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Ron Oehle

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Hopes for the Holidays



The Hotline staff from left to right: Dan Mangus, Judy Schneider, Bonnie Hepburn Jonas, Amanda Hines, Jana Whitney and Brian Alexander.

It seems hard to believe that the 15th year of HOTLINE is now coming to an end. This magazine and the sport of sailing in general have undergone a great deal of progress over the last 15 years and we're glad you were a part of it. We have our hopes for the magazine and we have some hopes for you, too.

It's our sincere wish that all of you enjoy the coming holiday season in whatever way you decide to celebrate it. We hope you're granted all those things we all desire for ourselves, especially during this time of year: peace, happiness, friendship and good cheer. Remember to spread these feelings around to others you meet both on and off the water.

We hope Santa is good to you and brings lots of new Hobie and Alpha toys. (Are you listening wives and husbands?) We hope the coming year brings you all the success you can handle and the fairest of winds. But, most of all, we hope you keep this holiday season a safe one. Enjoy all the parties you can, but, please, don't drink and drive. Have a friend keep your keys and designate a non-drinker to drive. You can make it up to him at the next party by returning the favor. Follow water safety rules and please, please, look up before you raise your mast or sail in any unfamiliar place. Avoid those wires! Last, but certainly not least, we hope you have as much fun as you can. We will. Here's hoping you stick around for the next 15 years.

Cheers!

Dan Burn Jana Amanda

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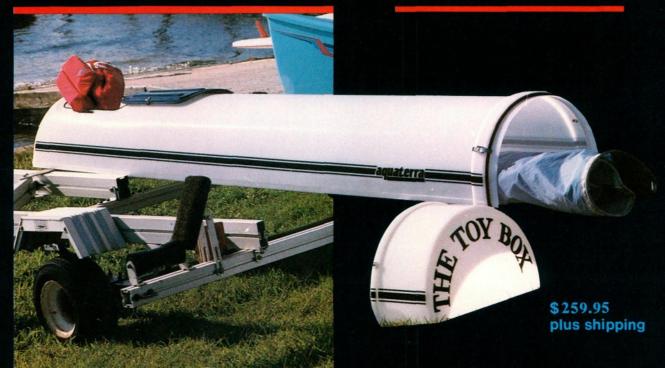
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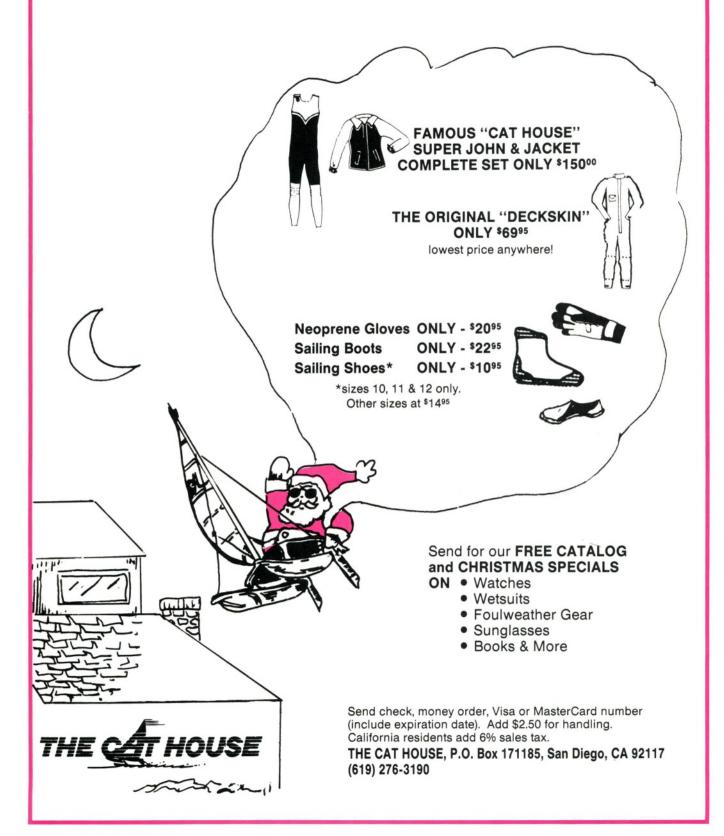
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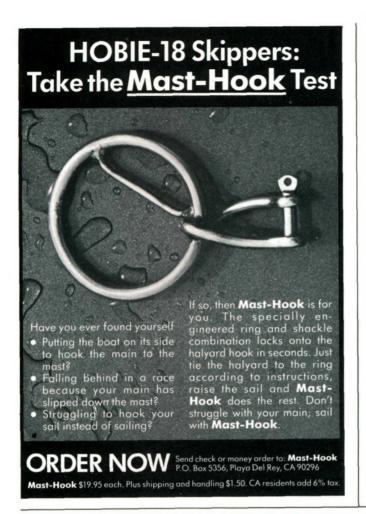


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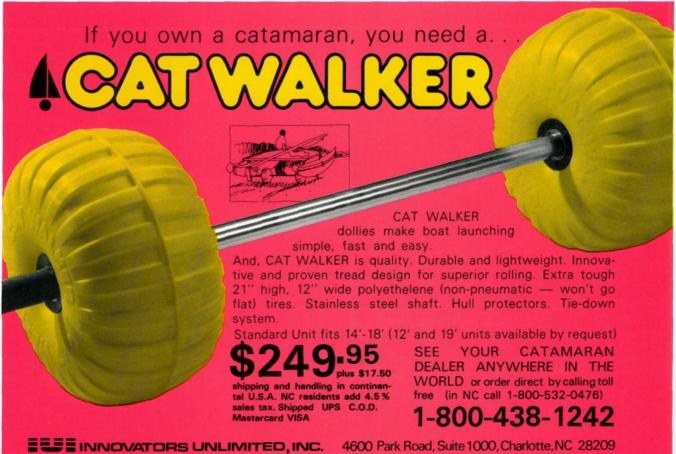
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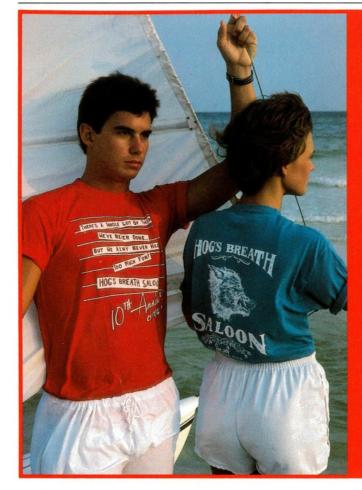
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LETTERS

Electric Lineman On Safety

Hurray for Lt. Benjamin M. Trapnell USN of Corpus Christi, Texas, who wrote in the July/August issue, "Who's at fault?" [Letters]. It is refreshing to know there are still sailors who know the value of good common sense. I am a Hobie sailor who happens to be a lineman for North Carolina Power.

My company has been trying to solve its problems with overhead wires over water for several years. In 1980, North Carolina Power placed its overhead line near Currituck Sound on 60 to 70 foot poles. Recently, I was working on a job and noticed a line with low clearance over the sound: there used to be a marsh under the line but it was apparently blown away during Hurricane Gloria last year. When I notified the engineering and construction departments that we had a problem for shallow draft boats, they went and investigated right away. Much to my surprise, two men and myself were wading in two to three feet of water erecting a temporary barricade with warning signs in the middle of the night. The next morning I met with our district manager and the construction superintendent and we discussed what plan of action to take. Their decision was to raise the line as soon as possible and obtain additional right-of-way to relocate the line with underground cable and remove the overhead line forever.

I do not know what approach Dr. Hall used with Baltimore Gas and Electric Co., but, believe me, if an electric company feels they have a hazardous situation they are more than willing to solve the problem. My company has gone to great expense to prevent a possible accident and was expedient in its actions. HOTLINE's Bounty Hunter Program to eliminate low power lines in all sailing and launching areas is a great idea, but I would suggest you let your local power company know of a hazard by telephone before you ponder with a pen. Your quick action may save a life.

I must say, I was impressed with the actions of the management of the Manteo office of North Carolina Power. I have been a Hobie sailor since 1971 and an employee of the power company since 1972. Believe me, we are trying to make the Outer Banks of North Carolina a safe place to enjoy sailing.

H. Keith Gregory Fleet 32 Virginia Beach, Virginia

Sailing in Mexico

I enjoyed your articles "Asia - Sailing in the Rice Bowl" by Paula Alter and "Prescription for Vacation Fever" by Dan Mangus. Michael and I have a Hobie 16. When we make the time, we love to go sailing. We want to go to Mexico this winter or spring. We'd like to rent a Hobie and sail as much as we can as well as enjoy the country and get to know the people. I've looked through your magazines trying to get an idea of where to go in Mexico. I noticed that the Hobie Cat Midwinters West Regatta was held February 22-23, 1986 in San Felipe, Mexico. When I looked at San Felipe, Mexico on the map, I found it in the middle of the peninsula in the state of Guanajuatop. Is this the same San Felipe? If so, what is the name of the lake it is close to? Could we rent a Hobie there? We'd love to spend some time sailing in Mexico and we're not interested in resort areas. We would appreciate any leads you could give

Joan Tuskes Cuyahoga Falls, Ohio

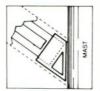
Editor's Note: Joan, we don't blame you for wanting to get out of Ohio during the winter and Mexico is a fine place to get to. You've got the wrong San Felipe. Look at a map of California and northern Mexico. Find El Centro, California, very near the border. Then look for Calexico just to the south. Now, trace your finger from Calexico, across the border south along Mexican highway 5. San Felipe is on the coast of the Gulf of California about one hour's drive south of the border in the state of Baja California Norte. At Midwinters time, the days are usually warm and nights cool enough for jackets. Wind is very unpredictable. Sometimes it's very heavy, sometimes very light, but the village (now really a small town) is friendly and has some of the best fresh seafood around. There are a couple of decent hotels and camping is available. Most of the Baja coast all the way down to Cabo San Lucas is dotted with good sailing spots (Mangus' article you cited and the swimwear review were shot at some of those spots), but camping is usually the rule if you want to enjoy them and rentals are not available in most areas. The Ixtapa/Zihautenejo area, north of Acapulco on the Pacific coast is also very nice and may have some boat rentals. For more information, contact the Mexican National Tourist Council at 9701 Wilshire Blvd., Suite 1201, Beverly Hills, CA 90212.

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LETTERS

It Has Happened Again

More often than not, we are writing to you for sailing advice or with good news concerning Hobie regattas and events. However when I came across the enclosed article it painfully reminded me of all the diligent efforts at the HOTLINE and Hobie Cat, to keep us informed about the dangers of overhead power lines when stepping a mast or launching a boat.

Sadly for these two guys, someone forgot to read the mast sticker, or to at least look overhead before heading to the beach. I don't mean to sound like the proverbial "grim reaper" but perhaps if you were to reprint this article it will again serve to remind all of us of how careful we should be and of how serious the consequences can be when we are not.

Although this accident did not involve our fleet I am sure that all fellow Hobie people can well sympathize with such a tragedy.

Thanks for taking the time to review this and perhaps we can all hope that we see fewer (to the point of none) of these tragic accidents.

Hal Savage Fleet 267

Editor's Note: The following is reprinted from an article by Neal Roberts which appeared in the July 20, 1986 edition of the Atlantic City (NJ) Press.

OCEAN TOWNSHIP—A local man and his teenage son were killed in a freak accident Friday when a mast from a sail-boat they were maneuvering touched a power line.

Authorities said John Francis Maybank, 39, a detective with the Ocean Township Police Department, and his 16-year-old son, John, were electrocuted in the accident, which occurred shortly after 6 p.m. on Custer Drive, about 80 yards from the Maybank home overlooking Barnegat Bay.

A witness said the victims apparently died instantly.

Russell Smith, owner of Smith's Boat Rentals on nearby Clearwater Drive, said Maybank and his son were on Custer Drive hauling a Hobie Cat sailboat on a trailer from their home. They were attempting to put it in the water at his dock, Smith said. A sail was still on the mast when it came in contact with the power line, he said.

"There was a flash of fire," said another witness, who asked not be identified. She said attempts to reach the victims, including Smith's first thought to knock the mast down with a wooden oar, were hopeless.

"There was nothing you could do; it was just coming down the mast," she said of the electrical fire.

Smith said he abandoned the idea of trying to push the mast off the power line. He said he told other neighbors arriving on the scene to stay away from the boat and the two victims.

The woman said some neighbors grabbed fire extinguishers as police and fire departments were called to the scene.

"I'm just numb," said Police Chief William T. Sneddon Jr. "He was a good police officer."

Sneddon said Maybank worked the day shift Friday then went to buy the sailboat and brought it to his home about 5:30 p.m.

"He had just taken up sailing a year ago; he was really elated with it," Sneddon said.

According to accounts from witnesses, the mast struck the power line where it appears to sag about 14 feet above Custer Drive. Smith said the line had been sagging for some time, and he claimed he called Jersey Central Power & Light Co. before Friday. "It was a useless, senseless accident," Smith said.

"The town has lost one of the best officers they ever had," said one first-aid squad member. "He was well-liked."

Questions on Comptip™ Masts?

An interesting question was raised during a discussion of the article on the Hog's Breath 1000: Where and Why did the masts of nine out of the 12 boats break when they were caught in that storm? I'm betting that the majority of them broke at the joint between the aluminum bottom and the tip. If this is correct, doesn't this indicate a problem with the Comptip? A little additional bending and loss of power might be acceptable in exchange for some additional safety, but I'm not in favor of installing a weakness that could result in possible problems, especially since I live in the same area where the storm caught the Hog's Breath racers. I've been sailing Hobie 16s since 1974 and in that time I've been caught in two similar storms. Neither time was my mast broken.

Speaking of storms, what is the best thing to do if you are caught in a lightning storm? I've heard a lot of suggestions, but

the HOTLINE never says anything except "don't get caught in one." The suggestion heard most often is to turn the boat completely over (turtle), tie yourself to the boat with a long rope (such as the mainsheet), and float (wearing lifejackets) away from the boat as far as possible. Obviously, there is nothing that can be done to completely protect yourself, but what procedure would you say would be the safest?

I would like to say that in the 12 years that I've been sailing Hobies, I've never had any desire to race one (other than tearing around the local waters on weekends and racing with friends). I do enjoy reading about racing activities as well as every other aspect of the Hobie life, but I do wish that you would include more articles for those of us who use Hobies to take to the beach for picnics, give rides to neighbors and friends, sail to small offislands for camping and so on. I would especially like to see articles dealing with nice locations for sailing, allowing me to plan my vacations so that I could drag the boat along.

Thank you, and here's to a complete and speedy recovery of Sandy Banks.

Ronald Nelson Tampa, Florida

Editor's Note: We included a guide to travelling in Baja in the May/June 1986 issue, and, in this issue, we feature Nancy Crowell's excellent look at Florida, the first of several states we plan to cover in the future.

As for the mast breakages, HOTLINE gave Nelson's letter to Hobie Cat president Doug Campbell and to Miles Wood, a Hobie Cat regional sales manager who was on the scene of the Hog's Breath 1000. Here's what they had to say about the Comptip™ mast.

According to Campbell, "Nelson is correct that most of the Hog's Breath 1000 broken masts broke at or near the joint between the aluminum mast extrusion and the tip. In most all cases, the composite material failed; in others, failure of both the aluminum extrusion and the composite material occurred. In all cases, the failures occurred when the 28-foot masts hit the sea bottom, which was approximately 20 feet deep. If the masts had been allaluminum, they would undoubtedly have been seriously bent and unusable. In the storm, the waves were eight feet or more high and the mast tops were being jammed into the bottom on every wave.

"The fact that the Comptip mast broke cleanly rather than bent allowed most of the sailors to jury-rig their mainsail and sail to safety. This could not have been done with all-aluminum bent masts. All in all, in this instance, the Comptip breaking was a real safety advantage, not a weakness."

Wood repeated many of Campbell's points but added that in the 40-60 knot winds, a bent all-aluminum mast may have snapped altogether while sailors were going to shore. He also stated that he would expect about six all-aluminum masts to break in similar conditions. Those would break between the tang and base causing the boat to turtle and making it nearly impossible to right. In addition, a danger of sharp metal slivers and irreparable sail damage would also be present. He called the Comptip™ mast a "major safety feature" and stated that the equipment supplied by Survival Technologies Group and the quality of the Hobie Cat product prevented a disaster that night. Without the Comptip, he said, organizers would not have found all the sailors.

As far as what to do if caught in a storm, our advice is to stay with the boat at all times and, of course, be sure you've got your lifejacket on. Try to keep the boat upright as the "cone of protection" from the mast will protect sailors on the boat from a lightning hit. If the boat goes over, make it turtle if possible and stay on the trampoline. Attach yourself to the boat with a safety line if possible. We do not suggest floating away from the boat.

Texas Sailors Defend a Friend

I feel that Eric Sharp wrote a very good article about the Hog's Breath race, however, it was unfair to one of our team members. I raced with Hobie Alter Jr., and Chuck Miller. Somehow or another, our team got out to a 45 minute lead going into the final two legs. The winds the last day picked up a good bit and shifted to weather. The Aussies grinded about 33 minutes off our lead in about four hours on the second-to-last leg despite Hobie and I working our tails off. At the last checkpoint, Hobie got off and Chuck got on. The Aussies continued to grind on us and they put 20 more minutes on us that last leg giving them an eight minute victory. I feel that it was terribly unfair for Eric to imply that our team lost because of Chuck's inability to match up with Metcalf. Let's face it, nobody in the Hobie world today compares to Metcalf on a Hobie 16. I would like to point out that Chuck drove the majority

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LETTERS

of the third leg when we put over 40 minutes on both the top Australian teams and he was along with Hobie the night they put over 26 minutes on Metcalf's team in a 3.5 hour leg.

To sum it up, I would like to thank Hobie Jr., Chuck, Judy, Billy and Mike for the fine job they did in helping us to finish second. When you consider the competition racing, second wasn't too bad.

Rick Eddington Corpus Christi, Texas

My wife Cathy and I, and all Division 6 sailors we have talked to, were dismayed at reading the last issue of the HOTLINE describing the Hog's Breath 1000, concerning the remarks about a fine friend and fellow Division 6 sailor, Chuck Miller. We will not belabor the various things we could say about Chuck's abilities as a racer (i.e., numerous times as high points winner of Division 6, third place in the Worrell 1000 and several top ten finishes in National competitions), what we will say is we find the description in the article comparing Chuck to a "club pro" against the "professionals" to be in poor taste. Hobie racing and one-design racing, in general, is at a crossroads with declining attendance at regattas and declining numbers of new boat owners and C-fleeters. We believe the HOTLINE should bear this problem in mind at all times. To take what we feel is a cheap shot against a person who has been a long-time driving force in promoting Hobie racing and the Hobie way of life does nothing to help this problem. Ask Chuck's fellow sailors about his abilities. sportsmanship and contributions to the Hobie way of life. We think that would make much more interesting and accurate reading in the next HOTLINE.

Robert and Cathy Whittington Brownsville, Texas

Editor's Note: As often happens when people take words out of context and quote inaccurately, as do the Whittingtons, a measure of the truth is lost. Here, then is the offending paragraph: Eddington was so tired that he had to leave the helming to Miller, and while Miller is a fine sailor, he cannot be compared with Metcalf. Miller was like a good club pro in golf. The club pro is an expert, but he can't compare with a top touring pro like Jack Nicklaus. This sentence does not qualify as a "cheap shot" and certainly does not impune the sportsmanship of Miller. It is a statement of tribute to the skills of Metcalf (and team-

mate Dryland). The story was about a major international competition in which the skills of the competitors are a legitimate subject of discussion. Eric Sharpe, a respected Florida journalist, wrote the truth as he saw it.

Alpha Means More Fun

I am an avid California Hobie Cat sailor and have sailed Hobies of all kinds for many years. However, I recently tried windsurfing and after that there was not one time I sailed my Hobie without bringing my new Alpha along. It adds a new dimension to Hobie sailing and I encourage all Hobie sailors to try it and give it a chance in HOTLINE. You won't be disappointed.

Jason Liske Dublin, California



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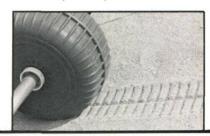
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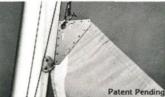
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HOBIE BRIEFS

Alpha 220 PR Screams

The Alpha 220 Pro Race is quickly becoming the board to beat in major European and American competitions. For example, a sailor using the Alpha 220 PR won the Italian Fun Board Cup on Lake Garda and English sailors are finding the Alpha 220 PR winning time and again on the English fun board circuit. In the United States, an Alpha 220 PR took top honors at the Malibu to Santa Monica "Pier to Pier" race and took first and third at the Crystal Light Fun Board Cup at Hurricane Gulch near Los Angeles. Racers in the prestigious Johnnie Walker Hi Ho in the Caribbean also found sailing the 220 to be an advantage.

Wanted: The Perfect Crew

Editor's Note: We found the following item in the August issue of Sailing World. We reprint it here with the kind permission of Sailing World magazine, 111 East Avenue, Norwalk, CT 06851.

After sailing several seasons with my husband, I have finally come to understand all of the requirements of "The Perfect Crew." The perfect crew can have no name for he or she must be able to respond to any grunt or barely audible sound the skipper barks, and recognize it as his or her name. He or she must have ears as sensitive as a radar detector to be able to understand commands given when the skipper is facing the stern. And the crew must only speak when spoken to, or screamed at, whichever the case may be. In appearance, the perfect crew must have two legs, with sticky feet like a fly's; and four arms to hold a jib sheet, a centerboard pennant and to untangle a spinnaker sheet at the same time. "Perfect" must also have 360-degree, X-ray vision like Superman to see through sails, masts and the skipper's head. "Perfect" can weigh as much as 75 pounds extra in heavy air, but must be able to miraculously lose the 75 pounds if the winds die. Another must is being telekenetic; that way "Perfect" will never be caught off guard in the bottom of the boat saying, "You never said

Lastly, "Perfect" must be humble. After a day of verbal and physical abuse, with the boat maybe coming in second, the next day in the newspaper "Perfect's" name becomes "... and crew."

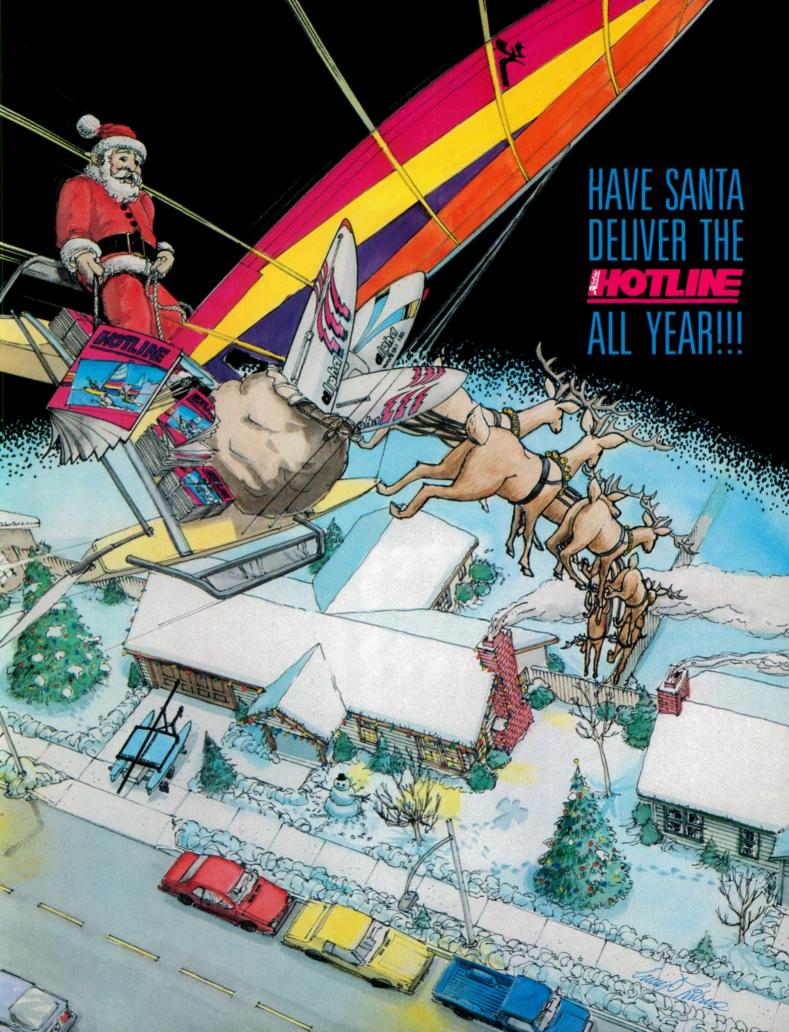
Candy Breidert alias "... and crew"

The Ponds Are Closed

The HOTLINE recently received a letter from the law offices of Redwine and Sherrill, the attorneys for the Coachella Valley Water District, the entity which operates "The Ponds." The letter, signed by Gerald D. Shoaf of that firm, stressed the fact that the area is now closed to all excepting organized events with prior approval of the water district. According to Shoaf, "... recreation is not now permitted at 'The Ponds' and trespassers will be prosecuted."

The district and the energy companies which use the area for wind generation, have begun to fence off the water. Some hope for windsurfers may be forthcoming however. According to Shoaf, "The district is currently looking for a concessionaire that would contract to supervise and be responsible for recreational activities at the site, provide security for district facilities and provide liability insurance against potential claims. Hopefully, such a contract will be reached in the near future."

Continued





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HOBIE BRIEFS

Division 3 Women's Championships

Editor's Note: Laurie Robertson is a frequent participant in the Division 3 Women's Championships. Her enthusiasm is contagious and she hopes other women, as well as men, catch the

Union Valley Reservoir is somewhat difficult to locate on a map. The lake sits among the fabulous snow-capped Sierra Nevada Mountains. It has magnificent, refreshing clear water surrounded by towering pines. The weather always cooperates beautifully with lots of sun, clear nights, light to moderate winds and occasional gusts. It's the perfect spot for holding the Division 3 Women's Championships. The first Hobies heading for the beauty and serenity of this high mountain lake begin arriving early in the week to practice for this annual event. The boats, racers, coaches and spectators continue to come steadily until well past midnight Friday.



There is something special about the atmosphere of the women's championships. Many women race against each other as crews all season in heavy competition. This race has added excitement because it gives top crews the chance to exhibit their versatility while skippering. Now the tiller is in their hands. The women invariably have the opportunity to use all their knowledge and experience during each and every race. There's always a sense that anything can happen. The female racers are sensitive. They understand the meaning of nervous as the starting sequence begins and in their heads they know the racing gets tougher and tougher each year. The depth of the competition is amazing. The coaches and spectators are genuinely impressed as the women hit the starting line without a second to spare and complete the race neck and neck, trapped out for every inch. The camaraderie is good, as each team is fixed on attaining their goal. The difference from year to year is the calibre of lady sailors. The degree of expertise is noticeable. Making good decisions, concentration, good starts, and just plain old sailing fast is what it takes to win.

Those not sailing enjoy basking in the sun while watching with wide-eyed excitement. At times, as seen through binoculars, it looks like a delicate sailboat ballet. There are always plenty of cocktails and shouting while watching. An occasional "I would have . . . " or "They should have . . . " can be heard as husbands, friends and spousal substitutes pace the beach. But at the finish of each race, you can hear the shouts of joy as each and every team crosses the finish line.

As the sun sets, the racers, coaches, spectators and, of course, the race committee, settle down to après sail. This

Continued

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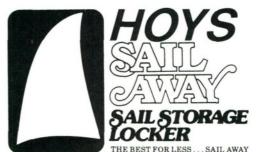


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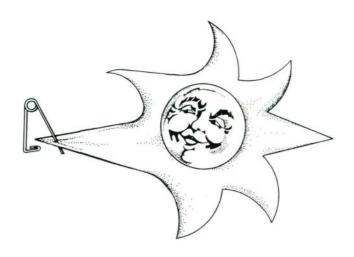
In return, Hobie Cat will send a Hobie goodie to you and will take up the issue with the power company to support you in your hunt for outlaw lines.

This program has met with good success over the years. By working together, we can make the waters safer for all sailors.

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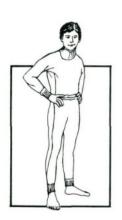
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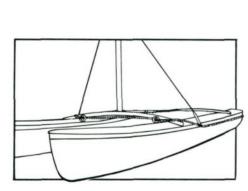
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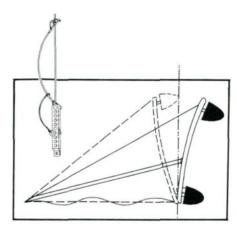


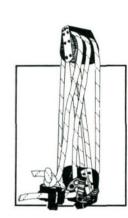
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Here it is! A ½" hollow braid with an internal shockcord; The Hobie 18 righting system. It attaches to the boat at the front crossbar with a shackle ring, maintaining an ultra low profile for this righting system. It ties off at the rudder pin on the 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.

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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.

HOBIE BRIEFS

includes some serious eating, drinking and story telling. Under the starlit night, some women discuss the day's racing and plan tomorrow's strategies while others take this chance to forget racing and enjoy friendships. Oh, and not to be forgotten, there are always great campfires and haunted mountain bike cruising by moonlight.

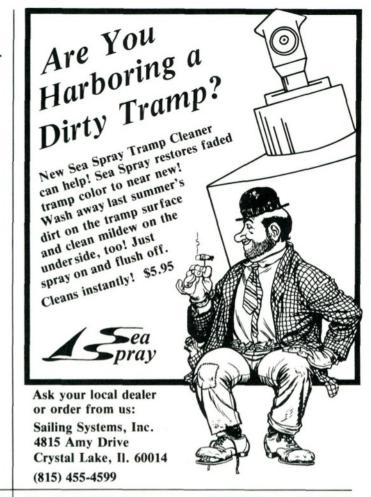
The race committee puts on a great championship every year. It is always well-run and organized, each detail given thoughtful attention. They make sure the women are treated to a weekend of exceptional racing. The committee displays limitless energy and continually shows a willingness to aid any team. They help build an atmosphere of friendship, which is one of the key factors in the success of the race.

The Division 3 Women's Championship is not just a race, it's becoming a tradition. This unique, fun-filled weekend of sailing and spectating is a complete and memorable experience. Each year more friends and racers come and join the fun. There is a definite mystique that goes with this race: the challenge, excitement, spirit, skill, and enjoyment of racing Hobie intended us all to have

-from Laurie Robertson

Gebhardt Takes Silver at Goodwill Games

Mike Gebhardt, who won last year's Alpha World Championship at Stuart, Florida, took the silver medal at this summer's Goodwill Games. Gebhardt was still in strong contention for the gold when the final race was cancelled. A Soviet sailor took first.



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ASK THE EXPERT

Hackney welcomes questions on subjects related to Hobie Cats and how best to enjoy them. Those with questions should write to HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92054.

WIND RIGHTING

I recently received my first issue of HOTLINE and have enjoyed it very much.

The May/June issue had an article titled "Using The Wind for Righting" which appeared on page 22. I do not completely understand the explanation . . . May I get a more detailed explanation?

Grady L. Carter, D.C. Jacksonvile, Florida

By John Hackney

The "Hot Tips" section of the May/June '86 issue of HOTLINE contained a description of a righting method to assist underweight crews. The request has been made for additional information on using this method for righting a Hobie 16. Briefly, this method entails using the wind under the jib to sail the boat upright. This requires the boat to be facing into the wind, sufficient available wind, and the jib must be sheeted in on the downside of the capsized Hobie. Safety dictates that the jib be uncleated during this process to prevent the boat, once righted, from sailing off into the sunset.

Sailing the boat upright should be practiced with assistance nearby in case you fail in your attempt. After the boat has flipped, both the main and jib sheets should be uncleated. Position the jib traveller car that is closest to the water outboard as far as possible and have the righting line available. Then point the bows directly upwind either by swimming the bows or the mast around. Next, reach through the tramp lacing and grab the jib sheet at the jib traveller car closest to the water. As you pull the jib sheet in and lean out on the righting line, the jib should fill with wind on the underside and help right the boat. The jib sheet should be released as the boat balances itself by crew weight alone. Remember to grab the dolphin striker to prevent the boat from sailing off or recapsizing. Do not cleat the jib, hand-hold the sheet.

Dr. Schwartz, the author of the Hot Tip mentioned above, is 140 pounds and was able to right the Hobie 16 by himself. The wind velocity he needed is unknown, but 10 to 15 knots seems reasonable. If this method does not work for you, there are other excellent methods lighter crews can use to right Hobies. Look in the HOTLINE for commercially available products to do the job. Hobies should not be sailed without a workable righting system for the crew weight on board. Unquestionably, trapezing a Hobie 16 alone in 12 knots of wind is definitely fun!

BULGING HULLS?

Last week, quite by accident, I noticed a bulge on the side of my 1980 Hobie 16. It looks like it is in a line with the forward pylon and is about two-thirds of the way down the hull.

There is no evidence of pylon mobility within the hull (I took the whole boat apart) and there is no crack or break in the fiberglass construction of the hull either at the pylon entrance point or at the bulge. The hull feels solid as a rock. Other 16s I've seen show a similar bump but not as marked as mine.

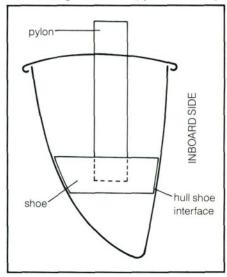
Could an internal fitting be loose inside the hull and be pushing toward the outside of the hull or is this an innate problem that I just hadn't noticed before? Please advise.

Phil Kassirer Rochester, New York

P.S. Thanks for the answer and keep up the good work.

Hull bulge in your Hobie 16 you say? Located at the front pylon about 83% inches up from the keel on the inside of the hulls? Never heard of it. Doesn't exist. No problem. Can't happen. You must have hit something; it's an optical illusion caused by the bending of light due to gravitational fields created by asymmetrical hulls. Perhaps an alien attached to your boat?

A hull bulge at the front pylon, if that way

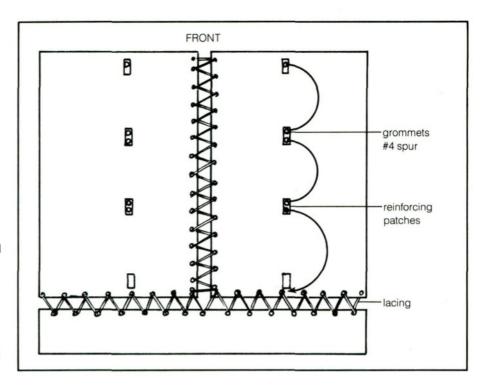


when new, usually does not present any problem other than a slight bulge in the hull and maybe some mental anguish. If a bulge develops from sailing and not from the manufacturing process, it could mean the pylon has broken loose and needs to be repaired. If the pylon has broken loose, a crack sometimes appears on the inboard side of the hull at the pylon approximately eight inches long and six inches up from the bottom of the boat. It has been my experience that the crack develops as the bulge is created. So, if you have a bulge but no crack, it probably will not present a problem. Get a few friends to hold the hull while others wiggle the pylon to see if there is any movement. If movement exists, the front pylon, which sits in a shoe, has broken loose from the hull and a repair should be made to prevent further damage. Conversely, if no movement is detected, everything should be fine.

The repair procedure, which may vary from dealer to dealer, requires the installation of an access port in your hull. Once you have access to the inside of the hull, the front pylon shoe and hull interface is sanded. Reattachment is accomplished with epxoy or polyester resin. Then the boat will be as good as new. In older boats that are in bad shape, a bulkhead may be installed and attached to the front pylon for maximum support. If an external crack exists, this must also be repaired. Trying to repair the external crack without the internal repair is usually a waste of time; the crack will reappear.

The newer boats now have a larger shoe at the bottom of the pylon to further strengthen this area. The bulge in new boats is created during the hull and deck assembly. The pylon shoe is pushed too far down into the hull spreading it a little. Remember as long as this shoe does not break loose from the hull, usually no structural problem exists. Problems occur when the shoe breaks loose and acts as a wedge forcing the hull apart, usually cracking the hull.

To finish on a positive note, if the bulge exists and the pylon is tight, no repair is necessary. This is not a common problem, but is seen occasionally on older boats with smaller pylon shoes. Also, quality control in the past five or six years has



improved at Hobie Cat as I rarely see new boats with a noticeable bulge at the front pylons. So, for the one-line recommendation, if the front pylon does not move in the hull and a minor bulge exists, do not worry. Keep sailing . . . but you could take it to your friendly Hobie dealer for his inspection and expert advice

REPLACING HIKING STRAPS

This weekend I broke a hiking strap on my Hobie 16.

I have heard of replacing these original straps with rope after punching appropriate holes and installing the proper grommets. I wonder if you could explain and perhaps illustrate the best way to do this.

Max Plaugher Medina, Ohio

For some sailors, hiking straps are an important part of their Hobie Cat. Not only are they useful for hiking out to get more speed and stability but they also give you something to attach the cooler to. For a few people, the stock hiking strap may not be sufficient. Lack of adjustment, improper placement for a particular body size, and the dreaded, highly contagious stitch rot disease caught by many unsuspecting hiking straps leave a few sailors doing the backstroke instead of sailing. A solution commonly used is to replace the stock

straps with a line. This is accomplished by installing grommets in the tramp and is easily done at your Hobie dealer, sail, or canvas shop.

When replaced, most hiking straps are put back into their original position, but they obviously may be put wherever you desire. The most common spot to install the number 4 spur grommets is where the strap was originally sewn to the trampoline. The end of the hiking strap, where the tramp lacing is located, does not require an additional grommet as the grommet for the lacing can also be used for the hiking strap. Some people install two grommets at the center locations for more strength and to allow the line to be looped under the tramp. The grommets are best installed with reinforcing patches sewn above and below the tramp. Some boat owners leave the stock reinforcing patches stitched on the tramp for reinforcement. Then 3/8-inch line can be looped through the grommets and knotted for adjustment. To prevent the line from cutting your legs, put hose over the line and air conditioning tubing over the hose. Line hiking straps are not the answer for everyone, but they may help if your body or hiking style does not fit the stock straps, or if the stock straps need replacing.

lustration by Mike West

HOBIE 17 TUNING GUIDELINES

By Randy Smyth with Terri Crary

Randy Smyth is a former Tornado world champion and won the silver medal in that class during the 1984 Olympics. He is currently campaigning a Formula Forty catamaran in Europe. Smyth finished second to Hobie Alter Jr. in the closely contested Hobie 17 National Championship. He owns Smyth Sails in Huntington Beach, California.

The first-ever Hobie 17 National Championship provided a proving and testing ground to a multitude of top-level catamaran racers, many of whom had not put in an extraordinary amount of time on this newest addition to the Hobie Cat family. One such competitor, Randy Smyth, coupled already sharp sailing skills with a quick study of the intricacies of the Hobie 17 to earn a strong second-place finish at La Jolla. Here's the go-fast tuning tips he discovered during competition.

Note: Since there was no heavy air at the championship, the following tips are based on prevailing winds of about 12 knots.

PREPARATION ON THE BEACH

The first thing I did was add telltales to the sail placing one above the Hobie flying "H," one below the "H" and one in the second panel up. All of these were placed 10 inches behind the mast. The leading edge of the sail is the most important portion in dictating mainsheet and traveller placement. I found the stock telltales were too far aft to provide conclusive signals.

For batten tension, I recommend tipping the boat over and tightening the battens until the batten pockets on the leeward side are perfectly smooth.

Mast rake is another important consideration and by the end of the national championship, it was well proven that the furthest aft position on the forestay was the way to go. The best adjustment on the shrouds could be described as medium-tight. If you go too tight on the shrouds, the mast won't rotate downwind. On the other hand, if you go too loose, the mast will sag off to leeward causing you to lose power. In addition, having the shrouds too loose will allow the mast to bang around in choppy water which disrupts the air flow to the main.

I think the centerboards were a very important part of upwind, light air speed. Position the centerboard adjustment lines for maximum board area upwind.

Having the rudders aligned perfectly parallel seemed to be the best way to go

during the championship. This is easily accomplished by measuring the leading and trailing edge of each and matching them exactly. One of the problems we had was that the rudders tended to kick up prematurely. We solved that by tightening the nylon rudder adjustment screws almost to the maximum.

Some of us also found the mainsheet to be two arm lengths, or about two feet too long. In order to clean the tramp area of excess line, we'd pull the extra line through the traveller eye in the rear beam and tie it out way underneath the tramp.

ON THE WATER: UPWIND TUNING

It seemed to me that having the mast rotater pointed six inches behind the leeward shroud was the most advantageous position. For more speed, you should point it to the shroud but for better pointing ability, you should point it 12 inches behind the shroud.

The leech cord was helpful in developing a little more power in the head of the sail when beating in light air. When tightened, it produced more camber in the head which aided pointing ability.

The traveller should be kept centered upwind in anything under 15 knots of wind. To optimize mainsail power, first strap the main in until it seems too tight (just to where the upper leeward telltale above the "H" stalls). Then ease the sheet out one-half inch until that same telltale flows back smoothly.

The bottom third of the mainsail is controlled by the outhaul. With it eased off enough to add two inches of camber along the foot of the main, boatspeed increased through the chop. Easing the outhaul off a bit also helped keep the lower leeward telltale flowing properly.

In eight knots and under, I adjusted the downhaul so that there were some minor wrinkles in the belly of the sail. This proved effective in adding a little more power, particularly in the chop. Body weight should be kept well forward in all non-trapezing conditions.

When the wind picks up to trapezing conditions, the first thing to do is tighten the outhaul to flatten the sail. The second thing to do is to add more tension to the downhaul.

Being able to tack fast was a big factor in gaining precious boat lengths during the races. On the Hobie 17, it's necessary to roll tack whether you're sitting on the tramp in light air or out on the wire in heavier air. It really helps to wait to cross over to the new side for as long as possible, usually until the sail snaps over to the new tack. You can help the boat pivot around by placing your weight at the back third of the wing during a tack. [For more on roll tacking the Hobie 17, see "Anatomy of a Roll Tack" in the September/October 1986 issue.]

You should also try to keep the movement of the tiller smooth and gentle during each tack. Above all, keep the mainsheet tight up to the moment the battens pop over. At that time, let the mainsheet out a lot to allow the boat to continue turning.

TUNING FOR THE REACH

Reaching on the Hobie 17 necessitated a balance between the mainsheet and the traveller. The mainsheet adjustment is dictated by the upper leeward telltale and you want to keep it just on the verge of stalling as you did upwind.

The bottom leeward telltale clues you in to proper traveller positioning. If you pull it in too close to the center, you'll stall this telltale. If you let the traveller out too far, the bottom leeward telltale will look fine but you'll still be losing power. Because of this phenomenon, you should constantly adjust the traveller to keep the bottom leeward telltale just at the verge of stalling. Pull it in until the telltale stalls than crack it off just a little bit.

Keeping the mast rotated to the shroud will also help keep both the upper and bottom leeward telltales mentioned above flowing happily. On a close reach in any wind conditions, you should keep the weather board and rudder up.

DOWNWIND TUNING

The Hobie 17 performs somewhere between a Hobie 14 and a Hobie 16 off the the wind. The biggest decision we had to make was whether we should sail it stalled, like a Hobie 14 dead downwind, or with attached flow (with the leeward telltales flowing). In the lighter air (under seven knots) it seemed like the best bet was to let the boom all the way out and let all the telltales hang straight down while sailing at

angles close to dead downwind.

Ås soon as the wind increases above seven knots, particularly if there are waves to ride, it pays big dividends to sail a little higher and get the leeward telltales flowing. To accomplish that you have to change the rotating system from a limiter to positive rotating system by rerouting the line. This can be done quickly by leading the rotater line from the bowline on the cleat, around the front of the mast, through the rotater bar and back around the front of the mast and into the cleat.

With this positive rotater, you can hold the mast rotated at 100 degrees. This produces a very fair transition between the mast and the leeward side of the sail which increases the air flow on the leeward side of the main.

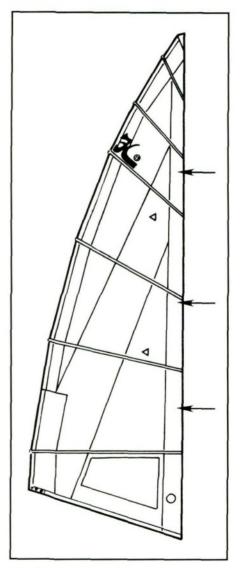
When sailing off the wind in light to medium conditions, the outhaul should be eased so the foot of the sail has about five inches of camber. It's best to set the traveller six inches from the leeward end of the rear beam. I kept the mainsheet fairly loose but adjusted it based on the upper leeward telltale (above the "H" panel).

Lastly, for downwind speed, it was really important to keep body weight as far forward as possible. I don't think you can sit too far forward off the wind in these conditions, especially if you're trying to catch waves.

PRERACE TUNING SESSIONS

There's a lot to be learned out on the race course in a competitive situation but you can speed up your learning curve by conducting tuning sessions with a friend when you're not competing. The best way is to get two boats starting together about three boat-lengths apart. Agree beforehand to set up each boat exactly the same, then change one thing (such as downhaul tension) on one of the boats. Sail the same course (both upwind at the same angle for example) for three to five minutes and then analyze speed and angle advantages. Change the downhaul position again on the same boat and repeat the drill.

The whole point is to change one thing on one boat until you discover the best setting for angle and/or speed. After you've worked on the downhaul, try working on the outhaul, traveller setting and so on. Once you've worked on all you can upwind, do the same for reaching and downwind legs. I think this is the very best way anyone can increase their basic boatspeed through optimum rig tuning.



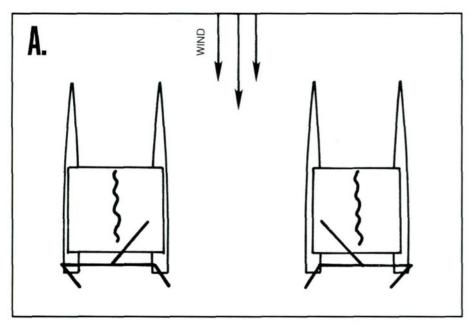
This diagram indicates Smyth's preferred telltale positioning.

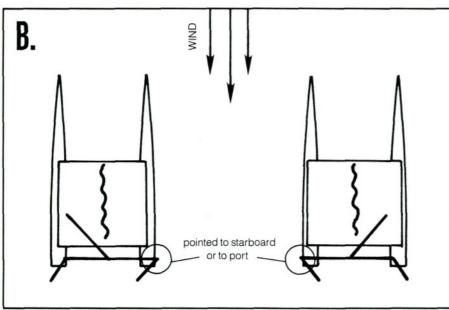
ion by Mike West

BREAKING IRONS

By Gale "Winds" Notestone

Captain Gale "Winds" Notestone is sailing director at the Maui Sailing Center in Kihei, Maui, Hawaii.





For the past five years, I've been running sailing schools for various resorts on Maui, all of which include Hobie Cats. Hobies are the most popular catamarans here. We give rides, great lessons, and rent them to the many guests on the island.

As most people who have been to Maui know, this island often has tremendous winds. Whether we rent our cats to customers or accompany them on a ride, we generally sail with a reefed main or a full main only. We do not sail with the jib. This gives the skipper more control of the boat and makes the experience safer for both skippers and the boats.

Most guests on Maui are not accustomed to sailing in radical conditions. Most experienced cat sailors are humbled when they sail in big swells and maximum wind. In the trade winds, we insist that our rentals do tacks to change course, not jibes. Some sailors have tried to jibe, but most pitchpole the boat. Even when one of our instructors is sailing with a guest, we do tacks only because tacking is the safest and least liable to cause injury. Again, we also sail jibless.

Because we sail jibless and ask our customers to do the same, many sailors, even experienced ones, find themselves in irons, and, not being able to backwind the jib, are unable to get out of them. I've seen a skipper get off the boat and try to swim it through the eye of the wind and many people will try the monohull technique of sculling the rudders. This is especially true in the tradewinds where even a couple of instructors have put themselves in irons while sailing without a jib.

The U.S. Coast Guard defines irons as a loss of steerage. On a cat we experience this when we attempt to tack the boat into the wind and it feels like the boat has stalled. It may also happen to cat sailors who try to sail too close to the wind. All of our instructors use the following technique successfully. It is taught to all of the students in our catamaran sailing courses.

Keep in mind that by tacking a cat incorrectly, three things will happen. First, the boat will slow down. Second, it will stop altogether and third it will start moving backwards. All sailors should understand that it is perfectly possible to tack without a

jib and not fall into irons, even when the wind increases and the water is choppy, two things which can make tacking difficult.

To practice the procedure, you first have to get yourself in irons. To put yourself in irons, pull the traveller and mainsail all the way in and push the rudders to one side of the boat as in diagram A.

Crew members should be sitting well forward to help keep the bows down, thus forcing the boat to stay level. When the boat is pointed directly into the wind and is not moving to either side, you are in irons.

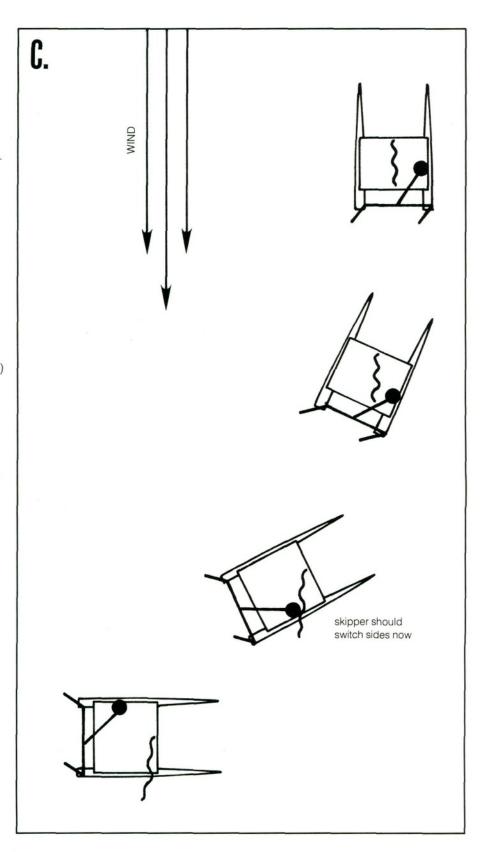
If the skipper keeps the sail in tightly to the center of the boat, the boat will not move from the eye of the wind. (This can be a great thing to know during whale watching season. It's the best way to watch whales with the least amount of movement.)

Next, the skipper must determine which side of the wind he wishes to sail on, port or starboard. Let's say a skipper wants to sail to starboard. To begin, point the leading edge of the rudders (or as a better visual aid, the point created by the crossbar and rudder arm connection) to starboard. See diagram B. At this point, the wind is forcing the boat backwards. To allow the boat to begin moving toward your chosen side, allow the sail to go free; sheets must not be cleated, tangled or sat on. The sail should go to the side of the boat as in diagram C. Keep the rudders to starboard at all times.

To increase the reverse propulsion, the sail could be pushed in the same direction as the rudders—to starboard in our case. This will effectively backwind the sail and make the boat turn faster.

Once you are across the wind, begin to straighten the rudders. This will give you forward momentum without sheeting in the sail. Once the forward effort begins, bring the sail in to its proper trim. Next, bring crew members to their correct sailing positions. Off you go on your new course. Keep in mind that when the skipper changes sides during this procedure, he must keep the rudders steady.

With practice and a cool head, this procedure will work. Just go step by step and perform each function smoothly and slowly even in the strongest winds. Good luck!



The Waker

Of Shapes

BY BRIAN ALEXANDER

he name Phil Edwards may not be known to many Hobie Cat sailors, but among long-time surfers and water enthusiasts around the world, that name is legend. Edwards dominated the sport of surfing for nearly a decade and was at least partially responsible for the surfing renaissance that

made such terms as "hang ten," "goofy foot" and "wipe out" part of the American vernacular. Edwards made another name for himself as a surfboard shaper. He created designs for a fledgling company called Hobie Surfboards, then moved to Hawaii where he shaped his own line of boards. Eventually, he found himself back in California helping his friend Hobie Alter produce Hobie Cats. For years, Edwards has been one of the prime forces behind the shapes which Hobie Cat sailors around the globe enjoy every day. For example, he was a primary designer of the Hobie 18 and aided Hobie Alter in the shaping of the Hobie 16 hulls. Indeed, every Hobie designed product bears the mark of the Phil Edwards influence. At the age of 48, Edwards has become known as one of the few master shapers in all of water sports.

Although it was a long road from his first interest in the water to his present status, it was the most natural road in the world for Edwards. In fact, it would seem strange if his life had turned out differently. Edwards was raised in Long Beach, California near Alamitos Bay and it was there that his two life-long interests, surfing and sailing, captured his imagination. In the late 1940s, he was given a model yacht, but, in order to sail the yacht, he needed a way to move around on the water. His brother came to the rescue and made a paddle board which Phil used to chase his miniature yacht around the bay.

But it was during crab hunting expeditions that Edwards



The major media was captivated by surfing, and by Phil Edwards.

discovered the sport of surfing. "My mom and I used to go crab hunting between the jettys up by Ray Bay. There were waves that broke there and as a kid, I watched guys that later became my heroes in surfing."

In 1947, the Edwards family moved to Oceanside, California. Unfortunately for Edwards there was no convenient spot to sail his model yacht, but he used his paddelboard to surf. He got to know the lifeguards in the area and they let him keep his paddelboard in their shack. But it was not until 1949 that Edwards began to take surfing seriously.

"In 1949 I went to San Onofre which was my first exposure to the outside world of surfing. People came from all over. They called San Onofre 'Mecca.' " It was in San Onofre that Edwards was introduced to the latest innovations in the sport. "I got to see the lightweight boards that were being built in Malibu and in 1949 I got a Joe Quigg board. It was a 7-10 [7 feet, 10 inches], a short board for the time. In those days they were all 12-foot 100-pound boards. That really got me going because I was too small for the other boards. They weighed as much as I did. In fact, I weighed 90 and those lifeguard boards weighed about 100 pounds. The lifeguards used to think that if they didn't help me it would make me tougher so they wouldn't. It was end over end just to get the thing in the water. But 1949 was the first I ever saw fiberglass; the board was all balsa and fiberglass and that really opened the doors for me."

Equipped with a surfboard he could handle, Edwards set out up and down the California coast and quickly began making a name for himself as a good young surfer. He bought another innovative board from Dale Velzy and in 1952, he began making his own. In 1954, Edwards obtained a work permit from his high school and went to work for Hobie surfboards, thus beginning a lifelong friendship with Hobie Alter and a career shaping things for the water.

Throughout the late 50s and early 60s, Edwards built himself the reputation as the best surfer on earth. With the help of his parents, Edwards began to travel to some of the best surf spots in the world. "My mom put me on an airplane while I was still in high school and sent me to Hawaii. This was before jets, ten hours to get there. She said, 'If you're not back in three weeks, I'm coming to get you."

After high school, and between art classes at a junior college, Edwards and his surfing friends would scrounge all the money they had made during the summer in California and go to Hawaii for as long as the money held out. They lived in "flophouses" on the North Shore and became the first generation of young surfers to sojourn in Hawaii strictly for the big waves. "It was a good life," says Edwards. Thanks partially to the landmark surf film "Endless Summer" (in which Edwards is seen not surfing but sailing a catamaran) word got to Hollywood that some excellent surfing was going on in Hawaii and that the surfers seemed to be a



Edwards got his first exposure to watersports with his model yacht and paddleboard.

breed apart. The result was a proliferation of teen surf films like "Ride the Wild Surf" and an endless stream of Annette Funicello/Frankie Avalon films.

There was work in it for the likes of Edwards. He and other surfing greats such as Mickey Dora began doubling for the actors. "I'd double for Tab Hunter and Mickey Dora would double for Jimmy Darren. We'd get 50 dollars a day which in those days was a good amount. It helped us out."

Young America was captivated and manufacturers discovered a whole new market. Edwards, being the best in the world by this time, was able to cash in. He endorsed Hang Ten clothing, had his own surfboard line, a skateboard line for land-bound sidewalk surfers, and even did television commercials. "That was the most money I ever made and I didn't work," said Edwards. Instead, he clipped coupons and poured his time and some of his money into his second love, sailing. "That was the year I got most of the work done on the boat; that's how I got the boat."

The boat Edwards built, and still owns, was actually his second foray into boat design. He constructed the first immediately after graduating from high school. It was a laminated plywood catamaran with an outrigger. "I built it out at Wayne Schafer's yard;



Here, Edwards looks at one of his early surfboard shapes with Hobie Alter.

same thing I'm doin' now . . . It was really a beautiful boat. It was 16 feet long and had no wires. I just stuffed a five-by-five length of hollow spruce in the deck. It was before Dacron, so I used an Egyptian cotton sail. I sold it to a wealthy guy who headed up National Geographic expeditions and he took it out to the islands and sailed to Cabo [San Lucas, Mexico]. He offered that boat back to me 30 years later and it was still in perfect shape."

Eventually, his love of sailing came to overpower his interest in surfing. For two years, Edwards tried to run his own surfboard business in Hawaii, but proved to be a better surfer and surfboard shaper than a businessman. With the temptation of his second catamaran (another he built and still owns) so close at hand, Edwards found himself "screwing around with my catamaran instead of going to the North Shore surfing."

Fortunately, Hobie Alter came to the islands with two unusual-looking catamarans. "He brought the first two 14s to Hawaii," said Edwards. "They really impressed me. The smallness actually makes them seem faster than they really are. At the time we didn't have anything like them. There were a few small cats around like P-Cat and Aqua Cat, but this thing, because of its small size, just seemed like a little motorcycle or something. They were good fun



This was Edwards' first boat, an outrigger catamaran with a cotton sail and spruce mast.

in Hawaii."

Edwards took a look at his surfboard business and felt Alter's idea held more promise. "I wasn't doing that great on my surfboards because I wasn't paying attention to it. When Hobie came over with that thing, I was really thrilled with it and moved back to California. When I got here they were just moving into a new building and setting up a real production line. It was just starting to take off."

Just when production of the Hobie 14 was getting up to speed, development began on the Hobie 16 and Edwards moved from production duties to a quonset hut behind a post office in San Juan Capistrano where he and Alter set themselves to work on the new boat. "Once we got two boats, we moved down to Wayne [Schafer]'s where Wayne had a little shack with all the tools. I remember we spent one whole summer on the beach just tuning. It was good fun."

With Alter running his young company, Edwards was left to do most of the physical shaping of the Hobie 16 based on Alter's designs. "He was really spread thin. He'd be on top of the HOTLINE, on top of the advertising . . . so I did the physical part of it. He was really heavy in supervision though."

By leaving his surfboard business behind and taking up with Hobie Cat, Edwards was turning a corner in his life as a shaper and would not go back to the surf industry. Although he still spends hours surfing, he has other interests and his work revolves around the development of new sailboats. Edwards says that surfing is "... something you do all your life. You just cool off certain parts of your life and warm up other parts of your life. After you pass 30 you just slow down on that kind of stuff. You don't want to sit out there in the cold water all your life."



Edwards and his wife, Mary, a former editor of HOTLINE.

Edwards seems just as comfortable with a block of foam in his hand as he does on a sailboat or a surfboard. Watching him work is something akin to watching a master painter or even a very good auto mechanic. It is also fruitless to try to hold a conversation with him as he turns the foam in his hand looking at it from every perspective, taking a slice off here, reforming a section there. But Edwards insists that his shaping talents do not derive from any sort of "magical gift."

"Craftsmen are disciplined people," he says. "It's a matter of learning to control yourself, apply yourself and concentrate. I think that if I were to compare myself to other people, that during the time I am shaping something, I'm a little more focused than most people. You block out everything and just concentrate on it. You can do a real good job if you just limit yourself. You can't eat lunch and talk to somebody and listen to music and still shape. I feel that the only way I've ever been able to get really good at anything is by blocking out everything else. That's how I learned how to surf."

This craftsmanship actually comes near the end of a long creative process aimed at introducing a new boat to the marketplace. The first step in the process is a market review by Hobie Cat executives. They take into account the needs of the sailors, new technologies, speed innovations and the potential market size. With this information in mind, a development committee draws up a set of broad parameters for a new product. This is then sent to the Hobie Cat Research and Design where the specifications are judged on feasibility. Edwards and others on the design team also do a little "reading between the lines to figure out what you think they asked for."

Edwards constructs an exact scale model of the proposed boat. "John [Wake, head of Hobie R and D] then goes in and makes a presentation to the committee and says 'OK, this is one-sixth scale and this is 16 inches wide and this is two feet high and this woman is five-foot-six and this is a thirty-foot mast and is this what you want?" and they'll say 'yeah, that's what we want."

The next step involves making the foam from which Edwards will shape a small version of the new boat. A collection of threeinch blocks of foam are glued together using colored glues and are bonded using much the same bonding system as is used to build a Hobie Cat. When the foam block is finished, red and black lines run vertically and horizontally through the foam block. When Edwards begins to shape, the lines tell him precise dimensions. "When you shape a hull out of this, by measuring these points, you could just stick nails in those, then go to another block of foam, stick a nail in at the same point then shape until those holes line up. That's how we get an exact mirror image. That's how we did the 16." Another method of shaping involves carving the foam, cutting it up into sections then giving the foam to a draftsman who makes full-sized pictures of the sections. Then the pictures are put up on a frame and used much like a sewing pattern.

But how does Edwards know what will work and what won't? As is so often the case, experience is the key. Edwards has spent so much of his life figuring out how things move through the water that the knowledge is almost second nature. "I've measured a lot of boats and I know what a lot of boats are like. You get to know the ones that are too skinny and the ones that are too fat. Really, all you have to do is find center field. You have to look at left field, then right field, then hit center field. Of course, the minute the thing is done it's obsolete. Of course, you go back later and look at it and say to yourself, 'well, it's too thick here' or 'too thin there.' All you can do is remember that the next time. It's just like living life, you have to learn from your mistakes."

Once the shape is set, Edwards turns the models over to the Hobie Cat mold makers who create the molds used in production. "I do all the shapes on the boats," chuckles Edwards, "In fact they don't trust me with a whole lot of anything else. Once I give them a shape they kind of want me to just go away."

Increasingly, a computer is being used to help the designers. Although one might expect a craftsman like Edwards to resent the use of computer-aided design, he's all for it. "We use the hell out of the computer," says Edwards. "The computer can tell you



This is another one of the boats, a 20-footer, which Edwards still owns.

'What if we made it an inch wider?' The computer can tell you a lot of 'what ifs' real fast without having to build the thing to find out."

When he is not shaping or experimenting with new concepts at the design facility, Edwards is likely to be scuba diving with his wife, Mary, (who long-time HOTLINE readers will recall as a former HOTLINE editor) or with Hobie Alter. "I just stuck a regulator in his mouth and he got into it," said Edwards. Edwards can also be found sailing the latest of the three catamarans he has built, a 26-footer which he keeps in the water at Dana Point. And then there is his surfing. With all of this, could Edwards ever live away from the coast and the ocean he seems to love so much? It seems doubtful, but he does say that, had his life developed differently, he could very easily have been a glider pilot in Texas. "But I've gone so far down this road that I don't look around too much . . . but if I couldn't do what I'm doing, I think flying sailplanes would be really fun. It's like sailing and surfing but with another dimension."

Edwards appears ready to devote himself to creating shapes for the water. At night he "scribble draws" new designs and dreams of new ways to make things move through the water with greater speed and grace. Edwards speaks with the confidence of a man who knows he is very good at what he has chosen to pursue. He loves his work. Over the years, starting with his first hand-built catamaran, continuing through his surfboards and his years at Hobie Cat, he has become a master. He considers himself suited for what he does. But, how long will he continue to shape? Without hesitation he blurts out "until I die."

"Some Things You Just Can't Beat!"

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BY NANCY K. CROWELL



Travelling Florida by Sail



Florida. No matter where you live, the name of the state is likely to evoke immediate images of oranges, white sand beaches, alligators and retirees. Or, the ubiquitous Coppertone billboards,

college students on spring break and "Miami Vice." The list goes on and on, to the point that even Floridians argue about where to find the "real" Florida. For those who live in Miami there is no other Florida. In the central part of the state, where tourists flock to Disney and the other manmade "worlds," south Florida might as well be a part of Cuba. And the panhandle is altogether ignored by the rest of the state; considered more Alabama than Florida. It's no wonder then that looking for the best places to visit in the state can lead to considerable confusion. At best, one is likely to get conflicting advice.

For sailors, the "real" Florida can only be found on beaches and waterways that are accessible and fun spots to harness the wind. The following guide to Florida is designed for just such people. But half the fun of visiting a new place is discovering your own special spots, so look upon this guide as a place to start your planning, not as the final word.

Nancy K. Crowell is a freelance writer based in Orlando, Florida. She has been writing about boardsailing for the past four years, and recently covered the Hog's Breath 1000 Hobie Cat race for OUTSIDE magazine.



32 / H O B I E H O T L I N E



▲ MIAMI BY NIGHT



ANNA MARIA ISLANDA

THE PANHANDLE

For Hobie Cat sailors the panhandle is no doubt the most accommodating area of the state to visit. Highly underrated by residents throughout the rest of the state, this stretch along the gulf just below the Alabama border boasts some of the most pristine beaches anywhere. From Pensacola to Panama City the beaches are known as the Miracle Strip, and first-time visitors to the area will understand why.

Not only is this area picturesque, with sea oat-topped dunes and isolated areas of beach, it is also free from many restrictions imposed upon sailors at other beaches in the state. Not yet entirely ruled by the desires of developers, there is still plenty of wide open space available for launching a cat into the surf.

Near Pensacola and Ft. Walton you'll find Santa Rosa Island. Toward the west end of the island is Gulf Island National Seashore, just before you reach the gates of Ft. Pickens. You'll find fully equipped parks on both the bay and gulf sides here, with showers, picnic tables and plenty of parking.

One of the most popular launching spots is farther down the road on Highway 98. Known as Leeside Park, you'll find it between the Ft. Walton and Destin bridges. As Ft. Walton sailor Carlton Tucker describes it "When the buildings on Okaloosa Island come to an abrupt halt next to the sand dunes, you'll see the park." More accurately, if you head east from Ft. Walton to Destin on 98 you'll find the park between Deck Hand's Marine and the Leeside Inn. The park is equipped with restrooms, water fountains, picnic tables, two boat launching ramps (which officials request you use for on and off loading) and plenty of free parking. "We've successfully held regattas there with as many as 250 boats. It's been an alternative site for the Hobie 16 Worlds and other races. With free parking, no power lines and plenty of room, it's definitely the best bay sailing in the area," says Tucker. By the way, if you're thinking of the gulf you'll probably find that the bay side has more consistent breezes. and a more interesting view with less chop.

Leeside Park is equally inviting for boardsailors, and cat sailors are more than willing to share the area.

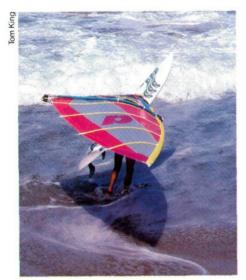
To find more launching sites in the area, just follow Highway 98. In fact, for gulf-side

launching, Tucker recommends Wayside Park near Ft. Walton, in between the Ramada Inn and the Holiday Inn. This park is equipped with the same sort of public facilities as have been mentioned.

Farther east, in Destin, you'll find Way-side Park Two. Located about six or seven miles east of the Destin bridge, the sign for the park entrance can be found just before you reach the Sandestin Resort (which is difficult to miss). Launching is just 20 yards from the water's edge. The same extensive public facilities and plenty of parking space make this area equally accessible except for one thing. Beware the power lines!

Heading south toward Panama City, which is chock full of those tacky tourist attractions that are just the sort of thing one enjoys doing on vacation (miniature golf and amusement rides), there is one more good launching site before you say goodbye to the Miracle Strip. As you head east from Ft. Walton, follow Alternate 98 until it rejoins 98 at the Hathaway Bridge. Just over the bridge, the first park on the left, Carl Grey Park, is great for both Hobie Cats and sailboards. There are power lines present, though, so be sure to keep your mast down till you've cleared them.

Although there's no camping available at these facilities, locals claim they are free of vandalism and it's safe to leave your boat on the beach overnight. You might prefer to trailer it though, just to be on the safe side.



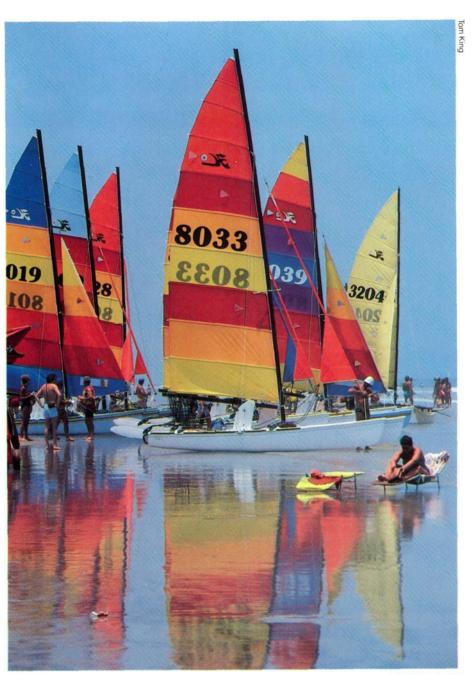
STUART A

For the best wind conditions, the panhandle is a little different from the rest of the state. Spring brings brisk easterly winds, which will be sideshore or side/offshore for these locations. In the fall, winds are predominantly west/northwest and in winter they're more north/northwest, again being side/offshore. If you're in the gulf, it's best not to go out in offshore winds.

While the rest of Florida is dependent upon winter cold fronts to bring decent wind conditions, the panhandle is more likely to get the strong seabreezes that result simply from a change in overall temperature. Still, there's not much high performance sailing going on until the temperatures begin to plummet and wetsuits or drysuits become a necessity. In general, the warmer it is, the lighter the breezes will be. So, if you want to loll about on the trampoline and work on your tan, by all means plan to visit in the late spring or early fall. If you don't want to sail at all, summer is when the doldrums hit. Unless there's an unusual storm system moving through, as there was for this year's Hog's Breath 1000, the conditions from May until August will be drifting only.

SOUTH OF TAMPA BAY

As you follow I-75 south, you'll come close to an area that's always been one of my personal favorites for boardsailing. West of Bradenton, you'll find Anna Maria Island, with Holmes Beach, and Sarasota and Siesta Key. Unfortunately, for Hobie Cats there is little launching available. Aside from sneaking onto private property, there's really only one public site, and it's not even on the islands themselves, but on the causeway between Bradenton and



▲ DAYTONA BEACH

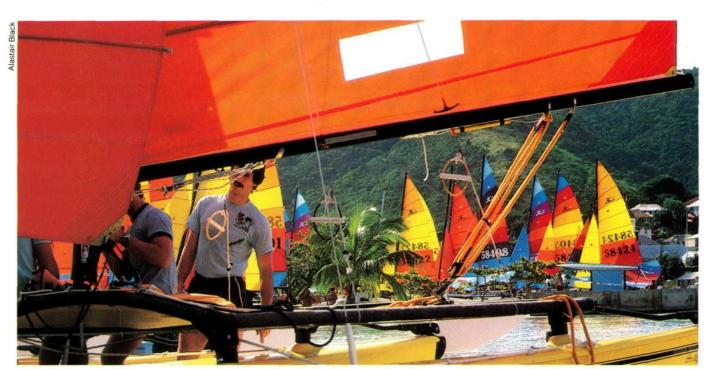
Anna Maria Island. Known as Kingfish Ramp, you can find it by simply heading west on Manatee Avenue (the main street through Bradenton, also known as Highway 60). You'll cross two causeways, the first being over Palma Sola Bay, which is a good place for beginning boardsailors and timid Hobie catters. Just pull off the road here and park under the Casurina trees if you prefer calm, shallow waters. Be sure to wear foot protection, though, as the oyster shells can be rough on your feet.

To find Kingfish Ramp, continue to the second causeway which is across Sarasota Bay. Keep an eye out for the sign and the ramp to your right as you cross the causeway.

For a nice, long day sail from this launch-

ing spot at Holmes Beach, head northwest to Egmont Key. This is a favorite haunt of Hobie sailors and if you plan far enough in advance, which requires obtaining official permission, you can plan an overnight trip and camp on the key. There is a Coast Guard station on the key and it's possible to obtain permission directly from them. Otherwise, you'll have to call the Department of Natural Resources. It is a protected area, however, so be sure to go through the proper channels before setting up camp. Local Hobie Cat dealers can fill you in on more details when you're in the area. This is a fun place to sail on boats or boards, as often you'll be accompanied by dolphins.

If it's camaraderie you seek, Fleet 39 in



DAYTONA BEACH .

Bradenton and Fleet 112 in Sarasota have some sort of event going on almost every weekend, practically year round. Check with dealers in the area.

Now you're in an area where wind is most often the result of cold fronts. Although there can be a light seabreeze most of the summer, the more exciting conditions will be present two or three days after a front has passed through in the winter. You'll find yourself watching the weather forecast each night in anticipation of good winds. Depending on the direction from which the front approaches, the day preceding its arrival usually offers strong winds blowing into the front, most often from the south or the west, which will be onshore or sideshore in Palma Sola Bay and sideshore or offshore in the gulf. A typical front day is gray and miserable, with heavy cloud cover and thunderstorms. But after the front has passed the skies will be void of clouds and winds will be strong. The strength depends largely on the speed of the passing front, and we've had a few 40 knot days. More typically, though, the first post-front day is 20-25 knots, while the second is 15-18 and the third calms down to 10 or less.

Two things are important to keep in mind about cold fronts. First, they can cause dramatic temperature swings, so be prepared to go from a bathing suit only to a full wet or drysuit. Second, be aware that these winds can create a nasty shorebreak. With the shorebreak comes sudden riptides. If you plan to boardsail in the waves, take the time to ask locals about the conditions.

The water temperature is generally warmer in the gulf than along the east

coast, but it varies with the seasons. Local weather forecasts usually offer surf temperatures daily.

MIAMI

When you've had enough of gulf sailing and borne the brunt of a cold front or two, it's time to head south to Miami, where even in January and February you'll still have days ideal for Tshirts and shorts. Most Hobie Cat sailors who've been to Miami know that the very best spot in the area for launching and sailing is Hobie Beach on Rickenbacker Causeway. Rickenbacker Causeway connects Key Biscayne and Virginia Key to the mainland and is easily reached from I-95. There is a toll to enter the causeway, and it varies depending upon the type of vehicle you drive.

Hobie Beach, across from the Marine Stadium, is quite easy to spot. Just look to your right and note where the Hobie Cats and rentals are. This spot is so preferred for launching and landing cats that sailors from the Upper Keys frequently make the drive to meet friends here. The water is flat and parking is just about as close as you like. Casurina trees line the road and beach, so you'll find plenty of shade. The prevailing winds are offshore or semi-side-shore.

Boardsailors will find Windsurfer's Beach adjacent to Hobie Beach, and it too is ideal for easy launching. On any given weekend you'll find 300 to 500 boards out in Biscayne Bay, but it won't seem crowded.

For more challenging board conditions, bypass this area and look for the turn-off to the left, just past the Marine Stadium, that leads to the garbage dump. It's the road to



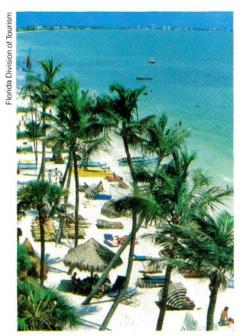
▲ DAYTONA BEACH

Virginia Key, which is just about the best performance sailing spot in south Florida. To the right a dirt road with a gate (it may be closed but is rarely locked) will take you to a surprising launch spot where you're likely to find dozens of boardheads with high tech equipment. Miami-based executives are known to sneak over here on their lunch hours when the wind is blowing to catch a few good rides before returning to the drudgery of a desk job. Clear, warm water with a sandy bottom make this a good spot for perfecting water starts. An offshore reef is great for wave sailing, while sailors preferring flat water can stay inside for speed runs. To top it off, the place is usually blessed with sideshore winds. There are no facilities for changing here, as it's just a turn-off in the road, but there are plenty of trees if you need privacy. Back at the causeway there's usually a portable canteen with lemonade and snacks. It's not advisable to use the facilities on the beaches, as there may be a few shady characters inside. They won't bother you in the open, though.

For Hobie sailors who want more than

NOVEMBER • DECEMBER 1986/35

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FORT MYERS A

the usual run, there are several interesting places to explore from Hobie Beach. Stiltsville is a funky little village in the middle of the bay. Named for the homes that sit atop the water on stilts, you may have seen it on an episode of "Miami Vice."

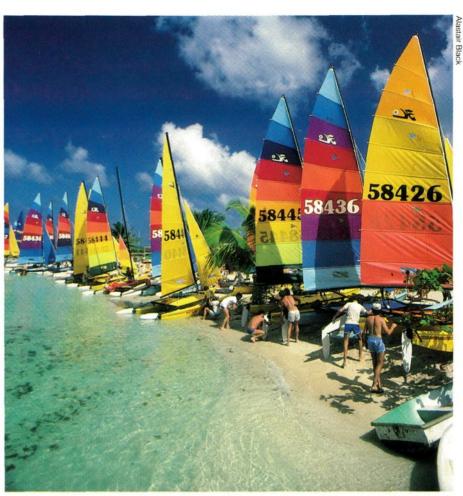
A good, long day sail would be to head for Cabbage Key, which has a restaurant. You'll need charts to locate it, as it's some 12 to 15 miles out.

There are both board and boat rentals along the causeway, where you can seek friendly advice on the best places to go.

FT. LAUDERDALE AND VICINITY

If the cultural diversity of Miami is a bit much for you and you'd rather sail from Ft. Lauderdale, you'll find the area less receptive to boats and boards. About the only place to sail in the area is South Beach. which you can't miss if you head to the ocean. Because Ft. Lauderdale attracts so many snowbirds who flock to the beach in the winter, the city is very protective of beach access. Hobie catters and boardsailors who are new to the area should heed all signs, as there is but one section of the beach from which they are allowed to launch and land, and deviating from these rules can cause trouble with lifequards. The stretch of beach available is about 150 yards wide and local sailors fought long and hard to retain their rights here, so please be considerate.

Parking right next to the beach is expensive, but there are trailer spaces and it's worth the five or six dollars for the privilege of being as close as possible. These things



▲ FORT WALTON BEACH

shouldn't discourage you from visiting the area, as the beach itself is quite nice and is situated near plenty of wonderful beach bars and restaurants where casual attire is entirely appropriate. Shorebreak can be bad here, but once you get through it the sailing should be fairly smooth.

Just a bit north, in Pompano Beach, there's another popular boardsailing spot at 16th Street. Simply follow Atlantic Avenue east to A1A, turn left to go north and when you see a sign for 16th Street (in Pompano), turn right. Nestled in between condos is a narrow spot where dozens of boardsailors cluster when there's a good sideshore breeze.

MOVING NORTH

There are dozens of good sites for boardsailors along the east coast, simply because wherever you can take your board, you can launch. It would be impossible to include them all in this space, but i'll mention a couple of popular spots where you're likely to find locals when the wind is good.

First, near Palm Beach Gardens is an area known for good waves. Called Jupiter Inlet, it's easy to find if you follow the signs along A1A.

A very popular spot for all types of

sailing, and home to many top level boardsailors in the state, is Stuart. Look for locals as you cross the causeway toward the beach.

South of Cape Canaveral and Kennedy Space Center is a popular park known simply as Jetty Park. It can be crowded on weekends as there are camping facilities as well as snack bars and showers, but the waves can be excellent. It's shallow for a long way out.

The available launching sites for Hobies are not as diverse as for sailboards, but it's hard to beat Daytona and New Smyrna beaches. These wide, flat stretches of hard-packed sand are known worldwide for their acceptance of cars. There are access ramps every few blocks. My preference is New Smyrna, as it is generally a less rowdy, older crowd than at Daytona. You couldn't ask for a more convenient place to launch a boat, as you can drive right to the water's edge. Just be sure to park your car far enough away from the water so that it won't get stuck at high tide! These beaches are so perfect for Hobie catting, it's almost a requirement.

Although there aren't many public facilities along here, there are plenty of condominiums with outdoor showers at the beach front.



Finally, as you head up A1A or Highway 1, you'll come to the oldest city in the country, St. Augustine. After you've explored the old Spanish fort and taken in a little local color, head for St. Augustine Beach. There is a small entry fee, but you'll find a clean, accessible beach. You can drive your car on this beach as well and there's plenty of parking. Although there are no facilities, there are plenty of motels along the beach where one can find beachside showers and restaurants. According to Dick Wren, who's sailed the area for over 20 years, "St. Augustine Beach is definitely the place to go in this area. I'd skip Jacksonville Beach altogether as it's dirty and crowded, and they're not

very receptive to Hobie Cats."

For boardsailing the story is altogether different. Launch anywhere you like. Near Jacksonville, many sailors like to take the Mayport Ferry (at Mayport) to Hugenot Point. This is an enclosed, flat water spot good for speed runs and perfecting one's skills.

The St. John's River, which runs through the middle of Jacksonville, is also a popular flat water spot. On the south side of the city look for River Oaks Park near San Marco. With plenty of parking and a large grassy area, it is easy for rigging and launching a board.

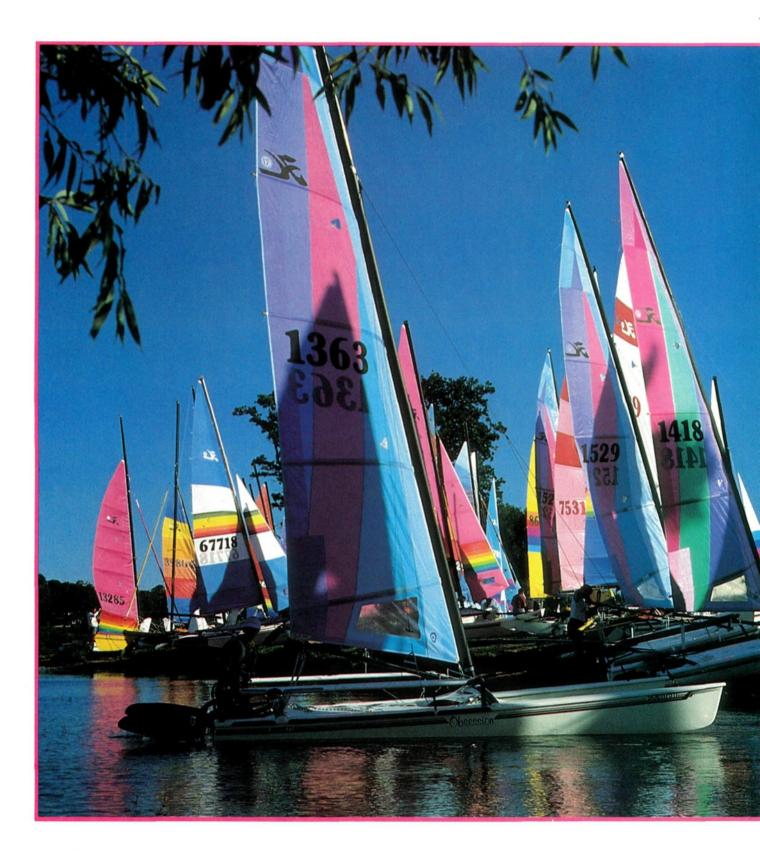
For Hobie Cat sailors looking at the St. John's, Wren warns that it's not really safe to

sail north of the Fuller Warren Bridge, due to current and flukey winds. The city hasn't been very accommodating to the small boat sailor and the only facilities for launching south of the bridge, where sailing is best, are at a private club available to locals only. If you really want to sail here, instead of the beach, it might be a good idea to befriend the locals.

That about sums it up for this brief guide. Use these suggestions to plan your itinerary, but plan to discover many good spots on your own. And the next time someone mentions "Florida," you're bound to be flooded with images of your own making, such as palm trees, warm waters and windy days of sailing.



WINDS CHALLEN



GE AT CANADIAN NATIONALS



BY DAVID HOPPER

or most Canadian
Hobie Cat sailors, the Canadian National
Championships is the major event of the
summer and this year was no exception.
This event is quite different from a U.S.
National Championship because Canada
is a large, sparsely populated country.
Because of the long distances, the bulk of
the fleets are usually from the region holding the event. The top calibre individuals
from across Canada and from the northern regions of the United States consider
the event important enough to find the
time to travel to it.

The 1986 Canadian Nationals were held in Kingston, Ontario in conjunction with the Canadian Olympic Training Regatta Kingston (CORK). CORK is the second largest regatta in the world exceeded only by Kiel week in Germany and it was quite an experience to be included in such a large and tightly-run event. The race personnel were excellent, having trained for this event by running the sailing events for the 1976 Montreal Olympics, the 1983 World Windsurfing Championships and other, numerous high-level competitions.

The racing took place on a sheltered part of Lake Ontario which helped reduce the waves but not the wind. The Kingston area is famous for its thermal winds from the south which clock left all day and then

die. It is a bit reminiscent of the Freemantle Doctor. However, for the nationals, we had strong northeast winds as a result of frontal activity; the same wind patterns that confused the 1976 Olympic sailors.

The major hub of sailing activity at CORK is the Portsmouth Olympic Harbour, a legacy of the Olympics that was actually completed. Because of congestion, the Hobies were given a beach about five kilometers west of the main harbor. It was a good idea because none of us relished the thought of beating through the narrow harbor entrance with 230 small monohulls, not to mention all the other fleets.

An interesting social idea was the adoption of a local bar and restaurant as an after-sailing meeting, eating and drinking establishment. Donnely's Roadhouse, about five minutes from the beach, provided an excellent atmosphere in which to recount the day's events (like telling lies about how close you were to the lead) and to watch the video that had been shot that day on the water. They also created a drink list based on Hobie sailing terminology. I will leave it to your imagination to determine what the ingredients of a "Crotchless Trapper" might be and to decide if you would drink it.

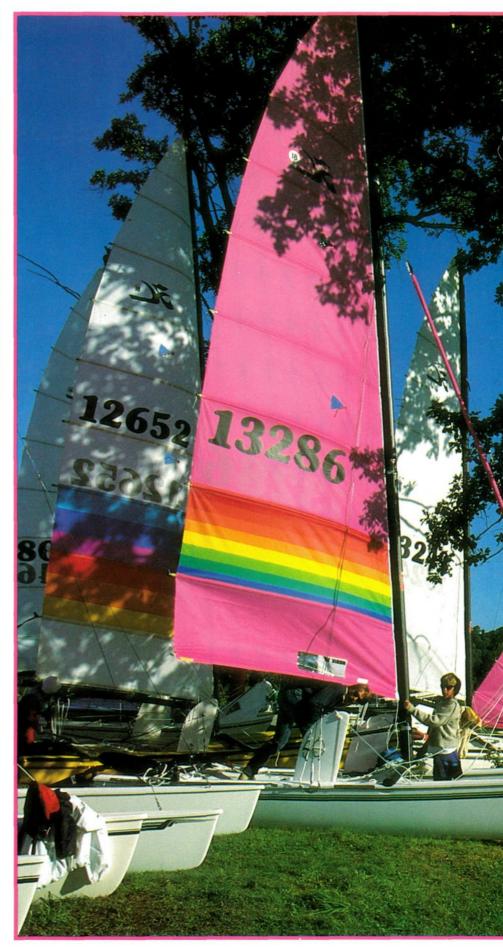
Saturday was the first day of registration and a lot of sailors took advantage of it.





The beach was a veritable beehive of activity as people assembled their boats and used the time to catch up on the routine maintenance that had been left undone all summer. On Sunday morning, a breakfast seminar on the techniques and tactics to use in large fleets was given by Paul Marner, one of Canada's most successful Hobie sailors. We all learned a few things, but it is hard to take a guy seriously when his hair is sticking straight up like Billy Idol's. Paul is a beauty in the morning. The last few boats arrived and were assembled when "off the beach" was heard for the practice race. After sailing out in very light air the wind packed up and went home. About two-thirds of the race participants had made it to the vicinity of the committee boat, so the water sports and people watching started. A Hobie 16 managed, through great effort, to dump and be the first flipper, but not the last of the week. Several swimmers also initiated drain plug inspection on otherwise innocent boats. A plan was also afoot to invert one of the local Hobie 17 sailors' boats when she arrived because she is too light to right it, but, fortunately, the wind filled in first. A slow practice race and an even slower and longer beat to the beach filled up the rest of the day.

Monday dawned windy much to the delight of the stronger macho male crews. A lot of people had difficulties adjusting to the strict race control and the very puffy conditions. In the 18As Steve Whitten paid dearly for winning the practice race by flipping twice, both DNFs, and earning himself the moniker "Flipper." Mike Walker, in the 16As was the unfortunate victim of circumstance and, because it was all cap-







tured on video, we all got to live out his bad dream. It seems Jim Terpstra rounded C mark and hardened up to go back to A. A killer puff came through and, to stay upright, Jim and his crew released both sheets and the boat stopped dead with both of them dragging in the water. Mike, seeing this obvious obstruction in front of him as he rounded, decided to try driving through below Jim. Hobie 16s being like they are, his bows promptly dug in and a great pitchpole ensued. The third boat around the mark had nowhere to go so he rammed Mike Walker's still upright, pitchpoled Hobie 16. A large hole in Mike's 16 and two very tangled boats was the net result. The video was an instant hit and is probably worn out from the number of times it was played.

Tuesday was also windy but not as strong as Monday. With everyone now in the swing of things the racing was very close, fast and exciting. Bryan Howes managed to break the hook clean off his trapeze harness. It was great fun to watch Bryan try to barefoot waterski at the end of his mainsheets behind his out-of-control Hobie 18.

Wednesday brought the light, shifty winds that always follow a couple days of good wind. Lots of people managed to build up good leads and get into good positions only to lose it all on a couple of bad shifts. By the end of the day the regatta leaders were also becoming apparent. Paul Marner and Hugh Morrin were now engaged in their own private regatta in the 18A fleet. Greg Smith and Bruce Williams were pulling away in 16A; Mark Summerfield and Dave Steels had established leads in 14A and 14T respectively and Terry Karaim and Paul Nagle were pulling away in 17A.

Thursday brought another day of heavy air and two very competitive races were run. One of them used the innovative Course 1, three times around. The 18A fleet was now getting tired of watching Marner

and Lake sail off to the horizon in the heavy air. Their upwind techniques were adopted by a few other 18As and some major improvements in upwind boatspeed were noted. In the 18A fleet a broken spreader bolt forced a DNS on Marner and gave Hugh Morrin the break he needed to move ahead. Two bullets for Greg Smith allowed him to sail to the beach and pack up his 16. It is nice to skip the last race. Two excellent races for Terry Karaim and some bad luck for Paul Nagle allowed Terry to slip into the lead of the 17A fleet

On Friday, one last race was held to bring the total up to nine races. The racing started in a strong northeasterly, but soon the southerly thermal filled in. The races were run in shifty, patchy winds that put a premium on the ability to shift gears and respond to changes quickly. After results were compiled and the trophies presented, the tired and sunburnt sailors began their homeward treks or started off to the Hobie 18 U.S. National Championship in Sandusky, Ohio [reported in this issue].

Hugh Morrin ended up the winner in 18As; a testament to his ability to come back from often disastrous first legs and to never having a bad race. Greg Smith always finished near the front of the 16As for a very consistent regatta. Terry Karaim started slowly but kept fighting back and took advantage of every opportunity in his charge to the top of the 17A fleet. The 14A and 14T winners, Mark Summerfield and Dave Steels respectively, sailed from the front all week. [For complete results, see "Hobie Racing."]

A strong vote of appreciation is due to Steve Reid for all of his underappreciated work in pulling off these nationals. Other members of the organizing committee that should be thanked include Rob Capel, Lionel Conacher, John Liefeld, Stu McDonald, Tracey McGregor and Maggie Reid.



TUCKER WINS A



OSSESSED 18 CHAMPIONSHIP

BY NANCY PATTON

t Cedar Point, an amusement park situated on the tip of a peninsula by the warm, sandy beaches of Lake Erie near Sandusky Ohio, there is a ride guaranteed to scare the wits out of the most hardened roller coaster freak. Passengers board a four-person car that moves horizontally to the base of a 131-foot tower. It then ascends the tower rapidly reaching the top in only six seconds. That's 18 feet per second. At the top, the car moves forward to the edge of the tower and dangles for several agonizing seconds.

Suddenly, the car drops ten stories straight down. It plunges 60 feet in 2.5 seconds. Then, at the bottom of the drop, the car enters a pullout curve where a computerized breaking system slowly stops the car and the human occupants who have left their innards somewhere along the way.

That ride is called, appropriately enough, the Demon Drop. As it turned out, the Demon Drop proved an apt metaphor for the 1986 Hobie 18 National Championship held August 23-30. Before the regatta was over, the racers would be subjected to near tornado conditions, numerous flips, whitecaps on Lake Erie (one of the bewitched Great Lakes which sailors have been fearful of for centuries) and some seemingly possessed sailing by defending champion Carlton Tucker.

Competitors came from all the United States, Canada and Puerto Rico to attempt a taming of the lake, including an especially strong contingent of Texans. All were trying to qualify for Team U.S.A. and earn their way into the Hobie 18 World Championship slated for Canada in 1987. All also had an eye toward unseating defending champion Tucker of Ft. Walton Beach, Florida who was fresh from his fifth place effort at the Hobie 16 World Championship in Fiji.

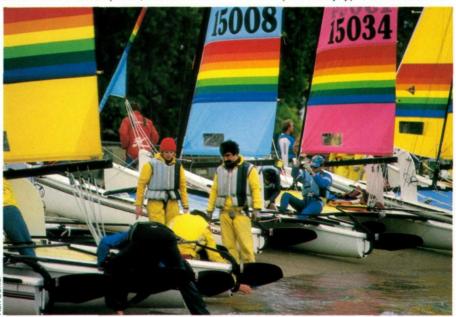
Unlike the usual hot and muggy temperatures which Ohio is accustomed to in the late summer, the sailors were greeted at the first skippers meeting with highs in the 60s. Still, there was plenty of sunshine and howling winds that created a beast of water blowing whitecaps and a different sort of chop than the ocean sailors had seen before.

At the meeting, it was announced that no pregualifying races would be necessary to fill the total available spots of 72 entries because only 68 teams had registered. In place of the usual qualifying round, therefore, two practice races were scheduled for the following day. That relieved those who were anticipating a hard fought battle to make it into the championship series and also freed the sailors for a day of fun and relaxation while the event organizers met with race chairman Dan Mangus to discuss last minute plans and details. Meanwhile T.L., once again serving as beach captain, put last minute touch-ups on the 38 brand new Hobie 18s that Fleet 218 had hustled to assemble only a week before.

Next day, the sailors had a chance to do a little last minute tuning of their own during the practice races. Eight knots of wind swept across the lake, not a lot but there were no dead spaces, so a Course 4 was ordered. David Duke of Orlando, Florida and Jeff Linton of Tampa seemed to have things under control as they lead the pack.

Later that evening, the welcome party was held outdoors with a beautiful view of the lake. Barbecued chicken with all the trimmings was served while sailors got better acquainted with each other. After dinner, some sailors decided to head off to the amusement park with its many rides. live shows, six roller coasters and giant midway. Others found themselves at the Surf's Up Bar in the host hotel. The Breakers. These sailors delighted themselves with the newly created drink, invented especially for this event, called, you guessed it, the Demon Drop. Each Demon Drop was prepared by Mangus and T.L. with appropriate special physical and sound effects.

It should be noted that if one chose not to participate in this satanic ritual at least once, Mangus or T.L. might refer to one as a "Boo Boo." This is definitely something not to be desired. When confronted by a Boo Boo personality type, a familiar blood



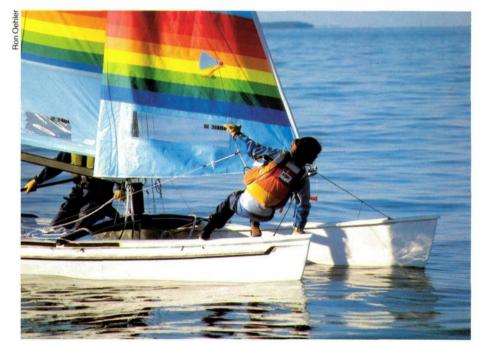


curdling Aussie voice could be heard screaming "I hate that when that happens!"

At the start of the actual series, the conditions had freshened to steady breezes of 10-15 knots from the west to northwest making for a pleasant day of hull flying and good competitive racing. The first race got off to a good start and finished a Course 4 in less than one hour. John Barnett of Seabrook, Texas took the lead to A mark with Paul Parizeau of Encinitas, California pulling up from fifth to finish with a second place. Carlton Tucker swiftly sailed from a fourth to first place and pushed Barnett back to third.

The second group of 36 sailors had a great start for a Course 4 to complete when the sun suddenly disappeared. Thunder began rumbling in the background and lightning could be seen off in the distance over the amusement park. More and more puffs of wind began coming from the west and increased in intensity as the water started to whitecap.

The first six boats had rounded C mark





and were screaming for the finish when, at the discretion of the race committee, the race was abandoned and all boats were sent to the beach.

As the wind and the rain became heavier, the lightning bolts were zapping all around. Just as the last boat made it to the beach and dropped her main the storms blew in tornado conditions alarming everyone huddled in the registration tent. Needless to say, racing was cancelled for the day.

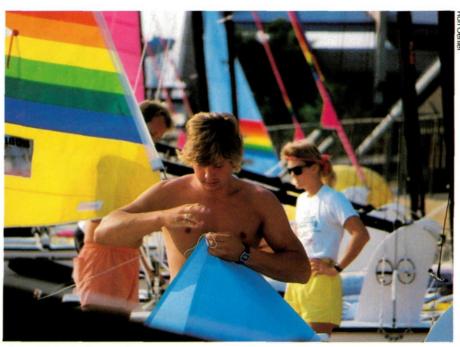
That evening, one of the fun places that the Hobie Cat sailors enjoyed to eat, drink, and dance was Johnny Angels Restaurant and Lounge where they bopped to music of the 50s and the 60s. The menu fit the atmosphere with entrees like "Annette Spinichello," "Herb Albert and the Tijuana Lettuce," "The Beach Boy Burger," and "Rebel (Orange Roughy) Without a Cause." Another choice was Margaritaville which offered Mexican atmosphere and live entertainment involving audience participation and was thoroughly enjoyed by all who feasted there.

After the storms had passed, a chilling cold front moved in and brought temperatures down to the mid 40s with waves of 6-9 feet and strong gusting winds from the north at 20 knots or more for two straight days. As Dan Mangus said, "It was definitely a Hobie 18 day."

A drysuit was certainly the proper attire for the next two days. As competitors bundled up in extra layers of clothing, including ski caps, the beach looked like a mix of a downhill ski and sailing event.

The competition for the remainder of the round was as exciting on the water as it was on the beach. The challenge initially seemed to be trying to keep the boats upright and preventing the crew and the skipper from getting washed overboard by the powerful waves and chop. Quite a few boats did flip, but most of the sailors were able to right the boats. There were no injuries or damage.

At the end of the first championship round, Paul Marner and crew Randy Lake of Ontario, Canada had finished in first



place with three firsts and a throw-out race of 15th place giving him a total of 2.25 points.

Tucker and crew Susan Pesane of New York finished in second place with two firsts, a second and a third as a throw out, giving them a total of 3.5 points.

The cut party brought the announcement of the top 36 sailors who would compete for the next two days in the finals, along with a surprise birthday cake for Tim Tannert of Cleveland, Ohio who had his wish come true that he and his father Tom Tannert Sr. would be one of the teams to make the cut. Entertainment was provided by the Division 14 sailors from Texas as they sang the University of Texas fight song each time one of their team members was announced as making the cut. A total of seven renditions. Yahoo!

At the close of the cut party, everyone headed for Surf's Up Bar to do a series of Demon Drops because someone had said "Do one, you'll feel the windshifts faster on your forehead tomorrow."

At the start of the final series, the air temperature had risen to the 70s and winds were light and variable, shifting from the west to southwest at 6-8 knots. Waves had decreased to two feet. Once again Lake Erie had proved herself to be demon possessed, demon driven and demon delightful.

The inconsistencies of the windshifts, and, at very lengthy periods of time, no wind at all, brought much frustration to the race committee and the sailors. With many delays and what seemed to be endless postponements for the remaining two days, the race committee was able to get in two races each day. The light and variable breezes that were predicted for the final day died off very quickly, not hurting Tucker at all. He took the final round of the finals with three firsts and one

second for a low point score of 7.75 in a successful defense of his Hobie 18 title.

In second place with a fifth, two fourths and a first for the final round was David Sweeney and crew Ted Bonner of Ontario, Canada. (David is a Tornado class sailor and doesn't have his own Hobie). That brought Sweeney's finishing total to 30.5 total points.

In third with two thirds, a fourth, and a fifth for the round were Steve and Sue Timm of Long Beach, California for a regatta total of 33 points.

Rick White, 49, of Key Largo, Florida won the masters trophy awarded for the best score for a skipper over the age of 40. White and his crew Mary Wells finished the series with a total of 85 points placing them in 15th place.

At the awards banquet a final meal with a large selection of fresh vegetables, cold cuts, chicken and roast beef was served in the Coral Dining Room at Cedar Point. Paula Alter gave recognition and expressed appreciation to the countless volunteers including Mr. Hero's sandwich shop which provided terrific event T-shirts and other local companies who provided giveaways. The trophies were presented to the top 18 teams and the announcement of Team USA was made. (For complete results, please see "Hobie Racing.")

After the awards banquet, the whole crew partied at a local lounge, Louie's, as if themselves possessed by some devilish spirit . . . the Demon Drop drink had taken over everyone's soul and made them have a good time the demon delightful way.

I would like to extend my sincere appreciation to Mr. Hero's, Paula Alter, Dan Mangus, John Schuch, T.L. the participants, Cedar Point and the volunteers and their families for the long, hard hours of dedicated work they gave to make this event fun and successful.

METCALF FINDS VICTORY IN

ere I am face down in the middle of the Pacific Ocean. I've got a pair of swim fins on, a snorkel and a face mask. In one direction I've got a razor-sharp white coral reef; in the other I can see 20 different species of tropical fish. The fish are so magnificent in color it's as if Leroy Neiman painted each one.

There's a place on this earth that has 300 islands covering 230,000 square kilometers and only one third of them have people. A few of the things I found there were tall, swaying palm trees laden with coconuts, ocean water temperature of about 75 degrees and colors that vary from royal blue to turquoise to crystal clear, white sand beaches that go for miles and miles and, best of all, no fast food.

This place is called Fiji, in Hobie terms, the "host country" for the Sixth Hobie 16 World Championship. My journey here started on Air New Zealand's flight 5. destination, the city of Nadi (pronounced Nandi) on the nation's main island of Viti Levu. Flight time is two meals, two movies, several cassettes and, of course, liquid refreshments. Nadi is the second largest city on Viti Levu. There are plenty of hotels, beaches, restaurants, shops and stores for anyone's taste. The townspeople are more than hospitable. With duty-free shops galore, the bargains are so good it is actually hard to say no. (After a day and a half I was fortunate to get out of town with only four shirts, a hat, two dresses, three wood carvings of wild life, three cloth

fabrics plus plant seeds.) The inhabitants are quite entertaining and friendly. They come from Melanesian, Indian, Chinese, and European stock.

The next stop was the gang plank of SAYONDRA, a 95-foot cruise ship. It is one of several vessels in the Blue Lagoon Cruise Line. For the next several days, I was to be exploring the Yasawa Islands on some of the same waters as Captain Bligh of the H.M.S. Bounty.

This part of the trip was the hardest to adjust to. Not only was I treated like a king on this boat, but all 35 passengers were treated like royalty. I had to learn to eat multicourse meals sitting down no less and have servants cater to my every whim. There is a crew of eight on this ship and they each have a specific function on board which includes memorizing all our names, going out of their way to be courteous, have answers to all our questions, wear sincere smiles and just show us the best time I've ever had.

Day after day, we were treated to coral reefs, caves, wild life, fantastic seascapes and feasts from dawn to dusk. There is a legend I'm told of a young chief who fell in love with a lady of rank who was already betrothed to another. The lovers fled to a cave on Sowa-i-lau where the woman hid in a submerged grotto until they could escape. The entrance to the cave is famous for the inscriptions on its walls which have long puzzled archeologists. They concluded that the stylized symbols



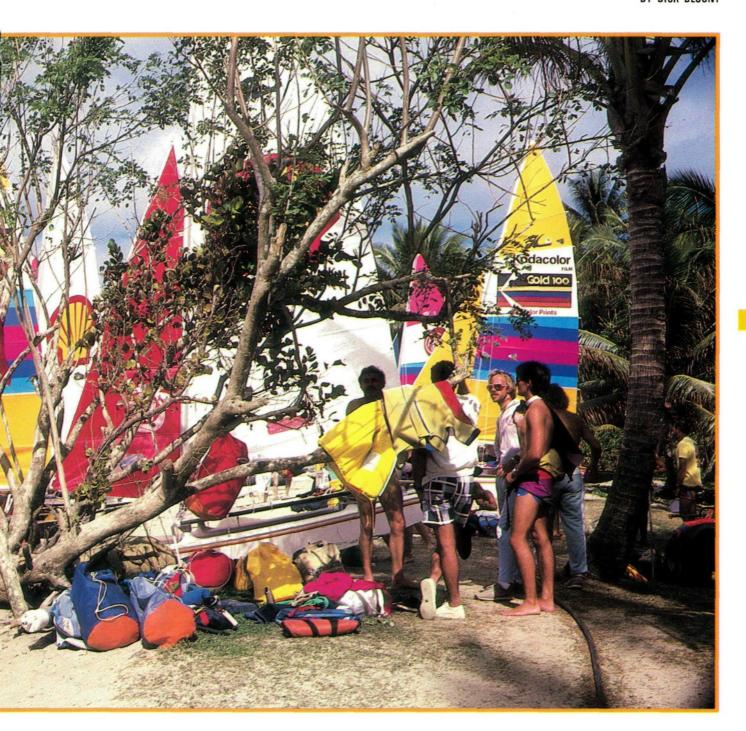


dia Brooke White

PARADISE



BY DICK BLOUNT





do not represent a formal script. They may have had symbolic or magical meanings, or were, perhaps, a clan or ownership mark.

After our first coral reef dive, we were taken one by one into this secret grotto. The only entrance to this cave is down sandstone steps to a long cavern. Several feet under water is a tunnel that leads to the secret grotto. Once inside it is pitch black and eerie. The cave is quite large and has several off-shoot tunnels. The ceiling is filled with stalactites and the water is ink black in color. The air is sweet. If you are prone to feel claustrophobic, this cave is definitely not for you. After we witnessed this phenomenon, we were served hot tea and corn bread on this deserted island by a deck hand. But, like all good things, this one had to end and, as my safari continues, it's back to Nadi to meet some fellow Hobie catters and get on to more important matters, like sailing Hobies.

It's a mere three hours from Nadi to Pacific Habour. The road isn't too bad. Along the way one could see bison, cattle, goats and lots of sugar cane. The terrain we were travelling through goes from dry and desert-like to tropical jungle. It reminds me a lot of Gilligan's Island. The standard of living in Fiji is low compared to U.S. standards and most houses are a collection of building materials and palm fronds. Most houses are raised off the ground several feet. The monsoon season must really be something. It's difficult to believe that these houses and people hold up through all that.

Pacific Harbour was the host hotel for the event. For the record, Pacific Harbour has a few amenities that got my attention. A giant complex of villas, a hotel, lakes, an 18-hole golf course, a cultural center with shops and the Fijian National Dance Theater, half a dozen restaurants, a swimming



pool and, oh, did I tell you about the ocean?

For those of us not fortunate (or good enough) to be prequalified, we were given an opportunity to qualify with the hopes of beating all the "heroes." No one ever says how many spots will be accepted and with 76 teams trying to win it makes for some exciting moments. With 35 boats at a time we each had six races. Wind conditions varied from light (under 10 knots) to medium (double trap) during the course of these trials. I expected 10-15 spots to be available for the main event, however the gossip on the beach was five to 30 teams will get in. With such a wide difference, the strategy for us was tack and cover. Hold our position. Assuming it was a decent one. We had wind from every direction sometimes the shore would pay and sometimes it made you look like the captain of Team Alpo.

The sponsors, hotel, beach crew, boat captain and race committee and all the other people involved were simply marvelous. There were fair boats, great courses, wind shifts, food on the beach, sunny skies, the "Hobie Trap" for beer. Hey, what else could you possibly want?

Every night there was a special event or party. A few examples were the western BBQ night with upside down margaritas, grease pole climbing and log rolling. Another standout was at the Hobie Trap



Bar and Grill. It was like a serve yourself BBQ steak and chicken place with a bar, band and dancing. A lot of the locals hang out there as did the Hobie racers. Prices were great and the company and conversation top notch. With three days of racing under our belts, it was time to cut the fleet. The big question was how many would make it and would we be one of them? When it was all said and done, the race committee took an amazing 35 teams, which was a whole lot more than anybody expected. On the one hand, it was great to be in the main event, on the other hand the last three days were like heaven compared to what was in store for the next three days.

Some of those who didn't make the cut were not left empty handed. They could now explore some of the nearby towns, paddle canoës up mountain streams, visit neighboring islands or relax on the beach, enjoy the racing and work on that ever elusive tan line.

The first day of the championship races featured light and shifty winds. It was less than everyone was expecting. Those that sailed in the light stuff in the qualifying round had the edge in reading shifts and using them to the fullest.

By the second day, the wind god came. It was double trap plus all day. It was an ideal day for racing. The heavy air sailors made mince meat out of those fair weather types (myself included). I can't remember the last time I was rolled so much. Our boat got so much bad air, we should have carried tanks of oxygen.

Today is the final cut. It's do or die time for about 96 teams. If you thought the starts were a bit competitive, let me try to fill you in. It's double trap and you're trying for the leeward pin and 20 other boats are thinking the same thing. You take a stern, dip and say "coming up." That goes on for a few minutes then there's a bit of the bump and run. In the final minute your stomach is in knots. Your heart sounds like a percussion instrument. You try to luff without moving over the line. The mast has counterrotated and you're screaming at the crew to fix it while looking at your





watch, watching the leeward boat, sheeting in and hoping that the boat to windward doesn't roll you. When the red flag goes up, your first thought is "That guy over there had to be over early." "How could the race committee say all clear?" That's racing.

The cut party was at the Pacific Harbour Cultural Center. It's a fantastic group of shops, stores and theaters. The setting is a warm trade wind, a black night full of stars and traditional thatched buildings. We were treated to authentic costumes, the traditional frog dance, songs, tribal mekes and the incredible fire walking. Those fire walkers are for real and they must be crazy. We feasted on roast pig, fish and fresh fruit. And, of course, cocktails until

the wee hours of the night. Too bad we had to be interrupted by the final cut announcement.

The top 48 skippers and crews were each given real war clubs (just what you need at mark roundings). The bottom 48 received what they deserved, a mild round of applause and the weekend off. For some, it meant the fat lady was singing "The Party's Over" while for others the tune was "Party Time." To make the top 48 is a great achievement and puts you in that elite group of the world's best.

With head to head sailing, the scores, intensity and pressures all go up. Now it doesn't take a bad tack to put you in the toilet. A slow one will accomplish the same thing. After all was said and done, Enrique Figueroa was the leader over Gary Metcalf with one day to go. These two guys sailed like streaks, winning a majority of the races. Regardless of the wind conditions, their boat speed was always better than anybody else's. They rode factory boats and had them 30 minutes prior to each race. So, how can they do it? Practice, practice, practice,

Gary Metcalf proved why he dominated the 18 and 16 world championships at the tender age of 21. He scored two firsts in the last two races and managed to defend his title with a phenomenal 18.5 points in 9 races. He threw out an eighth place. Figueroa finished second with 20.5 points. Jeff Alter rounded out the top three with 41.50 points. (For complete results see "Hobie Racing.")

The awards party was held in the Pacific Harbour Banquet Room. It was like a royal feast, rum, large tables of food and, best of all, great war stories. The trophies were made with traditional Fijian tools and ornaments. In addition, T.L., who served as boat captain, had a few awards for the individuals that demonstrated unique and truly remarkable feats. One fellow, while leading a race by a minute and 40 seconds at A mark, only had to go to C and finish. Somehow, he placed second and was presented a rear view mirror so he could watch the other boats and learn to cover. Decorum does not permit me to discuss all the awards, but if you ever see Hobie Cat president Doug Campbell, ask him what he got.

As for me, my journey continues. Suva is the capitol of Fiji and my next stop. I hear shopping is great there and I only need a couple of small items: new shirts, watch, a suit. handicrafts...

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Key Salling Gulf Breeze/Pennsacola Sallboat Supply

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Adventure Sports Rockford

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Salling Spirt Strictly Sall

Dayton Atwood Lake Marine

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Tyler UTAH

Rightfit Sports Southern Salls St. George

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Trail'N Sail Peninsula Sailing Center

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HOBIE RACING

November/December 1986

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results
Fleet Directory

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.



MAJOR REGATTAS

November 23-29

Alpha World Championships Key Biscayne, Florida A.C.A. 619-758-9100

REGATTA SCHEDULE

Division 8

November 15-16 11th Annual Let's Stop Cancer Regatta/Fleet#153

Kim Coffee 305/377-8462

Keys Cat Challenge/Fleet#71 Key West, FL

Lenny Carey 305/294-0326

Division 9

Single-Handed Regatta/Fleet#12

November 14 December 13

Fleet Meeting/Fleet#12 Georgia

Melinda Moore 404/952-3913 Melinda Moore 404/952-3913

Christmas Party To be announced

Melinda Moore 404/952-3913

Division 15

Fleet Meeting/Dinner/Fleet#35 Pensacola, FL

Rick White 904/453-2448

Christmas Party/Nominations/Fleet#35 Pensacola, FL

Rick White 904/453-2448

International

Criterium de la Med. Marseille, France

November 1-2

Trans-Bracciano Roma, Italy

Jornadas Fanaticas Tarragona, Spains Grand Prix de L' Armist Bombannes, France

Jornadas Fanaticas Tarragona, Spain

Essener Eispokal Baldeneysee, Germany

Jornadas Fanaticas Tarragona, Spain Tour des lles Cannes, France

Trofeo Navidad San Lucar, Spain Trofeo Navidad Tarragona, Spain

Stage Regatta Hyeres, France

Tony Laurent 94/65 68 59 Carlo Lepscky 06/379 1210

Maria Jose 93/890 27 88

Tony Laurent 94/65 68 59 Maria Jose 93/890 27 88

Hanjo Zimmerman 05204 -4573

Maria Jose 93/890 27 88

Tony Laurent 94/65 68 59

Maria Jose 93/890 27 88

Maria Jose 93/890 27 88

Maria Jose 93/890 27 88

Tony Laurent 94/65 68 59

FLEET NEWS

Division 2

Stroh's-Wofford Heights **Point Regatta**

Fleet 167, Division 2 Lake Isabella, California September 6-7, 1986 by Debbie Cargill and Bob Covey

The Stroh's-Wofford Heights Points Regatta had one of the best turnouts in years. All the elements came together. This mountain lake regatta is known by Southern California sailors for the strong Lake Isabella winds, the friendly community of Wofford Heights and the fun both on and off the water. Our friends in Wofford Heights provided us with a delicious steak dinner and a dance to foot-stomping live music. This is a family event; free camping, bring your kids, dogs, and toys.

The Lake Isabella winds were true-to-form; the smooth morning water gave way to 15-20 knot action by the afternoon. Saturday's wait for the wind was cooled by plenty of free-flowing beer from the Stroh's Six-Pack truck. The official first race was postponed several times, but in the afternoon the first classes were going through the start line double-trapped. Skippers and crews were kept busy in and out of the trap in the kind of wind Lake Isabella is famous for. The screaming reach to

Rocky Point alone is enough to put this event on your calendar next year!

Gompers 4th Annual Benefit Regatta

Fleet 66, Division 2 Lake Pleasant, Arizona May 17-18, 1986

May 17 and 18 were breezy, sunshiny days at Lake Pleasant - perfect for Gompers 4th Annual Benefit Regatta! More than 50 entrants in six classes vied for trophies in this year's

Boat ramp three was the scene of much activity as racing began at 10:30 a.m. Saturday and Sunday morning and continued until approximately 4:00 p.m. The next big flurry of excitement was Saturday evening when skippers and crews met for a hamburger and hot dog dinner followed by Sunday's awards ceremony and prize drawing.

Dave Baker, vice commodore of racing for Hobie Fleet 66, anticipates a \$1,500 donation to Gompers as a result of the two fun-in-the-sun days. Many volunteers were responsible for the success of the regatta, including the members of the Lake Pleasant Sailing Club, G-Cat Fleet 42 and the Arizona Yacht Club.

Over the past four years sailors and landlubbers alike have been generous in donating prizes and purchasing raffle tickets. Raffle tickets (sold for a mere \$1 donation) offered a chance to win assorted prizes including a nine foot sailboat, weekends in Las Vegas and the Pointe. camping gear and dinners for two, among others.

Thanks to the members of the sailing community for their staunch support of Gompers Rehabilitation Center and School

Division 4

Northwest Championship

Fleet 14, Division 4 Lake Quinault, Washington August 9-10, 1986 by Paul Ulibarri

Nestled in the Quinault River Valley on Washington's Olympic Peninsula, Lake Quinault is magnificent in its serenity, its forested shores, and in its clear sparkling waters. On a busy weekend you may find no more than two or three boats on the entire lake, usually Hobie Cats. The lake is on the Quinault Indian Reservation and through their generosity and with the Rainforest Resort Village sponsoring, 125 Hobie Cat sailors were treated to sunshine, wind, music, food and spirits, (some Indian, some bottled). Throw in the good people of this area, plus tall trees, elk, eagles, etc. and

you've got a potentially good weekend. (In addition it was Browners paid vacation time, a local festival.) For extras, have float plane rides, Guy Motil taking pictures, 12 to 16 knot breezes, seven races, an Olympic gold medalist competing and you have the 1986 Northwest Championship at Lake Quinault.

Our thanks to Doug Reed, Don and David Morrison, Summer, Michelle, Mokes, Maryann, Shelly, Tom, Neal, Guy, and Bob for their effort and particularly for their being the core group of an excellent party. Lake Quinault '87 . . . Don't miss it.

Division 7

Hulls Angels Regatta

Fleet 149, Division 7 Lake Perry, Kansas June 28-29, 1986 by Dick Blount

The Hulls Angels Regatta sponsored by Fleet 149 at Lake Perry, Kansas was quite a joy. This year's entry bought me the usual two shirts, four races, beer and wind, plus the unusual: breakfast for my crew and myself both days, two steak dinners, plus The Club-Blue-Fin-sponsored New Years in June party. These people try very hard and really put on a terrific event. When was the last time someone served you a steak after you

dropped your sails?

I learned a few things at this event. One is that a female inflatable doll works as well for a barging buoy as does a hoppity hop and that lake sailors really get a kick out of trashing us ocean sailors. So how about it, all you lake sailors come on out my way so I can pay you back! Until then, stuff those battens and keep away from those holes.

Bents Mast Points Regatta

Fleet 192, Division 7 Branched Oak Lake, Nebraska August 2-3, 1986

The Hobies were rolling Friday evening; introductions were made and the first keg of Michelob was tapped. From all appearances it looked like a Hobie kind of weekend. The wind cooperated Saturday, to everyone's surprise, with single and double trap beats and reaches. Throw in a few dead spots and you have some pretty good conditions to test the skills of the sailors. Saturday night found the roast pig to be tender and the Flamingo Punch to be flowing. As the sun set the Chubby Checker albums and Limbo stick came out as well as Fast Eddy and Mr. Sumo - no closet is big enough to hold these guys. As the sun rose on the Flamingo Club the troops anxiously awaited any sign of a breeze. And waited, and waited. The race committee judiciously cancelled the races for Sunday, and Saturday's scores were totalled as the locals helped the out-of-towners strike camp. Once the scores were tallied, they showed Roger Matthews with a commanding first place in the 14s, Don Malcom edging Tim Kirkpatrick in the 16Cs, and Roger Wyman from Colorado beating out local favorite Mike McGranahan in the 16Bs. Doug and Mark proved their worth with three bullets giving them a wide margin for first in the 16As followed by Slim Johnson and Rod and Cindy Phipps. The 17s were put through the paces with Dave Brown squeaking out a first over Mike Anderson by the throw out alone. Steve Tyler came up from Kansas City to show us how to sail the 18 and came away with three firsts

after his throw out, but Dennis and Cathy Wheeler made him work for every one of them, so watch out next year, Steve.

So who is the fastest skipper and crew you may ask? Thanks to Rich Andrysik for calculating the Portsmouth on the 18s, 17s, and 16As, we know that it is Doug and Mark from Kansas followed by Brown and Anderson on 17s and Tyler and Wheeler on 18s. Congratulations to all.

Special thanks to Fast Eddy, Rich, Steve and Vicki, the Main Sail Loft, LegGoons Active Wear, Michelob Beer, D&D Distributing, Mid-Continent Bottlers, Domino's Pizza, HyVee, the Committee Boat, Murrays Marine, SSI, Hobie Sun Glasses, TrenTec, Helmar Sports, Firstier, Paine Webber, KISME, Sun Britches, Grifgrabbers, and everyone else who participated and helped.

Division 8

Michelob's Florida World Open Points Regatta

Fleet 5, Division 8 July 12 and 13, 1986 St. Petersburg, Florida by Lynn M. Fuhler

Following two races held on Saturday in unpredictable weather and three races on Sunday, under ideal weather conditions, the Michelob-Florida World Open Points Regatta closed with predictable results. The 18A class top finisher was a nationals competitive team consisting of Marlene and Dan Sassamann.

Dave and Helen Sloan, a veteran national sailing team from Pinellas County placed first in the 16A class in a field of 24 competitors

Former World Champion, Bob Curry from Tampa surprised no one when he secured first place in the 14A category.

Carrying home the first place trophy in the Turbo 14 Class was Val DeKreek, a member of the host fleet.

The newest class, Hobie 17 brought seven participants to the water, including Alex Kirby of Tampa, a long time Hobie 14 competitor, who finished first.

One-hundred-twenty catamaran sailboats participated in the two day event, coordinated by the Pinellas County Fleet 5. Sponsors of this event were Great Bay Distributors, Colonial Gateway Inn and Adventure Yachts.

This regatta nears the end of an annual race circuit held throughtout the state of Florida, where competitors vie for qualifying points to enable them to participate in the Hobie National Championships to be held this fall. As demonstrated by the results of the M.F.W.O.P.R. many of the Pinellas Suncoast sailors will be heading to nationals.

Daytona Summer Sizzler Regatta

Fleet 80, Division 8 Daytona Beach, Florida August 9-10, 1986 by Chris

The weather for the Daytona Summer Sizzler regatta couldn't have been much better. More wind would have been nice, but the traditional afternoon thundershowers were nowhere to be seen. Close to 200 boats, a great host hotel, and the Fleet 80 Surf Cats made the last points regatta of the season a great one.

Saturday was sunny and the winds built as the day progressed. The usual delays and a slight postponement put the races a couple of hours behind schedule, but no one seemed to mind as this gave us better air for racing. We were able to get in three races and two trips to the juice boat before returning to the beach. Saturday night's festivities included a live band and hot dog roast. Later, the party must have moved to the ocean deck because at 10:00 there was only a small crowd waiting outside the scoring room for the day's results.

Sunday's weather was almost an exact copy of Saturday's. The wind was moderate, but built just enough that we were able to finish the last race double trapped. The door prizes were given out as soon as most of the sailors had packed their boats and returned to the pool deck. This was followed by the drawing for the Hobie 16 given away by Burger King and the trophy presentation.

When the final results were announced, Denise and I had continued the Gainesville tradition by winning 18B. Brian, as usual, dominated 14A by winning all five races. The Coffees, Caffees, and Karablys made a fine showing in 18A although Dave was complaining about being dizzy from all his penalty turns.

If you missed this regatta, you missed a really good time and some great, fun racing. I hope to see you all at Cedar Key in November for our own Cancer Regatta and out practicing with the fleet until then.

Division 11

Cape May Classic VI

Fleet 416, Division 11 Cape May, New Jersey June 21-22, 1986 by Jeremy Cummin

The Cape May Classic Hobie Cat Regatta celebrated its sixth year this June. In September, the resort will be the site of the 16 Nationals, both the Women's and the Open.

Last year, Cape May was selected for the Atlantic Coast Championships. Sailors from as far away as California, Florida and Canada participated. The mystery guest, Doug Campbell, president and general manager of Hobie Cat, raced his 14 all weekend before he was finally identified at the awards ceremonies. He just might be responsible for the selection of Cape May for the Nationals.

The regatta this June attracted 118 registrants. For the first time in Division 11, the 17s flexed their muscles in an ocean race. Registrants were greeted by Gail Maser, Wendy Moore and Helen Giannini. Skippers and crews received T-shirts designed by Dave Livezey and Craig Moore.

Because the City of Cape May was one of the sponsors, the Hobies were given a prominent "mooring" on the beach in front of Lifeguard Head-quarters and Senior Guard Bevan Cummin, a Hobie sailor, kept swimmers and boats a safe distance from each other. Each evening, the Cape May Police patrols provided security.

The ravages of last fall's hurricane Gloria combined with a full moon to reduce beach space at high tide. Rob Hamilton and his four-wheel drive crew could only line up boats and trailers one deep against

the bulkhead of the Promenade. This beach shortage resulted in a spectacular sight before the races each day: over 100 boats abreast, fully rigged as if they were all crossing the starting line at the same time

Shortly after Mike Galli, race committee chairman, finished his skippers briefing, the Coast Guard, assisted by the Auxillary, began the task of clearing the race course of fishing and sightseeing boats. In spite of a notice to mariners, the Coast Guard had a tough job keeping the waterskiers and "head-boats" out of the course. Some Hobie sailors found the quickest way to the start area was over a sandbar about a quarter mile off the beach. Three to four foot waves were breaking over the sandbar, but all who tried went through without capsizing. Some were even accompanied by playful porpoises who led the way by leaping over the breakers.

Chaseboat skippers Charlie Cloud, Frank Hartman and Jack Hondros thought they would have their hands full when they saw everyone double trapped from the surf line to the start area. Winds for the first race were 10-12 knots with a three knot current running parallel to the beach; however, the winds dropped quickly and the current made itself known to the racers and race committee alike. By the last race Saturday, the most effective way to finish was a slingshot approach. The current was running against the finish line, making a conventional finish almost impossible. Many racers approached the finish from above the line at the pin end, running with the current until the last moment and then jibing to cross the

Back on the beach after Saturday's racing was over, Tom Johnson and Pat Finnigan dispensed beer and soda to the thirsty throng. Fred Maser, in Pier 88's Avon inflatible, had already rushed the order of finish to the beach for Bruce Coho of Epsom Computer. Commodore Kent Smith of Fleet 416 and PC Chas Phillips ran the protest hearings with the help of Dan Kulkowski of Fleet 250.

The results for the first day showed Jim Glanden leading

the 16As closely followed by George Schmidbauer and John Flannigan. Wally Meyers, perennial top finisher in Division 11, looked to be out of the running for a trophy, sharing seventh place with Tom Morris. Bob Fecowicz led the 16Bs, only one point ahead of Frank Quigley. Jeff Crompton, a former crew for Jim Glanden, was running away from the rest of the 16Cs with two firsts and a third.

One of the big surprises of the regatta was the large turnout of 18s. Sixteen boats registered, substantially more than had been involved in any regatta all season. Mark Schleckser was in the lead with seven points, followed by Read Haywood (8.75 points) and Tim Stater (9.75 points).

Gray Holland held a slight lead over Roger White in the 17s with Brad Miley of host Fleet 416 keeping first place to himself in the 14Ts over fellow fleet member Fran Snedaker.

As many of the sailors headed for dinner at the Rusty Nail, the hard-working regatta committee members were treated to a cookout at the Victorian home of Phyllis Giff. Wes Benson, president of sponsor Sailboat Headquarters, Inc., missed the party; he became a non-racing casualty Saturday when an old injury to his leg was aggravated while he was giving a demo ride on a 17.

Sunday's race course put both B and C marks near the beach, giving spectators on the Promenade a good view of the competition. Winds were light but the current was still running strong. The race committee was able to get off two races before sending the crews back to the beach.

As the last protests were heard, Scott Morton and Hayden Cockran ran an entertaining and popular raffle. This year's top prize was an Alpha Waveski®.

The race results showed an exciting finish in 16A. Jim Glanden held a quarter point lead over a determined Wally Meyers going into the last race, but Jim finished in championship style, winning the last race and the trophy with 4.5 points. Wally finished second with seven points.

Bob Ruch took first place in the 16Bs and Jeff Crompton won the C fleet award as well as a promotion to B fleet. Tim Stater of Washington's Fleet 196 edged out Mark Schleckser for top honors in the 18s. Gray Holland won his first ocean race in a 17 and Brad Miley took the 14T prize. All winners received handsome trophies made by Rob and Harlan Glebe.

In addition to "well done" for all the committee volunteers Lt. Brice O'Hara is to be commended for the splendid cooperation she and the United States Coast Guard gave the regatta. Also deserving a special thanks is Terry Brown, Director of Civic Affairs for the City of Cape May; who planned and coordinated the services of the Beach Patrol. Rescue Squad, Municipal Services and Police. Sponsorship by the City, Chamber of Commerce, Pier 88, Epsom Computers and Sailboat Headquarters, Inc. made the whole event possible and a heartfelt "Thank You" goes out

Division 12

Sundance XII Regatta

Fleet 256, Division 16 Lake Chautauqua, New York July 25-27, 1986 by Lisa Marie Cuzydlo and Tim Goslin

History was made in Division 16 racing on Chautauqua Lake. The Sundance XII regatta was hosted by Hobie fleet 256, of the Niagara Sailing Club. Eight Hobie owners comprise the 256 fleet. By pulling their assets together they made Sundance XII possible. Running this regatta 100 miles from home was not an easy task. But, the regatta was

complimented on its style. organization, unique stained glass trophies, and, above all, the tremendous race committee headed by David Block and Sam and Jane Lo Quasto. The race committee gave the competitors a division record seven races ending at 2 p.m. on Sunday. On Saturday, racers leisurely rigged their boats in the morning and, not taking the race committee seriously, several missed their first start. When Sunday morning rolled around it was evident that the competitors realized the race committee meant business, because they scrambled to get their boats rigged and onto the water. The generous sponsors for the regatta include: Envirotech Inc., Pepsi, Welch's, Chautauqua area merchants. restaurant owners, lakeside residents, and the New York State Parks Department-Allegany Region.

The Sundance regatta is the oldest regatta known to Division 16. The surroundings at Long Point State Park are peaceful and low key enabling the Hobie people to really relax and kick-back with friends. The grassy point is devoted to Hobie catters for the entire weekend, so it is truly a unique atmosphere. Evening bonfires, volleyball, and a wine and cheese party added summertime expression to the weekend.

The wind conditions were ideal with a steady 10-15 knot breeze both days with the seventh race in 15-20 knots on Sunday. Peek-a-boo sun on Friday and Saturday could not dampen the spirit of the racers usually experiencing downpours at every other regatta this summer. On Sunday after-

DANGER



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

noon the temperature escalated as the vibrant sun came out to put a perfect touch to the end of the ultimate gathering.

International

Hobie Life, The French Way International by Martin Schuitema

It's the belief of many Hobie sailors that life is taken too seriously and we should have more fun. So far so good, but what are you going to do about it? The answer I found out is a Hobie regatta the French Way.

As secretary and founder of the Dutch Hobie Association I was invited by the French Hobie factory together with chairman Jules van Gaalen to try out the Hobie 17. So we flew off from rainy Amsterdam to the sunny Riviera.

John Dinsdale, manager of the European factory suggested that in order to make the most out of the trip we had to participate in "Bernards Regatta." Bernard is an old hand in the factory and has devoted his life to Hobie; he started his own family style regatta. His southern French accent made it difficult to understand him, but what he meant was clear: regattas are meant to be fun.

The whole factory got involved. That Friday night the factory truck was loaded with Coleman goodie's: canoes, barbecue's, the Power Skiff, and not the least of all, 50 gallons of good wine. Later that evening, the whole caravan headed for Lac St. Croix, a beautiful artificial lake high in the Mediterranean Alps.

Lac St. Croix is named after the huge chain, over a mile long, high across a valley with a large cross in the middle built centuries ago by the subjects of some weird count. (It's still not understood how they did it.) I was driving John's big Mercedes trailering two Hobie 16s. Lucky for me it was in the middle of the night because the next morning I found out how narrow the roads were.

Saturday morning came with blazing sunshine and a large gathering of Hobie's with noisy Frenchmen, but no wind. So what is there to test on a Hobie 17 but her stability. Can we make her duck or turtle?

John and Jules did their very best, but it was only with the help of a charming girl that they finally managed to get the 17 around.

Early in the afternoon, Bernard held his briefing. 'Straight ahead, some five miles from here there is a mark, then to the right, a rock, then to the little chapel . . . the vaguest briefing I have ever attended. However, sailing around on a magnificent mountain lake isn't too bad either, particularly on a Hobie 17. But, as predicted, at 16:00 p.m. some French weather god switched on a huge fan and I was hit by a sudden burst of wind. It's one of the amazing things about mountain lakes, it's not known quite precisely when, or how strong or for how long the wind will

Coming back to the beach, I found out that the regatta was not the main thing of the weekend. The Hobie sailors came for Bernards' barbecue. Typically French with no organization and ruled by total chaos. But everything is available and as individualistic as these Frenchmen are even without any organization everybody started to do something; firing the barbecue, lighting the trees, music, cutting bread and cheese and an unbelievable quantity of drinks. It really was a big family meeting, getting boozed in the most pleasant way.

Bernard supplied nightgowns (with Hobie printed 40 inches across) to all the ladies. "You're not allowed to wear anything under it, and I'm going to inspect them myself," Bernard announced.

The last thing I remember was a race at 11 p.m. in canoes, four men per canoe. Few got more than 10 meters from the beach. A memorable weekend.

I think that Bernard taught me a good lesson; we put too much emphasis on the regatta and tend to forget a little bit of the social life. Next year, we're going to organize a "Bernard's regatta" in Holland.

1986 Hobie 16 National Championship

International Durban, South Africa June, 1986 by Colin Hancox

A Hobie Cat National Championship is usually an event not to be missed by anyone seeking fun, exciting sailing, stimulating language and the occasional beer or 19. This year's Hobie 16 Nationals was no exception. Sailed in the warm waters of the Bay of Plenty off Durban, the beaches were golden and the girls wore close to nothing. Ninety-six boats arrived, masts popped up in the sand and the beach was alive with color and the latest fashion, advertising and sponsorship. The main sponsor, "Playboy," dominated the beach with the famous white bunny ears. while 380 square feet of Hobie sail splashed out other mes-

sages. A tune-up race was scheduled for 1:30 on Sunday, June 22 to allow last minute fine tuning, orientation and local knowledge. Local knowledge is something that is gleaned from suntanned, experienced Durban sailors and little old ladies walking down the beach. The race started a little late in 10 knots of southwesterly. A general recall heralded the pattern of the rest of the regatta as overeager skippers pushed and shoved their way to the pin. Confusion reigned as five minutes later the restart was under way. This is a little short in a large fleet with a long line because near the pin one cannot always see the committee boat flags. Sailing on for a few minutes only allows a minute or so to return and line up for the next start. This was subsequently changed to ten minutes for the rest of the regatta. An unknown called Blaine Dodds shot into the lead closely followed by Alan Lawrence and Lance Frank. At this stage confusion reigned as the course sailed was according to new course cards which were slightly different to the current course cards. The fleet split up and, in the shifty winds, positions changed dramatically; a useful race as a shakedown.

That night there was a welcoming party with the announcement that the sponsorship to get to the world championship would be a lot less than in previous years.

With the recession biting into its fourth year it is amazing that there is any money available to send teams to a world championship. With South Africa's exchange rate the trip to Fiji in the Pacific is an expensive exercise.

Monday started off with the weather that was to delight holiday makers for the entire week. The deafening sound of the Bridge Masters private howitzer recalled the fleet of eager beaver sailors. The second start saw Blaine Dodds buried with locals Thomas and Loudin tacking away to the south to use the expected lift up to the weather mark. Thomas rounded first holding his lead all the way round with Mark Sebo slotting into second. Sean Ferry and Steve Meek did some impressive chewing away from the 20s into fifth place while Blaine Dodds never seemed to be able to break out of the 20s with people tacking on top of him, an interesting start to the real racing. What was immediately apparent was that with 96 boats on the course, dirty wind was in abundance if you were in the wrong place at the wrong time. Keeping clear of that little obstacle was essential. The start line was incredibly long but was still very crowded.

The second race started off with triangle and a loop as the course. When this is set in the afternoon or last race one can usually expect a shortened course as the Durban people know that the sharks like to go out to supper when it gets dark. In winter in Natal it is dark by five thirty so a race that started after three thirty in light winds is immediately a suspect drifter ending up with a paddle home which also encroaches on beer drinking time. Boom . . . surprising silence, no general recall as the wind switches from the south into the east for the next sunrise. Dodds decided that the 20 was no place for him and won the race after one triangle of a shortened course. Sebo managed another second to place him in the regatta lead after one day.

Tuesday was a day for beach bats, touch rugby, ice cream cones and suntan lotion. By three o'clock the wind was nowhere in sight and round three was

postponed. This gave way to much hilarity over the next few days as round five would be followed by the resail of round three which would then be followed by round six unless of course round four was protested out or abandoned in which case round nine would be brought forward to be sailed immediately after the resail of the postponed round two. Or was it round seven? The lack of wind gave Blaine Dodds time to repair a collapsed pylon under the eagle eye and help of former crew Sean Ferry. The sailing instructions stated that there would only be a discard after seven races so those without a bad race were feeling good at this stage

Wednesday started off with the usual no wind pattern. At one-thirty a gentle breeze wafted out of the northeast and a triangle loop course was set. The fleet seemed to be tired of general recalls and hung back at the start. Downham and crew Greg were first around with Dodds, Thomas and Edwards all looking good. A switchy second beat pushed Downham to third and let Warren Collier into the lead. In a long, slow race the last beat sorted a few people out and the race ended with William Edwards winning. The wind picked up to a good 15 knots but with the race ending after 3:30 it was unfortunately back to the beach to de-rig. Sebo, Fisher and Culbert who were safely in the top ten each had a bad day. With such a large competitive fleet a small loss in distance could easily mean 20 positions out of the window The original idea was to split the fleet into A and B after Wednesday's racing but with only three races having been sailed it was decided to wait until four races were completed so the split was delayed. This however did not put a stop to the split party with punch, ice cream and thumping disco music to give the sharks a headache.

It steadily increased to about 18 knots in the lifting gusts allowing Ferry and Loudin to have a good fighting race in the front of the fleet with Loudin crossing the line first. The next race saw Dodds buried and jibing out behind the fleet towards the shark nets into a header. This lifted

him into first at the weather mark. The Hobies screamed around a course with deep reaches in long swells. Just what the Hobie is designed for. Dodds kept the lead all the way round in a good muscle stretching race.

The last race of the day, Loudin opened up a good lead which he held to win. In the windshifts there was much position changing which knocked up some points for a lot of people. On the last beat to the finish Edwards picked up from the 20s to 10th by taking a flyer out to sea. Friday arrived with the top four narrowed down to Dodds, Loudin, Ferry and Downham.

The B fleet was given red and white pennants to hang from their sails and now started 10 minutes after A fleet. The wind freshened all the way through to the start where it was blowing up to 20 knots east and lifting the chop on the large swells. Dodds recovered from being driven over at the start and, arriving at the weather mark first, held it for the rest of the race William Edwards holding a good fourth position was unaware of a shortened course and lost it. The next race was held back to back and with the wind looking as if it was freshening a few people slacked off on power. This was a great mistake as the wind wasn't any stronger. The race was started and saw Alan Lawrence capsize on a crowded start line. Fortunately for him the general recall boomed out. At the next start a fully downhauled Sean Ferry flexing his muscles shot off into the lead and held it all the way round. Saturday was a nerve jangling day with no wind to start off as usual. A light easterly trickled through and Blaine Dodds won after one loop off a shortened course. Just as it was all sewn up the "Z" back to back flag shot up for another race. No one could believe it and there were howls of protest from people wanting to pack up boats for the long drive home. On went the race with some backbenchers out in front and the favorites floundering. Ferry in fifth, Dodds in tenth, Loudin and Edwards wishing they were already showering. The upsets weren't enough to rattle Dodds and he managed to

win the national title for the seventh time in ten years.

The Point Yacht Club prizegiving featured a good meal and draught beer to round off an excellent week's sailing and a successful national event.

III Mediterranean Hobie Fun International Spain

Spain June 28-July 5 by Javier Ortiz

The adjective which fits the most in describing my sailing experience in the III Mediterranean Hobie Fun Race is awesome. The treatment extended to me by the Spanish was incredible. They were ready to help me at all times. As an overseas competitor (from Puerto Rico) I was supplied with a brand new Hobie 16 fully equipped and of great quality.

The race started 15 miles inside the Ebro River in a town named Amposta with 44 boats coming from France, Sweden, Denmark, and other European countries. Generally speaking the races were held with winds of five to seven knots with the exception of a couple of times when it blew 20 or so. Even with the mild wind conditions there was a lot of scenery full of beautiful beaches (especially the nude ones) cliffs, and hot shot houses and buildings. Due to three or four points of control we had to round in each of the nine legs of this 250 mile race, the boats stayed close to shore which gave more security to the race

Now for the partying. In each of the nine legs we landed in a yacht club where a fabulous Spanish dinner awaited us. Beer, wine, and other typical drinks were served to the thirsty competitors. There was a lot of camaraderie and friendship between racers from the various countries; each one of them sharing his sailing experience of the day. After the stomaches were full most of the Hobie catters would go dancing to the various discos while the not-so-young stayed in their hotel room.

Finally, there was the usual awards banquet in L'Escala, which is about 17 miles from the French frontier. There were a lot of smiles on the faces of

every competitor no matter which place they took. They all knew how great of a race it was and all the fun they had. And, as usual, the winner, the Hobie 16 Spanish champion, was thrown into the pool by me.

European Hobie 14 Championships

International The Hague, Holland July 19-26, 1986 by Martin Schuitema

For the fourth time in the European Hobie history, Holland hosted a European Championship. Last year, 1985, the Hobie 14s sailed in Portugal, making it difficult for many north Europeans to participate. No wonder, that the Dutch proposition to take responsibility for the 1986 European Hobie 14 was well received. Because a major sponsor retreated we had to go for a low budget championship although we got full support from the Dutch importer Hobie Cat Holland and the French factory. We also received great cooperation from the Atlantic, a big beach hotel south of the Hague. The hotel offered all kinds of facilities like the low priced Hobie Cafe, swimming pool and secretary.

Monday, July 21, almost 60 Hobies from seven different countries gathered at the starting line. The Germans, with 25 participants, were the largest group, hungry for revenge. In 1984 they organized the Europeans, but Dutch sailor Peter Manvis sailed into first place, so our German friends wanted to put this right.

Though the number of participants wasn't too big, they represented the best of the best: former German champion Rheinhardt, T. Veeloo the only one who ever won the famous "Round of Texel" in a Hobie 14, and old hands like Heilbron, Vogel, de Bakker, etc. Super sailor and 1985 champion Tony Laurent, to the relief of many, didn't sail; he was promoted to beach captain and Power Skiff skipper.

The first three days saw light air, weather for good tactics, which brought Germany hope and pride. D. Rheinhadt went into first place. We had decided that no pre-champi-

onship qualifications were necessary, they were open to anybody, but after six races the split into A and B fleet was going to be made. But, day numbers four and five the weather changed; high seas and wind up to 7 Bf [28-33 knots]. But the participants were not too worried, they went off for sightseeing in Amsterdam, always worth a visit

But Saturday the weather conditions were okay again; though the wind was still close to Bf. 6 [22-27 knots] with high swells on the North Sea. "Wunderbar" the Germans said without realizing that this was the kind of conditions the Dutch were hoping for. More than anybody else they knew the tricks of their Sea. Peter Manvis demonstrated once again his sailing power, skill and excellent physical condition. Under the heavy conditions, the ranking list was put upside down bringing Peter with a first and second to the top of the list. For the second time, 1984 and 1986. Europe's best Hobie 14 sailor!

Second went to Rheinhardt, third to T. Veeloo (Netherlands) and fourth to Germany's Jochen Vogel. Winner of B fleet Wim Bongers, also a Dutchman.

Prizes were awarded at the Atlantic Hotel, ending in the well-known Dutch Hobie way - all top sailors thrown in the swimming pool by their over-enthusiastic fans followed by the association committee members. The Germans looked in full bewilderment. They take these kind of "Siegesehrung" far more seriously than the Dutch do. But isn't there an old English saving, "The Dutch live so low, that they have to be damned to be saved?"

International Regatta Scheduled for March

The South African Hobie Class Association is running an international regatta March 1-7, 1987 at Mossel Bay on the South African south coast. Hobie 14s and 16s will be sailed during the week and all current world and most national champions will be invited and sponsored. The South Africans are currently working on special airfare and accommodations and a "New Boats Supplied" package is available for anyone else who would like to come. Complete details will appear in the next HOTLINE.

The South Africans guarantee super hospitality and excellent sailing.

REGATTA RESULTS

Divisio	n 2	1. Brooks, H. 3 2. Lantz, D. 8 3/4 3. Heyer, R. 9	6. May, Rich 24 7. Davis, Greg 25 8. Kellogg, Robert 32
BIG BEAR REGATT	A	LONG BEACH HOBIE REGATTA	HOBIE 14 POINTS
FLEET #16, DIVISION BIG BEAR LAKE, COUNTY 1986	ON 2	LONG BEACH HOBIE REGATTA FLEET #7 DIVISION 2 LONG BEACH, CA JULY 12 - 13, 1986	Patterson, Mike 2 t Sherriff, Burt 5 Crocker, Chris 8
HOBIE 18A	POINTS	HOBIE 18A POINTS	TODOS SANTOS REGATTA
1. Parizeau, Paul 2. Sullivan, E. 3. Biaicanja, K. 4. Timm, S. 5. Ruiz, R. 6. McGraw, H. 7. Lindley, Ted 8. Brown, R.	2 1	1. Timm, Steve 3 2. McGraw, Jock 9 3. Biakianja, K. 11 3/4 4. Lindley, Ted 13	TODOS SANTOS REGATTA FLEET #4 DIVISION 2 ENSENADA, MEXICO JULY 26 - 27, 1986
3. Biaicanja, K.	9	3. Biakianja, K. 11 3/4	JULY 26 - 27, 1986
4. Timm, S. 5. Ruiz, R.	13	3. Biakianja, K. 11 3/4 4. Lindley, Ted 13 5. Delong, Tom 18	
 McGraw, H. Lindley, Ted 	16		HOBIE 18A POINTS
8. Brown, R. 9. Clair, B. 10. Crocker, D. 11. DeLong, T. 12. Lewis, Chris	20	7. Martinez, Alex 23 8. Black, Richard 31	1. Kimball, Stretch 2 & 2. Blakanja, Krist 7 & 2. Blakanja, Krist 7 & 3. Parizeau, Paul 9 & 4. Timm, Steve 10 3/4 & 5. Bucharan, Rick 13 7. Lewis, Chris 20 8. Brown, Chuck 22 9. Bauldry, J. 24 10. De Long, Tom 27
9. Clair, B. 10. Crocker, D.	27 27	9. Crocker, David 40 10. Hocowach, Mike 40	2. Biakanja, Krist 7 3. Parizeau, Paul 9
11. DeLong, T.	30	 Hocowach, Mike 40 Wright, Craig 44 	4. Timm, Steve 10 3/4
12. Lewis, Chris	33		 Lindley, Ted 14 Buchanan, Rick 15
HOBIE 18B	POINTS	HOBIE 18B POINTS	7. Lewis, Chris 20
1. Gunski, D.	5 4	1. Gira, Glen 6 § 2. Ybarrola, Thomas 7 § 3. Bjørring, Erik 9 4. Neal, Wally 15 5. Engel, Jim 15 6. Farrell, Mike 19	 Brown, Chuck 22 Bauldry, J. 24
2. Peloquin, R.	5 1	 Ybarrola, Thomas 7 ½ Bjerring, Erik 9 	10. De Long, Tom 27
	11	4. Neal, Wally 15	 De Long, Tom 27 Brown, Roger 28 Black, Richard 31
5. Ruiz, K. 6. Bjerring, E.	17	5. Engel, Jim 15 6. Farrell, Mike 19	13. Huebner, Paul 36
6. Bjerring, E.	24		
HOBIE 18C	POINTS	HOBIE 18C POINTS 1. Wells, Kirk 3	HOBIE 18B POINTS
1. Power, D. 2. Anthony, S. 3. Clark, A. 4. Berger, B. 5. Swenson, T. 6. Page P.	9 1	2. Cooley, Rich 9 3/4	1. Leonard, Al 3 ½ 2. Rafuse, Scott 4 3/ 3. Ermay, Brian 6 3/ 4. May, Rick 11
3. Clark, A.	10	 Swenson, Ted 11 Calybaugh, Greg 13 	3. Ermay, Brian 6 3
4. Berger, B. 5. Swenson, T.	13	 Calybaugh, Greg 13 Graham, Gene 14 	4. May, Rick 11 5. Samson, Marc 12
 Swenson, T. Page, P. 	20	 Gardner, Bob 21 Melville, Brent 26 	6. Gira, Glen 15
HOBIE 16A	POINTS	7. Melville, Brent 26 8. Robinson, Mike 31	7. Wells, Kirk 18 8. Farrell, M. 20
	7 3/4	HORIE MA BOINTS	HOBIE 18C POINTS
2. Hauser J.	9 ± 13 3/4 14 3/4	7. Seaman, Bob 2. Christensen, K. 17 3/4 3. Myrtar, Steve 21 8. Tyler, Ross 24 5. Seaman, R. 17 3/4 3. Seaman, R. 18 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4	
3. Myrter, S. 4. Alter, Hobie	13 3/4	2. Christensen, K. 17 3/4	1. Cooley, Richard 3 j
5. Alter, Jeff	15	3. Myrter, Steve 21 4. Tyler, Ross 24	2. Halberstadt, M. 4 3/ 3. Johnson, Bill 9 3/
6. Oltmans, D. 7. Chee M.	22	5. Christensen, C. 25	 Delgur, Jeff Coombs, John Toombs, John
8. Tyler, R.	26	6. Houser, John 28 7. Oltmans, Don 32	6. Gardner, Bob 19
9. Casher, J. 10. Nunes, Carl	31	8. Dockstader, Lee 34	7. McClean, Gerry 19 8. Hartsell, John 25
11. Newsome, J.	35	9. Materna, Tom 36 10. Katterman, Team 40	9. Claygaugh, Greg 30
12. Christensen, C	35	11. Forgrave, John 41 12. Heath, Frank 41	10. Melville, Brent 33
13. Leo, S. 14. Jernigan, C.	42	12. Heath, Frank 41 13. Newsome, Jeff 42	1. Cooley, Richard 3 j 2. Halberstadt, M. 3 J 3. Johnson, Bill 9 3/ 3. Johnson, Bill 9 3/ 4. Delgur, Jeff 10 5. Combs, John 17 6. Gardner, Bob 19 7. McClean, Gerry 19 3. McClean, Gerry 19 3. Claypaugh, Greg 10. Melville, Brent 33 11. Schulten, A. 35
		14. Schafer, Wayne 43	11. Schulten, Al 34 12. Hart, M. 35 13. Honaker, Dave 39
HOBIE 16A	POINTS	15. Chee, Mike 47 16. Nunes, Carl 49	HOBIE 16A POINTS
15. Kurt, B. 16. Rendler, B. 17. Dixon, S. 18. Wagniere, R.	55	17. Leo, Steve 55	
17. Dixon, S.	56 62	18. Wagniere, Ron 57 19. Hernandez, Phil 60	2. Egusa. Alan 5 3/
18. Wagniere, R.	68	20. DeLave, Dan 65,	3. Christensen, K. 12 4. Hauser, John 12 3/
18. Gantsweg, M. 20. Wennerstrom, M. 21. Hernandez, P. 22. Nash, W. 23. Alter, P. 24. Gilb, S.	. 69	21. Rathbun, Patrick 72 22. Rendler, Billy 72	 Hauser, John Hernandez, Phil 3/
21. Hernandez, P.	70	23. Jernigan, Chris 76	Dockstader, Lee 14
22. Nash, W. 23. Alter, P.	72 75	24. Shearer, Andy 83 25. Buchanan, D. 90	7. Oltmans, Don 14 8. Christensen, C. 15
24. Gilb, S.	77	26. Casher, Jeff 90	8. Christensen, C. 15 9. Nunes, Carl 23
HOBIE 16B	POINTS	27. Dixon, Scott 93 28. Venemar, Chris 102	7. Oltmans, Don 14 8. Christensen, C. 15 9. Nunes, Carl 23 10. Newsome, Jeffrey 26 11. Chee, Mike 30 12. Wagniere, Ron 34 13. Tyler, Ross 36 14. Hammone, Mike 39 15. Delave, Dan 42
		26. Verlemar, Chris 102	12. Wagniere, Ron 34
 Buchanan, D. Carter, Moe 	10 3/4 12	HOBIE 16B POINTS	13. Tyler, Ross 36 14. Hammone, Mike 39
1. Buchanan, D. 2. Carter, Moe 3. Elter, R. 4. Scholte, P.		1. Perimutter, Jeff 13 3/4	15. Delave, Dan 42 16. Miller, Rex 44
	14 1	 Hammond, Marshall 13 3/4 	15. Delave, Dan 42 16. Miller, Rex 44 17. Winkler, Udo 45 18. Gilb, Steve 50
. Froeb, C.	17	3. Petti, Paul 16 ½ 4. Vandervort, G. 22	17. Winkler, Udo 45 18. Gilb, Steve 50 19. Ploss, Dexter 56 20. Nash, Wayne 58 21. Payne, Steven 59 22. Petron, Jeff 62 23. Waaver, Greg 64 24. Perlmutter, J. 68 25. Buchanan, Danny 75
7. Bisson, M. B. Stephen, Y.	25 25 3/4	5. Elter, Ron 23 3/4	19. Ploss, Dexter 56
		 Kofahl, Dave 24 Lockwood, Pete 25 	20. Nash, Wayne 58 21. Payne, Steven 59
0. Halberstadt, M.	34 35	7. Lockwood, Pete 25 8. Campbell, Robert 26	22. Petron, Jeff 62
2. Elder, M.	36	9. Brooks, Sue 34 10. Froeb, Charles 34	23. Weaver, Greg 64 24. Perlmutter, J. 68
10. Halberstadt, M. 11. Wilson, R. 12. Elder, M. 13. High, Charlie 14. Pinner, T.	48	11. Miebach, Bill 37	24. Perimutter, J. 68 25. Buchanan, Danny 75
4. rinner, T.		9. Brooks, Sue 34 10. Froeb, Charles 34 11. Miebach, Bill 37 12. Ward, David 44 13. Bailey, Gordon 49 14. Bailey, Gordon 50 15. Mares, Larry 33 16. Piper, David 34 17. Dambros, John 49 18. Nicolie, Peter 64 20. Patterson, Tom 65 21. Corell, Darrell 66 22. Pinner, Trey 72	HOBIE ICE POLITE
HOBIE 16C	POINTS	14. Bailey, Gordon 50	HOBIE 16B POINTS 1. Ward David 2 1 2 2 Vendervort, G. 9 3 1 2 Vendervort, G. 9 1 2 Vendervor
. Orton, S.	4 2	15. Mares, Larry 53 16. Piper, David 54	1. Ward, David 2 i 2. Vandervort, G. 9
Moseley, M. Ashley, Steve	6 3/4	17. Dambros, John 59	3. Scholte, Paul 10
. Ashley, Steve . Mensing, D.	14 16	18. High, Charlie 60 19. Nicolle, Peter 64	4. Froeb, Charles 12
. Richardson, J.	20	20. Patterson, Tom 65	 Corell, Darrell 13 Piper, David 16 3/4
Boles, P. Griswold, R.	24 27	21. Corell, Darrell 66 22. Pinner, Trey 72	7. Fodor, Bill 23 8. Mieback, Bill 26
Delgurie, J.	30		8. Mieback, Bill 26 9. Williams, Jim 27
. Hamilton P.	32 38	HOBIE 16C POINTS	10. Tilger, Bill 28
7. Griswold, R. 8. Delgurie, J. 9. Hamilton P. 10. Reding, L. 11. Nagle, S. 12. Piwinski, T.	42	 Richardson, J. 4 ‡ 	11. Mares, Larry 30 12. Bescoby, Eric 30
12. Piwinski, T.	47	 Richardson, J. 4 ‡ Schlesser, Karen 5 ‡ White, Mike 14 	12. Bescoby, Eric 30 13. Howard, Jim 34
HOBIE 17	POINTS	4. Ashley, Steve 15	14. Orton, Steve 37
		5. Domokos, Mike 19 6. Berman, Bob 20	 McFadden, Tim 37 Hammond, M. 37
1. Brown, C. 2. Conner, J.	8] 8 3/4	6. Berman, Bob 20 7. Hillmann, Scott 25	17. Moe, Carter 49
3. Smith, B.	10 3/4	8. Hilborn, Ken 29	18. Lieman, Bob 49 19. Nicholle, Peter 52
1. Brown, C. 2. Conner, J. 3. Smith, B. 4. Jenkins, R. 5. Magill, G. 6. Fields, B.	16 16	 Overdevest, T. 32 Duepress, J.D. 32 	20. Munsey, Harty 54 21. Chalk, Marcia 57 22. Wentworth, Scott 60 23. Nichols, J. 75
6. Fields, B.	17	10. Duepress, 7.D. 32	21. Chalk, Marcia 57 22. Wentworth Scott 60
. Rungan, T.	26 3/4		22. Wentworth, Scott 60 23. Nichols, J. 75
7. Rungan, T. 8. Hick, G. 9. Winkler, U. 10. Kellogg, B.	27 28	 Fogerty, Fred 6 ½ Jenkins, Roger 8 3/4 	24. Bisson, Monty 80
10. Kellogg, B.			25. Richardson, J. 81 26. Thomas, Wil 82
HOBIE 14 TURBO	POINTS	4. Legge, Jim 12	27. Saupstah, D. 84 28. Jackson, Dean 84
HUBIE 14 TURBO	POINTS	5. Conner, Jeff 12 3/4	22. Wentworth, Scott 60 23. Nichols, J. 75 24. Bisson, Monty 80 25. Richardson, J. 81 26. Thomas, Wil 82 27. Saupstah, D. 84 28. Jackson, Dean 84

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REGATTA

HOBIE 16 NOVICE	POINTS	
		WOFFORD HEIGHTS FLEET # 167 DIVISION 2 LAKE ISABELLA, CA SEPTEMBER 6 - 7, 1986
2. Whitney, Cary	4 3/4	LAKE ISABELLA, CA
 Siegel, Geoff Carmichael, K 	irk 10	SEPTEMBER 6 - 7, 1986
 Crooks, Rick Hernandez, Jo 	15 uan 18	HOBIE 18A POINTS
7. Kiffmanp, Hel 8. Foster, Richa	mut 22	
9. Lawrence, lan 10. Stewart, Kari	28	 Cabbard/Swarthout 3 ½ Crocker/Peter 9
10. Stewart, Karis 11. Lancaster, Ma	n 45 inuel 45	3. Hill/Hill 11 4. Parizeau/Ybarrola 12
12. Bruman, Bren 13. Williams, Paul	nt 46	5. Bauldry/Williams 14 6. Leonard/Thurs 20
14. Eggert, Wally	S4 svid Sa	7. Brown/Montgomery 20 3/4
16. Robinson, Dia	inne 54	Hill/Hill Parizeau/Ybarrola 12 Bauldry/Williams 14 Leonard/Thurn 26 Town/Montgomery 20 3/4 Timm/Timm 26 Holowach/Holowach 29 Brown/Brown 30
10. Stewart, Karii 11. Lancaster, Ma 12. Bruman, Bree 13. Williams, Paul 14. Eggert, Wally 15. Gutiereez, Da 16. Robinson, Dia 17. McBride, Gary 18. Clark, Gordon	y 54 n 54	
HOBIE 17	POINTS	HOBIE 18B POINTS
1. Miller, Matt 2. Conner, Jeff 3. Fogerty, Fred 4. Hitch, Todd 5. Smith, Biran 6. Greer, Bill 7. Kenkins, Rog 8. Fields, Bruce 9. Klavis, Greg 10. Christensen, 11. Kellogg, Bob	3 1	1. Gira/Debbie 6 ½ 2. Ybarrag/Tomas 8 3/4
2. Conner, Jeff	3 1	2. Ybarrag/Tomas 8 3/4 3. Huebner/Acune 9
4. Hitch, Todd	13	4. Terrick/Woore 12 5. Sanson/Golden 15
6. Greer, Bill	16	 Halberstadt/? 15 Bjerring/Bjerring 17
7. Kenkins, Roge 8. Fields, Bruce	er 17 20	
. Klavis, Greg	27 Tony 28	1 Edwards (Codbo to 1
11. Kellogg, Bob	Tony 28 30	 Edwards/Gadke 4 † Power/Campy 9
HOBIE 14 TURBO	S POINTS	Honson/Joes
		5. Claybough/ 15
2. Brooks, Henry	y 4 3/4	6. Gildart/Dildart 17
 Heyer, Bob Brooks, Henry Kelly, Cloyce Williams, Les 	11	1. Edwards/Ludoke 4 1 2. Power/Campy 9 3. Honson/Joes 11 3/4 4. Nichols/Chalk 12 5. Claybough/ 15 McCourdy 6. Gildart/Dildart 17 7. Ryan/Lubre 20 8. McClean/Lune 22 9. Meapher/7 25
HORIE 16C	POINTS	9. Meagher/? 25 10. Beck/Elaine 28
1. Mensing, Dav 2. Moffman, Liz 3. Roberts, Dicitor 4. Beckwith, G. 5. Delfino, Carl 6. Ashley, Stev 7. Miller, Shann 10. Reding, Larr 11. Preston, Jam 12. Criswald, Rid 13. Goldberg, To 14. Williams, Rick 5. Creaska, Jos	vid 2 4	HOBIE 16A POINTS
2. Hoffman, Liz	6	
 Roberts, Dic Beckwith, G. 	k 11 12 3/4	 Seaman/Seaman 5 3/4 J. Alter/? 7 3/4
 Delfino, Carl Ashley, Stev 	e 13	3. Hauser/Shotwell 9 3/4
7. Miller, Shann 8. Hornby, G.	non 14	
 Hornby, G. White, Michael 	el 27	 Winkler/Winkler 24
10. Reding, Larr 11. Preston, Jam	y 29 es 35	
12. Griswald, Ric 13. Goldberg, To	ck 36 odd 37	10. Garcia/Swanson 33
14. Williams, Rick 15. Greaska, Jos	38	12. Rendler/Dunn 39
 Greaska, Jos Norton, Jim Gaber, Mike 	47	13. Scholte/Scholte 39 14. Shearer/Shearer 40
Benson, Bill	49	HOBIE 16A POINTS
19. Kirk, Brian	52	15. Sander/Jancie 5 3/4
		16. Payne/Louden 48
		17. Forgrave/Deluera 49
HOBIE 16 CHAMPI	ONSHIPS	17. Forgrave/Deluera 49 18. Myrter/McGrath 54
HOBIE 16 CHAMPI FLEET # 3 DIVIS HOMAN BEACH. C	ONSHIPS ION 2	
HOBIE 16 CHAMPI FLEET # 3 DIVIS HOMAN BEACH, C AUGUST 23 - 24,	ONSHIPS ION 2 CA 1986	HOBIE 16B POINTS
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 16B
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 16B
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 16B
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 168 POINTS
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 16B POINTS
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 16B POINTS
HOBIE 16 CHAMPI FLEET # 3 DIVIS HOMAN BEACH, C AUGUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Stev 4. Dockstader, 5. Veneman, Ch 6. Egusa, Alan 7. Tyler, Ross 8. Ketterman, D	1986	Fodor/Fodor 6 3/2 2 2 2 2 2 3 3 3 3
HOMAN BEACH, C AUGUST 23 - 24,	1986	Nobe 168 POINTS 1. Fodor Fodor 6 3/1 2. Vandervort Xoziahr 1. Vandervort Xoziahr 1. Vandervort Xoziahr 2. Vandervort Xoziahr 2. Vandervort 2.
HOMAN BEACH, C AUGUST 23 - 24,	1986	Nobe 168 POINTS 1. Fodor Fodor 6 3/1 2. Vandervort Xoziahr 1. Vandervort Xoziahr 1. Vandervort Xoziahr 2. Vandervort Xoziahr 2. Vandervort 2.
HOMAN BEACH, C AUGUST 23 - 24,	1986	Nobe 168 POINTS 1. Fodor Fodor 6 3/1 2. Vandervort Xoziahr 1. Vandervort Xoziahr 1. Vandervort Xoziahr 2. Vandervort Xoziahr 2. Vandervort 2.
HOMAN BEACH, C AUGUST 23 - 24,	1986	Nobe 168 POINTS 1. Fodor Fodor 6 3/1 2. Vandervort Xoziahr 1. Vandervort Xoziahr 1. Vandervort Xoziahr 2. Vandervort Xoziahr 2. Vandervort 2.
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 168 POINTS
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 168 POINTS Poder / Fodor / Fodor / Fodor Poder / Fodor / Fodor Poder / Fodor /
HOMAN BEACH, C AUGUST 23 - 24,	1986	Fodor/Fodor Fodor Fodor
HOMAN BEACH, C AUGUST 23 - 24,	1986	HOBIE 168 POINTS Poder Fodor
HOMAN BEACH, C AUGUST 23 - 24,	1986	Fodor Fodor
HOMAN BEACH, CAUCUST 22 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Son 4. Dockstader, 6. Dockstader, 7. Tyler, Ross 8. Ketterman, D 9. Christensen, 112. Pescoe, Paul 12. Pescoe, Paul 13. Newsone, 14. Porter, Pat 14. Porter, Pat 15. MacDonald, 5 16. Christensen, 17. Forgrave, Jo 17. Forgrave, Jo 18. Christensen, 19. MacDonald, 19. Meronald, 19. Hernander, 19. Chee, Minkler, Ude 21. Winkler, Ude 22. Winkler, Ude 23. Winkler, Ude 24. Winkler, Ude 25. Katz, Ron 25. Katz, Ron 26.	POINTS 3 17 e 13 17 e 13 17 e 13 30 17 e 13 30 36 30 0an 38 0an 38 0an 42 43 44 49 49 40 40 40 40 40 40 40 40 40 40 40 40 40	HOBIE 168 POINTS Poder / Fodor /
HOMAN BEACH, CAUCUST 23 - 24, 1. Seanan, Bob 2. Houser, John 3. Myrter, Son 4. Dockstader, C. Vaneman, C. Vaneman	POINTS 3	Fodor Fodor
HOMAN BEACH, CAUCUST 23 - 24, 1. Seanan, Bob 2. Houser, John 3. Myrter, Son 4. Dockstader, C. Vaneman, Bob 2. Houser, John 3. Myrter, Son 4. Dockstader, C. Vaneman, Bob 2. Vaneman, Bob 2. Vaneman, Bob 3. Vaneman, Bob 3. Ketterman, D. S. Christensen, D. Christensen, D. S. Christensen, Bob 3. Ketterman, D. S. Christensen, D. S. Christensen, D. S. Christensen, D. S.	POINTS 3 7 e 18 17 e 18 Lee 23 3/4 ris 27 36 ban 38 Curt 42 6 43 6 49 coott 49 Keith 50 hh 56 chil 57 78 78 M. 80 80 80 80 M. 80 80 80 80 80 80 80 80 80 80 80 80 80 8	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Sea, 5. Veneman, C 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, B 10. Oltmans, Don 11. Heath, Fron 12. Pascoe, Paul 13. New some, Jel 14. Sherver, Blul 15. MacConaid, S 16. Christensen, 17. Forgrave, J 18. Rewiere, Blul 19. Hernandaz, J 19. Winkler, J 19. Winkler, J 19. Winkler, J 19. Winkler, S 20. Wennestron, S 21. Winkler, S 22. Wennestron, S 23. Wennestron, S 24. Wennestron, S 25. Wennestron, S 26. Wennestron, S 27. Buchanan, D 28. Wennestron, S 29. Wennestron, S 29. Wennestron, S 20. Perinturter, J 20. Perinturter, J 20. Perinturter, J 20. Perinturter, S 20. Perintu	DOINTS 3	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Sea, 5. Veneman, C 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, B 10. Oltmans, Don 11. Heath, Fron 12. Pascoe, Paul 13. New some, Jel 14. Sherver, Blul 15. MacConaid, S 16. Christensen, 17. Forgrave, J 18. Rewiere, Blul 19. Hernandaz, J 19. Winkler, J 19. Winkler, J 19. Winkler, J 19. Winkler, S 20. Wennestron, S 21. Winkler, S 22. Wennestron, S 23. Wennestron, S 24. Wennestron, S 25. Wennestron, S 26. Wennestron, S 27. Buchanan, D 28. Wennestron, S 29. Wennestron, S 29. Wennestron, S 20. Perinturter, J 20. Perinturter, J 20. Perinturter, J 20. Perinturter, S 20. Perintu	DOINTS 3	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 – 24, 1. Seanan, Bob 2. Houser, John 5. Myrter, Sun 6. M	POINTS 3 17 e 18 2 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Sea, 5. Veneman, C. 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D. 10. Oltmans, Don 11. Heath, Fractor, Joh 11. Newsone, 12. Pascoe, Paul 13. Newsone, 14. Christensen, 15. Christensen, 16. Christensen, 17. Forgrave, Joh 18. Rewler, Bla 18. Rewler, Bla 18. Rewler, Bla 19. Hennandaz, 19. Uninkler, 19. Kettersen, 19. Sea, 19. Se	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Son 5. Veneman, C 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 10. Oltmans, Don 11. Newsone, 12. Pascoe, Paul 11. Newsone, 12. Pascoe, Paul 12. Pascoe, Paul 13. Newsone, 14. C 14. Christensen, 15. C 15. Christensen, 16. Christensen, 17. Forgrave, Joh 18. Rewler, Bla 18. Rewler, Bla 19. Rewler, Bl	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fodor Fodor
HOMAN BEACH, CAUGUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 3. Myrter, Seaman, Bob 6. Eguita, Bot 7. Tyler, Ross 6. Eguita, Bot 7. Tyler, Ross 6. Ketterman, D 7. Tyler, Ross 10. Otmans, Dor 11. Heath, Frank 11. Heath, Frank 12. Homes, Bor 13. Newsome, Jel 14. Porter, Pat 15. MacDonald, S 16. Christensen, 16. Christensen, 17. Horysome, Jel 18. MacDonald, S 19. Mexone, 19. Hernander, 19. Hern	POINTS 3 7 e 18 Loe 23 3/4 vis 27 c 27 c 18 c 18 c 27 c 27 c 28	Nobile 168
HOMAN BEACH, CAUGUST 23 - 24, 1. Seanan, Bob 2. Houser, John 3. Myrter, Sun 4. Dockstader, C. C. Vaneman, C. C. Vaneman, C. C. Vaneman, C. C. Vaneman, C. C. Tyler, Ross E. Ketterman, D. G. Christensen, D. G. Christensen, D. C. Tyler, Ross E. Ketterman, D. G. Christensen, D. G. Christensen, D. G. Christensen, D. G. Chen, C.	POINTS 3 17 e 18 18 18 18 18 18 18 18 18 18 18 18 18	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Sea, 5. Veneman, C. 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D. 10. Oltmans, Don 11. Newsone, 11. Newsone, 11. Newsone, 11. Peacoe, Paul 11. Newsone, 11. Peacoe, 11. Winkler, 12. Delave, 13. Delave, 14. Winkler, 15. Katz, Ron 16. Perimutter, 17. Peacoe, 18. Ward, 19. Perimutter, 19. Peacoe, 19	POINTS 3	NOBIE 16B POINTS POINTS Poder Fodor 6 3/1 2
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Solan 4. Seaman, Bob 6. Eguisa, Alan 7. Tyler, Ross 6. Ketterman, D 7. Tyler, Ross 6. Ketterman, D 7. Tyler, Ross 7.	POINTS 3 7 e 18 Lee 33 3/4 vis 27 27 e 18 Lee 33 3/4 vis 36 Curt 42 42 43 64 43 67 44 49 64 64 65 67 77 77 80 80 80 80 80 80 80 80 80 80 80 80 80	Nobile 168
HOMAN BEACH, CAUCUST 23 - 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myter, State 5. Wyter, State 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 6. Christensen, 11. Heath, Frank 11. Heath, Frank 11. Heath, Frank 12. Pascoe, Paul 13. Newsone, Both 14. Porter, Pat 14. Porter, Pat 15. MacDonald, S 16. Chee, Mithler, Udo 16. Chee, Mithler, Udo 17. Forgrave, Both 18. Rewire, Bill 19. Hernandez, F 10. Chee, Mithler, Udo 22. Delave, Dan 24. Shearer, An 25. Katz, Ron 26. Wathler, Chee 27. Buchanan, D 28. Wathler, Ros 29. Ploss, Dexter 29. Ploss, Dexter 29. Ploss, Dexter 29. Ploss, Dexter 20. Miller, Res 20. Miller, Res 20. Miller, Res 20. Hansell, Grey HOBIE 16B 1. Scholte, Paul 2. French, Charl 2. Homeston, 20.	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Sea, 4. Dockstader, 5. Dockstader, 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 7. Tyler, Ross 1. Orinstensen, 1. MacDonald, 5 1. Orinstensen, 1. MacDonald, 1. Ward, 1. W	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, C 7. Tyler, Ross 6. Ketterman, C 7. Tyler, Ross 1. Seaman, Bob 1	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Nobile 168 POINTS 1. Fodor Fodor 6 3 / 3 / 3 Williams Williams 7 / 3 / 3 Williams Williams 7 / 3 / 3 3 Williams Williams 7 / 3 / 3 Williams Williams 2 / 3 / 3 Williams Williams 2 / 3 / 3 Williams Williams
HOMAN BEACH, CAUGUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 3. Houser, John Myrter, Seaman, Bob 4. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 6. Christensen, 10. Christensen, 11. Wessone, 12. Wessone, 12. Wessone, 13. Wessone, 14. Shearer, 14. Shearer, 15. Katz, Ron 16. Wessone, 16. Wessone, 16. Wessone, 16. Wessone, 17. Wessone, 18. Wes	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NOBIE 168 POINTS
HOMAN BEACH, CAUGUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 2. Houser, John Myrter, Seaman, Bob 3. Houser, John Myrter, Seaman, Bob 4. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 6. Christensen, 10. Christensen, 11. Wessone, 12. Wessone, 12. Wessone, 13. Wessone, 14. Shearer, 14. Shearer, 15. Katz, Ron 16. Wessone, 16. Wessone, 16. Wessone, 16. Wessone, 17. Wessone, 18. Wes	POINTS 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HOBIE 16B POINTS
HOMAN BEACH, CAUGUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John Myrter, Sea, 5. Veneman, C. 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D. 10. Christensen, 10. MacDonald, 5 11. MacDonald, 6 11. MacDonald, 6 12. MacDonald, 6 13. MacDonald, 6 14. MacDonald, 6 15. Katz, Ron 16. Ward, David 17. Foreeh, Charl 18. Ward, David 19. Pioss, Dexter 19. Ward, David 19. Poliss, Dexter 19. Ward, David 19. Homesel, Greg 19. Ward, David 19. Corell, Dare 2. Vandervort, Wardervort, Vandervort, Vander	POINTS 3 1 17	Fodor/Fodor Fodor Fodor
HOMAN BEACH, CAUCUST 23 – 24, HOBIE 16A 1. Seaman, Bob 2. Houser, John 3. Myrter, Sub, 4. Dockstader, 5. Dockstader, 6. Egusa, Alan 7. Tyler, Ross 6. Ketterman, D 7. Tyler, Ross 7. Tyl	POINTS 1986	Fodor/Fodor Fodor Fodor

1.	Knehr/Pattern	2 1
2.	Hall/Greer	12
3.	Garves/Cassidy	13
4.	Leonard/Williams	14
5.	Baker/Baker	15
6.	Walker/Berg	15
7.	Ortega/Dave	16
8.	Caponetto/?	23
9.	McLane/Reynolds	
10.	Wadsworth/Adam	s 29
HOE	BIE 17	POINTS
1.	Jenkins, roger	4 4
2.	Fields, Bruce	7 3/4
3.	O'Donnell, Van	8
4.	Fogerts, Fred	9
5.	Conner, Jekk	16
6.	Mytron, Bill	17
HOE	BIE 14A	POINTS
1.	Croker, Chris	2 1
2.	Apple, Richard	6
3.	Sajdak, Jim	9
HOF	BIE 14 TURBO	POINTS

 Livingood, Heyer, Bob 	Marc 2 ± 7	2.
 Livingood, Heyer, Bob Brooks, He Covey, Bob 	nry 8	н
		,
Divisio	n 3	3.
ROUND TEASURE	EISLAND	5.
FLEET #87 DIVI RICHMOND MARI JUNE 21 - 22, 19	SION 3 INA, CA	Н
		2.
HOBIE 18A	POINTS	3.
 Moncibias/N Sullivan/Sul 	lichols 2 i Ilivan 4 3/4	5
 Hill/Hill Goodell/Vau 	ighan 13	н
 Rayfuse/Hill Spain/Sulliv 	1 14 van 17	1 2
 Yaholom/Yal Johnston/Ha 	auf 20	3.
9. Kitowski/Sa 10. Probst/Leed	jake 24 th 27	5.
 Chaney/Chi Boren/Bore 	n 32	Н
13. Westman/La	wrence 34	1.
HOBIE 18B	POINTS	3.
 Leonard/He Diller/Weber 	ss 2 4 r 4 3/4	н
 Trevey/Tre Anzur/Jone 	vey 7	1.
HOBIE 16A	POINTS	3.
1. Porter, Pat 2. Pascoe/Nels	3 j on 4 3/4	_
 Hanser/Brog Skvarla/War 	wn 9 rd 11	F
 McDonald/M Montague/D 	cDonald 12	71
Katz/Lovesl	etten 19	_
Hinds/Shart	mun 24	Н
 Rall/Steele Sloan/Sloan 	26 34	1 2
 Stitt/Tosca Parseghian/ 	38 Sagel 38	3
HOBIE 16B	POINTS	н
 Tirey/Daval Littlefield/G 	os 3 1 lagner 5 3/4	1.
 Lord/Brown Tully/Sulliv 	an 8 3/8	н
 Heberer/Fra Weber/Hump 	enscioni 11 preville 15	1.
 Bjork/Bjork Byers/Edwa 	15	2
		3.
HOBIE 16C	POINTS	6
2. Kieffer/Kief	fer 7 3/4	8.
 DeSoto/Thor Simpson/Atv 	wood 10 3/4	н
 Douglass/Do Sturtz/Anth 	iony 21	1.
 Gerritsen, I Lyles/Brown 	H/7 24 n 28	3.
 Darrow/Bila Bennett/Price 	fer 31	4.
HOBIE 17	POINTS	6.
		н
 Ettl, M. Johnson, D. 	5 3/4 6 3/4	1.
4. Garrett, M. 5. Arnerich, M	6 3/4	3.
6. Thiry, V.	17	5
		7
ROUND TREASUR FLEET #87 DIVI RICHMOND MARI	RE ISLAND	8. 9. 10
FLEET #87 DIVI	NA, CA	10
RICHMOND MARI	956	н
JUNE 21 - 22, 1	POINTS	1.
HOBIE 14		2.
HOBIE 14	2 1	
HOBIE 14	2 4 5 3/4	
HOBIE 14 1. Carney, B.	2 1 5 3/4 7	
HOBIE 14 1. Carney, B. 2. Winkle, D. 3. Commins, M. 4. Locke, T.		1.
HOBIE 14 1. Carney, B. 2. Winkle, D. 3. Commins, M. 4. Locke, T.		B F D
HOBIE 14 1. Carney, B. 2. Winkle, D. 3. Commins, M. 4. Locke, T. WOMEN'S 16' REC FILEET # DIVIS UNION VALLEY I JULY 19 - 20, 19		B F D J
HOBIE 14 1. Carney, B. 2. Winkle, D. 3. Commins, M. 4. Locke, T. WOMEN'S 16' RECEPTED TO THE T	GATTA JION 3 RESERVOIR, CA 986	B FI D JI
HOBIE 14 1. Carney, B. 2. Winkle, D. 3. Commins, M. 4. Locke, T. WOMEN'S 16' REC FLEET# DIVIS UNION VALLEY JULY 19 - 20, 19	GATTA JION 3 RESERVOIR, CA 986	H 1.

	L. Robertson/D. Nelson
2.	P. Solan/M. Sullivan
3.	T. Lodder/A. Hill
4.	J. Tully/C. Russell
5.	M. Heath/J. Hill
6.	K. Ward/A. Skvarla
7.	D. Aranda/B. Duncan
8.	T. MacDonald/Maryland
9.	C. Sheets/L. Tully
10.	C. McCleery/K. Teixerin
11.	N. Apple/J. Swanson
12.	K. Brown/L. Schratz
13.	L. renning/S. Ramage
14.	C. Lovsletten/K. Vona
15.	C. Duane/K. Glaze
16.	M. Lentz/

Division 4

N.W.				
FLEE'				
LAKE	OUI	NAUL	T. V	I A

HO	BIE 18A
١.	McKee, J/Trucano, J.
2.	Skidmore, D./Chamberlain,
3.	Marshack, K./Marshack, D
4.	Norwood, J./Norwood, K.
5.	Ling, T./Price, Jim

2. Rohn, T. /Rohn, An. 3. Edwards, R. /Salzberg, P. HOBIE 16A 1. Corrie, J. /Corrie, C. 2. Knight, G. /Hodgson, C. 3. Lawton, J. /Mothersill, C. 4. Jung, S. /Ferris, L. 5. Knight, S. /Roundy, S. HOBIE 18B 1. Carter, M. /Walley, G. 2. Rembessin, E. / 3. Sproul, S. /Routh, S. HOBIE 16C 1. Wilcox, J. /Wilcox, T. 2. Mabely, P. /Donning, J. HOBIE 16C 1. Wilcox, J. /Wilcox, T. 2. Mabely, P. /Donning, J. Pahiti, D. /Webster, D. 4. Jolibois, P. /Purdie, J. 5. Petranek, P. /Donning, J. Pahiti, D. /Webster, D. 4. Jolibois, P. /Purdie, J. 5. White, R. /Drilevich, D. HOBIE 17 1. Smith, Corden 2. Carpenter, Dan 3. Fuller, Ketth HOBIE 18A 1. Rueter, John 2. Chestetr, Mike 1. Rueter, John 2. Chestetr, Mike 1. Rueter, John 2. Chestetr, Mike 1. Alber, Bruce 3. Wilder, Dave HOBIE 18A 1. Rueter, John 2. Cohn, Soott 7 i 3. Gorman, Bob 15 4. Hauter, Don 18 HOBIE 18A POINTS 1. Alber, Bruce 12 HOBIE 18A POINTS 1. Alber, Bruce 12 HOBIE 18A POINTS 1. Alber, Bruce 13 1. Alber, Bruce 14 1. Alber, Bruce 15 1. Alber, Bruce 16 17 1. Dortarie, Caston 17 18 18 19 19 11 1. Alber, Bruce 19 11 12 12 13 14 15 16 17 17 17 18 18 18 18 18 18 18 19 19 11 11 18 18 18 18 18 18 18 19 19 11 19 11 11 11 11 11 11 11 11 11			
1. Corrie, J./Corrie, C. 2. Knight, G./Hodgson, C. 2. Knight, G./Hodgson, C. 3. Langs, S./Forobersill, C. 3. Langs, S./Forobersill, C. 3. Langs, S./Forobersill, C. 4. Langs, S./Forobersill, C. 5. Knight, S./Roundy, S. 4. Holie, S./Roundy, S. 4. Caster, M./Walley, G. 2. Rembessin, A. 3. Sproul, S./Sott, G. 4. Chamersin, G. 5. Petranek, P./Dennis, J. 4. Chamersin, Givstina 5. Petranek, P./Dennis, J. 4. Chamersin, G. 5. Petranek, P./Dennis, J. 4. Wilcox, J./Wilcox, T. 2. Mabely, P./Downing, J. 3. Pahly, D./Webster, D. 5. White, R./Drilevich, D. 4. Holle 18. 4. Politic, Mile, D. 5. White, R./Drilevich, D. 6. Langs, C. Cheitert, Mile 6. Wilder, John 7. Carpenter, Dan 7. Fuller, Keith 7. Langs, C. Cheitert, Mile 7. Wilder, Dave 8. Wilder, Dave 8. Wilder, Dave 1. Marshack, Ken 7. June 21. 22, 1986 1. Alber, Bruce 1. Marshack, Ken 7. June 21. 22, 1986 1. Alber, Bruce 1. Ward, Milke 1. Zognam, Milke 1. Zognam, Milke 1. Livie, Keith 1. Zognam, John 1. Livie, Keith 1. John 1. Livie, Keith 1. John 1. John 1. Livie, Keith 1. John 1. Livie, Keith 1. John 1. Jo	2.	Rohn, T./Rohn Edwards, R./Sa	, An. alzberg, P.
5. Knight, S. (Roundy, S. MOBIE 18B 1. Carter, M. (Walley, G. 2. Remhessin, E. 7. Remhessin, E. 7. Remhessin, A. 3. Sproul, S. (Stotica 2. Remhessin, G. 3. Petranek, F. (Dennis, J. 3. Patranek, F. (Dennis, J. 3. Petranek, F. (Dennis, J. 3. Petranek, F. (Dennis, J. 3. Petranek, P. (Pordie, J. 3. Poller, P. (Pordie, J. 5. White, R. (Drilevich, D. Mobie, J. 5. White, R. (Drilevich, D. 1. Smith, Corden 2. Carpenter, Dan 3. Fuller, Keith HOBIE 18A 1. Rueter, John 2. Chelter, Mike 3. Wilder, Dave 18 HOBIE 18A POINTS 1. Marshack, Ken 5. Nordie, Stotic 19 J. (Stotica 2. Reinheimer, Pric 2. Daum, Mike 12 Daum, Mike 12 Daum, Marge 30 Stother, Stother, Stother, Stother, Mary 35 Chaupey, C. 19 J/4 Stother, Mark 22 HOBIE 18B POINTS 1. Hurd, John 6 1 Nordie, Caston 9 J/4 Stother, Mark 22 HOBIE 18C POINTS 1. Hurd, John 6 1 Nordie, Caston 9 J/4 Stother, Mark 22 HOBIE 18C POINTS 1. Bonica, John 19 J/4 Stother, Jay 19 Nordies, Jake 19 No	нов	IE 16A	
1. Carter, M., Walley, G. 2. Remhessin, E. J. 3. Sproul, S. /Scott, G. 4. Chamerlain (Givatina) 5. Sproul, S. /Scott, G. 4. Chamerlain (Givatina) 5. Petranek, P., /Dennis, J. HOBIE 16C 1. Wilcox, J., /Wilcox, T. 2. Mabely, P., /Downing, J. 3. Pahti, D., /Webster, D. 4. Jolitobis, P., /Purdie, J. 5. White, R., /Drilevich, D. HOBIE 17 1. Smith, Gorden 2. Carpenter, Dan 3. Fuller, Keth HOBIE 18A 1. Rueter, John 2. Cheitetr, Mike 3. Wilder, Dave LARRY SIMPSON MEMORIAL FLEET #193 DIVISION 4 SPOETMANS RESORT, OR JUNC 21 - 22, 1996 HOBIE 18A POINTS 1. Marshack, Ken 5. Cohen, Scott 7. J. 1. Marshack, Ken 5. Cohen, Scott 7. J. 1. Marshack, Ken 5. Cohen, Scott 7. J. 1. Marshack, Ken 15. Alber, Bruce 16. Lawon, Jim 17. John 18. HOBIE 18A POINTS 1. Alber, Bruce 18. Division 4 19. John 19. John 19. Lawon, Jim 20. Lawon, Jim 20. Lawson, Jim 21. Schenk, Him 22. Schenk, Him 23. Stochenker, Fric 24. Nichols, Carry 25. Hiblier, Cliff 26. Tyler, Mark 27. Lawson, Jim 28. Sinth, Randy 39. Sinth, Randy 30. Sinth, Randy 30. Sinth, Randy 31. Hurd, John 32. Schenk, Him 33. Jim 34. Alleriann, Bill 37. Jamenan, Bill 37. Jimarman, B	3.	Corrie, J./Corr Knight, G./Hoo Lawton, J./Mot Jung, S./Ferris Knight, S./Rou	ie, C. Igson, C. hersill, C. s. L. ndy, S.
3. Sproul, S. /Scott, G. 4. Chamer-lain/Civistina 5. Petranek, P. /Dennis, J. HOBIE 16C 1. Wilcox, J. /Wilcox, T. 2. Mabely, P. /Donning, J. 3. Pahit, D. /Webster, D. 4. Jolibois, P. /Purdie, J. 4. Jolibois, P. /Purdie, J. 5. White, R. /Drilevich, D. HOBIE 17 1. Smith, Corden 2. Carpenter, Dan 3. Fuller, Ketth HOBIE 18A 1. Rueter, John 2. Cheitetr, Mike 2. Cheitetr, Mike 2. Cheitetr, Mike 3. Wilder, Dave LARRY SIMPSON MEMORIAL FLEET #193 DIVISION & FLEET	нов	IE 16B	
HOBIE 15C 1. Wilcox, J./Wilcox, T. 1. Wilcox, J./Wilcox, T. 2. Mabely, P./Downing, J. 3. Pahti, D./Webster, D. 4. Joliobis, P./Purdie, J. 5. Wilter, R./Drilevich, D. Hobie 17 7. 1. Smith, Gorden 2. Carpenter, Dan 3. Fuller, Keith HOBIE 17 1. Smith, Gorden 2. Carpenter, Dan 3. Fuller, Keith HOBIE 18A 1. Rueter, John 2. Cheitetr, Mike 3. Wilder, Dave 1. 1. 1. 1. 1. 1. 1. 1	3.	Sproul, S./Scol Chamerlain/Give	et, G. stina
1. Wilcox, J. /Wilcox, T. 2. Mabely, P. /Downing, J. 2. Mabely, P. /Downing, J. 3. Milber, P. /Downing, J. 3. Jolibois, P. /Purdie, J. 5. White, R. /Drilevich, D. HOBIE 13. 1. Smith, Gorden 2. Carpenter, Dan 3. Fuller, Keith HOBIE 18A 1. Rueter, John 2. Cheitert, Mike 3. Wilder, Dave LARRY SIMPSON MEMORIAL FLEET \$193 DIVISION % SPORTMAN'S RESORT, OR JUNE 21 - 22, 1986 1. Wilder, Dave HOBIE 18A 1. Marshack, Ken 5 2. Cohn, Scott 7 † 3. Gorman, Bob 15 1. Marshack, Ken 5 2. Cohn, Scott 7 † 3. Gorman, Bob 15 1. Alber, Bruce 12 2. Deum, Mike 12 2. Deum, Mike 12 2. Deum, Mike 12 3. Ward, Mike 8 4. Nichols, Gary 19 5. Chaupey, C. 19 J/4 6. Lawson, Jim 30 7. Lawson, Jim 30 8. Smith, Randy 35 1. Lawson, Jim 30 8. Smith, Randy 35 1. Hurd, John 6 † 2. Schenk, Him 7 † 3. Deich, Mike, Eric 5 5. Hiblier, Cliff 21 6. Tyler, Mark 22 4. Marcdin, Jay 19 5. Balaer, John 19 6. Tyler, Mark 22 4. Martmann, Bill 17 J/4 6. Lawson, Jim 19 6. Tyler, Mark 22 4. Martmann, Bill 17 J/4 6. Lawson, Jim 19 6. Tyler, Mark 22 6. Carmahan, V. 13 J/4 6. Cook, Vern 34 6. Cook, Vern 34 7. Stonebraker, H. 34 7. Stonebraker, H. 37 7. Stonebraker, H. 34 7. Stonebraker, H. 37 7. Stonebraker, H. 34 8. Cook, Vern 34 8. Cook, Vern 34 8. Cook, Vern 34 8. Cook, Vern 37 9. Holt, Mitchel 37 10. Jandresus, Jack 39 10. Full Children 19 11. Elvie, Keith 6 § 12 12 13. Fuller, Keith 6 § 14 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18			
HOBIE 17 1. Smith, Corden 2. Carpenter, Dan 3. Fuller, Kelth HOBIE 18A 1. Rueter, John 2. Chestetr, Mike 3. Wilder, Dave 4. Fuller	1. 2. 3. 4.		ning, J. ter, D. rdie, J. vich, D.
1. Smith, Gorden 2. Carpenter, Dan 3. Fuller, Keth HOBIE 11A 1. Rueter, John 2. Cheitetr, Mike 1. Rueter, John 2. Cheitetr, Mike 3. Wilder, Dave LARRY SIMPSON MEMORIAL FLEET #193 DIVISION 4 SPORTMAN'S RESORT, OR JUNE 21 - 22, 1986 HOBIE 18A POINTS 1. Marshack, Ken 5 2. Cohn, Scott 7 † 3. Gorman, Bob 15 4. Gorman, Bob 15 7. Gorman, Bob 15 8. House 12 1. Alber, Bruce 8 † 12 1. Alber, Bruce 8 † 12 1. Zop 8 † 1. Alber, Bruce 8 † 1. Zop 8 † 1. Alber, Bruce 8 † 1. Zop 8 † 1. Alber, Bruce 9 † 1. Alber, Bruce 14 1. Zop 8 † 1. Sop 8 † 1. Alber, Bruce 15 1. John, Mike 12 1. Ward, Mike 8 † 1. Sop 8 † 1. Alber, Bruce 15 1. John, Mike 12 1. Delm, Mike 12 1. Delm, Mike 12 1. Top 13 1. Smith, Randy 35 4. Carman, Marge 30 8. Smith, Randy 35 4. Rainheimer, Eric 20 1. Divin, Mirch 18 1. Top 14 1. Smith, S	нов		
1. Ruster, John 2. Cheitert, Mike 3. Wilder, Dave LARRY SIMPSON MEMORIAL FLEET \$193 DIVISION \$ SPORTMAN'S RESORT, OR JUNE 21 - 22, 1986 1. Marshack, Ken 5 2. Cohn, Scott 7 † 3. Gorman, Bob 15 1. Alber, Bruce 4 † 2. Daum, Mike 12 2. Daum, Mike 12 2. Daum, Mike 12 2. Daum, Mike 12 2. Daum, Mike 18 1. Alber, Bruce 4 † 2. Daum, Mike 19 3. Byers, Lonnie 18 1. Zop 8 † 3. Byers, Lonnie 18 2. Ward, Mike 8 † 3. Byers, Lonnie 18 3. Byers, Lonnie 18 4. Lonnie 18 5. Shith, Randy 35 6. Smith, Randy 35 6. Smith, Randy 35 6. Smith, Randy 35 6. Smith, Randy 35 7. Lawson, Jim 7 8. Diehl, Mike Eric 18 8. Diehl, Mike Eric 18 8. Diehl, Mike Eric 18 8. Tyler, Mark 22 HOBIE 18C POINTS 1. Dortarie, Caston 9 3 1/4 2. Schenk, Him 7 † 8. Tyler, Mark 22 HOBIE 15C POINTS 1. Diehl, Mike Fric 21 3. Diehl, Mike, Eric 22 HOBIE 15C POINTS 3. Hartmann, Bill 17 3/8 4. Meredith, Jay 19 5. Bauer, John 19 1/3 5. Hartmann, Bill 17 3/8 6. Cook, Vern 14 8. Doint, Seith 19 9 HOBIE 17 POINTS 1. Bonica, John 6 1 1. Livie, Keith 19 HOBIE 17 POINTS	2.	Smith, Gorden Carpenter, Dan Fuller, Keith	
LARRY SIMPSON MEMORIAL	нов		
HOBIE 180	2.	Rueter, John Cheitetr, Mike Wilder, Dave	
1. Marshack, Ken 5 2. Cohn, Scott 7 3. Gornan, Bob 15 4. Haueter, Don 18 HOBIE 188 POINTS 1. Alber, Bruce 4 2. Deum, Mike 12 1. Alber, Bruce 4 2. Deum, Mike 12 1. Alber, Bruce 12 2. Ward, Mike 8 3 2. Ward, Mike 8 3 3. Byers, Lonnie 18 4. Byers, Lonnie 18 5. Chaupey, C. 19 6. Lawson, Jim 3 7. Lawson, Jim 3 7. Lawson, Marge 30 8. Smith, Randy 35 HOBIE 18B POINTS 1. Hurd, John 6 7. Lawson, Marge 20 8. Smith, Randy 35 4. Bubler, Citt 21 7. Chaupey, C. 19 8. Smith, Randy 35 4. Bubler, Citt 21 7. Chaupey, C. 19 8. Smith, Randy 35 4. Bubler, Litt 21 7. Stonebrack 18 7. Stonebrack 18 7. Stonebrack 19 7. Stonebracker, H. 3 8. Cook, Vern 34 8. Cook, Vern 34 8. Cook, Vern 37 9. Holt, Michele 37 10. Luke, Keith 49 HOBIE 17 POINTS 1. Bonica, John 6 1. PointS 1. Dandreau, Jack 39 10. Luke, Keith 49 HOBIE 17 POINTS 1. Bonica, John 6 1. PointS 1. Dandreau, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 1. PointS 1. Dandreau, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 1. PointS 1. Bonica, John 6 1. PointS 1. Bonica, John 6 1. PointS	JUNI	21 - 22, 1986	
Note			
NOBIE 188 POINTS	3.	Cohn, Scott Gorman, Bob Haueter, Don	
2. Daum, Mike 12 MOBIE 16A POINTS 1. Zop 8 å 2. Ward, Mike 8 å 3. Byers, Lonnie 14 4. Nichols, Gary 19 5. Chaupey, C. 19 6. Chaupey, C. 19 7. Lawson, Marge 30 8. Smith, Randy 35 HOBIE 16B POINTS 1. Hurd, John 6 å 2. Schenk, Him 7 å 3. Diehl, Mike 18 4. Reinheimer, Eric 20 5. Hibier, Cliff 21 6. Tyler, Mark 22 HOBIE 16C POINTS 1. Dortarie, Caston 9 3/4 2. Carmahan, V. 13 3/4 3. Hartmann, Bill 17 3/4 3. Hartmann, Bill 17 3/4 3. Hartmann, Bill 17 3/4 4. Marsedith, Jay 13 5. Holt, Mike 37 6. Owen, Bryan 21 6. Owen, Bryan 21 6. Owen, Bryan 21 7. Stonebraker, H. 34 8. Cook, Vern 34 9. Holt, Mitchel 37 10. Jandrasu, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 å 1. Points 1. Holt, Mitchel 37 10. Jandrasu, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 å 1. Points 1. Bonica, John 6 å 2. Fuller, Ketth 6 å	нов	IE 188	
NOBIE 16A POINTS	1.	Alber, Bruce Daum, Mike	4 ± 12
1. Zop 8 1 2. Ward, Mike 8 1 3. Byers, Lonnie 18 4. Nichols, Gary 19 5. Chaupey, C. 19 3/8 6. Lawson, Jim 30 7. Lawson, Jim 30 7. Lawson, Marge 30 8. Smith, Randy 35 HOBIE 16B POINTS 1. Hurd, John 6 1 2. Schenk, Him 7 1 3. Diehl, Mike 18 4. Reinheimer, Eric 20 5. Hibber, Cliff 21 6. Tyler, Mark 22 HOBIE 18C POINTS 1. Dortarie, Caston 9 3/8 2. Hartmann, Bill 17 3/8 2. Hartmann, Bill 17 3/8 2. Hartmann, Bill 17 3/8 3. Hartmann, Bill 17 3/8 5. Bauer, John 19 1/4 6. Owen, Bryan 21 1 7. Stonebraker, H. 34 8. Cook, Vern 34 8. Cook, Vern 34 9. Holt, Michel 37 19. Jandreaus, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 1 1. Livie, Keith 49 HOBIE 17 POINTS 1. Bonica, John 6 1 1. Livie, Reith 49 HOBIE 17 POINTS 1. Bonica, John 6 1 1. Livie, Reith 6 1 1. Points 1. Bonica, John 6 1 1. Livie, Reith 6 1 1. Points 1. Bonica, John 6 1 1. Bonica, John 6 1 1. Points 1. Bonica, John 6 1 1. Points 1. Points 1. Bonica, John 6 1 1. Points 1. Point	нов		POINTS
HOBIE 16B POINTS	2. 3. 4. 5. 6.	Ward, Mike Byers, Lonnie Nichols, Gary Chaupey, C.	8 j 14 19 19 3/4 30
1. Murd, John 6 \$ 2. Schenk, Hm 7 \$ 3. Diehl, Mike 18 4. Reinheimer, Eric 20 5. Hibler, Cliff 21 6. Tyler, Mark 22 MOBIE 16C POINTS 1. Dortarie, Gaston 9 3/4 2. Carmshan, V. 13 3/4 3. Hartmann, Bill 17 3/8 4. Meredith, Jay 19 5. Baser, John 19 1/4 5. Baser, John 19 1/4 5. Baser, John 19 1/4 6. Cook, Vern 34 7. Stonebraker, H. 34 8. Cook, Vern 37 10. Jandressu, Jack 39 HOBIE 17 POINTS 1. Bonica, John 6 \$ 4 9 HOBIE 17 POINTS 1. Bonica, John 6 \$ 4 1. Bonica, John 6 \$ 4 2 1. Fuller, Ketth 6 \$ 4 1. Bonica, John 6 \$ 4 2 1. Fuller, Ketth 6 \$ 4 1. Bonica, John 6 \$ 4 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			
HOBIE 16C POINTS	1. 2. 3. 4. 5.	Hurd, John Schenk, Him Diehl, Mike Reinheimer, Eri	6 k 7 k 18 20 21
1. Dortarie, Caston 9 3/4 2. Carmshan, V. 13 3/4 3. Hartmann, Bill 17 3/4 4. Mareadith, Jay 19 19 19 19 19 19 19 19 19 19 19 19 19			
HOBIE 17 POINTS 1. Banica, John 6 ½ 2. Fuller, Keith 6 ½	1. 2. 3. 4. 5. 6. 7. 8.	Dortarie, Casto Carmahan, V. Hartmann, Bill Meredith, Jay Bauer, John Owen, Bryan Stonebraker, H Cook, Vern Holt Mitchel	9 3/4 13 3/4 17 3/4 19 3/4 21 1 34 37 39
1. Bonica, John 6 ½ - 2. Fuller, Keith 6 ½			
			64 -

1. Breed, Steve 2. Hunt, Ted 3. Daum, Mike

HOBIE 16A

1. Shayne, Mark
2. Byers, Connie
3. Haller, Doanld
4. Hurd, John
5. Smith, Jeff
6. Carter, Bill
7. Behrend, Doug

Carter, Bill
Teffier, John
Leach, Dale
Lea

			-		
HO	BIE 18A	POINTS	1.	Lucarelli/Luc	arell
110	D1E 1911	101113	2.	Fowkes/Fowk	
1.	Marshack, Ken	5	3.	Crone/Crone	
2.	Cohn, Scott	7 1	4.	Urban/Green	
3.	Gorman, Bob	15			
4.	Haueter, Don	18	HOE	BIE 16A	
мог	BIE 18B	POINTS	1.	Adams/Adams	
1101	016 140	POINTS	2.	Tracey/Beech	wood
1.	Alber, Bruce		3.	Simpson/Vand	
2.	Daum, Mike	12	4.	Fulton/Hough	
4.	Daum, MIKE	12	5.	Shay/Tuckett	
wor	BIE 16A	DOLLITE	6.	Roybal/Ogalu	
HO	DIE 19M	POINTS	7.	Brems/Parris	
1.	Zop		8.	Shearer/Shea	
2.	Ward, Mike	8 4	9.	Harper/Lowe	
		8 1	10.	McLaughlin/	
3.	Byers, Lonnie	14		McLaughlin	
4.	Nichols, Gary	19	11.	Hart/Hart	
5.	Chaupey, C.	19 3/4		mar cy mar c	
6.	Lawson, Jim	30	HATE	HE 16B	
7.	Lawson, Marge	30	HOL	1100	
8.	Smith, Randy	35	1.	Langford/Lan	ofore
				Lindholm / Pow	
HOI	BIE 16B	POINTS	2.		
			3.	Thurman/Hur Seaton/Seator	
1.	Hurd, John	6 8			,
2.	Schenk, Him	7 4	5.	Jones/Jones	
3.	Diehl, Mike	18	6.	Bowen/Scott	
4.	Reinheimer, Eri	c 20	7.	Jones/Jones	
5.	Hibier, Cliff	21			
6.	Tyler, Mark	22	HOE	11E 16C	
HOI	DIE 160	DOLLITE	1.	Holland/Holla	nd
HOI	BIE 16C	POINTS	2.	Stober/Stober	
	Burnett Cont		3.	Stephens/Mar	ncini
1.	Dortarie, Gasto	n 9 3/4	4.	Morgan/Morga	
2.	Carmahan, V.	13 3/4			
3.	Hartmann, Bill	17 3/4	HOB	HE 17	
4.	Meredith, Jay	19			
5.	Bauer, John Owen, Bryan	19 3/4	1.	Cox	
6.	Owen, Bryan	21 1	2.	Ackerman	
7.	Stonebraker, H		3.	White	
8.	Cook, Vern	34	4.	Hodges	
9.	Holt, Mitchel	37	4.	nooges	
10.	Jandreau, Jack	39	HOB	IE 14	
11.	Livie, Keith	49	-	-	
нов	BIE 17	POINTS	1.	Buckner	
1.	Bonica, John	6 4	_		
2.	Fuller, Keith	6 #			
ноя	BIE 14 TURBO	POINTS		NDO REGATTA	
.,,,,,	DIE 14 TORBO	roint3		NDO LAKE, W	
1.	Munroe, Robert	5 4		Y 19 - 20, 198	
			_		
			HOE	SIE 18A	P
	HEMIA MINING DA		1.	Jones/McCusi	kar
FLE	ET #193 DIVISIO	N 4	2.	Collins/Ives	red f
DO	RENA LAKE, OR		3.	Zabel/Ford	
JUL	Y 12 - 13, 1986		4.	Foust/Jenning	
					95
			5.	Cross/Cross	
HO	BIE 18A	POINTS	6.	Flores/Davids	
			7.	Wittrup/Wittr	up

POINTS 4 ½ 12 3/4 15

POINTS

Ford/Bennett
Ward/Ward
Farmer/Christie
McElroy/Aavang
Lucarell/Lucarell
Kuhns/Kuhns
Thieking/Cooly
Ulbelha/Meismer
Simonson/Simons
Fowkes/Fowkes

Tully/Tully
Thearer/Tuck
Shearer/Shearer
Shay, Robert
Hill/Johnson
Roybal/Ogaua
McLaughlin
Brems/Parrish
Simpson, Craig
Adams/Adams
Harper/Obroslinsk
Aleccia/Mathis
Roybal/Juintan
Hart/Hart

HOBIE 16A

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.

| нов | IE 16C | POINTS | |
|--|---|--|---|
| 1.
2.
3.
4.
5.
6.
7. | Meredith, Jay
Dillon, Gary
Cook, Vern
Fetherstonhaugh,
Whitloek, Paul
Dubord, Joe
Stribling, Kelly
Jandraeu, Jack | 16 3/
20 3/
25 4
28 3/
34 3/
35
39
43 | 4 |
| 9.
10.
11.
12.
13.
14. | Fetherstonhaugh, Whildock, Paul Dubord, Joe Stribling, Kelly Jandreau, Jack Pompel, Ron Hanson, Lyle Holt, Mitch Cyphers, Joanne Owen, Bryan Stonebraker, H. Brown, Paul Rivers, Cecil | 43 3/
44
47
63
64
78
80 | • |
| 16.
HOB | Rivers, Cecil | POINTS | |
| 1. | Bebbe, Steve | 4 } | |
| | | POINTS | |
| 1. | Munroe, Robert | 4 1 | |
| Di | vision | 5 | _ |
| THIR | RD ANNUAL HOBIE | CAT | |
| SPOI
FLEE
BEAL
AUG | RD ANNUAL HOBIE
RTS REGATTA
ET # 67 DIVISION
R LAKE, ID
UST 16 - 17, 1986 | 5 | _ |
| | IE 18A | POINTS | |
| 1.
2.
3.
4. | Foust/Jennings
McCusker/Nelson
Rooney/Rooney
Foote/Foote | 10 | |
| | Foote/Foote
IE 18B | 11
POINTS | |
| 1. | | | |
| 3. | Lucarelli/Lucarelli
Fowkes/Fowkes
Crone/Crone
Urban/Green | 9 15 | • |
| нов | IE 16A | POINTS | |
| 1. | Adams/Adams
Tracey/Beechwood | 9 3/ | 4 |
| 3.
4.
5. | Simpson/VanGelde
Fulton/Hough | r 10
13 3/
17 3/ | |
| 6. | Shay/Tuckett
Roybal/Ogalua | 17 3/
18
19 | |
| 7. | Shearer/Shearer | 20 | |
| 9. | Adams/Adams Tracey/Beechwood Simpson/VanGelde Fulton/Hough Shay/Tuckett Roybal/Ogalua Brems/Parrish Shearer/Shearer Harper/Lowe McLaughlin/ McLaughlin/ Hart/Hart | 23
28 | |
| 11. | Hart/Hart | 29 | |
| | | POINTS | |
| 2. | Langford/Langford
Lindholm/Powers
Thurman/Hunt
Seaton/Seaton | 6 1 | |
| 4.
5. | Seaton/Seaton
Jones/Jones | 10
12
13 | |
| 6. | Jones/Jones
Bowen/Scott
Jones/Jones | 16
19 | - |
| нов | E 16C | POINTS | |
| 1.
2.
3. | Holland/Holland
Stober/Stober
Stephens/Mancini
Morgan/Morgan | 3 ± | |
| | | 11 | - |
| HOB1 | E 17 | POINTS
2 1 | |
| 2. | Cox
Ackerman
White
Hodges | 8 9 | |
| 4. | Hodges | 11 | |
| нові | Buckner
William | POINTS | |
| 3: | Whiting | 2 - | _ |
| GLEN
FLEE
GLEN
JULY | HDO REGATTA
T #156 DIVISION
HDO LAKE, WY
19 - 20, 1986 | 5 | _ |
| нов | E 18A P | DINTS | - |
| 1. | Jones/McCusker
Collins/Ives
Zabel/Ford
Foust/Jennings
Cross/Cross
Flores/Davidson
Wittrup/Wittrup
Foote/Foote
Rindahl/Larson
Rooney/Rooney
Barday/Barday
Clark/Clark | 2 à | |
| 3. | Zabel/Ford | 10
11 | |
| 5. | Cross/Cross | 12
13 | |
| 6. | Wittrup/Wittrup | 15 | |
| 8. | Foote/Foote
Rindahl/Larson | 15
23
24 | |
| 10. | Rooney/Rooney
Barday/Barday | 27 | |
| 12. | Clark/Clark | 29 | |

| POINTS | 15. | | |
|--|--|--|--|
| | | Cowan/Fast Eddie
Roark/Roark | 37 |
| 16 3/4 | 16.
17. | Tarasar/FullerCox
Tracy/Winterni | 40 |
| 20 3/4
25 ±
28 3/4 | | | |
| 34 3/4 | | | POINTS |
| 35
39 | 19. | Wynder/Kalin
Shedd/Harringt
Cheatham/Cheatha | 49
53 |
| 43 3/4 | 21. | Cheatham/Cheatha | m 54
54 |
| 44 | 23. | Leonard/David
Kaphammer, Bob
Mortimer/Aisenbra | |
| e 63 | 24. | Mortimer/Aisenbra | y 62 |
| 64
78 | HOB | BIE 16B | POINTS |
| 80 | 1. | Riccio/Gotthard | 6 3/4 |
| | 3. | Malson/Pullen
Schnackenb/Cody | 9 1 3/4 |
| POINTS | 5. | Lindholm / Lindholm
Bowen / Scott | 19 20 3/4 |
| 4 3 | 6. | Lang/Massee
Koliha/Gillette | 23
27 |
| POINTS | 8. | Gorman/Gorman | 35 |
| 4 1 . | 9. | Meyer/Mack | 37 |
| | 11. | Way/Cowan
Seaton/Seaton | 37 |
| 5 | 13. | Fisher/Raines
Meyer/Mack
Way/Cowan
Seaton/Seaton
Gatto/Lainson
Badder/Badder
Stock/Stock | 44
47 |
| _ | | | 54 |
| IE CAT | 16. | Johnson/Johnson
Storey/Storey
Burke/Burke | 56
58 |
| N 5 | 18. | | 65
m 72 |
| 16 | 20. | Victory /Novy
Mickel /Mickel | 76 |
| | 21. | Whiteman/Wrede | 88
88 |
| POINTS | нов | HE 16C | POINTS |
| 2 4 | 1. | Kordes/Selby | 6 1 |
| 1 6 | 2. | Sears/Soich | 13 |
| 11 | 3. | Michael/Darst
Rooney/Stober | 19
19 |
| POINTS | 6. | Valdez/Bochman | 20 1 |
| IIi 4 j | 7. | Croissant/Hulme
Seitz/Brandor
Stewart/Stewart | 22 |
| 4 3/4 | 8. | Disano/Portell | 31 |
| 15 | 10. | Sutter/Sutter
Gary, Tim | 60 |
| POINTS | 11. | Crone/Crone
Kos/Kos | 60 |
| 9 | 11. | Brunette/ | 60 |
| od 9 3/4
ler 10 | 11. | Brunette/
Cary & Royce
Banks, Andy | 60 |
| 13 3/4 | | | INTS |
| 17 3/4
18 | | 0.11. | |
| 19 | 2. | Cotter, Dick
White, Lyman
Hodges, Wil
Cox. John | 7 3/4 |
| 23
28 | 3. | | 9 |
| | 5.
6. | Zink, Paul
Corce Marty | 13 |
| 29 | 7. | Gorce, Marty
Kenney, Richard
Dickey, Richard | 20 |
| POINTS | 9. | Dickey, Richard
Ackerman, Kyle | 24 |
| 6 j | нов | | INTS |
| 10 | | | |
| | 1. | Buckner, Evi | . 2 1 |
| 12
13
16
19
POINTS | ROC
ROC
DIV | Buckner, Evi | , 2 I |
| 13
16
19
POINTS | ROC | Buckner, Evi
CKY MTN, REGATT.
KY MOUNTAIN MAI
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E DILLON, CO
Y 26 - 27, 1986 | |
| 13
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POINTS
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LAK
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KY MOUNTAIN MA
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Y 26 - 27, 1986 | |
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POINTS |
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POINTS
3 † 7
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POINTS
2 † 8 | HOB | CKY MTN, REGATT. KY MOUNTAIN MAISION 5 E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/Kalin Foust/Jennings Jones/McCusker | POINTS 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| 13
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POINTS
3 † 7
9 11
POINTS
2 † 8
9 11 | HOB | CKY MTN, REGATT. KY MOUNTAIN MAISION 5 E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/Kalin Foust/Jennings Jones/McCusker | POINTS 8 |
| 13 16 19 POINTS 3 † 7 9 11 POINTS 2 † 8 9 11 POINTS | HOB 1. 2. 3. 4. 5. 6. 7. | CKY MTN, REGATT. KY MOUNTAIN MAISION 5 E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/Kalin Foust/Jennings Jones/McCusker | POINTS 8 |
| 13
16
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POINTS
3 † 7
9 11
POINTS
2 † 8
9 11 | HOB 1. 2. 3. 4. 5. 6. 7. 8. | CKY MTN, REGATT. KY MOUNTAIN MAISION 5 E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/Kalin Foust/Jennings Jones/McCusker | POINTS 8 |
| 13 16 19 POINTS 3 † 7 9 11 POINTS 2 † 8 9 11 POINTS | HOB
1.
2.
3.
4.
5.
6.
7.
8. | EX MITN. REGATT. XXY MOUNTAIN MA. (SION). E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/ Kalin Foust/Jennings Jones/McCuske Wittrug/Wittrug Kruse/Pearce Barday/Hannes Barday/Hannes Barday/Hannes Barday/Hannes Henses, Barday Clark, Bryan Hester/Jonahue | POINTS 8 † 11 † 11 3/4 14 29 34 35 37 38 38 38 39 |
| POINTS 2 t 8 9 11 POINTS 2 t 8 9 11 POINTS 2 t 8 9 11 POINTS | HOB
1.
2.
3.
4.
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7.
8.
9. | CKY MTN, REGATT. KY MOUNTAIN M. SIGN 19, CO. E 16L10, CO. E 26L27, 1986 IE 18A Zabel/Kalin Foust/Jennings Jones/McCusker Wittrup/Wittrup/Wittrup/Wittrup/Wittrup/Wittrup/Forens/McCusker Barday/Hannes Dorentus/Smith Flores, Randy Clark, Bryan Hester/Jonahues/Bustlamarte/ Bustlamarte/ | POINTS 8 |
| POINTS 2 t 8 9 11 POINTS 2 t 8 9 11 POINTS 2 t 8 9 11 POINTS | ROC
ROC
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JUL
HOB | CKY MTN, REGATT. KY MOUNTAIN M. SIGN 19, CO. E 16L10, CO. E 26L27, 1986 IE 18A Zabel/Kalin Foust/Jennings Jones/McCusker Wittrup/Wittrup/Wittrup/Wittrup/Wittrup/Wittrup/Forens/McCusker Barday/Hannes Dorentus/Smith Flores, Randy Clark, Bryan Hester/Jonahues/Bustlamarte/ Bustlamarte/ | POINTS 8 † 11 † 11 3/4 11 4 29 34 35 37 37 38 38 38 39 40 |
| POINTS 2 i 8 9 11 POINTS 2 i 8 9 11 POINTS 2 i 8 9 11 POINTS | ROCE
ROCE
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12. | CY MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel/ Kalin Foust/Jennings Jones/ McCusker Collins/ Ives Wittrup/ Hitrup Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/ Jonahue Bussanante/ Bussanante/ Braun, Jim McCrady/Raines McCrady/Raines Peterson/Cooley | POINTS 1 1 3 / 4 1 3 / 4 2 3 3 3 3 3 4 4 5 6 5 5 5 5 5 5 5 5 |
| 13 16 19 POINTS 3 i 7 9 11 POINTS 2 i 8 9 11 POINTS 2 i N 5 | ROC
ROC
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12. | CKY MTN. REGATT. KY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 – 27, 1986 LE 18A Zabel/ Kalin Foust/Jennings Jones McCusker Wittrup /Wittrup Kruse /Pearce Barday/ Hannes Dorenus /Smith Clark, Bryan Hester/Jonahue Stark McCrady / Raines Peterson/ Cooley Peterson/ Cooley Rody / Raines Rody | A RINE POINTS 8 |
| 13 16 19 POINTS 3 i 7 9 11 POINTS 2 i 8 9 11 POINTS 2 i | HOB 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 112. 13. 14. 15. 16. 17. 18. | LEY MITN. REGATT. KEY MUNTAIN MA LE ONLY MOUNTAIN MA LE DILLON, COUNTAIN MA | A RINE 8 1 11 3/4 14 14 29 34 35 37 38 39 40 50 50 50 52 52 52 53 55 |
| 13 16 16 19 POINTS 3 1 7 9 11 9 11 POINTS 2 1 8 9 11 POINTS 2 1 1 POINTS | ROCO DIV LAK JUL LAK J | CXY MTN. REGATT. XXY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 18A Zabel/ Kalin Foust/Jennings Jones/ McCusker Wittrup/Wittrup Kruse/Pearce Barday/Hannes Dorenus/Smith Flores, Randy Mester/Jonahus Barday/Hannes Corrent/Gooley Ringyan Runyon/Runyon Curtis/Flores Brown, Steve Bro | POINTS 8 † 11 3/4 11 3/4 29 31 339 39 40 50 50 50 52 52 53 55 59 61 |
| 13 16 16 19 POINTS 3 1 7 9 11 | ROCC DIV LAK JUL LAK JUL LAK JUL LAK JUL 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 22. 22. 22. 22. 22 | EXY MTN. REGATT. XY MOUNTAIN MA. (SION) 5. E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel/ Kalin Foust/Jennings Jones/McCuske Wittrug/Witrug Kruse/Pearce Barday/Hannes Barday/Hannes Hester/Jonahue Bustamante/ Stark Braun, Jim McCraty/, Raines Reday/Raines Reday/Raines Braun, Jim McCraty/, Raines Braun, Jim McCraty/, Raines Braun, Jim Hester/Jonahue Braun, Jim | POINTS 8 i i 11 3/4 11 3/4 129 34 35 37 37 38 38 38 38 39 40 50 50 52 52 52 52 53 55 59 |
| 13 16 16 19 POINTS 3 7 9 11 7 9 11 POINTS 2 4 8 9 1 11 POINTS 2 4 1 | ROCC DIV LAK JUL LAK JUL LAK JUL LAK JUL 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 22. 22. 22. 22. 22 | EX MTN. REGATT. XX MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/Ives Wittrup/Hitrup Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Jonahue Bustamante/ Bustamante/ Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Fraun, Sieve Frown, Sieve Frown, Sieve Frown, Sieve Frown, Steve Frown, Stev | POINTS \$ \frac{1}{2} \] \$ 1 \frac{1}{2} \] \$ 1 \frac{1}{2} \] \$ 2 \text{9} \] \$ 3 \text{7} \] \$ 3 \text{8} \] \$ 3 \text{9} \] \$ 5 \text{0} \] \$ 5 \text{0} \text{5} \text{2} \] \$ 5 \text{2} \text{5} \text{2} \text{5} \text{3} \text{5} \text{6} \text{4} \text{6} \text{4} \text{6} \text{4} \text{6} \text{6} \text{4} \text{6} \t |
| 13 16 16 19 POINTS 3 † 7 9 11 POINTS 2 † 8 9 11 POINTS 2 † 9 11 POINTS 2 † 9 10 11 12 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15 | ROCROCO DIV V LAK JUL | EXY MTN. REGATT. XY MOUNTAIN MA. (SION). E DILLON, CO Y 26 - 27, 1986 HE 18A Zabel / Kalin Foust / Jennings Jones / McCuske Wittrug / Witrug House Wittrug / Witrug House Barday / Hannes Barday / Hannes House Barday / Hannes Barday / Raines Barday | POINTS 8 † 11 13 / 4 14 29 34 35 37 38 39 40 50 50 50 50 50 50 50 50 50 50 50 50 61 64 64 |
| 13 16 16 19 POINTS 3 7 9 11 9 11 POINTS 2 4 8 9 1 11 POINTS 2 4 1 11 POINTS 2 4 1 11 11 11 11 11 11 11 11 11 11 11 11 | ROC ROOD DIV MOB 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 112. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. MOB | XY MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IEE 18A Zabel/ Kalin Foust/Jennings Jones/ McCusker Wittrup/ Miltrup Kruse/Pearce Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Raines Barday/ Raines Rindah/ Noe Runyon/ Runyon Curtis/ Furst Brown, Jimes Brown, Jimes Brown, Jimes Brown, Jimes Founday/ Raines Runyon/ Runyon Curtis/ Furst Brown, Steve Foote/ Foote Brown/ Steve Bro | POINTS 8 11 11 13 14 14 15 15 16 16 16 16 16 16 |
| 13 16 16 19 POINTS 3 7 9 11 POINTS 2 4 8 9 11 POINTS 2 1 1 1 | ROC | EX MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel/ Kalin Foust/Jennings Jones/McCusker Goulins/Ives Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Jonahue Stark McCraker Stark McCraker Flores, Randy Clark, Bryan McCrady/Raines Dorenus/Smith Flores, Randy Clark, Bryan McCrady/Raines Flores, Randy Clark, Bryan McCrady/Raines Flores, Flores Flores, Flores | POINTS 8 i 11 i 3/4 11 i 3/4 12 i 3/4 3 i 3 i 3 i 3 i 3 i 3 i 3 i 3 i 3 i 3 i |
| 13 16 16 19 POINTS 3 7 9 11 7 9 11 POINTS 2 4 8 9 9 11 POINTS 2 4 11 POINTS 2 4 1 11 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15 | ROC ROOD LAK JUL LAK JUL LAK JUL LAK JUL LAK JUL LAK JUL LAK LAK LAK LAK LAK LAK LAK LAK LAK LA | CKY MTN. REGATT. KY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 – 27, 1986 LE 18A Zabel/ Kalin Fooust/Jennings Collina/ Ives Wittrup / Wittrup Kruse / Pearce Barday/ Hannes Denoms / Sandy Kruse / Pearce Collina, Bryan Hester / Jonahue Sandy Kruse / Pearce Sandy Kruse / Pearce Sandy Clark, Bryan Hester / Jonahue Sandy Kruse / Jonahue Sandy San | POINTS 8 ± 11 ± 13 4 11 3 4 11 3 4 10 11 3 14 11 3 14 11 3 14 11 3 14 11 3 15 15 15 15 15 15 15 15 15 15 15 15 15 |
| 13 16 16 19 POINTS 3 7 9 11 7 9 11 POINTS 2 4 8 9 9 11 POINTS 2 4 11 POINTS 2 4 1 11 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15 | ROC ROOD LAK JUL LAK JUL LAK JUL LAK JUL LAK JUL LAK JUL LAK LAK LAK LAK LAK LAK LAK LAK LAK LA | CKY MTN. REGATT. KY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 – 27, 1986 LE 18A Zabel/ Kalin Fooust/Jennings Collina/ Ives Wittrup / Wittrup Kruse / Pearce Barday/ Hannes Denoms / Sandy Kruse / Pearce Collina, Bryan Hester / Jonahue Sandy Kruse / Pearce Sandy Kruse / Pearce Sandy Clark, Bryan Hester / Jonahue Sandy Kruse / Jonahue Sandy San | POINTS 8 ± 11 ± 13 4 11 3 4 11 3 4 10 11 3 14 11 3 14 11 3 14 11 3 14 11 3 15 15 15 15 15 15 15 15 15 15 15 15 15 |
| 13 16 16 19 POINTS 3 7 9 11 2 4 8 9 11 POINTS 2 4 8 9 11 POINTS 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROC ROC DIV LAK HOB 1. 2. 3. 4. 5. 6. 7. 10. 11. 12. 15. 16. 17. 18. 19. 224. 22. 23. 44. 6. 6. 7. 8. 6. 6. 7. 8. 8. | XY MTN, REGATT, XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 11A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/ Ives Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Bustamante/ Stark McCrady/Raines Bustamante/ Stark McCrady/Raines Forum, Jim McCrady/Raines Forum McC | POINTS 8 i 11 i 11 i 12 i 11 i 12 i 12 i 12 i 1 |
| 13 16 16 19 POINTS 3 7 7 9 11 1 | ROC ROC DIV LAK HOB 1. 2. 3. 4. 5. 6. 7. 10. 11. 12. 15. 16. 17. 18. 19. 224. 22. 23. 44. 6. 6. 7. 8. 6. 6. 7. 8. 8. | EX JATN. REGATT. XXY MOUNTAIN MA ISION 3 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel / Kalin Foust / Jennings Jones / McCusker Collins / Ives Wittrug / Pierr Foust / Jennings Jones / McCusker Wittrug / Pierr Foust / Jennings Jones / McCusker Wittrug / Pierr Foust / Jennings Jones / McCusker Foust / Jennings Leckard / Raines Stark McCrady / Raines McCrady / Raines Foren, Steve Runyon / Runyon Curtis / Furst Foren, Steve Howser / Joan P. Eckhardt / Hyer Cross, Dave Ward / Ward Ward / Ward E 18B Snyder / Jone P. Furman / Bland Todoverto / Gummer Todoverto / Gummer Leckard / Kerr Leckard / Lec | POINTS 8 † 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| 13 16 16 19 POINTS 3 7 9 11 7 9 11 POINTS 2 4 8 9 9 11 1 POINTS 2 4 9 9 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROC ROC DIV LAK HOB 1. 2. 3. 4, 5. 6. 7. 8. 9. 9. | XY MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 18A Zabel/ Kalin Fooust/Jennings Jones/ McCusker Wittrup/Wittrup Kruse/Pearce Barday/Hannes Dorenus/Smith Wittrup/Wittrup Kruse/Pearce Barday/Hannes Dorenus/Smith Mountain Barday/Hannes Dorenus/Smith Sarday/Hannes Smyder/Smyder Furman/Bland Todowerto/Loumer Stephens/Medan Step | POINTS 8 i 11 i 11 i 12 i 11 i 12 i 12 i 12 i 1 |
| 13 16 16 19 POINTS 3 † 7 9 11 2 4 8 9 11 POINTS 2 4 8 9 11 2 2 4 8 9 11 12 12 12 12 12 12 12 12 12 12 12 12 | ROC ROCO DIV LAK HOB 1. 2. 3. 4. 5. 6. 6. 7. 7. 8. 9. 10. 11. 12. 12. 20. 21. 22. 23. 4. 5. 6. 7. 6. 7. 9. HOB | EX MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 11A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/ Ives Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Raines Barday/ Raines Barday/ Raines Flores, Randy Clark, Bryan McCrady/Raines Flores, Randy Clark, Bryan McCrady/Raines Flores, Flores Flores, Colley Flores Flor | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 7 9 11 2 4 8 9 9 11 POINTS 2 4 8 9 9 11 POINTS 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | EX MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 11A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/ Ives Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Hannes Dorenus/Smith Flores, Randy Clark, Bryan Barday/ Raines Barday/ Raines Barday/ Raines Flores, Randy Clark, Bryan McCrady/Raines Flores, Randy Clark, Bryan McCrady/Raines Flores, Flores Flores, Colley Flores Flor | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 7 9 11 2 4 8 9 9 11 POINTS 2 4 8 9 9 11 POINTS 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROCK ROCK 1 1 1 1 2 2 3 4 4 5 6 6 7 7 1 1 1 1 2 2 2 3 4 4 6 7 7 1 1 1 2 2 2 3 4 4 6 7 7 1 1 1 2 2 2 3 4 4 6 7 7 1 1 1 2 2 2 3 4 6 7 7 1 1 1 2 2 2 3 1 4 6 7 7 1 1 1 2 2 2 3 1 4 6 7 7 1 1 1 2 2 2 3 1 4 6 7 7 1 1 1 2 2 2 3 1 4 6 7 7 1 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 2 3 1 4 1 1 2 2 3 1 4 1 1 2 2 3 1 1 2 3 1 1 1 1 1 1 1 1 1 1 1 | KY MTN. REGATT XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/Ives Mittrup/Hitrup Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Donahue Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Donahue Barday/Hannes Dorenus/Smith Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Jonahue Barday/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Forum Forum Kery-Joan Froum Forum | POINTS 8 † 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| 13 16 16 19 POINTS 3 7 9 11 2 4 8 9 9 11 POINTS 2 4 8 9 9 11 POINTS 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROCO ROCO ROCO ROCO ROCO ROCO ROCO ROCO | CXY MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 18A Zabel/ Kalin Fooust/Jennings Jonathic Line Jonathic Line Wittrup / Wittrup Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Colark, Bryan Hester / Jonahue Stark, Jin McCrady / Raines Peterson / Cooley Runyon/ Runyon Runyon/ Runyon Runyon/ Runyon Foote / Foote Howser / Jonahue Foote / Foote Howser / Jonahue Snyder / Snyder Snyder / Snyder Stephens / Melan Stephens / Melan Stephens / Melan Stephens / Melan Kuhns, Rod With Roybal, Mike Tulfy, Will Will El 18A P Roybal, Mike Tulfy, Will Harper / Obroslinsk Adams / Adams | POINTS 8 i 1 11 i 1 13 / 4 11 i 1 3 / 4 13 i 3 / 4 14 i 3 / 4 15 i 3 / 4 16 i 4 17 i 5 i 4 18 i 1 i 1 18 i 1 |
| 13 16 16 19 POINTS 3 † 7 9 11 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | CXY MTN. REGATT. XY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 LE 18A Zabel/ Kalin Fooust/Jennings Jonathic Line Jonathic Line Wittrup / Wittrup Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Barday/ Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Dorenta / Smith Kruse / Pearce Sarday / Hannes Colark, Bryan Hester / Jonahue Stark, Jin McCrady / Raines Peterson / Cooley Runyon/ Runyon Runyon/ Runyon Runyon/ Runyon Foote / Foote Howser / Jonahue Foote / Foote Howser / Jonahue Snyder / Snyder Snyder / Snyder Stephens / Melan Stephens / Melan Stephens / Melan Stephens / Melan Kuhns, Rod With Roybal, Mike Tulfy, Will Will El 18A P Roybal, Mike Tulfy, Will Harper / Obroslinsk Adams / Adams | POINTS 8 i 1 11 i 1 13 / 4 11 i 1 3 / 4 13 i 3 / 4 14 i 3 / 4 15 i 3 / 4 16 i 4 17 i 5 i 4 18 i 1 i 1 18 i 1 |
| 13 16 16 19 POINTS 3 7 9 11 2 4 8 9 11 7 9 1 | ROCC ROCC | LE 18A Zabel Xalin Foust / Samuel Xalin Na Xabel Xalin Foust / Samuel Xa | POINTS 8 i 1 11 3/4 11 3/4 11 3/4 11 3/4 11 3/4 11 3/4 11 3/4 11 3/4 11 3/4 12 3/4 12 3/4 12 3/4 13 3/4 14 |
| 13 16 16 19 POINTS 3 7 9 11 7 9 11 1 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | LE 18A Zabel / Kalin Foots/ Fo | POINTS 8 i 11 i 11 i 12 i 11 i 12 i 12 i 12 i 1 |
| 13 16 19 16 19 POINTS 3 † 7 9 11 7 9 11 17 18 19 11 19 11 11 11 11 11 11 11 11 11 11 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | LE 18A Zabel / Kalin Foots/ Fo | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 i 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | KY MTN. REGATT. KY MOUNTAIN MA ISION 5 E DILLON, CO Y 26 - 27, 1986 IE 18A Zabel/ Kalin Foust/Jennings Jones/McCusker Collins/Ives Mittrug/Hitrug Barday/Hannes Dorenus/Smith Flores, Randy Clark, Bryan Hester/Jonahue Bustamante/ Bustamante/ Bustamante/ Bustamante/ Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun, Jim McCrady/Raines Braun/Josh McLaughilin McCrady/ McCr | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 † 7 7 11 17 11 12 1 1 1 1 1 1 1 1 1 1 1 1 | ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK | LE 18A Zabel/ Xalin E DILLON, CO Y 26 - 27, 1986 E DILLON, CO Wittrup/Wiltrup Kruse/Pearce Barday/Hannes Dorenus/Smith Flores, Randy Wittrup/Wiltrup Kruse/Pearce Barday/Hannes Dorenus/Smith Flores, Randy Hester/Jonahue Barday/Hannes Barday/Hannes Barday/Hannes Barday/Hannes Brown, Jian Barday/Raines Brown, Steve Bro | POINTS 8 1 1 11 3/4 11 13/4 11 13/4 12 34 31 31 31 31 31 31 31 31 31 31 31 31 31 |
| 13 16 16 19 POINTS 3 † 7 9 11 7 9 11 1 | ROOR ROOK ROOK ROOK ROOK ROOK ROOK ROOK | LE 18A Zabel / Kalin Foust / January / Kruse / Foust / Jennings Jones / McCusker Foust / Jennings / Jenni | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 † 7 9 11 7 9 11 POINTS 2 † 6 9 9 11 12 13 15 15 12 13 15 15 23 29 29 29 30 30 6 8 † 1 11 13 15 15 21 23 36 8 † 1 10 11 11 13 15 15 23 34 29 29 39 30 29 30 30 30 30 30 30 30 30 30 30 30 30 30 | ROOR ROOK ALL ALL ALL ALL ALL ALL ALL ALL ALL AL | LE 18A Zabel / Kalin Foust / January / Kalin Kal | POINTS 8 i 11 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i 1 i |
| 13 16 16 19 POINTS 3 † 7 9 11 2 † 8 9 11 2 † 8 9 11 2 † 8 9 11 12 13 13 14 13 14 13 14 13 14 11 13 14 13 14 11 13 14 11 13 14 11 11 11 11 11 11 11 11 11 11 11 11 | ROOR ROOK ALL ALL ALL ALL ALL ALL ALL ALL ALL AL | LE 18A Zabel / Kalin Foust / January / Kalin Kal | POINTS 8 i 1 11 i 1 11 i 1 11 i 1 13 i 4 11 i 1 13 i 3 29 39 40 50 50 50 50 50 50 50 50 50 50 50 50 50 |
| 13 16 16 19 16 16 19 17 18 18 19 19 11 19 19 | RCOC ROLL ROLL ROLL ROLL ROLL ROLL ROLL | LE 18A Start Moust Alm Ma Sabel / Kalin Foust / Jennings Jones / McCusker Foust / Jennings Jones / McCusker Gollins / Ives Barday / Hanes Dorenus / Saint Fores, Randy Clark, Bryan Hester / Donahue Stark Barday / Hanes Dorenus / Saint Hester / Donahue Stark Barday / Raines Dorenus / Saint Fores, Randy Clark, Bryan McCrady / Raines Fores, Randy Clark, Bryan Hester / Jonahue Stark Brown, Jim McCrady / Raines Fores, Randy Curtis / Furn Fores, Fores Fores, Fores Fores, Saint Fores, Saint Fores Saint Fores Saint Fores Fore | POINTS 1 |

POINTS

POINTS

HOBIE 16C

Schiesser, Karr Ashley, Steve White, Michael Lewis, Brett Domokos, Mike Mitchell, Greg Beckwith, Gord Berman, Robert Reding, Larry Deupress, Joel

HOBIE 16 NOVICE

REGATTA RESULTS

| 24. | Cowan/Conklin | 82 | 21. Rudolph, Wayn | | 1. Uran, Mark | 3 | 3. Barnett, John | 9 3/4 | 4. Brown, J.T. | 16 | 11. Wilson, Butch | 38 |
|------|------------------------------|----------|-------------------------------------|------------|--|--------|---|----------|----------------------------------|--------|--|--------|
| 25. | | 87 | 22. Emmel/Quisling | | 2. Wright, Katie | 8 3/4 | 4. Sherrod, Jane | 12 | 5. Marksbury, G. | 17 | 12. Atwood, Ron | 51 |
| 26. | | 101 | 23. Mare, Glenn | 79 | Bosse, Brooks | 10 | 5. Hamilton, Chuc | ck 16 | 6. Taylor, J. | 17 } | 13. Buck, Steve | 53 |
| 27. | Roybal, Ron | 104 | 24. Cruz, Craig | 91 | 4. Drew, Gary | 12 | | | 7. Weissinger, D. | 19 | 14. Hightower, Leigh | 53 |
| | | | 25. Lebsack/ | 97 | 5. Oyer, J. | 18 | HOBIE 14 TURBO | POINTS | 8. Quick, B. | 21 3/4 | 15. Valenta, Mike | 54 |
| HO | BIE 16B | POINTS | Fitzpatrick | | Hooley, Bob | 23 | | | Lankford, J. | 24 | 16. Fitch | 55 |
| | 7233 | | 26. Corbisiere | 98 3/4 | Fuller, Gene | 28 | Acquart, Steph | | 10. Miloy, T. | 32 | 17. Bach, Andrew | 58 |
| 1. | Mueller/Destasio | | 27. Hecker, Karla | 108 | | | 2. Colby, Peter | 8 3/4 | | | 18. Tucker, Walter | 59 |
| 2. | Lenz, March | 16 | 28. Hampf, Steve | 110 | HOBIE 16A | POINTS | Eberle, Ben | 10 | HOBIE 16C | POINTS | 19. Bass, Boyd | 63 |
| 3. | Benton/Benton | 19 | 29. Raubolt/Rizzo | 140 | 1. Miller Chuck | | 4. Weick, Marty | 15 3/4 | | | McFarland, Joe | 68 |
| 4. | Langford/Langfo | | | | | 5 1 | Hawkins, Gene | | 1. Cowan, S. | 2 4 | 21. Ford, Rick | 76 |
| 5. | Humble, Brad | 32 | | 140 | Ralph, Mark Liles, Bill | 7 1 | King, Jerrry | 18 | Valenta, D. | 6 | 22. Rice, Stan | 79 |
| 6. | Hughes/Hughes | 34 | | 140 | | 19 | 7. Anderson, Paul | | Loomis, F. | 9 | | |
| 7. | Shaw, Hall
Dolan/Dolan | 38 3/4 | 33. Galway, A.J.
34. Poole, Dave | 140 | Wilson, Butch Fitch, Jeff | 27 | 8. Efird, Claire | 30 | 4. Harris, R.
5. Fitch, T. | 12 | HOBIE 16B P | OINTS |
| 9. | Recker/Melton | 41 | 25. Olson, Roxeen | 140 | 6. Bradley, Jason | 28 | | | 6. Rourke, K. | 14 | | |
| 10. | Liby/Watkins | 42 | 13. Olson, Roxeen | 140 | 7. Goodman, Rusty | | and the second second | | 7. Geary, F. | 23 | McGonigle, R. | 8 3/4 |
| 11. | | 43 | HOBIE 16 NOVICE | POINTS | 8. Bass, Boyd | 30 | OLYMPIC REGATTA | | 8. Foster, B. | 27 | Marksbury, Gene | 10 3/4 |
| 12. | | 46 | HOBIE 16 NOVICE | POINTS | 9. Whittington, Roll | | FLEET #99 DIVISIO | | 9. Willis, B. | 27 | Woods, Rof Cummings, Mark | 13 4 |
| 13. | | 46 | 1. Weber/Predaina | 7 3/4 | 10. Vockrody, Rob | 32 | CORPUS CHRISTI, | TX | 2. minis, 5. | 4.1 | 5. Milov. Tyler | 18 |
| 14. | Fisher/Sheck | 48 | 2. Costa/Chauvin | 8 1 | 11. Hightower, Leig | | MAY 3 - 4, 1986 | | HOBIE 17 | POINTS | 6. Schiller, Marlene | 21. |
| 15. | Machette/Crone | 51 | 3. Johnson/ | 9 3/4 | 12. Holmes, Sheila | 38 | | | 110012 17 | POINTS | 7. Cox, Robert | 22 |
| 16. | McWilliams, Jim | 52 | Schellpfeffer | | 13. Pugh, Bob | 41 | MODIE 181 | | 1. Hausmann, C. | 6 4 | 8. Frank, Mike | 26 3/4 |
| 17. | | 55 | 4. Vogt/Vogt | 11 3/4 | 14. Buck, Steve | 50 | HOBIE 18A | POINTS | 2. Granger, T. | 11 4 | 9. Sweetman, Chuck | |
| 18. | | 56 | 5. Lederer, Larry | 22 | 15. Mayo, Mark | 52 | 1. Pellone, K. | | 3. Hamilton, C. | 12 | 10. Beran, John | 29 |
| 19. | Sears/Soich | 60 | 6. Achten/Achten | 26 | 16. Bach, Andrew | 58 | 2. Rumsey, C. | 5 4 | 4. Lambert, S. | 14 | iv. Deruit, John | ., |
| 20. | Gatto, John | 63 | 7. Johnson, Lin | 32 | 17. Gillis, Jeff | 61 | 3. Richard, P. | 11 | 5. Bunn, B. | 15 | HOBIE 16C | POINTS |
| 21. | | 65 | | | 18. Welch, Susan | 65 | 4. Johnson, M. | 17 | 6. Armstrong | 24 | HOBIE 100 | romito |
| 22. | Hosker, Richard | 76 | HOBIE 17 | POINTS | 19. Puckett, Phil | 66 | 5. Richnew, B. | 21 | | | 1. Valenta, Dan | 6 } |
| | | | | | 20. Kocsis, Bill | 70 | 6. McClain, R. | 21 | HOBIE 14 TURBO | POINTS | 2. Harris, Robert | 6 3/4 |
| HO | BIE 16B | POINTS | Cotter, Dick | 3 | 21. Wade, Maurice | 72 | an incomm, its | | | - | 3. Volker, Trent | 12 3/4 |
| | | | White, Lyman | 9 3/4 | 22. Zahorsky, Tom | 77 | HOBIE 18B | POINTS | Acquart, S. | 6 } | 4. Fitch, Justin | 15 |
| 23. | | 77 | Cox, John | 10 | 23. Young, Dennis | 89 | | 1011110 | Williamson, W. | 9 | 5. Morris, Craig | 18 |
| 24. | Bondi, Mike | 79 | 4. Frahm, Bryan | 11 | HORIE ME | | 1. Kriesel, D. | 4 2 | Dominy, B. | 10 } | 6. Foster, Brad | 19 |
| 25. | Hammer, Rudi | 81 | 5. Zink, Paul | 18 | HOBIE 16B | POINTS | Sneider, T. | 6 3/4 | 4. Deyo, D. | 11 3/4 | 7. West, Phillip | 28 |
| 26. | | 85 | Hodges, Will | 26 | | | 3. Thomas, S. | 16 | Hawkins, G. | 18 | 8. Marcella, Barry | 30 |
| 27. | | 88 | Ackerman, Kyle | | Delesandri, T. Tucker, Walter | 12 | 4. Turner, M. | 21 | 6. Colby, P. | 19 | | |
| 28. | | | 8. Gorce, Marty | 32 | Tucker, Walter Morrison, Rick | 21 | 5. Oyer, J. | 24 | 7. Minerva, M. | 23 | HOBIE 16 MASTERS | POINTS |
| 29. | | 92 | 9. Dickey, Richard | | 4. Schiller, Marlene | | 5. Taylor, K. | 24 | King, J. | 33 | | |
| 30. | | 94 | 10. Decker, Dave | 37 | 5. Roberds. Winton | | | | 9. Jett, D. | 36 | 1. Love, Bill | 2 1 |
| 31. | | 100 | 11. Lyons, David | 39 | 6. Hoffman, Chuck | 28 3/4 | HOBIE 16A | POINTS | | | 2. Frank. Jim | 4 3/4 |
| 32. | | 132 | HOBIE 14A | POINTS | 7. Simpson, Jim | 30 | | | | | 3. Frye, Bill | 8 |
| 33. | Humiston, Paul | 148 | HOBIE 14A | PUINTS | 8. Saggi, Zeev | 35 | Eddington, R. | | | | | |
| 34. | Loving/Loving | 148 | 1. Culhane, Tom | 5 4 | 9. Trimm, David | 38 | 2. Miller, C. | 7 3/4 | WINDJAMMER REGAT | | HOBIE 17 | POINTS |
| 35. | Heaton/Geier
Levetin, Ron | 148 | 2. Cauthen, Frank | | | | McCredie, D. | 10 3/4 | FLEET # 102 DIVIS | | | |
| 37. | | 148 | 3. Freedman, Willia | | HOBIE 16C | POINTS | 4. Wilson, B. | 16 | S. PADRE ISLAND, | TX | Granger, Tommy | 2 1 |
| 37. | laborsky, mike | 140 | 4. Love, Stan | 16 | HOBIE 16C | PUINTS | 5. Liles, B. | 18 | JUNE 28 - 29, 1986 | | 2. Dunn, Bill | 6 |
| HO | BIE 16C | POINTS | ii Love, Stair | | 1. Drake, Danny | 3 | Goodman, R. | 19 3/4 | | | | |
| 1101 | DIE 10C | 101113 | HOBIE 14 TURBO | POINTS | 2. Cox, Robert | 10 | Vockrodt, R. Kuc, J. | 25
28 | HOBIE 18A | POINTS | HOBIE 14 TURBO | POINTS |
| 1. | McKay, Bruce | 7 1 | | | 3. Buehler, Karl | 12 | 9. Shaw, R. | 32 | HOBIE TOX | PUINTS | | |
| 2. | Fitzpatrick, Mike | e 15 3/4 | Lawyer, Guy | 3 | 4. Bowen, John | 18 | 10. Whittington, R. | | 1. Richnow, Billy | 3 | 1. Williamson, Wright | 5 1 |
| 3. | Stone, David | 18 3/4 | | | 5. Slavoda, Kevin | 20 | 11. Seta, R. | 41 | 2. Yurinak, R.J. | 10 3/4 | 2. Dominy, Bill | 7 1 |
| 4. | Taylor/Johnk | 19 | | | 6. Thomas, Donald | 21 | 12. Rourke, K. | 43 | 3. Richard, Phil | 10 3/4 | Eberle, Ben Acquart, Septhen | 11 |
| 5. | Long, Michael | 24 | Division | 6 | 7. Willis, Bob | 22 | 13. Koons, D. | 48 | 4. Sneider, Tim | 13 | Acquart, Septhen Mayer, Charlie | 23 |
| 6. | Petree/Burger | 29 | Division | 0 | 8. Leboeuf, Doug | 29 | 14. Mallum, D. | 60 | 5. Oyer, J. | 15 | 6. Deyo, Doug | 23 |
| 7. | Roncevich, D. | 31 | | _ | 9. Celniker, George | 32 | 15. Buck, S. | 63 | 6. Holley, Bob | 19 | 7. Colby, Peter | 24 |
| 8. | Seitz/Rillings | 32 | | 200 | 10. Davidson, Tom | 40 | 16. Eddington, R. | 64 | | | 8. King, Jerry | 26 |
| 9. | Chaffee, C. | 35 | WAYWARD WINDS 19 | | | | 17. Sebster, J. | 66 | HOBIE 16A | POINTS | 9. Jezt, Dean | 36 |
| 10. | Torres/Torres | 39 | FLEET # 8 DIVISIO | | HOBIE 16 MASTERS | POINTS | 18. Eggleston, J. | 69 | | | J. Jess, Dean | 20 |
| 11. | | 43 | GALVESTON ISLAND | | | | 19. Fitch, J. | 70 | 1. Miller, Chuck | 3 | | |
| 12. | | | MAY 31 - JUNE 1, 1 | 300 | Eggleston, Jim | 5 1 | 20. Eckenroth, P. | 75 | 2. Whittington, R. | 12 | | |
| 13. | Kleiner/Stokes | 46 | | | 2. Brye, Bill | 7 1 | 21. Pugh, B. | 78 | 3. Goodman, Rusty | | The state of the s | |
| 14. | | 48 | HOBIE 18A | POINTS | Mallum, Dan | 8 3/4 | 22. Hightower, L. | 82 | 4. Seta, Ray | 15 | LONGNECK REGATTA | |
| 15. | Steckel, Margi | 48 | HOBIE TOA | PUINTS | 4. Love, Bill | 14 | | | 5. Jibber | 17 | FLEET #128 DIVISION | 6 |
| 16. | Stevens/Stevens | | No results due to dis | visional | 110015 11 | | HOBIE 16B | POINTS | 6. Kuc, John | 26 | SAN ANTONIO, TX | |
| 17. | | 57
65 | ruling. | - randings | HOBIE 17 | POINTS | _ | | Teske, Ed | 32 | MAY 17 - 18, 1986 | |
| 18. | Michael, Todd | | · sm·g· | | 1 11 | | 1. Ford, R. | 10 3/4 | 8. Shaw, Roy | 33 | | |
| 19. | Leppart
Harding, Michele | 65 | HOBIE 18B | POINTS | 1. Hausmann, Clem | 5 1 | 2. McFarland, J. | 11 3/4 | 9. Welch, Susan | 34 | HORIE III | |
| 20. | meruing, michele | 93 | | | Granger, Tom | 7 1 | 3. Frye, B. | 14 | 10. Liles, Bill | 35 | HOBIE 18A P | DINTS |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

Attention Fleet Officers!

In an effort to better serve all fleets, the HOTLINE asks that reporting officers follow the guidelines included here. These guidelines will help HOTLINE report on events in a more timely and accurate manner. When submitting race stories, results and photos, please keep the following deadlines in mind.

Race stories should be a maximum of 300 words. They must be typewritten, double spaced and should have the name of the regatta, the fleet number, the division number, the location and the writer's name at the top of the story. Please be sure the names used in the stories are spelled correctly.

| Regatta Dat | es | Due Da | ites | Issues |
|----------------|---------------|-------------|------------------|-------------|
| 9/1 to 11/3 | are due | 11/10 | will appear in | Jan/Feb |
| 11/4 to 1/5 | are due | 1/12 | will appear in | March/April |
| 1/6 to 2/27 | are due | 3/6 | will appear in | May/June |
| 2/28 to 5/5 | are due | 5/12 | will appear in | July/August |
| 5/6 to 7/7 | are due | 7/14 | will appear in | Sept/Oct |
| 7/8 to 8/31 | are due | 9/7 | will appear in | Nov/Dec |
| Please note th | nat this sche | dule is sub | oject to change. | |

Submit all material directly to HOTLINE, P.O. Box 1008, Oceanside, CA 92054.

Do not submit results on scoresheets. Results should be typed (or printed by computer) by class, position, and total points. Place the name of the regatta, the fleet number, the division number, the location and the person submitting the scores at the top of each page of results.

Photos should be 5x7 or 8x10 black and white prints. Please write a short caption identifying the people in the photo, and/or the regatta on a separate sheet and tape the caption to the back of the print. Photos cannot be returned so please send a duplicate print.

We'll do our best to be sure every fleet's regatta is included in the race section, but stories will be printed on a space available basis. The HOTLINE also reserves the right to edit stories for length considerations.

REGATTA RESULTS

REGATTA RESULTS

| 10. | Krause/Krause | 29 | | |
|---|--|--|------|--|
| 11. | Morris/Redick | 32 | | |
| | Huff/Huff | 37 | | |
| 13. | | 37 | | |
| 14. | Breuer/Castle | 37 | | |
| | Defuria/Defuria | 38 | | |
| | Paulsen/Paulsen | 40 | | |
| 17. | Thorne/Thorne | 43 | | |
| 18. | | 9 44 | | |
| | Kulkoski/Custara | 44 | | |
| | Sullivan/Dewan | 46 | | |
| 21. | Wilsen/Kriebel | 47 | | |
| | Morey/Edger | 49 | | |
| | Strauss/Strauss | 49 | | |
| | White/White | 49 | | |
| 25. | Hiller/Glassey | 60 | | |
| | Yates, Jr/Yates | 62 | | |
| | Gibbons/Stanczyk | 81 | | |
| но | BIE 16B | POIN | TS | |
| 1. | Ruck, Jr./Ruck | 8 | 3/4 | |
| 2. | Villa/Villa | 15 | 3/4 | |
| 3. | Fecowicz/Villa | 17 | | |
| 4. | Wiegers/Nelson | 18 | | |
| 5. | Morey/Morey | 19 | | |
| 6. | Quigley/Quigley | 20 | | |
| 7. | Hartoch/Rees | 21 | | |
| 8. | Wiggins/Wiggins | 22 | | |
| 9. | Jepson/Jepson | 23 | | |
| 10. | Flanigan/Cole | | 3/4 | |
| 11. | Cowan/Cowan | 25 | -, - | |
| 12. | Andrews/Schaeffer | | 3/4 | |
| 13. | Harris/Harris | 31 | -, - | |
| 14. | | 32 | | |
| 15. | Raphael/Baughman | | | |
| 16. | | 39 | | |
| | Brearley/Brearley | 39 | | |
| 17. | | | | |
| 17. | | | | |
| | Nolte/Mercaldi | | | |
| 18. | Nolte/Mercaldi | 40 | | |
| 18.
19.
20. | Nolte/Mercaldi
Edwards/Edwards | | | |
| 18.
19.
20.
21. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp | 44 | | |
| 18.
19.
20.
21.
22. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna | 40
44
50 | | |
| 18.
19.
20.
21.
22.
23. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon | 40
44
50
51
52 | | |
| 18.
19.
20.
21.
22.
23. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon
Richardson/ | 40
44
50
51 | | |
| 18.
19.
20.
21.
22.
23.
24. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon
Richardson/
Richardson | 40
44
50
51
52
56 | | |
| 18.
19.
20.
21.
22.
23.
24. | Noite/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon
Richardson/
Richardson
Witt | 40
44
50
51
52
56 | | |
| 18.
19.
20.
21.
22.
23.
24. | Nolte/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon
Richardson/
Richardson
Witt
Button/Trickle | 40
44
50
51
52
56
59
68 | | |
| 18. | Noite/Mercaldi
Edwards/Edwards
Buttner/Shimp
Kohls/Dimenna
Wagner/Nixon
Richardson/
Richardson
Witt | 40
44
50
51
52
56 | | |

| CAPE MAY CLASSIC | |
|----------------------|----|
| FLEET # 416 DIVISION | 11 |
| CAPE MAY, NJ | |
| JUNE 21 - 22, 1986 | |

| HO | BIE 16C | POIN | NTS |
|-----|--------------------------|------|-----|
| 1. | Crompton/Brown | | 1 |
| 2. | Payne/Kelly | 13 | |
| 3. | Conover/Charlie D | | |
| 4. | Ruth/Coyle | 18 | ÷ |
| 5. | Wharry/Banks | 25 | |
| 6. | Ciociola/Martello | 27 | |
| 7. | Hippensteal/
Sprenkle | 30 | |
| 8, | Kulkaski/Curialo | 31 | |
| 9. | Krnieski/
Battaglini | 35 | |
| 10. | | 35 | |
| 11. | | 43 | |
| 12. | | 48 | |
| 13. | | | |
| 14. | | 50 | |
| 15. | | 55 | |
| 16. | | 55 | |
| 17. | | 64 | |
| 18. | | 72 | |
| 19. | | 80 | |
| 20. | | | |
| 21. | | 84 | |
| 22. | | 88 | |
| 23. | Krammes/Rhoades | 90 | |
| 24. | | 93 | |
| 25. | | | |
| 26. | | | |
| 27. | Maresca/ | 103 | |
| 28. | Laemmerhirt | | |
| 29. | | 107 | |
| 30. | | 110 | |
| 31. | | 127 | |
| | Murphy/Van Vlack | | |
| 33. | Peabody / Peabody | 132 | |
| 34. | | 133 | |
| | MacDougal | | |
| 35. | | 139 | |
| 36. | | 148 | |
| 37. | Peterson/Peterson | 162 | |
| 38. | Cohen/Metzman | 162 | |
| 19. | | 162 | |
| 10 | BIE 17 | POIN | TS |
| | Holland, Gray | 4 | à |
| | White, Roger | 8 | |
| - | Hanna, Bill | 14 | |
| | Roberts, Mick | 17 | |
| 101 | BIE 14 TURBO | POIN | TS |
| | Miley, Brad | 3 | |
| | Snedeker, Fran | 10 | |
| • | ivision 1 | 12 | • |

ALBURG VT. REGATTA FLEET # 187 DIVISION 12 ALBURG, VERMONT CANADA AUGUST 9 - 10, 1986

| HO | BIE 18A | POI | NTS |
|-----|------------------------|------|-----|
| 1. | Barber/Belperron | 4 | 1 |
| 2. | Dallaire/Morin | 9 | 3/4 |
| 3. | Colin/Heather | 11 | |
| 4. | Fox/Grande | 15 | |
| 5. | Masse/Hebert | 16 | 3/4 |
| 6. | Hanes/Harris | 20 | |
| 7. | Dansereau/
Bounassa | 27 | |
| 8. | Lilienthal/Gilmore | 28 | |
| 9. | McCarthy/Lee | 29 | |
| 10. | Gagmon/Handfield | 33 | |
| 11. | Nadeau/Drowin | 35 | |
| HOE | BIE 18B | POII | NTS |

| 3. | Belisle/Desnosiers | 8 | 3/4 |
|-----|-----------------------|----|-----|
| 4. | Schulley/Sculley | 16 | |
| 5. | Robitaille/Robitaille | 19 | |
| 6. | Sullivan/Brooks | 23 | |
| 7. | Auger/Guay | 24 | |
| 8. | Rompala/Beasley | 30 | |
| 9. | Prouty/Prouty | 30 | |
| 10. | Pnevost/Lacasse | 35 | |
| 11. | Suomala/Suomala | 40 | |
| 12. | Crossett/Crossett | 47 | |
| 13. | Tanguay/Drolet | 48 | |
| | | | |

| OE | BIE 16A | POINTS |
|----|------------------|--------|
| | Renuad/Liebel | 6 1 |
| | Franco/Gamache | 9 3/4 |
| | Boulay/Boulay | 14 |
| | Garand/Hart | 18 |
| | Menlin/Mason | 19 3/4 |
| | Piene/Peru | 20 |
| | Collins/Gauthier | 21 |
| | Danness/Danness | 24 |
| | Bromkamp/Fish | 24 |
| 0. | Andre/Germain | 25 |
| OB | HE 16B | POINTS |

| 8. | Danness/Danness | 24 | |
|-----|----------------------|--------|--|
| 9. | Bromkamp/Fish | 24 | |
| 10. | Andre/Germain | 25 | |
| HOE | BIE 16B | POINTS | |
| 1. | Patey/Patey | 3 | |
| 2. | Johnson/Johnson | 10 | |
| 3. | Olivier/Guilbert | 10 3/4 | |
| 4. | Amatuzio/Horne | 16 | |
| 5. | Horne/Felsentreger | 20 | |
| 6. | Robinson/Samuel | 20 | |
| 7. | Kantz/Prairie | 22 | |
| 8. | Pronosvost/Pronosvo | st30 | |
| 9. | Sequin/Dumont | 31 | |
| 10. | Swot/Swot | 33 | |
| 11. | Mann/Mann | 45 | |
| 12. | Kalinowski/Kalinowsk | d 46 | |
| 13. | Bartlett/Bartlett | 46 | |
| 14. | D'Amour/D'Amour | 50 | |
| 15. | Joseph/Milne | 53 | |
| 16. | O'Connell/Black | 60 | |
| | | | |

Division 13

4th RAY BAN CUP FLEET # 133 DIVISION 13 ISLA VERDE, PUERTO RICO JULY 26 - 27, 1986

| но | BIE 18A | POINTS |
|----|-----------------|--------|
| 1. | Andres/Vaeilo | 4 1 |
| 2. | | 15 3/4 |
| 3. | | 18 |
| 4. | Scorza, P./ | 29 |
| но | BIE 16 | POINTS |
| 1. | Figueroa/Balzac | 6 3/4 |
| 2. | Maymi/Narvaez | 14 } |
| 3. | Junco/Vazquez | 20 |
| 4. | Ortiz/Rivera | 23 |
| но | BIE 14A | POINTS |
| | Figueroa, E. | 8 |
| 2. | Mark, D. | 10 1 |
| 3. | Junco, D. | 15 3/4 |
| но | BIE 14B | POINTS |
| | Ortiz, H. | 5 3/4 |
| 2. | Echavarri, C. | 9 1 |
| но | BIE 14 TURBO | POINTS |
| 1. | Badiool, M. | 8 |
| 2. | Adelardi, R. | 10 4 |
| 3. | Garcia, E. | 17 |
| 4. | Castro, R. | 18 |

Division 14

HOBIE 18A

EAST TEXAS HOBIE CHAMPIONSHIP INTERN'S TYLER, TX JULY 19 - 20, 1986

POINTS

| 1. | Rumsey, Chris | 2 1 |
|-----|--------------------------------|--------|
| 2. | Masf, Hugh | 5 3/4 |
| 3. | Palmer, Norris | 8 |
| 4. | Wright, Kattie | 11 |
| 5. | Morris, David | 12 |
| нов | BIE 16A | POINTS |
| 1. | Ralph, Mark | 2 4 |
| 2. | Hester, Craig | 6 3/4 |
| 3. | Bradley, Jason | 11 |
| 4. | Holmes, Sheila | 13 |
| 5. | Kocsis William | 14 |
| 6. | Wade, Maurice | 14 |
| 7. | Wade, Maurice
Vockrodt, Bob | 16 |
| 8. | Chambers, Larry | 18 |
| 9. | Saxby, Art | 18 |
| 10. | Bateman, Nancy | 29 |
| HOE | BIE 16B | POINTS |
| 1. | Kinser, Aaron | 2 4 |
| 2. | Saggi, Zeev | 8 |
| 3. | Jordan, Jim | 9 |
| 4. | Urband, Bruce | 10 |
| 6. | Matson, Al | 14 |
| 7. | Mead, Holt | 20 |
| HOE | BIE 16C | POINTS |
| | | |

| Mead, Holt | 20 |
|-----------------|--|
| BIE 16C | POINTS |
| Simpson, Mark | 6 3/4 |
| Lloyd, Robert | 7 |
| Cohrt, Greg | 7 3/4 |
| Pederson, Mike | 8 3/4 |
| Harmon, Jim | 9 3/4 |
| Ruestow, Greg | 16 |
| Steveson, Dan | 19 |
| Bradshaw, Wayne | 19 |
| BIE 17 | POINTS |
| Simpson, Tyler | 2 1 |
| Carr, John | 5 3/4 |
| Pattullo, Peter | 7 |
| | Lloyd, Robert
Cohrt, Greg
Pederson, Mike
Harmon, Jim
Ruestow, Greg
Steveson, Dan
Breveson, Dan
Bit 17
Simpson, Tyler
Carr, John |

| но | BIE 17 | POINTS |
|----|-----------------|--------|
| 1. | Simpson, Tyler | 2 1 |
| 2. | Carr, John | 5 3/4 |
| 3. | Pattullo, Peter | 7 |
| 4. | Danylak, Nick | 14 |
| 5. | Dunn, Bill | 14 |
| 6. | Griffin, Gary | 17 |
| но | BIE 14 | POINTS |
| 1. | Hawkins Cone | 2.1 |

| Seydel, Steve | 6 |
|------------------------|---|
| Richardson, Bennie | 8 |
| recent assert, a comme | |

Division 15

FLIP FLOP REGATTA FLEET # 235 DIVISION 15 JACKSON, MS JUNE 28 - 29, 1986

| HOE | BIE 16 (open) | POIN | TS |
|-----|-------------------|------|-----|
| 1. | Humphries/Little | 5 | ŧ |
| 2. | Wilder/Wilder | 12 | |
| 3. | Grady/Jetty | 13 | 3/1 |
| 4. | Starr/Starr | 15 | |
| 5. | Johnson/Hester | 17 | 1 |
| 6. | Soles/Soles | 21 | |
| 7. | Sutterfield/Pou | 22 | |
| 8. | Leyens/Montesi | 24 | |
| 9. | Manning/Lasserre | 29 | |
| 10. | Jones/Jones | 35 | |
| 11. | Townsend/Sylte | 38 | |
| 12. | Lasserre/Jefcoat | 40 | |
| 13. | Resta/Brooks | 47 | |
| 14. | Essig/Clark | 55 | |
| 15. | Levanway/Levanway | 62 | |
| 16. | Denton/Denton | 64 | |

| WM. GRA | MIE | ME | MORIAL | |
|---------|-----|----|---------|----|
| FLEET # | 120 | D | IVISION | 15 |
| PANAMA | CIT | ٧. | FL | |
| AUGUST | 2 - | 3, | 1986 | |

| HO | BIE 18 | POIN | ITS |
|----|-------------------|--------|-----|
| 1. | Gaston/Springett | 3 | |
| 2. | Rigdon/Taylor | 6 | 3/4 |
| 3. | Miller/Graeme | 13 | |
| 4. | Sterrett/Jeff | 14 | |
| 5. | Cockcroft/Cockcro | oft 18 | |
| 6. | Smith, Stan | 21 | |
| 7. | Addison, Alan | 28 | |
| 8. | Jacquay, Steve | 35 | |
| но | BIE 16A | POIN | TS |
| 1. | Smith/Nienaber | 3 | |
| 2. | Gaston/Kalata | 9 | 3/4 |
| 3. | Lattman/Sencil | 13 | |
| 4. | Brock/Adams | 14 | |
| 5. | Self/Haywood | 18 | |
| 6. | Putman/Poropatic | 18 | |
| 7 | Ca (M | | |

| 7. | Stone/Neville | 18 | |
|----|-------------------|-------|-----|
| 8. | Kernion/Nienaber | 18 | |
| 9. | Smith/Smith | 29 | |
| но | BIE 16B | POIN | ITS |
| 1. | Wilder/Wilder | 7 | 4 |
| 2. | Milani/McCormack | 8 | 3/4 |
| 3. | Camer/Perrin | 12 | |
| 4. | Jones/Jones | 13 | |
| 5. | Prata/White | 23 | |
| но | BIE 16C | POINT | rs |
| 1. | Oquendo/Thomas | 3 | |
| 2. | Canty/Munn | 10 | |
| 3. | Hamm/Rhodes | 13 | |
| 4. | Stanfield/Granger | 16 | |
| 5 | Johnson / Drant | 10 | |

| HO | BIE 17 | POINTS |
|-----|-----------------|---------|
| 1. | Thornton, Charl | lie 3 i |
| 2. | Barker, Joe | 8 |
| нов | BIE 14 TURBO | POINTS |
| | | |

Kidder, John Dick, Paul

HOBIE 18A

1986 CANADIAN NATIONALS O.H.C.A. & HOBIE APPAREL KINGSTON, ONTARIO, CANADA AUGUST 16 - 22, 1986

POINTS

| 1. | Morrin, Hugh | 17 } |
|-----|-------------------|--------|
| 2. | Marner, Paul | 19 3/4 |
| 3. | Barnett, John | 42 |
| 4. | Schleckser, Mark | 43 |
| 5. | Starkey, Mike | 47 |
| 6. | Dallaire, Damien | 51 |
| 7. | Howes, Bryan | 52 3/4 |
| 8. | Hopper, David | 65 |
| 9. | Masse, Rejean | 86 3/4 |
| 10. | Anderson, Bob | 94 |
| 11. | Whitten, Steve | 102 |
| 12. | Smith, Charles | 111 |
| 13. | Peck, Chris | 112 |
| 14. | Gregor, Dennis | 113 |
| 15. | Regan, Charlie | 115 |
| 16. | Marner, Bill | 121 |
| 17. | Harvey, Paul | 124 |
| 18. | Gelowitz, Lyle | 124 |
| 19. | | 131 |
| 20. | Reid, Steve | 134 |
| 21. | Tinga, Rick | 135 |
| 22. | Baas, Gordon | 143 |
| 23. | Haris, David | 150 |
| 24. | Allan, Stewart | 158 |
| 25. | McRae, Floyd | 159 |
| 26. | Frederick, James | 165 |
| 27. | | 182 |
| 28. | Tremblay, Michel | 188 |
| 29. | Whittemore, Marc | 201 |
| HOE | 31E 18B | POINTS |
| 1. | Yates, Dave | 14 |
| 2. | Nugent, Tom | 15 ₺ |
| 3. | Yarwood, Paul | 26 |
| 4. | Beasley, Graham | 28 3/4 |
| 5. | Gauthier, R. | 36 |
| 6. | Lillico, Craig | 40 3/4 |
| 7. | Legrand, Claud | 43 |
| HOE | SIE 14 | POINTS |
| 1. | Cross, Ted | |
| 2. | Summerfield, Mari | 4 |
| 3. | Flora, Nickolas | - |
| | | |

HOBIE 14 TURBO

POINTS

| 1. | Steels, David | 6 4 | 13. Taylor, R | | 1. | Hart, Leslie | 12 |
|-----|-------------------|---------|----------------|--------------|-----|-------------------|--------|
| 2. | Baker, Malcolm | 11 1 | 14. Liebel, Ni | cholas 97 | 2. | Rhine, Bruce | 16 1 |
| 3. | Cane, Garth | 20 | 15. Steglich, | B. 100 | 3. | Synnott, John | 20 3/4 |
| | | | 16. Woodruff, | Stan 113 3/4 | 4. | Mooney, Colleen | 22 3/4 |
| HOI | BIE 16A | POINTS | 17. Garlick, F | | | 7, 00,000 | |
| - | | -011110 | 18. Walker, M | | HO | 3IE 17 | POINTS |
| 1. | Smith, Greg | 16 ₺ | 19. Orr, Joan | 120 | | | |
| 2. | Williams, Bruce | 21 | 20. Schubach, | Henry 122 | 1. | Karaim, Terry | 19 |
| 3. | Howie, Dave | 25 | 21. LaLancett | e, B. 143 | 2. | Nagle, Paul | 22 1 |
| 4. | Bonesteel, David | 48 1 | 22, Bidwell, A | | 3. | House, Jeff, J.J. | 24 + |
| 5. | Donitz, Peter | 53 3/4 | 23. Brehm, P. | at 150 | 4. | McHardy, Dave | 32 |
| 6. | Terpstra, Jim | 62 | 24. Jamieson, | | 5. | Sollosy, Dennis | 40 3/4 |
| 7. | Engels, Jim | 77 3/4 | 25. Lewis, Ra | ndy 159 | 6. | Ludington, Bob | 43 |
| 8. | MacConnell, R. | 80 | 26. Sauve, Ja | | 7. | McGregor, Tracey | 43 |
| 9. | Tremblay, Marc | 89 3/4 | 27. Kervin, J | .P. 199 | 8. | Harvey, Marvin | 54 |
| 10. | Field, Steven | 90 | 28. Proulx, Jo | ocelyn 204 | 9. | Visser, Ryan | 56 |
| 11. | Madge, Mike | 93 | | | 10. | Higgs, lim | 63 |
| 12. | Drake, Britt, III | 95 3/4 | HOBIE 16B | POINTS | 11. | Murdock, Richard | 81 |

1986 HOBIE 16 WORLDS FLEET #252 5 TRADEWINDS MARINE

| | | AUG | SUVA, FIJI
SUST 3 - 10, 198 | 86 | | | |
|---|----------------------|------------------|--------------------------------|------|-------|-------|---------|
| | SKIPPER | COUNTRY | | FINA | LS | | TOTAL |
| 1 | . Metcalfe, Gary | Australia | 8 | 6 | 3/4 | 3/4 | 18 4 |
| | . Figueroa, Enrique | Puerto Rico | 5 | 30 | 4 | 2 | 20 1 |
| 3 | . Alter, Jeff | California (USA) | 34 | 5 | 3 | 17 | 41 4 |
| 4 | . Laruffa, Mark | Australia | 3/4 | 8 | 9 | 5 | 46 3/4 |
| 5 | . Tucker, Carlton | Florida (USA) | 47 | 12 | 2 | 10 | 54 |
| 6 | . Wood, David | Australia | 11 | 18 | 5 | 6 | 58 3/4 |
| | . Alter, Hobie, Jr. | California (USA) | 6 | 3/4 | 10 | 28 | 67 3/4 |
| | . Salmon, Nino | Tahiti | 13 | 2 | 8 | 22 | 70 |
| | , Egusa, Alan | California (USA) | 24 | 38 | 14 | 7 | 94 |
| 1 | 0. Neergaard, Jann | Denmark | 40 | 9 | 30 | 3 | 94 |
| | 1. Eddington, Rick | Texas (USA) | 9 | 44 | 25 | 4 | 99 |
| | 2. Umbers, Crofton | New Zealand | 2 | 27 | 29 | 13 | 102 |
| | 3. Hiro. Le Maever | Tahiti | 32 | 36 | 6 | 8 | 105 |
| | 4. Dockstader, Lee | California (USA) | 3 | 16 | 44 | 36 | 124 |
| 1 | 5, Thomas, Kim | Australia | 21 | 26 | 7 | 11 | 125 |
| | 6. Gama, Sergio | Brazil | 7 | 4 | 28 | 20 | 128 |
| | 7. Worrall, Bill | Australia | 23 | 45 | 92 | 9 | 128 |
| | 8. Frei, Jacques | Noumea | 28 | 31 | 17 | 19 | 129 |
| | 9. Mackay, Ian | Australia | 19 | 14 | 40 | 12 | 131 |
| | 0, Seaman, Bob | California (USA) | 7 | 46 | 3 | 35 | 140 |
| 2 | 1. Pascoe, Paul | Australia | 27 | 21 | 12 | 14 | 142 |
| 2 | 2. Hennessy, Jim | Australia | 18 | 39 | 22 | 34 | 151 |
| | 3. Smallman, Andrew | Australia | 43 | 10 | 36 | 21 | 152 |
| 2 | 4. Hurford, Andrew | Australia | 31 | 42 | 11 | 23 | 155 |
| | 5. Walsh, Geoffrey | USA | 10 | 23 | 16 | 32 | 156 |
| | 6. Leal, Gustavo | Brazil | 25 | 20 | 13 | 33 | 157 |
| | 7. Muggleton, Bob | Australia | 14 | 32 | 33 | 26.33 | 160.33 |
| | 8. White, Brett | Australia | 15 | 41 | 18 | 35 | 163 |
| | 9. Niederquell, Fred | West Germany | 38 | 46 | 20 | 29 | 163 |
| | 0. Bress, Hans, | Germany | 4 | 25 | 24 | 90 | 164 |
| 3 | 1. MacFarlane, LP | Australia | 26 | 19 | 38 | 26 | 166 |
| 3 | 2. Hughes, Bad News | Australia | 45 | 15 | 46 | 27 | 174 |
| 3 | 3. Gladen, Jim | USA | 47 | 17 | 19 | 30 | 174 |
| | 4. Palesy, Graham | Australia | 20 | 90 | 31 | 41 | 175 |
| 3 | 5. Myrter, Steve | USA | 39 | 24 | 15 | 31 | 176 |
| 3 | 6. Philip, Colin | Fiji | 33 | 13 | 23 | 42 | 176 |
| | 7. Leo, Steve | California (USA) | 41 | 29 | 34 | 16 | 181 |
| 3 | 8. Furukawa, Michael | USA | 30 | 43 | 27 | 37 | 182 |
| 3 | 9. Junco, Carlos | Puerto Rico | 22 | 49 | 41 | 43 | 188 |
| 4 | 0. Bardram, Torsten | Denmark | 35 | 34 | 21 | 39 | 189 |
| 4 | 1. Porter, Patrick | California (USA) | 17 | 49 | 32 | 29 | 193 3/4 |
| | 2. Newsome, Jeffrey | | 16 | 48 | 26 | 44 | 194 |
| | 3. Malour, Stuart | Australia | 29 | 37 | 37 | 18 | 198 |
| | 4. Mayer, De Lima | Noumea | 35 | 32 | 32.33 | 25 | 200.33 |
| | 5. Algie, Don | Australia | 33 | 43 | 43 | 45 | 204 |
| | 6. Phillips, Bill | PNG | 44 | 7 | 39 | 45 | 208 |
| | 7. McCredie, Dennis | USA | 42 | 28 | 45 | 38 | 227 |
| | B. Pryke, Mark | Australia | 36 | 47 | 47 | 95 | 247 |
| | | | - | | | | 141 |

| 45. | Algie, Don | Australia | | | 33 | 43 | 43 | 45 | |
|-------|--------------------|-----------|-----|------------------|-----|----|-----|------------------|-----|
| 46. | Phillips, Bill | PNG | | | 44 | 7 | 39 | 45 | |
| 47. 1 | AcCredie, Dennis | USA | | | 42 | 28 | 45 | 38 | |
| 48. | Pryke, Mark | Australia | | | 36 | 47 | 47 | 45 | |
| (Ch | ampionship Series) | | 62. | Boulogne, E. | 98 | | 79. | Kurt, Byron | 123 |
| | | | 63. | Whittington, Rob | 102 | | 80. | Ronnell, P. | 126 |
| HOB | IE 16 | POINTS | 64. | Soares, Marcos | 102 | | 81. | Araujo, G. | 127 |
| | | - | 65. | Woodford, Donald | 104 | | 82. | Belland, Dnis | 130 |
| | | | 66. | McCook, Scott | 104 | | 83. | Kenny, Tony | 131 |
| 49. | Shearer, Mike | 49 | 67. | Thurecht, M. | 108 | | 84. | Handley, Harry | 140 |
| 50. | Casher, Jeff | 50 | 68. | Ashby, David | 109 | | 85. | Kopcke, Dr. Jorn | 143 |
| 51. | Brown, Derek | 51 | 69. | Muld, R. | 110 | | 86. | Cardoso, Sergio | 152 |
| 52. | Francos, Petras | 85 | 70. | O'Brien, Kelly | 110 | | 87. | Scott, Stuart | 152 |
| 53. | Lung, Dave | 85 | 71. | Aasted, Allan | 111 | | 88. | Agnieray, J.C. | 154 |
| 54. | Seta, Ray | 85 | 72. | Shearer, Andy | 113 | | 89. | Hyman, Bill | 164 |
| 55. | Montague, Mike | 86 | 73. | Revay, Vladimir | 114 | | 90. | Kerese, Andres | 164 |
| 56. | Huxtable, Harry | 86 | | Fallwell, Mark | | | 91. | Konuo, Marsharu | 171 |
| 57. | Junco, Enrique | 89 | 74. | | 114 | | 92. | Kilner, Noel | |
| 58. | Anderson, A. | 89 | 75. | | 115 | | 93. | Philippe, Hars | 172 |
| 59. | Philp, Tony | 89 | 76. | Schafer, Wayne | 119 | | | | 174 |
| 60. | Materna, Tom | 90 | 77. | | 119 | | 94. | Southwick, B. | 176 |
| 61. | Knight, Phil | 95 | 78. | Tyler, Ross | 122 | | 95. | Renaud, Dennis | 177 |
| | Angue, Tim | | | | | | 96. | Cohu, Francois | 178 |



FLEET DIRECTORY

WORLD HOBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

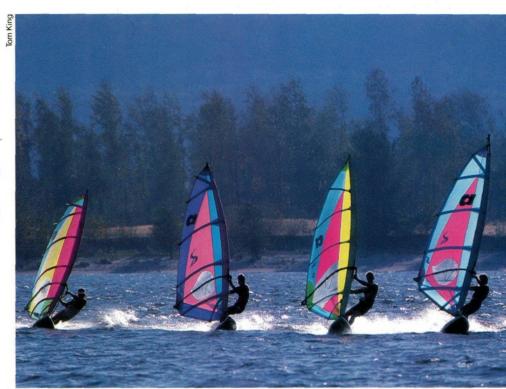
| FLEET NO. | COMMODORE | LOCATION | DIVISION | FLEET NO. | COMMODORE | LOCATION | DIVISION |
|---------------|--|---|----------------|-----------------------|---|---|-------------------|
| 1. | Don Crider | Dana Point CA | 2 | 129. | Glenn Withenshaw | | |
| 2. | Dennis Sandoval
Dave Kofahl | Auburn CA
Long Beach CA | 3 2 | 130. | Brian Machtaler | Thunder Bay, North Ontario CANA
Penticton, B.C. CANADA | DA 7
4 |
| 4. | Mike Chee | San Diego CA | 2 | 131.
132. | Jay Collins
Neil Carter | Oklahoma City OK
Kalimantan, Tiermure INDONESIA | 14
Int'1 |
| 6. | Bob Meyers
William R. Myrter | Clearwater FL
Kailua HI | 8 | 133.
134. | Carlos Matos
Mark Doyle | Isla Verde PUERTO RICO
Memphis TN | 13
15 |
| 7. | Stan Nagle
Walter Tucker | Pasadena CA
Houston TX | 2 | 135.
136. | Bob Buchtman
Joel Marcus | Hewitt NJ
Enfield CT | 12 |
| 9.
10. | Dennis Teddlie
Larry Stayner | Lake Charles LA
Clear Lake IA | 6 | 137. | Bill Schmitt | Hopatcong NJ | 12
11 |
| 11. | John Hamlet
Melinda Moore | Orlando FL
Decatur GA | 8 | 138.
+139. | Eduardo Villagran | Guatemala City GUATEMALA | Int'l |
| 13. | Ralph Weir | Spokane WA | 9
4 | 140.
141. | Richard Owen
Ed Reynolds | Levittown PA
Columbia SC | 11 |
| 14. | Paul Ulibarri
Tom Beck | Seattle WA
Ventura CA | 4 2 | 142.
143. | Harry Highstone
Peter Fraker | Louisville KY
Seaford NY | 10
12 |
| 16.
17. | Steve Prather
Dave Hinds | Big Bear Lake CA
Citrus Heights CA | 2 3 | 144.
145. | Ric Balesky
John Braken | East Lansing MI
Ft. Smith AZ | 10 |
| 18.
19. | John Medler
John Lefler | Ypsilanti MI
Ashland OR | 10 | 146. | Mike Lawrence | Wichita Falls TX | 14
14 |
| 20. | Michael Ettl
Ed Mantague | San Jose CA
Modesto CA | 3 3 | +147.
148. | John Owen | Bangkok THAILAND | Int'l |
| 22. | Patrick McMaster
F. Holt Mead | St. Albert, Alberta CANADA | 4 | 149.
150. | Michelle McManus
Paul Yarwood | Blue Springs MO
Orillia, Ontario CANADA | 7
16 |
| 24. | Wally Myers | Dallas TX
Ocean City NJ | 14
11 | 151.
152. | Art Clark
Stephen McClung | Decatur IL
St. Simons Island GA | 10 |
| 25.
26. | Bill Henry
Mike Wycoff | Tulsa OK
Indianapolis IN | 14 | 153.
+154. | Kim Coffee | Gainesville FL | 8 |
| 27.
28. | Greg Trent
George Mead | Wichita KS
Natick MA | 14
12 | 155.
156. | Gerald Knierim
Jon Fowkes | Brooklyn MI
Casper WY | 10
5 |
| 29. | Julian Levin
Tim Olson | Merced CA
Riverside CA | 3 2 | +157.
158. | | | |
| 31. | Barry Burgess
John Frazee | Brookfield CT
Virginia Beach VA | 12 | +159. | James Kelly | Springfield IL | 10 |
| 33.
34. | Keith Fuller
Walt Philipson | Portland OR | 4 | 160.
161. | Gail Fricke
Gene Hawkins | Grand Junction CO
Bryan TX | 5 |
| 35.
36. | Rick White | North Palm Beach FL
Pensacola FL | 8
15 | 162.
+163. | Ray Murray | Waco TX | 14 |
| 37. | Peter Aydelotte
Gary Baker | Miami FL
Bellingham WA | 8 | 164.
165. | Tommy Whiteside
Ollie Fredrick | Seneca
Mahtomedi MN | 9 7 |
| 38.
39. | Paul C. Harvey
Cheryl Hohenhausen | Nova Scotia CANADA
Bradenton FL | 12
8 | 166.
167. | Mike Halberstadt
Bob Cargill | Oceanside CA
Bakersfield CA | 2 2 |
| 40.
41. | Joe Kuchenbuch
Scott Holland | Richland MI
New Orleans LA | 10
15 | 168.
+169. | Gerald Jenkins | Rapid City MI | 10 |
| 42.
43. | Cliff Roche
Michele Bailey | Tampa FL
Tallahassee FL | 8
15 | +170.
171. | Steve Amador | Ann Arbor MI | |
| 44. | Scot Corson
Michael Bodie | Ft. Lauderdale FL
Coco Beach FL | 8 | 172.
+173. | Brian Price | Ganonoque, Ontario CANADA | 10
16 |
| 46. | Derek Cassels-Brown
Steve Campbell | Auckland NEW ZEALAND
Cincinnati OH | Int'1 | 174. | Charlie Pelissary | Myrtle Beach SC | 9 |
| 48.
49. | Mike Bone
Tom Creed | Albuquerque NM | 10 | 175.
176. | Charlotte Morse
Pete Brozene | Albermarle NC
Mohnton PA | 9 |
| 50. | Mike Bowen | Clear Lake MN
Loveland CO | 5 | 177.
178. | Ernie Luce
John Lattman | Hitchcock TX
Ft. Worth Beach FL | 6
15 |
| 51.
52. | Dave Coombs
Dan David | Las Vegas NV
White Bear Lake MN | 7 | 179.
180. | Gorden Leilson
Les Luby | HONG KONG
Moodland Hills CA | Int'1 |
| 53.
54. | Bill Carl
Walt Blakeslee | Isle of Palms SC
Baltimore MD | 9 | +181.
182. | Julie Flanagan | Kingshill, St. Croix USVI | 13 |
| 55.
56. | Denis Ingram
Ron Bernier | Baton Rouge LA
Westport CT | 15
12 | 183.
184. | Stephen Whitten
Stephen Treadwell | Toronto, Ontario CANADA
Milton VT | 16
12 |
| 57.
58. | Bob Garland
Charles Rogers | Los Angeles CA
Jackson MI | 2 | 185.
186. | Leslie Hart
Stanley Pastore | London, Ontario CANADA
Rowayton CT | 10 |
| 59.
60. | Louis Griesmer
Michael Simpson | Springfield MO
Sandusky OH | 7 | 187.
188. | Denis Renaud | Montreal, Quebec CANADA | 12
12 |
| 61. | Pete McLaughlin | Denver CO | 5 | 189. | Mike McGinnis
Steven Soenke | Tampa FL
CHRB, Saipan C. M. GUAM | Int'l |
| 63. | Chris Miller
Guy Lawyer | Clovis CA
Norman OK | 3
14 | 190.
191. | Warren Kaplan
Ken Keller | Linwood NJ
Greensboro NC | 11 9 |
| 64.
65. | Tom Gilliland
Keith LeBroeuf | Austin TX
Shore Acres NJ | 6
11 | 192.
193. | Rich Andrysik
Peter Sikora | Omaha NE
Eugene OR | 7 |
| 66.
67. | Tom Banks
Gordon Jones | Scottsdale AZ
Salt Lake City UT | 2 5 | 194.
195. | Pete King
Steve Marschmann | Vallejo CA
Richland NA | 3 |
| 68.
+69. | Larry Hutlock | Lorain OH | 10 | 196.
197. | A. Yates Dowell III
Dot Christopher | Rockville VA
Rockport MA | 11
12 |
| 70.
71. | Mark Ederer
Lenny Carey | Ocean Springs MS
Key West FL | 15
8 | 198. | Dave Winegarden
John Longueville | Rapid City SD
Carbondale IL | 4 |
| 72.
73. | Mike Ward
Bill Hiller | Portland OR
Northfield NJ | 4 | 200. | Barry Barnes | Norfolk VA | 9 |
| +74. | | | | 202. | Paul Humiston
Douglas Schmidt | Pueblo CO
Escanaba MI | 5 7 |
| 75.
76. | Jim Holst
Sherman Putman | Tamuning GUAM
Mobile, AL | Int'1
15 | 203.
204. | Russell Brown
Mimi Appel
Michael Coutches | Reno NV
Brewerton NY | 3
16 |
| 77.
+78. | Jerry Bussey | Vail Lake CA | 2 | 205.
+206. | Michael Coutches | Clearlake CA | 3 |
| 79.
80. | Bill Hyman
Roy Bertolet | Pago Pago AMERICAN SAMOA
Daytona FL | Int'l
8 | +207.
208. | Drake Barber | Fairfield CT | 12 |
| +81.
82. | John Taylor | Guelph Ontario CANADA | 10 | 209.
210. | Tom Sullivan
Roger Bristol | Amesbury MA
Olivet MI | 12
10 |
| 83.
84. | Steve Faille
Mike Hiu | Rock Hill SC
Des Moines IA | 9
7 | +211.
+212. | | | |
| 85.
86. | John Schirtzinger
Keith Reynolds | Columbus OH
Elmira NY | 10
16 | +213.
214. | Rick Chadwick | Vancouver, B.C. CANADA | 4 |
| 87.
88. | Deanna Link | San Rafael CA | 3 2 | 215. | Robert Wolff | Cedar Rapids IA | 7 |
| 89. | William Pawlowski
Mike Griffee | Lake Havasu City AZ .
Mishawaka IN | 10 | 216.
217. | Gary Gotsch
David Carter | Marion IN
Chattanooga TN | 10
9 |
| 90.
91. | Charles Anderson
Andy Stowe | Winnipeg, Manitoba CANADA
Ft. Worth TX | 7
14 | 218.
219. | Kevin Furlong
Billy Joe Crider | Lakewood OH
Marion OH | 10 |
| 92.
93. | Marilyn Craig
Don Judice | Charlotte NC
Lafayette, LA | λ ₅ | +220.
221. | Stewart Walker | Richmond VA | 9 |
| +94.
95. | Paul Carter | Bothell WA | 4 | 222. | Allan Houser
Thomas Zalewski | Pacific Grove CA
Wausau WI | 3 7 |
| +96.
97. | Mike Malone | Henderson NC | 9 | *224.
225. | Scott Rankin | Mattoon IL | 10 |
| 98.
99. | Lamont George
Peter Colby | Clear Lake Manitoba CANADA
Corpus Christi TX | 7 | 226.
227. | Steven Tubbs
Jim Winterton | Anchorage AL
Pierre SD | 4 7 |
| 100.
101. | Jeff Deaton
Richard Johnson Jr. | Salterpath NC | 9 | 228.
229. | Jeff Knoll
Dean Willis | Erie PA
Remsen NY | 16 |
| 102. | Mike Hardy
Steve Bechtold | Wilmington NC
Brownsville TX | 9
6 | +230. | | | 16 |
| 103.
+104. | Debra Polhemus | Sioux Falls SD
Boise, ID | 7 | 231.
232.
+233. | Rich McNeill
M. Brent Quick | South Windham
Beaumont TX | 12
6 |
| 105.
106. | Debbie Metscher | Steamboat Springs CO | 4
5 | 234. | Anna Shimp | Millville NJ | 11 |
| 107.
108. | Michel Le Calvic
Dennis Doren | Papeete TAHITI
Muskegon MI | Int'1
10 | 235.
+236. | David Thoren | Jackson MS | 15 |
| 109.
110. | Mike White
Jim Frank | Great Neck NY
Victoria TX | 12
6 | 237.
238. | Graig Burwell
Bob Denninger | Sarnia, Ontario CANADA
Mayfield NY | 10
16 |
| 112. | Richard Brew
Jarl Malwin | Jacksonville FL
Venice FL | 8 | 239.
240. | Doug Keller
Rich Grewohl | Akron OH
Boulder Creek CA | 10 |
| 113.
+114. | Joe Thompson | Freeport GRAND BAHAMAS | Int'1 | 241.
242. | David Stahl
Dennis Sollosy | North Little Rock AR
Saskatton, Sask, CANADA | 14 |
| 115.
116. | Tom Hartman
Ike Selig | Wilmette IL
Winter Haven FL | 10 | 243.
244. | Jane Kleindinst
Charles Power | Grand Island NY
Myrtle Beach SC | 16 |
| 117.
118. | Jake Taber | Grand Rapids MI
Tyler TX | 10
14 | 245.
246. | Jon Edblom
Wayne Thorson | Durango CO
Grand Rapids MN | 9
5
7
10 |
| 119. | Larry Chambers
Ron Pfender
Sandra Kalata | Angola NY
Panama City FL | 16
15 | 247. | John Harden
Terry Brown | Rondeau Bay, Ontario CANADA
Union Lake MI | 10
10 |
| +121.
122. | | | Int'] | 249.
250. | Pete O'Briant | Nashville TN | 10
15
11 |
| 123. | Walter O'Grady Cabral
Robert Maes | Fortalexa Ceara BRAZIL
St. Louis MO | 10 | 251. | Michael O'Hara
Tom Neiswonger | Sandy Hook NJ
Lawton OK | 14 |
| 124.
125. | David Becker
Roger Bommersbach | Bayport NY
Lake Poinsett SD | 12
7 | 252.
253. | Noel Kilner
Vic Chang | Tami FIJI
Dhahran, SAUDI ARABIA | Int'l
Int'l |
| 126.
127. | Chris Sprague | Chesterton IN | 10 | 254.
255. | Robb Naylor
Samuel Applegate | Bemidiji MN
New Albany IN | 7
10 |
| 128. | Dan Mallum | San Antonio TX | 6 | 256. | Candy McCombs-Thomas | Grand Island NY | 16 |
| | | | | | | | |

FLEET DIRECTORY

| FLEET NO. | COMMODORE | LOCATION | DIVISION | FLEET NO. | COMMODORE | LOCATION | DIVISION |
|----------------|---------------------------------------|--|------------------|----------------|--|---|----------------|
| 257.
258. | Beecher Kirkley
David Niles | Washington NC
Holland MI | 9 | 401. | Jay Terrell | Shreveport LA | 6 |
| 259.
260. | Bill Gerblick | Arroyo Grande CA | 3 | 402.
403. | Charles Cronheim
Jim Trask | Lagos, NIGERIA
Lynn TX | Int'1
12 |
| 261. | Charles Benner
Robert Woodward | Jensen Beach FL
Victoria B.C., CANADA | 8 | 404.
405. | Douglas Meyer
Mark Wright | Angola NY
Boroko Papua, NEW GUINEA | Int'l |
| +262.
263. | Ron Rubadeau | Kelowna B.C., CANADA | 4 | +406.
407. | Robin LaCroix | Humble TX | 6 |
| +264. | | | | +408. | RODIN EGGIOTA | numbre 1x | 0 |
| +266.
267. | Hal Savage | Philadelphia PA | 11 | +409.
+410. | | | |
| 268. | Gary Messersmith | Lubbock TX | 14 | 411.
412. | Ken Bell
K.G. Ansell | Dubai, UNITED ARAB EMIRATES
Jeddah, SAUDI ARABIA | Int'l |
| +269.
+270. | | | | 413.
414. | Wayne Fischer
Bill Petraitis | Green Bay WI | 7 |
| 271.
+272. | Bill Pagels | Newark DE | 11 | 415. | John Koedt | Conneaut Lake PA Tali Beach, PHILIPPINES | Int'1 |
| 273.
274. | Tom Burrows
Peter Capotosto | Florissant MO
Manila, PHILIPPINES | Int'1 | 416.
417. | Kent Smith
Bill Gill | Hatfield PA
Amherst Nova Scotia, CANADA | 11 |
| +275. | | | | +418.
419. | Kenneth McKinney | Peoria IL | 10 |
| 276.
277. | Jim McPharlin
Nick Neville | Roseville MI
Birmingham AL | 10
15 | 420.
421. | Juan De Orbaneja
Ricardo Rovira | Mijas (Malaga), SPAIN
Calafell, SPAIN | Int'l |
| 278.
279. | Lionel Conacher
Larry Van Tuyl | Cambridge Ontario CANADA
Ann Arbor MI | 16
10 | 422.
423. | Alvarez Del Manzano
Joan Nuviola | Vilafortuny, SPAIN | Int'l |
| 280. | Roger Schrum
Doug Little | Stockton CA
Santa Rosa CA | 3 | 424. | Esteve Pujula | Castelldefels, SPAIN
Rosas, SPAIN | Int'l |
| 282. | Scott Brubaker | Birmingham MI | 10 | 425.
426. | Felipe Bellini
Ramon Pino | Port Pollensa, SPAIN
Puebla Farnals, SPAIN | Int'1
Int'1 |
| 283. | Ann Galluzzo
Robert Ryan | Springfield OH
West Liberty OH | 10
10 | +427.
428. | Pedro García | Sanlucar de BDA, SPAIN | Int'l |
| 285.
+286. | G.J. deVries | Curacao, NETHERLANDS | Int'l | 429.
430. | Antonio Munoz
Antonio Oriol | Calas de Guisando, SPAIN
Sotogrand SV, SPAIN | Int'l |
| 287.
288. | Jim Brisbois
Dennis Henderson | Saginaw MI
Marquette MI | 10 | 431. | Jose Ignacio Asensi
Bill Carter | Madrid, SPAIN | Int'l |
| 289. | Carlos Aguilo E. | Santo Domingo, DOMINICAN REP. | Int'l | 432.
+433. | | Ponca City OK | 14 |
| 291. | Vernon Sheppard
Larry Nelson | Union Hall VA
Yankton SD | 7 | 434.
435. | Don Campbell
Steve Fangio | Lake Arrowhead CA
Amarillo TX | 2 |
| 292.
293. | Albert Balazovic
Dave Chick | Traverse City MI
Bathurst N.B., CANADA | 10
12 | 436.
437. | Mike Cooper
Andy Knoll | Mammoth Lakes CA | 2 |
| 294.
295. | Cherie Markesteyn
Dale Ryan | Savannah GA
Rochester NY | 9
16 | 438. | Age de Vries | Asheville NC
Manoma, BAHRAIN | Int'l |
| +296.
297. | Bob Blecha | | 70 | 439.
440. | Thomas Lang
John Friesz | Mamaroneck NY
Hampton VA | 12 |
| 298. | Dave Milne | Emporia KS
Ottawa Ontario, CANADA | 16 | 441.
442. | Chris Walker
Pedro Colon | Burlington Ontario, CANADA
Mayaquez, PUERTO RICO | 16
13 |
| 299.
300. | Nick Burden
Jerry Haas | Fredericton N.B. CANADA
Westerville OH | 10
10 | 443.
444. | Doug Ackroyd
Brian Nelson | Town Bank NJ | 11 |
| 301. | M. Dangel
Giancarlo De Martnis | Wolfrrathshausen, W. GERMANY
Rome, ITALY | Europe
Europe | 445. | Pete Mulligan | Spicer MN
Geneva OH | 10 |
| 303. | Bruno Delahaie | Rennes, FRANCE | Europe | 446.
447. | Mark Jones
Bruce Buchan | Calgary Alberta, CANADA
Fox Lake IL | 10 |
| 304.
305. | Rob Van Deursen
Bram Lussenburg | Zandvoort, HOLLAND
Rotterdam, HOLLAND | Europe
Europe | 448.
449. | Brian Franco
A. J. Pope | Pawtucket RI
Pinellas Park FL | 12 |
| 306.
307. | Nol Eitens
Jan Van Spellen | Katwijk, HOLLAND
Den Haag, HOLLAND | Europe
Europe | 450. | Walter Goodell | Whitmore Lake MI
Klamath Falls OR | 10 |
| 308. | Jan Wijker
Guy Pasquier | Egmond, HOLLAND
Toulon, FRANCE | Europe
Europe | 451.
452. | Greg Myers
Frank Brearley | Barnegot Bay | 11 |
| 310. | Dominique Ardin | Thonex, SWITZERLAND | Europe | 453.
454. | Paul Pocock
Mark Tryggestad | Quesnal B.C., CANADA
Amery WI | 7 7 |
| 311. | M. Harrin
Jean-Pierre Foucaud | Nantes, FRANCE
Hyeres, FRANCE | Europe
Europe | +455.
+456. | | • | |
| 313.
314. | Marc Gautier
S. Lorenzini | Le Havre, FRANCE
Noumea, NEW CALEDONIA | Europe
Europe | 457. | Ron Rossi | Brownwood TX | 14
Int'1 |
| 315. | Helmut Jakobowitz
Martin Schuitema | Vienna, AUSTRIA
Wassenaar, HOLLAND | Europe
Europe | 458.
459. | Luis Lerdo de Tjada
Salvador Barrachina | Mares, SPAIN
Castellon, SPAIN | Int'l |
| 317. | D. Mohr | Hamburk Osteinbeck, W. GERMANY | Europe | 460.
461. | Carlos Hernandez
Raul Moreira | Sevilla, SPAIN
PORTUGAL | Int'l |
| 318. | H. Angerhausen
Matthias Stender | Laatzen, WEST GERMANY
Koln, WEST GERMANY | Europe
Europe | +462.
463. | Ron Rowton | Titusville FL | 8 |
| 320.
321. | J-P Blaise
Guy Delmas | Ludres, FRANCE
St. Medard/Jalles, FRANCE | Europe
Europe | +464. | | | 9 |
| 322.
323. | Frank Buchholz
Colin White | Aarau, SWITZERLAND
Plymouth Cornwall, ENGLAND | Europe
Europe | 465.
466. | Everett Thompson
Dan Dunbar | Elizabeth City NY
Rymatuming PA | 12 |
| 324. | Alexandre Lescure | Marseille, FRANCE | Europe | +467.
468. | Boyd Bass | McAlister OK | 14 |
| 325.
326. | Rinus Van De Haak
Osten Nilsson | Noordwijk, HOLLAND
Hollviksnas, SWEDEN | Europe | 469.
470. | Pancho Limon
Peter Skarstedt | San Felipe, Baja CA, MEXICO
Whitefish MT | Int'l |
| 327.
328. | Patrick Knoerzer
Pierre Molia | Rastatt, WEST CERMANY
Bayonne, FRANCE | Europe
Europe | 471. | Andrew Gallington | Christchurch, NEW ZEALAND | Int'l |
| 329.
330. | Walter Steiner | Altenrhein, SWITZERLAND | Europe | 472.
473. | Bob Cole
Dieter Bromkamp | Sun Prairie WI
Niantic CT | 12 |
| 331. | Erik Nienstaedt
Marco Piraccini | Charlottenlung, DENMARK
Milan, ITALY | Europe
Europe | 474.
475. | David Buckingham
Scott Russell | Spirit Lake IA
Storm Lake IA | 7 |
| 332.
333. | Bino Bani
Fred Paasch | Marina di Pisa, ITALY
Middelfart, DENMARK | Europe
Europe | 476.
477. | Jim Murray
Neal Houx | Leesling IN
Tahoe City CA | 10 |
| 334.
335. | Peter Jannack
Priedrich Schiebel | Hamburg, WEST GERMANY
Vienna, AUSTRIA | Europe
Europe | 478.
479. | Debbie Blackburn
Mike Stevens | Walker MN
Kahului, Maui HI | 7 |
| 336.
+337. | Erich Minarik | Graz, AUSTRIA | Europe | 480. | Gary Doty | Cordova IL | 7 |
| 338. | Jacques Budget
J-Marc Niedergang | Cap D'agde, FRANCE | Europe | 481.
482. | Chuck Druckenmiller
James Walrath | New Lisbon WI
Puget Sound WA | 4 |
| 339.
340. | Bruno Sollier | Palavas, FRANCE
Beaufort en Vallee, FRANCE | Europe
Europe | 483.
484. | Miguel Soldevila
Laird Jones | Alicante, SPAIN
Montgomery AL | Int'1
15 |
| 341.
342. | Werner Wittwer
Don Findlay | Denges, SWITZERLAND
Shropshire, ENGLAND | Europe
Europe | 485.
486. | Jane Brown
Jim Bryant | Elkhart IN
Abilene TX | 10 |
| 343.
344. | Bram Van Straalen
Jacques Serviere | "S-Gravezande, HOLLAND
La Napoule, FRANCE | Europe
Europe | 487.
+488. | J. de Grout | Seria, Brunei, NW BORNEO | Int'l |
| 345.
346. | Via Dei Grilli III
Manolis Pallas | Cagliari, ITALY
Rhodos, GREECE | Europe | 489. | Randy Reiman | Manitowoc WI | 7 |
| 347. | Xavier Kieffer | Ajaccio, FRANCE | Europe
Europe | 490.
491. | Ubaldo Tacconelli
Will Pulsford | Edo. Nueva Esparta, VENEZUELA
Trinidad, WEST INDIES | Int'l |
| 348.
349. | Wolf Ossner
Klaus Wagner | Brunnthal, WEST GERMANY
Koln, WEST GERMANY | Europe
Europe | 492.
493. | Andrew Marshall
Mike G. Rea | Singapore, REP. OF SINGAPORE
Muscat, GULF OF OMAN | Int'l |
| 350.
351. | Rainer Kellermann
K. Kuhlich | Velbert, WEST GERMANY
Herdecke-Westende, W. GERMANY | Europe
Europe | 494.
495. | John Griffith | Doha, QATAR/ARABIAN GULF
Longview TX | Int'1
14 |
| 352. | Michael Schwindt | Hunstetten-Wallrabenstei,
WEST GERMANY | Durope | 496. | Dwayne Tuttle
David Lilienthal | Seabrook NH | 12 |
| 353. | Fritz Hesemann | Leverkusen, WEST GERMANY | Europe | 497.
498. | Rick Tinga
Masahiko Ozeki | Trenton Ontario, CANADA
Kanagawaken, JAPAN | Int'I |
| 354.
355. | Georges Daniele
Robert Rives | Carry, FRANCE
Toulouse, FRANCE | Europe
Europe | 499.
500. | Mariyasu Murase
Yves Germain | Kanagawaken, JAPAN
Saitama-ken, JAPAN
Libreville, GABON | Int'l |
| 356.
357. | Peter Bezold
Christophy Maguin | Erlangen, WEST GERMANY
Lille, FRANCE | Europe
Europe | 501.
502. | Aijiro Hirayama
Fred Sponsel | Tokyo, JAPAN
Brigantin NJ | Int'l |
| 358.
359. | Maurizio Juris
Domenico De Toro | Venezia Lido, ITALY
Fregene, ITALY | Europe
Europe | 503.
504. | John Smal | Athens, GREECE | Int'l |
| 360.
361. | Fritzr Von Dornick
H. Jandecka | Sonsbeck, WEST GERMANY | Europe
Europe | 505. | John McKellop
Hank Kazmier | Cadillac MI
Ogden Dunes IN | 10
10 |
| 362. | Stefan Griesmeyer | Bergkamen, R.F.A.
Feldafing, R.F.A. | Europe | 506.
507. | Craig Findlay
Masami Kozuge | Caringbah NSW, AUSTRALIA
Kanagawa Prefecture, JAPAN | Int'l |
| 363.
364. | Emeraude Marine
Gordon Edwards | Paris, FRANCE
Surrey, ENGLAND | Europe
Europe | 508.
509. | Paul Ricketts
Marc Dickenson | Nort- Myrtle Beach SC
Malvern AR | 9 |
| 365.
366. | Jochen Hechler
Bodo Von Schrader | Abidjan, COTE D-IVOIRE
Hamburg, R.F.A. | Europe
Europe | 510.
511. | Dennis Patterson
Brian Withers | El Dorado KS | 14 |
| 367. | Cato Knem | Olslo, NORWAY | Europe | 512. | Graham Webby | Abu Dhabi, UNITED ARAB EMIRATES
Wellington, NEW ZEALAND | Int'l |
| 368.
369. | Sven Olovsson
Tom Merilahti | Stockholm, SWEDEN
Helsink, FINLAND | Europe
Europe | 513.
514. | Friedrich Niederquell
John Mulay | Korbach, GERMANY
Tucson AZ | Int'1 |
| 370.
371. | Anthony Miller
Doug Lumley | Southampton, ENGLAND
Goteborg, SWEDEN | Europe
Europe | 515.
516. | Charles Leekley
Thomas Yorty | Excelsior MN
Pohick Bay VA | 7 |
| 372.
373. | Peter Howard
Peter Mueller | Clevedon-Avon, ENGLAND
Mendig, WEST GERMANY | Europe
Europe | 517.
518. | Brian Hughes
Max Westwater | Turkey Point Ontario, CANADA | 16 |
| 374. | Uli Schulte | Wermelskirchen, R.F.A. | Europe | 519. | Jerry Mohney | Cheung Chau, HONG KONG
Portage MI | Int'1
10 |
| 375.
376. | J.L. Rabier
Zornija Miro | St. Brieuc, FRANCE
Wien, AUSTRIA | Europe
Europe | 520.
521. | Buz Moore
Tom Bailey | Hartsville SC
Valdosta GA | 9 |
| 377.
378. | Thomas Stange
Nico Olthof | Bremen, R.F.A.
Utrecht Hemelingen, HOLLAND | Europe
Europe | 522.
523. | Eugene Zaler
Scott Aman | South Haven MI
Roanoke Rapids NC | 10 |
| 379.
380. | Jacques Simon
Kees Snijders | La Vallette, FRANCE
Brverwijk, HOLLAND | Europe
Europe | 524.
525. | Marce Davison
Bob Anderson | Centerport NY | 12 |
| 381.
382. | Harry Peeters
Ernest John Zwikker | Knokke Heist, BELGIUM
Assen (Drenthe), HOLLAND | Europe
Europe | 526. | Walter Campbell | Regina, Saskatchwewan, CANADA
Midland TX | 4 |
| 383.
384. | Antonio Nocca | Gaeta, ITALY | Europe | 528. | Carrier Richard
Jose Baca | St.Redempteur Quebec, CANADA
Lake Charles LA | 12 |
| 385. | c/o OXA srl
Niels Runge | Palermo, ITALY
Skodstrup, DENMARK | Europe
Europe | 529.
530. | Darlene Johnson
Trevor Page | Moses Lake WA
Al-Jubail, SAUDI ARABIA | Int'l |
| 386.
387. | Paul Johnson
Gunnar Haraldsson | St. Owen-Jersey, CHANNEL ISLAND
Vasteras, SWEDEN | Europe
Europe | 531.
532. | Brendon Whitley
Stephen Hoetzer | Tavranga, NEW ZEALAND
Bismarck ND | Int'l |
| 388.
400. | Folkert Zinke
John Baertschi | Borkun, WEST GERMANY
Toledo OH | Europe
10 | 533.
534. | Aaron Simms
Steve Gronka | Waveland, MS
Avalon, NJ | 15
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Preparing For Your Next Boardsailing Event



by dan mangus

ost all sports provide a channel for competition and boardsailing is no exception. As the sport continues to grow in popularity some sailors will discover the need to compete. This sport is multi-leveled with competition in several specialty events that are sometimes called disciplines.

After you have mastered the basics, it's time to get your act and gear together for your first event. If you already compete, the following can be used as a checklist for practice and preparation so you can be as ready as possible to have fun and be a winner.

Conditioning

Like any sport, you should be in the best shape possible—which means constant exercise, stretching, and proper diet—so you can feel and perform to the best of your abilities.

Equipment

There are a lot of boards, sails and rigs available. Make sure you seek the advice of an experienced dealer or trusted friend to select the gear that's right for you.

Attire

Comfort, warmth and function should be your main concern in

choosing what you will wear sailing. Hat, sunglasses, swimsuit, wetsuit versus drysuit, booties versus sailing shoes, gloves, sailing watch and what kind of harness you will need, are a few of the many choices that will be essential to your performance. Don't forget sunscreen and lip protection.

Notice of Race

As soon as you hear about an event or see it on a calendar, contact the race organizers for all the details, sailing instructions, courses to be sailed, rules to be used and an application for entry. Pre-registration is recommended and usually saves you some money.

Practice

Go sailing as much as possible on the board you're going to use in many different conditions of wind and weather. Try to set a practice course similar to the upcoming event. If that is not possible, practice your tacks and jibes around a mark. Set a simple mark, if you have to, with an empty plastic water bottle tied to a line and anchor. Set up an imaginary start; get used to using your sailing watch. Sail with a friend or group so you can rate your progress. Practice. Practice.

Day of the Event

Plan to get there early even if you are already pre-registered. Everyone must register and/or check-in that morning before the first skippers meeting. Make sure your equipment is secured on good racks. Have a check list of all your gear and don't forget anything. Bring a cooler with your favorite drinks and some lunch; most events let you have a short lunch break between races. Make sure to be on time for all skippers meetings since important information and changes will be discussed. Check the official notice board for any results, updates, changes and amendments.



Events: Course Racing

Boards: Alpha 230, 220, 180 and 160

Classes: Men (lightweight and heavyweight), Women and Masters (men over 35 years of age)

Starting Sequence:

 $\begin{array}{cccc} \text{Warning Signal} & -10:00 \text{ minutes} & \text{White Flag Up} & \text{Horn Blast} \\ -6:00 & \text{White Flag Down} \\ \text{Preparatory Signal} & -5:00 & \text{Blue Flag Up} & \text{Horn Blast} \\ \end{array}$

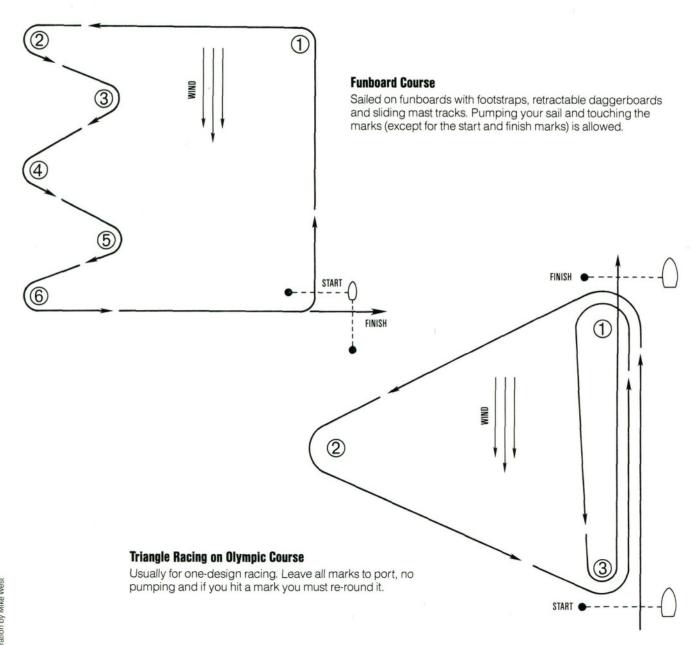
-1:00 Blue Flag Down

Start Signal 0:00 Red Flag Up Horn Blast

Course: Men-2 or 3 laps

Women and Masters-1 or 2 laps

Scoring: Low point system. First place gets .75 points, Second gets 2 points, Third gets 3, Fourth gets 4 and so on. One discard if four or more races.



Slalom (start on the water)

Boards: Alpha 120, 110 and 100 **Classes:** Men, Women and Masters

Starting Sequence:

Warning Signal —3:00 minutes White Flag Up Horn Blast

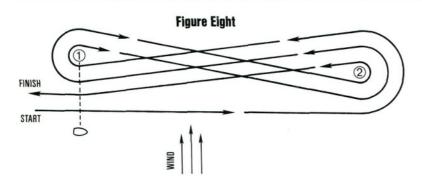
-2:00 White Flag Down

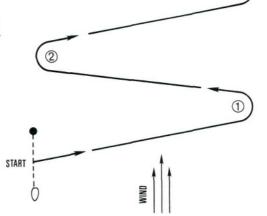
Preparatory Signal -1:00 Blue Flag Up Horn Blast

-0:30 seconds Blue Flag Down

Starting Signal 0:00 Red Flag Up Horn Blast

Scoring: Single elimination ladders are used with the top four finishers in each heat advancing to the next progressing heat, until the finals. The top eight competitors receive points in the order of finish on a low point system that is accumulated on a score sheet at the end of each completed ladder. Start a new ladder and continue.





Downwind

FINISH

Slalom (start on the beach)

Boards: Alpha 120, 110, 100 and 95 **Classes:** Men, Women and Masters

Starting Sequence:

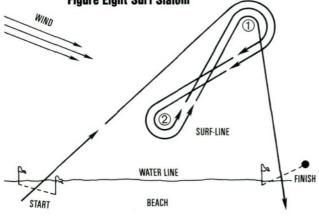
Preparatory Signal Red Flag Up

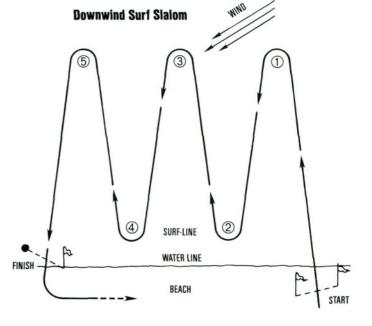
Starting Signal Red Flag Down Horn Blast

(Any time the starter decides that all the competitors are

ready). **Scoring:** Same as Slalom (start on the water)

Figure Eight Surf Slalom





Drag Racing and Speed Trials

Boards: Alpha 110 or 100

Classes: Men. Women, and Masters

Starting Sequence: Anytime the starter decides that all the com-

petitors are ready.

Course: Drag Racing: Between 300 and 500 meters

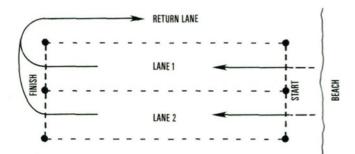
Speed Trials: 100 or 500 meters

Scoring: Drag Racing: Winner advances on elimination ladder Speed Trials: All times are scored, fastest is the winner

RETURN LANE LANE 1

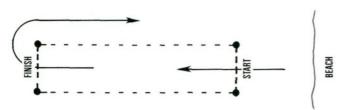
Drag Racing: Standing Start

Two competitors will start together by a countdown and the first to finish will advance on a single elimination ladder.



Drag Racing: Moving Start

Two competitors will be moving when they start together by a countdown and the first to finish will advance on a single elimination ladder.



Speed Trials: 100 or 500 Meter Course

Only one competitor at a time will be moving when they start the clock on the course. The clock will stop and display the elapsed time and speed when the sailor finishes.

Long Distance

Boards: Alpha 230, 220, 180 and 160 Classes: Men. Women and Masters

Starting Sequence: Same as Course Racing

Course: To be determined by the race committee. The length of the course should be between 5-20 miles depending on the conditions, body of water used and time allotment.

Scoring: Same as Course Racing

Freestyle

Boards: Any Alpha board of the competitor's choice

Classes: Men. Women and Masters

Starting Sequence: Anytime the starter decides the competitor is ready for a 3 or 5 minute routine.

Course: Each competitor will perform their routine in a designated

Scoring: Judges will award points for each routine, with regards to continuity, variety, and degree of difficulty. Competitor with the highest points wins.

Wave Riding

Boards: Alpha 95, 100 and 110

Classes: Men. Women and Masters

Starting Sequence

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|--|--------------------------|------------------------------|------------|
| Preparatory Signal | −2:00 min.
−0:30 sec. | Red Flag Up
Red Flag Down | Horn Blast |
| Starting Signal | 0:00 | Green Flag Up | Horn Blast |
| Warning Signal | +7:00 min. | Green Flag Down | |
| End of Heat and
Preparatory Signal
for Next Heat | +8:00 | Red Flag Up | Horn Blast |
| | +9:30 | Red Flag Down | |
| Starting Signal | +10:00 | Green Flag Up | Horn Blast |

(Ten minute sequence continues)

Course: Competitors in each heat perform wave jumping and wave riding within a certain designated area.

Scoring: Judges award points based on each competitor's performance and the winners of each heat advance on an elimination ladder.

Get The Advantage Fine Tune Your Rig

Editor's Note: This rigging and tuning article was written primarily for sailboards but many of the same principles can also be used by the Hobie sailor.

he ability to properly rig and fine tune the equipment is probably the most important off-water skill a boardsailor can possess. Really good people just set up their gear more carefully and they get more out of it in return. It is the purpose of this article to explain the most important points of rigging and to offer a guide for fine tuning of the rig and sail. For our purposes, we'll define rigging as the assembly and adjustment of all components and tuning as the fine adjustment necessary to extract optimum performance from a variety of components across a wide range of conditions.

The most rudimentary techniques for setting up a sailboard rig are known even to most beginners, but let's preface a more in-depth look at the procedures by quickly sketching the basic rigging sequence. First, gear should be reasonably clean and in good working order; no frayed lines, torn sails, dinged boards. The sail's luff

sleeve should be threaded over the mast. Next, insert the mast base into the mast and lightly tension the downhaul. Now position and lash on the booms (leave room above them in the mast sock cutout for more downhaul tension later). Attach the outhaul and pull until the sail takes on a decent looking airfoil shape. Retension the downhaul to remove most of the horizontal sail wrinkles and you're probably at a point where you could attach the rig to the board and go for a spin. It's equally likely that your equipment will not look, feel or perform

anything like it should.

The difference between a poor rigging job and a good one can be the difference between fun sailing and a miserable experience. It is especially important that the boom-to-mast connection be very snug (take care not to overtighten and break your mast) and that the components are adjusted so that the sail fits properly. The boom length should be adjusted so that, when the sail is well tuned, the clew is no further than an inch or two from the end of the boom. Unnecessary space between the clew and boom end makes for a sloppy feel and can contribute to leech distortion problems. Similarly, the mast base should be adjusted so that the tack of the sail, when properly downhauled, is

guite close to the cleat. Rigging the sail low to the deck in this manner helps to "seal off" the foot of the sail against the deck of the board. This "end plate effect" encourages the flow of air across the sail rather than around its ends, and can noticeably improve sail performance.

The fine tuning of sailboard sails retains an undeserved aura of mystery. It is true that increasingly sophisticated sail designs require a better understanding of rigging techniques and objectives than earlier sails, but the principles remain the same. Before you actually start to shape the sail, it's important to take a look at the prevailing conditions. Is it really windy? Is there chop on the water? Is the breeze consistent or puffy? Are there big, breaking waves? These are the kind of questions which will help you determine appropriate sail shape. The general rule here is fuller equals more power while flatter equals less power. Similarly, fuller equals tougher to control while flatter equals easier to control. This corollary remains pretty true for "soft" sails, but the newer RAF and induced designs do not respond well to extremely flat tuning. It remains a good idea to adjust the fullness of the newer sails according to power requirements, but take care not to overflatten. This resistance to flat adjustment is not a problem because newer sails are much better designs overall and can be used over a very wide range of wind speeds at a variety of draft (fullness) settings.

The most important control for the adjustment of the sail's overall depth, (fullness) is the outhaul. Loose outhaul tension makes for a fuller sail; a tighter outhaul produces a flatter sail by increasing the bend in the mast. Once the outhaul has been tensioned to a suitable setting, it will become necessary to tension the downhaul to remove wrinkles running perpendicular to the luff. When these wrinkles have been removed, the sail should have a reasonably clean look and will be usable on the water. What has vet to be fine tuned is the distribution of the draft

Let's say that we are preparing to sail in moderate wind and good sized chop, so the sail has been set up with a fairly full draft. We're using a big sail for the conditions, so we anticipate being a bit overpowered in the puffs. We want to keep our powerful basic sail shape, but depower the head (top) so that we can manage the puffs. We will also want the point of maximum camber (draft) to be forward in the sail to assist in control and upwind ability. Pulling a bit harder on the downhaul will achieve both these things. Try it. Watch as you pull the downhaul and you will notice the sail become flatter in the head while the deepest part of the sail moves forward. If you pull very hard, the deepest point may begin to reverse itself and move aft. A tight downhaul will be counteracted to some degree by deflection (sideways bend) of the mast in high winds, so it will take some experimenting to find the best settings.

OK, we've flattened the top and moved the draft forward. Now we take a last look at the water and find the wind is backing off a little, but the chop has not yet begun to decrease. We may want to release the downhaul a bit to power up the top of the sail and perhaps move the draft forward (depending on how tight we had set it to compensate for deflection). If the wind drops a little more, we'll let off the outhaul a bit. It's a good rule to accompany every change in outhaul tension with an adjustment of the downhaul — tighter outhaul equals tighter downhaul and vice versa.

Position of draft fore and aft is closely related to the question of leech twist. Leech twist can be defined as the tendency of the top batten to point farther downwind than the end of the booms. Leech twist, or "opening up" of the leech is very important. A leech that is too tight (not twisted enough) indicates a stalled, inefficient sail. An overly twisted leech will spill too much wind and the top of the sail will cease to provide power - a good tendency (in moderation) if you're overpowered in strong winds. Watch other sails on the water and judge twist. Then practice tuning your own sail with an eye to twist. If there's too little, try more downhaul; too much, try less downhaul. Experimentation with outhaul settings can also be helpful.

Rotation, a feature of RAF and induced type sails, is another phenomenon which is closely related to outhaul and downhaul tension. A well-tuned sail should rotate easily from one tack to the other without the battens becoming stuck on the old tack. This rotation should insure that the leading edge of the sail is as smooth as possible. Failure of a sail to rotate is a likely sign of poor tuning. The outhaul may be way too tight or way too loose, or downhaul way out of whack, or both. Try pulling the sail too flat and gradually easing things off until it rotates. Then proceed to fine tune.

At this point, there's a chance that you may have become quite frustrated. If you have been trying to follow these directions and have achieved only sore hands and a true sailor's vocabulary, take heart. Most good board sails do require at least a fair amount of tension on the outhaul and downhaul to achieve proper tuning, but you don't need to be a gorilla to tune your sails. Two principals of physics (or at least rigging) offer the answer.

- 1. Utilize maximum mechanical advantage. Rig your equipment so that you have at least a 3:1 purchase.
- Position your body to the best advantage. Sit unceremoniously on your butt if necessary.

Another helpful trick is to attach the tail of the outhaul or downhaul to your harness



hook. This technique makes it possible to use your whole body to pull against the rig and also prevents rope burns and sore hands

There are a couple of additional tools for the correct shaping of boardsails. Tension on full-length battens is one area where fine adjustment can be helpful. Here the role of increased tension equals decreased draft is reversed. The tighter the battens, the greater the depth of the sail. Most of the time tension adequate to remove the pocket wrinkles will work just fine, but you may want to try very loose tension in overpowering conditions, or very tight tension if you are experiencing excessive leech twist. Tack straps or buckles present on most RAF sails, are another area for fine adjustment. If your sail is rigged quite low to the deck, the inward pull of the downhaul (toward the mast) will make this adjustment less critical than if your sail is rigged farther off the deck (which is less desirable anyway). It is usually best to keep the tack strap quite snug to preserve good shape in the foot of the sail. Be careful. Most tack straps cannot be adjusted when there is tension on the outhaul. They should be preset prior to

Some final notes on the rigging and use

of the new style fully battened sails: Watch that you don't drag these sails around the parking lot, or even across the deck of your board. Shredded batten pockets, and torn batten adjustor webbing (especially at the foot battens) are the characteristic repair we see for these designs. Also, if your sail is fitted with one of the new twopiece socks (no sock at all in the boom attachment area), take special care to tie the booms on tightly. Should the boom slip down hard after a jump, or if it should ride for any length of time on the top of the lower portion of the sock, there is a good chance that the Mylar sail material could be severely torn from the resulting load.

It's well worth spending a little extra time to carefully rig and tune your board's sail. You'll sail faster, with less effort, and you can avoid unnecessary sail repairs. But, best of all, you'll gain knowledge of your equipment and you'll have the satisfaction that comes with getting the most from your gear.

Reed Lockhart is chief sail designer and technical advisor for Neil Pryde Sails in Costa Mesa, California. He specializes in wave and speed sails and can be seen testing his new designs at Seal Beach.

The Left And Right Of Paddles

by bill baldwin



Right wrist flips back to correctly align left blade before stroke.

he motor that moves your waveski through the water is you . . . and you are rated at around one-third horsepower which is somewhere between your home food processor and your weed eater. Since we're dealing with a limited power source, it makes sense to make the best of what you've got, so you should learn to paddle efficiently and not waste excess energy that you might want to use for riding waves or for exploring some interesting secret spot.

There are two types of paddles that you will probably find yourself faced with: flat paddles and those with opposed blades that are 90 degrees to each other. To add confusion to this, among opposed bladed paddles there are left-hand and right-hand paddles. No, I'm not pulling your leg. If you take an opposed blade paddle that has curved blades the curve faces back and is called the face of the blade. Stand with the paddle straight up in front of you with the face of the bottom blade against your toes. If the face of the top blade faces right, it's a right-hand paddle; if it faces left it's a lefthand paddle (and something of a collector's item.)

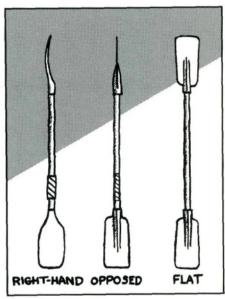
Learn to paddle with a right-hand, flat

paddle because left-handers are scarce and, if you want to try another type of paddle, chances are that it won't be left-handed. Right-handed means that you will control the paddle with your right hand and allow it to rotate in your left hand when you paddle.

After you learn to paddle with a flat paddle, change over to an opposed paddle. You will find that an opposed paddle will make it easier for you to execute an eskimo roll and to punch through waves as you paddle out.

Even if you are a complete spaz with your right hand I guarantee you that paddling will not be difficult. Here's how:

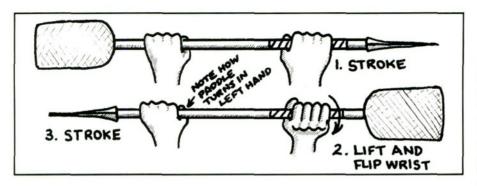
- 1. Put some grip tape on one side of your opposed paddle shaft. This will be the end you will hold in your right hand. Leave the other side bare so it can rotate in your left hand.
- 2. Hold the paddle in front of you with the grip in your right hand and with the right blade face vertical and the left blade face parallel with the water.
- 3. It is important to remember that you grip with your right hand and let the paddle shaft rotate in your left.
 - 4. Here's the sequence: Stroke with the



right blade, lift the right blade, flip your right wrist back (like a motorcycle throttle), let the shaft rotate in your left hand, stroke with the left blade.

You may find that putting a spacer under the grip tape to make the shaft asymmetrical may help you to keep the paddle from getting out of alignment. Some paddles come equipped with this, and others have oval, rather than round shafts that accomplish the same purpose.

You'll probably develop a blister at the base of your right thumb because the water makes your skin extra soft. I recommend you try using some light waterski or sailing gloves to cut down on wear and tear and to give you a better grip.





Left blade just strokes, the right blade is about to enter the water.

Here's one other reason to make the switch to an opposed paddle. It's best illustrated by an experience I had in the waves. I hope the following story will help you decide that switching is a wise move particularly if you surf.

When I first began riding waveskis I used a flat wooden paddle and rode frequently with my friends at Doheny Beach here in Southern California. We all knew each other and cheered the good rides, laughed at the bad rides, and really laughed at the wipeouts. With humiliation at stake, you didn't want to make too many mistakes and have to listen to your buddies harrass you for the rest of the day.

I was in trouble to begin with, because I rode a giant, sit-down-paddle-it-out surf-board (my waveski) which was affectionately known as "Lurch." Lurch got that title because it didn't have quite enough rocker and tended to nose in rather violently at times. Friends sometimes described the event as looking as if I was pole-vaulting using my board as the pole. Being strapped to the board by my foot and waist straps made the occurrence just that much more fun, like being repeatedly run over by a water truck.

One August a nice six-foot swell was breaking on the outside reef at Doheny. The whole gang was there including Lurch and me. I took off on a nice overhead wave, stuck the nose in and got a great overview of the beach as I vaulted over the top. When I went face down into the water I had my paddle across my chest and the blades hit the water flat. I was fortunate that the paddle was not very strong and immediately snapped in two. Realizing that it is

utterly impossible to eskimo roll back up without a paddle, I bailed out and got my head above water just in time to get pounded by the next wave of the set. After some swimming, I gathered my broken paddle halves and my board and retreated for shore in disgrace using the two paddle halves like ping-pong paddles. I could hear the guys whooping it up all the way from the beach

Not wanting to miss an excellent day of waves, I drove the short distance to my house and set out to repair my paddle. I stuck the broken pieces of the shaft together and wrapped the broken area with fiberglass tape and some really hot resin. Fitting the broken ends together made a fairly good joint, but I still had a flat paddle. In about an hour I was back at the beach paddling out with a flat paddle that now had a glass patch smoldering in the middle. Rejoining my friends, I gritted my teeth and endured a merciless ribbing while we waited for the next set.

Since I'd been such good entertainment on my last ride (awarded a 9.5 for style) I was offered the first wave of the next set as a reward. I gladly accepted, took off and did a Xerox copy of my first wave—nosing it in, vaulting it over and again snapping my flat paddle (Thank god the patch hadn't cured yet). For the second time that day I ping-pong-paddled in amidst the laughter of my friends who were by now falling off their boards from laughing.

It was finally beginning to dawn on me that there were certain disadvantages to using a flat paddle, and I was determined not to miss out on such a good day of waves. I stopped by Kenny's Hardware on the way home and bought an oak broom shaft to use as the basis for a new paddle. I got home and got a strange look from my wife when I squished into the kitchen in my wetsuit and took the can of Pam no-stick spray off the shelf. Still in my wetsuit, I sprayed the garage floor with Pam and

proceeded to lay up around ten layers of glass cloth onto the garage floor with another batch of incredibly hot resin. While it was cooking on the floor I cut the broom shaft to length and shaved flat spots on either end to attach the blades. This time I was not going to make the same mistake. so the blades were set to be at right angles to each other so that if Lurch dumped me again, only one blade could hit the water flat. Just before the resin melted itself into the cement floor I cut out two new paddle blades and screwed them to the new shaft with several large stainless screws. It was complete - the ultimate bulletproof paddling device - and I was on my way back to the beach for the third time that day.

The consensus of opinion among the guys at the break when I paddled out was: "Don't you ever learn?" I ignored the sneers and took my customary place somewhat outside everyone else because Lurch, for all his faults, did pick up waves very easily compared to a surfboard. Since everyone faces outside when waiting for waves, this also put me front-row-center in everyone's view. Like a matador preparing for the battle. I set my new paddle afloat on the water beside me so that I could make my waist belt extra tight. I was going to show all these scoffers how a waveski can rip waves and wanted my equipment to be just right. All adjusted and ready, a set loomed on the horizon and I reached for

You know, oak wood is very heavy and my paddle blades were extra-thick, solid fiberglass secured with large, stainless steel screws. Somewhere in the construction of the ultimate bulletproof paddle I had exceeded the limits of flotation and my new paddle had sunk.

There I was on center stage for the third time, and I felt as if my pants had fallen down. People were rolling off their boards and nearly drowning they were laughing so hard. I don't think anyone managed to get a wave from that set except me, and because I had lost my paddle, it was more of the wave getting me rather than me getting it because I couldn't get out of the way. Paddleless, I had to lie down on my board and arm-paddle in. I learned two things that day: one, there are disadvantages to flat paddles; two, that things that are heavier than water don't float.

Lurch is gone now, either to giant waveski heaven or as a replacement wing for the Spruce Goose, but he taught me the advantage of using a light, opposed paddle. It really is easy. Just work on your technique on flat water before going out in the surf, and practice eskimo rolling with your new blade alignment—you'll see a difference in the effort required.

Hope to see you out there in the waves soon.

ND ANNUAL ALPHA WORLDS '86!

RACE REGISTRATION FORM

| NAME | | | | | |
|---------------|--------------------|----------|---------------|-----------|-----------------------|
| ADDRESS | | | | | |
| CITY | | | STATE | ZIP | |
| PHONE (HOME) | | | (WORK) | М | F |
| WEIGHT | HEIGHT | AGE | | SEX (CII | RCLE) |
| OCCUPATION | | | | | |
| Years of boo | ardsailing experie | nce | | _ | |
| Boardsailing | g achievements _ | | | | (USE SEPARATE SHEET.) |
| Other sports | achievements _ | | | | (USE SEPARATE SHEET.) |
| Local newsp | paper | | | | |
| Enclose \$400 | registration fee | and mail | with this for | m to Alph | na Worlds PO Box |



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.

THE SITE: The Sheraton Royal Biscayne is right on the waters of Biscayne Bay where the glassy conditions and strong breezes make boardsailing a way of life. Plus, the throbbing Latin beat of Miami is right across the water. Comprendo, mon?

THE BOARDS: We'll be sailing an arsenal of Alpha's best all round fun course boards and Alpha epoxy slalom boards, all products supplied by Hobie Cat.

THE SAILS: The hot camber-induced Gaastra/Alpha slalom line sails include 4.6, 5.4, 6.3 and 7.2. We got the numbers.

HOTEL REGISTRATION FORM

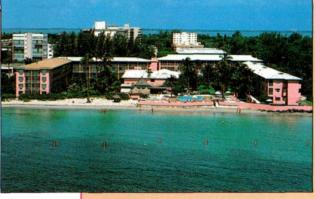
1008, Oceanside, CA 92054. Call 619-758-9100 x266 for more

information

THE HOTEL: The Sheraton Royal Biscayne, 305/361-5775.

THE RATES: Single or double occupancy \$75 per night. Extra person: \$20 per night. This is a special rate for Alpha sailors. When calling the hotel, let them know you're with the event. Reserve before October 22, 1986.

| NAME | |
|------------------------------|--|
| ADDRESS | |
| СПҮ | STATE ZIP |
| PHONE (HOME) | (WORK) |
| Arrival date | Departure date |
| Number of people | Number of rooms required |
| Send this form and first nig | ght room deposit to Sheraton Royal Biscayne, 555 |



THE EVENTS: Slalom, course racing and long distance for men, women and masters over 35. No Cigarette racing allowed.

THE MONEY: Board use, T-shirt, trophies, welcome party and awards banquet all for \$400.

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 pall

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.







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<u>A Maui Master Tells All</u>

The Ultimate Funboard Guide by Mike Waltze King of Hookipa

Fantastic sequence photography lets you sail along side a world champion funboard sailor as he reveals all his secrets for performance

sailboarding, jibing and tacking, chop and wave jumping, surfing and lots more. Questions about the latest gear? Mike's book is like having your own personal coach to help you select what's best for *you* from the hottest high performance board shapes and equipment available today. This big 8" x 10" paperback, with 188 pages and more than 150 full-color photos, is a fun and educational book for boardsailing enthusiasts of *all* skill levels.

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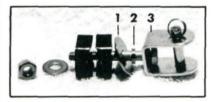
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THE KISME CONNECTION™

A SIMPLY BETTER HIKING STICK CONNECTOR

Good: (not shown) We all started with a"good" hiking stick connector. It came with the fixed length stick on our boat, or with the adjustable stick that we bought later. However, this "good" connector has one limitation: the bolt that holds the connector yolk on the crossbar MUST be installed LOOSE to permit the yolk to rotate.

Better: (shown) We made our "good" connector even "better" with three changes: (1) We added a large stainless steel washer under the yolk to provide a solid, flat, load bearing surface. (2) We added a stainless steel sleeve between the head of the bolt and the large washer. The sleeve functions as a compression spacer and a rotation bushing for the yolk. (3) We made new yolks to precisely fit the new sleeves.



These engineering design changes allow the bolt to be firmly TIGHTENED to the crossbar without interfering with smooth rotation of the yolk! The tight bolt eliminates the unnecessary wear and "play" in the crossbar hole. The tight bolt also reduces the chance of accidental separation and possible loss. However, we only offer this product directly to our individual customers. Specify your type of hiking stick. Only \$9.95 complete as shown.

Best: (not shown) We even upgraded our "better" connector by replacing the standard clevis pin and split-ring with a deluxe fast pin. The pin is connected to the yolk with a stainless steel lanyard to prevent accidental loss. This "crew comfort" upgrade makes it super easy for you to install or remove your favorite hiking stick. This product is also only offered direct to our individual customers. Specify your type of hiking stick. Only \$18.95 complete.

BUT, PERHAPS BEST OF ALL: (not shown) We offer a simple, inexpensive, do-it-yourself, upgrade conversion kit that even 'ol Clyde can install. The kit includes all three of the improved KISME parts to use with your other old parts. These practical and sensibly priced upgrade kits are offered through our normal distributor/dealer outlets and are available in two choices: Choice #1 (#K-80-kit) fits the Hobie® Hot Stick, the Arriba Stick, and similar sticks. Choice #2 (#K-90-kit) will fit the stock, fixed length, Hobie® tiller extensions and similar extension sticks. \$5.95/kit.

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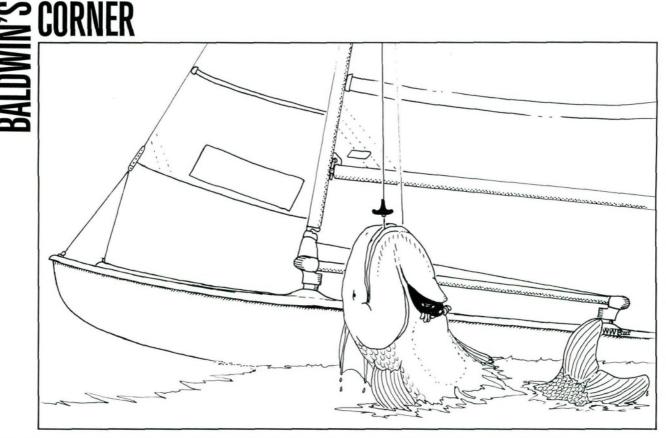
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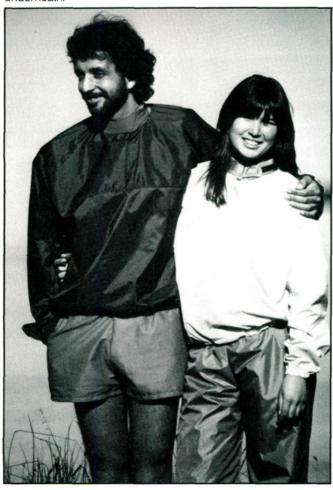
Hot Products

Grifgrabbers Convertible Harness

This dual-purpose harness by Grifgrabbers is designed for heavy and light winds. In heavy air, it can be a full harness with adjustable back support built in. If winds die, sailors can zip off the top to convert the harness into a bucket. These harnesses are available in conventional and crotchless styles to match all Hobie color schemes. For more information, contact Grifgrabbers Sailing Accessories, P.O. Box 1724, Hurst, Texas 76053. Or, call 817-282-2812.

Blue Puma Introduces "Splash" Ensemble

Blue Puma's new Splash Jacket and Splash Pants have been designed for paddlers, sailboarders, sailors and rafters. The jacket is made of coated nylon with a Lycra/neoprene neck, a velcro closure collar and elastic waist and cuffs. The Splash Jacket is designed as a shell with room for insulating clothing underneath.



The Splash Pants are also coated nylon and feature a bungie waist with no side seams for better water repellency. Both the jacket and pants are available in four matching colors which coordinate with other Blue Puma products. Blue Puma also offers quantity discounts and custom silkscreening for groups such as fleets.



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HOBIE HOT T

Tips for Turtled Turbos

In "Ask the Expert" [July/August 1986] concerning righting the Hobie 14 Turbo, some important tips were left out. From my experience they are:

The Turbo almost always turtles. Uncleat the main sheet and traveller car. Move the car toward the leeward hull. Do not swim under the boat to undo the jib sheet. With the righting line in hand, walk toward the stern and stand on the lee hull. You do not need to lean out yet. The bows will angle up, eventually causing the windward chainplate to surface. Start moving to the center of the hull. Avoid walking on the side of the hulls near the deck as they can collapse.

Once the boat is parked on its side, reach around and uncleat the jib sheet. Point the mast toward the wind. Do this by walking up or down the hull as necessary. Now, position yourself so that the front crossbar bisects you. Hike out and stay out of the water as the boat rights. Try bouncing lightly with your knees in unison with the waves to cause the mast to tip up and leave the water. As she rights, the stern may swing to windward a little. When the hull comes down, reaching the point of no return, keep one hand on the righting line and reach for the dolphin striker cable as close as you can to the hull you were standing on. Never completely let go of the boat, as it can take off on a run, leaving you in tow holding onto the tiller. Of course, that's one way to generate sympathy from the crew.

Mike Hempel Rohnert Park, California

Easy Stepping

I have a really old boat and would like to share an item to help step the mast. Instead of a short pin, use a skinny screwdriver. This helps a lot on the old boats because a lot of them have bad mast steps.

Jason Liske Dublin, California

Winterizing Tips

Hobie Cat product manager Mel Wills suggests these steps to help protect your boat during the winter months:

- 1. If you own a Hobie 17, be sure to plug or cap the wing sockets in each hull. If water collects in the socket and freezes. hull damage could result.
- 2. Be sure to completely drain all water from the inside of the hulls. Again, if water freezes in the interior, the resulting expansion could damage the hulls.
- 3. To prolong your trampoline's appearance and its useful life, be sure to remove it before storing your boat for the winter. Keep the trampoline indoors.
- 4. Wills suggests covering your boat with a large sheet of opaque, heavy duty plastic in the shape of an "A." The plastic will keep out sun and by tenting the boat, snow will not be able to collect on top of the hulls.

City .



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