcher, Glenn	86
25. Russell, Dick	93
26. Andrews, Dave	97

HOBBIE 17	POINTS
1. Ramon, Jaime	4 1/2
2. Haley, Pete	5 1/2
3. Roche, Clifford	10

HOBBIE 14A	POINTS
1. Brooks, Bill	4 1/2

HOBBIE 18A	POINTS
1. Mayo, Clive	11 3/4
2. Stewart, Brian	12 3/4
3. Johnson, Bob	13
4. Watters, Bill	16 3/4
5. Linton, Jeff	16 3/4
6. McIntosh, Fred	18 3/4
7. Deans, Jim	19
8. Cozart, Key	22
9. Renfro, Julie	22
10. Cady, Hollis	39
11. Cady, Layne	39
12. Lohmeyer, Steve	40
13. Corliss, Pete	44
14. Varano, Jerry	47
15. Sheppard, Rick	50
16. Hansen, Clay	63
17. Salisbury, Rolland	66
18. Dunn, Dave	72

HOBBIE 18 Mag	POINTS
1. Wiley, Mike	3 1/2
2. Blakeman, Ted	3 1/2
3. Allen, K.	9
4. Anderson, Bill	11
5. Rapp, John	13
6. Simmons, Kevin	18

HOBBIE 14 Turbo	POINTS
1. Netty, Bill	4 1/2
2. Keyser, Clark	9 3/4
3. Johnson, Cheryl	13 3/4
4. Burns, John	14

DIVISION 10

MINT JULIP POINTS REGATTA FLEET # 142, DIVISION 10 PATOKA LAKE LOUISVILLE, KENTUCKY MAY 10-11, 1986

HOBBIE 16A	POINTS
1. Grosskopf, John	2 1/2
2. Bidwell, Mark	4 3/4
3. Demetry, Mark	10
4. Crider, B.J.	10
5. Hampton, Larry	12
6. Andriakos, Andy	13

HOBBIE 16B	POINTS
1. David, Jeff	5 1/4
2. Derringer, John	6 3/4
3. Bottorff, Steve	7 3/4
4. O'Brian, Pete	8 1/2
5. Smith, Steve	12
6. Friend, Greg	15
7. Resch, Dave	19
8. Flucke, Robert	19
9. Middleton, Dan	25
10. Camden, Clark	26

HOBBIE 16C	POINTS
1. Sellers, Gary	3 1/2
2. Morris, Larry	4 1/2
3. Gillingham, K.	6
4. Herald, Barry	13
5. Baker, Mike	13
6. Fischer, Dave	18

HOBBIE 18A	POINTS
1. Tannert, Tom	3 1/2
2. Isco, Gordon	9
3. Rupe, Bill	11
4. Longueville, J.	15
5. Rose, Don	15 3/4
6. Furling, Kevin	15 3/4
7. Frederick, J.	16
8. Jacobs, Andy	19
9. Ross, Brian	20
10. Wallace, Dick	22
11. Murphy, Mike	24
12. Duffield, Ken	27
13. Wilczy, Al	41
14. Oates, Randy	41

1986 VOODOO WIND POINTS REGATTA FLEET #58, DIVISION 10 CLARK LAKE, MICHIGAN MAY 16-17, 1986

HOBBIE 18A	POINTS
1. Sundberg, C.	5 3/4
2. Frakes, R.	10
3. Jacobs, A.	13
4. Wedemeyer, J.	15
5. Vermeulen, L.	19 3/4
6. Frederick, J.	23
7. Rose, D.	24
8. Fahle, M.	30
9. Roberts, C.	32
10. Oehler, R.	32
11. Laure, J.	33
12. Brisbols, J.	34
13. Sullivan, D.	35
14. Furling, K.	36
15. Kosht, D.	39
16. Murphy, M.	39
17. Kelling, M.	45
18. Mette, R.	49
19. Campbell, T.	55

HOBBIE 18B	POINTS
1. Stiesma, B.	2 1/2
2. Lyke, R.	8
3. Holtkamp, J.	9
4. Rogers, C.	9
5. Verhoeven, J.	13
6. Keidel, R.	15
7. Jan Hot, W.	19

1986 VOODOO WIND POINTS REGATTA FLEET #58, DIVISION 10 CLARK LAKE, MICHIGAN MAY 16-17, 1986

HOBBIE 14T	POINTS
1. Horthort, D.	2 1/2
2. Llewellyn, K.	6

HOBBIE 16A	POINTS
1. Field, S.	3 1/2
2. Burwell, C.	6
3. Woodruff, S.	8 3/4
4. Hardee, G.	11 3/4
5. Bidwell, M.	13
6. Keidel, R.	16
7. Eisele, T.	20
8. Leblaitre, F.	22
9. Wadsworth, P.	23
10. Steffen, F.	24
11. Baker, T.	25
12. Mohny, J.	25
13. Bepfel, P.	39

HOBBIE 16B	POINTS
1. Luksha, B.	4 3/4
2. Laure, D.	8 1/2
3. Kuk, J.	9
4. Hormal, M.	10 3/4
5. Kolan, D.	13
6. Bidwell, C.	13
7. Adamowski, T.	16
8. Albert, D.	17
9. Hensel, W.	19
10. Erickson, R.	19
11. Olson, G.	32
12. Fish, B.	38
13. Seigler, J.	40
14. Connolly, K.	41
15. Bollinger, D.	42

HOBBIE 17A	POINTS
1. Burns, H.	2 1/2

AUSTIN LAKE POINTS REGATTA FLEET # 519, DIVISION 10 AUSTIN LAKE, MICHIGAN MAY 31-JUNE 1, 1986

HOBBIE 16A	POINTS
1. Smith, Greg	3
2. Bonesteel, D.	10 3/4
3. Bounds, Matt	15
4. Williams, B.	13
5. Field, Steve	19
6. Murbert, Rick	25
7. Howie, Dave	25
8. Eisele, Tom	31
9. Woodruff, Stan	32
10. Mohney, J.	37
11. Terpstra, Jim	38
12. Stiesma, Dave	39
13. Hardee, Greg	44
14. Bidwell, Mark	52
15. Engels, Jim	53
16. Walker, Mark	57
17. Glenn, Gerry	57

HOBBIE 16B	POINTS
1. Kuk, Jim	9 3/4
2. Larre, Debbie	11 3/4
3. Robertson, Rob	12 1/2
4. Neil, Gary	14 3/4
5. Weissert, Jim	18
6. Whymet, Erin	20
7. Albert, Don	24
8. Chapman, Steve	27
9. Lenczycki, A.	33
10. Swank, Kevin	34
11. Coerrings, Jim	42
12. Stiesma, Ken	47
13. Hutchins, Rick	48
14. Dunnlap, Dave	52
15. Davison, Bill	55
16. Bourdo, allen	56
17. Shelly, M.	60
18. Hoerns, Bill	64
19. Wilhelm, Frank	68
20. Laroque, P.	70
21. Zull, John	70
22. Bezek, Greg	74

HOBBIE 18A	POINTS
1. Wedemeyer, J.	4 1/2
2. Roberts, Carl	9 3/4
3. Sundberg, Chris	13
4. Frakes, Roger	13 3/4
5. Jacobs, Andy	19
6. Rose, Don	25
7. Thiessen, B.	27
8. Fahle, Mike	33
9. Laure, James	35
10. Devereaux, B.	36
11. Brisbols, J.	36
12. Sullivan, D.	46
13. Frederick, J.	46
14. Martin, Gene	46
15. Oehler, Ron	47
16. Stiesma, B.	47
17. Mette, Rick	50
18. Duncan, G.	61

HOBBIE 18B	POINTS
1. Scheib, Jim	5 1/2
2. Pell, Norm	8 1/2
3. Patton, Mike	8 3/4
4. Wreace, Dale	11
5. Stine, Walter	14

HOOVER DAM REGATTA FLEET #308, DIVISION 10 HOOVER RESERVOIR, OHIO MAY 31-JUNE 1, 1986

HOBBIE 16A	POINTS
1. Wier, Mike	3 3/4
2. Rooks, Steve	8 3/4
3. Wadsworth, Phil	19
4. Demetry, Mark	19
5. Fecher, George	20
6. Campbell, Skip	25
7. Keidel, Rob	34

HOBBIE 16B	POINTS
1. Walsh, Dean	7 1/2
2. Dunbar, Chris	13 1/2
3. Fairgrieve, J.	15
4. David, Roger	15 3/4
5. Suttmiller, H.	20
6. Flucke, Rob	21

HOBBIE 16C	POINTS
1. Fort, Dave	7 1/2
2. Riley, Phil	14
3. Rhine, Bruce	17 3/4
4. LeRous, Ed	27
5. Walsh, Lona	27 3/4
6. Harrison, H.	30
7. Tenney, E.	30
8. Morris, Larry	30
9. Camden, Mark	31
10. Skartved, B.	32
11. Carlson, D.	51
12. Hupp, Dave	52

HOBBIE 18A	POINTS
1. Tannert, Tom	3 3/4
2. Furlong, Kevin	12 3/4

3. Ross, Brian	16
4. Frey, John	21
5. Sadallah, G.	23
6. Suhani, Jim	25
7. Bliss, Betty	29
8. Knauer, David	35
9. Haas, Gerald	47
10. Eucci, Rich	48
11. Flack, Ed	51
12. Albrecht, M.	54
13. Heiner, Biran	65

INDIANA STATE CHAMPIONSHIP FLEET #26, DIVISION 10 EAGLE CREEK RESERVOIR INDIANAPOLIS, INDIANA JUNE 7-8, 1986

HOBBIE 16A	POINTS
1. Bounds, Matt	5 1/2
2. Eisele, Tom	10 1/2
3. Bidwell, M.	15
4. Huffer, D.	17
5. Bley, B.	18
6. Demetry, M.	23
7. Wildes, K.	24
8. Kartz, J.	30
9. Petersen, J.	30
10. Andriakos, A.	33
11. Vickery, Bill	35
12. Wadsworth, P.	35
13. Fecher, G.	43
14. Ahlbrand, J.	45

HOBBIE 16B	POINTS
1. Pigulski, B.	7 1/2
2. Davis, J.	13
3. Palmer, Larry	13
4. Boyd, Robert	13 3/4
5. Smock, Stephen	16
6. Leason, B.	18 3/4
7. Wester, M.	20
8. Bottorff, S.	26
9. Sellers, G.	30
10. Hole, M.	34
11. Keldenick, J.	34
12. Middleton, D.	44

HOBBIE 16C	POINTS
1. Woolen, R.	7 3/4
2. Adams, J.	8 1/2
3. Cassaway, V.	12 3/4
4. Carroll, J.	14 3/4
5. Cavanaugh, R.	16
6. Erickson, R.	16
7. Wurster, R.	24
8. Toslan, G.	28
9. Roberts, P.	30
10. Carr, E.	37
11. Osborne, K.	42

HOBBIE 18A	POINTS
1. Fahle, M.	4 1/2
2. Frederick, J.	12 3/4
3. Isco, G.	14 3/4
4. Brisbols, J.	16
5. Ross, B.	16
6. Longueville, J.	19
7. Murphy, M.	21
8. Rupe, B.	24
9. Sullivan, D.	27
10. Campbell, T.	31

HOBBIE 18B	POINTS
1. Oates, R.	3
2. Schallibe, D.	8 3/4
3. Segasser, P.	9
4. Yater, R.	17
5. Irions, David	18

HOBBIE 18 MAGNUS	POINTS
1. Thatcher, J.	3
2. Wycoff, M.	8

<u>HOBIE 14A</u>	<u>POINTS</u>
1. Storer, J.	5 $\frac{1}{2}$
2. Kirk, C.	7 $\frac{3}{4}$
3. Horthrop, D.	9 $\frac{3}{4}$
4. Glenn, G.	11

REGATTA RESULTS

16. Hensel, W.	40
17. Neil, M.	45

HOBIE 16C	POINTS
1. Leonard, H.	45
2. Matthews, J.	14 3/4
3. Chapman, S.	15 3/4
4. Adams, J.	16
5. Smith, D.	19
6. Albert, D.	26
7. Bourdo, A.	26
8. Stiemma, K.	27 3/4
9. Connolly, K.	34
10. Adamowski, T.	37
11. Davidson, W.	40
12. Hutchins, R.	40
13. Thornton, D.	41
14. Hartman, "G."	44
15. Webb, J.	47
16. Fitzpatrick, D.	49
17. Mortlock, K.	53
18. Eckrich, A.	54
19. Dellos, J.	56
20. Harroun, D.	58
21. Lenczycki, A.	63
22. Runyer, D.	66
23. Cassaway, V.	66
24. Newhouse, R.	77
25. Dunlap, D.	80
26. Van Lopik, D.	81
27. Stuk, Mike	83
28. Fox, J.	89
29. Zalar, Gene	94
30. Adler, J.	96
31. Aronson, C.	99
32. Smith, L.	101

HOBIE 18B	POINTS
1. Duncan, G.	8 3/4
2. Bridge, B.	10 3/4
3. Miller, K.	16
4. Lehman, R.	22
5. Patton, Mike	23
6. Crabb, R.	23
7. Pasman, J.	26 3/4
8. Zaleski, L.	28
9. Smith, D.	29
10. Reid, D.	31
11. Mousseau, B.	31
12. O'Reilly, B.	32
13. Pell, N.	32
14. Hernden, M.	36
15. Hellmeyer, B.	38
16. McKay, R.	44
17. Mitchell, B.	47
18. Hartman, W.	48
19. Pratt, M.	51
20. Levy, L.	58
21. Vanderberg, E.	63

CASEVILLE REGATTA FLEET #18, DIVISION 10 SAGINAW BAY JUNE 28-29, 1986

HOBIE 16A	POINTS
1. Bounds, M.	8 3/4
2. Hovie, D.	9
3. Woodruff, S.	11
4. Steffen, F.	11 3/4
5. Williams, B.	11 3/4
6. Cochran, R.	13
7. Mette, K.	14 3/4
8. Bidwell, M.	16
9. Warner, D.	17
10. Eisele, T.	18
11. Wadsworth, P.	27
12. Mast, S.	32
13. Moust, S.	36

HOBIE 16B	POINTS
1. Terpstra, D.	3 1/2
2. Withers, M.	7
3. Adamowski, T.	9 3/4
4. Mahall, M.	10
5. Swank, K.	10 3/4
6. Nunn, S.	14
7. Croft, A.	18
8. Hutchins, R.	18
9. Shelly, M.	26
10. Amaowski, J.R.	29
11. No Name-4	30
12. Olson, G.	31
13. Carlson, D.	31

HOBIE 17A	POINTS
1. Richmond, R.	2 1/2
2. Uptegraff, C.	7
3. Cox, J.	7 3/4
4. Higgs, K.	11
5. No Name-5	14
6. Pattullo, P.	16

HOBIE 18A	POINTS
1. Roberts, C.	2 1/2
2. Sundberg, C.	6
3. Thiessen, B.	6 3/4
4. Brisbois, J.	11
5. Frederick, J.	11
6. Mette, R.	15
7. Rose, D.	17
8. Koshi, D.	17
9. Lehman, R.	24
10. Brenee, D.	30
11. Bridge, B.	31
12. Hernden, M.	34
13. Hadley, D.	38

MUDDY WATERS FLEET #123, DIVISION 10 CARLYLE LAKE CARLYLE, ILLINOIS JULY 5-6, 1986

HOBIE 14A	POINTS
1. Tyler, Tom	3 3/4
2. Allen, Terry	8 3/4

HOBIE 16A	POINTS
1. Balboa, Robert	7 1/2
2. Grosskopf, J.	10
3. Jaeger, Ray	10
4. Mancini, Jim	20
5. Verch, Bruce	21
6. Williams, B.	26
7. Stoehr, Larry	29

HOBIE 16B	POINTS
1. Wester, Mark	7 1/2
2. Woolen, Richard	7 1/2
3. Adams, Jerry	16
4. Schwegge, Fred	18
5. Maes, Bob	23
6. Antonacci, Jim	30
7. Brown, Frank	33
8. Kury, Bryan	35

HOBIE 18A	POINTS
1. Frederick, J.	10 1/2
2. Rose, Don	12 3/4
3. Longueville, J.	14 1/2
4. Ouhler, Ron	17 3/4
5. Murphy, Mike	22
6. Isco, Gordon	23
7. Wallace, Dick	26
8. Burrows, Tom	33
9. Johnson, Lee	41
10. Harry, Bud	49

THE LIVE WIRE FLEET #183, DIVISION 10 TORONTO, CANADA

HOBIE 14	POINTS
1. Summerfield, M.	2 1/2
2. Goin, B.	6

HOBIE 14T	POINTS
1. Steels, D.	2 1/2

HOBIE 16A	POINTS
1. Walker, M.	16
2. House, J.	16
3. Dwyer, M.	22
4. Orr, J.	22
5. Amico, M.	26
6. King, N.	26
7. Jeffers, B.	28
8. Kusche, J.	31

HOBIE 16B	POINTS
1. Eliot, N.	31
2. Lowel, R.	32
3. Rozon, C.	36
4. Van Aert, B.	40
5. Bowman, D.	44
6. Lloyd, B.	48

HOBIE 18A	POINTS
1. Karim, T.	2 1/2
2. Hopper, D.	7
3. Marner, B.	7
4. McDonald, S.	10 3/4
5. Camble, B.	10 3/4
6. Kymlicka, M.	10 3/4
7. MacLaverly, J.	10 3/4
8. RCare, F.	10 3/4
9. Tierson, D.	10 3/4
10. Reid, S.	10 3/4
11. Gelowitz, L.	10 3/4
12. Shaw, R.	10 3/4

HOBIE 18B	POINTS
1. Roubos, B.	7 3/4
2. Rankine, T.	7 3/4
3. Tinga, R.	8 3/4
4. Griffith, R.	11

TORONTO, CANADA FLEET #183, DIVISION 10

HOBIE 14	POINTS
1. Summerfield, M.	2 1/2
2. Crap, P.	6

HOBIE 14T	POINTS
1. Sinclair, D.	7 3/4
2. Goin, B.	8 3/4
3. Taylor, J.	8 3/4
4. Hinzpeter, N.	13 3/4
5. Barry, J.	15 3/4
6. Cane, D.	18
7. Sinclair, G.	26

HOBIE 17	POINTS
1. McGregor, T.	5 1/2
2. Adams, D.	6 3/4
3. MacLaverly, J.	9 3/4
4. Karim, T.	11
5. Korzeniewski, S.	22
6. Felts, E.	22
7. Katz, R.	26

HOBIE 18M	POINTS
1. Zakary, Z.	4 1/2
2. Griffith, B.	6 3/4
3. Zablocki, J.	9 3/4

HOBIE 16A	POINTS
1. Terpstra, J.	3
2. Korzeniewski, T.	10 3/4
3. Kiefer, T.	12
4. Caster, J.	13
5. Amico, M.	18
6. Jeffers, B.	19
7. Walker	22
8. House, J.	21
9. Ryan, D.	34
10. Orr, J.	41
11. Renaud, D.	41
12. McClean, J.	44
13. Burwell, C.	44
14. Hughes	48

HOBIE 16B	POINTS
1. Quatrone, R.	6 1/2
2. Jerry, R.	8 3/4
3. Stackhouse, K.	8 3/4
4. Knoll, J.	10
5. Marsden, B.	17
6. Harris	25
7. Langford	27
8. Kerr, B.	27

HOBIE 16C	POINTS
1. Ashley, K.	9 3/4
2. Meyer, C.	10 3/4

HOBIE 17	POINTS
1. Hanna	7
2. White	9 1/2

HOBIE 18	POINTS
1. Schlecker/Rivera	5 3/4
2. Morris/Morris	13 1/2
3. Stater/Taylor	15
4. Arata/Taylor	19
5. Fisher/Fisher	29
6. Knott/Ulich	40
7. Barkley/Barkley	42

HOBIE 18A	POINTS
1. Sweeney, B.	6 1/2
2. Marner, P.	7 3/4
3. Howes, B.	7 3/4
4. Hopper, D.	14
5. Morin, H.	19 3/4
6. Camble, B.	25
7. Reid, S.	29
8. Marner, B.	29
9. McRae, F.	34
10. Gelowitz, L.	35
11. McDonald, S.	37
12. Allan, S.	41
13. Rudd, Jeff	46
14. Webster, P.	48
15. Regan, C.	49
16. Shaw, R.	59
17. Witten, S.	72

DIVISION 11

DELAWARE STATE CHAMPIONSHIP FLEET #137, DIVISION 11 LAKE HOPATCONC, NJ APRIL 26-27, 1986

HOBIE 14	POINTS
1. Maty	4 1/2

HOBIE 16A	POINTS
1. Kornweibel/Kasley	7 1/2
2. Schmidbauer/Cooding	8 1/2
3. Carpenter/Carpenter	14 3/4
4. Clenden Beadle	16
5. MacConnell/Carroll	25
6. Kulloski/Cestora	26
7. Ackroyd/Ackroyd	33
8. Strauss/Strauss	38
9. Morris/Reclide	44
10. Wintners/Kulaski	49
11. Thorne/Smith	55
12. Huff/Huff	55
13. Colson	59

HOBIE 16B	POINTS
1. Villa/Villa	6 1/2
2. Ochab/Jacobowitz	7 1/2
3. Wicert/Nelson	13 3/4
4. Romano/Miller	18
5. Hatley/Hatley	22

HOBIE 16C	POINTS
1. Raphael/Brachman	3 3/4
2. Root/Root	10 3/4
3. Maresca/Soderlund	18
4. Kraeski/Baltacine	19

HOBIE 17	POINTS
1. White, R.	7 1/2
2. Roberts, M.	8 1/2
3. Fecowicz, B.	9 3/4

HOBIE 18	POINTS
1. Schlecker/Rivera	3 3/4
2. Morris/Morris	8 3/4

HOBIE 18B	POINTS
1. Schlecker/Rivera	6 1/2
2. Lavyard/Schwind	11 1/2
3. Leboeuf/Losivo	11 3/4
4. Morris/Morris	18
5. Farman/Thompson	30
6. Alldan/Alldan	31
7. Patterson/Redfield	32
8. Cowan/Cowan	34
9. Lenchook/Collins	39
10. Fisher/Koren	43
11. Mergott/Matorine	53

DELAWARE STATE CHAMPIONSHIP FLEET #271, DIVISION 11 DEWEY BEACH, DE MAY 16-17, 1986

HOBIE 14T	POINTS
1. Iolland	4 1/2
2. Peterson	16 3/4
3. Hoberger	17
4. Sneider	17

HOBIE 16A	POINTS
1. Schmidbauer/Cooding	10 1/2
2. Myers/Pearson	11 1/2
3. Kornweibel/Kasley	19
4. Carpenter/Carpenter	21 1/2
5. MacConnell/Carroll	26
6. Candan/Beadle	30
7. Krause/Krause	36
8. Ackroyd/Edwards	48
9. Morris/Redick	51
10. White/White	51
11. MacLaughlin/Carville	57
12. Strauss/Strauss	72

HOBIE 16B	POINTS
1. Ruck/Ruck	19 3/4
2. DeFuria/Huff	19 3/4
3. Kuch/Crandall	27
4. Raphael/Baugman	28 1/2
5. Cummin/Cummin	28 3/4
6. Wiegner/Nelson	29
7. Andrews/Schaeffer	29 1/2
8. Witt/Williamson	38
9. Selman/Selman	47
10. Wagner/Wagner	47
11. Brown/Brown	52
12. Hook Woodworth	60
13. Yorty/Cox	62
14. Edwards/Edwards	73

HOBIE 16C	POINTS
1. Crompton/Brown	6 3/4
2. Quigley/Quigley	19
3. Kulloski/Wintners	22 3/4
4. Veirs/Veirs	25
5. Bauer/Claydon	30
6. Dowell/Kramer	47
7. Fogg/Fogg	48
8. Thers/Thers	48 3/4
9. Yarmchuk/Kukosi	50
10. Root/Root	53
11. Schwander/Hartman	58
12. Walsh/Walsh	59
13. Lefevre/Lefevre	68
14. Joseph/Lester	80
15. Wheeler/Wheeler	80
16. Kulstam/Kulstam	84

HOBIE 18A	POINTS
1. Howes, B.	2 1/2
2. Hopper, D.	6
3. Rudd, J.	11
4. Karim, T.	11
5. Barbee, C.	12
6. Camble, B.	16
7. Tierson, D.	16

HOBIE 18B	POINTS
1. Volstadt, D.	3 1/2
2. Kratz, R.	6 3/4
3. Adams, D.	8 3/4
4. Mergenhausen, D.	9
5. Adams, D.	12
6. Sullivan, P.	14
7. Grill, M.	21

HOBIE 18C	POINTS
1. Taylor, R.K.	7
2. Lane, J.	8 3/4
3. Kulp, R.	11
4. Jerry, R.	11 3/4
5. Fairgrieve, J.	14
6. Stackhouse, K.	19
7. Meyer, C.	19 3/4

HOBIE 18B	POINTS
1. Taylor, R.K.	7
2. Lane, J.	8 3/4
3. Kulp, R.	11
4. Jerry, R.	11 3/4
5. Fairgrieve, J.	14
6. Stackhouse, K.	19
7. Meyer, C.	19 3/4

HOBIE 18B	POINTS
1. Volstadt, D.	3 1/2
2. Kratz, R.	6 3/4
3. Adams, D.	8 3/4
4. Mergenhausen, D.	9
5. Adams, D.	12
6. Sullivan, P.	14
7. Grill, M.	21

HOBIE 18B	POINTS
1. Taylor, R.K.	7
2. Lane, J.	8 3/4
3. Kulp, R.	11
4. Jerry, R.	11 3/4
5. Fairgrieve, J.	14
6. Stackhouse, K.	19
7. Meyer, C.	19 3/4

8.	Thers/Thers	48	3/4
9.	Yarmechuk/Kukoski	50	
10.	Root/Root	53	
11.	Schwander/Hartman	58	

REGATTA RESULTS

HOBBIE 17 POINTS

1. Dave Block 4 1/2
2. Stan Korzeniewski 11
3. Mike Hands 5 5

HOBBIE 18A POINTS

1. Mary Pat Hallock 4 1/2
2. Skip Vielhauer 6 3/4

HOBBIE 16A POINTS

1. Creg Smith 9 3/4
2. Tom Korzeniewski 15
3. Bruce Williams 17
4. Al Campbell 18 3/4
5. Dave Howie 20 3/4
6. Mickey Kiefer 21 3/4
7. Jim Kusche 24 3/4
8. Jim Terpstra 26
9. Pat Caster 27
10. Denis Renaud 40
11. John Merlin 41
12. Bill Jeffers 43
13. Jim Perkins 44
14. Ed Magin 47
15. Marc Tremblay 48
16. Marc Amico 48
17. Carrie Taylor 49
18. Mike Chambrin 51
19. Roger Walker 60
20. Ron Pfender 73

HOBBIE 16B POINTS

1. Susan Pesane 4 1/2
2. Fred Russell 12 3/4
3. Bruce Way 13 3/4
4. Kendal Stackhouse 18
5. Gerry Witzel 21
6. Bob Dewey 21
7. Mini Korz Appel 31
8. Alex Davidson 36
9. Peter Schwerzmann 40
10. Rich Sweet 42
11. Al Colucci 42
12. Chris Miller 42
13. Arch Thames 42
14. Rob Jerry 52
15. David Compton 53
16. Jeff Knoll 53
17. Fred Hale 55
18. Daine Knight 56
19. Yves DeCarie 59
20. Bob Denninger 63
21. Matt Emerson 63
22. Dave Shear 68
23. Brian Konecny 69
24. Randy Green 79
25. Bob Kerr 86

HOBBIE 16C POINTS

1. Dennis Roeters 10 3/4
2. Chuck Meyer 16 3/4
3. Alan Ramsay 16 3/4
4. Steve DeCraff 19
5. Bob Bredenberg 24
6. Liz Sweeney 25 3/4
7. Greg Chamberlain 29
8. John Harmon 29
9. Herve Dauvergne 34 3/4
10. Jack Meehow 35
11. Ed Hacheli 35
12. Reuel Schappel 43
13. Don Grome 44
14. H. Ford 44
15. Craig Fruehlich 46
16. Dave Nolan 49
17. Otis Vincent 49
18. Karl Ashley 49
19. Wayne Powell 60
20. Cornelius Murphy 65
21. Tom Skahan 70
22. Bill Sanberg 74
23. Joe Galletta 77
24. Jim Spear 88
25. Mark Wilson 95
26. Chuck Berkman 96

HOBBIE 18A POINTS

1. Melodie Gummer 7 3/4
2. Bryan Howes 7 3/4
3. Paul Marner 8 5
4. Dave Hopper 16
5. Rejan Masse 17
6. Bill Marner 26
7. Gene Barbee 27
8. Douglas Meyer 31
9. Marc Dansereau 36
10. Terry Karam 37
11. Dave Tiderson 39
12. Bill Gamble 41
13. John Anderson 45
14. Ron Weiss 48
15. Rick Tinga 53

HOBBIE 18B POINTS

1. Steve Whitten 4 1/2
2. Chris Peck 7 5
3. Peter Webster 11
4. Gord Baas 16
5. Ron Bellohouse 22
6. Robert Leduc 26
7. Nick Eliot 27
8. Mike Stockhauser 30
9. Ralph Shaw 31
10. Dave Slattery 34
11. Robert Ruh 35
12. Dan Mergenhagen 36
13. Rudi Kratz 41
14. Paul Sullivan 50
15. Tom Doud 51
16. Joe Siegel 54
17. Robert Leach 63
18. Mike Midura 67

DIVISION 13

BROKEN MAST REGATTA
FLEET #134, DIVISION 13
MEMPHIS, TN
MAY 31-JUNE 1, 1986

HOBBIE 16A POINTS

1. Crosskopf/Kutton 4 1/2
2. Nigus Lee 12
3. Stahl/Stahl 14
4. Rooke/Redshaw 14 3/4
5. Fandwerker/sharman 29

HOBBIE 16B POINTS

1. Sheldon/Shelton 31
2. Ireen/McCracken 34
3. Buckingham/Wilkinson 34
4. Humphries/Holbrook 36
10. Soles/Soles 37
11. Sutterfield/Zeringue 37
12. Lahatte/Lahatte 38
13. Crider/Crider 43
12. Blankensop/Blankensop 55
13. Wilkinson/Wilkinson 80

HOBBIE 16C POINTS

1. McDonald/Ioffman 3
2. Wilford/Scott 9
3. Parks, B./Daria 14
4. Chenault/Chenault 18
5. Jones/Jones 21
6. Corey/Crider 22
7. Harris, D./Susan 24

HOBBIE 16C POINTS

1. Larimer/Forbess 7 1/2
2. Reed/Reed 11
3. Farmer/Barker 13 3/4
4. Baker/Williams 15 3/4
5. Starita/Burns 17
6. Stanfield/Lood 25
7. Hopkins/Claas 27
8. McKee/McKee 29
9. Taylor/Carter 36
10. Roach/Ogle 37
11. Schuler/Lavechia 50
12. Israel/Vanbrough 50
13. Vandiver/Criffin 56
14. Weathered/Criffin 56

HOBBIE 18 POINTS

1. Olson/Wigley 9 3/4
2. Ico/Luckmandy 11 1/2
3. Longueville/Longueville 13
4. Wallace/Lee 16 3/4
5. Murphy/Murphy 16 3/4
6. Robertson/Robertson 24
7. Lamborn/Moilty 26
8. Phillips/Itern 31
9. Rier/Rier 37

TURBO POINTS

1. Bonney, E. 4 1/2
2. Puett, T. 4 1/2
3. Arrick, C. 12

HOBBIE 14 POINTS

1. Mahurin, Bo 4
2. O'Brien, T. 12

XIV COPA SAN JUAN FLEET #133, DIVISION 13 ISLA VERDE, PUERTO RICO JUNE 21-22, 1986

HOBBIE 14A POINTS

1. Enrique Figueroa 2 1/2
2. Ricky Gonzalez 8
3. Eric Rivera 9
4. Denny Junco 11

HOBBIE 14B POINTS

1. Carlos Ortiz 2 1/2
2. Jose Blascochea 7
3. David Mark 7
4. Tato Torres 12
5. Jeff Koscinski 14
6. Christian Echavarri 17
7. Felix Vives 21

HOBBIE 14A TURBO POINTS

1. Roberto Adelardi 2 1/2
2. Elliot Garcia 7
3. Manuel Badillo 8
4. Pedro Scorza 10

HOBBIE 16A POINTS

1. Ortiz/Camejo 2 1/2
2. Junco/Vazquez 7
3. Martinez/Jesus 8

HOBBIE 16B POINTS

1. Josiah Diaz 5 1/2
2. Toro/Mendez 8
3. Refael Colon 9

COPA SAN JUAN LONG DISTANCE FLEET #133, DIVISION 13 ISLA VERDE, PUERTO RICO JUNE 21-22, 1986

HOBBIE 14A POINTS

1. Enrique Torres 2 1/2
2. Denny Junco 7

HOBBIE 14B POINTS

1. David Mark 2 1/2
2. Tato Torres 7
3. Christian Echavarri 17

HOBBIE 14T POINTS

1. Ricky Castro 7
2. Elliott Garcia 10
3. Roberto Adelardi 10
4. Manuel Badillo 10

HOBBIE 16A POINTS

1. Ortiz/Camejo 2 1/2
2. Junco/Seyer 7
3. Damini/Jawayek 8
4. Martinez/DeJesus 8

HOBBIE 16B POINTS

1. Cruz/Mendez 2 1/2

HOBBIE 18 POINTS

1. Jimenez/Mediavilla 2
2. Cabrera/Doll 2

3. Vaello/Andrews
4. Martinez/Jimenez
5. Vazquez/Acevedo
6. Vaello, A./Mercado

I COPA MITSUBISHI FLEET #133, DIVISION 13 ACUADILLA, PUERTO RICO JULY 5-6, 1986

HOBBIE 14A POINTS

1. Junco, D. 3
2. Echavarri, C. 8

HOBBIE 14T POINTS

1. Castro, R. 3
2. Adelardi, R. 9
3. Badillo, M. 10
4. Carcia, E. 14
5. Vaello, M. 18

HOBBIE 16A POINTS

1. Junco/Vazquez 6 1/2
2. Junco, C./Seyer 7 1/2

HOBBIE 16B POINTS

1. Falcon/Rodriguez 4 1/2
2. Stoddard, H./Stoddard, R. 6 3/4
3. Rivera/Scorza 9 3/4

HOBBIE 18 POINTS

1. Vaello/Andrews 5 1/2
2. Jimenez/Jimenez 6 3/4
3. Vaello/Mercado 7 3/4
4. Aneses/Aneses 19

II PALOMINTO REGATTA FLEET #133, DIVISION 13 PALOMINTO ISLAND, PUERTO RICO MAY 24-26, 1986

HOBBIE 14 POINTS

1. E. Torres 7 1/2
2. P. Colon 8 5/8
3. E. Rivera 15

HOBBIE 14T POINTS

1. P. Scorza 3 3/4
2. R. Castro 8 3/4
3. R. Adelardi 15

HOBBIE 16A POINTS

1. Maymi/Marquez 7 1/2
2. Junco, C./Seyer 8 3/4
3. Junco, E./Vazquez 9 1/2
4. Ortiz/Unknown 20

HOBBIE 16B POINTS

1. Mercado/Rivera 5
2. Cruz/Mendez 7 1/2

HOBBIE 18 POINTS

1. Vaello/Malave 5
2. Vazquez/Acevedo 11 3/4
3. Vaello/Vaello 16
4. Cabrera/Vaello 17

DIVISION 14

1985 HOBBIE 14 TURBO NATIONAL FLEET #468, 137, 63 & 25

DIVISION 14
LAKE EUFALA, OK
SEPTEMBER 30-OCTOBER 5, 1985

HOBBIE 14T POINTS

1. Ferraro, Fred 27 3/4
2. Acquart, Steve 46 1
3. DeKreek, Del 53 3/4
4. Horthrop, Dave 59 3/4
5. Gress, Wright 62 1
6. Crowe, Kirby 77 1

HOBBIE 16A POINTS

1. Cedar, Paul 100
2. Fuller, Tony 106
3. Kuchentuch, J. 109
11. Deyo, Douglas 128 3/4
12. McDowell, Ron 129
13. Miller, J.B. 136
14. Colby, Peter 136
15. Heath, Jim 162
16. Trent, Greg 170
17. Watson, Chuck 174
18. Sherrard, Jane 190
19. Blackwell, Gus 193
20. Glenn, Gary 195
21. Knight, Ron 212
22. Bracken, John 216
23. George, Tom 232
24. Myner, Greg 266
25. McManus, M. 278
26. Bowman, Ned 288
27. Tiger, Jon 301
28. Johnson, John 303
29. Drullinger, D. 328
30. Neihouse, K. 337

HOBBIE 16B POINTS

1. Castin/Jeffcoat 9 3/4
2. Percy/Bohan 10 1/2
3. Dalba/Russell 14 3/4
4. Brock/Adams 18
5. Robinson/Sir 19
6. Alter/Pradel 21
7. Putman/Wilson 21 3/4
8. Dalton/Dalton 33
9. Stone/Seff 33
10. Brown/White 37
11. McCrackin/Hartman 37
12. Crady/Evette 40
13. Caston/Cotbold 41
14. Smith/Crant 43
15. Mitchell/Yates 43
16. Sisson/Williams 56
17. Parrish/Emrick 64
18. Janovetz/Sharon J. 80
19. Caston/Caston 80
20. Carino/Garino 80

HOBBIE 16C POINTS

1. VanRandyk 12
2. Braun/Yates 13 3/4
3. Lambert/Lambert 20 3/4
4. Cumby/Jeff 26
5. Robby S. Hooper 30
6. Hennecke/Dalton 32
7. Owsley/Kaplan 38
8. Ladas/Ladas 35
9. Francisco/Meeks 36
10. Scott/Scott 38
11. Jones/Jones 40
12. Andis/Terry 41
13. Yapper/Cross 47
14. Lindley/Byrnie 47
15. Lister/Doss 47 3/4
16. Conkling/Conkling 48 3/4
17. Watson/Rickles 50
18. Ananias/Ananias 54
19. Prestwood/Shippman 54
20. Johnston/Bridges 55

HOBBIE 18 POINTS

1. Ederer 7 1/2

HOBBIE 18 M POINTS

1. COLVILLIER 6 3/4

HOBBIE 16A POINTS

1. Andrews 3
2. Schweizer 10
3. Teddie 11
4. Mc Dermott 15
5. Rabalais 15

HOBBIE 16B POINTS

1. Richardson 4 1/2
2. Rinowski 6 1/2
3. Dubois 10
4. Lebert 16
5. Woods 29
6. Butler 31
7. Miller 34

107th ANNUAL HDCS BREATH RECATTA FLEET #178, DIVISION 15 FT WALTON BEACH, FL MAY 24-25, 1986

HOBBIE 18A POINTS

1. Newkirk/LeeAnn 6 1/2
2. Lewis/Lewis 6 3/4
3. Olsen/Pendergrass 14 3/4
4. Torres/Brooks 15
5. Lof tis/Rennebaum 20
6. Slater/Diers 22
7. Caston/Boecky 22 3/4
8. Jones/Alexander 22 3/4
9. Dalton/DiDonato 32
10. Robertson/Kathy 38
11. Kiemle/Taylor 39
12. Robertson/Alta 47

HOBBIE 18B POINTS

1. Weaver/Roger 8 3/4
2. Balmes/Balmes 8 3/4
3. Newkirk/Noa 9 3/4
4. Neville/Neville 12 3/4
5. Corton/Sader 17 3/4
6. Unkey/Carrison 19
7. Jones/Jones 25
8. Phillips/Phiggins 26
9. Donze/Cikens 30
10. Jones/Jones, T. 33
11. White/Schnek 42
12. Andrews/Andrews 44

HOBBIE 17 POINTS

1. Cumby, R. 4 1/2
2. Drury, J. 5 1/2
3. Thornton, C. 11
4. Roberts, J. 20
5. Barker, J. 20
6. Wood, M. 24
7. Cuarnie, M. 28

HOBBIE 14A POINTS

1. Whithurst, B. 3
2. Neal, S. 7 3/4
3. Lambert, B. 12
4. Mahugh, K. 15
5. Knight, B. 17
6. Kidder, K. 22
7. Partin, E. 25
8. Simmons, T. 29
9. Myers, B. 32

HOBBIE 14T POINTS

1. Acquart, S. 5 1/2
2. Dich, P. 6 3/4
3. Salmon, J. 7 3/4
4. Knight, R. 14
5. Sail #8599 20

HOBBIE 16N POINTS

1. Smith/Druid 10 1/2
2. Froome/Vyatt 12 3/4
3. Figueroa/Scott 13
4. O'Brien/Franzen 13 3/4
5. Egusa/Duchatel 16 3/4
6. Tucker/O'Brien 18
7. Porter/Crush 24
8. Alter/Sammons 24
9. Lange/Babb 25
10. Wilson/Wilson 36
11. K.T. de Chesny 39
12. DeBracy/Brunet 47
13. Valenta/Fain 50
14. Malone/Laurent 52
15. Peters/Spruyt 52
16. Kurt/Melanie 57

HOBBIE 16A POINTS

1. Castin/Jeffcoat 9 3/4
2. Percy/Bohan 10 1/2
3. Dalba/Russell 14 3/4
4. Brock/Adams 18
5. Robinson/Sir 19
6. Alter/Pradel 21
7. Putman/Wilson 21 3/4
8. Dalton/Dalton 33
9. Stone/Seff 33
10. Brown/White 37
11. McCrackin/Hartman 37
12. Crady/Evette 40
13. Caston/Cotbold 41
14. Smith/Crant 43
15. Mitchell/Yates 43
16. Sisson/Williams 56
17. Parrish/Emrick 64
18. Janovetz/Sharon J. 80
19. Caston/Caston 80
20. Carino/Garino 80

HOBBIE 16B POINTS

1. VanRandyk 12
2. Braun/Yates 13 3/4
3. Lambert/Lambert 20 3/4
4. Cumby/Jeff 26
5. Robby S. Hooper 30
6. Hennecke/Dalton 32
7. Owsley/Kaplan 38
8. Ladas/Ladas 35
9. Francisco/Meeks 36
10. Scott/Scott 38
11. Jones/Jones 40
12. Andis/Terry 41
13. Yapper/Cross 47
14. Lindley/Byrnie 47
15. Lister/Doss 47 3/4
16. Conkling/Conkling 48 3/4
17. Watson/Rickles 50
18. Ananias/Ananias 54
19. Prestwood/Shippman 54
20. Johnston/Bridges 55

HOBBIE 16C POINTS

1. McDonald/Siskin 11 3/4
2. Partin/Richard 17 3/4
3. Ricks/Whitten 20 3/4
4. Jones/Jones 22
5. Dienbar/Kernion 25
6. Ganneget/Bonneget 25 3/4
7. Lee/Bray 34
8. Remce/Remce 37
9. Lambert/Lambert 37 3/4
10. Dodd/Dorminy 41
11. Abercrombie/Campbell 41
12. Bergman/King 41
13. Roberts/Remberg 41
14. Eddins/Tilton 58
15. Hale/Lott 60
16. Meior/Schrank 63
17. Hemphiss/Redfild 65
18. Lucas/Lucas 67
19. Johnson/Johnson 68
20. Baver/Borah 70
21. Newberg/Rock 71
22. Spicer/McMillan 73
23. Gear/Michelle 80
24. Yuh/Rohardt 84
25. Pittman/Lamar 85
26. DeBar/Dalton 85
27. Buttzick/Manus 89
28. Laird/Triane 96
29. Durham/Reeves 96
30. Stanfield/Crager 101
31. Lougue/Fughs 112
32. Moretz/Sugi 114
33. Schlicher/Schlicher 114
34. Mock/Donavin 121
35. Hamm/Rettie 123
36. Owens/Owens 126
37. Pils/Luke 130
38. Bishop/Bishop 131
39. Cathery/Cathery 132
40. Altman/Fisher 133

REGATTA RESULTS

HOBIE 14T POINTS

1. Vel Dekreek	5 1/2
2. John Johnson	6 1/2
3. Clark Keyser	8 3/4
4. John Kidder	12
5. John Burns	19
6. Doug Heil	23

HOBIE 16A POINTS

1. Sloan/Sloan	9 3/4
2. Keyser/Samson	11 3/4
3. Ashton/Ashton	11 3/4
4. Sanchez/Clark	16 3/4
5. Callagher/Zito	20
6. Carson/Devine	25
7. Weisberg/Weisberg	26
8. Sammons/Sammons	27 3/4
9. Camp/Mason	32
10. Kuffic/Storch	35
11. Vasiliades/Brennan	35
12. Dickinson/Kramer	36
13. McMillen/McMillen	41
14. Wallter/Walter	42
15. Stortenbecker/Orian	52
16. Callagher/Joanne	53
17. Boone/Boone	56
18. Cray/Cray	56
19. Philipson/Philipson	59
20. Kidder/Kidder	68
21. Boeticher/Boeticher	72
22. Green/Muniz	77
23. Corwell/Carson	86
24. Bercler/Lemon	86

HOBIE 16B POINTS

1. Dunn/Dunn	9 1/2
2. Boone/Caines	12 1/2
3. Featherstone/Featherstone	15
4. Candlish/Bwaters	15 3/4
5. Dudley/Deire	16
6. Blrutis/Lacout	22
7. Nickerson/Nickerson	25
8. McDonald/Cieger	26
9. Bennett/Bennett	27
10. Criesse/Callagher	28
11. Bowerfind/Parmer	31
12. Merlin/Porter	39
13. Norvell/Weinberg	40

HOBIE 16C POINTS

1. Anderson/Russell	4 1/2
2. Coffee/Stipe	8 3/4
3. Crockett/Vanvalkenburg	13 3/4
4. White/Fetzer	20
5. Burke/Lamock	27
6. Francis/Roll	28
7. White/Moran	31
8. Niles, Jean/Laurie	33
9. Hollinsworth/Mills	39

POINTS

10. Fay, Jack/Chery	40
11. Graves/Andrew	42
12. Cryan/Beard	44
13. Tofanelli, Jim/Ann	45
14. Ranson/Barkman	48
15. Bodoh/Everson	48
16. Crieshop/Lengyel	48
17. Wenden/Lieber	55
18. Griffith/Krisky	60
19. Levin, Alan/Cyndi	61
20. McDonald/Joseph	63
21. Wegman/Young	68
22. Heinz, Dean/Cheryl	78
23. Niles, John/Frank	78
24. Englishbee/Kessing	91
25. Reedy/Leist	101
26. Wilson/Howard	108
27. Zeto/None	108

HOBIE 16M POINTS

1. Allen, Kelly/Kim	6 1/2
2. Rapp/Williams	7 1/2
3. Anderson/Schorr	9

HOBIE 17 POINTS

1. Kirby, Alez	6
2. McCann, Jim	9
3. Post, Dick	10 1/2
4. Duck, John	12
5. Hale, Pete	12
6. Roche, Cliff	22
7. Moss, Mark	27

HOBIE 18A POINTS

1. Sassaman/Sassaman	7 3/4
2. Stewart/Stewart	11 3/4
3. Walters/Walters	18
4. Johnson/Johnson	20 1/2
5. Thompson/Thompson	21
6. Deans/Deans	25
7. Mayo/Smith	27
8. Duke/Espinoza	27
9. Cady/Mosher	34
10. Dunn/Dwyer	34 3/4
11. Hollis/Hollis	35
12. Coffee/Coffee	35
13. Renfro/Drysdale	37
14. Stevens/Vargo	40
15. Sheppard/Spuro	49
16. Karaby/Karaby	49
17. Varano/Messier	57
18. Braun/Braun	60

HOBIE 18B POINTS

1. Ausec/Passonno	7 1/2
2. Wiley/Wiley	8 3/4
3. Fuhler/Fuhler	9 3/4
4. Stahr/Stahr	11 3/4
5. Hunter/Mullins	17
6. Newitt/Neubaum	23
7. Ridenour/April	24
8. Whidden/Flier	29

POINTS

9. Robinson/Mattick	31
10. Staley/Esterling	31
11. Henne/Henne	42

DIVISION 16

THE GREAT ACADACA
FLEET #238, DIVISION 16
SACANDAGA RESERVOIR, NY
JUNE 13-15, 1986

HOBIE 14T POINTS

1. Callen, D.	
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HOBIE 16A POINTS

1. Kiefer, T.	
2. Elve, C.	
3. Korze Iewski, T.	
4. Jeffers, B.	
5. Caster, P.	
6. Pesane, S.	
7. Chamberlin, M.	
8. Davis, H.	
9. Kusche, J.	
10. Dittmar, J.	
11. Ryan, D.	

HOBIE 16B POINTS

1. Way, B.	
2. Davidson, A.	
3. Stachhouse, K.	
4. Schwarzman, P.	
5. Nelissen, C.	
6. Miller, C.	
7. Jerry, R.	
8. Apple, M.	
9. Quatrone, R.	
10. Shear, D.	
11. Roeters, D.	
12. DeCarie, Y.	

HOBIE 16C POINTS

1. Becraft, S.	
2. Hughes, T.	
3. Robillard, D.	
4. Schappel, R.	
5. Ramsay, A.	
6. Meier, M.	
7. Dunn, S.	
8. Pulos, J.	
9. Eisenberg, M.	
10. Bristol, J.	

HOBIE 18A POINTS

1. Hopper, D.	
2. Tierson, D.	
3. Barbee, C.	

POINTS

4. Camble, B.	
5. Snyder, C.	
6. Weiss, R.	
7. Sullivan, P.	

Intern'l

HOBIE 16 EUROPEAN CHAMPIONSHIP
AUSTRIA
MAY 31-JUNE 7, 1986

HOBIE 16 POINTS

1. Hagara/hagara	31 1/2
2. Luthy/Luthy	33 3/4
3. Laurent/Hansen	41 3/4
4. Leptien/Rupp	45 1/2
5. Mohr/Mohr	48 1/2
6. Neergard/Damm	48 3/4
7. Plat/Wijker	49 3/4
8. Niederquell/Niederquell	62 3/4
9. Delius/Begemann	69
10. Rrex/Bress	75 3/4

FRENCH HOBIE 16 NATIONAL
CHAMPIONSHIP
DUNKERQUE, FRANCE
MAY 1-4, 1986

HOBIE 16 POINTS

1. Plat/Wijker	8 1/2
2. Delius/Begeman	18 3/4
3. Laurent/Bussy	19 1/2
4. Emmanuel/Boulogne	38
5. Napp/Cloux	48 3/4
6. Veloo/Trouw	47
7. Pierre/Foucaud	49
8. Dietrich/Schrimberg	53
9. Annel/Annel	60
10. Revay/Crandein	65

FRENCH HOBIE 14 NATIONAL
CHAMPIONSHIP
HENDAYE, FRANCE
MAY 8-11, 1986

HOBIE 14 POINTS

1. Olivier Aguerre	
2. Jacques Le Voguer	
3. Andy Leontieff	
4. Dominique Larroutou	
5. Remy Bertacca	
6. Patrice Vivient	
7. Philippe Doreyre	
8. Michel Tastet	
9. Jean Pierre Foucault	
10. Guy Delmas	

CAMPIONATO ITALIANO HOBIE 18
FLEET 383 INT. DIVISION
FORMIA, ITALY
JUNE 19-22, 1986

HOBIE 18 POINTS

1. De Toro/Scalzo	4 1/2
2. Ryan/Ryan	11
3. Dall/Rotunno	12.75
4. De Marinis/Mait	13
5. Braccini/Corsini	18.75
6. Della Mora/Della M.	21
7. Gemelli Ferrone	23
8. Fabris/Cianturco	33
9. Orsini/Bozzani	39
10. Ciavagnoli/Posani	40
11. Michelangeli/Mich.	40
12. Ferrone/Ferrone R.	43
13. Bartolini/Piracci	43
14. Tafuri/Cabrini	47
15. Bozano/Cazzorno	48
16. Pierani/Pis	55
17. Filippucci/Conc. Lli	57
18. Pedevilla/Ciotti	59
19. Di Giovanni/Di Nucci	71
20. Leposky/Leposky	72
21. Fioravanti/Fiorav.	77
22. Braron/Zamponi	78
23. Soletti/Renzi	80
24. Casotto/Silvestrini	87
25. Dalla Nora/Mesolella	88

CAMPIONATO NACIONAL
DE CATAMARANES
FLEET #490
VENEZUELA 1986

HOBIE 16 POINTS

1. Kerese/Riveros	7
2. Di Bonaventura/Ticconelli	9 1/2
3. Schonen/DeVries	26
4. Yanez/Claudio	29
5. Noordstar/Will	30
6. Da Silva/Da Silva	32 1/2
7. Van Hall/Busse	38
8. Damas/Cedeno	43
9. Yanez/Alvaro	44
10. Cortes	47
11. Amarales/Garcia	50
12. Kratochvill/Kratochvill	67
13. Cortes	80
14. Farina/Infante	82
15. Bergold/Sinn	83
16. Cannava/Cannava	84
17. Brozobahaty/Rodriguez	85
18. Martinez/Martinez	86
19. Baumeister/Baumeister	87
20. Quarra/Quarra	88

NATIONALS

The current National Champion is automatically qualified to the National Championship of his class.

Area Championships qualify each first place A skipper to the Nationals of the class they win. Area Championships are open to any U.S. skipper.

Division Championships qualify each first place A skipper to the Nationals of the class they win. Division Championships qualify only skippers who reside in or primarily sail in that division.

Points Regatta

- Skippers may earn points in any division.
- Points will remain in the division in which they are earned.
- A skipper may qualify with points from any division.
- The divisional association determines the number of points regattas.

Skippers will be qualified in the following order:
1st—Area Championships
2nd—Division Championships
3rd—Points Accumulations

All skippers sailing in the Nationals will be required to pre-register by the deadline published in the Hotline. Late entries from pre-qualified skippers will not be accepted. Late entries from skippers trying to qualify at the Nationals will not be accepted.

Past National Champions may petition the class for pre-qualified status prior to the deadline. Some spots may be allotted to National caliber Hobie skippers of proven ability.

1986 National Qualifiers From Each Division

Division	Points			Division Championships			Total			
	17	16	18	17	16	18	17	16	18	Womens
1	1	2	1	1	0	0	2	2	1	1
2	1	8	5	1	3	2	2	11	7	3
3	1	3	3	1	2	1	2	5	4	2
4	1	1	1	1	1	1	2	2	2	1
5	1	3	1	1	1	1	2	4	2	2
6	1	3	2	1	1	1	2	4	3	3
7	1	3	2	1	1	1	2	4	3	1
8	1	4	4	1	2	2	2	6	6	3
9	1	3	2	1	1	1	2	4	3	2
10	1	7	6	1	2	2	2	9	8	4
11	1	5	1	1	2	1	2	7	2	4
12	1	3	2	1	1	1	2	4	3	1
13	1	1	0	1	0	0	2	1	0	1
14	1	3	4	1	1	2	2	4	6	4
15	1	3	3	1	1	1	2	4	4	2
16	1	2	1	1	1	1	2	3	2	2

All Hobie 14 and 14 Turbo sailors are pre-qualified to the 14 and 14 Turbo Nationals.

TEACH YOUR FRIENDS TO SAIL

B Y D A N M A N G U S

steady wind. Find a spot that has shallow water about three to four feet deep so you can hold the board to get them started. Try to pick a spot where the wind is blowing onshore, so if they get tired or discouraged, the wind will blow them back to the beach. Never start out on a large body of water or in offshore winds because they could make it very difficult to get back to the beach. Always stay close to land and have another board or boat near by in case you need to give them some on-the-water assistance.

It's a good idea to wear a wetsuit for warmth and protection. Falling in the water several times and crawling up on the board can take its toll on knees and legs. Wear deck shoes or tennis shoes for traction and protection when jumping on and off the board. Try to remember how it was when you first started out. Make it easy on them by giving them all the hints that took you so long to learn.

Always tell your students to stay with the board. It is a good flotation platform. If they can't sail back to the beach, then paddle back, never leave the board to swim. If necessary, show them how to roll their sail up by keeping it attached to the board and then paddle back. A lifejacket is required in many places and is recommended for all sailors at all levels.

Have your friends help you set up the board and show them how to rig and sail it properly. Tell them about the wind and review the points of sail on the beach. Before you go in the water have them lift the sail up a few times and review some of the instructions you will be using when they are on the water. Make them feel comfortable, assure them that it's easy but it just takes a little time, and remember, the bottom line is to have fun.

Now that you have been enjoying all those great days of windsurfing with your Alpha sailboard it's time to share your new found love by teaching your friends how to windsurf.

Of course, they could use your board, but it's better to rent a board for them or, if they're going to buy a board, teach them on their own new board. Most people end up buying the same type of board they have started on. The best boards for learning that will continue to be challenges as a sailor progresses are the Alpha 230, 180 or the 160.

Windsurfing is not hard to learn or teach as long as you choose the right location and conditions. Start in a small, calm, protected body of water with a light,



1. Now take the board into the water, deep enough so the daggerboard can be fully extended. Let the sail fall downwind. Hold on to the back of the board and have your students climb up onto the board. Swing the board so that it is perpendicular to the wind. Have them keep their back to the wind, feet on the centerline of the board with one foot on either side of the mast base about shoulder width apart. Have them grab the uphaul line in one hand leaving the other hand free to balance. Keeping their backs straight, let them lean their bodies slightly backwards and straighten the knees to lift the sail just enough to let the water run off. Now have them grab the uphaul with both hands and rapidly pull the sail toward themselves hand over hand until the end of the boom is completely out of the water. Let them feel the balance change if they move their feet off the centerline or if the sail goes to one side or the other. Continue to hold the tail of the board as they repeat uphauling the sail enough times that they feel confident.



2. Have students hold the uphaul near the boom and allow the sail to luff downwind at right angles to the board with their back to the wind. As you reviewed on the beach before you entered the water, have them cross the forward hand over the back hand and grab the boom next to the mast. Then pull the mast toward them and angle it forward slightly toward the wind and toward the bow. Have them turn their body and front foot slightly in the direction they will be sailing.



3. Then tell them to grab the boom with the back hand and pull in the back of the sail enough to fill it with wind. Tell them to stand upright, back straight, knees slightly bent and tip the mast toward the bow and let them sail away. Do not push them away to get started; let the wind take them as you talk encouragingly. They'll probably get so excited that they will fall in and you'll have to start it all over again. Remember, don't yell at them, you didn't do it right your first time either. The positive approach makes for quick learners.



4. Don't let them get too far away that they can't hear you. Tell them to grab the uphaul and do a rope turn by leaning the sail to one end of the board or the other without letting it fall in the water. This will turn the board around so they can sail back to you. Go through the first four steps many times until they feel comfortable and confident about starting from the beach and getting back again. Sometimes it helps if you show them how to do it by sailing beside them on your board. Spend some quality time with them and they will learn faster so you can both go sailing together.



5. After a few times sailing they'll want to learn to tack, an upwind change of direction when the nose of the board goes into and through the direction the wind is coming from. First, while sailing a straight course across the wind, tilt the mast towards the back of the board until the end of the boom is almost touching the water and hold it there.



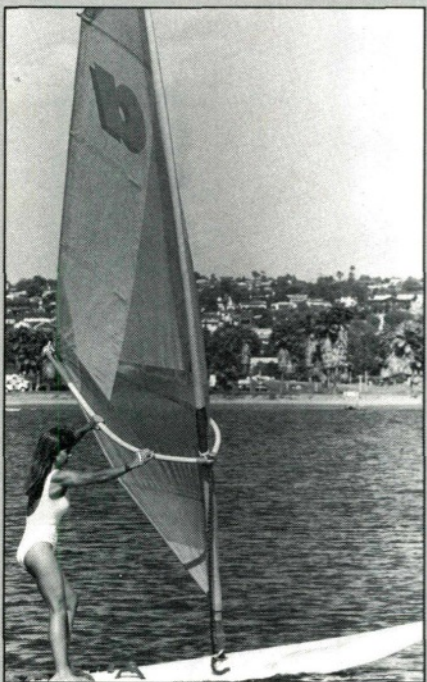
6. When the bow points directly into the wind, transfer the back hand from the boom to the uphaul close to the mast. Step around the front of the mast, grab the mast just below the boom for balance and transfer weight to the other side of the board.



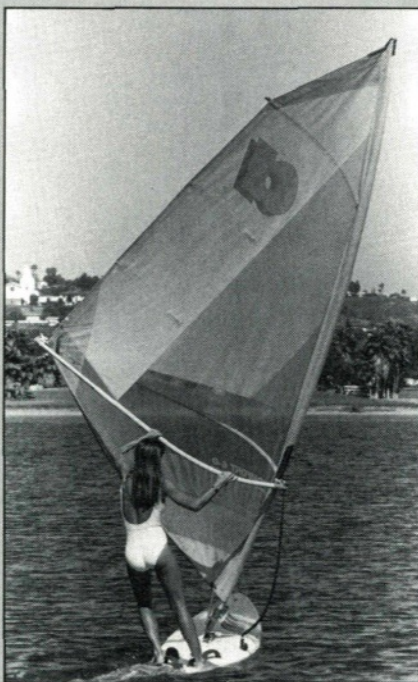
7. Swing the sail out downwind to make a right angle with the board, which now points in the opposite direction to the start of the tack. Cross the front hand over the top of the other hand and grab the boom near the mast.



8. Follow by placing the back hand into position on the boom and sail away in the new direction. There are many ways to speed up and smooth out the transition, remember practice is the secret.



9. The next move to learn is the jibe, a downwind change of direction. This is done by letting the sail swing across in front of the board while facing forward. While sailing a straight course, tilt the mast forward to turn downwind.



10. As the board turns downwind, bring both feet together and sink the tail while pressing slightly on the outside rail of the board.



11. When the tail passes through the direction of the wind, grab the mast below the boom and let the sail rotate in the hand.



12. As the sail comes around, move the feet into position on the new side, cross the front hand over the top of the other to grab the boom near the mast, then follow with the back hand and sail away in the new direction.



13. If you're out sailing and having fun and you want to wave to your friends on the beach letting them know you're O.K., just wave with one hand.



14. If you need help or are in distress, wave both hands above your head making an "X".

Remember, a few tips from an experienced sailor will save a lot of lost time and wasted effort. Just keep telling your students that the direction the mast is tilted will turn the board, like a steering wheel. Pulling the boom in and out is the accelerator. Try to keep the sail out of the water. Start out with a big board and a small sail; the learning curve increases tremendously.

Windsurfing by yourself is fun, but when you can sail with friends the fun is multiplied. Take the time, share your sport, and teach your friends how to windsurf.





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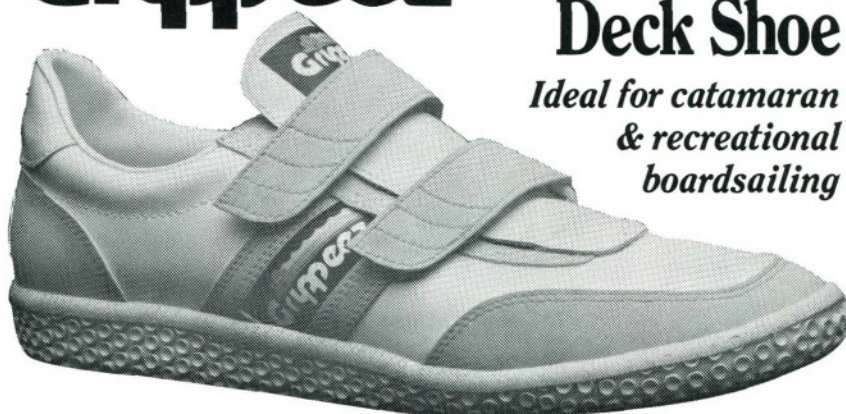
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LET'S GO SURFING

by bill baldwin . photography by guy motil

WITH YOUR ALPHA WAVESKI®



When you go out in the surf, it's just you, your paddle and your ski. It's essential that you are well prepared for your surfing adventure so that you can concentrate on enjoying the waves and not worry about your equipment or the conditions.

Start with yourself. If you are not a good swimmer, don't go out. The surf is no place to work on your swimming skills. This is not to say that you must be an Olympic calibre swimming athlete to enjoy surfing, but if you can't swim 100 yards confidently, you are looking for trouble if you end up 200 yards offshore and have to swim in.

Look at the conditions. If the water is cold, then wear a wetsuit—which will make you be comfortable, surf better, longer, and have no chance of developing hypothermia. An additional benefit to wearing a wetsuit is that in the event you get separated from your ski, the flotation it provides will make it much easier to swim. I like a one-piece suit with long arms, and I always wear wetsuit booties to keep my feet warm and to prevent the foot straps from chafing. They also prevent cut feet when you are walking in through shallow water infested with rocks, bottles and shell fragments.

If you paddle for long periods of time, you will develop a blister at the base of your right thumb (this is the hand most

people use to control the paddle). This can be avoided by wearing light gloves of the type that water-skiers use. Light gloves give you a good grip, provide protection, and, to a lesser extent, keep your hands warm.

Your ski is the next item to check. Start on the bottom and make sure that the fin screws are present and tightened. I can testify that dropping a fin in mid-wave is quite a thrilling experience I would not care to repeat. Turn the ski over and make one last check of the foot rest position. Put the ski on the sand and sit on it with the belt on and your feet in the foot straps. Your legs should be slightly bent with your knees a fist-height above the deck.

Check the belt carefully each time you surf. Never surf without a belt—you run the risk of getting a wrenched ankle if you get dumped by a wave. The belt should cross your lap across the top of your legs and be tight enough so that if you lean way over, the ski will want to tip with you. You need this tightness to have good control on a wave, and it makes it easier to execute an eskimo roll (more on that later). Make sure the flip release works smoothly, and that you can find and release it easily with your eyes closed.

Paddles make lousy swimming companions. Always use a paddle leash that connects your paddle to the ski. This way, if you are separated from your ski you only have to swim for one loose object rather than two. Also, your ski is far less likely to get washed in as far when the paddle is attached to it.

BASIC SKILLS—PADDLING

To surf, you must be able to paddle in a straight line and be able to paddle a fairly tight turn in either direction. Here is a short course on paddle handling. Learn these skills in flat water rather than surf conditions.

If you have practiced releasing the seat belt on the beach until you can do it with your eyes closed, then take the ski a short way out into water that is about chest deep. With the belt fastened, tip the ski over and practice releasing the belt. You will find that this is very easy particularly if you practiced with your eyes closed. Practice this with and without having a paddle with you and you are ready to learn your next skills.

Paddles come in several different types:

1. Flat paddles where the blades are aligned
2. Opposed paddles where the blades are 90 degrees to each other and are flat (have no front or back sides)
3. Paddles that are designed for right hand use (Your right hand is used to "flip" the blade while the shaft rotates in your left hand. Yes, there are left-hand paddles too!)

For beginners, I'll only discuss paddling with a flat paddle because it is easiest. Sit on the ski with the belt on and your feet in the foot straps. If you feel tippy, take one foot out and dangle one leg over the side to stabilize the ski. Grip the paddle so that your hands are centered on the shaft and farther apart than your shoulders. The paddle blades should be vertical if you extend your arms straight out.

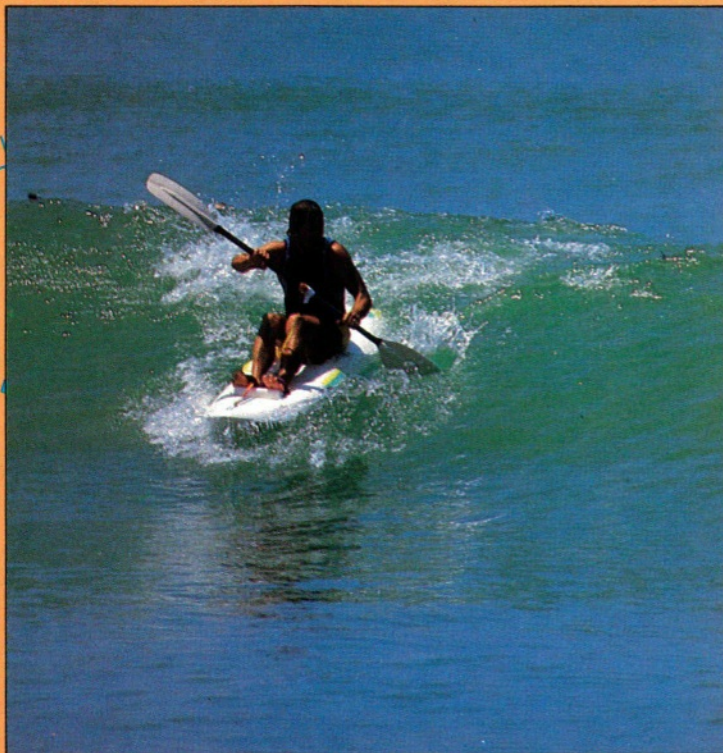
Lean forward a little and put the left blade in the water. To do this, lower your left arm and raise your right arm. With the blade in the water pull with your left arm, keep your right arm extended, and lean back straight up. Leaving your right arm extended, you again lean slightly forward and extend your left arm while you pull now with your right as you lean back up again. This sounds complicated in writing but is very easy in practice.

Turns are made by taking a strong stroke on the side you want to turn away from, and a weak stroke on the side you want to turn to. Dragging the paddle on the inside side, will tend to turn the ski more forcefully and faster. A more advanced method of

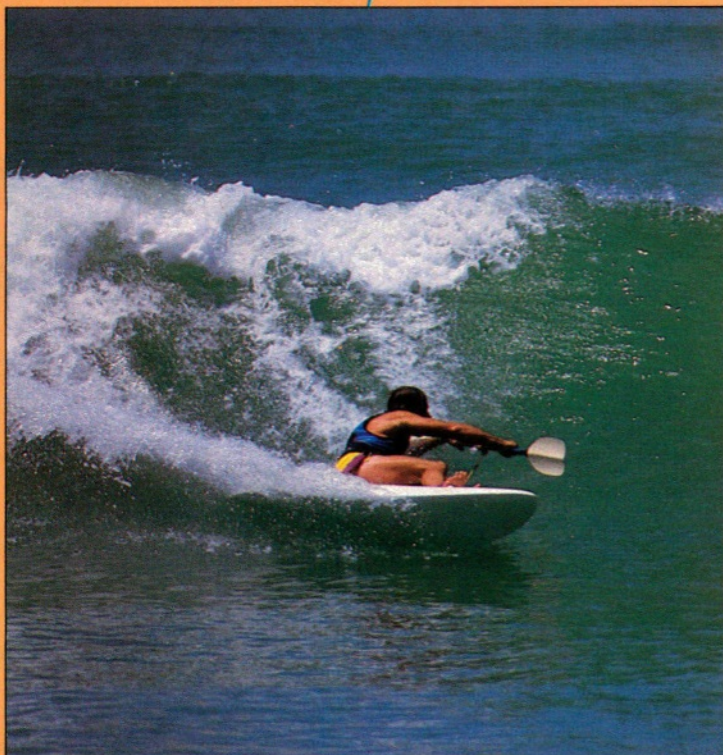


PADDLING OUT

TAKE-OFF



BOTTOM TURN



turning involves taking one forward stroke and then one backward stroke on the opposite side. This method will turn you in a circle without moving forward.

BASIC SKILLS—THE ESKIMO ROLL

If you plan to surf, I can guarantee that you will tip over many times. An eskimo roll

saves you from bailing out of your seat belt which is time consuming and especially a hassle if waves are breaking on you. I strongly recommend taking the time to learn to eskimo roll. Start somewhere where there is flat water, and make sure that you have done a couple of seat belt release practice runs. Here is the method I used to learn.

1. Change your right hand grip from overhand to underhand so that your right-hand fingers are on top.
2. Do not change your left-hand grip.
3. Slide your right hand along the shaft until you feel the face of the blade with your thumb. This makes sure that the blade is correctly facing up.
4. Keep this grip on the paddle and lean all the way forward with your right arm extended and left arm bent to lie the paddle along the left side of the ski.
5. The motion you will use to roll up is to lean all the way back while at the same time moving the paddle end in your right hand over your right shoulder. The movement is very similar to pitching hay from your left knee over your right shoulder. Practice this movement a few times while on top of the water.
6. Lean all the way forward and tip yourself over then really lean into the pitching motion you practiced. You want to lean back and have the paddle blade over your right shoulder when you are leaning all the way back. Try to do it in one motion.
7. If this doesn't work, bail out and try again.

GOING OUT FOR THE FIRST TIME

If you are new to surfing, you need to find a spot that is not too crowded, but definitely not a place where you are alone. The best kind of beginner surf is waves that have faces three or four feet high, and that have a white water part and an unbroken part (known as the shoulder) that continues in one direction for some length. A good way to get started is to check with your local surf shop—you may be pleasantly surprised at the amount of help and advice you receive.

Watch where other people who are familiar with the surfing area paddle out. This will save you a lot of time and wasted effort. Every surf spot has its own personality which changes with the tides, wind, surf size, and shifting bottom shape. If you watch the locals who surf the spot regularly you can easily find out the best places to go out and where the waves are breaking best. Sometimes it's a wise idea to just sit at the water's edge for awhile and watch.

GETTING OUT THROUGH THE SURF

To get started, you will need to walk your ski out until you are in water that is around thigh high. Don't push the ski in front of you because an incoming wave can easily knock you down. Pull the ski beside you by the foot straps so that it trails behind you. When you get a break between waves, climb on and get at least one foot in a footstrap for stability. Lay the paddle across your legs with one blade flat on the water—this will also tend to stabilize the ski while you fasten your seat belt. Once



CUT BACK



TRIM

belted in, start paddling and get the other foot in the footstrap.

Waves break where the bottom is shallow and they don't break where it is deep. Many surfing areas have deep channels where the waves don't break or where they break less forcefully. If you have "checked out" an area you will find that the surfers will paddle out the

channels and avoid trying to punch out through the waves.

Another consideration is that waves travel in "sets." There will be a period of larger waves, and then a period of smaller waves. If you time it right, you can paddle out between sets and keep your effort to a minimum.

If you think that white water is a light

KICK-OUT



froth, think again. Whitewater is just about as heavy as unfoamed water which weighs in at around a ton per cubic yard. Add to this the fact that the wave is approaching the beach at 8-10 mph and the falling portion of the wave is falling at 32 feet/second/second. If you have any notions about forcing your way out, forget it. You're out of your league. The trick to getting out is to understand the different stages of a wave and how to deal with them.

The first wave part you will encounter is the small rolling white water that is usually less than head high when you are sitting down. You can usually paddle right through this without much trouble. When you get further out you will run into white water that is more violent and more than head high. The technique to use here is "popping over." When the white water is 20-30 feet away, increase your paddling to build hullspeed and lean back quickly as soon as your ski meets the wave. If you hit the wave head on, you'll be surprised at how your ski will seem to jump on top of the wave. It is at this time that you are most unstable, so take several very strong strokes to rebuild your hullspeed. You might need to put one leg over the side to stabilize the ski in the turbulent white water, although it will slow down your paddling.

Once you make it over the violent part of some white water waves, you'll be farther out from shore and in an area fondly referred to as the "impact zone." This is where the wave first breaks, and where the wave is most forceful. You have three ways

to go: over, under, or through. On a small wave (head high or less) it is sometimes possible to lean forward just as a breaking wave meets the nose of your ski and by using a motion similar to the type used to eskimo roll, push right through. In most cases, you should try to paddle fast through this area and get over the waves before they break fully. This takes timing and a feel for the waves. The third method is going under. If a wave is going to break on you, purposely lean forward and roll the ski upside down and let the wave hit the bottom of the ski. Then eskimo roll up (expect some problems rolling up in white water, and a few bail outs).

SURFING

The object of surfing is to paddle with a wave just as it breaks so that the wave picks you up and propels you along. By leaning, you try to angle the ski along the face of the wave to keep out of the white water.

Most surf spots will tend to break in a somewhat predictable way, and the surfers will congregate at the spots where the waves start to break. This leads to crowds and to the rules of the road:

1. The person closest to the white water has the right of way.
2. If someone is already up and riding a wave don't take off on that wave.
3. Avoid paddling out through the area where people are taking off.
4. If someone is inside of you, don't take off

unless you are sure you will easily clear them.

You will be able to tell about how far out you should sit if you observe other surfers. Sit facing the waves, and paddle around to try to catch a wave. Fortunately for you, waveskis® catch waves easier than surfboards and you can sit a bit farther out and try to catch waves a little earlier.

When you pick up a wave try to determine which direction it will break, and what direction you should angle. By observing where the less steep part of the wave is in relation to you, you should be able to decide what direction you want to angle. Do not try to go straight in; the ski will probably nose in and flip. As the wave picks you up, lean in the direction you want to go and drag the inside paddle to give you extra turning power. Once you are angling along the wave you can steer by leaning in the direction you want to go.

To save your energy, don't try to ride all the way to the beach. Once the wave looks like it will finish breaking, "kick out" by steering over the top of the wave and paddle out for another before you go too far in and have to paddle out through as much white water.

If you are interested in seeing more of the amazing things that waveski riders can do, I highly recommend *All About Waveskis* by Roger Shackleton published by Surfside Press, 7 Dale St., Brookvale, NSW, Australia. Or, your Alpha Waveski dealer can obtain copies through Hobie Cat. Good waves to you!



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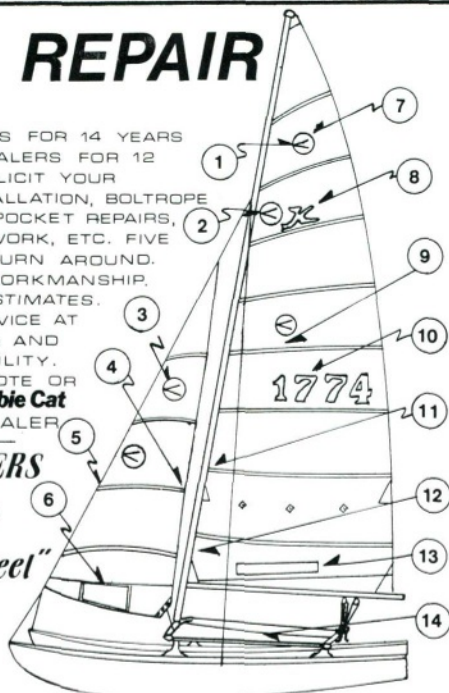
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HOBIE HOT TIPS

More Than Just a Boat Cover

Several months ago we purchased a Cat-Prolactic cover from Grifgrabbers for our boat. We purchased the cover mainly to protect our boat from rain and road film when travelling to regattas. Not only did the cover protect our boat from rain, oil, etc., but also from possible damage.

When travelling home from a regatta, our boat and trailer were hit by another car. Although the trailer was bent and the boat cover was ripped down the side, the boat didn't have a scratch on it! Apparently, since the cover is made of thick Naugahyde, it dampened the impact and saved our boat from possible damage.

The lesson we learned was: No matter how tired we are after racing, we always put on our Cat-Prolactic before driving home and we look out for the other guy.

Dave and Laurie Morris
Dallas, Texas

Have Enough Trophies For Everybody

Attention regatta chairmen. Do you get those Saturday morning-after-registration blues when you discover that you have eight trophies for a fleet of nine boats and two trophies for another fleet of 32 boats?

Here's a trick we use in Fleet 20 and it makes regatta trophies very easy. Go ahead and design your trophies, but leave off the class designations. The trick is to have self-sticking labels like the sample below. On Sunday, you can decide how many trophies you want to give for each class, fill out the labels and stick them on the back or the bottom of the awards.



Ron Fikes
Fleet 20
San Jose, California

More on Boat Stiffness

"Keeping the tramp tight is the secret to a stiff boat. You might try this inexpensive suggestion: Lace the tramp tightly and then wrap shock cord around the lacing to pull it even tighter." June, 1986 Canadian Hobie Cat Association TELLTALe.

SUM N AUT

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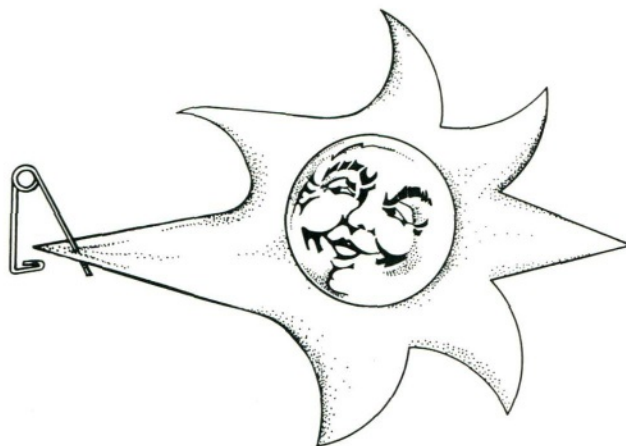
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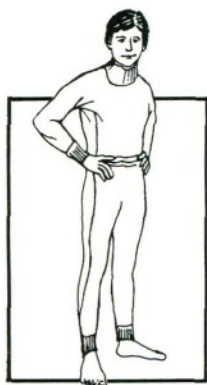
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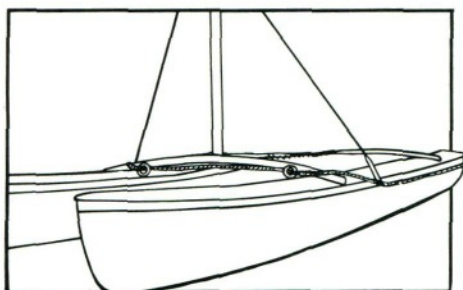
Now *that's* stretching it a bit!

But there are ways to prolong the sailing season and SSI's products offer them.



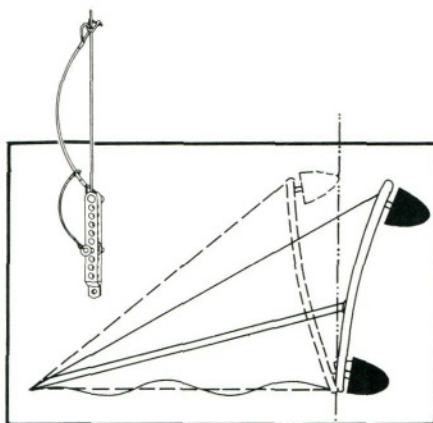
**The Warm N' DriRider
Neoprene Dry Suit**

Why should you sail in a drysuit instead of a wetsuit? The answer is pretty simple. If you're going to be cold, what would you rather be, cold and wet, or cold and dry? The Warm N' DriRider is made of smooth rubber on the outside which sheds water instantly to prevent body heat loss by evaporation which occurs with a Nylon II wetsuit. Stay dry!



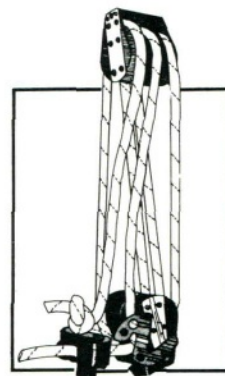
Hobie 18 Easy Right

Here it is! A ½" hollow braid with an internal shockcord; The Hobie 18 righting system. It attaches to the boat at the front crossbar with a shackle ring, maintaining an ultra low profile for this righting system. It ties off at the rudder pin on the transom allowing access to the righting system from the lower hull when capsized. Works great as a crew safety line, too!



**The SSI Upright Solo
Righting System**

When you're alone and capsized in heavy weather getting your catamaran back up can be very difficult, if not impossible. To make sailing small catamarans safer install the SSI Upright Solo Righting System. It allows the boat's weight to assist in righting, with as little as 150 pounds of effective crew weight.



**Harken 6:1 Low Profile
System**

SSI helps you sail into late Fall with ease—with our Harken 6:1 Low Profile system customized especially for SSI. 3" sheaves on the upper and lower block reduce friction. The upper block is 1" shorter than Harken's standard block! The lower block is also customized to enter the traveler car hinge plate. Give yourself a hand. Give yourself a Harken.

Stretch this year's sailing season with products from SSI! See your local dealer or check your SSI catalog for more ideas to prolong the sailing season.



Alpha by Hobie Cat is proud to share with the HOTLINE readers the current list of Alpha Team Riders. May good winds and great racing be with them always. For more Alpha Team Rider information contact your local Alpha Dealer.

Arkansas

Ozark Outdoor Supply, Little Rock
Michael Crowell, Little Rock

California

Hobie Sports, Dana Point
Matt Carter, Dana Point
Byron Kurt, Dana Point
Heinz Milewski, San Clemente
Mike Winterhalter, Dana Point

Hobie Oceanside, Oceanside
Paul Parizeau, Encinitas
Scott Roberts, Encinitas

Hobie Sports Center, San Diego
Skip Hurwitz, San Diego
Matt Miller, San Diego

O'Neill Yacht Center, Santa Cruz
Philip Worthen, Watsonville

Florida

Force-E, Deerfield Beach
Dave Stranger, Fort Lauderdale

Playground Sails, Fort Walton Beach
David Kruyt, Fort Walton Beach
Carlton Tucker, Fort Walton Beach

Sailboat Supply, Jacksonville
G. Paul Aldullah, Jacksonville

Sailing Store, Orlando
John Duke, Orlando
Tom Gaunt, Orlando

Tackle Shack, Pinellas Park
Wade Aust, Pinellas Park

Hawaii

Team Hawaii
Chris Appleton, Maui
Robin Cortez, Maui
Joni De Mello, Maui
Dan Gauen, Oahu
Pat Goodman, Maui
Vince Hogan, Maui
Martin Lenny, Maui
Chris Pliska, Maui
Ralph Sifford, Maui

Louisiana

Sailboats South, New Orleans
Tommy Harris, Metairie

Massachusetts

Ensign Marine Specialties, Mattapoisett
Tony Goulart, New Bedford
Paul Lariviere, Mattapoisett
Steven Mattos, New Bedford

Swift Sailing, Harwich Port
Peter Carr, South Harwich
Charly Barrett, South Harwich

Michigan

Down Wind Sports, Marquette
Robert Brozdowski, Marquette
Tim Rohaly, Marquette

Torch River Bridge Sailboat Shop, Rapid City
Gerald Poppy, Kalkaska
Juvondy Jones, Naples, Florida

Salty Dog Marine, Whitmore Lake
James Hartung, Ann Arbor

Mississippi

Sea Shore Sails, Long Beach
Jon Parillo, Long Beach

Nevada

Desert Winds, Las Vegas
Darren Hamm, Las Vegas

New Jersey

Bayview Sailboats, Ocean City
Paul Day, Glen Milk, PA

New York

Northway Marine, Clifton Park
Michael Arts, Clifton Park
David Geiger, Waterford

North Carolina

Sailboats, Ltd., Greensboro
Tony Kirk, High Point
Don Parris, Hickory

Off The Beach, Raleigh
Scott Shafer, Raleigh

Ships Store, Wilmington
Becca Beitel, Wrightsville

Oregon

Hobie House, Ashland
Mike Chabala, Ashland
Owen Twitchell, Ashland

Boardsports, Eugene
Kurt Harland, Eugene
Cabie Neal, Eugene

South Carolina

Sailing Connection, Myrtle Beach
Chris Richardson, Myrtle Beach
David Rhodes, Myrtle Beach
Charles Thompson, Myrtle Beach

Tennessee

Rooke Sails, Memphis
John Redshaw, Cordova

Texas

Sail & Ski Center, Austin
Scott Matott, Austin
Nancy Norman, Leander

Triangle Windsports, Beaumont
Eric Barnett, Port Arthur
Lee Gomez, Orange
Steve Odom, Groves

Simpson's Sailboat Shop, Whitehouse
Larry Chambers, Flint

Utah

Hobie Cat Sports, Salt Lake City
Gregg Chisolm, Salt Lake City
Russ Shay, Salt Lake City

Southern Sails, St. George
Dave Guy, St. George

Virginia

Backyard Boats, Alexandria
Michael Garfinkel, Alexandria

Trafton Marine, Virginia Beach
Gary Brittingham, Norfolk
Clinton Dekker, Virginia Beach

Washington

Mt. Pilchuck Ski & Sport, Everett
Monte Sheppard, Everett

Hobie Cats Northwest, Kirkland
Phil Mahre, Vashion Island
Steve Mahre, Vashion Island
Mike Stewart, Mt. Lake Terrace
Allan Trimble, Vashion Island

Sports & Sail, Richland
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