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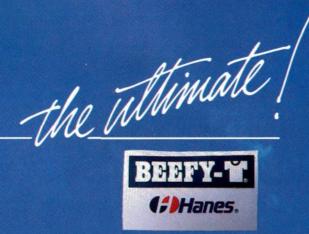
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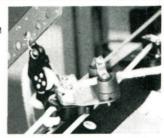
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# HOTLINE

March/April 1987

Volume 16, Number 2



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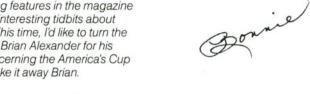
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#### The America's Cup

Normally in this space I inform you about upcoming features in the magazine or relate some interesting tidbits about Hobie sailing. This time, I'd like to turn the column over to Brian Alexander for his comments concerning the America's Cup competition. Take it away Brian.



The battle for the America's Cup is about as far away from Hobie sailing as one could hope to get. Or is it? On the one hand, sports spectators who may know very little about sailing, have been treated to some of the most childish behavior since the night Joaquin Andujar got thrown out of a World Series game by rushing the umpire. When the non-sailing public around the world looks at the words of skippers involved in the match racing down under, they'll remember Tom Blackaller telling the press that he didn't like Dennis Conner on or off the water. They'll recall Conner accusing the excellent New Zealand entry of cheating. They'll think about the Australians protesting each other and fighting among themselves.

One thing that will surely stick in the minds of non-sailors is the nationalistic rhetoric and the huge amounts of money spent in quest of the cup. The Americans have likened the cup matches to fighting a war. Alan Bond, whose syndicate won the cup in the last series, practically preaccused Ian Murray, the skipper of the Kookaburra syndicate, of being a traitor to Australia if he were to lose.

The millions spent on each syndicate's effort only serves to reinforce the idea that sailing is exclusively for the rich - in this case, the very rich. Chicago columnist Mike Royko seemed to sum up what many people around the world may be feeling about the America's Cup. "If rich people want to spend their time and money proving which of them can sail a yacht fastest, that's OK," wrote Royko, "But I wish they'd stop trying to convince the rest of us that what they do is a matter of national pride and a potential boon to our economy."

On the other hand, the public may take away a few good feelings about the America's Cup and realize that controversy is the exception in sailing, not the norm. Thanks to the efforts of ESPN, Americans were treated to the best coverage of a yachting

event ever. The cameras mounted on the boats made American living rooms extensions of the boats themselves, and the commentating performance by Jim Kelly and Gary Jobson was amazingly good. They succeeded in making the sport understandable and exciting and allowed viewers to forget the politics and absurd behavior of some of the participants, ESPN proved that sailing can become a spectator sport and that the excitement sailors feel while racing, can be transmitted to non-sailors who, for the most part stumbled across ESPN's coverage and found themselves transfixed to their televisions. Just maybe the people caught a glimpse of moments such as the incredible tacking duel between Conner and Kiwi Magic and said to themselves "Hey, this sailing is really something." Let's hope that sailing coverage doesn't stop with the America's Cup now that it's been proven to work. Let's see better coverage of the Olympic sailing events and Hobie World Championships.

In the end, the America's Cup seemed redeemed by the sailing action. Although at this writing we don't know whether the Kookaburras or Stars and Stripes won the cup, we do believe that more good came out of the event than bad. We just hope that those watching their televisions and reading their papers who know little of the sport, come to realize that one needn't be wealthy, well connected or a national symbol to feel the excitement they saw on television. We hope they ask a Hobie sailor about the camaraderie at events or the thrill he or she feels coming into the beach for a hot dog lunch just after winning their first fleet race.

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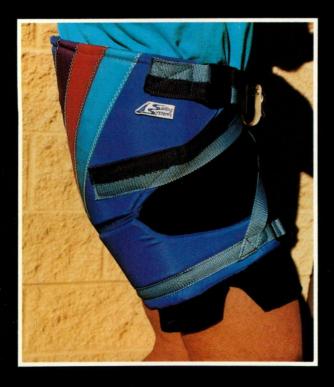
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Address	
City	State Zip
	from Divisionfrom Division
Telephone	
Entry Fee: \$100 p \$125.00	orior to May 1st, after May 1st,
Boat Damage De only.	posit: \$250 cash or money order
ALL SKIPPERS, I	prequalified or not, must preregister.
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HOBIE 17 NATIONALS P.O. BOX 1008 OCEANSIDE, CA 92056

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Single: \$55 Double: \$55

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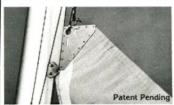
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# CANADIAN Hobie Nationals

JULY 22 - 25, 1987

#### COME FOR THE RACES... MAKE IT A VACATION

The picturesque village of Baddeck, Nova Scotia, home of Alexander Graham Bell and the beginning of the famous Cabot Trail, will host the 1987 Hobie Nationals. Races are to include 14', 16', 17' and 18' and to be held on two separate courses for

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For further information about accommodation and registration, please contact:

1987 Canadian Hobie Nationals
Race Chairman
P.O. Box 514
Baddeck, Nova Scotia
Canada
B0E 1B0

#### ETTERS

#### **Regattas Mean More Fun**

While reading your November/ December "Letters" column I noticed two more people asking about more articles on where they could find nice places to sail on vacations. One asked you about the San Felipe Midwinters location and another, from Florida, who went out of his way to mention too much coverage on regattas and not enough on recreational/ camping-type sailing.

I have been sailing a Hobie 18 for five years now and I'm a traveller/camper from the Pittsburgh area who is not afraid to hook my boat to the van and head out on two-thousand-mile round trips to the Gulf of Mexico, all of the Eastern Seaboard and the Great Lakes area.

Although I've had fun on these "Let's go find a neat place to sail" excursions, there have often been incredible obstacles thrown in my way. Private property is of course the leader followed by the fact that almost every public beach is designated "bathers only." Narrow, crowded and locked access roads; a total lack of parking for a boat and trailer with accompanying stiff fines; unreasonable beach patrolmen; not to mention the most frustrating which is 15-25 mph winds and three- to four-foot surf with absolutely no one around for safety back-up.

Just enough hassle to make me guit the road and stay home this summer. But looking for a little excitement, I finally talked Bunkie into mailing the entry fee for a regatta. What do you suppose I found when I arrived but a bunch of families camping, picnicking, playing sports and just generally having a great time.

Now I'm not claiming to be a "regatta experience" expert but I made it to three on and around Lake Erie this summer and I loved every one of them. The people were great: clean, polite, and intelligent. You could choose your end of the campground to be with the party crowd or down to the quiet end. We met a lot of new people that we had much in common with. The French Canadians gave me some good boat tips.

The organizers charged me \$18.00 for benefits that included two nights of campground fees, tractors to assist at difficult launch sites, the convenience of leaving my boat rigged all weekend with security patrols; pizza for Friday night early birds; a Saturday corn roast; coffee and donuts in the mornings before races; beautiful Tshirts for both of us; a ditty bag full of goodies like sunscreen and velcro ties; hot dogs waiting for sailors after the last race: beautiful silkscreened and stained glass trophies; door prizes; evening entertainment; all the pop, beer and

grape juice you could drink; chase boats and first-aid back-up not to mention the camaraderie, intelligent conversation and boat information that make some of those not-so-perfect vacation days you had to schedule six months ago perfect!

All of these and the one regatta I made it to in Florida had one thing in common: they were all held in parks or on private property where the beach, parking lots and all the other facilities were thrown wide open to Hobie sailors who wouldn't have a prayer of launching there on a non-regatta weekend!

I'm now a camper/recreational sailor scouring the HOTLINE regatta schedules for new places to sail with friendly, organized, safe, and fun people. Believe me when I tell you that most of the people I met were there for the fun of it.

David B. Adams Chicora, Pennsylvania

#### **Help Find Nabbed Cat**

I would like to appeal to all Hobie Cat dealers and sailors. On the first of September 1986, Labor Day weekend, my Hobie 16 and trailer were stolen from Dayton, Ohio. The boat is a 1983 Hobie 16. Blue Hawaii, Special Edition, white hulls. sail number 77699. The trailer is a black Highlander Cat 148, with homemade PVC sail tube and white storage box attached. A distinguishing feature is the boat's Colorado registration numbers, CL-1867-BR, while the trailer had Ohio license plates, 911AW1. If you see them or have information on their whereabouts, contact Miami Township Police Department, (513) 433-4400. Thank you for watching for me and helping me retrieve my Hobie.

Janet Webb Dayton, Ohio

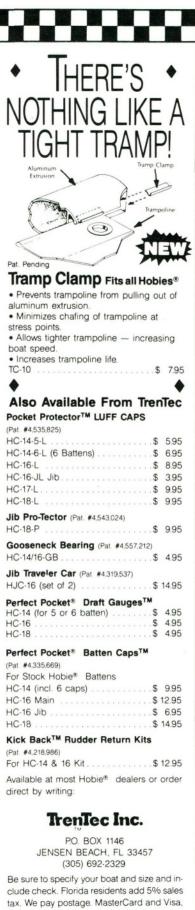
#### An Unhappy Reader

Editor's Note: The following letter, which accompanied a subscription renewal, has been edited due to space considerations. We've retained the main points.

I am an 18 Magnum owner and not the least interested in one-design racing. I can discern no support for the 18 and HOTLINE rarely acknowledges its existence except for racing results.

The 18 is a very powerful and tunable boat which requires a high degree of skill to sail. The trend seems to be toward simplicity and questionable "high tech" improvements such as Mylar sails, which perform well but will only last a season or two unless very carefully maintained, and the ludicrous Comptip™ mast . . . While I applaud Hobie's electrical hazard

Continued



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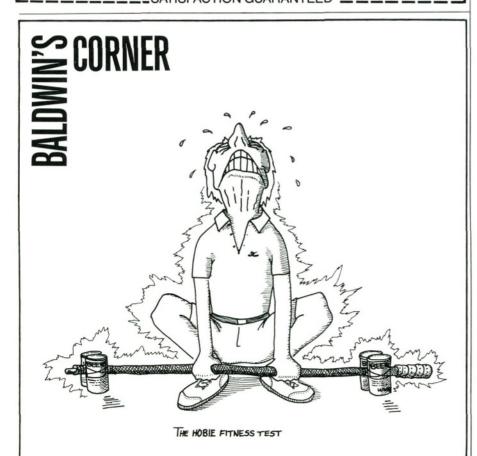
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#### **LETTERS**

awareness programs, buckling under to the threat of lawsuits does not promote seamanlike . . . responsibility for one's actions. As I stated in an earlier letter to the Hobie Comptip™ Retrofit Program, the money would be much better spent in educating Hobie sailors and the courts as to the importance of hazard awareness and the individual sailor['s responsibility] to look up.

I have noticed that HOTLINE seems to offer the serious sailor little in the way of real information. The articles consist mainly of silly rhetoric and endless talk of parties ashore. Even articles about such a serious subject as surviving a storm end up as personal accounts of watching a summer storm from the beach (Volume 13, Number 5. "Stuck In A Storm"). Do I even need to mention the article titled "The Lowdown On High Cuts" (Volume 14, Number 3) in which Terri Crary "explains a few facts about what's hot in styles, fabrics, and colors for '85 waterwear"? It would appear that there are no serious sailors who can also write.

HOTLINE neglects the recreational sailor for the racer, a criticism made by other readers. The technical articles (excluding those by Randy Smyth) offer little in the way of real information unless it applies directly to racing; in fact most completely ignore the possibility that the sailors might not be making for the next mark. Articles, often written by champion sailors, seem to be intentionally vague and even evasive in an apparent attempt to not give away any winning secrets.

It seems a shame that HOTLINE needs to be reminded that Hobie sailors are sailors. We are no less than those who race 12 meters, race maxi multihulls, cruise around the world, or just daysail. We must develop all of the skills required to survive . . . It does your readers no good to ignore this fact. An experienced big boat sailor is always supposed to be monitoring every aspect of his or her situation.

Lastly, I object to the Alpha sailboard invasion of HOTLINE. I do not appreciate my subscription dollars paying for sailboard coverage. Alpha should have its own magazine, like Hobie used to have.

I have written different versions of this letter several times over the last three years, but have never sent them because I didn't feel any attention would be paid to them. I hope that the editorial staff of HOTLINE carefully considers my comments . . . If some of my complaints are not addressed over the next two years, this will be my last subscription to HOTLINE.

Clarke Blacker 18 Magnum 9433 Dallas, Texas



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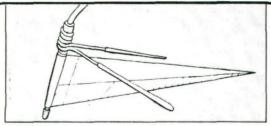


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#### OBIE BRIEF!

#### "Dream Crew: The Truth"

Editor's Note: The following is the latest installment concerning Dick Blount's search for a crew at the 1986 Hobie 16 National Championship. In the last issue, we heard from Blount. Now for the other side . . .

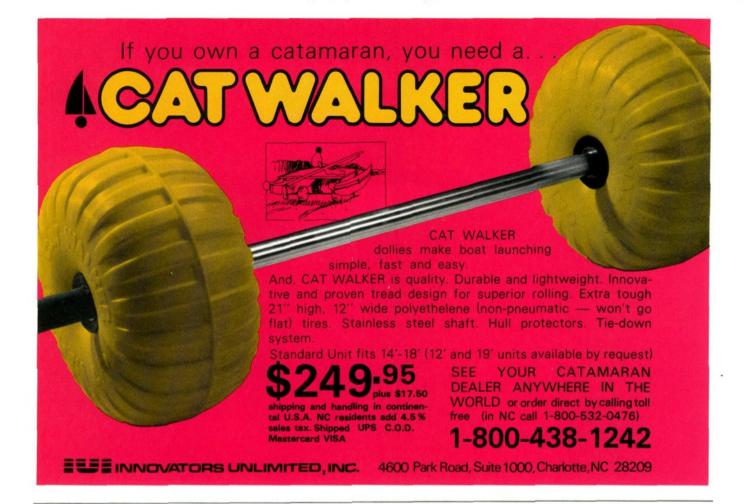
What really happened was this: my girlfriends and I went to a bar for T.G.I.F. I was minding my own business and this guy came over to our group and sat down. He started talking about this "yacht" he owned. The way he explained it, it was bigger than a 12 meter, faster than a speed boat, and virtually sailed itself. I could even have a ride on it because it was going to be christened on Saturday. I drove to the launch ramp horrified to find hundreds of little dinky boats all over the place. They were on car tops, tied to trailers two and three deep. I was certain I had the wrong directions because none of these boats were like the one this guy talked to me about. Besides, none of them had chairs to sit in and he told me that his yacht was quiet, dry and very comfortable. As I was driving away this nut from the night before came running up to me. Instead of a three-piece suit, he was wearing a holie T-shirt, cut-off jeans and this rather bizarre device with a hook in the front. It was at this point I knew I should have driven home. For some stupid reason I stayed.

Before I knew it I had already replaced my sun dress and parasol for a breeze breaker and trap suit with a rather weird hook in the front. This guy talked a good story in the bar but on the beach he was out of his element. He kept sneaking over to other boats and looking at what they were doing to tune their boats, then sneaking back and using their ideas. During the skippers meeting he was the only one to ask the commodore if he could "paddle the boat to make it go faster." By the sound of the laughter, I knew I was in trouble. His boat didn't look a bit like anyone else's. The bottom of the jib was dragging in the water when sheeted in. The mast wouldn't rotate, the rudders wouldn't lock down, and he ran his mainsail without battens. At the start of the race we were all by ourselves. The reason was the other end was favored and my skipper "guessed wrong." He was certain the other 40 boats would regret their starting locations.

I suppose we could have picked off more boats to A mark, but my skipper couldn't sheet in block-to-block. His arm strength was so weak, holding the tiller took both hands. I'd guess there was only a four-and-a-half-foot gap between the blocks. By the time we reached the first mark, the lay line should have been a snap. We were on port right with the leaders. It was too bad he unsheeted the main too early. I did my best and he still put us in irons. He just missed hitting everybody. We had to take so many sterns, I thought I was a judge in a tush contest. It wasn't a pretty

The reach to the next mark went rather well. I was working the jib as well as could be expected, considering. By the time my skipper got his rudder up it was time to jibe for C mark. Getting to C seemed to take forever. The other boats sure went faster than us. Once we rounded C it became apparent what the problem was. My skipper was yelling and screaming at me, saying stuff like, "it's all your fault. You lost us the race," and that I was stupid. According to this guy it was my job to tell him to put the one rudder down when he picked up the other one. We fought all the way to A mark. If he had chosen a better lay line we could have caught up a ton. As it turned out we overstood the mark. According to my skipper it was a mere 300 yards, not the onehalf mile I thought, and he "planned it that way." He was screaming about every little thing! What a jerk. There was a boat gaining on us from behind. My skipper would say do this, do that, in on the jib, out on the jib, too tight, look at those telltales, can't you do anything right? I couldn't take it any longer. I looked this nut right in the eye and told him "my sail is trimmed just right, and

Continued



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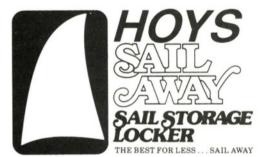




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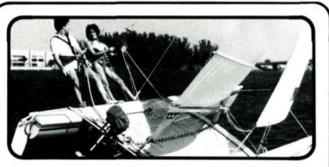


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#### **HOBIE BRIEFS**

Continued from page 14

that boat is gonna catch up to you before it catches up to me. So just mind your own business and shut-up."

Rounding the last mark, he refused to listen to anything I said. That boat had past us and he knew he blew the lead. I tried to warn him but I was only the crew and what did I know. He started cussing at me and said, "I can see the problem, just work your jib it looks awful." Just as we were about to cross the finish line, the trampoline line broke, the lacing came undone and my skipper fell right through the boat into the water.

I reached back, grabbed the tiller, sheeted in the main, and didn't even look back.

#### Wind and the Cats

The southern wind scales rocky dam across the top and down again. He licks small waves upon the lake. like icing swirls on birthday cake, until he finds the Hobie Cats with huge, bright sails and sturdy masts. The wind exhales a gusting breeze against the crew in Cat trapeze. He fills the sails and tips the boat; believes they'll capsize in his moat. He puffs and pants without a break and tries to blow them off the lake. Despite the south wind's jealous rage, the sailors steer, adjust, and gauge. They use the wind; they tame his rail with rudders, sheets and mighty sail. With swish and slap, they ride the waves on Hobie Cat 'neath sun ablaze. The gleaming hulls slice zigzag path passed skiers towed by motorcraft. Like butterflies, the rainbow sails dance and flutter in the gales. The wind blasts full toward boats and clouds: incessant force 'gainst mast and shrouds. The sailors love this game of wills; a match of wind and sailing skills. With flying hulls and fun, they race to round the marks with speed and grace. As sunset glows behind the trees, the wind subsides to gentle breeze and waits for next warm summer day, when graceful Cats come out to play.

- Deborah K. Hill

#### Hobie 16 Championship Site A Winner

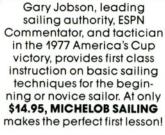
The 1987 Hobie 16 U.S. Women's Championship and the Hobie 16 U.S. Open Championship are scheduled for September 8-19 on famed San Francisco Bay just south of San Francisco Airport off famed Coyote Point. Coyote Point is renowned for four outstanding traits which make it ideal for a premier sailing event: great wind, relatively flat water, the clearest weather in the San Francisco area and a fantastic view of the Bay, San Francisco and Oakland. Add Hobie sailors, new Hobie 16s supplied by the factory and America's toughest catamaran competition and you have all the ingredients for two first-class fun events that could turn out to be the regattas of the decade.

Miles Wood, the event director and recently-named marketing

Continued

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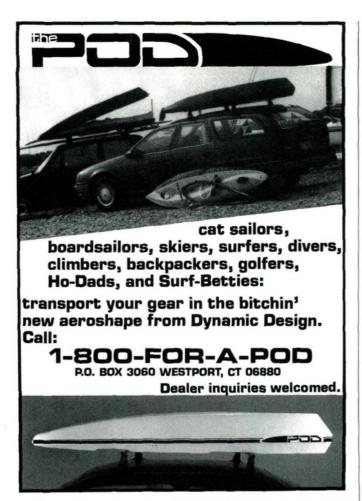
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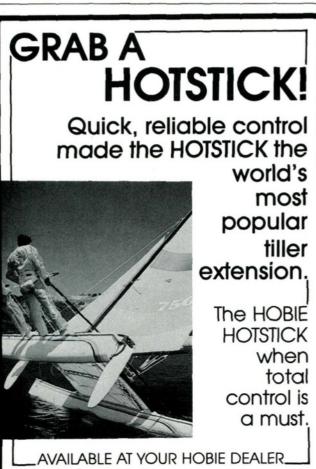
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#### HOBIE BRIEFS

manager of Hobie Cat, has set September 8-12 for the U.S. Women's Championship and September 13-19 for the Hobie 16 U.S. Open Championship. Hobie Cat will supply 50 new, identical factory boats for the two events equipped with all the newest and latest class legal doodads that will make even the most critical sailor ecstatic about the equipment he or she will be racing. In addition to the unique Hobie round-robin racing format, some innovations are planned for this year, such as a long-distance race around the Bay that will be counted as part of the total championship score. There will also be a Masters Championship run concurrently within the open that should generate some fierce competition among the "wrinklies."

Is this idyllic venue really "perfect"? No. Like most things in life there are some offsets. Most significantly, the water depth in much of the Bay is shallow with a mud bottom. Competitors who sail to the edge, flip, and turtle before righting in shallow areas, will pay a penalty. Also, aircraft landing at San Francisco Airport cross part of the course and may affect some skipper concentration. These disadvantages, however, are deemed to be more than offset by the site's advantages.

The icing on this year's Hobie 16 events is the host hotel — the new Embassy Suites Hotel. Located on the water just five minutes from Coyote Beach and overlooking the racing venue, this hotel will prove to be one of the best ever associated with a Hobie event.

Specially priced room suites for the event have a flat rate of \$89.00 per night which includes full breakfasts and a two hour "free" beverage-of-your-choice party daily for all hotel guests! Each suite has three rooms: a separate bedroom, sitting room (with a pull-out bed/sofa) and bath. Each has two TVs and a mini kitchen fully equipped with refrigerator, microwave, cutlery and dishes.

In addition, the hotel has its own dining room, a Bobby McGee's disco, indoor pool and two jacuzzis. The hotel management has even promised special suites for Team Short—short beds, low ceilings, small screen TVs and short sheets.

Rooms are held on a first come/first serve basis so be sure to reserve early. See the event announcement in the HOTLINE for full details on this first-class facility.

One final note for participants who drive in their motor homes—parking is free at Coyote Point right by the Beach. See you in September!

- Pamela Bell

#### **HOTLINE Reporters Named**

HOTLINE had excellent response from all parts of the United States, Canada and several other foreign countries from those who wanted to join the HOTLINE Press Corps. HOTLINE has selected the following sailors to help the magazine improve its coverage of local trends, news and sailing sites: John Curtis, Oklahoma City, Oklahoma; Christopher Brosco Sr., Providence Rhode Island; Octavio Jorge, Dominican Republic; Dick Blount, Redondo Beach, California; Jerry Brenny, San Jose, California; Robin Sullivan, Visalia, California; Laurie Robertson, Homewood, California; Bob Johnson, Tampa, Florida; Mike Holford, Meridian, Idaho; Robin Arcari, Lake Angelus, Michigan; Jay Blackwood, Albuquerque, New Mexico; Hanna Poteat, Charleston, South Carolina; Paul Jamieson, Nova Scotia, Canada; Patti Tirres, Bellaire, Texas; Pam Wilson, Austin, Texas; Nancy Patton, Cleveland, Ohio.

HOTLINE readers can look forward to seeing an increased focus on their regions thanks to these intrepid reporters. Those wishing to be considered for future HOTLINE regional assignments should write to HOTLINE Reporters, P.O. Box 1008, Oceanside, CA 92054.

# RULES COMMITTEE INTERPRETATIONS



Attendees: Miles Wood, Doug Campbell, Wayne Schafer, Kim Kymlicka
Date & Venue: January 15, 1987,
Oceanside Conference Room. The Rules
Committee met to discuss and rule on
valid questions and rule interpretations.

## ONE DESIGN CLASS RACING\_\_\_\_

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

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

- To keep each boat as equal, simple and cost free as possible by rigidly maintaining, without deviation, the one-design features of the Hobie Cat for class racing.
- To encourage the use of only racing tactics and sailing skills to increase boat speed.

### RULES COMMITTEE INTERPRETATIONS....

The Rules Committee appointed by the World Hobie Class Association has reviewed and revised rule 1.14 to read:

1.14 Shock cord inhaul is illegal on Hobie 14 and 16.

## WHCA RULES SAFETY EQUIPMENT\_\_\_\_\_

8.1 "A" to read as follows:

a) Life jackets must be worn throughout the whole race, when code flag "Y" is flying at start of the race.

16.4 It is class legal to have one or more compasses.

OIHER.

Shroud extensions for righting the boat are illegal, for safety reasons, in all classes.

#### COMPTIP™

WHCA does not foresee Comptip™ masts being mandatory worldwide on all models. Some licensees do not have the technology to produce Comptips and are unable to import them into their countries. Comptip masts are a requirement on all Hobie 17s and strongly recommended on other models. All new boats and replacement masts in the USA are equipped with Comptip masts and will be in the foreseeable future. Eventually, virtually all boats in the USA and Canada will have Comptip masts but this date has not yet been determined. The date will depend upon legal considerations and mast attrition.

Numerous questions have been directed to WHCA in reference to the ruling on a throwable. You must contact your national sailing authority. In the USA, the USCG requires any boat over 16 feet to have a throwable device. (An extra life jacket does not qualify.)

HOLDER 20.

19.4 "No mini-hiking allowed." Minihiking is defined as the position where the knees are at the rail of the boat, and the buttocks are resting on the side of the boat. All other types of hiking are excluded from this definition.

#### HOBIE 17 CLASS WEIGHT\_\_\_

The Rules Committee studied, analyzed and debated this issue at length. It was decided that there was no clear decision whether there should be a minimum weight, for the following reasons: The proposal is still under study. More expertise and input from sailors after time will help finalize a weight decision which will be made at the time of the 1988 world championship. A decision could be made before, but no later than 30 days after the Hobie 17 World Championship. The committee is also awaiting the results of a Hobie 17 owners survey.

The water bag for righting will be class legal, in all classes. The Hobie 17 shock cord used by sailors on the outhaul as an inhaul will be legal, as long as it does not exceed 2-1.



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32		Mar/Apr	Sailing Hobie 16 Downwind			Nov/Dec	The Second Language of Sailors			Nov/Dec	Evolution of Hobie 17		_ ocproot	Teach Your Friends to Sail
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# **ASK THE EXPERT**

By John Hackney

#### BROKEN A HOBIE 18 RUDDER CASTING LATELY?

A year ago I purchased a new Hobie 18; it has been the boat I hoped it would be, fast, exciting and very responsive. However, there has been a problem with the lower rudder castings breaking. This happens when I sail through the surf as I land. The first season I felt that the problem was mine for lack of experience. I previously owned a 16, which I had sailed in the ocean many times without problems. I have talked with various dealers and tried using their suggestions from lubrication of the castings to "come in with your rudders up," a neat trick. I've also tried unscrewing the cam tension screw to the point where the rudders won't stay down. I need a solution to this breakage problem - rudder

castings are not cheap. A final thought, I've heard that Hobie was going to redesign the casting to eliminate this problem, any truth to this? Any help or ideas in this area would be greatly appreciated.

L.R. Myar Blue Bell, Pennsylvania

The final solution to broken Hobie 18 rudder castings is an improved rudder casting that is already available. If they keep this up the Hobie design team will end my writing career, delighting many I'm sure. The new Hobie 17 rudder casting is both strong and functional and will retrofit to the Hobie 18 with minor modifications. This new casting eliminates structural problems no matter how the rudders are abused. Not a good thought for the hulls: one must be careful. The new rudder system also has the added advantage of adjustable rudder rake which should help everyone fine tune the helm to their liking. Thankfully, a special price is being offered by Hobie Cat on the new system. Check with your dealer soon if you are a Hobie 18 owner and want to cash in on the retrofit deal.

Not to side step my responsibility to answer questions, there is hope for the old castings. The castings do and have done an adequate job for quite a number of years. Remember all you ex-Hobie 16 sailors who wanted a rudder that would not kick up in adverse conditions, well, your wish did come true it's the original Hobie 18 casting. Your local Hobie dealer should have factory bulletins describing in detail the required maintenance for the Hobie 18 castings. The most important part however is lubrication and lots of it. Keeping sand out of the lubricant is also helpful. Briefly, lubricate the rolling pin on the upper casting and the cam and surrounding area on the lower casting. The second preventative maintenance procedure requires filing the lower casting. File the lower casting to eliminate any indentation caused from the rolling pin pressure when the rudder is in the down position. Filing every sailing season, frequent cleaning, constant lubrication, and prudent sailing should give your original casting a long and useful life.



The investment for the new system may be advisable if you plan on keeping your boat for an extended period of time, do extensive surf sailing, or would like to obtain the rudder rake adjustability. The kit includes: rudder pins, tiller arms, upper castings, lower castings, new style gudgeons, templates and instructions. Part number 6033-1010 for the black kit and 6033-1000 for the clear anodized kit. This all can be had for the price of a fine night of dining, with a good bottle of wine of course, or one quality tire for your favorite sports car . . . just keeping things in perspective.

#### SHE WEIGHS HOW MUCH?

I am learning to race my Hobie 14 Turbo, but I need 27-30 pounds of additional "crew weight" to qualify. (I can't believe I'm even indirectly telling a national publication my weight! What sailors won't do to chase the wind!) I have seen, used and been told about a variety of weights and jury-rigged methods of securing them. All appear cumbersome and/or dangerous. Has someone manufactured a solution? If not, what do you suggest?

Carole Arrick, Ph.D. Memphis, Tennessee

A Ph.D. asks me a question, what a country! The question raised concerns adding weight to your boat to bring crew weight up to minimum. First a few basic rules. Added weight must not be greater than 50 pounds. Above 50 pounds, another person must be taken. Additionally, the weight must be dead (sounds sadistic), dry (dry on a Hobie? give me a break), and may be moveable but must be attached to the boat. Weights shouldn't be used for any other purpose. In short, the weight must be solid, attached to the boat and not be tools or extra sailing gear. Sounds simple enough.

I contacted Sailing Systems and Murray's Marine, two authorities on available catamaran sailing gear. Neither sells or knows of anything sold specifically as crew weight. But, both had suggestions for devices that are commonly used for this purpose. The list of things suitable for added crew weight include: lead diving weights, dumb bells (plastic coated), PVC pipe filled with sand, plastic bags filled with sand then wrapped with duct tape, lead ingots, dilithium crystals, and sash weights from old windows. This is an abridged list with endless other possibilities. Generally, the weights should be easy to tie on the boat and have no sharp edges to harm the live crew. The most ingenious method for attaching weights while racing, but not the safest I might add, is tying a weight to the center tramp lacing using a four foot length of line. The weight may then be moved to the new windward side of the boat as you tack. Clever but not recommended as the weight could cause damage to you or your boat.

The simplest weighting method is to place two equally weighted plastic bags filled with sand in each hull. This keeps the weight low and out of the way, but requires access ports like those found on the Hobie 18. The other common method is to attach the weight to the underside of the tramp tied to the center lacing. Forward on the boat in light air, aft in heavy air. Plastic tie wraps work well to attach the weight if you like permanency and Rastafarian-style dread locks. Weights may also be attached to the pylons (fore or aft), side bars. dolphin striker, front main beam and rear beam. Or, you could just put weight in a storage bag attached to the tramp. My favorite for large amounts of weight is sand in a PVC pipe or diving weights if little weight is needed. Both may be tied to the underside of the tramp permanently and out of the way. Safety should be your major concern when adding weights. Keep the weights situated so that in adverse conditions (flipping or pitchpoling) the weight will not become a projectile or cause cuts or abrasions as your crew slides over them. Or . . . drink milk shakes three times a day for six months and forget about adding weight to the boat.

#### **GUDGEON GRUDGE**

I have a grudge. It's against my gudgeons. Maybe they have one against me. Whichever way it goes, we are currently at war. So far the score is gudgeons-two, me-zero.

In the last 13 months I have snapped both lowers and twisted beyond recognition the uppers (two separate occasions). My boat, a Hobie 16, has a moderate weather helm, nothing that would be considered radical. Rudder toein or out seems to be pretty much straight. (I haven't really measured them lately; I'm lazy you see!)

After the first break (the screws snapped off inside the hull), I changed from the aluminum rudder pins to the nylons. When I heard the crunching going on at the transom I thought, Wow a rudder pin gone, no sweat I've got a couple more on the beach. The crunching was actually part of the hull giving way after the gudgeons did. Not a pretty site. Nylon pin? Still intact!

To make a long question short, am I doing something wrong? And why not, I've done everything else there is to do wrong. Should I adjust rudder rake, toe-in, toe-out, the way I sit, my bathing suit maybe?

Any suggestions would be appreciated. After all, it's not easy pulling off a smooth, well rounded, high pointed (oops, that's my girlfriend) tack with a rudder dragging behind the boat. I usually kick the rudders up just before hitting the beach, so they aren't taking a beating there.

Tony Morris Ft. Lauderdale, Florida

The Hobie designers made this question an easy one to answer. Bent or broken gudgeons are mainly a problem on the Hobie 16 but rarely troublesome on the Hobie 14 and 18 models. Before I answer the question, two things come to mind. First, the coconut telegraph is not getting information out to the Hobie Cat sailor. How discouraging that the the grapevine hiccupped. The second thought that comes to mind is something that happened at the first couple of points regattas I attended back in the early 70s. Looking at the Hobie 16 rudder system of a fellow competitor's boat, there was a machined pair of rudder gudgeons. They were machined out of an aluminum block, a large block I might add. Talk about being psyched out by the competition! It took me years to overcome the boatspeed generated by those gudgeons. What a relief to find out the boat speed was due to the sailor and not the machined gudgeons, although they probably never bent.

Answering the question, Hobie Cat has come out with a new gudgeon that does not break! No kidding, the new ones are so good you may want to go to a plastic rudder pin, like the one on the Hobie 14, so you don't pull the transoms off your boat. The plastic rudder pins may not always prevent damage but they will help. These new gudgeons are the "cats meow," and were introduced on the Hobie 17. Hobie dealers should have them in stock now. (No, this is not a paid announcement, just information.)

This question was raised from Ft. Lauderdale where the shore break and waves cause great strain on the boat and sometimes result in broken gudgeons. Many articles have been written on sailing through the surf, but remember to reach off and keep up your boat speed when going through breakers. Punch through the waves with determination and speed. Do not stall out in the surf, it's much better to reach off hitting the wave with power at an angle if necessary to maintain boat speed. Backing down the wave just for an instant can cause the rudders to touch the bottom resulting in great damage to your transoms or rudder system not to mention your wallet. Also remember to tie a leash to the rudders when navigating surf. Try a piece of leech line connecting the main traveller padeye to the tiller yoke. But, be sure to make it short enough to avoid interference with the turning radius.

To avoid confusion with the old gudgeons, the gudgeon part numbers are as follows: Lower 5010-1401 (four hole), upper 5010-1301 (two hole). These may well be the last gudgeons you ever buy!

# TIOM TIOM ONE ONE ONE CORNER

BY JOHN SCHUCH

very year, right after January 2 (we'll reserve New Year's Day for football at least as long as it takes the Big Ten to even up their Rose Bowl losses), thousands of North American sailors get underway preparing for the next racing season. Countless hours go into refitting and fine tuning the minor nuisances that promise another ounce of boat speed in that first outing of the year.

Bottoms will be whittled, rudders filed and more than a few Hobie 16 owners will be filling in the bottoms of those hulls after years of abrasive abuse on the sands of Sleeping Bear or the coral of Rickenbacker Causeway. It never ceases to amaze me just what extremes boat owners go to in their "objective" quest for more speed while the "subjective" side of the equation gets so little attention! Over the years, I have observed six basic ingredients to the matrix of catamaran racing. Five of those ingredients tend to get about 99 percent of the racer's attention. They are: sailing at the proper weight, sailing with the boat in proper alignment, having the proper sail shape, having a stiff and solid junction of hull and cross bars so power from the rig is transformed to forward momentum, and proper rake and trim of the rig. Those five, taken together, make up the "objective" ingredients to boat speed in catamaran racing. Surely, there are many finesse tricks to employ in getting the most out of these five. Just remember, though, that all five of the above only make up one-half the winning equation and equal weight must be given to the "subjective" side of the boat speed matrix.

So far every ingredient of that boatspeed matrix has had to do with the physical properties of the game. Now we shift over to number six on the list of ingredients which is simply the sailing aptitude of the competitor. Whatever you do, don't confuse sailing aptitude with intelligence. By no means am I stating that you have to be very smart to win (although that can help) but you sure as hell have to want to win and that's what sailing aptitude is all about.

This subjective side of the winning equation can be further broken down into three parts. First is comfort level on the boat. This is simply a function of sailing experience, time with the same crew, ability to cope with a variety of wind and water conditions, and so on. The second part of sailing aptitude is your will to win. Are you a tenacious fighter willing to grovel for an extra point on the scoreboard? The winners usually are. Last but not least in importance on the aptitude scale is your knowledge of the rules and tactical expertise. These, by the way, are totally interwoven. You cannot have tactical expertise without a thorough knowledge of the rules.

Among these rules, two seem to give a lot of sailors, in general, and Hobie Cat sailors, specifically, a great deal of trouble. The first rule I would like to go over is 33.2 "Contact Between Yachts Racing," which reads as follows: "When there is contact

that is not both minor and unavoidable between the hulls, equipment or crew of two yachts, both yachts shall be disqualified or otherwise penalized unless:" either (a) one of them retires or exonerates herself (720 degrees rule, etc.) (b) one or both of them acts in accordance with rule 68 (and protests the other). So far, nothing looks too hard to understand or difficult to interpret, until you consider the following two factors: one, almost all contact between boats, and particularly Hobies, is minor, and, two, almost all minor collisions seem to elicit the same response from the perpetrators: "OH!; that was unavoidable!"

Let's take a close look at just exactly what has to happen before two boats can make contact without one or both of them being penalized, when neither protest, returns, or extricates herself as called for by rule 33.2.

The contact, once again, must be both minor and unavoidable. I am unaware of any deaths caused by two racing sailboats making contact. Fact is, I'm not aware of anyone in Hobie sailing who was even so much as slightly shaken up by a collision.

The nature of the boats is such that it takes something equal to a direct hit from a 20mm mortar shell to do damage to a Hobie Cat. So, most collisions fall into the category of minor. Unfortunately, the issue of unavoidable is quite another story, and here is where the great misconceptions arise. For many sailors, there is a notion that when two boats are sailing close to each other in relatively light winds and they should happen to make contact while both

skippers were clearly attempting to avoid each other, contact was "unavoidable."

This is not the case. Whereas the rules do provide an escape clause for two boats to touch each other while racing with neither penalty nor exoneration, it almost never happens! Here's why: Both the racing rules and the judges who interpret them, make a very basic assumption about yachts while racing. Any boat which is burdened under the rules to keep clear must be able to anticipate other boats which have the right of way.

It follows, then, that if two boats make contact, no matter how minor, and they hope to escape without penalty and without protest, they had better be prepared to devise a theory that there was absolutely no way on earth that either boat could have anticipated the contact and taken appropriate evasive action. Needless to say, that would be pretty tough.

In twenty years of racing boats, I've seen exactly one situation where contact was clearly both minor and unavoidable. In that case, a Hobie 18 fleet was approaching a mark in light air and flat seas. The boats were all launched pretty tight and after two or three boats rounded, the wind shut off completely.

For the next half hour, what little breeze followed tended to swirl and the currents carried everybody directly into the mark. The boats began to act like inebriated collegiates at Daytona Beach on Easter break, riding "dodger cars" in extremely slow motion. All of the contact was minor; most of it was friendly and nobody escaped untouched.

There were about 70 boats in the fleet and for obvious reasons the jury said "minor and unavoidable"! Once in over 20 years is not very often. If I were you and I hit another boat, I'd fly a flag or do some circles, no matter what the circumstances. If you don't you'll probably be out. There is, of course, one solution to the problem that eliminates any interpreting or arbitrating by the umpires and leaves the rule in its most appropriate location (in the book) and wipes out the necessity of any late-night hassles: don't make contact in the first place.

The next thing I want to bring up is a situation that combines Rule 42.1 with the definitions of an overlap and the peculiarity of off-the-wind catamaran sailing in which the total speed of one boat approaching a mark may be three or four times less than another boat. In this situation, one must go first to the definitions to find that boats "overlap" when neither is clear astern of the other. Note that conspicuously absent from the definition of "overlap" is any reference to the distance the boats are from each other or a mark.

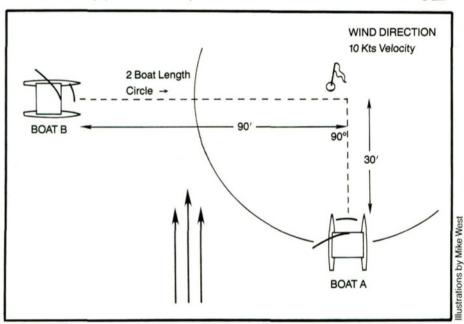
Lets assume a scenario where two boats are sailing a free leg of the course and approaching a down-wind mark. (See Figure 1.)

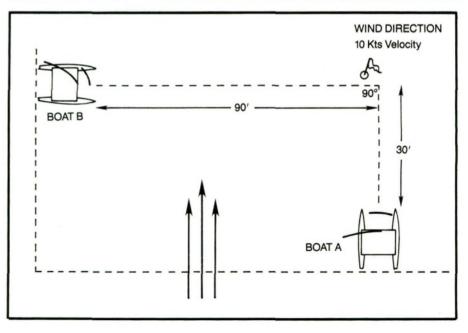
Let's say that you are on boat A and have just entered the two-boat-length circle while boat B is not only converging with you but is travelling at three times your speed. While not yet within the two-boatlength circle, B will arrive at the mark simultaneously with A. Because of the speed differential, the angle on which the two boats approach each other is 90 degrees and boat A is on a dead run while B has clear air with the apparent wind just ahead of the beam. The story usually heard in the protest hearing is: "He had no room; he was nowhere near the mark when I got within two boat-lengths." "He tried to force his way in and I shut the door." Now look at Figure 2.

The only addition to Figure 2 is the dots which signify "an imaginary line projected abeam from the after most joints of each other's hull and equipment in normal posi-

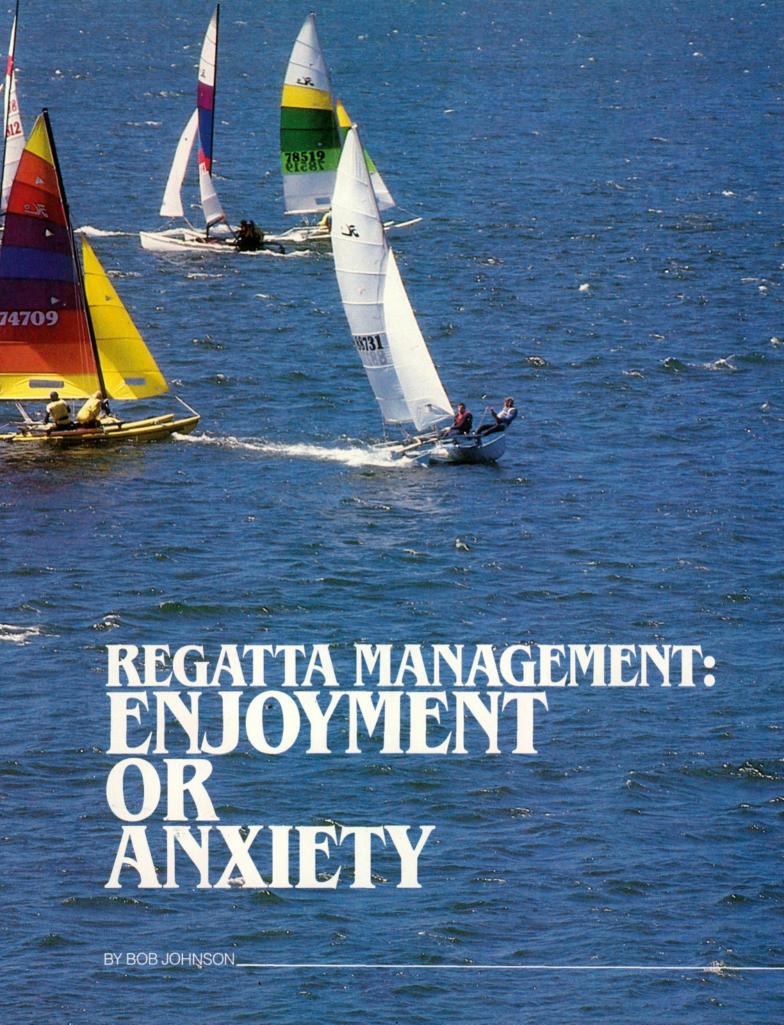
tions." This, is the precise definition of a boat clear ahead, clear astern and/or overlapped. (See page 10 of your current IYRU/USYRU 1985-88 Rule Book).

By now, you (boat A) should be coming to the conclusion that a small problem is developing. A quick glance at our second diagram shows that as long as the direction of boats A and B remains constant, the burden is on boat A to act in accordance with rule 42.1 (a) - "An outside yacht shall give each inside overlapping yacht room to round or pass the mark or obstruction ... "and rule 42.1 (b) - "An outside yacht overlapped when she comes within two of her overall lengths of a mark or obstruction shall give room as required, even though the overlap may thereafter be broken." This may be a silly rule on occasion; just don't forget that unless amended, it is a rule and that's that!









veryone who attends regattas expects them to be well-run and well-organized. But so often today, the outcome does not necessarily meet those expectations. Racers come to regattas wanting to be wooed, taught, entertained, and guaranteed a fulfilling leisure time activity. Alas, sometimes there is a great difference between what the racer wants and what he gets.

First, let me say that a race needs to be well-planned. Remember, all folks who attend a Hobie regatta are not in A fleet or at the top of all other fleets; therefore, we need to provide more than just a race course, trophies for the top five and Tshirts. In today's society, people who might attend regattas have a myriad of options available to them for their leisure time. And, as time passes, the options will increase. If we want Hobie racing to continue to grow, then we will have to provide prospective racers and recreational sailors with a viable reason to keep attending our regattas. [For a few of these reasons see "Regattas Mean More Fun" in "Letters".] And it should be that they will have more fun at a Hobie regatta than any other option available to them. Remember, a regatta is a business. We charge people to participate in our events and, as a result, our "customers" have a right to expect fun. So where does all this start? It starts with planning.

Planning will enable you to be prepared for anything that arises. If you think that only 100 boats will show up at your regatta, have a contingency plan in case another 50 boats arrive - they just might. If you have planned for 100 and you have no contingency plan then the additional "customers" might be shortchanged. Imagine how you would feel if you went somewhere for an event, got less than you had anticipated, were treated rudely, and didn't get the full value for your hard earned bucks. You probably wouldn't go back. Right? Well plan for any contingency so that you will not be frazzled at registration and still be able to keep smiling and trying to help those poor lost souls who have journeyed to your regatta, your strange town, and your strange sailing area.

#### THE RIGHT PEOPLE

To begin to organize your regatta, select your personnel wisely. A shrewd regatta chairman will be the first choice. This person will need to delegate responsibilities so that the entire fleet can feel like they are a part of this event. If a few people organize to put the regatta together and then ask the rest of the fleet for help at the last moment, the helpers will not feel like they are a part of the event, only hired hands.

Certain key people are necessary to make your regatta a success. Choose your registration people from sailors who tend to be unflappable. They must be able to greet your invited guests. Yes. I mean that. You have invited them to your party, and your registration committee is the official greeter. Remind them that a smile and a handshake goes a lot further than a snarl and a few terse words.

Plan with your registration committee! What happens if you have more people than you had planned for and you run out of T-shirts? Would you reduce your entry fee? Would you offer to mail the competitors a shirt? Would you ask the people who work in the regatta to wait until after the guests have been served before getting their T-shirts? What would you do if you run out of change at registration? Where will you keep the money from registration? The banks are probably closed by the time registration closes. Do you have ribbons for the end of the booms to separate the fleets? Do you have a registration card proofreader? This person will help to decipher the registration card and make it readable. Walk through the registration process to see where the bugs might be eliminated before people arrive on race weekend. Remember, smoothness and a smile here will go along way toward setting the tone for the whole event, so sit down and plan registration carefully.

The next item should be on-the-water committee selection. You will need a competent race committee for each race course that you are planning to run. Since this is the major reason that everyone comes to a Hobie regatta, put some time in planning who will run the race courses. These people must be calm in the face of tension. They must also remember that sailors came to race, but that racers are also people and cannot be kept away from food and drink for extra long periods of time. Don't have large committees on your committee boats, and don't supply these boats with an inordinate amount of the elixir that clouds men's minds. These folks need to have clear heads. Five to six people can run a race course most efficiently. One will hold the flags, one will keep time, one will be ready with the premature starter flag, one will watch for over-earlies, one will do back up timing, and one will change course numbers. Remember, several jobs can be done by one person. For example, the back-up timer could be the over-early flag handler. Where are all the score keepers? If you plan your starts far enough ahead, you should not have anyone finishing while you are doing a starting sequence.

#### WHAT YOU'LL NEED

Remember to think about permits to use the water. The Coast Guard requires that you get permits to use the water for your particular regatta. A triplicate form must be filed with the Coast Guard at least 30 days prior to the regatta. In addition, here in Florida, the Marine Patrol also requires that we have permits to have regattas. You need to be sure that you have all permissions to use property signed and duplicated and available during the weekend. Choose a valued person to be on shore during the regatta and make sure they have copies of all permis-



sions. You can't stop the regatta to show someone a signed permission form. Check with the local city council to be sure that the city has no objection and get it in writing. This is nice to have available to show the local police on Sunday when they come to check out why all those boats are all over the beach. In addition, get insurance for your regatta. This is available through the class association as are all forms that are needed.

As for chase boats, two per course are nice, but three are better and four makes things really smooth out. If you have a boat to station at A mark, plus one for B mark, plus one for C mark, and one for overearlies and other duties, then you can switch your race course or do anything needed on the course in a short time; however, radio contact is essential. Do whatever is necessary to get radios for your chase boats. A local ham-radio club helped our fleet in 1981 by providing handheld radios and people to help with the radios for our Midwinters East regatta.

Large marks are essential. Folks can't have fun on a race course if they can't find the course, so get large marks. Division 8, has purchased a set of six large Eurovinyl marks for regatta givers to use. They have also purchased a set of pyra-marks for start-finish lines. In addition, the division has purchased four hand-held radios and also provided two complete sets of flags. (You will need at least a white flag, a blue flag and a red flag all of which should be at least two feet by two feet.) If your division does not have these items, perhaps you can spearhead a committee to get them. Going to a regatta where the marks do not change in size from town to town and the flags remain the exact same size is a big plus. It eliminates the frustration that might be felt if these items changed from regatta to regatta. If you do not have these items, then check with a local yacht club.

Additional items that are invaluable are a Freon horn (get several extra cans of Freon), several stop-watches, course numbers (you will need to have numbers from one to nine plus a roman numeral II if you plan to use twice arounds), an over early flag (both general and individual), a life jacket flag, a missing mark flag (be sure that this is on your chase boats), a postponement flag, an abandon race flag and any other item that you can think of. You can't have too many pencils, too many score sheets, too many protest forms, too many registration forms, or too many

If a member of your fleet is a member of the yacht club, it will give you the inside track. Most yacht clubs are affiliated with the United States Yacht Racing Union and they have people who will help you to manage your regatta. They also have people who will help you with your race committee and with your protest committee. If you belong to the USYRU yourself,



you'll get a directory every year of people in your area who are trained to help out. The USYRU now has a multihull committee, so at least they are acknowledging that catamarans exist. Ask for help! It's out

Prior to your regatta, have a planning event. Have a fleet race the weekend or two before your major regatta. Set the event up just as if you were having the regatta. Run through your registration procedures so that you can actually register people, have your competitors meeting, then run your race. Use as many of the people that will be helping at your major event for the practice regatta as you can. See how the people work together and then you can get together and critique the event and work out any bugs that might have arisen.

#### THE DAY OF THE EVENT.

When the day of the event arrives, get there early. Usually just after the sun rises is about two hours too late. Make sure that vour committee boats are scheduled to arrive by 9 A.M.; your chase boats should be in the water by then. Send your committee boats and chase boats out to set the course early, before the competitors meeting. Preplanning is a necessity here. You should have already worked out what each boat will do and when they should do it. A check sheet with jobs and times for each boat will ensure that the course is set and the race committee boat is on station. After all, remember what it's like to get out on the water and just sit there and wait. It's boring! Plan so that you will be ready to start when you say you will start.

The competitors meeting should be held

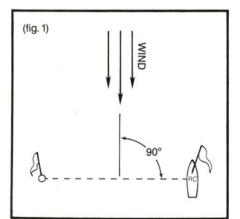
to give the competitors a chance to clarify questions. However, care should be taken here. A meeting of skippers can't be mandatory no matter how much you may want it to be. If you have any questions here, be sure to read the USYRU rules plus the appeals. If you have any changes in your sailing instructions that need to be made, you need to post these changes in writing on your bulletin board. I use an instruction that states, "If the code Y flag is flying over the bulletin board, then a change has been posted." Then I fly the code Y flag for the entire weekend. This puts the responsibility on the racer's shoulders. As for your race instructions, the Hobie Class Association has a great set of these. Many people think that they can include anything in the race instructions. However, you can only include what the rule book allows. Read the rule book. You can't disqualify a sailor just for running into the committee boat. If you want to write your own instructions, take them to a senior USYRU judge and have him read them over. He will be able to tell you if you have any problems with them and how to cure those problems. You can get the names from the USYRU list mentioned earlier. But, you can borrow or avail yourself of the services just for the asking.

During the competitors meeting, cover the acknowledgment of your sponsors; tell the competitors where the race courses are: what the committee boats are and what time dinner is. Cover everything else in your race instructions and have your sailors reference these instructions if they have any questions. Remember, be nice here. Smile, crack a few jokes, and get them out to the race course. After all, they came to sail.



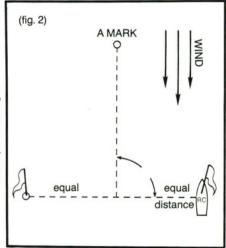


In addition, a good starting line is one that is perpendicular with the wind (see Figure 1). When setting the line, remember



that the committee boat is not always heading directly into the wind. Use a hand held compass and a wind indicator to set the line. A good line, perpendicular with the mark and with A mark equally positioned in the middle of the line, makes every start almost an equal distance to the mark and is probably the most fair line. However, a slightly port-favored line will move the fleet away from the committee boat. And moving the mark down the line will cause the fleet to move down the line to start. Again, keep in mind fairness for your competitors. As you bias the line toward being a port-favored starting line, you make the pin-end the only good start and take away some of the equality of the line.

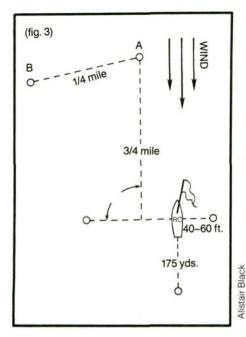
Don't set the course so that it will take forever to get around it one time. We are blessed in Hobie sailing with multiples of course roundings so the colossal triangle is not necessary. Watch your wind conditions as you set the course. If you have a good breeze (10-15 knots), set your course up so that it will have about a three-quarter-mile weather leg from the committee boat. If your chase boat runs at 15 mph, this would be approximately three minutes directly into the wind. When your chase boat arrives at the location for A mark have him position himself about one-half way down the start line (see Figure 2). Remember,



radio communication is vital here. Now that you have positioned A mark, have your chase boat make an immediate left hand turn and run at 90 degrees from A mark on a perpendicular from the committee boat to A mark. Have the chase boat run for approximately two minutes at 15 mph. Now go downwind for 10 seconds and set your B mark. This will give a good screaming reach if the wind is right. If it is light, eliminate the 10-second downwind. Now set C mark about 175 yards directly behind the committee boat and directly down wind. This is your course except for the finish line. Set your finish line short (approximately 40-60 feet) and parallel to the wind (see Figure 3). This will cause your

#### SETTING THE COURSE.

OK, you have them out on the course. now what? First set a long starting line. Since the start is one of the most important parts of a race, don't set a starting line that is too short. If anything, err on the long side. A good rule of thumb is to set the line equivalent to one and one-half times the length of the largest class that will be starting. Here's an example. Your 16 fleet has 36 boats and it's the largest class that will start. Since the suggestion is one and one-half times the length of the largest class then your line should be one and one-half times 16 feet times 36 boats or 864 feet long. This will give everyone the opportunity to get a good start, then they can't be unhappy with you if they are in the second line at the start.





finishers to position themselves so that you can read their sail numbers. If you set a long finish line, you might miss someone who finishes at the pin end as several people might be finishing at the committee boat and obscure your vision. An unhappy sailor is one who finds a DNF for a score in a race that he knows he finished, but was not credited with because his sail was obscured at the finish line.

#### **RUNNING THE RACES**

Now you are ready to start. Timing of the sequence must be exact. The white flag goes up 10 minutes before the start. Thirty seconds before the white flag, give several toots on the horn to warn the competitors that you are getting ready to start the sequence. Remember, the starting sequence is the raising of the flag, not the sounding of the horn, so make your flag raising sharp. At 10 minutes, pop that white flag up and toot the horn. Four minutes later, slap that white flag down and get ready for the blue flag. At five minutes to go, pop the blue flag up and toot the horn again. This is the time to name the course number. Have the course number setter display the name that you have preplanned. Now you are getting ready for the start. Position yourself at the place you told your competitors would be the windward end of the line. On a sailboat, the mast is a good place. Stand close to the mast so that you can't see behind the mast but can see the flag at the leeward end. As the blue flag is slapped down with one minute until the start, the tension on the committee boat will build. Have your backup timer close, your over-early person close (with flags in hand, but down) and your chase boat on station at the pin. At the start, pop that red flag up and catch those who are over early. If there are any

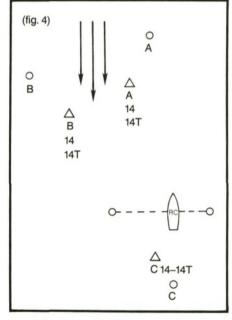
who are over early, toot the horn and pop the individual recall flag up if you can get the numbers. Use your chase boat to get as many back as possible. However, if there are too many, then throw the general recall flag up. Keep the general recall flag up for four minutes and then drop it for one minute and raise the red flag to start again. If you have a starter who starts prematurely, keep the individual recall flag up after all starts. But remember, you have additional starts, so take the flag down before the next class start. Put it back up after all starters are away. If the premature starter finishes first, do not give him the horn for first to finish but do give it to the first legal finisher. As for the red flag, many race committees feel that you have to leave the red flag up while races are under way. There is no rule that states that you must leave the flag up, but you can leave it up if you want. Usually, a blue on-station flag is flown.

Hopefully you will have an all clear to get the races started. Be sure to sing out, "all clear" if there is a clean start. Try to have your first fleets sail their second leg as an A-B leg. This will put your early starters on a reaching leg away from the starting line while other fleets are starting. Keep in mind when you are planning the courses for the race that there are different speeds for the boats, but all have paid equal money to race

A good example of a boring course is the A-B-C or Course 2. It is simply a follow-the-leader course. This leaves the Course 4 or 4 II which is a four that is sailed twice around. I would propose a change in your racing instructions that would show Course 6 as an A-B-C-A-C. We do not sail Course 6 as it is a poor course. If we changed the 6 to the above, we would keep the early starters away from the

starting area plus give the racers three weather legs and two dead downwind legs. If you do this, you will need to go over it verbally and thoroughly explain it in your race instructions. Hobies are very tactical on weather legs and downwind legs, so the more opportunities you give your competitors on these legs, the more fun they will have.

If you want to make your 14 and 14 Turbo sailors smile, set a smaller course (see Figure 4) inside your regular course and



send the 14s and 14 Turbos on this course. You can also send your slower 16 fleets on this course if you are only running one course. You can make their racing multiples of the course as opposed to a Course 2, and this will increase the pleasure that they will have at your regatta.

The best courses to run are a Course 3, Course 4, Course II 1, and a Course 7 as this will allow at least two weather legs, and if the wind permits, increase the weather legs to three or more. The weather legs, mark roundings and downwind sailing will keep your competitors on their toes and allow those who might have had a bad start time to catch up.

Call your courses for quality. Do not run a 7 and then follow it with a 2. It would be far better to run two Course 4s. In addition don't be afraid to finish racers on the course. If you are using the Hobie instructions, provisions should be made to finish sailors on the course. Just have a chase boat go out to boats who are lagging far behind and causing the majority to sit and bob around. These boats should be finished back to front and recorded. Inform them that you have finished them on the course and are preparing to start the next sequence. Be courteous here. No one is happy who is that far behind. It might salvage some feelings if your chase boat tossed them a beer or soda as they told them they were finished. Remember, they are your invited guests, so try to keep them smiling.

After you have all fleets started, you will need to prepare to finish your first starters. Get your recorders ready, at least two people, and sit them far apart. Now take a station at the mast to observe the finish

line. Have someone watch for first place finishers from individual fleets who are approaching the line. This person could have the horn and toot it as the first place finisher crosses the line. No one, however, should call out any numbers except the official finisher. In addition, you will need to assign someone to watch for protest flags and jot down sail numbers, race numbers and approximate times of finishers. You need not ask them anything at this point; it will only cause confusion on the boat during finishing.

Just log the protesters and get the list to the protest judges. As the finishers begin to thin out, look at the time taken to finish the first race and adjust for the second race. If the first race was too short, either lengthen the distance to A and B mark or increase the number of times around the triangle. The latter might prove more favorable as the wind may slack off and you could shorten the course by finishing at a mark on the course, something you should not be afraid to do. Follow your race instructions on shortening the course. Do this in the case of a radical windshift. This will finish that race quickly and allow you time to reset the course for a fair race. A reach around the course is not a fair test of the sailor's tactical skill.

After each race, get the next one going quickly. No one likes to sit around on the water. If you have enough chase hoats

you can move marks after the last boat has rounded the mark. You do not have to wait until all boats have finished to move A mark if no one still has to round the mark. But, be sure that all boats have rounded the mark before you move it.

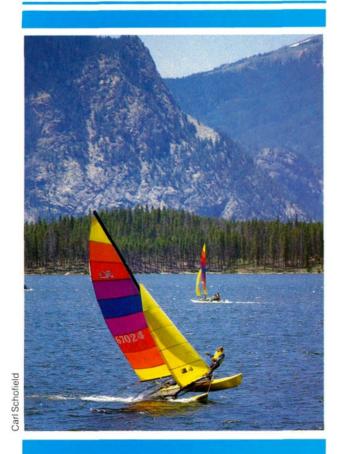
#### POST-RACE CHORES

If you have your sailors on the race course from before noon until after five, they are thirsty, hungry and tired. If you aren't going to have refreshment on the water, then have it ready when the troops hit the beach. You can use your radios to communicate with the beach people to get the liquid ready. Hot dogs for the sailors have proved a popular hunger stopper and makes the liquid go down smoother. You can provide hot dogs for your guests at a reasonable rate. Keep in mind, everyone is not coming off the water a winner, and it will still be a long time until dinner for all those hungry sailors. Keep our motto in mind: keep them smiling!

Have someone stationed at the bulletin board on the beach to take protests and have plenty of protest forms available. Inform the parties as they pick up the forms as to what time the protests will be accepted and what time they will be heard. In addition to posting the times on the bulletin board as the protests come in, log the time on the form and post the numbers of the protester, protestee, and all witnesses. Timing is important here. You told your sailors in your race instructions that protests would close at a specific time, therefore if sailors waited through that time period and nothing was posted, they are free to leave for the evening. You don't want to surprise them the next morning with a DSQ. It's a good idea to bring in the USYRU judges to help here. This will free your sailors to clean up, get something to eat and relax. Having the protests later in the evening on Saturday might allow everyone to gather their thoughts and get themselves ready to present their case. In addition, a relaxed, full stomached sailor is more likely to wait for the judges to hear other protests rather than the hungry, cold, wet, and probably angry sailor.

After sailing, protesting and Sunday racing, we have only to cover the final aspect of the regatta, totaling scores. This behind the scenes, thankless job is perhaps one of the most important jobs in the regatta and will help to determine the success of your regatta. Imagine if you can, scoring 150 or so boats that have sailed in a fiverace series, trying to get the sail numbers from the scorers to correspond with the master score sheet, trying to figure DNFs, DNSs, DSQs and numbers that miraculously appear on the score sheets that are not registered on the master score sheets. This is the task of the "invisible" scorers.

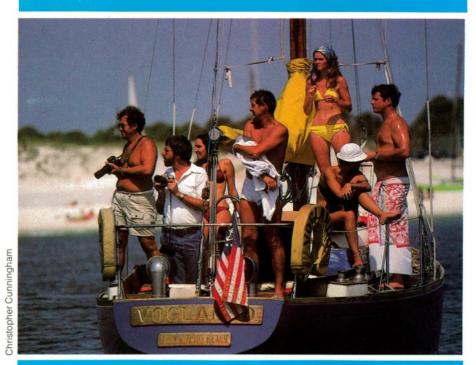
If your regatta is to be considered a success, scoring is vital. One of the new computer programs for Hobie regattas can



make it easy. The reverse scoring procedure is used in Hobie racing. This keeps the score equal to the finish position with the exception of first place (example: third place gets three points, fifth place gets five points). The exception to the example is first place which is awarded only threequarters of a point. Your scoring committee will need access to three forms. In order to create the master score sheets. the committee will need access to the registration cards. It will be a big help here if you have had a proofreader at registration. Then each card will be legible and correctly and completely filled out with sail number, correctly spelled names and proper fleet designations. After the master score cards have been written, keep your registration cards available for the trophy presentation. At the trophy presentation, it would be nice to be able to call the skipper names, crew names, the city they are from, and the local fleet designation. People like to hear their names, and this will help to keep them smiling.

The other form needed is the order of finish forms. These will come from your committee boats and the scorers on the water. This form is used to record the class (try to get your scorers to write this) and the finish position of each finisher. If you have set the finish line short enough, there should be no blanks here as your finishers practically had to line up to finish, making your scoring easier. If the scorers on the committee boats have time, they can transfer finishers to the master score card. This would only require tabulation, after throwing out the highest score. Be sure to fill in the number of entrants and the number of finishers at the end of each race column in the space provided at the bottom of the

Now for the the specific entries on the master score sheet. If all the racers start, and all of them finish, and there are no protests then your scoring would be very easy. However, this usually doesn't happen. First let's look at the DNS. A skipper shall receive a DNS or did not start, for any race that the competitor does not start. In addition, a premature starter who fails to restart correctly must be scored as a DNS. A DNS is equal to the number of skippers registered for that day's race. For example, if 30 skippers are registered in a particular class, any boat not starting shall receive 30 points. This score could be a throw out if the regatta exceeds four races. Next, we need to examine the DNF. A DNF is equal to the number of boats finishing a race plus one finisher. A DNF is awarded only to those boats which started but did not finish a particular race and notified the race committee within the time prescribed in the sailing instructions. Any one else should be scored as a DNS except a boat, which sailed an improper course and brought it to the attention of the race committee prior to a protest being filed, shall be scored as a



DNF. A DNF could be a throw out also if the regatta exceeds four races.

Now, let's discuss the DSQ or disqualification entry. No one changes places with a disqualification. This is according to Hobie Class Association rules. There are two types of DSQs. A DSQ would equal the number of entrants plus one additional point. This could be used as a throw out. A DSQC would equal the number of entrants in that class plus one point, but this can't be used as a throw out race. This penalty is only used as a penalty for unsportsmanlike conduct, fouls causing material prejudice, or serious boat damage. In each of these cases, the original finish position is vacated and there would be no finisher for the position the racer had prior to the protest.

Now to further complicate the issue. If you do not get four races so that you can get to the throw out, the old graduated penalty system comes into effect. These would be a DSQA which would be equal to a penalty of 30 percent of the number of finishers added to the original score of the competitor. An example of this would be a sailor who receives a DSQA penalty. He had originally finished fourth in a race of 30 finishers. He was protested, lost, and four races were not sailed in the series. The protest committee would award a DSQA. He would be scored with 30 percent of 30 finishers plus his original score or 13th place. Now you would have two 13th place finishers in that race and no fourth place finisher. A DSQB would be awarded with a 60 percent penalty and the DSQC would be the number of finishers plus three. Remember, none of these scores can be considered for a throw out unless you have four races and if you have four races, you will change to the first disqualification

points (DSQ and DSQC).

So, you have scored and figured throwouts and are ready to figure who the winners are prior to awarding trophies. But, you have several ties. The Hobie Class has determined the following tie breakers. First, you will analyze who has the lowest throw out race. Compare the score that you circled and did not add into the score. The lowest throw out would be the winner of the tie breaker. If both of those are equal, then look at each race. This is also known as who beat who the most times. If you have five races in your series, this should solve your tie breaker. If you have only four races, you might have to go to the next step, the comparison of races. Start with the last race sailed and compare scores until someone beats the other. If boat A finished in third place in the last race and boat B finished in fourth place then boat A is your winner here. If a tie still exists after everything has been exhausted, award each skipper the same position. This would vacate the next position. So a tie for second would have two second place finishers then jump to fourth place.

To sum this all up, planning for the unexpected is vital. You need to think of everything that has ever happened to you at a regatta and have a plan for it in case it might happen now. Keep in mind that this is a fun event for the sailors. You have asked them to attend your regatta so keep smiling, keep a cool head, get the job done and folks will want to come back to your regatta. Have a Hobie regatta. It is fun!

Editor's Note: Look for Part II of this piece, which focuses on non-racing activities, in a later issue.

# UNLIKELY SAILING

# aradise



orth Dakota Tou

omething has happened in North Dakota that would make every regatta organizer's mouth water. Now, North Dakota has never been known as one of the prime Hobie sailing spots in the country, but all that may be changing thanks to a few intrepid Hobie sailors living in the area and the good offices of North Dakota Governor George Sinner (not a bad guy to have on your side).

Not only did the governor go for the idea of holding a regatta, but he went out of his way to make sure it was as good as it could be. With help from the new local Hobie fleet, the state's department of parks and recreation and the state's department of tourism, things got rolling quickly and before you know it, a top-flight regatta was being held on a lake with a great reputation for wind. According to Sinner's press spokesman, Bob Jansen, the regatta became "a pet project of the governor's." If only things were that easy for fleets around the country!

And the future looks very bright for what has become the North American Regatta. "The governor had a very good time at the regatta," said Jansen. "It was a very positive event."

The governor felt so good about it that he boasted of the regatta's success in his annual state of the state speech which he gave in January. Here's what the governor said: "The good news is that our third major industry is upbeat. Tourism had a good year in 1986. For one thing more and more North Dakotans are travelling North Dakota. We have





started the North American Regatta and the Prairie Rose State Games . . . The regatta, with financial help from North American Coal, began last summer at Lake Sakakawea. It was a dandy! Full of color, good times and vigorous sailing competition from international competitors. We have been asked to host a national Hobie Cat race in 1989."

Tim Mueller, the member of the state's department of parks and recreation responsible for the regatta, claims that next year's event, scheduled for July 24-26, will be even better. The new three-day format will allow organizers to hold sailing seminars during the first day and sailors will be able to practice. This year's event will also be an official points regatta and the sailboard category will be beefed up. The entry fee will be \$25.

Still, there were some problems to be worked out. "This year we were a little bit unsure of ourselves," said Mueller. "We got some constructive criticism, so we'll make some adjustments and improve the format." The criticism centered on food service and camping setups. Mueller said that both areas have been improved for this year's regatta.

"We also have other activities such as our Art in the Park and an expanded seminar format and workshop on sailing, so people not racing or families can still come and enjoy the weekend. People who don't know much about sailing can come and be informed about what's going on. There will be a lot to do."

According to Mueller, the North American Regatta can mean a hefty economic boost to the area. "We'll do everything we can to make this event a success. We can accommodate a lot of visitors. This is our biggest event in the park for the summer. The cities of Riverdale and Pick City will also be involved and we anticipate quite a bit more involvement from those people this year."

All this makes the governor very happy, but not only is the governor excited, so is North American Coal Company, which has mines in that part of the state. It has given the state a \$10,000 grant to hold the 1987 North American Regatta.

There's nothing better than a great lake with lots of wind, officials who can't wait for you to come and sail, and a sponsorship package to make everything work. For most Hobie sailors, North Dakota is way out there, but if things keep up like this, North Dakota may become a Hobie sailor's Mecca.

Editor's Note: Below, Jim Fuglie of the North Dakota Department of Tourism, describes the evolution of the regatta and what happened last year.

### HOW HOBIES CAME TO NORTH DAKOTA

### BY JIM FUGLIE

he governor was there, raising and lowering flags from the committee boat like he'd done it all his life. Colonels and generals from the United States Army Corps of Engineers showed up by power boat midway through the first race. Ten thousand people passed through the gates of Lake Sakakawea State Park. A few of them came to catch walleye and

salmon in North Dakota's huge (180 miles long, 1600 miles of shoreline) man-made lake. Most of the rest of them were there for the North American Regatta.

For North Dakota Governor George Sinner and members of Hobie Fleet 532, it was the culmination of months of work and preparation for North Dakota's firstever sanctioned Hobie event. It started with a casual conversation between Steve Hoetzer of Bismarck, and Governor Sinner. "You know, Governor, we could really do something with sailing in North Dakota," Hoetzer told the governor one blustery winter day in early 1986. "We've got one of the finest sailing lakes in the country, and no one knows about it."

That's all it took to pique the governor's

interest. He had his state tourism director and his state parks director in his office the next week, along with Hoetzer, and proposed that a regatta commission be established to investigate. He even promised to help find a corporate sponsor to underwrite the costs. And he delivered.

By late February, he had convinced Robert Murray, president of the giant Cleveland-based North American Coal Corporation, which has extensive mining interests in North Dakota, to sign on for a \$10,000 per year sponsorship, and named the race "The North American Regatta." And, he had formally appointed his regatta commission chaired by Deputy Parks and Recreation Director Tim Mueller.

It was a pretty bewildered group that met late one March afternoon to try to figure out how to host a Hobie regatta. "The governor's got us into this thing. We'd better deliver," said Hoetzer, a Bismarck engineer and Hobie sailor for more than ten years. "Anyone know what we do first?"

Someone suggested that perhaps a fleet should be formed. After all, it takes a fleet to run a race doesn't it? And Hobie officials are going to be a little surprised that plans are already underway for a race before a fleet is in existence. Usually, it works the other way around, someone said. After a fleet has been in existence for a while, they decide to host a regatta.

Well, no matter, out here on the prairie we sometimes do things differently. Contact the Hobie folks. Find out what we need to do.

By May, the fleet had been officially formed, Hoetzer had been elected commodore, and the governor announced the formation of the regatta commission and dates for the race, July 25-26, 1986, barely two months down the road.

Sailboarders heard about it on the news one night, contacted Hoetzer, and scheduled their own first-ever race in North Dakota for the same weekend at the same location.

So what else do we need to host a regatta? A committee boat? No problem The Corps of Engineers has a 35-foot cruiser. They'll let us use it. Buoys? OK. The four Stroh's distributors in North Dakota will each pony up \$250 to buy buoys and covers with their insignia on them.

Dignitaries? Well, the governor promised to be there. It was his idea. The lake was formed in 1954 when the Corps of Engineers dammed up the mighty Missouri to form the largest man-made lake all in one state, with more miles of shoreline than California. Invite the general and the colonels. They'll show up.

What about racers? "We'll shoot for 30 and hope to get 20 the first year," Hoetzer, one of only two sailors on the regatta commission, said.



Governor George Sinner at the North American Regatta

Chase and rescue boats came from the State Park Service. Race officials borrowed from other lakes around the state. Kegs of refreshment gleaned from the local bars on the lake. Mailing lists were acquired from Hobie. Posters printed by the local printer. No problems. Just ask. No one here has ever seen a regatta before, but everyone's willing to help. That's the way it is on the prairie.

On Friday afternoon, they started to pull through the gates of Lake Sakakawea State Park, a rambling 900-acre facility on the shore of the lake within spitting distance of the huge Garrison Dam. They came from North Dakota, South Dakota, Montana, Minnesota, and the Canadian provinces of Saskatchewan and Manitoha

Mostly, they came from Canada.
Twenty-two teams, the delegation led by two-time Hobie 18 Canadian National Champion Mike Starkey of Winnipeg.
Twenty-eight teams from the United States came for a total of fifty boats in a truly international competition.

At 6:30 A.M. Saturday, heavy fog enveloped the lake. The markers were out, but not visible from more than 50 feet away. By 9:00, the fog had lifted, the governor had arrived, the general and the colonels were putting the committee boat in the water from the corps headquarters, and 50 Hobie teams and 30 sailboarders were making last-minute preparations.

By 3:30 P.M., three races had been completed. The sailboarders bailed out of the last race when the wind turned the water into walleye-chop on the huge lake. No problem, we can make that up on Sunday.

They threw a little party in nearby Riverdale (population 300) that night. Someone estimated 1,500 people danced in the street to the beat of a country

western band after they closed off Main Street, put the band up on the back of a flatbed truck, and turned up the volume.

Despite the lack of cooperation from Mother Nature on Sunday, they finished the competition in the early afternoon so the Canadians, Montanans, Minnesotans and South Dakotans could wind their way back home. No one seemed to mind the absence of a stiff breeze on Sunday, although they had expected better. (On Lake Sakakawea, 20 miles per hour is a "gentle zephyr.")

Starkey, of course, won the Hobie 18 class. In fact, Canadians swept the top six places in the 18 class, and won the 17 and 16A classes as well.

"Sorry we only had 22 boats this year. We'll bring 30, maybe even 40, next year," Starkey said as he picked up his trophy.

"We'll try to get you a points race," Hoetzer replied as he shook Starkey's hand.

"We'll reserve the other half of the campground," offered Park Manager John Tunge.

"We'll be here with our checkbook," said Murray of North American Coal.

"Janie and I will be on the committee boat again next year," said the governor.

And the lake, Giant Lake Sakakawea with its ever-blowing northwest wind, well, that will always be there.

Editor's Note: Those seeking more information about the 1987 North American Regatta should contact Tim Mueller, North Dakota Department of Parks and Recreation, 1424 W. Century Avenue, Bismarck, North Dakota 58501.







### European, U.S. Sailors Share

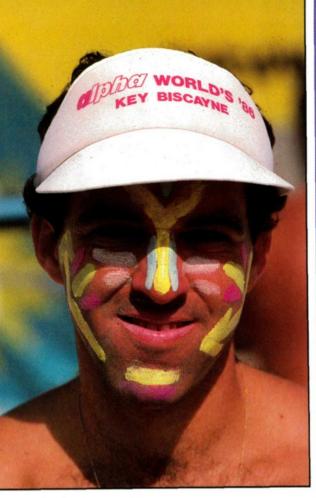


### Honors at Alpha Championships

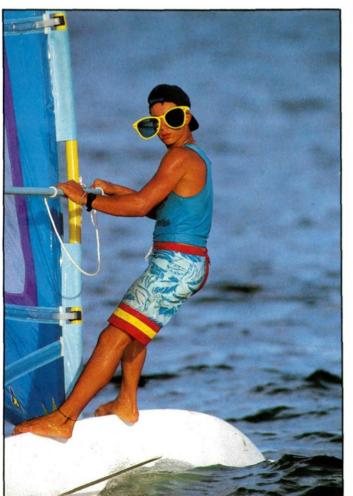


BY ERIC SHARP

Photography by Darrell R. Jones







fter six days of sailing, sometimes cursing the six foot waves pumped up by 18-knot winds, sometimes cursing the non-stop pumping necessitated by wimpish breezes, it had all come down to one last slalom race to decide the men's lightweight

and women's overall champions at the 1986 Volkswagen/Alpha World Championships. A victory by either Jorunn Horgen of Norway, the world women's Division II champion, or Shirley Randall of Florida, one of that state's most experienced female racers, would give that person the Alpha overall world title by three-quarters of a point.

The same margin was at stake in the men's lightweight division, where the two potential winners were Luke Baldauf, a 17 year old from the United States Virgin Islands who was a virtual unknown until 6 months ago, and Raines Koby, one of the most experienced members of Canada's

national sailing team.

The women went first, climbing onto epoxy Alpha 120F slalom boards for their final run in 10-12 knot southeasterlies over a downwind slalom course laid out on the Atlantic Ocean about 100 yards off the beach at Key Biscayne, Florida, just south of Miami. Horgen had easily won the first women's slalom race, but in the second race she fell at the third mark only about 100 yards from the finish. Horgen had a hard time uphauling to restart and Randall slipped by and went on to win the second heat. But while Horgen managed to work back up to third in that heat she now trailed Randall by a point in the slalom and needed to win the final heat to take the event and the overall title.

Most of the drama dissipated as soon as the starting horn sounded. Horgen got a great start and quickly shot away from the other five starters. Randall, meanwhile, got buried and by the time she found clear air there was no way she could climb to higher than second, well behind the Nor-

wegian.

The men had reached their final heat by being in the first four in one of two preliminaries. Their slalom scores would be decided entirely by this final heat. Baldauf crouched on the beach as he waited during the last women's heat. Fellow St. Cruzan Jim Buderas, a heavyweight, squatted by his side and coached, "Koby is the one you have to watch out for. Don't worry about anyone else. You have to beat Raines to the first mark. Force him down if you have to, but don't let him get inside."

As Baldauf nodded in agreement, the object of their discussion stood quietly on the beach 50 feet away and admitted that this one was going to be tough. "All the hotshots will be in this one," said Koby, Canadian marketing director for Coleman Corporation, parent company of Alpha in

North America. He smiled nervously and added, "It's not just a case of making the top four. It's all come down to being first across the finish line."

The eight slalom finalists stood knee deep in the water at the white prep flag, waiting quietly for the ideal moment to start a timed run at the starting line 100 yards off the beach. Japan's Ryo Asano was first off the beach as soon as the blue flag went down, loafing easily toward the start. The other seven stepped onto their boards a few seconds later, and all eight timed it about as well as could be done, hitting the line at full speed and reaching toward the first turn mark about 100 yards to seaward.

This was the critical turn, the point at which the entire championship would be decided, and as the tight pack made the first gybe it was Baldauf's white-shirted figure that got around first, with the barechested Koby right behind. It stayed that way to the finish, and the 17 year old from the Virgin Islands became the second Alpha lightweight world champion.

Because of time constraints and light winds, the heavyweight men (162 pounds and up) did not sail a slalom, but it was less crucial here because David Stanger of Fort Lauderdale, Florida had already won both the heavyweight course racing and

distance events, and would have had to finish an unlikely fifth or lower in a slalom to lose the overall championship.

The competition at the top of these fleets was razor close. You might have been allowed one mistake. At least if you were lucky. But Japan's Asano, who will represent his country in the sailboard event at the 1988 Olympics, found out the hard way that there was no way that kind of competition was going to let you get away with two.

In both the men's lightweight and women's competition, it came down to a last-minute arrival of enough wind for a slalom event to insure that the titles were decided on the water and not by juggling throwout numbers on a computer printout.

After six days of long distance, course and slalom racing (the latter for the women and lightweight men), Asano wound up third in the overall list behind winner Baldauf and Raines Koby, the latter two finishing only a quarter-point apart after turning in a day of as near flawless performances as you could hope for.

The 150 pound Asano, a student at a Tokyo technical college, was unquestionably the best conditioned of the 60 men and 7 women who came to Key Biscayne, Florida, just south of Miami for the event November 24-29. This little guy had mus-

cles on his muscles and stamina to match, as he proved during two light-wind races when he literally pumped himself around the course a full leg ahead of the nearest competitor.

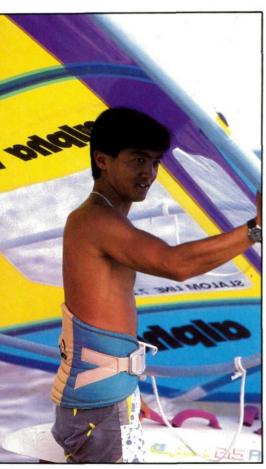
But two crucial errors while he was leading course races cost him a disqualification and a ninth place that effectively destroyed his hopes of the overall Alpha world title. Baldauf, a high-school junior, looks even younger than his 17 years, and at about five feet, seven inches and 130 pounds he appears positively scrawny. However his technique is flawless, and his lean body had a wiry strength that allowed him to win three of the four distance races and place second in a fourth.

The 10 to 20 pound weight edge he had over most of his competitors was an undoubted advantage in several light air races. The value of light weight was best illustrated in two course races where Kevin Moore, a 106 pound, 14-year-old Floridian who won the juniors competition (and finished fifth overall in the men's lightweight), placed second and first against world-class competition.

The week included six funboard course races, four long distance races and for the women and male lightweights, a four-gybe







slalom course. Each discipline counted one-third toward the overall Alpha world championships. The course and long-distance racing was done on a new board, the polyethylene Alpha 215RS (racing slalom), and the slalom event was raced on the epoxy Alpha 120F. Alpha supplied all new boards for the event, and each sailor had a guiver of four camber-induced sails of 4.6, 5.4, 6.3 and 7.2 square meters, the latter a new Alpha sail by Gaastra that was introduced at this event.

The fleet that gathered at the Sheraton Royal Biscavne Hotel included sailors from ten U.S. states and seven foreign nations, including Austria, Canada, Italy, Japan, Norway, Switzerland and West Germany. There were 28 heavyweight men, 32 lightweight men, and seven women, the latter fleet offering the most international flavor with competitors from Norway, Austria, Canada, Germany and the United States. There were also 12 male sailors over 30 who competed for a separate master's award and four juniors under 16.

Florida normally is into its winter weather pattern by early November, with temperatures in the mid-to-high 70s each day and prevailing 12-14 knot southeasterlies that are overpowered at regular, 10-day intervals by cold fronts. Those fronts bring 20-30 knot northwesterlies that clock around to the northeast and blow for three to four days straight. But in 1986, summer lingered past Thanksgiving (in fact, it didn't give up until a week before Christmas), and though a decent 12-14 knot easterly wind was on hand for the opening day, the locals knew there was no guarantee it would be around tomorrow. Temperatures ranged from 85-88 each day, and while the Europeans, Canadians and Northerners revelled in the 78-degree water temperatures, the Virgin Islanders said they found the water down right chilly.

The weather eventually provided everything except heavy air, with an average breeze of 14 knots the first day for course racing, everything from 5-12 knots for the second day's two long-distance races, 5 knots for the third day's single course race, 5-10 for the fourth day's two course races. 10 knots for the fifth day's two long-distance events, and 8-10 just in time to hold a slalom for two divisions on day six.

The worlds began with three courses raced on opening day, the first race going three times around a 2.5-mile funboard course that began with a short beat then covered a reaching leg, a downwind slalom leg and another reaching leg. The breezes were gusting as high as 18 knots for the first race, heavier offshore than on the beach. And while most of the competitors were very experienced boardsailors, some of those who spend most of their time on flat water found the breaking, four-to-six foot seas at the most seaward marks hard to handle. By the time the third race was finished, the sailors had

put in about 15 miles of racing on opening

The two Japanese sailors, Asano and Hirose Takeshi (Japan's 1984 Olympic sailboarder), had a tough time with the language barrier. At one point the Japanese were spotted sitting at the hotel's beachfront bar shortly after a race, filling out a protest form with the aid of a Japanese/English dictionary. The language problem was undoubtedly a factor in Asano's mistake of sailing through the startfinish line while leading after the first trip around the course of Race 1. That cost him a DSQ and meant he now had a 29th place as his throw-out. In the first four course races during the week Asano posted finishes of 2-1-1-5 and had a good chance to win the course racing event.

But in the last course race, sailed in five knots of wind and less on day four, he made another disastrous error. After literally pumping himself to a first place lead a full leg ahead of the nearest competitor the first time around, Asano became disoriented and sailed to the wrong mark. By the time he realized his error, half the fleet had got ahead of him. He sailed back to the mark where he made the mistake and began pumping grimly after the pack, taking him back up to an amazing ninth place at the finish. But that second mistake meant he had to eat the ninth place, which left him fourth overall in the men's lightweight course racing and destroyed any hope he had of taking the combined Alpha world lightweight title. Koby, who lives in Toronto, superbly conditioned himself, he said he had been on a weight training regimen but gave it up when he found he was adding bulk but not stamina. He has since gone over to an endurance building program that includes running, some weight lifting, and long, tiring minutes of hanging at different angles from a halfboom that dangles from a wall in his house. [For more on training see "Getting into Ship-Shape for Sailing" in this issue.]

Koby edged Baldauf, a St. Croix highschool junior, for the lightweight course racing title. Koby scored 11.5 points on finishes of 1-1-4-2-4 to Baldauf's 11.75 on

finishes of 2-3-3-3-1.

Those roles were reversed in the four long-distance races, one of them a 12 miler sailed in 5-10 knots that saw the first finishers cross the line about three miles ahead of the last heavyweights. Baldauf threw out a second place in the first race to post a total of 2.25 points on finishes of 1-1-1. But Koby had to eat a 29th place DSQ in the second race and finished second overall in long-distance racing with 5.75 points on scores of 1-3-2. Asano was third at 7 points on finishes of 2-2-3.

In the women's competition, meanwhile, Horgen of Norway had won the course racing while hometown favorite Shirley Randall of Homestead, Florida, took the long-distance races to leave them tied at

2.75 points in their battle for the women's overall title.

With Baldauf and Koby also tied at 2.75 points in the men's lightweight overall standing, Race Director Dan Mangus waited worriedly on the last day for a decent breeze to hold a slalom event to decide those championships. Stanger's domination of the heavyweight division meant a slalom event wasn't as important for that class.

The light air was taken in stride by the women and lightweights, but many of the heavyweights found the going very tough. "Well, I didn't finish last," said Bill Ayres, a 205 pound Pennsylvanian, after one long-distance race. "But it's really pretty frustrating. I'm giving away 40 pounds to some of the other heavyweights. And the lightweights, well, at one point I was kind of standing out there on the board, not going anywhere, when one of the women came by me doing five knots." Vasco Renna, the Italian sailboard champion, skipped one course race in winds so light he figured he'd just as soon make it his throwout.

"I want good winds . . . 25 knots is nice," said the 176 pounder who calls Lake Garda his homeport. "Today, I think I'll just sit here and look at the girls." Renna added that looking at girls was one of his favorite pastimes and has noticed that all the Americans, Germans, and English don't look at women. When an American objected that his countrymen did like watching females, Renna shrugged exasperatedly and said, "Ah, yes, but you don't looooook at them."

It was Saturday morning, the final day. A

lot of the Europeans needed to catch flights back home that evening, so Mangus knew he had to get the championships wrapped up by 2 P.M. A couple of days before, at a Thanksgiving dinner that Alpha President Doug Campbell threw for the competitors and their families, he had concluded the grace by noting that " . . . we want to give thanks for the nice wind we've had most of this week, and if You could help us out in the last couple of days, that would be OK, too." Somebody was listening, because a nearly windless morning gave way to a steady, 10-knot southeasterly by noon, just enough to hold a downwind slalom on the 120-liter boards for the women and lightweight men.

The women competed in a best-of-three heats format, with Horgen, the women's Division II world champion, winning the first heat easily. But when she fell in the second heat, Randall crossed the line first and moved into a tie.

Randall had been suffering from influenza all week, but she said afterward that the outcome of the final heat wasn't the result of her illness. She knew she had to start ahead of Horgen and try to hold her off, but Randall got buried in the pack at the start and the Norwegian got away clean to win the heat, the event and the overall title going away. Third overall among the women was Germany's Ulrike Stehle-Bay, more familiarly known as Emma, who finished third in the course racing and slalom events and fourth in long-distance.

Stanger, a Fort Lauderdale boat delivery skipper and fiberglass repair specialist.

had tied with Jeff Borgmeyer of Canada at 7.25 points in the course racing. But Stanger got first overall in that event on the basis of a third place throwout compared to Borgmeyer's fourth. It was no contest in the long-distance event, where Stanger posted four straight firsts. Second overall in the long-distance event went to Borgmeyer, despite a DNS in the final race. The last two distance races opened with an eight mile jaunt from the hotel, on the Atlantic side of Key Biscayne, to Windsurfer Beach on the Rickenbacker Causeway inside Biscayne Bay. The course took the fleet south along the Atlantic shoreline of the island, west around the southern tip of the Key and then northwest to the finish line at the Sailboards Miami Beachfront retail and rental trailer. After lunch on the beach the fleet raced back, but Borgmeyer missed that trip because he was in the emergency room at nearby Mercy Hospital, getting 14 stitches in a gash he put in his foot when he grounded on a reef and stepped on some coral on the race out.

The championships were effectively ended for the heavyweights by that time, and Borgmeyer's earlier performance guaranteed him second place with Jim Buderas of the United States Virgin Islands placing third.

Miami's Joe Waldmann, 36, was the top finisher in the master's heavyweight and also finished 11th overall in the men's heavyweight competition. Germany's Peter Kleinwachter, 42, was top master's lightweight and finished 13th overall in the men's lightweight.





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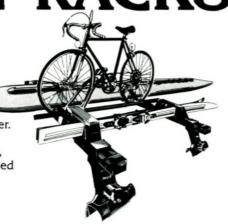
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## HOBIE RACING

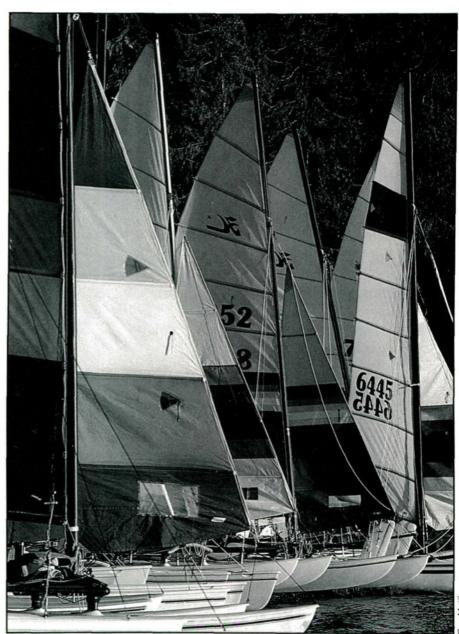
March/April 1987

### IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Fleet Directory
Regatta Results

### WORLD HOBIE CLASS ASSOCIATION

The racing section of the Hobie Hotline consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos.



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### JOR EVENTS

### MAJOR REGATTAS

March 18-22

March 28-29

May 2-3

May 7-10

May 23-24

June 1-6

June 12-20

June 13-14

July 22-25

July 27-August 1

August 29-September 4

September 8-11

September 13-19

Alpha Midwinters

South Padre Island, Texas

Midwinters East/Fleet 42

Tampa, Florida

Gulf Coast Championship/Fleet 99

Corpus Christi, Texas

11th Annual Lake Havasu Regatta

Lake Havasu, Arizona

Mid-Americas Championship

Lake Texoma, Texas

Hobie 17 U.S. National Championship

Daytona Beach, Florida

Hobie 18 World Championship

Toronto, Ontario, Canada

Atlantic Coast Championship

Ocean City, New Jersey

Canadian Hobie National Championships

Baddeck, Nova Scotia, Canada

Hobie 18 U.S. National Championship

Minneapolis/St. Paul, Minnesota

Hobie 14/Turbo National Championships

Elk Rapids, Michigan (BYOB)

Hobie Womens U.S. Championship

San Francisco, California

Hobie 16 U.S. National Championship

San Francisco, California

Note: The Hobie 18 and 14 championship schedules are tentative at press time.

A.C.A. 619-758-9100 Bob Johnson

813-960-1937 Stan Rice

512-992-6375

H.C.A.

619-758-9100 Anne Craine

817-464-3748

H.C.A.

619-758-9100

H.C.A.

619-758-9100

Lynn Pearson

609-390-8182

Paul Jamieson

902-564-9517

H.C.A.

619-758-9100

H.C.A.

619-758-9100

H.C.A.

619-758-9100

H.C.A.

619-758-9100

### REGATTA SCHEDULE

### Division 2

March 7-8	Ides of March/Fleet#66	Scott Dixon
	Puerto Penasco, Mexico	619/484-4814
March 21-22	Dana Point Regatta/Fleet#1	Kirk Wells
	Sana Point, CA	714/364-2386
April 4-5	Blue Water Regatta/Fleet#15	Bill Johnson
11.000000000000000000000000000000000000	Ventura, CA	805/483-5321
April 25-26	Lake Perris Regatta/Fleet#30	Larry Mares
	Lake Perris, CA	714/687-6396
May 2-3	Las Vegas Grand Prix/Fleet#51	Steve Brand
	Boulder City (Lake Mead), NV	702/641-0074
May 7-10	Lake Havasu Regatta/Fleet#469 & WHCA	Liz Reed
•	Lake Havasu City, AZ	619/758-9100
May 16-17	Castaic/Fleet#180	Glen Gira
	Lake Castaic, CA	818/349-3064
May 30-31	Hurricane Gulch/Fleet#3	Rich May
	San Pedro (Cabrillo Beach), CA	213/860-8434

### **Division 3**

April 4-5	O'Neill Invitational Regatta/Fleet#240	Rick Grewohl
	Santa Cruz (Twin Lake Beach), CA	408/423-9467
April 11-12	Breakaway Regatta/Fleet#17	Brian Gross
	Sacramento (Folsom Lake), CA	916/971-3443
April 25-26	Clear Lake Regatta/Fleet#205	Michael Coutches
	Clear Lake (Austin's Beach), CA	415/797-2066
May 2	Rio Roundup/Fleet#194 (26 mile race)	Ron Kitowski
	Brannan Island State Park, CA	415/671-7442
May 9-10	Wet & Wild Points Regatta/Fleet#21	Vince Sabean
	Oakdale (Woodward Reservoir) CA	209/576-7499

Trans Delta Regatta/Fleet#280 (38 miles) Stockton (Sandy Beach), CA

Mike Buckenham 209/478-2706

May 23-24 May 30

Silver State Invitational/Fleet#203 Reno (Washoe Lake State Park), NV Valley Fever Regatta/Fleet#29 Lake Yosemite, CA

Lyn Schratz 702/329-4798 Ron Johnstor 209/723-0766

### Division 4

April 26 Winter Series/Fleet#95 Sandpoint, Seattle, WA Bob Combie 206/285-1685 Bob Combie 206/285-1685

### **Division 6**

March 3	Fleet 9 Meeting/Fleet#9 Lake Charles, LA	Dick Stine 318/625-9151
March 14-15	Ides of March/Fleet#407 Lake Conroe, TX	Rob McKee 713/447-1060
March 28-29	Deep South Hobie Points Regatta/Fleet#9 Lake Charles, LA	Dick Stine 318/625-9151
April 5	Fleet Sailing Activity/Fleet#9 Lake Charles, LA	Dick Stine 318/625-9151
April 7	Fleet 9 Meeting/Fleet#9 Lake Charles, LA	Dick Stine 318/625-9151
April 11-12	Texas Blowout Regatta/Fleets #526 & 486 Lake Brownwood (Flat Rock Park), TX	Bruce Benha 915/366-1331
May 2-3	1987 Gulf Coast Championships/Fleet#99 Corpus Christi (North Beach), TX	Stan Rice 512/992-6375

### REGATTA SCHEDULE

May 16-17	San Antonio (Canyon Lake), TX	James Kruciak 512/532-7690	
May 23-24	Mid-America's Championship/Fleet#23 Lake Texoma, TX	Anne Craine 817/464-3748	
Divis	ion 7		
May 30- June 1-2	ice Breaker Regatta/Fleet#198 Angostura, S.D.	Ron Whiteman 605/341-3646	
June 20-21	RF Invitational/Fleet#198 Angostura, S.D.	Ron Whiteman 605/341-3646	
July 3-5	Battle of the Angostura Starts/Fleet#198 Angostura, S.D.	Ron Whiteman 605/341-3646	
July 18-19	Casper's Last Stand/Fleet#198 Glendo, S.D.	Ron Whiteman 605/341-3646	

### **Division 8**

February 28- March 1	Lakeland Points Regatta Lakeland, FL	Ike Selig 813/646-1626
March 15-16	Disney World Points Regatta Orlando, FL	Sailing Store 305/291-2345
March 28-29	Midwinters East/Fleet#42 Tampa (Davis Island Yacht Club), FL	Bob Johnson 813/960-1937
April 11-12	Florida World Open Points Regatta Clearwater Beach, FL	Dennis O'Hern 813/866-1737
April 25-26	Ft. Myers Beach Regatta/Fleet#169 Ft. Myers, FL	Mike Brown 813/433-1419
May 23-24	Memorial Day Ocean Regatta/Fleet#45 Cape Canaveral, FL	Sam Anderson 305/773-0291

### **Division 10**

April 18-19	Kentucky Lake Points Regatta/Fleet#219 Gilbertsville, KY	Micahel Murphy 812/897-2407
April 25-26	Crab Orchard Lake Pts. Regatta/Fleet#199 Carbondale, IL	Russ Tate 618/687-2989
May 2-3	May Day Points Regatta/Fleet#47 Cowan Lake, Wilmington, OH	George W. Fecher 513/772-8833
May 9-10	Austin Lake Points Regatta/Fleet#519 Portage, MI	Jim Laure 616/649-2066
May 16-17	Voodoo Winds Points Regatta/Fleet#58 Clark Lake, Jackson, Michigan	Charles Rogers 517/784-2079
May 30-31	Hoover Dam Points Regatta/Fleet#300 Columbus, OH	Jerry Haas 614/882-4801

### **Division 11**

May 9-10	Delaware State Championships	Jim Glanden	
	Dewey Beach, DE	302/368-9514	
May 16-17	Maryland State Championships	John Yates	
	Gunpowder State Park, MD	301/335-9608	
May 30-31	Shore Acres Yacht Club	Jim Glanden	
,	Bricktown, N.J.	302/368-9514	
June 13-14	Atlantic Coast Championships	Lynn Pearson	
	Ocean City, N.J.	609/390-8182	

#### Division 12

DIVIS	1011 12	
May 2-3	Learn to Sail/Long Pond, Freetown Lakeville, MA	Steve Ruel 617/758-2075
May 3-31	Nahant Beach Regatta/Division 12 Points Nahant, MA	Wayne Saunders 617/745-1560
June 20-21	Learn to Sail/Pleasant Bay Regatta Chatham (Cape Cod), MA	George Mead 617/655-9059
CANADA		
June 12-20	Hobie 18 Worlds Toronto, Ontario, Canada	WHCA 619/758-9100
July 22-25	Hobie Nationals 87' Baddeck Nova Scotia Canada	Paul Jamieson

### **Division 14**

March 28-29	Dallas Points Regattta/Fleet#23 Dallas (Lake Lewisville), TX	Anne Craine 817/464-3748
'April 4-5	Fortworth Points Regatta/Fleet#91 Fortworth (Lake Bendbrook), TX	Andy Stowe 817/654-0446

June 12-20 July 22-25	Hobie 18 Worlds Toronto, Ontario, Canada Hobie Nationals 87'	WHCA 619/758-9100
CANADA		
June 20-21	Division 14 Championship Wichita (Lake Cheney), KS	Phil Knapp 613/688-5091
May 23-24	Mid-America's Championship/Fleet#23 Lake Texoma, TX	Anne Craine 817/464-3748
May 9-10	Lake Thunderbird Regatta/Fleet#63 Norman, OK	Guy Lawyer 405/275-6462
April 25-26	Lake Eufala Regatta/Fleet#468 Lake Eufala, OK	Boyd Bass 918/426-0211
April 11-12	Texas Blowout Regatta/Fleet#526 & 486 Lake Texoma, TX	Anne Craine 817/464-3748

### International

March 13	1987 Winter Series III/Fleet#253	Peter Thacker
	Dhahran, Saudi Arabia	876 7629
March 20	1987 Winter Series III/Fleet#253	Peter Thacker
	Dhahran, Saudi Arabia	876 7629
March 27	1987 Winter Series III/Fleet#253	Peter Thacker
	Dhahran, Saudi Arbaia	876 7629
May 1-3	Campeonato De Espana H16/Fleet#426	Damia Vallye Palmes
	C.N. Denia, Spain	34.3.8902543
June 12-14	Campeonato Espane H Turb0/Fleet#423	Damia Vallve Palmes
	C.N. Castelldefels, Spain	34. 3. 8902543
June 14-21	Campeonato Europa H16	John Dinsdale
	Dunkerke, France	011.33.94.57.31.72
June 27-30	Mediterranean Hobie Fun	Danie Matter But
, dile 1, 30	Amposta/L'Escale, Spain	Damia Vallve Palmes 34, 3, 8902543
July 17-19	Campeonato De Espana H14/Fleet#426	Damia Vallve Palmes
	P. Siles, Spain	34. 3. 8902543
August 2-9	Campeonato De Europa H14	John Dinsdale
	Geneve, S.V., Switzerland	011.33.94.57.31.72

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### **FLEET NEWS**

#### Discovery Bay Multihulls Regatta

International Division November 2-3, 1986 by Russ West

Fifteen crews from our club sailed in the Discovery Bay Regatta after delivering boats from Tai Tam to Cheung Chau and on, over a series of weekends and public holidays, most taking some four hours in total. On "the days," (November 2 and 3) there was the greatest contrast of wind strengths one could imagine, so the racing called for high concentration and the use of all the sailor's skills.

Race 1 was held on the Saturday afternoon in around 15 knots of wind from the west, over a huge triangular course, which was shortened from an intended triangle-sausage-triangle, by dropping the last triangle. This was a tough race and nine boats amongst the Hobie 16s, 17s and 18s did not finish. Then the wind dropped to nothing and several were towed to the beach in the dark.

Sunday dawned absolutely still. Race 2 was held in light air, with a swift tide pushing boats back from the line and the afternoon race was similar. Many were frustrated sailors who saw themselves being sailed around or who found themselves backing away in the tide from a mark they had almost rounded before the wind retreated once again.

But by some fluke, the O.O.D. just managed to squeeze in all three races and results were quickly calculated on the best two.

Socially the regatta was a huge success, with the hospitable Discovery Bay sailors arranging accommodations, meals and a prize-giving barbecue in a truly amicable and helpful manner. A great time was had by all.

The overall P.Y.S. prize was won by Lawrence Baum/Gerry Simpson from the host club in (believe it or not) a Dart!

### "Let's Stop Cancer In Our Lifetime Hobie Cat Regatta"

Division 8, Fleet 153 Cedar Key, Florida November 15-16, 1986 by Kim Coffee

In a year when we have seen a decrease in point regatta sites and boat registration, Fleet 153 of Gainesville, Florida held their first ever points regatta at Cedar Key, Florida, and were greeted with a record-breaking attendance. This regatta, a fund raiser for the American Cancer Society, was actually our 11th annual. Fleet 153 along with its many sponsors and the support of the competitors have raised over \$10,000 to date in the fight against cancer. Making this year a points regatta event just brought a lot more attention and fun to Fleet 153's efforts

Those who arrived early Friday night found the wind blowing around 20-25 mph and the talk was just as quick, with anticipation of what was to come. Saturday's weather, unfortunate for some and an answered prayer to others, found us on the weakening backside of a high pressure front. Our goal of getting off the beach early was hampered when the ATV which was moving the boats and trailers broke down. But, thanks in part to the typical Hobie spirit one finds at regattas, a couple of four by fours soon had everyone on the beach raring to go. The first race of the day for the 90 competitors was in a slightly increasing onshore breeze of 10 mph. By the second race it had built to a double trapping 15. The third race finished with the wind back to 10, but a beautiful sunset was thrown in for good measure.

Because of Cedar Key's size and isolation, warm and enjoyable friendships were renewed throughout the evening. You couldn't turn in any one direction without bumping into someone you knew and sharing with them the day's events. The reggae band at Frogs Landing certainly had everyone jumping. Sunday's weather forecast was calling for 5-10 mph winds but it was already blowing a strong 10 when the sails were being set. The night's full moon gave us a mean Sunday morning low tide causing one of the power boats to shear its prop pin. Yes folks that was a Hobie 18 modified into a pontoon boat with a full deck and canopy! The

designer/owner/driver was Hollis Caffee. Along with some help from Fleet 153 members and friends, he's created something rather unique and I dare say one of a kind! The name of the boat is appropriately "Parts is Parts" due to the fact that it's made entirely of Hobie 18, 16, 14, 3.5 and 33 parts! We're all waiting for the day he'll fly a hull. The race committee knew it was going to be a long afternoon when, by the time they had motored out to their respective positions, the wind had dissipated to a faint whisper followed shortly by nothing at all. The races were postponed two hours until a light and variable breeze began to fill in. Even with a shortened course, only one race was completed. The quickest boats that day were those who were lucky enough to get a tow from one of the chase boats. Who would have thought that we'd have 90degree temperatures and becalming conditions in the middle of November? The hot dogs and beer provided a welcome relief while we cleared the beach and prepared for the trophy presentation. Due to the increased number of registrants and near total involvement of Fleet 153 members in managing the regatta (somebody had to run the show!) we had to, for the first time, reluctantly but not grudgingly give the fleet trophy to someone other than ourselves. Fleet 45 out of Cocoa Beach, Florida got the honor. Congratulations also goes out to all the A fleet sailors. Not a single protest was filed by them.

A very appreciative thanks to the mayor of Cedar Key, Frances Nesbitt, the Cedar Key Chamber of Commerce and all their citizens for their help and enthusiasm for this event and their open invitation for all of us to return again next year for the 12th annual "L.S.C.I.O.L.H.C.R."

I want to extend my most sincere thanks to the A course race committee of Hollis and Nancy Caffee, the B course race committee of Dave and Paula Ebling, Paul Smeyak and Tom Lau who owned the race committee boats, Mike Browning and Grant and Mary Seibert the owners of the two

chase boats, Janet White and Bobby and Dell Bowman the soda boat operators, Tina Coffee, Nancy Caffee, Jeanne Karably and Anne Carlson who helped in registering and to the numerous Fleet 153 members who helped in the planning, carrying and picking up the loose ends of running this regatta.

A warm feeling was shared by all, knowing while we had fun in sailing and competing we were able to help in the continuing fight against cancer. It was a lot of fun and I'll be looking forward to next year's event when we'll all be meeting once again in the beautiful and scenic city of Cedar Key.

### New Caledonia or Bust! (or both)

Fleet 492, International Division December 86/January 87 New Caledonia by David Theobald

After years of diligent practice on Hobie 16s, (some hours) it was with some trepidation that the Singapore contingent set off for the remote tropical shores of New Caledonia to attend the UTA-Club Med Asian Pacific Hobie Cat 16 Championship.

This event was the fourth in a series of championships originally started by the Philippines Hobie distributor David Socash senior to promote competition and friendship between the South-East Asian countries. The first event held at Puerto Azule February 83, brought teams together from Japan, Singapore, Hong Kong, Brunei and was won by David's son.

Shortly before the second event was staged in Hong Kong, the tragic news of David Socash junior's death in a car accident was received. In memory of David's son, the Hong Kong Fleet dedicated a trophy in memory of David to be awarded to the champion at subsequent SEA events.

The third event was held in Singapore on Hobie 18s, in December 1985 with the championship going to Jack Frei of new Caledonia. This was the first time the event was open to our Pacific friends, and it included entries from the United States and

### **FLEET NEWS**

New Caledonia.

Two free tickets for flight and accommodations were provided as an encouragement to attend this event thanks to the sponsorship of UTA, the French airlines and Club Med. To entice more participants, this was split between all those going.

The following teams would represent the Singapore effort: Clare Wee/Chui Wong, Ray and Andrea Walker, Laing Loke/Kevin Wesley, Daniel Choon and Egme. Alice Lim was to crew with Bladimir Revay for New Caledonia.

A scouting party was sent on ahead to survey the conditions. It was their report of cold winds up to 30 knots and short sharp waves that led to a fair degree of trepidation.

After a nights sleep and a greeting by the host club, we ventured down to the beach for the first event. Conditions were windy, with a fair amount of white caps out to sea. Various members of the Singapore team were heard to ask if people actually sailed in these conditions perhaps hoping the days racing would be called off. No such luck, this was just the sort of wind the home team was used to.

The beach was sheltered and gave us a false sense of security. But the white caps foretold the types of conditions awaiting us on the course. The host team had done a good job in boat preparation and several had new suits of sails. These sails were cut very full, so a lot of effort was made trying to flatten them for the prevailing conditions.

All the masts of the New Caledonian boats were raked well back, this was achieved by extending the forestay with a suitable length of rope and using cut-down side stays. This method of rigging is now more or less universally accepted as the way to go after its success with the Australians. Feeling a little unsure with this arrangement, we decided to rake forward one hole.

About 20 yards off the beach, it became apparent that we were going to have our hands full in these winds. We later learned they were blowing 30-35 knots. We tried a few

tacks prior to the start and found them impossible. It would be better once we started and the adrenaline was pumping. Just at that moment Lian and Kevin capsized. Could this be an omen for the Singapore team!

The one minute rule being active for all starts reduced the competitiveness of the starts. Not that it was easy to be competitive in these conditions.

With both the jib and the main travelled out, we were experiencing difficulties keeping the boat flat and moving. Tacking became a real problem. Our first tack knocked us back to last position by the windward mark. The added challenge of a steep sea wasn't helping us catch up. We completed the course and finished 14th out of 21 starters.

For the second race, Clare reefed her 16, as did some of the locals. Unfortunately Clare capsized, and required assistance to right the boat which meant retirement, as did the Thai team of Dave Bell and Pat Wilkinson.

The results of the first day out clearly showed that the Asian contingent was inexperienced in these rough conditions. A few discussions with our friends from New Zealand, Derrek and Kate a light weight team, helped us understand how to rig the boats for these winds. (See notes on what we learned.) We went to bed that night praying for help from the wind gods for some Singapore weather.

Our prayers were to no avail, the wind persisted, and so did the poor results. We made a fantastic start with Waterhouse and Metcalf, only to find we were over the line. It looked so close that we decided to continue rather than recross the start line. This led to our only DSQ for the event. Metcalf and Waterhouse restarted and Metcalf was in the top three by the windward mark on the first beat. Gives you some idea of the class of sailing we were up against. It was clear that the Aussie double world champion and Hogs Breath 1000 winner was leading the pack with two firsts and two sec-

The format of the event was

round robin, giving crews a chance to catch their breath and experience the views on and from the beach. Topless lassies adorned the beach, more intent on worshipping the sun than admiring the sailing. From the looks of relief on the faces of the retiring Singapore team, perhaps more fun was being had watching the lassies. (watch for coming video of the antics in New Caledonia, for restricted viewing by invitation only!)

The following day, the winds did abate enough to see the real strengths of the Singapore team emerge. In the last race of the day, Clare was leading the fleet because of a wind shift just after the start. I was sitting this one out on the beach mesmerized by how much faster Gary Metcalf was compared with the rest of the fleet. He slowly overhauled the fleet to lay the first mark approximately 10 boat lengths clear. Because of the shift, this race was abandoned and sailed the next day.

The winds stayed soft, and the team had some of its better races finishing in the sevens.

At the cut, Ž1 boats were to make it through to the final round. A cocktail party was given by Metro, a local disco club and prizes were awarded to all positions. Ray and Andrea were the leading Singapore sailors.

The winds and seas piped up again for the finals, three races in winds of 20-30 knots. Having completed seven races prior to the cut our aching muscles were beginning to weigh against us. We completed the finals but failed to better our overall position.

In conclusion, we learned a lot about heavy weather sail-

ing and how to rig the boats. If the conditions had been more like Singapore's, the results would have been very different. Thailand is offering to host the next event and it should be more in line with our experience. Plenty could be learned from discussions with the champions, but as Metcalf has shown, it's dedication and practice that will win the day. Metcalf and crew, nicknamed Moz, have been sailing together for four years. They must be one of the most coordinated crews ever to sail Hobies. Even Alan Egusa from the United States who finished in third position, avoided getting into a tacking duel with Metcalf. He estimated Metcalf would gain a boat's-length on every tack.

The day following the finals was a long-distance race. The now fading winds suited the Asian teams, and a moment of triumph was had by Mike Schick from Saipan, one of the Marianas Islands, with our Egme. Metcalf took an early lead, but was closely followed by Mike. While emulating every move and adjustment Metcalf made, they slowly but surely overtook the champions. Their success was short lived however when they took an inside course rounding one of the islands and hit a reef which kicked up the rudders. One of the cams refused to come up, so they were forced to sail with one rudder

The Metcalf team walked away with the goodies but promised to return to the Thai venue next year. This event will be staged using Hobie 16s, but I believe will be a male only event with female crews provided! See you there!



rry Chambers

MARCH • APRIL 1987/51

### **FLEET DIRECTORY**

WORLD HOBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

PLEET #	COMMODORE	LOCATION	DIVISION	FLEET #	COMMODORE	LOCATION	DIVISION
1	Kirk Wells	Dana Point CA	2	129	Glenn Withenshaw	Thunder Bay, N Ont CANADA	
2	Dennis Sandoval Carol Kofahl	Auburn CA Long Beach CA	3	130	Brian Machtaler Jay Collins	Thunder Bay, N Ont CANADA Pemticton, P.C. CANADA Oklahoma City OX	14
ă.	Mike Chee	San Diego CA	2	131 132	Neil Carter	Tiermure INDONESIA	Int'l
5	Dennis Mac Donald William R. Myrter	Clearwater PL Kailua HI	8	133 134	Carlos Matos Mark Doyle	Isle Verde PUERTAS RICO Memphis TN	13 15
7 8	John Charleston	Pasadena CA	2	135 136	Bob Buchtman Lynne Kelly	Hewitt NJ Enfield CT	12
9	Walter Tucker Dennis Teddlie	Houston TX Lake Charles LA	6	137 138	Bill Schmitt	Hopatcong NJ	11
10	Larry Stayner	Clear Lake IA	7	139*	Eduardo Villagran	Guatemala City GUATEMALA	Int'1
11	John Hamler Melinda Moore	Orlando FL Decatur GA	9	140 141	Richard Owen Pat O'Cain	Levittown PA Columbia SC	11
13	Ralph Weir	Spokane WA Seatle WA	4	142 143	Harry Highstone	Louisville KY	10
15	Paul Ulibarri Bill Johnson	Ventura CA	2	144	Peter Fraker Ric Balesky	Seafold NY East Lansing MI	12
16 17	Paul Rice Dave Hinds	Big Bear Lake CA Citrus Heights CA	2	145 146	John Braken Mike Lawrence	Pt. Smith AZ Wichita Palls TX	14
18	John Medler	Ypsilanti MI	10	147* 148	Hans Weidmann	Bangkok THAILAND	Int'1
19	John Lefler Michael Ettl	Ashland OR San Jose CA	4	149	Michele McManus Paul Yarwood	Blue Springs MO Orilla, Ont CANADA	7
21	Ed Mantague	Modesto CA	3	150 151	Art Clark	Decatur IL	16 10
22 23 24	Patrick McMaster F. Holt Mead	St Albert, Alb CANADA Dallas TX	14	152 153	Stephen McClung	St. Simons Island GA	8
24 25	Wally Myers	Ocean City NJ Tulsa OK	11	154	Kim Coffee Barry Hines	Gainesville FL Centerville GA	
26	Richard Bardelon Mike Wycoff	Indianapolis IN	14 10	155 156	Gerald Knierim Jon Fowkes	Brooklyn MI Casper WY	10
27 28	Greg Trent Stephen Latham	Wichita KS Natick MA	14	157* 158	James Kelly	Springfield IL	10
29	Ron Johnson	Merced CA	3	159* 160	Gail Fricke	Grand Junction CO	5
30 31	Larry Mares Barry Burgess	Riverside CA Brookfield CT	12	161	Gene Hawkins	Bryan TX	6
32	John Frazee	Virginia Beach VA	9	162 163	Ray Murray John Hartman	Waco Tx Shasha CA	14
33 34	Keith Fuller Walt Philipson	Portland OR North Palm Beach FL	8	164 165	Tommy Whiteside Ollie Predrick	Greenville SC Mahtomedi MN	9
35 36	Rick White Peter Aydelotte	Pensacola FL Miami FL	15	166	Mike Halberstadt Paul Tardiss	Oceanside CA	5
37	Gary Baker	Bellingham WA	4	167 168	Gerald Jenkins	Bakersfield CA Rapid City MI	10
38 39	Paul Harvey Cheryl Hohenhausen	Nova Scotia CANADA Bradenton FL	12	169° 170°			
40	Joe Kuchenbuch	Richland MI	10	171 172	Steve Amador Brian Price	Ann Arbor MI Ganonoque, Ont CANADA	10
41 42	Scott Holland Vicky Roche	New Orleans LA Tampa FL	15	173*			
43	Michele Bailey Scot Corson	Tallahassee PL Ft. Lauderdale FL	15	174 175	Charlie Pelissary Charlotte Morse	Myrtle Beach SC Albermarle NC	9
45	Michael Bodie	Coco Beach PL	8	176 177	Pete Brozene Ernie Luce	Mohnton PA Hitchcock TX	11
46 47	Derek Cassels-Brown Steve Campbell	Aukland NEW ZEALAND Cincinnati OH	Int'l	177 178 179	John Lattman Gorden Leilson	Ft. Walton Beach FL HONG KONG	Int'1
48	Mike Bone	Albuquerque NM	5	180	Glenn Gira	Woodland Hills CA	5
49 50	Tom Creed Mike Bowen	Clear Lake MN Loveland CO	5	181* 182	Julie Flanagan	Kingshill, St Croix USVI	13
51	Steven Brand	Las Vegas NV White Bear Lake MN	2	183 184	Stephen Whitten Richard Wilcox	Toronto, Ont CANADA Milton VT	16
52 53	Dan David Bill Carl Walt Blakeslec	Isle of Palms SC	9	185 186	Leslie Hart Stanley Pastore	London, Ont CANADA Rowayton CT	10
53 54 55 56	Walt Blakeslec Denis Ingrim	Baltimore MD Baton Rouge LA	11 15	187	Denis Renaud	Montreal, Quebec CANADA	12
56	Ron Bernier Bob Garland	Westport CT Los Angeles CA	12	188 189	Mike McGinnis Steven Soenke	Tampa FL Saipan C.M. GUAM	Int'1
57 58	Charles Rogers	Jackson MI Springfield MO	10	190 191	Warren Kaplan Ken Keller	Linwood NJ Greensboro NC	11
59 60	Louis Griesmer Michael Simpson	Sandusky OH	10	192 193	Rich Andrysik Peter Sikora	Omaha NE	Ź
61 62	Pete McLaughlin Chris Miller	Denver CO Clovis CA	5	194	Pete King	Eugene OR Vallejo CA	3
63 64	Guy Lawyer Judi Bettes	Norman OK Austin TX	14	195 196	Steve Marschmann A. Yates Dowell III	Richland WA Rockville VA	21
65 66	Keith LeBroeuf	Shore Acres NJ	11	197 198	Dot Christopher Dave Winegarden	Rockport MA Rapid City SD	12
67	Nyles Crane Gordon Jones	Scottsdale AZ Salt Lake City UT	5	199	John Longueville Barry Barnes	Carbondale IL Norfolk VA	10
68 69*	Larry Hutlock	Lorain OH	10	201	Paul Humiston	Pueblo CO	5 7
70 71	Mark Ederer Lenny Carey	Ocean Springs MS Key West FL	15	202	Douglas Schmidt Russell Brown	Escanaba MI Reno NV	7
72	Mike Ward	Portland OR	4	204	Mimi Appel Michael Coutches	Brewerton NY Clearlake CA	16
73	Bill Hiller	Northfield NJ	11	206	Ken Fitzek	St Paul MN	3
75 76	Jim Holst Sherman Putnam	Tamuning GUAM Mobile AL	Int'1 15	207* 208	Drake Barber	Pairfield CT	12
77 78•	Jerry Bussey	Vail Lake CA	15	209 210	Ray Boldac Roger Bristol	Amesbury MA Olivet MI	10
79 80	Bill Hyman Roy Bertolet	Pago, Pago AMERICAN SAMO	A Int'1	211.			
81	Ron Bishow	Carpenteria CA		213*	Maria Paralas	W	
82 83	John Taylor Steve Paille	Ontario CANADA Rock Hill SC	10	215	Mark Stanley Robert Wolff	Vancouver, BC CANADA Cedar Rapids IA	7
84 85	Mike Hiu John Schirtzinger	Des Moines IA Columbus OH	7 10	216 217	Gary Gotsch David Carter	Marion IN Chattanooga TN	9
86	Thomas Doud Deanna Link	Elmira NY San Rafael CA	16	218 219	Kevin Furlong Billy Joe Crider	Lakewood OH Marion OH	10
87 68	William Pawlowski	Lake Havasu City AZ	2	550.			
89 90	Mike Griffee Charles Anderson	Mishawaka IN Winnipeg, Man CANADA Ft. Worth TX	7	222	Stewart Walker Allan Houser	Richmond VA Pacific Grove CA	9
91 92	Andy Stowe Marilyn Craig	Ft. Worth TX Charlotte NC	14	223 224	Thomas Zalewski Jack McAllister	Wausau WI	7
93	Don Judice	Lafayette LA	15	225 226	Scott Rankin Steven Tubbs	Pen Yan NY Mattoon IL Anchorage AL	10
95	Jim Horsweh	Bothell WA	4	227	Jim Winterton	Pierre SD	.7
96 97	Newsom Baker Mike Malone	Maryville TN Henderson NC	9	228 229	Jeff Knoll Dean Willis	Erie PA Remson NY	16
98	Lamont George Stan Rice	Clear Lake, Man CANADA Corpus Christi TX	7	230 <b>*</b> 231	Bill Aja	South Windham CT	12
100	Jeff Deaton	Salterpath NC	9	232	M. Brent Quick Miguel Salas-Vega	Beaumont TY	15
101	Richard Johnson Mike Hardy	Wilmington NC Brownsville TX	96	234	Anna Shimp	Mazatlan, MEXICO Millville NJ	11
103	Steve Bechtold Paul Stedman	Sioux Falls SD Muncie TN	7	235 236*	David Thoren	Jackson MS	15
105	Debra Polhemus Debbie Metscher	Boise ID Steamboat Springs CO	4 5	237 238	Craig Burwell Bob Denninger	Sarnia, Ont CANADA Mayfield NY	10 16
107	Michel Le Calvic	Papeete TAHITI	Int'l	239 240	Doug Keller Rich Grewohl	Akron OH	10
108	Dennis Doren Mike White	Muskegon MI Great Neck NY	10	241 242	David Stahl	Boulder Creek CA N Little Rock AR	14
110	Jim Frank	Victoris TX Jacksonville FL	6 8	243	Dennis Sollosy Jane Kleindinst	Saskatton, Sask CANADA Grand Island NY	16
112	Holly Jeter Carol McGreder Joe Thompson	Venice PL Freeport, G. BAHAMAS	8 Int'l	244 245	Charles Power Jon Edblom	Myrtle Beach SC Durango CO	9
114*				246 247	Wayne Thorson John Harden	Grand Rapids MN Rondeau Bay, Ont CANADA	7
115 116 117	Tom Hartman Ike Selig	WIlmette IL Winter Haven FL Grand Rapids MI	10	248	Terry Brown	Union Lake MI	10
118	Jake Taber Larry Chambers	Tyler TX	10	249 250	Pete O'Briant Michael O'Hara	Nashville TN Sandy Hook NJ	15
119	Ron Pfender Robert Self	Angola NY Panama City FL	16 15	251 252	Tom Neiswonger Noel Kilner	Lawton OK Tami FIJI	14 Int'1
121.			7	253	Vic Chang	Dhahran, SAUDI ARABIA Bemidiji MN	Int'1
123	Robert Maes	Fortalexa, Ceara BRAZIL St. Louis MO	10	254 255	Robb Naylor Samuel Applegate	New Albany IN	7
124	David Becker Roger Bommersbach	Bayport NY Lake Poinsett SD	7	256 257	Tim Goslin Beecher Kirkley	Grand Island NY Washington NC	16
126 127•	Chris Sprague	Chesterton IN	10	258	David Niles	Holland MI	10
128	Dan Mallum	San Antonio TX	6	259	Bill Gerblick	Arroyo Grande CA	3

### **FLEET DIRECTORY**

FLEET #	COMMODORE	LOCATION DI	IVISION	PLEET #	COMMODORE	LOCATION	DIVISION
260	Charles Benner	Jensen Beach PL	8	394	Francis Maes	Ostende BELGIUM	Eur
261 262*	Robert Woodward	Victoria, BC CANADA	4	395 396	Dieter Brandt Gunther Konig	Monchengladbach W GERMANY Morsum W GERMANY	Eur
263 264* 265*	Ron Rubadeau	Kelowna, BC CANADA	4	397 398	Benoit Thieffry	Coxyde BELGIUM	EUr
266*	Hal Savage	Philadelphia Pi		399 400	John Baertschí	Toledo OH	10
268 269•	Gary Messersmith	Philadelphia PA Lubbock TX	11	401 402 403	Jay Terrell Charles Cronheim Jim Trask	Shreveport LA Lagos NIGERIA Lynn Tx	Int'1
270* 271	Bill Pagels	Newark DE	11	404 405	Douglas Meyer Mark Wright	Angola NY Boroko Papau NEW GUINEA	Int'1
272 <b>•</b> 273	Tom Burrows	Florissant MO	7	406 407	Mark Fuelrer Robin LaCroix	Rockton IL Humble TX	6
274	Peter Capotosto		Int'1	408* 409* 410*			
276 277 278 279 280 281 282	Jim McPharlin Nick Neville Lionel Conacher	Roseville MI Birmingham AL	10 15 16	411 412	Ken Bell KG Ansell	Dubai ARAB EMERATES Jeddah SAUDI ARABIA	Int'1 Int'1
279	Larry Van Tuyl Roger Schrum	Cambridge, Ont CANADA Ann Arbor MI Stockton CA	10	413 414	Wayne Fischer Bill Petraitis	Green Bay WI Conneaut Lake PA	11
281 282	Doug Little Scott Brubaker	Santa Rosa CA Birmingham MI	3	415 416 417	John Koedt Kent Smith Crane Mac Donald	Tali Beach PHILIPPINES Hatfield PA	Int'1
283 284	Ann Galluzzo Robert Ryan	Springfield OH West Liberty OH	10	418* 419	Kenneth McKinney	Peoria IL	10
285 286•	GJ deVries		Int'l	420 421 422	Juan De Orbaneja Ricardo Rovira Alvarez Del Manzano	Mijas (Malaga) SPAIN Calafell SPAIN Vilafortuny SPAIN	Int'1 Int'1 Int'1
287 288 289	Jim Brisbois Dennis Henderson Carlos Aguilo E.	Saginaw MI Marquette MI	10	423 424	Joan Nuviola Esteve Pujula	Castelldefels SPAIN Rosas SPAIN	Int'1 Int'1
290 291	Vernon Sheppard Larry Nelson	Santo Dom., DOMINICAN REP Union Hall VA Yankton SD	9	425 426	Felipe Bellini Ramon Pino	Port Pollensa SPAIN Puebla Farnals SPAIN	Int'1 Int'1
292 293 294	Albert Balazovic Dave Chick	Traverse City MI Bathurst, NB CANADA	10	427* 428	Pedro Garcia	Sanlucar de BDZ SPAIN	Int'1
295	Cherie Markesteyn Dale Ryan	Savannah GA Rochester NY	9	429 430 431	Antonio Munoz Antonio Oriol Jose Ignacio Asensi	Calas de Guisando SPAIN Sotogrand SV, SPAIN Madrid SPAIN	Int'1 Int'1 Int'1
296 <b>•</b> 297	Bob Blecha	Emporia KS	.7	432 433	Bill Carter Larry Walker	Ponca City OK	14
298 299	Dave Milne Bill Cabel	Ottawa, Ont CANADA Pickerington, NB CANADA	16	434 435 436	Don Campbell Steve Pangio	Lake Arrowhead CA Amarillo TX Mammoth Lakes CA	14
300 301 302	Mark Demetry M. Dangel Gianacarlo De Martnis	Westerville OH Wolfrrathshusen W GERMANY	10 Eur	437 438	Mike Cooper Andy Knoll Age de Cries	Asheville NC Manoma BAHRAIN	Int'1
303 304	Bruno Delahaie Rob Van Deursen	Rennes FRANCE Zandvoort HOLLAND	Eur Eur Eur	439 440	Thomas Lang John Friesz	Mamaroneck NY Hampton VA	12
305	Bram Lussenburg Nol Eitens	Rotterdam HOLLAND Katwijk HOLLAND	Eur Eur	441 442 463	Chris Walker Pedro Colon Doug Akroyd	Burlington, Ont CANADA Mayaquez, PUERTO RICO Town Bank NJ	16 13 11
306 307 308	Jan Van Spellen Jan Wijker	Den Haag HOLLAND Egmond HOLLAND	Eur Eur	444	Brian Nelson Pete Mulligan	Spicer MN	7
309 310	Guy Pasquier Dominique Ardin	Toulon FRANCE Thonex SWITZERLAND	Eur Eur	446	Mark Jones Bruce Buchan	Calgary, Alb CANADA Fox Lake IL	10
311 312	Jean Francis Bockel Jean-Pierre Foucaud Stan Sobczylk	Nantes FRANCE Hyeres FRANCE	EUr	448 449 450	Brian Franco A J Pope Walter Goodell	Pawtucket RI Pinellas Park PL Whitmore Lake MI	12 8 10
313 314 315	S. Lorenzini Helmut Jakobowitz	Le Havre FRANCE Noumea NEW CALEDONIA Vienna AUSTRIA	Eur Eur Eur	451 452	Greg Myers Prank Brearley	Klamath Falls OR Barnegot Boy	4
316 317	Martin Schuitema D. Mohr	Wassenaar HOLLAND Hamburk Osteinbeck W GERMAN	Eur	453 454	Paul Pocock Mark Tryggestad	Quesnal, BC CANADA Amery WI	7 7
318 319 320	H. Angerhausen Matthias Stender	Laatzen W GERMANY Koln W GERMANY	Eur	455° 456°			
320 321	J-P Blaise Guy Delmas	Ludres FRANCE St. Medard/Jallas FRANCE	Eur	457 458 459	Ron Rossi Luis Lerdo de Tjada Salvador Barrachina	Brownwood TX Mares SPAIN Castellon SPAIN	Int'1 Int'1
322 323	Frank Buchholz Colin White	Aarau SWITZERLAND Plymounth Cornwall ENGLAND	Eur	460 461	Carlos Hernandez Raul Mareira	Sevilla SPAIN PORTUGAL	Int'1 Int'1
321 322 323 324 325 326 327 328	Alexandre Lescure Rinus Van De Haak Osten Nilsson	Marseille PRANCE Noordwijk HOLLAND	Eur	462* 463 464*	Ron Rowton	Titusville PL	8
327 328	Patrick Knoerzer Monsieur Beauchene	Hollviksnas SWEDEN Rastatt W GERMANY Bayonne FRANCE	Eur Eur	465 466 467•	Everett Thompson Dan Dunbar	Elizabeth City NY Rymatuming PA	9
329 330	Walter Steiner Erik Nienstaedt	Altenrhein SWITZERLAND Charlottenlung DENMARK	Eur Eur	468	Boyd Bass	W-134-1 OF	14
329 331 332 333 335 335 336 336 339	Marco Piraccini Bino Bani	Milan ITALY Marina di Pisa ITALY	Eur	469 470	Rancho Limon Peter Skarstedt	San Pelipe, Baja CA, MEX Whitefish MT	Int'1
333 334	Pred Paasch Peter Jannack	Middelfart DENMARK Hamburg W GERMANY	Eur Eur	471 472 473	Andrew Gallington Bob Cole Dieter Bromkamp	Christchurch NEW ZEALAND Sun Prairie WI Niantic CT	Int'1 7
335 336	Priedrich Schiebel Erich Minarik	Vienna AUSTRIA Graz AUSTRIA	Eur	473 474 475 476	David Buckingham Scott Russell	Spirit Lake IA Storm Lake IA	7 7
338 339	Alain Blum Jacques Budet	Cap D'adge FRANCE Palavas FRANCE	Eur '	476 477 478	Jim Murray Neal Houx Debbie Blackburn	Leesling IN Tahoe City CA Walker MN	10 3
340 341	Bruno Sollier Werner Wittwer	Beaufort en Vallee FRANCE Denges SWITZERLAND	Eur Eur	479 480	Mike Stevens Gary Doty	Kahului, Maui HI Cordova IL	1 7
342 • 343	Bram Van Straalen	"S-Gravezande HOLLAND	Eur	481 482	Chuck Cruckenmiller James Walrath Miguel Soldevila	New Lisbon WI Puget Sound WA Alicanta SPAIN	7 4 Int'1
344 345 346	Jacques Serviere Bob Riele Loy Manolis Pallas	La Napoule PRANCE Cagliarli ITALY	Eur	483 484 485	Laird Jones Jane Brown	Montgomery AL Elkhart IN	15
347 348	Xavier Kieffer Wolf Ossner	Rhodos GREECE Ajaccio FRANCE Brunnthal W GERMANY	Eur Eur Eur	486 487 488	Jim Bryant Jan Wiznhoven	Abilene TX Seria, Brunei NW BORNEO	Int'l
349 350	Klaus Wagner Rainer Kellermann	Koln W GERMANY Velbert W GERMANY	Eur Eur	489 490	Randy Reiman Ubaldo Tacconelli	Manitowoc WI Edo Nueva Esp VENEZUELA	Int'1
351 352	K. Kuhlich Michael Schwindt	Herdecke-Westende W GERMANY Hunstetten-Wallrabenstei	Eur	491 492	Will Pulsford Andrew Marshall Mike G. Rea	Trinidad WEST INDIES REPUBLIC OF SINGAPORE Muscat GULF OF OMAN	Int'l
353	Fritz Hesemann	W GERMANY Leverkusen W GERMANY	Eur	493 494 495	John Griffith Dwayne Tuttle	Doha QATAR/ARABIAN GULF Longview TX	Int'1 Int'1
354 3555 3577 358 3590 3601 3663	Georges Daniele Robert Rives Peter Bezold	Carry PRANCE Toulouse PRANCE Erlangen W GERMANY	Eur Eur	495 496 498	David Lilienthal Rick Tinga Masahiko Ozeki	Seabrook NH Trenton, Ont CANADA Kanagawaken JAPAN	12
357 358	Christophy Maguin c/o Superwind	I.111a PRANCE	Eur Eur	498 499 500	Masahiko Ozeki Mariyasu Murase Yves Germain	Kanagawaken JAPAN Saitama-ken JAPAN Libreville GABON	Int'1 Int'1 Int'1
359 360	Domenico De Toro	Venezia Lido ITALY Fregene ITALY Sonsbeck W GERMANY	Eur Eur	501 502	Aijiro Hirayama Pred Sponsel	Tokyo JAPAN Brigantin NJ	Int'1
361 362	H. Jandecka Stefan Griersmeyer	Bergkaman R F A Peldafing R F A Paris FRANCE	Eur Eur	503 504	John Smal John McKellop	Athens GREECE Cadillac MI	Int'1 10
363 364 365	Ketty Bucaile Gordon Edwards Jochen Hechler	Paris FRANCE Surrey ENGLAND Abidjan COTE D-IVOIRE	Eur Eur	505 506	Hank Kazmier Craig Findley	Ogden Dunes IN Caringbah NSW AUSTRALIA	Int'l
366 367	Bodo Von Schrader Cato Knem	Hamburg R F A Olslo NORWAY	Eur Eur	507 508 509	Masami Kozuge Paul Ricketts Marc Dickenson	Kanagawa Prefecture JAPAN Nort-Myrtle Beach SC Malvern AR	Int'1
368 369	Sven Olovsson Tom Merilahti	Stockholm SWEDEN Helsink FINLAND	Eur Eur	509 510 <b>51</b> 1	Dennis Patterson Brian Withers	El Dorado KS Abu Dhabi ARAB EMIRATES	Int'1
370 371	Anthony Miller Doug Lumley	Southampton ENGLAND	Eur	512 513 514	Graham Webby Friedrich Niederquell		Int'1 Int'1
372 373	Peter Howard Peter Mueller Peter Hansen	Clevedon-Avon ENGLAND Mendig, W GERMANY Wermelskirchen R F A	Eur Eur	515 516	Pat Egar Charles Leekley Thomas Yorty	Tucson AZ Excelsior MN Pohick Bay VA	7
374 375• 376	Zorniji Miro	Wien AUSTRIA	Eur	517 518	Brian Hughes Max Westwater	Pohick Bay VA Turkey Point, Ont CADANA Cheung Chau HONG KONG	16 Int'1
376 377 378	Thomas Stange Nico Olthof	Bremen R F A Utrecht Hemelingen HOLLAND	Eur Eur	519 520 521	Jerry Mohney Buz Moore Tom Bailey	Portage MI Hartsville SC Valdosta GA	10
379 380	Jacques Simon Kees Snijders	La Vallette FRANCE Brverwijk HOLLAND	Eur Eur	522 523	Eugene Zaler Scott Aman	South Haven MI Roanoke Rapids SC	10 9 12
381 382	Harry Peeters Ernest John Zwikker	Knokke Heist BELGIUM Assen (Drenthe) HOLLAND	Eur Eur	524 525 526	Marce Davison Bob Anderson Walter Campbell	Centerpoint NY Regina, Sas CANADA Midland TX	12 4 6
383 384 385	Antonio Nocca c/o OXA srl Niels Runge	Gaeta ITALY Palermo ITALY Skodstrup DENMARK	Eur Eur	527 528	Robert Laurendeau R Jingers	St Redempteur, Queb CANADA Lake Charles LA	12
386 387	Paul Johnson Gunnar Haraldsson	St Owen-Jersey CHANNEL IS. Vasteras SWEDEN	Eur Eur	529 530 531	Darlene Johnson Trevor Page	Moses Lake WA Al-Jubail SAUDI ARABIA Tavranga NEW ZEALAND	Int'l
388 389	Folkert Zinke Gianni Minetto	Borkun W GERMANY Genova ITALY	Eur Eur	532	Brendon Whitley Stephen Hoetzer Aaron Simms	Tavranga NEW ZEALAND Bismark ND Waveland MS	Int'1 7
390 391	Robert Heilbron Milko Berben	Scheveningen HOLLAND Vignoliastraat HOLLAND	Eur Eur	533 534	Steve Gronka	Avalon NJ	15
392 393	Michel Amillas Philippe Hallet	Frejus FRANCE St Laurent BELGIUM	Eur Eur	• = inactive			

### **REGATTA RESULTS**

### **Division 3**

TURKEY DAY REGATTA FLEET#222, DIVISION 3 MONTEREY BAY, CA. OCTOBER 25-26, 1986

HOI	BIE 18A	POIN	ITS
1.	Rayfuse, Michael	4	j
2.	Gabbard, Dan		3/4
3.	Hill, J.	5	3/4
4.	Johnson, Ron	11	
5.	Howard, T.	14	
ü.	Leonard, Al	14	
7.	Nixon, R.	21	
8.	Poore, T.	22	
HOE	31E 18B	POIN	TS
1.	Cockroft, Bob	7	3/4
2.	Wainwright, B.	8	
3.	Collier, Dave	9	+
4.	Bindel, Anthony	12	
5.	Wagner, Loovd	12	
6.	Afridi, Jan	14	
7.	Beidleman, C.	17	
8.	Zordell, Dave	17	
9.	Hanes, Carl	23	
10.	Stobener, Mike	24	
11.	Marley, Chris	24	
12.	Levitt, D.	26	3/4
13.	Johnson, Todd	39	
нов	SIE 17	POIN	TS
1.	Mooneyham, Wayn	e 2	
2.	Sprague, M.		3/4
3.	Bender, Michael	12	
4.	Doug, Johnson	12	
5.	Sparks, J.C.	13	

HOE	IIE 16C PC	OIN	rs
1.	Thompson, Jerry	3	į.
2.	Duane, M.	7	-
3.	Deane, Nelson	7	ş
4.	Batton, Bruce	15	-
5.	Salse, J.	16	
6.	Witcchel, Richard	17	
7.	Hermann, Denny	18	

8.	Simpson, Mark	19
9.	Dooman, George	19
10.	Addison, Vic	22
11.	Rodal, Eric	25
tz.		28
13.	Visser, W.	31
14.	Davalos, Jesse	41
15.	William, R.	45
16.	Gerritsen, Hans	46
но	BIE 16A	POINTS
1.	Porter, P.	5 }
2.	Pascoe, Paul	8
3.	MacDonald, S.	10
4.	Montague, Mike	13
5.	Skiarla, Mark	14
6.	Tobie, Paul	16 3/4
7.	Sloan, D. Boschma, Brian	19
8.	Boschma, Brian	21 3/4
9.	Hess, P.	22
10.		24
11.		25
12.		31
13.	Tully, Jean	34
14.		34
15.	Yahalom, R.	35
16.	Hinds, D.	37
	Arnerich, Mike	39
18.	Timms, Bill	44
19.	Brown, Bob	51
20.	Heath, Russell	57
21.	Gany, Rall	5.8
HOE	31E 16B	POINTS
1.	Glaze, Tim	5 }
2.	Douglas, Jim	7 3/4
3.	Walker, B.	8
4.	Miller, Chris	8
5.	Mitchell, Mitch	11 3/4
6.	Bowen, Walter	14

Division	6

WILD BILL	REGATTA
(in memor	y of Bill Love)
FLEET 48,	DIVISION 6
HOUSTON	/GALVESTON, TX
	R 15-16, 1986

			_
1.	Johnson, Mike	5	ŧ
2.	Costa, Vaughn		3/4
3.	Rossi, Ron	11	3/4
4.	Hawkins, Gene	12	
5.	Smith, Jim	15	
6.	Sneider, Tim	22	
7.	Card, Gary	24	
8.	Richnow, Billy	32	
9.	McKee, Rob	34	
HOE	BIE 17	POINT	TS
1.	Hamilton, Chuck	6	÷
2.	Pattullo, Pete	7	3/4
3.	Dunn, Bill	8	3/4
4.	Lambert, Steve	11	3/4
5.	Granger, Tommy	17	
нов	IE 16A	POINT	S
1.	Kuc, John	5	÷
2.	Whittington, Rob		
3.	Rourke, Ken	14	3/4
4.	Seta, Ray	16	
5.	Wilson, Butch	19	
6.	Eckenroth, Phil	19	
	Teske, Ed	20	
7.	Pugh, Bob	28	
8.		30	
8.	Shaw, Roy		
8. 9. 10.	Welch, Susan	39	
8. 9. 10.	Welch, Susan Goodman, Rusty	39	
8. 9. 10. 11.	Welch, Susan Goodman, Rusty Leighi	39 42	
8. 9. 10. 11. 12.	Welch, Susan Goodman, Rusty Leighi Roland, Larry	39 42 48	
8. 9. 10. 11. 12. 13.	Welch, Susan Goodman, Rusty Leighi Roland, Larry Tucker, Walter	39 42 48 48	
8. 9. 10. 11. 12.	Welch, Susan Goodman, Rusty Leighi Roland, Larry	39 42 48	

HOR	31E 16B	POINTS
1.	Simpson, Jim	5 4
2.	Drake, Danny	9 +
3.	Rice, Stan	9 3/4
4.	Schiller, Marlene	13
5	Frye, Bill	14
6.	Shinn, John	17
7.	Large, Kirk	26

нов	BIE 16C	POIN	75
1.	Davis, Alan	5	è
2.	Thomas, Don	8	i
3.	Berkovsky, Larry	8	3/4
4.	Pierpoline, David	16	
5.	Paige, Matt	17	
6.	Corona, Guillermo	21	

нов	IE 18A P	OINT	S
1.	Johnson/Johnson	2	ł
2.	Mayo/Smith	8	
3.	Renfro/Drysadle	9	
4.	Carlson/Nies	9	3.
5.	Gauthier/Gauthier	16	
6.	Wiley/Buck Shot	17	
7.	Watters/Watters	19	
8.	Varano/Varano	22	
9.	Cady/Mosher	24	
10.	Willey/Willey	29	
11.	Karably/Karably	30	
12.	Sheppard/Johnson	31	
13.	Bruan/Ledgerwood	32	
14.	Ausec/Sellers	38	
15.	Boston/Ryan	43	
16.	Floyd/Coffee	49	

нов	IE 18B P	DIN'	IS
1.	Dwyer/Dwyer	2	ě
2.	Stahr/Stahr	6	
3.	Bell/Andrew	9	
4.	Russell/Flovitz	9	3/4
5.	Garrison/Buckshot	15	
6.	Regan/Collop	17	
7.	Whidden/Magers	19	
8.	Ridenour/Ridenour	20	
9.	Henne / Henne	25	
TG.	Staley/Mullins	27	
11.	Rapp/Rapp	27	
12.	Hunter/Egiz	33	
13.	Graham/Smellridge	39	

HOBIE 17		POINT	rs
1.	Kirby, Alex	2	į
2.	Post, Dick	7	
3.	Bird, C.	7	
4.	Foss, Denyven	11	
5.	Duke, Steve	16	
6	Roche Cliff	16	

### **Division 8**

ET'S STOP CA	
N OUR LIFET!	ME REGATTA
LEET #153, DIY	VISION 8
EDAR KEY, F	1
OVEMBER 15-	

HOE	SIE 16C	POINTS
1.	Coffee/Wolf	3 1

2.	Gesterling/Ewing	8	
3.	Burke/Burke	8	3/4
4.	DeGange/DeGange	9	3/4
5.	West/McCormic	10	
6.	Parrish/Rhue	12	
7.	Bergman/King	15	
8.	Niles/McNeel	19	
9.	Green/Nelson	25	
10.	Fearney/Johnson	26	
11.	Bowman/Parker	32	
12.	Tofanelli (	34	
	Tofanelli		
13.	White/Campbell	36	
14.	Brady/Prete	42	

HOE	SIE 14	POIN:	TS
1.	Lambert, Brian	3	4
2.	Brooks, Bill	3	
3.	Nelson, John	8	
4.	Anderson, Sam	11	
5.	Craig, John	15	
HOE	SIE 14 TURBO	POIN	TS
1.	Wetty, Bill	3	+
2.	Gres, Wright	4	3/4
3.	DeKreek, Vel	9	3/4
¥.	Johnson, John	11	
5.	Keysor, Clark	14	
6.	Medley, Bab	14	
7.	Vick, Robert	18	

### Division 14

COLUMBUS DAY REGATTA FLEET #118, DIVISION 14 LAKE PALESTINE, OCTOBER 18-19, 1986

HOE	BIE 18A	POIN'	rs
1.	Ramsey, Chris	5	÷
2.	Morris, David	7	3/
3.	Curtis, John	8	3
4.	Davenport, Bill	15	
5.	Anderson, Pete	r 15	
6.	Liggett, Tom	24	
HOE	IIE 17A	POINT	5
1.	Simpson, tyler	3	
2.	Sherrod, Jane	8	
3.	Pattollo, Pete	9	3/
4.	Burges, James	14	

нов	IE 16A P	OINTS
1.	Kelley Noel	10 }
2.	McCredio, Dennis	12
3.	Trotter, Phil	16
4.	Collins, Phil	17
5.	Hoover, Andy	18
6.	Freed, David	20
7.	Vockrodt, Rob	20
8.	Hess, Fred	23
9.	Young, Dennis	28
10.	Loe, felholz, Tom	28
11.	Hester, Craig	34
12.	Pierce, John	42

1.	Bracken, John		j.
2.	Schwartz, Bob	6	1
3.	Benton, Valecie	8	3/4
ноі	BIE 16A	POIN	TS
1.	Corson/LeCounrt	9	
2.	Vasiliades/Brennar		3/4
3.	Gallagher/Wagner	9	3/4
4.	Dickinson/Kramer	11	3/4
5.	Jones/Jones	55	3/4
6.	Gaston/Gaston	14	
7.	Philipson/Lucia	17	
8.	Camp/Archer	18	
9.	Douglas/Douglas	18	
10.	Merritt/Lamm	24	
11.	Kuftis/Storch	30	
12.	Boetcher/Boetcher	31	
13.	Gallagher/?	34	
14.	Meyers/Meyers	40	
15.	Boone/Boone	44	
16.	McDonald/Hayward	44	
нов	31E 16B	POIN	TS
1.	Auger/Auger	13	
2.	Michael/Koinwebel	14	3/4

HO	BIE 16B	MIO	IT:
1.	Auger/Auger	13	
2.	Michael/Koinwebel	14	3/
3.	Birutis/Jeter	15	
4.	Rathkopf/Duke	16	
5.	Broomfield/	17	3/
	Broomfield		
6.	Dickinson/Dickinson	18	
7.	Gelatt/Devine	23	3/
8.	Lowe/Lowe	24	

### 1987

### Midwinters East

Fleet #42, Tampa Sailcraft and Davis Island Yacht Club are proud to sponsor this prestigious event.

Date: March 28–29, 1987 Venue: Davis Island Beach 7ampa, FL

Hotel accommodations for this event are conveniently located in downtown Tampa, a five-minute drive from the site. Camping and launching are available on the grounds of Davis Island Yacht Cub.

For additional information:

Bob Johnson: 813/960-1937Vicky Roche 813/831-1565

### BOUNTY HUNTERS WANTED

To provide information leading to the elimination of low power lines in all sailing and launching areas.

### REWARD

Bounty hunters will receive a special Hobie goodie in return for taking these three steps:

- 1. Scout your sailing areas for low power lines.
- If you see low power lines, write to the power company who owns the lines, explain the hazards to sailors presented by those lines and ask the company what they plan to do to eliminate the hazard.
- Send a copy of the letter to Hobie Cat, and when you get a response, send a copy of that to Hobie as well.

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.

Send copies of letters to:

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

**BECOME A BOUNTY HUNTER** 

### **REGATTA RESULTS**

9.	Martin/Chan	24	
10.	Cooper/Bryan	28	
11.	Starkey/Thirkell	34	
12.	Allen/Messier	35	
13.	Horney/Craig	36	
14.	Gronbach/Caffee	37	

### **Division 15**

BAYOU CLASSIC V REGATTA FLEET#55, DIVISION 15 BATON ROUGE, LA OCTOBER 18-19, 1986

HO	BIE 18A	POINTS
1.	Rabalis, B.	3
2.	Smith, S.	6 3/4
3.	Snows, C.	16
4.	Gallegos, E.	20
но	BIE 16A	POINTS
1.	Grady, W.	4 4
2.	Humphries, A.	5 1
3.	Leighi	12
4.	Jackson, D.	14
5.	Richardson, F.	24
6.	Ingram, D.	28
7.	Schweizer, A.	28
но	BIE 16B	POINTS
1.	Star, C.	4 2
2.	Bornegent, K.	10 3/4
3.	Meyers, R.	10.3/4
4.	Niengber, W.	11
5.	Butler, M.	16
6.	Lea, T.	22
7.	Lougue, K.	22

DIXIE INVITATIONAL REGATTA FLEET#235, DIVISION 15 JACKSON, MI OCTOBER 4-5, 1986

нов	IE 18A P	OIN	rs
1.	Chaple/Strokman	3	ł
2.	Stubblefield/	7	3/4
	Stubblefield		
3.	Beevers/Jones	7	3/4
нов	IE 16A P	OIN	rs
1.	Jackson/Levanway	5	+
2.	Humphries/Bell	7	
3.	Leyens/Montesi	7	3/4
4.	Josey/Josey	15	
5.	Essig/Lister	15	
нов	IE 16B P	OINT	rs
1.	Johnson/Odeneal	4	è
2.	Manning/Crockett	7	3/4
3.	Ealy/Ealy	9	3/4
4.	Greitzer/Howard	12	
5.	Phillips/Crockett	18	

### **Division 16**

WENDT BEACH REGATTA FLEET#119, DIVISION 16 WENDT BEACH, JULY 11-13, 1986

HOB	1E 18A	POINTS
1.	Gummer, Melodie	
2.	Howes, Bryan	*
3.	Korzeniewski, T	. 11
4.	Rudd, Jeff	14
5.	Caster, Jim	14
6.	Dave, Tierson	16
7.	Camble, Bill	16
8.	McRae, Floyd	17
9.	Tyska, Dan	13
10.	Volgstadt, Dave	18
11.	Marner, Paul	19
12.	Allan, Stu	20
13.	Marner, Bill	20
14.	Meyer, Douglas	27
HOB	IE 18B	POINTS
1.	Adams, David	6 3/4
2.	Kratz, Rudi	8
3.	Breen, Tim	10 3/4
4.	Mergenhagen, D.	an 15
5.	Ruh, Joanne	16
6.	Schaff, Bob	18 3/4
7.	Slattery, Dave	20
8.	Adams, Dan	21
9.	Sullivan, Paul	26
10.	Mark, Ed	29
11.	Moore, Tim	29
нов	IE 16A	POINTS
1.	Howie, Dave	2 3/4
2.	Caster, Pat	7
3.	Elve. Charlie	7
4.	Kiefer, Tom	9
5.	Pesane, Sue	10
6	Magin Ed	10

11.	Moore, Tim	29
10B	IE 16A	POINTS
	Howie, Dave	2 3/4
2.	Caster, Pat	7
3.	Elve, Charlie	7
١.	Kiefer, Tom	9
5.	Pesane, Sue	10
š.	Magin, Ed	14
1.	Jeffers, Bill	17
8.	Cowe, Shaun	22
١.	Kusche, Jim	22
0.	Walker, Rodger	22
1.	Haun, Eric	24
12.	Terpstra, Jim	25 3/4
13.	Quatrone, Rick	27
4.	Amico, Mark	27
5.	McNamara, Mike	27
16.	Chamberlin, M.	32
7.	Moyer, Jim	34
8.	Tompkins, Don	35
19.	Bonner, Ted	35
10.	Klahr, Chad	37
1.	Hoctor, Rob	39
	Coew, Scott	42
12	Buse Dale	N 2

HOE	31E 16B	POIN	TS
1.	Witzel, Cerry	6	
2.	Lane, James	10	
3.	Sweet, Rich	12	
	Becraft, Steve	14	
5.	Stackhouse, Kanda	1 16	3/4
6.	Fairgrieve, John	16	3/4
7.	Meyer, Charlie	57	
8.	Ressel, Fred	1.6	
	Dumbar, Dan	18	
10	Konieczny, Brian	21	
11.	Brownschidle, Lee	22	
12.	Chamberlain, G.	23	
13.	Sigeman, Lex	23	
4.	Ashley, Karl	24	
15.	Jerry, Rob	28	
	Colucci, Al	29	
17.	Davidson, Alex	36	
18.	McCombs, Candy	39	
19.	Appel, Mimi	40	
20.	Knoll, Jeff	41	
21.	Knight, Diane	44	

1.	Knight, Diane	44
108	IIE 16C	POINTS
1.	Clauss, Tom	6 3/4
2.	Perez, Richard	15
3.	Moischhaser, Dan	18
4.	Bredenberg, Bob	18 3/4
5.	Williams, Don	19
5.	Ramsay, Al	25
7.	Thorniley, Wayne	29
8.	Schappel, Reuel	30
9.	Speakman, Jeff	3:
10.	Hacherl, Ed	32
11.	Vincent, Otis	37 3/4
12.	Hart, Morriam	341
	Bartle, Ed	44
14.	Haller, Dave	54
15.	Lawson, Eric	57
15.	Moss, Leslie	63
17.	Goslin, Debbie	71
8.	Ferreri, Rico	73
9.	Fregelette, Don	79
20.	McLimans, Mike	80
21.	Demert, Rick	84
	Brown, Chris	85
нов	HE 17	POINTS

HOE	IE 17	POINTS
1. 2. 3.	Black, Dave Korzeniewsi MaClaverty,	ki, Stan 4 3/4
нов	IE 14A	POINTS

1.	Rosenberg, Geor Meyer, Chuck	ge 2 6	-
нов	SIE 14 TURBO	POIN	TS
1.	Taylor, John	2	ł
2.	Hinspeter, Norm	9	
3.	Cane, Garth	9	
4.	Lacey, Paul	9	

1986 GLENORA CUP	
FLEET#86. DIVISION	16
WATKINS GLEN, NY	
JULY 18-20, 1986	

POINTS

HOBIE 18A

5.	Blom, Gerald	10
6.	Gamble, Bill	10
7.	Howes, Bryan	13
8.	Williams, Randy	17
9.	Holqate, Bill	17
нов	E 188	POINTS
1.	Eliot, Nick	7
2.	Doud, Tom	7 3/4
3.	Tierson, Cheryl	8
4.	Moore, Tim	8
5.	Smith, Charlie	9. 15
6.	Baglini, John	12
7.	Reagan, Beth	
8.	Slattery, Dave	15
9.	Mergenhagen, Da	
10.	Sieqel, Joe	17
нов	E 16A	POINTS
1.	Caster, Jim	4
2.	McCarty, Jr	4 3/4
3.	Morris, Tom	4 3/4
4.	Kiefer, Tom	10
5.	Pesane, Sue	11
6.	Way, Bruce	14
7.	Kusche, Jim	15

4.	Kiefer, Tom	10
5.	Pesane, Sue	11
6.	Way, Bruce	14
7.	Kusche, Jim	15
8.	Chamberlin, Mike	16
9.	Jeffers, Bill	18
10.	Boulay, Joe	21
11.	Buck, Dave	21
12.	Amico, Mark	21
13.	Magin, Ed	24
14.	Witzel, Gerald	26
15.	Montague, Jerry	32
нов	BIE 16B	POINTS
1.	Stackhouse, K.	2 3/4
2.	Ashley, Karl	4 3/4
	Jerry, Rob	7
4.	Becraft, Steve	7

۹.	Becraft, Steve	- 1	
5.	Lovell, Andrew	12	
6.	Colucci, Al	13	
7.	Hackerl, Ed	17	
8.	Degarie, Yves	17	
9.	Appel, Mimi	18	
10.	Denninger, Bob	19	
11.	Titus, Lee	20	
12.	Dauvergne, Herve	20	
	Shear, Dave	24	
	Thames, Arch	28	
нов	HE 16C	POIN	TS
1.	Ramsay, Al	2	3/4
2.	Schappel, Reuel	5	
3.	Blakely, Mike	8	
	Vredenburg, Curt	8	

5.	Rondinaro, Chris	9 3/4
6.	Hughes, Tom	11
7.	Shalleck, J.	13
8.	Bartle, Ed	16
9.	Vincent, Otis	17
10.	Nagle, Steve	19
11.	Herrick, Mark	23
12.	Burvee, Vince	24

но	BIE 14A	POINTS
1.	Edward, Richard	4 3/4
2.	Horton, Ralph	4 3/4
3.	Root, James	5
4.	Avery, Ray	5

### HOBIE 14 TURBO POINTS 1. Bradley, Bob 2 3/4 2. Sinclair, Dave 2 3/4

Alpha
2ND ALPHA WORLDS
ALPHA CLASS ASSOCIATION
KEY BISCAYNE, FLORIDA
NOVEMBER 22-30, 1996

WO	MENS OVERALL PO	INT	rs
1.	Horgen, Jorunn	3	÷
2.	Randall, Shirley	4	3/4
3.	Stehel-Bay, U.	10	
4.	Brown, Jackie	11	
5.	Neumann, Barbara	16	
6.	Kleinwachter, C.	17	
7.	Koby, Catherine	21	

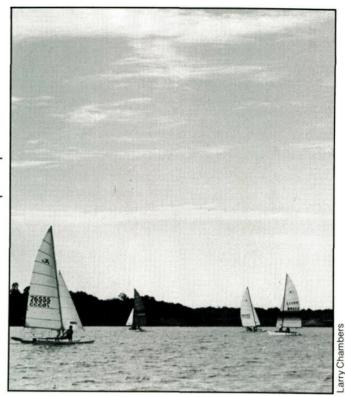
	RALL	POINTS
1.	Baldauf, Luke	3 1
2.	Koby, Raines	4 3/4
3.	Asano, Ryo	11
4.	Takeshi, Hirose	12
5.	Moore, Kevin	21
6.	Smith, Barry	23
7.	Caviglia, Alex	24
	Schrack, Carl	28
9.	Pavilack, James	28
10.	Matzelberger, T	. 31
11.	Kerckhoff, Dan	32
12.	Lang, Eric	33
13.	Kleinwachter, P.	. 34
14.	Gibson, Ronald	37
15.	Adbullah, Paul	42
16.	Britton, David	45
17.	Veglia, Jerry	48
18.	Mattsson, Eric	55
19.	Thompson, C.	56
20.	Payne, Sean	64
21.	Kruezhuber, A.	64
22	Hoty Daniel	65

	MENS PO	INT	rs
1.	Horgen, Jorunn	5	
2.	Randall, Shirley	9	3/4
3.	Stehle-Bay, U.	11	3/4
4.	Brown, Jackie	18	
5.	Kleinwachter, C.	29	
6.	Neumann, Barbara	30	
7.	Koby, Catherine	33	

	IS LIGHT P	DIN	rs
1.	Koby, Raines	11	1
2.	Baldauf, Lukw	11	3/4
3.	Takeshi, Hirose	16	
4.	Asano, Ryo	17	+
5.	Moore, Kevin		3/4
6.	Caviglia, Alex	26	
7.	Smith, Barry	29	
8.	Schrack, Carl	43	
9.	Kerckhoff, Dan	46	
10.	Pavilack, James	48	
11.	Lang, Erick	49	
12.	Matzelberger, T.	51	
13.	Kleinwachter, P.	57	
14.	Abdullah, Paul	75	
15.	Gibson, Roanald	76	
16.	Britton, David	81	
17.	Mattsson, Eric	87	
18.	Veglia, Jerry	88	
19.	Thompson, Charle	s 90	
20.	Sudjanamihard, E.	91	
21.	Kruezhuber, A.	92	
22.	Hotz, Daniel	97	
23.	Ohlmann, Graham	99	
24.	Payne, Sean	103	
25.	Moore, George	108	
26.	Dipalma, Anthony		
27.	Lipka, John	140	
27.	Gatien, Claude	140	

WOI	MENS SLALOM PO	INT	S
1.	Horgen, Jorunn	4	÷
2.	Randall, Shirley	4	3/4
3.	Stehle-Bay, U.	9	
4.	Brown, Jackie	12	
5.	Neumann, Barbara	15	
6.	Kleinwachter, C.	17	
7.	Koby, Catherine	21	
MEN	NS LIGHT PO	INT	S

		POINTS
SLA	LOM	
1.	Baldauf, Luke	3/4
2.	Koby, Raines	2
3.	Smith, Barry	3
4.	Asano, Ryo	4
5.	Takeshi, Hirose	
6.	Kleinwachter, P.	
7.	Matzelberger, T.	. 7
8.	Gibson, Ronald	8
9.	Pavilack, James	
10.	Moore, Kevin	10
11.	Caviglia, Alex	10
12.	Britton, David	11
13.	Lang, Eric	11
14.	Veglia, Jerry	12
14.	Schrack, Carl	12



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### 3rd ANNUAL FOSTER'S LAGER <del>Жиові</del>є LAS VEGAS GRAND PRIX

MAY 2-3, 1987 — LAKE MEAD Special Events Beach — Boulder City, NV



#### **EVERY ENTRY INCLUDES:**

2 T-shirts, 2 Tickets for Sat. Evening Chicken Barbeque, Free Beer Sat. Evening.

RACE FEATURES: Gifts for every entry, 2 separate tickets to vacation spots – Donated by

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Sailing equipment, Show tickets & much, much more — Awards by Drawings — All Skippers Eligible.

Additional Barbeque Tickets: \$5.00 each Pancake Breakfast on Beach Sat. & Sun.: \$2.50 each

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FLEET 51

### 1987 Hobie 18' World Championships

Toronto, Canada, June 13-20, 1987

- The races are hosted by the Ontario Hobie Cat Association, Fleet 183, and the Toronto Boulevard Club located on the north shore of Lake Ontario.
- Qualifying June 13-15 Semi-finals June 16-18 Finals June 19-20
- All skippers, pre-qualified or not, must have their registration postmarked by MAY 1st, 1987.
- Qualifying entries series will be accepted on a first-come-first-served basis.
- The entry fee is \$200 Canadian Dollars per team (app. \$145 US). This includes all racing, club facilities, lunches, 4 cocktail parties and 4 dinners.
- Upon arrival all skippers will be required to make a \$250 boat damage deposit. This refundable deposit must be paid in travelers cheques or cash only.
- All prices listed are in Canadian funds. All entrants must make their own travel arrangements.
- Blue Cross travel insurance is available for your stay in Canada. It offers complete medical insurance for the competitors and family.
- The entry fee, one night room deposit and the total fee for the Blue Cross travel insurance must accompany your registration form.
   Make cheque payable to the Hobie 18' World Championships.



Mail your entry with payment (by cheque or VISA) for registration, one night hotel and Blue Cross insurance to Hobie 18' World Championships, 850 Adelaide Street West, Toronto Ontario, M6J 1B6, Tel: (416) 368-2287

Skipper	Crew	
Address		
City, State, Postal Code		
Country		
Telephone Day	Evening	
Type of boat normally sailed _		
Pre-qualified from (Country/D	ivision l	
I will attempt to qualify from (	Country/Division)	
VISA Card #	Expires	HA
Signature	Date	

#### **ACCOMMODATIONS**

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- ☐ Double occupancy \$35 plus tax per night (incl. breakfast)

Ramada Inn

- $\square$  Double occupancy \$75 plus tax per night
- ☐ Triple occupancy \$83 plus tax per night
- ☐ Quad. occupancy \$88 plus tax per night
- ☐ I am interested in billeting
- ☐ I am interested in deluxe accommodations

Car Rental

Reservation □ yes □ no

Blue Cross Travel Insurance in Canada (optional)

- ☐ Single \$3/day (per day, per person)
- ☐ Family \$6/day

Arrival Date \_\_\_\_\_\_ Departure Date \_

### REGATTA RESULTS

	RALL	POIN	¥ T
1.	Stanger, David	1	1
2.	Brogmeyer, Jeff	5	
3.	Buderas, Jim	6	
4.	Prior, Chris	7	
5.	Wurm, Ralph	13	
6.	Willard, Martin	13	
7.	Renna, Vasco	14	
8.	Sukowski, Joerg	14	
9.	Duke, John	16	
10.	Gehrlein, Andres	21	
11.	Waldmann, Joe	26	
12.	Weeks, Eric	26	
13.	Poore, Tom	27	
14.	Poore, Tom Leroux, Guy	28	
15.	Dohmen, Andreas	28	
16.	Franziskus, E.	33	
17.	Engel, Gerd	33	
18.	Kock, Hans	35	
19.	Woolner, John	35	
20.	Slama, Joe	35	
21.	Ayres, William	43	
22.	Geronimo, Ralpha	47	
23.	Hillstrom, Alan	49	
24.	Reed, John	50	
25.	Weisenbilder, P.	50	
26.	Roberts, Glen	50	
27.	Rhoades, David	52	
28.	Ferguson, Chris	56	
29.	Serafini, A.N.	56	
30.	Matzelberper, H.	60	
31.	Fruhwirt, Gerd	60	
32.	Marshall, John	62	
	IENS PI	DINT	5
1.	Randall, Shirley	4	
2.	Horgen, Jorunn	4	ź
3.	Brown, Jackie	6	
4.	Stehle-Bay, U.	10	
5.	Neumann, Barbara		
7.	Kleinwachter, C. Koby, Catherine	18	
MEN	IS LIGHT PO	TAIC	S
1.	Baldauf, Luke	2 .	1

	Koby, Raines	5
	Asano, Ryo	7
	Takeshi, Hirose	11
	Schrack, Carl	18
	Moore, Kevin	19
-	Caviglia, Alex	20
	Kerckhoff, Dan	20
	Pavilack, James	31
0.	Lang, Eric	32
1.	Abdullah, Paul	32
2.	Matzelberger, T.	33
3.	Smith, Barry	36
4.	Gibson, Ronald	37
5.	Kleinwachter, P.	38
6.	Veglia, Jerry	41
7.	Britton, David	45
8.	Hotz, Daniel	52
9.	Payne, Sean	52
0.	Thompson, C.	55
1.	Mattsson, Eric	55
2.	Kruezhuber, A.	61
3,	Sudjanamihard, E.	67
4.	Moore, Goorge	7.0
5,	Ohlmann, Graham	72
6.	Dipalma, Anthony	82
7.	Lipka, John	84
7.	Gatien, Claude	84
OL	S HEAVY JRSE RACING	POI
	Stanger, David	
	Borgmeyer, Jeff	7
	Prior, Chris	13
	Buderas, Jim	16
	Willard, Martin	33
	Wurm, Ralph	34
	Duke John	34

22.	Geronimo, Ralph	109
23.	Reed, John	109
24.	Roberts, Glen	112
25.	Ferguson, Chris	116
26.	Weisenbilder, Pete	r117
27.	Serafini, A.N.	121
28.	Hillstrom, Alan	122
29.	Rhoades, David	132
30.	Fruhwirt, Gerd	141
31.	Marshall, John	146
32.	Matzelberper, H.	154
	S HEAVY	POINTS
1.	Stanger, David	2 1
2.	Buderas, Jim	7
3.	Borgmeyer, Jeff	7 3/4
4.	Prior, Chris	8
5.	Renna, Vasco	16
6.	Sukowski, J.	17
7.	Wurm, Ralph	18
8.	Willard, Martin	18
9.	Duke, John	20
10.	Leroux, Guy	25
11.	Cehrlein, Andres	28
12.	Poore, Tom	30
13.	Frannziskus, E.	35
14.	Weeks, Eric	36
15.	Waldman, Joe	36
16.	Kock, Hans	41
17.	Dohmen, Andreas	42
18.	Slama, Joe	51
19.	Woolner, John	53
20.	Engel, Gerd	57
21.	Hillstrom, Alan	63
22.	Ayres, William	63
23.	Rhoades, David	64
24.	Weisenbilder, P.	65
25.	Geronimo, Ralph	68
26.	Roberts, Glen	75
27.	Reed, John	76
28.	Matzelberper, H.	78
29.	Serafini, A.N.	81
30.	Fruhwirt, Gerd	81
31.	Marshall, John	94
31.	Ferguson, Chris	94

21. Ayres, William



### 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	Dates
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9/1 to 11/3 are due 11/10 will appear in 11/4 to 1/5 1/12 will appear in are due 1/6 to 2/27 are due 3/6 will appear in 2/28 to 5/5 are due 5/12 will appear in 7/14 5/6 to 7/7 are due will appear in will appear in 7/8 to 8/31 are due 9/7

Please note that this schedule is subject to change.

Issues

Jan/Feb March/April May/June July/August Sept/Oct Nov/Dec

**Due Dates** 

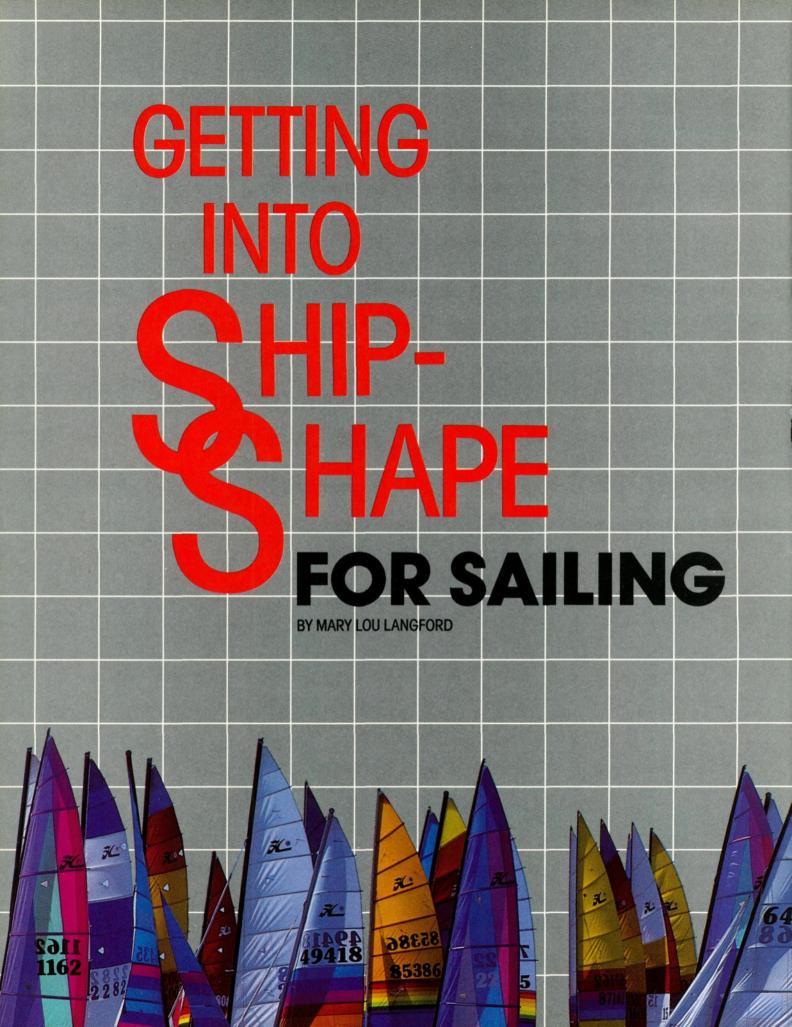
Submit all material directly to HOTLINE, P.O. Box 1008, Oceanside, CA 92054.

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.





or those of you who wonder how you can last through one more race or long day of fun sailing, who come on shore and can barely get your wetsuit off much less fix

dinner and party, this article is for you. I soon discovered that three races in moderate (forget heavy) air can certainly be exhausting. Your legs start to rebel as the chop tries to sweep your feet off the boat and your arms refuse to pull the main or iib sheet in any tighter, even with 7-1 blocks! Your hands are simply the ends of your arms where you wrap the sheet and hope it doesn't slip or squeeze your fingers off. That's usually the time you dump the boat and have to expend the last meager bit of strength you have just to get right side up. After a few episodes like this a light went off in my head. I realized sailing really is a sport which requires good physical

What is conditioning? Conditioning is the development of your heart and lungs, endurance, strength and flexibility. There are several approaches to attack each of these areas, all of which have merit. A conditioning program should also be tailored to the demands of the activity, in this case, sailing. No approach or method works if you don't keep it up consistently, so my basic principle is keep it simple.

Cardiovascular conditioning, or development of your heart and lungs is referred to as aerobic exercise. That means the heart has an adequate supply of oxygen throughout the workout. In other words, you may breathe hard but you don't get "out of breath" from the exercise. Aerobic exercise must last at least sixteen minutes.

The goal of cardiovascular exercise is to increase the capacity and efficiency of your heart and lungs to allow you to develop endurance so your heart and lungs don't fatigue before your muscles do. Since muscular activity is the primary source of stress on your heart you need to perform aerobic activities with the large muscle groups, primarily leg muscles, to exercise your heart. To do this you need to perform an activity that increases your heart rate to 85 percent of its maximum for a continuous 16 minutes four times a week. Okay, how do you know what your maximum is and how can you tell when you've reached 85 percent of it? The formula most commonly used is 220 minus your age equals the maximum rate. Then multiply that times .85. So, if you are 30 years old your maximum heart rate would be 220 -30 = 190, and 85 percent of that total would be 161. Your heart rate is your pulse rate. To find your pulse, reach to the side of your throat in the groove between your windpipe and the muscle next to it with your middle two fingers. You should feel your pulse. Count your pulse for 6 seconds then multiply by 10. The result is your

heart rate or beats per minute. Count only for 6 seconds because your heart rate drops quickly when you stop the activity.

Enough numbers! There are many ways to get cardiovascular exercise and you should choose the one that best suits your needs and your situation. Some aerobic activities include running, rowing, swimming, bicycling, aerobics classes, jump rope, cross-country skiing or any activity that increases your heart rate for at least sixteen minutes without a break. Combinations of activities work well also, such as an aerobics class one or two days a week and swimming or running the other two days. When choosing an aerobic activity look at the other benefits provided by the activity, like fun, fresh air or even socializing.

#### **STRETCHING**

Stretching. Most people ignore it or feel it's not really very important, but, in fact, it's critical. Think of how tough it is to reach the traveller sheet that got away from you and those cramped positions you get into on the boat. Stretching helps to minimize the damaging effect of this positioning and allows you to move more freely on the boat without straining a muscle in the process. Look at the positions you assume on the boat and that will tell you where you need to stretch. Without stretching, your muscles and ligaments tend to get tight in the positions you frequently assume, i.e., sitting with your knees bent, your shoulders and head forward turned to one side. Remember how good it feels to stretch your legs when you finally step on land again!

The goal of stretching is flexibility, to relax and lengthen your muscles and ligaments and to allow you to move more freely without straining muscles or ligaments while maintaining necessary strength. Stretching should be slow and maintained rather than "bouncing." Maintaining a stretch gives your muscles a chance to relax and "let go" allowing you to stretch more completely. A stretch should produce a mild but comfortable tension or stretching sensation in the muscle and should be maintained for 20 to 40 seconds. By allowing the muscles to move more freely the risk of muscle strain is reduced.

Muscle strengthening is what people commonly understand as conditioning. The goal is to develop muscles with adequate power to perform the heavier jobs but sufficient endurance to perform all day long without undue fatigue. (You will still be a little tired at the end of the day. All good athletes are.) Ability to resist injury and protect joints is also enhanced. Some aspects of sailing considered in the strengthening exercises are sheeting in the sails, coming in off the trapeze, and pulling yourself back on the boat after a wave has knocked your feet out from under you.

Don't forget moving the boat on and off the trailer and beach and stepping the mast. Therefore, I emphasize back, shoulder and arm exercises for a little more power. All jobs performed on the boat require endurance and adequate strength with occasional demands for power. In exercises with endurance as the primary goal the resistance or weight is kept relatively low but the repetitions are high. For power the resistance or weight is increased but the repetitions are fewer.

When you sheet in the sails in a good breeze think about the muscles you're using. You can feel them. You reach forward to get a grip on the sheet with your hand, bend your elbow tightening your biceps, and pull your elbow back using the muscles at the back of your upper arm and shoulder, pulling your shoulder blade back as well. You also tighten your back muscles and pull your whole trunk backwards. Now, once you've sheeted in you pull up with your arm and stomach muscles to get upright on the boat again. If your feet are hooked under the hiking strap you're also using your legs to pull you up; you're using them to some extent even if they're not under the strap. Moving around on the boat for tacking, jibing, and balancing all require endurance, and if you have to move in and out on the wire and keep your footing in spite of the waves, well, it can all get pretty tiring. Tired muscles can cause you to think and react more slowly and less accurately. For pleasure sailors, a stiff breeze means less fun, less control of the boat, and higher chance of injury, not to mention frustration. If you are racing it also means you are less competitive.

Now you're thinking that this all sounds like an awful lot of time and work and I said my basic principle was to keep it simple. The trick is to accomplish our goals of cardiovascular conditioning, endurance, flexibility and strength in a simple program that requires as little time as possible, is convenient and incurs minimal cost. Taking this into consideration I chose running for my cardiovascular exercise. It's a good heart and leg exercise for the price of a good pair of running shoes. Rowing (on a machine) requires some additional expense for a good rowing unit. But if you have kids and can't leave while you run or weather conditions prohibit outdoor exercise rowing is a good alternative. It also provides good exercise to all those muscles that pull in the sheets. Aerobic dance exercise can be performed at home or in a class. This requires a rather fixed schedule so was out for me but it works well for many people and provides external motivation to be consistent and includes stretching and upper body exercise. Bicycling provides good leg exercise but a bigger investment of time and money. Changing flat tires and stopping for lights and signs can also make it difficult to get in the continuous 16 minutes.

My ritual consists of five minutes of stretching, running for two miles (more in nice weather) then a brief cool down period. I then complete the exercise program using inexpensive concrete-filled hand dumbells. They come in varying weights and types including the more expensive bar-type disc weights. I use the 6.6 pound or 3-kilogram dumbells.

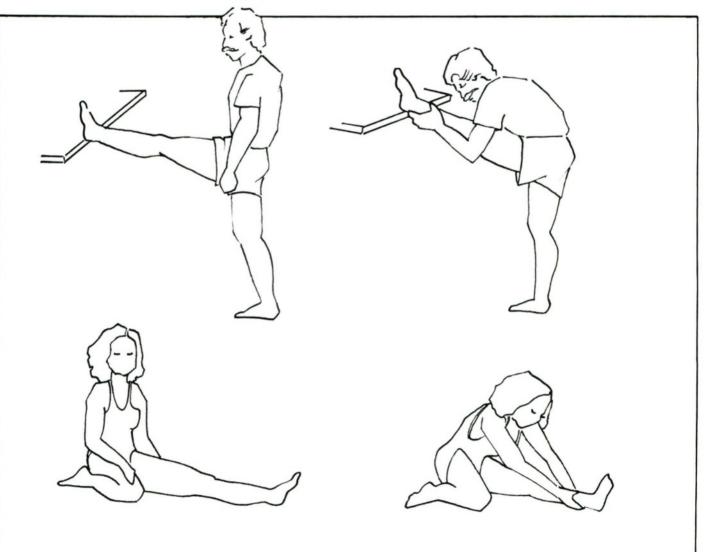
### STARTING A PROGRAM

Any program should be started gradually and with realistic expectations based on your past level of activity. If you are over 30 it's a good idea to have a medical

checkup and let your doctor know your plans before starting. For cardiovascular or aerobic exercise you can use your heart rate as a guide as well as your breathing. Perform at a pace that allows you to breathe somewhat heavily but does not force you out of breath. (If you are able to complete a sentence you're not "out of breath.") Check your pulse occasionally to see if you are exceeding 85 percent of your maximum and slow down if you are. It doesn't have to be painful to be effective. If you choose running, start running at a comfortable pace for 20 minutes and disregard the distance you run. If you need to stop and walk then do it. Eventually, you

will develop enough endurance to run nonstop for 20 minutes gradually increasing your distance over the same time span. The same applies to any other aerobic activity; pace yourself initially so you can last the 20 minutes and work up from there

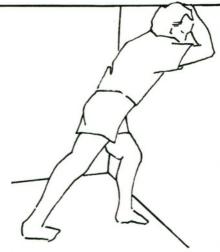
I can't over-emphasize the importance of stretching before beginning any aerobic exercise regardless of the type you choose. These stretching exercises are designed to stretch several muscle groups at once. The stretch is repeated only once and maintained for 20 to 40 seconds. The following routine will take less than five minutes once you've learned it.



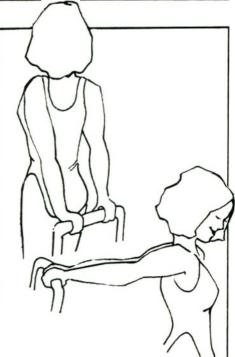
1) Hamstring stretches for the back of your legs can be performed standing or sitting. When standing, place the foot of the leg to be stretched up on a support like a boat hull, the trampoline crossbar, your car hood, a chair, etc. Keep your toes pointed straight up and reach with your arms toward your toes until you feel a stretch and tension in the back of your thigh. Bend

your ankle so your toes come toward your hands and you will feel a stretch in your calf. When reaching forward with your arms you will feel a slight stretch in your upper back and shoulders; this will also adequately stretch your lower back without overstretching. Hold this position for the stretch. To perform in a sitting position, get on the floor and place the leg to be

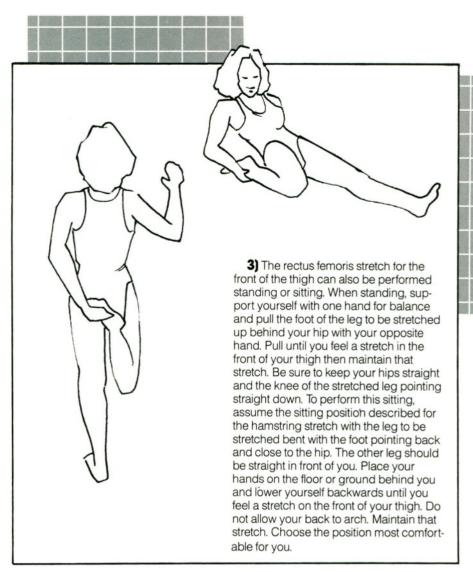
stretched straight in front of you with toes pointed up. Bend the other leg so the foot is pointing backwards; this stabilizes your pelvis so you will stretch your hamstrings rather than overstretching your back and also helps stretch your hips. Reach forward to stretch as described for the standing position. Choose the position most comfortable for you.

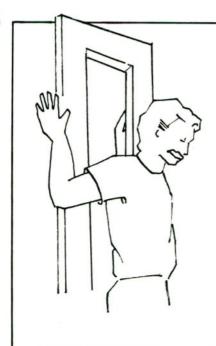


2) Calf stretches are performed standing, facing a wall, or other support about three to four feet away from it. Lean forward supporting yourself with your arms on the wall with the foot of the calf to be stretched behind you, pointing straight forward keeping the heel flat on the ground. Place the other foot on the ground below your shoulders to support your back. Continue to lean forward until you feel a good stretch in your calf. Maintain that stretch.



4) Anterior shoulder and arm muscles are stretched standing. Place a towel or piece of rope in both your hands behind your back with your hands at your hips about 12 inches apart and your palms away from your hips so your thumbs are pointing in. Keeping a grip on the towel or rope lift your hands up behind you until they are almost straight behind your shoulders. If you can't get this far move your hands farther apart on the towel. Maintain that stretch.

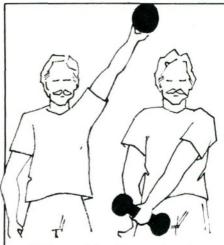




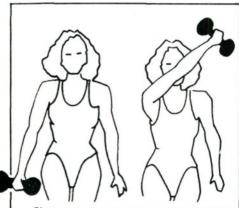
shoulder muscles are stretched standing. A doorway is the best place to do this. Stand in the doorway (with the door open!) and lift your arms straight out to the side with elbows bent and hands toward the ceiling so the inside of your elbows rests against the walls next to the door jam. Now lean forward so your chest moves forward and you feel a stretch in the front of your stretch.

Remember perform a slow maintained stretch—no bouncing—and you only complete the stretch once. OK, now you're ready to go run, bike, or start whatever aerobic activity you chose.

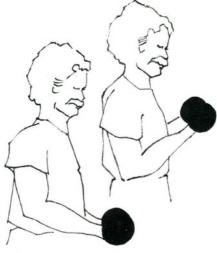
After a good warm-up from your aerobic activity, rest and relax a few minutes then go through the strengthening program which consists of nine exercises for upper body and trunk strength.



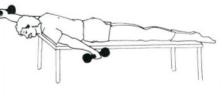
1) Diagonal shoulder exercises (outside): Lie on your back on the floor with your legs stretched out. You will need hand dumbells for this. Choose a low weight, three to six pounds, to start. Perform the exercise on one arm at a time. With the dumbell in your right hand, move your arm up and to the side of your head so your elbow is about eight inches away from your head with your elbow slightly bent and the palm of your hand facing in toward your head. Then move your right hand toward your left hip with your elbow slightly bent turning your palm toward your hip. Again lift your arm up to the side of your head turning your hand so your palm faces in. This exercise is for endurance so start with a low weight and increase to 30 repetitions before increasing weight.



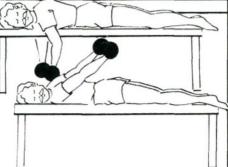
2) Diagonal shoulder exercises (inside): Lie on your back on the floor as in exercise one. Use the dumbells. Start with a dumbell in your right hand with your right hand about six inches from the side of your leg with your palm face down. Lift your arm up across your face with your elbow slightly bent until the dumbell touches the floor on the opposite side of your head. Your elbow should be directly over your nose. Then move your arm down again so your hand is six inches from your side and your palm is toward the floor. This exercise is also for endurance, so start with a low weight and increase to 30 repetitions before increasing weight.



**3)** Biceps curl: Sit or stand with a dumbell in each hand. Keeping your elbows at your side, bend your elbows to lift the dumbell up toward your shoulders then lower the dumbell until your elbows are almost straight. This exercise is for power so work up to 20 repetitions before increasing weight.



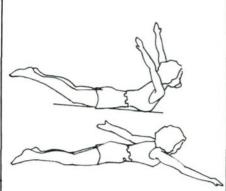
4) Lateral arm raises: Lie on your stomach on a weight bench or on a bench made of a 2x12 board and some concrete blocks. Hold a dumbell in each hand with your arms hanging down to the floor. Lift your arms (do both arms at once) so they are pointing straight out to the side then lower to the floor. If this is too difficult use a lighter weight or perform the exercise with your elbows bent (to reduce the lever arm). This is a power exercise so do 10 to 15 repetitions and increase the weight.



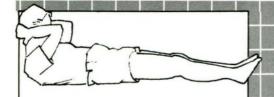
5) Shoulder extension: Lie on your stomach on a bench as above with the dumbells in your hands. Lift your arms up next to your side and above your hips as far as you can then lower to the floor. Perform with both arms simultaneously. Again, this is a power exercise so 10 to 15 repetitions then increase weight.



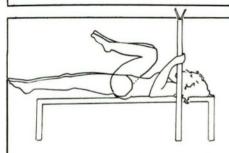
6) Standing press: Standing or sitting with dumbells in each hand and your elbows bent so the dumbells are at shoulder level, lift the dumbells up overhead until your arms are next to your head and your elbows are straight. Then lower the dumbells back to shoulder level. This combines power and endurance. Increase to 20 repetitions before increasing weight.



7) Back extension: Lie on your stomach on the floor. With your hands behind your head lift your head, shoulders and feet off the floor to tighten your back muscles. Perform slowly and do not jerk. If this is too difficult, place your arms at your side and lift up. This is for endurance so increase to 30 repetitions. You can increase the difficulty by moving your hands further over your head then use light weight dumbells in your hands if you prefer.



8) Upper abdominal muscles: Lie on your back on the floor with your legs straight. Tuck your chin to your chest and roll forward and up reaching toward your feet. Then "unroll" back down to the floor. It is important to "roll" up and not jerk up in order to use abdominal rather than hip muscles. Abdominals need endurance so increase to 30 repetitions.



9) Lower abdominal muscles: Lie on your back on the floor with your arms down at your side to brace yourself. Bend your legs up so your knees are over your chest. Keep your lower back against the floor and straighten your legs with your feet together so your legs form a 45-degree angle with the floor. Your lower back must not arch up from the floor. If your abdominal muscles are not strong enough to keep your back down then lift your legs higher which requires less strength. If the exercise is too easy, straighten your legs as close to the floor as you can keeping your lower back against the floor. Increase to 30 repetitions.

Start at a low weight level and low repetitions and allow yourself time to get accustomed to the program and develop a feel for how quickly you can safely increase the weight or repetitions. Remember, consistency is far more important than rapid progression. When you reach weights that are comfortable to you and attempting more is pushing too hard or causing increased fatigue, then stop progressing; you've reached your maintenance level. This should take about six months to achieve so don't rush yourself. The idea is to attain good physical conditioning. The program should be repeated four times per week to be effective.

So, with five minutes for stretching, 20 minutes of aerobic exercise, a 5 to 10 minute rest then 20 minutes of strengthening exercises four times a week, all you have to invest is 4 hours a week to have more energy for all the things you do and enjoy sailing even more. Now you can have the energy to think and concentrate on the "minor" details like boatspeed, tactics and fun!

# HOW IMPORTANT IS EXERCISE?

BY DOUGLAS JEFFREY

The principle of cardiovascular endurance is to get maximum cardiac output with minimal cardiac activity, says Melvin R. White, a PhD. in vascular physiology and the president of Vascular Specialties.

"With any type of physical activity, the bottom line is oxygenation to the muscle tissue with minimal cardiac activity," says White. "Assuming one is in good basic health, any aerobic exercise will result in the heart rate remaining lower while simultaneously supplying all the oxygen requirements at a given level of exercise.

"If one continues to work out and increase the demands, then performance will improve because the heart rate will stay lower, the muscle demands will be met at an earlier rate, endurance increases, and the brain gets oxygenated quicker and better."

According to White, good conditioning results in all the body's systems working easier. The thinking process, the reflexes and the body's responses are all quicker.

Abiding by safety factors rounds out any exercise/weight program and reduces the possibility of training injuries. According to Garret Giemont, strength and conditioning coach for the Los Angeles Rams, it is mandatory to work out with another person for safety and effectiveness if using heavy, free weights. The second person prevents the weights from falling on the lifter and helps with forced repetitions,

repetitions that the lifter cannot lift unassisted, which are good for maximum muscle growth. Weight lifting belts support the lower back and reduce the possibility of ruptured discs and strains, he said.

Exhaling as the weight is pushed and inhaling as the bar is brought back to the starting position is the proper breathing technique, Giemont said. If one has never lifted weights before, it is advisable to acquire lifting techniques from an instructor at a reputable gym.

Giemont stressed the need for a physical checkup before beginning a program. "The Los Angeles Rams get checked annually," Giemont said. "It is not going to hurt for everyone to get a physical because it could save a lot of heartaches down the road."

Lifting weights properly and consistently will provide invaluable results in the future claims Giemont. "When one trains to do any kind of sport, whether it is professionally or recreationally, one wants to try and get a total body balance. One needs a good relationship between muscular endurance, muscular power and cardiovascular endurance. If one has a good overall conditioning, then one will do his sport better and with more pleasure. There is no question that lifting weights will make you a better sailor."

Suggested reading for further information: "The Aerobics Way" by Kenneth Cooper, "Stretching" by Bob Anderson.

### BY BRIAN ALEXANDER

Roof racks are the answer to the outdoor sportsman's dreams. They'll carry just about anything you can dream up, right? They're the simplest things in the world, just a couple of bars on the roof of your car, right? Nothing complicated about them at all. Wrong. All you have to do is take a look at the number of companies offering racks (over 25). Then remember the number of automobile makers and the number of models each puts out and the fact that these makers change the models almost every year and the fact that every roof rack might have to be changed slightly in order to fit these models correctly. Then recall that you probably want your racks to perform a variety of functions like hauling your sailboard, a bike, maybe a Waveski® and, if you're really ambitious, and have a powerful enough van, a Hobie Cat. Well, that's a whole other story because now you're into

accessories. And bucks. Also, every rack manufacturer from Accusport to Yakima has accessories that look and act differently. So, where do you begin?

### Gutter or No Gutter?

Probably the worst thing to happen to rack manufacturers was the advent of "aircraft" automobile doors. Until the gas crunch, cars came equipped with rain gutters, those aluminum rails just below roof level you bang your head on when getting in and out of your car. All rack makers had to do back then was make a mount that would clip or screw onto the underside of the gutter. When the federal government mandated better auto fleet gas milage, however, auto engineers turned to more aerodynamic designs and one of the first things to go on many cars was the gutter because they increased

auto wind drag. Imagine the reaction of the rack companies with all those racks designed for gutters that no longer exist on many popular car models. Like the engineers they were, the rack makers set about solving this new problem and, sure enough, nearly every rack company now offers styles to accommodate both gutters and gutterless cars.

Therein lies your first criterion. Find out if your car has gutters or not, and you've already made your search easier by eliminating a great many possibilities. If your car does have gutters, check to see if they are wholly metal or if they are partially plastic. Predictably, the metal gutters will stand up to the load you'll ask them to carry. Plastic gutters will also carry a good load (although less than metal gutters), but they will bend and the ensuing stress will chip away paint and cause scars. Try to



stress the rain gutters on your car. If they bend when you push down hard, then your gutters may not be able to take a heavy load. If you don't have gutters, keep in mind that your load will be borne by the roof of your car, so make sure the racks enable you to rest most of the weight on the shoulder of the roof just above the door jams. Otherwise you may find yourself with a permanently wrinkled roof.

Once you've checked on the gutter situation, ask yourself some questions about your sporting activities. Do you surf? Sailboard? Ski? Bike? Kayak? Sail? Or are you the show-off type that does it all? Do you take your family or friends along, or do you travel alone. And speaking of travelling, do you jet off to Hawaii and rent a car to haul your sailboard around?

### Hard or Soft?

Now that you've reviewed your activities it's time for another decision: hard racks or soft racks. Each type has its advantages and disadvantages, but generally, hard racks can do more for you over their lifetime. Hard racks can be accessorized to carry, say, a bike, a sailboard and skis all at the same time. In fact it's not uncommon in Europe to see skiers driving to the Alps along with a sailboard for the lake. Hard racks can carry much more weight than soft racks and they allow you to position that weight so the strongest parts of the car's roof bears the brunt of the load. Unfortunately, hard racks are much more expensive than soft racks, sometimes hundreds of dollars more expensive. They aren't terribly flexible; they can be difficult to put on and off and probably won't be easy to fit another car model. They are also subject to theft, so it's a good idea to purchase a locking device, an option that will add still more to their cost.

Soft racks are downright cheap. Some sell for under \$20. Most are made of foam cylinders and nylon web straps, so they pop on and off the roof in seconds. That also means you can lock them in the car so they won't be stolen. Soft racks are easily transported, so if you're the type that travels, you can just pack them along, slip them on the rental car and head for the water. However, since they are soft, they don't take the load off the roof of the car and since you want the weight on the shoulders of the roof, you're limited to what you can place in those spots like two skinny sailboards or a sailboard and a surfboard. Soft racks are very popular with surfers because surf boards are quite light and the soft racks can carry at least two at a time and sometimes four. Sailboards are heavier, however, and more than one long board or two short ones can cause problems.

### What To Look For

Now that you've decided whether you need gutter or gutterless racks and hard or

soft racks, you are ready to head off to your dealer. Racks range in price from about \$15 for some soft models to nearly \$300 for some deluxe hard racks, so it's best to forget cash. Bring along the check book or credit card.

Your dealer should know something about racks. In fact, think of your dealer as a tailor because he's going to have to fit the racks to your car as exactly as a tailor fits clothes to your body. Racks that fit improperly are good candidates for accidents. Remember that whatever you put on top of them will be travelling at least 55 mph in all kinds of weather and road conditions. Your racks have to be able to keep your gear firmly in place and they must grip your car like glue with no play at all.

Any rack system you buy should be coated with a protective covering to prevent corrosion. Some makers use epoxy, some PVC and some rubber. These coverings also help prevent the load from slipping or shifting while you drive. Also be sure that any hardware is coated or covered to prevent it from scratching your paint. Removing your racks when not in use will prevent the paint on your car from fading unevenly.

Once your dealer thinks he's got the right hard racks for your car, have him put them on. Then do a little measuring. If your car has gutters, measure the distance from the bottom of the gutter to the top of the roof—the very top at the center, not the shoulder. Add one inch to this measurement and that's the minimum amount of clearance your racks should give your roof. If you don't have gutters, you should have plenty of clearance since gutterless racks are elevated by the "feet" or clips they're mounted in.

Next, measure the length of whatever it is you want to carry. Let's say it's a 10-foot sailboard. Since the bars should be spaced at a minimum distance equal to 20 percent of the load's length, you'll need to space your racks at least 2 feet apart. If your board is 15 feet long, space the racks 3 feet apart. Try to raise the back rack slightly higher than the front to minimize draft under the equipment, and use a front tie-down for long loads by running a line from the front of the load to the front of the car.

Once you're satisfied with the fit of the racks, shop for the accessories you'll need to carry all your toys. Most rack companies offer an array of different gadgets to hold your gear in place, but keep in mind that you may have to stick to the gadgets made by the same company whose racks you bought, so if that company doesn't offer the gadgets you need, try another. You'll also need webbed tie-down straps. Bungee cords are great for many things, but not for securing something to the roof of your car. (Being elastic, they'll stretch and allow a sailboard to catch a lot of wind

which could lead to your board riding on your hood.) Straps should be as tight as possible over your gear with no slack at all. If the slapping of the strap against your board or boat bothers you when you're driving, put a twist in the middle when you tighten it.

Hobie sailors who want to van-top their boats have little choice when it comes to roof racks. Only Murray's Marine offers a manufactured rack that will accommodate a Hobie (on page 66). Otherwise, it's up to you. Many sailors use doctored roof racks for Hobies. Hobie sailors may wish to investigate rooftop carriers. These are fiberglass modules which sit atop roof racks. They can carry sails, wetsuits, battens, luggage, camping gear and more. They will keep your things dry even when you drive through a monsoon.

Below you'll find information on specific racks. These racks by no means represent all the companies, so use the list and the information to familiarize yourself with what is available and how much things cost.



### Automaxi

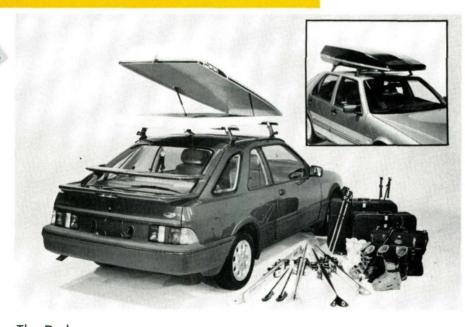
This is another German company with a couple of good ideas. For example, Automaxi claims that its Universal rack will fit cars with or without rain gutters via a patented internal ratchet and strap mechanism. The bar itself telescopes so it selfadjusts to the car's width. That makes this rack guite flexible. For cars with rain gutters. Automaxi offers the Maxibar which retails for just under \$60. The Universal retails for just under \$100. Automaxi also offers a sailboard carrier with mast and boom holders for \$34. Or, you can opt for foam pads with nylon sleeves for \$15. Automaxi has ski, bike and luggage options as well as several locks. For more information, contact Automaxi Inc., 3065 North Rockwell, Chicago, Illinois 60618. Or call 312-588-7634.



### Bic

Bic makes a sailboard rack and a carryall rack which offers options for carrying bikes and skis. The sailboard rack features cushion pads and tie-down straps and offers the advantage of being completely assembled when you get it. Many racks require at least some, sometimes much, assembly. The sailboard rack is available in gutter or non-gutter configurations and retails for \$85.

The carry-all rack retails for \$49 but a sailboard rack kit costs an additional \$49.95. If you're going to be carrying sailboards only, then the sailboard rack is the way to go. For more information, contact Murray's Marine, P.O. Box 490, Carpinteria, California 93013. Or call 805-684-8393.



### The Pod

Hobie sailors may appreciate the Pod, a fiberglass rooftop carrier from Dynamic Designs. Designed with the help of Eric Witte (HOTLINE readers may remember Witte, formerly with Hobie Research and Design, from his article on maxi cats which appeared in the September/October 1985 issue), the Pod is able to carry 250 pounds in a sealed box that resembles a clam shell on a diet. The Pod sits on roof racks (you

have to buy those separately) and features a locking handle and gas springs for easy loading and unloading. Although a bit pricey at about \$500, the Pod seems to be an excellent alternative to trailer boxes. For more information contact Dynamic Designs, P.O. Box 3060, Westport Connecticut 06880. Or call 800-FOR-APOD (in CT call 203-384-2700).

### Murray's Marine

Murray's Marine's Van Top racks may just be the watersportsman's dream. The Murray's rack makes it possible to transport two to four sailboards and a Hobie 18 on the roof of your van. And that includes masts and rigs! Without the Hobie, the van racks will carry six boards and rigs. The boat sits on polyurethane rollers which extend off the side of the metal racks and slightly below roof level. Of course this system means you've got to be able to lift the boat on and off the van. HOTLINE reader John E. Storer of Indianapolis uses his mast as a ramp. He places temporary brackets with rollers on each crossbar to slide the boat up and down. In California, a mast cannot extend more than two-thirds of the length of the wheel base beyond a support. Van owners may need to cradle the overhanging mast section with a rear support attached to a trailer hitch to meet this law. Some states may require a special license to carry a boat on top of your van due to width considerations or mast overhang. Conceivably these racks could also be used for car topping if you can accommodate the mast on a trailer with another boat. Steve Murray, owner of Murray's Marine states: "I have driven over 300,000 miles through 20 states with my Hobie 14 and 16 on the roof of my van since 1970. I have been stopped twice and have received no tickets." This system sells for \$250. For more information, contact Murray's Marine, P.O. Box 490, Carpinteria. California 93013. Or call 805-684-8393.

#### Sof Rac

New Wave makes a variety of sailboard accessories including the Sof Rac, a soft roof rack made of polypropylene webbing and polyethylene foam tubes. The rack is made for autos with gutters but can be used on either type by hooking the racks through the window opening. The foam is UV and weather proofed and the hardware is coated to eliminate scratches. The Sof Rac comes with a nylon ditty bag for storage. The Sof Rac retails for about \$28. For more information contact New Wave Manufacturing 5985 SW 44 Court, Fort Lauderdale, Florida 33314. Or call 305-587-2100.

### Madige Italiana

This company offers custom engineered mounting brackets and rack systems for every model of gutterless car so the buyer can be sure of an exact fit. For most cars, this would cost \$66 which includes the complete rack setup. Custom brackets and the bars are also available separately. The sailboard kit, which includes foam pads, straps, buckles and hooks, and a mast holder sells for about \$42 which brings the total to about \$108.

Madige Italiana also sells a variety of options for skis and bikes as well as locks,



add-on gutters and security cables. For more information, contact Madige Italiana, P.O. Box 6252, Laguna Niguel, California 92677. Or call 800-221-6613 (in California 714-499-4843).



### Terzo

Terzo believes they've got the best solution to the "aircraft" door dilemma with their "XTOWER" system which allows the rack to be attached to the interior raingutter under the front doors in two places while spreading the towers and crossbars out along the roof for stability. Terzo uses 40 different styles of nylon adapters to fit the racks on different auto models. Terzo claims that the rack is the strongest available.

The accessories allow drivers to carry bicycles, sailboards, skis, small boats and kayaks in various configurations. Retail prices for Terzo racks range from just over \$100 to a maximum of \$500 for their two-tiered system equipped for skis, bikes and sailboards. For more information write Terzo, 1860 Acacia Ave, Compton, CA 90220. Or, call 800-321-1191 (in California call 213-603-9911).



### YAKIMA

YAKIMA makes one basic rack in several sizes to fit different sized cars. This keeps initial costs down and allows for a variety of options. For example, their 66-inch Tower Rack for guttered cars sells for under \$80. Board cradles, called TLC Saddles, are an additional \$40 and tie-down straps are about \$17. That brings the total to \$136. YAKIMA also makes "aircraft" racks to fit gutterless cars. These are about ten dollars more expensive for the basic model without options. YAKIMA also makes mounts for skis, kayaks, canoes

and they are a leader in mounts for bicycles. Their Bronco Bracket can transform a gutterless car or van into one able to accept gutter-type racks. If you have sold your car, but still own racks, YAKIMA makes conversion kits which change racks to aircraft type or vice versa. The YAKIMA Space Case, similar to the Pod (page 66), carries gear and clothing on top of the racks and is weather sealed. For more information contact YAKIMA P.O. Drawer 4899, Arcata, California 95521. Or, call 707-822-2908.

### Sherpas

This German company offers a rack system, called the *Combi* which allows drivers to carry a small boat, two sailboards and a bicycle all at the same time. If that's a little much (all the options bring the price to the \$250 range), you can stick with the surf-Sherpas for sailboards. The basic system carries two boards and the deluxe model features board supports which will also accommodate booms and masts. A German consumer testing agency rated the components "very good." Options include locking devices for boards with or without centerboard slots, mast locks and a security bar.

If you drive a van, bus or other tall vehicle, investigate the Sherpa Translift system. This allows loading of boards and accessories onto a rack attached to the roof racks but which hangs at eye level over the door of the vehicle. When the equipment is secured, you can push this rack up and onto the regular roofrack via a sliding mechanism. At nearly \$300, the system is expensive, but you may save yourself a lot of climbing. Sherpas racks are available for guttered or gutterless cars. For more information on the Sherpas system, contact Climb High Inc., 1225 Airport Parkway, P.O. Box 9210, South Burlington, Vermont 05401, Or. call 800-451-5127.

### Thule

This Swedish company offers eight different bar and bracket setups for guttered and gutterless cars and vans. Prices range from about \$53 for the basic gutter model to \$88 for the large gutterless rack with locks. The deluxe sailboard option, sells for about \$43 and includes a carrier with rubber pads, mast and boom holders and polypropylene straps with buckles. In all, Thule offers an incredible 40 options for the racks, to fit everything from bikes to lumber, including a boat carrier that adjusts to fit the shape of the hull. This carrier could accommodate a small monohull such as the Holder Hawk, Holder 12 and possibly the Holder 14. The boat carrier option sells for about \$55. For more information, contact North Coast Tarpaulin Works, 8282 Miramar Road, San Diego, CA 92126. Or call 800-231-5180 (800-231-4971 in California).

### Conclusion

Whichever one you choose, just remember that there are a lot of manufacturers out there and a great many options at a wide variety of prices. Keep your needs in mind and buying roof racks won't be torture after all.

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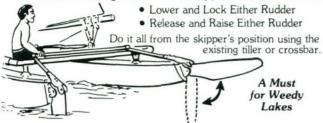
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### **Boards**

60N: 60-liter, epoxy "speed needle" 9 feet by 17 inches. This is a radical speed board for experts. Water starts only. Designed for world class speed racing and fun. It comes with a two-year limited warranty.

80WS: 80-liter, epoxy "wave slalom" 8 feet, 2 inches by 21 inches. Combination high-wind slalom and wave board with unique asymmetrical foot strap positions, can be used in wide variety of conditions where there is enough wind. Two-year limited warranty.

215RS: 215-liter PE "race shape" 11 feet, 8 inches by 26 inches completely new racing shape with the latest features: box rails, double concave, rounded pin tail with new daggerboard and mast track. Designed for entry-level sailors to sport racers. It is very easy and lively to sail and will handle strong wind. Five-year limited warranty.

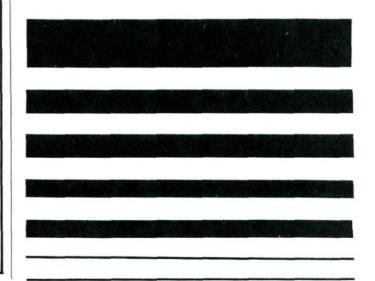
### Sails

New "Slalom Line" by Gaastra. This new racing/slalom sail features a tight luff sleeve for smoother rotation and water starts with the exposed camber inducers. The sail can be modified by removing any combination of the three inducers for a variety of sailing conditions. Sizes (in square meters): 4.0, 4.6, 5.4, 6.3, 7.2, 9.0.

New "Fun Cut-Away" by Neil Pryde. The new cut-away is a recent development in the boardsailing world that allows for easier sailing in gusty wind conditions. A slight negative leech allows for more "twist" when the gust hits. This sail is designed for the recreational sailor who wants a high-performance sail yet one that is forgiving and fun to use. Sizes (in square meters): 5.3 and

### Accessories

As in 1986, Alpha accessories feature mast bags, mast foot covers, travel and equipment bags, harnesses, hats and other new products to be announced.





### Even when it's empty, it's full of good things.

Some of the good things:
2.1-liter fuel-injected engine.
Power front disc brakes.
Power steering.
Steel-belted radial tires.
4-speed manual transmission.
Electronic ignition.
Independent suspension.
Contoured front bucket seats.
Rear-window defroster.

Sliding side door.
Seating for seven <u>and</u>
49.7 cu. ft. of cargo spacethat's the big difference
between the German-built
Vanagon and mini-vans.



