

Hobie **HOTLINE**

NOVEMBER/DECEMBER 1987

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*Sail into
the Holidays*



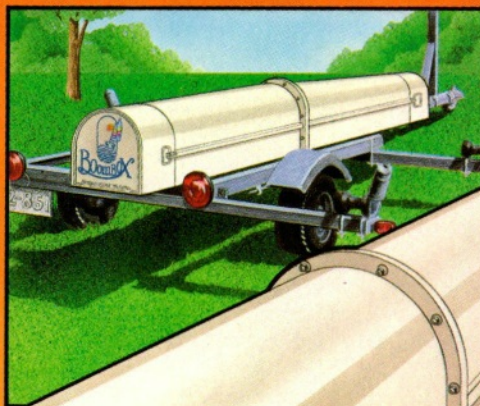
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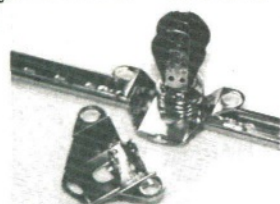
All KISME equipment marked with the ribbon was used by the world's top Hobie sailors on all the boats in the grueling Hog's Breath 1,000-kilometer race around the coast of Florida. All KISME equipment that started the race finished the race in excellent working condition. "Effective yet simple and dependable."

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The OK™ HARKEN® OPTION



Guaranteed lowest possible stack-up for the "conventional" H-16 jib set-up. Harken® racing blocks handle the high loads at the traveler car, where the line must turn and go to the cleat! A must for serious skippers who prefer the stock system. Works with any traveler car trim system. (\$49.95 pr.)

THE KISME CONNECTION



An up-graded tiller extension connector that was REQUESTED by Hobie® sailors. Good for all catamarans! Allows you to firmly TIGHTEN-DOWN the bolt through the crossbar which eliminates "slop" and helps prevent accidental loss. Gives improved "feel". Only \$5.95 for a 3-piece kit to up-grade what you already have. \$9.95 for a complete connector as shown. Also available with a fast pin attached with cable for \$24.95.

THE QUICK™



Fastest, lowest, easiest jib hook-up for Hobie® 14Ts and 16s. A custom ciew clevis with two Harken® ball bearing blocks and a deluxe fast pin. Nothing to fumble, drop or lose. You can even change your H-16 jib clew setting on the water! (\$29.95 ea.)

THE TLC™

ONLY tiller connector that will: hold your tillers in constant alignment, not bind in any position, and give you positive, no-slop tiller response! A must for all Hobie Cats® Satisfaction guaranteed! (\$39.95 pr.)



Specialty Items (custom tailored, not shown)

Conventional main sheet block systems, jib traveler trim kits, and Aussi jib halyards. ALL FEATURE HARKEN® RACING BLOCKS! We can meet your special needs. Call or write.

THE TRAVELER TAMER™ I KIT



Consists of two replacement rollers for the fairlead on top of the main traveler car on the H-14, H-16 and H-17. These larger, ball bearing fairlead rollers greatly reduce trim line friction. Handle up to 7/16" line. Simple, two minute installation! (Rollers only) (\$8.20 pr.)

THE LTD OK-18™

Cleatless, state of the art jib control for the H-18 and H-18M. Guaranteed to work great from any position on the boat! The very low profile — computer designed, cone shaped stand-up spring, and optional bungee actuated block alignment system virtually eliminate "block-flop" found in all the other systems. (\$250.00 pr.)



THE OXEN™ w/Becket



The conventional Oxen™ block jib set-up for the H-18, and other catamarans — using Oxen™ blocks with becket for attaching lines above the blocks. (\$242 pr.)

THE RPM™ KIT (Not shown)

Lock your rudders down the first time everytime! Developed to "save" your down lock cams, your rudder blades, and your patience! Includes 8 thick and 8 thin spacer — 16 total washers that are 2" in diameter. — Plus 4 black aluminum locknuts. Excellent instructions and tune-up tips. A must for serious skippers. (\$6.95 kit)

THE IT™

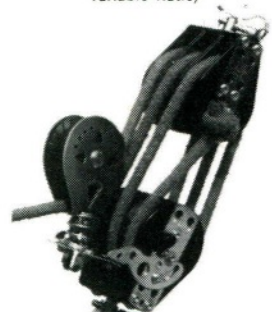


A H-16 jib traveler car that is also a mount for a swivel camcleat — BOTH combined into one unit! Permits up-to-uncleat action, straight-thru sheeting, and super low stack-up. Inexpensive up-grade for old and new boats. Uses any traveler car trim system. Rated to 300 pounds of load. The "IT" cars alone are \$26.95/pr.

The "ITs" equipped with standard swivel plates, oversized stainless lined bullseye fairleads, and Harken® #150 cleats are \$85/pr.

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(CVR = Cleatless
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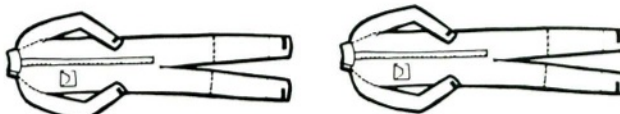


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Hobie **HOTLINE**

November/December 1987

Volume 16 Number 6



Patrick McDowell

FEATURES

20/Tuck Your Hobie in for the Winter

It's Hobie hibernation time again. Here's how.

22/Give Yourself Some Hobie Credit

Make your favorite purchases with a Hobie Card and support Hobie sailing.

25/Ask the Expert

John Hackney has more good advice for do-it-yourselfers.

26/This Is Handicapped?

Don't let these sailors' disabilities fool you.

28/The Dawn of a New Era

It's here, the ultimate Hobie racing machine.

46/The Straight Line on Ropes

You may not think about them, but they are a sailor's best friend.

63/Sailboard Safety: A Practical Matter

Just use a little common sense to make boardsailing safe.

REGATTA REVIEW

34/Hobie 18s Serve Perch, Blue Goose and Bulk

It was an unusual national championship all the way around.

40/Baddeck Hosts Canadian Championships

Canada's best gather in this beautiful town.

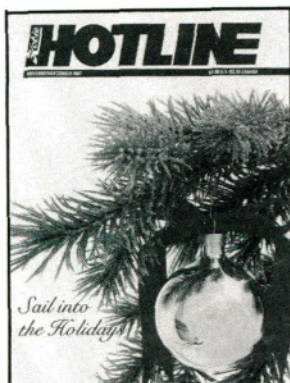
42/Fun for Figueroa on the Mediterranean

Enrique wins Spain's most enjoyable Hobie event.

DEPARTMENTS

- 6/Hobietorial
- 11/Letters
- 14/Briefs
- 51/Hobie Racing
- 70/Hot Products

ON THE COVER



Will Gibson's photography reminds us that even if winter is creeping in on the northern hemisphere, we can still keep a Hobie attitude.

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PUBLISHER
Bonnie Hepburn

EXECUTIVE EDITOR
Brian Alexander

CONTRIBUTING EDITOR
Dick Blount

ART DIRECTOR
Shawn Rogers

HOBIE RACING DESIGN
Jylian Crandell-Brady

CIRCULATION/ADVERTISING MANAGER
Judy Schneider

CIRCULATION ASSISTANTS
Carol Kensler
Pat Powell

CONTRIBUTORS
Guy Motil • Will Gibson • Maria Jose
Hyman Rudoff • Paul Kennedy • Tom King
Nancy Crowell • Pat McDowell
Francie Jarvis • Paul Jamieson
Bill Baldwin • John Hackney

HOBIE CLASS ASSOCIATION
Miles Wood, Director
Bill Baldwin, Holder Racing
George Clayton, Alpha Racing
Kym Kymlicka, Hobie Racing
Cindi Brinker, Regatta Secretary

PRINTER
American Web Offset, Denver

COLOR SEPARATOR
Colorbar, Anaheim

TYPESETTING
Central Graphics, San Diego

HOTLINE PUBLICATIONS
P.O. Box 1008
Oceanside, CA 92054
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by Bonnie Hepburn

Batten Down the Hatches

Putting out a magazine can be a strange experience sometimes. For example, here I am writing these words for the November/December issue of HOTLINE while it's 90 degrees in the shade. It can be a little hard to communicate a lot of Christmas spirit while you feel like going to the beach to show off a tan in your skimpiest bikini. But we always have to look several months ahead.

Speaking of looking ahead, check out the new Hobie! That's right, there's another new Hobie, the Hobie 21, soon to be bolting through your waters any day now. For the scoop, see "Dawn of a New Era."

One way we have looked into the future is with our HOTLINE survey. It's on the opposite page. Occasionally we survey our readers to find out how they like the job we're doing, what they like about the magazine, what they would like to see happen with the HOTLINE and so on. Other than our "Letters" section, it's the best way we have to stay in touch. We want to put out the best magazine we can for our readers, so your input can really help us supply the kind of product you want. Please take the time to fill out the survey honestly. There's a postage-paid subscription envelope in this issue. Just fold the page into the envelope and drop it in a box. Next year, you might see some of your suggestions and responses change how we put this magazine together!

We've begun to receive responses from our fleet event contest and are looking forward to more. Remember, if your fleet has put on an event that was particularly successful and involved non-racing activities, send us the details and photographs in the form of 35mm color slides or black and white glossy prints. Your fleet could win \$100. The deadline for entries has been extended to December 1, 1987, but hurry and mail yours in now. And don't forget our "Hot Spots" contest!

We've got a lot for you to mull over in this issue—everything from the fun to the inspiring. First the fun, namely the Fourth Mediterranean Hobie Fun. We haven't heard much about it in the United States, but the Spanish do a bang-up job in putting on a more relaxed version of the Hog's Breath 1000. This event places equal emphasis on a good time as well as good sailing. We think international Hobie trav-

elers should put this event on their 1988 calendar. See "Fun for Figueroa on the Mediterranean" for the details.

For inspiration we have a brief story and photos on two sailors, who, by their example, can teach everyone a lesson. One sailor is a quadriplegic. The other is blind. But both of them are achievers and both enjoy the fun of Hobie sailing. Their stories reinforce the idea that "handicapped" is the wrong word to use for many people who have lost the use of parts of their bodies.

Now, we know that an article on ropes may not be the most exciting thing you'll ever read, but think about it. Ropes are everywhere in the world of sailing and some sound advice about them can help every sailor, racer and cruiser alike. The best piece we've ever seen about ropes appeared in *SA/L* magazine in August of 1986. The editors of *SA/L* graciously granted us permission to reprint for you.

If the piece on ropes inspires you to do a little shopping for your favorite sailor's Christmas present (How about a HOTLINE subscription, a Hobie calendar, and all the other products displayed by our advertisers?) you may be able to use your new Hobie credit card. That's right, a Hobie credit card, with all the powers of a MasterCard. We've included more information about the Hobie Card in this issue. It sounds like a great idea to us.

We've also got a report on the Hobie 18 U.S. National Championship, the Canadian Hobie Nationals, some advice on staying safe when boardsailing, and much more. Ya'll remember to have a very Merry Christmas. Me, I'm going to the beach!

Bonnie

READER SURVEY

Over the years, the **HOTLINE** has surveyed our readers to find out more about them. Since the **HOTLINE** is meant to serve the interests of you, our readers, we need to know this information to continue providing you with the articles and stories you want to read. Understanding your likes and dislikes and hearing your praises and criticisms helps keep us on track.

Please take ten minutes to fill out this survey. When you're finished just enclose it in the postage-paid subscription envelope you'll find bound in this issue. Return your survey by December 30, 1987. All survey responses will be held confidential. Thanks for helping.

1. What is your sex? **a.** ____ Male **b.** ____ Female

2. How old are you?

a. ____ 19 or under **b.** ____ 20-24 **c.** ____ 25-30

d. ____ 31-34 **e.** ____ 35-37 **f.** ____ over 37

3. What is your marital status?

a. ____ Married **b.** ____ Single

4. What state do you live in? _____

5. What is your annual household income?

a. ____ less than \$15,000 **b.** ____ \$15-24,000

c. ____ \$25-49,000 **d.** ____ \$50-75,000

e. ____ \$76-\$100,000 **f.** ____ over \$100,000

6. What is your occupation? _____

7. What model Hobie/Alpha do you own? _____

8. What is your sailing ability level?

a. ____ Beginner **b.** ____ Intermediate

c. ____ Advanced

9. What material would you like to see more of in the

HOTLINE? **a.** ____ Features **b.** ____ Racing tips

c. ____ Photos **d.** ____ Technical/Tuning articles

e. ____ Other If other, please specify. _____

10. What brand or model of boat/board did you learn to sail on? _____

11. Have you owned other Hobies or Alphas?

a. ____ Yes **b.** ____ No

If yes, which model(s)? _____

12. How important was warranty in influencing your buying decision? **a.** ____ Very important

b. ____ Important **c.** ____ Minor importance

d. ____ No factor

13. Does your dealer have the equipment you want in stock? **a.** ____ Yes **b.** ____ No

14. How would you rate your dealer's service?

a. ____ Excellent **b.** ____ Good

c. ____ Satisfactory **d.** ____ Poor

15. How do you rate the **HOTLINE**? **a.** ____ Excellent

b. ____ Good **c.** ____ Satisfactory **d.** ____ Poor

16. What type of sailing do you do most?

a. ____ Cruising **b.** ____ Racing **c.** ____ Hotdogging

17. What aspects of sailing are most important to you? (Check all that apply.)

a. ____ Fun **b.** ____ Speed **c.** ____ Action

d. ____ Skill **e.** ____ People **f.** ____ Quality

g. ____ Name brand **h.** ____ Thrills **i.** ____ Events

j. ____ Image **k.** ____ Hassle free

18. Please rate the performance of your Hobie/Alpha.

a. ____ Excellent **b.** ____ Good

c. ____ Satisfactory **d.** ____ Poor

19. Please rate the quality of your Hobie/Alpha.

a. ____ Excellent **b.** ____ Good

c. ____ Satisfactory **d.** ____ Poor

20. Do you expect to buy another Hobie in the future?

a. ____ Yes **b.** ____ No

If yes, which model(s)? _____

21. How important is the Class Association to you?

a. ____ Very Important **b.** ____ Important

c. ____ Minor Importance

22. Do you belong to a fleet?

a. ____ Yes **b.** ____ No

If no, are you interested in joining a fleet?

a. ____ Yes **b.** ____ No

23. Are you interested in combined activities with local Alpha and Hobie sailors?

a. ____ Yes **b.** ____ No

24. How do you rate the events that are run by the Class Association? **a.** ____ Excellent **b.** ____ Good

c. ____ Satisfactory **d.** ____ Poor

25. Rank these parts of the **HOTLINE** starting with 1 as the best score, and 10 as the worst, according to how much you like them.

____ Major championship features

____ Maintenance/Ask the Expert features

____ Travel/New places to sail features

____ Photo essays

____ Alpha features

____ Racing/Tuning tips

____ Hobie racing

____ Rules features

____ Product reviews

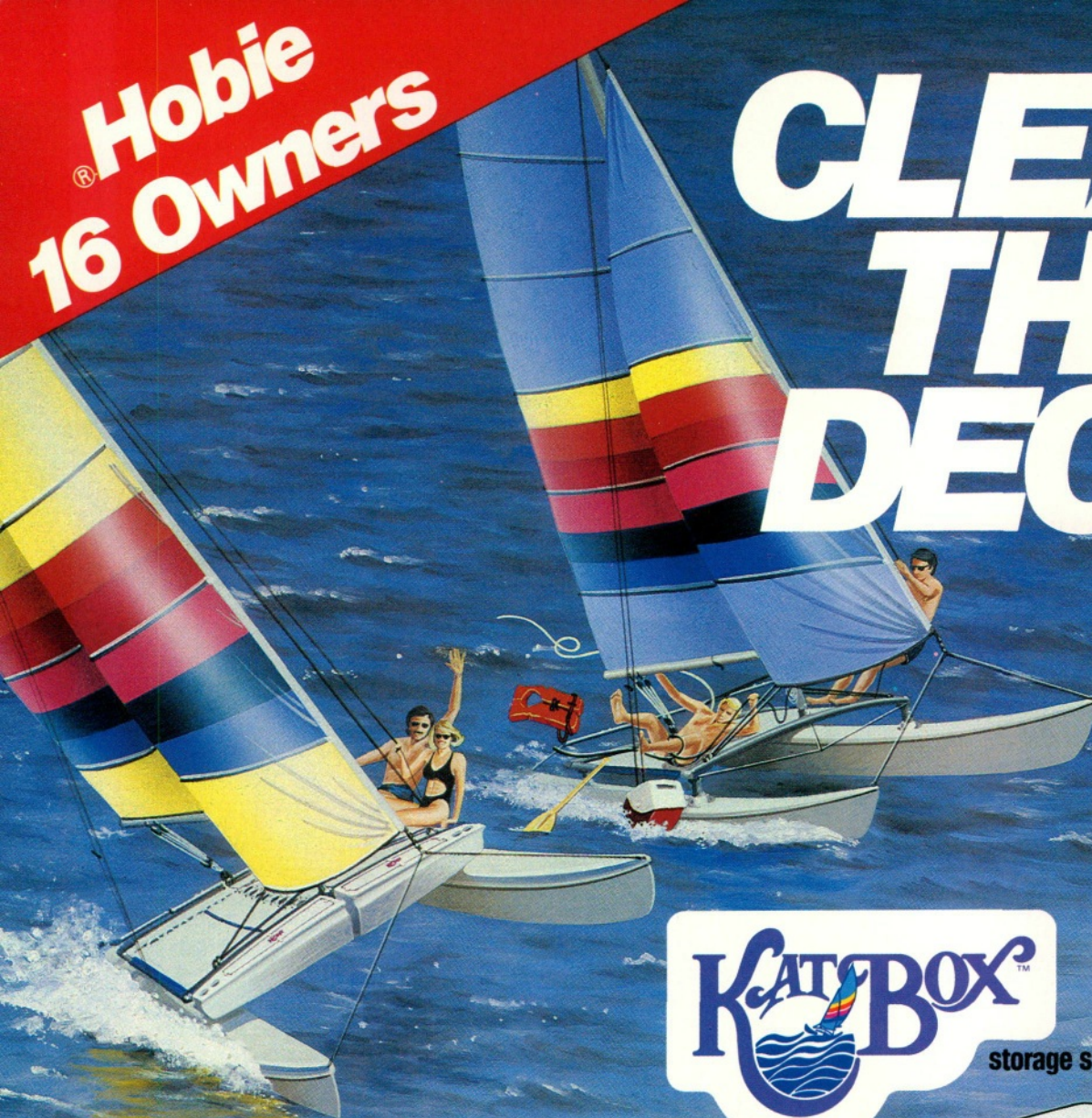
____ Cruising tips

26. Please indicate how you feel about including sail-board articles in the **HOTLINE** **a.** ____ Enjoy a lot

b. ____ Like **c.** ____ Neutral **d.** ____ Never read

**Hobie
16 Owners**

CLEAR THE DECK!



storage system

- Provides storage for valuables, life jackets, wet suits, paddles, and other accessories.
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- No alterations to the boat are required.
- Has minimal influence on boat's handling.
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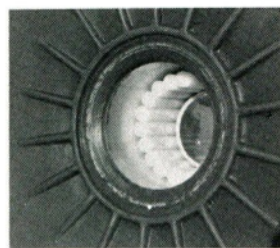


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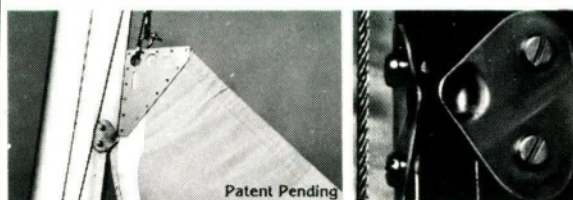
- Increases axle length 6 inches and returns to normal length by changing clevis pin.



CAT CRADLES — \$129.00/PAIR

- Recommended for round bottom hulls to distribute weight. Made of form fitting fiberglass, padded to protect hulls.

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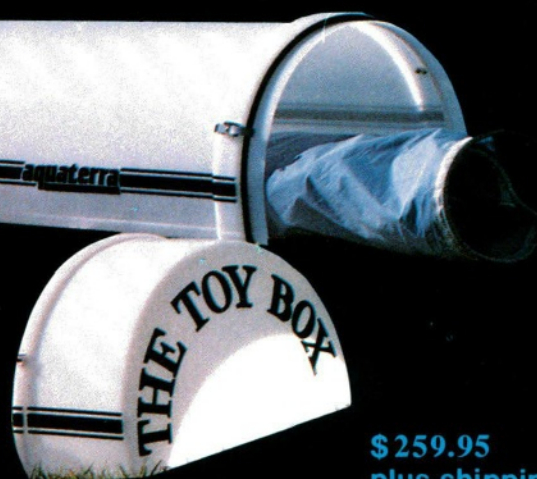
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LETTERS

You've Got it Backwards

In your May/June 1987 issue most of the pictures are backwards. The sail numbers are mirror image.

Curtis Smith
Bloomington, California

Editor's Note: Most of that backwards imaging was intentional due to design considerations.

Article Request

I have an idea for an article that would help me a lot. Do a story on how to tune your jib. How far does one rake the mast when setting up? Which holes are good for which conditions when attaching the jib sheets to the clew of the jib. What are good positions for the jib sheet clamps along their tracks?

I think your magazine is great. I really liked the action pictures in the July/August '87 issue.

Doug Peterson
Gainesville, Florida

Editor's Note: Good idea; look for it in a future issue.

A Close Call

Enclosed you will find a recent newspaper article on a recent regatta held in New Bedford, Massachusetts, July 25-26, that was very successful but could have turned to disaster for one person.

Keep up the good articles but I wish you would publish more cruising articles on localized groups that cruise rather than race. I think most dealers are aware of these groups and where they are located. It would be nice to see some cruising articles on the Great Lakes, New England and the East Coast areas rather than the same western locations that dominate the print.

The Gooseberry Neck Crew
Westport, Massachusetts

Editor's Note: The Gooseberry Neck Crew enclosed an alarming photo of a Hobie Cat whose mast had run smack into low voltage power lines. Thanks to line insulation, there was no discharge and nobody was injured. However, the mast missed a high voltage line, and a serious accident, by inches. The reason? The sailor was in a hurry to leave the beach. Please be careful. Look up! As for locations, we are expanding our coverage as evidenced by "Florida by Sail" in November/December 1986 and an upcoming story on Rhode Island.

Praise for Miles Wood

I have been racing a Hobie 18 for a little over five years now. In fact my first sailing experience was when I bought my first Hobie 18. I have had the good fortune to attend three nationals and a worlds. I would like to commend the World Hobie Class Association for their choice in Miles Wood as director. He has brought new life to those of us who still struggle in the back of the fleet. Miles Wood's personal commitment made nationals and worlds a great time with a relaxed atmosphere. He has at the same time maintained the high level of these competitive events. I also would thank the many other people who helped. In Miles's words "You know who you are." I would encourage more sailors to try a nationals not only for the fun of it but to improve their skills.

This year a format was tried that was new to me, an open national with all the competitors racing the whole week. I think this was a real plus and the only down side is that there should be some kind of recognition to those sailors that supported and attended divisional point regattas. I heard an idea about a gold and silver fleet kicked around. We need a better way to communicate between the World Class Association and the divisions. The fleets should be able to effect change through the division before action is taken by the World Class Association. An example is scheduling due to some divisions' early planning and short sailing season. Maybe this could be done through the HOTLINE rather than just a copy of minutes or an announcement of the event. If somehow I have missed this I apologize. We do understand that it is not always possible due to the logistics.

Last but not least I have enjoyed the HOTLINE ever since I have owned a Hobie. Keep up the good work. The inclusion of the Alpha boards was okay by me. I just think someday they will get tired of sailing alone and buy a Hobie to race.

James B. Frederick
Port Clinton, Ohio

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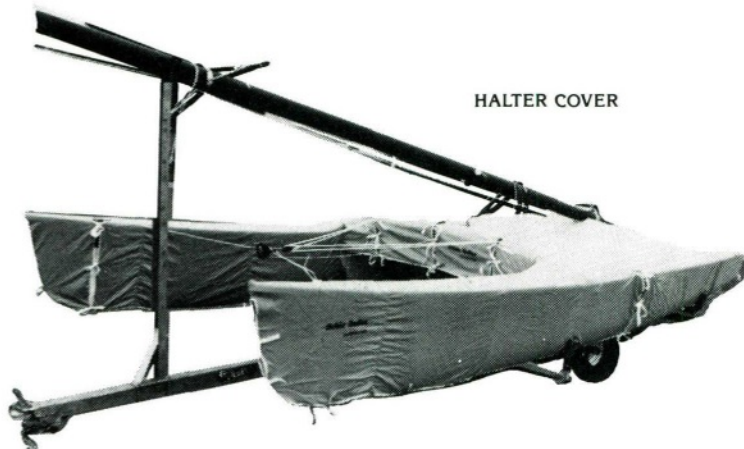
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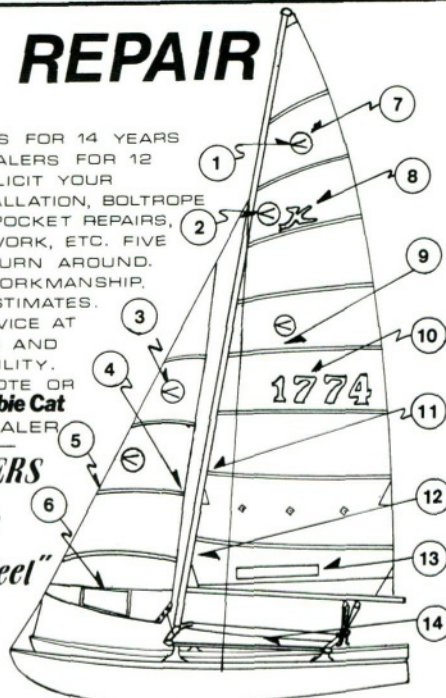
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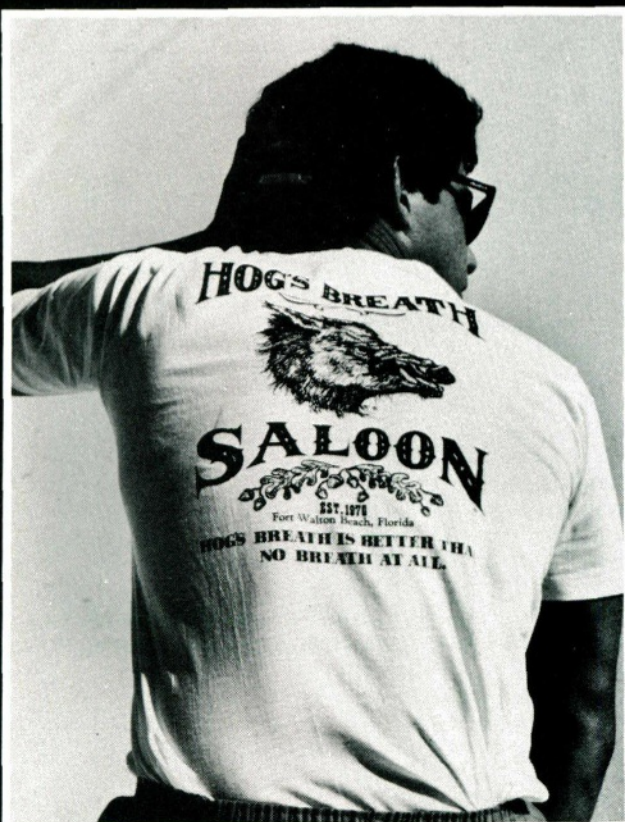
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Free! Russ Gregory, a Hobie and Alpha dealer in Key West, Florida has probably set a record for the number of people his dealership has introduced to the sport of sailing. In all, Gregory estimates 1,200 middle school students have taken advantage of his free sailboard classes.

Horace O'Bryant Middle School in Key West has offered activity physical education classes for years. In 1983, the school's coach, Lenny Carey—who is a member of Hobie Fleet 71—thought it would be a good idea to offer sailing. Originally, Hobie Cats were used, but since it was necessary for an adult to sail on each boat, Gregory and Carey soon found themselves short of volunteers. Now Alphas are used exclusively.

Coach Carey begins the students' education with dry land classes using written material, videos and refresher quizzes. Then the students pile into buses and head for Gregory's beach where he supplies boards and instructors free of charge.

"When you see those kids jump out of those buses and head for the sailboards it's a sight," says Gregory. In fact, that's why he takes the time and trouble. He just likes seeing the kids have a good time. After the two-hour class is over the students regret to leave. "I really enjoy this" claims Gregory, and he goes on to boast that Horace O'Bryant is the only school in the state of Florida which has received national recognition for conducting on-the-water instruction. Teaching the students is part of Gregory's strategy for "teaching all 30,000 people on Key West to sail."

Gregory stresses the importance of complete paperwork such as accident releases and parental permission. He leaves most of that to Carey who works with the school's mechanisms to assure adequate documentation.

Other schools and dealers around the country can also start their own cooperative efforts. If you are a teacher or a Hobie/Alpha dealer who is interested in learning about the program in Key West, Carey has generously offered to supply information and advice. Write to Lenny Carey, 909 Catherine St., Key West, Florida 33040.

Hobie 17 Weight Ruling

The rules committee of the World Hobie Class Association, after listening to the many comments from sailors about preferences for Hobie 17 weight classifications, has devised the following rules to ensure fair sailing at regattas. These rules are now in effect.

1. At a regatta where there are five or less boats entered in a Hobie 17 fleet, the minimum crew weight is 165 pounds (74.8 kgs). This crew weight is in accordance with WHCA rule 17.4.
2. At a regatta with six or more boats entered there will be two weight categories, light and heavy. To determine the categories, arrange all entries after close of registration according to their weight from highest to lowest. Then, split the fleet in half at the median weight and you have it: lights and heavies.

Everybody in a fleet starts and races together. Finishing positions are recorded in normal sequence of finishing. At the end of a regatta you will have winners in both categories, light and heavy, plus an overall winner (lowest score).

This concept is not new to sailing. It has been used by boardsailors with a great deal of success. In sailboards, the weight (mass) is far more of an issue than in catamarans, and this system offers the least amount of discrimination based on weight. The WHCA is always interested in hearing the sailors' ideas. Feel free to express your thoughts, but bear in mind that until further notice, this is the class rule. Happy sailing!

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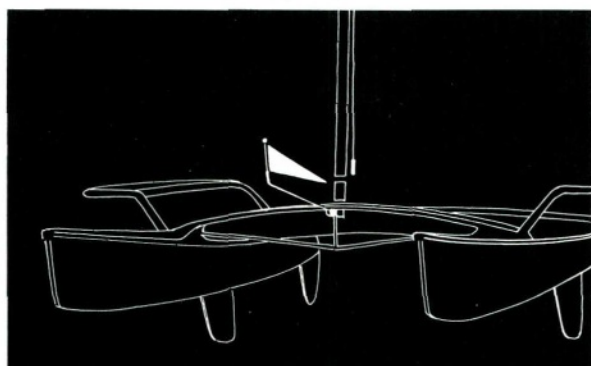
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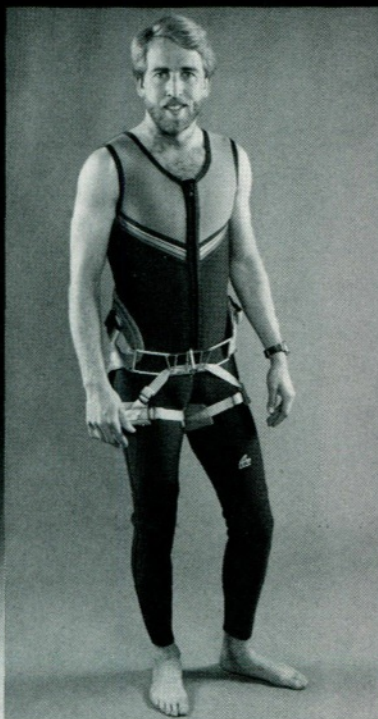


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Murray Standard Trapeze Buckle. (not shown) 4" wide stainless buckle features a low-profile hook with replaceable plastic retainer. #01-0134



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**TUCK
YOUR
HOBIE
IN FOR THE
WINTER**



It happens every year. Summer blends in with fall and fall blends in with winter. Then, for many Hobie sailors, it's time to put the boat away and look longingly at temperature charts in the newspaper to find out where sailors might be enjoying warm weather and sunny skies. Sometimes winter can seem to last for a whole year. But cheer up, there are ways to beat the winter blues. You can always look through old issues of the HOTLINE and find photos of summer sailing. Or, you can do something more constructive, like maintaining and storing your boat so that you can practically hop right on when spring comes around.

You long-time sailors will probably know most of this information, but a little review wouldn't hurt. Sailors who have only had their boats for one or two years will surely benefit from these helpful hints, none of which require much expense or time. Unless you can store your boat in a garage, these steps should be done before the snow flies.

Let's say you've just come home from what you know will be the last sail of the year. While you're unpacking the gear and unhitching the trailer, check all shrouds and halyards for kinks or broken strands. Fraying wires mean they are about to go completely and you don't want that as a spring surprise. Discard worn wires and visit your Hobie dealer. Be sure to examine the Swedge and Nicro fittings for signs of corrosion.

If you have sailed a lot in salt water over the past summer, check the Hobie 14 chain plates for signs of electrolysis. If you find a good deal of corrosion, pop out the old rivets, move the chainplate a little, seal the area with non-conducting silicone and pop in heavy-duty stainless rivets. Check your dolphin striker for fatigue and be sure that all nuts are tight.

Take a good look at your Hobie 18 and Hobie 17 board wells. Have any small cracks developed over the summer? If so, reseal them. If you spot large faults, the area may need new fiberglassing.

Check your rudder pins. Are they badly worn? Then replace them. Are the rudder blades full of nicks, deep scratches or cuts? Then replace them or resand and build up gouged areas. Are there any cracks around the gudgeons? Then repair them. Is the tiller swivel joint too loose and sloppy? Maybe you should replace it. Be sure to remove the trampoline. It'll add years to its life if it doesn't have to remain stretched during the winter months. Store it inside the house.

Check every rivet on your boat. A full summer of rigorous sailing can stress them a little, especially if you own an older model. If some rivets need replacing, drill

the old ones out, dab on some silicone sealant and pop new ones in. You'll be fully sealed. See your dealer for a rivet gun. He may have one he will rent or loan to you.

Shackles can loosen over the summer, so check these and tighten them if necessary. Examine your blocks to be sure they still ratchet and to see if the cams still work properly.

Now spend some time on your mast. First, and most important, be sure there is no accumulated water inside the mast. Freezing water can be incredibly powerful and can split a mast open. If you've got water, drain it, and reseal the mast with silicone. Check the sail track for burrs that can snag the sail. Clean your mast thoroughly. Remember, when storing Comptip™ masts, the sail track must be facing up with no weight resting on it.

Go over your sails to see what a summer of sailing may have wrought. First, clean your sail by spreading it out flat and applying dish soap and cold water to form suds. Use a medium, not stiff, bristle brush to scrub out dirt. Stains that have set are probably there to stay, so don't keep scrubbing on them. Rinse it completely, and hang it to dry. Check the batten pockets for parted seams. Check the grommets on the clew and tack for excessive wear. Apply parafin to the bolt rope so you don't have to do it in the spring. It'll last through the winter. Be sure to store your sails out of the weather, preferably in the house or the garage. Like the trampoline, they'll last much longer if they don't have to suffer through constant freezing and thawing.

Check your battens for cracks or signs of wear that may have sharpened them. Round them off with sandpaper to prevent chafing or pocket "poke through" next spring.

Now to store the boat. Once again, remember to keep all fabrics, meaning the trampoline and sails, out of the weather. Second, completely drain your hulls. Let them dry or use a hair dryer to blow them dry. This can be very important for the same reason the mast must be drained. If water freezes in the hulls, you could have a big disappointment come spring. Put the hull plugs back on and lubricate the outside of these to help prevent melting snow or rain from getting between the plug and the hull. Keep in mind that you should not store your boat at anchor.

Hobie 17 (and any Hobie 21) sailors must remember to plug or cap the wing sockets. Once again, the object is to protect against water which could gather, freeze and cause damage.

If you own a vinyl boat cover, use it. If not, then park your boat where you can

safely forget about it for the winter and cover it with a large sheet of heavy, opaque plastic. Tent the plastic to form an "A" shape. The opaqueness will keep out the sun, and the shape will allow snow and rain to fall away from the boat rather than building up.

These chores ought to keep you busy for a while and help take your mind off winter. There will be more chores of course, but they can wait until the spring. Try using this handy checklist to guide you through the jobs. Then say goodnight to your Hobie. It deserves the rest. *SL*

Maintenance Checklist

Hulls

- ☐ Drain and dry hulls.
- ☐ Check for cracks, especially in and around board wells.
- ☐ Check rudder assembly, gudgeons, tiller swivel.
- ☐ Check dolphin striker and chainplates.
- ☐ Check rivets. Replace worn or loose ones.
- ☐ Remove the trampoline and store indoors.

Mast and Rigging

- ☐ Check all wires for wear and frays. Replace if necessary.
- ☐ Check all lines and ropes. Replace if necessary.
- ☐ Check and clean blocks.
- ☐ Drain water from mast. Reseal if necessary.
- ☐ Check all shackles for wear.
- ☐ Store Comptip™ masts with the sail track facing up.

Sails

- ☐ Remove battens. Round off sharp edges.
- ☐ Repair rips and pulls and replace worn grommets.
- ☐ Clean the sails; let dry.
- ☐ Apply parafin to the bolt rope.
- ☐ Store sails indoors.

Storage

- ☐ Plug Hobie 17 and 21 wing sockets.
- ☐ Check again for water in the hulls.
- ☐ Cover the boat with heavy-duty, tented plastic or boat cover.



Facsimile

GIVE YOURSELF SOME

HOBIE CREDIT

BY DOUG CAMPBELL

This article is an appeal to sailors and all those who love sailing to sign up today for the new "Hobie Card" MasterCard. Conveniently, you'll find an easy-to-complete application form on the opposite page. I can hear some of you right now saying, "Not another one! Why should I go through the hassle of filling out a new credit card application when I've already got good plastic with my present card?"

The answer is real simple. This card—the "Hobie Card"—is a "not-for-profit" affinity credit card. All the funds Coast Catamaran receives from the usage of the card (after direct expenses) go toward our regatta and class association programs for our sailors.

The company makes this firm, long-term commitment to all "Hobie Card" users: Every dollar received by Coast Catamaran as its share of the funds generated from usage of the "Hobie Card," less direct Coast Catamaran expenses, will be applied against sailing regattas, fun events and class association activities. None of these funds will be applied to full-time Coast Catamaran employee salaries or to subsidize or enhance any other non-regatta-related company expenses or to directly enhance company profit.

In other words, the "Hobie Card" is *your* card! Your usage of the card will directly or indirectly benefit yourself and the other sailors using Coast Catamaran products. To ensure both fair allocation of funds earned by the credit card and independent oversight of income and

expenditures, the company plans to set up a "Hobie Card" board of governors. The board of governors will consist of the following people: the Director of the Class Association, the President of Coast Catamaran Corporation, the elected President of the United States Hobie Class Association, a racing sailor, and a non-racing, or at least non-A fleet, sailor. The latter three people will not be company employees.

The primary function of the board of governors will be to provide overall policy guidance on how any generated funds (after expenses) are spent to support the regatta program. The Director of the Class Association will have day-to-day responsibility and control of the money. The second function of the board, of course, will be oversight review of how the funds have been used (No shredders allowed!) and to report periodically through the HOTLINE to owners.

So much for the "Hobie Card" concept and how any resulting commissions will be used and controlled. What about the card itself? Is it a good one? Is it worth applying for? And, most important, worth using?

The straight answer is a resounding "Yes!"

The company shopped long and hard with several of the top affinity credit card companies before deciding upon The Group Card as the affiliate to handle the "Hobie Card." We have negotiated a heck of a deal! Compare these features to any credit card you now have:

- The Card is named "Hobie Card" and features a four-color photo of a Hobie.
- The Card is a MasterCard and usable worldwide!

- There is no annual fee for at least two years.
 - Check out the very competitive interest rates and compare.
 - You have a choice between variable or fixed interest rates.
 - Airline tickets purchased with the card carry \$200,000 worth of carrier life insurance.
 - Cash advances are available at over 112,000 locations worldwide.
 - You can get a free second card for family members.
 - Discounts on rental cars.
 - There is no finance charge if the previous month's balance is paid in full by next billing date.
 - Available skip-payment option in months designated by the bank.
 - A financially strong and reputable financial institution issues and controls the card.
 - Customer service has an available toll-free 800 number.
 - There are no limitations on states where the cards can be issued.
 - The "Hobie Card" includes all the benefits of being part of the MasterCard family.
- Not bad, huh? Can you imagine a sailor owning a Hobie Cat, a Holder monohull, or an Alpha sailboard and not wanting one of these very distinctive cards? Let's not forget crews, families, friends and future sailors, either.
- When Hobie Alter heard about the "Hobie Card" program, he thought it was a great idea! He's going to have one. How about you?

Help Us Help You To More Sailing Fun!



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**YES, I would like a Hobie® Card MasterCard® with
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I wish to apply for a (check one):

___ **Variable Rate Account.** Rate varies with adjustments in prime rate. Requires minimum \$18,000 yearly income. If I do not qualify for the variable rate account, I wish to be considered for a fixed rate account.

___ **Fixed Rate Account.** Interest rate remains constant. Requires minimum \$12,000 yearly income.

Please see below for terms and conditions on each account.

APPLICANT		NAME		PRESENT ADDRESS		CITY, STATE, ZIP		HOW LONG YRS. MOS.	
BIRTH DATE	SOCIAL SECURITY NO.	HOME PHONE ()	OWN <input type="checkbox"/> RENT <input type="checkbox"/> OTHER <input type="checkbox"/>	MORT./RENT PMT. \$	NAME & ADDRESS OF NEAREST RELATIVE NOT LIVING WITH YOU			PHONE ()	
PREVIOUS ADDRESS		CITY, STATE, ZIP	HOW LONG YRS. MOS.	PRESENT EMPLOYER		HOW LONG YRS. MOS.	POSITION/MIL. PAYGRADE	MO. SALARY \$	
PRESENT BUSINESS ADDRESS			CITY, STATE, ZIP	BUSINESS PHONE ()	*OTHER INCOME & SOURCE				
PREVIOUS EMPLOYER			PREVIOUS BUSINESS ADDRESS			CITY, STATE, ZIP	POSITION	HOW LONG YRS. MOS.	
CREDIT REFERENCES AND COMPLETE LIST OF ALL DEBTS NOW OWING. (Attach sheet if more space required.)									
NAME		ADDRESS		ACCOUNT NO.		OPENING DATE		BALANCE MONTHLY PMT.	
BANK WITH - CHECKING		CITY		STATE		ACCOUNT NO.			
BANK WITH - SAVINGS		CITY		STATE		ACCOUNT NO.			
CO-APPLICANT		NAME		ADDRESS		CITY, STATE, ZIP		HOME PHONE ()	
BIRTH DATE		SOCIAL SECURITY NO.		CO-APPLICANT EMPLOYER		BUSINESS ADDRESS		CITY, STATE, ZIP	
BUSINESS PHONE NO. ()		POSITION/MIL. PAYGRADE		MONTHLY SALARY \$		HOW LONG YRS. MO.		*OTHER INCOME & SOURCE	
APPLICANT'S SIGNATURE				DATE / /		CO-APPLICANT'S SIGNATURE			
						DATE / /			
*ALIMONY, CHILD SUPPORT OR SEPARATE MAINTENANCE INCOME NEED NOT BE REVEALED IF YOU DO NOT WISH IT CONSIDERED AS A BASIS OF REPAYMENT									

If applicant or co-applicant has obtained credit under another name within the past three years, explain on a separate sheet and enclose with reply.

Variable Rate Account: The finance charge for cash advances and other charges is computed at a variable rate equal to the Sovran Bank, N.A. prime rate plus 8%. For example, on June 17, 1987 the prime was 8.25%, so the APR was 16.25%. Finance charge on cash advances accrue from the time of the advance. No FINANCE CHARGE is imposed on purchases of goods and services if payment in full of the unpaid balance is received prior to the next billing date. You must qualify for a \$1,500 credit line on this account to receive the variable rate. A fee of 75¢ will be charged to your account if you use your card at any automated teller machine not owned by Sovran Bank, N.A. or an affiliate bank. After the first two years, the annual membership fee will be the standard fee in effect at that time for the variable rate account. The present annual fee is \$18.00.

Fixed Rate Account: The finance charge for cash advances is 12% APR plus a charge equal to 2% of each cash advance, and is imposed at the time of the advance. On all other charges a finance charge of 18% APR is imposed if payment in full is not credited by the due date. After the first two years, the annual membership fee will be the standard fee in effect at that time for the fixed rate account. The present annual fee is \$15.00. No FINANCE CHARGE is imposed on purchases of goods and services if payment in full of the unpaid balance is received prior to the next billing date. A fee of 75¢ will be charged to your Account if you use your card at any automated teller machine not owned by Sovran Bank, N.A. or an affiliate bank.

Credit approval is subject to normal credit qualifications and policies of Sovran Bank. The actual credit limit on your account is assigned by the bank based on verifiable income, and may be higher or lower than the amount indicated.

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to support Hobie®'s regattas, fun events
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That's right! Every dollar received
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Hobie® fanatics with more sailing
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- No annual fee for the first two years.
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Carry the card that shouts
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Apply today!

Under the terms of our agreement, Coast Catamaran will apply all net earnings directly to Hobie®, Alpha®, and Holder® sailing program activities. No salaries or other corporate expenses will be deducted.

- Acceptance by over 4 million merchants in 140 countries worldwide.
- Free second card for co-applicant.
- Skip-payment option allows qualified cardholders to skip payments during designated months.
- Discounts on rental cars from National Car Rental.
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If you or your group would be interested in creating other cards, contact: The Group Card, Inc.,
P.O. Box 8157, Virginia Beach, VA 23450.

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UNITED STATES

ASK THE EXPERT

by John Hackney



Creepy Hobie 16 Mast Chip

Any advice you can give on getting a Hobie 16 to accept mast chips would be appreciated.

I have a 1987 Hobie 16 which never has retained a mast chip for more than 15-20 rotations of the mast. I have tried repositioning chips in every conceivable starting position. I have tried all sorts of chips, thick, thin trimmed (smaller diameter) and partially preformed (by using them first on another boat). Nothing has worked.

Naturally, since chips literally squeeze completely out of the ball and socket joint, I have had metal-to-metal contact and some gouging.

Yates Dowell III
Alexandria, Virginia

Mast chips creeping out from under the mast base are a problem as old as the Hobie Cat itself. (Funny how the boats get older but we never do!) Anyhow, many different companies have marketed a variety of chips over the years. Some of these include molded chips that are already in the shape of a cup and chips with a tab at the bottom which after drilling a hole in the mast base may hold the chip in place. Most of these commercially produced chips work well enough to prevent the chip from sliding out from under the mast, but you may like to read on.

Originally the mast chip was not as troublesome as it has been in the last few years. The culprit is probably mast rake.

Raking the mast for more boat speed causes the mast chip to work its way out quickly, sometimes only after a few tacks. The easiest solution to this problem would be to use less mast rake. Only kidding. The second reason for mast chip creep, this one being correctable, is a rough mast base. The mast base is made by a casting process and often has a rough finish. This problem may be solved by filing or sanding the mast base so it can rotate on the mast chip easily. The mast chip should not rotate in the mast step (the part attached to the cross beam). Ideally, rotation should take place between the mast base (the part attached to the mast) and the chip. The mast chip also should be positioned dead center to the rotation of the mast base once the rig is tensioned for sailing. This usually means the chip is initially positioned a little forward of center in the mast step.

Another problem with mast chips is premature wear. This wear is caused by the dolphin striker rod which screws up through the bottom of the mast step. Often the rod is not flush with the mast step causing the chip to wear quickly. Eliminate this problem by filling any cavity created by the dolphin striker rod with epoxy (Marine Tex works well) and sand smooth. This will increase the life of the mast chip substantially.

Now to summarize the solutions, not necessarily in order of preference, sand or file mast base smooth, center chip under mast base, fill void usually left by dolphin striker rod in mast step, or try other than stock mast chips. Finally, if all else fails, go to your local Hobie Dealer and buy what has always worked for me. Something every Hobie Dealer has and is by far the cheapest part you may ever buy. Purchase a penny! That's right, a good old made-in-the-United-States-of-America penny, just one hundredth of a dollar. Works great, try one sometime! If all of the above fails tie the mast so it will not rotate. Just kidding, again.

Hobie 18 Rudder Casting "Take 2"

In the March/April 1987 issue of HOTLINE, I read a letter from a Hobie 18 sailor. In it, he indicated that he had broken

a rudder casting. Since he had not abused his boat or equipment, he queried for a possible diagnosis for the failure. In your reply, you stated that a retrofit was now available for the weaker original design.

I am also a Hobie 18 owner and, to my surprise, have also broken a rudder casting. After having read this article, I contacted not one, but two dealers in my area concerning the retrofit. Neither of the two knew of the retrofit nor did they seem sympathetic to my problem. So, I reluctantly purchased another stock rudder casting. I say reluctantly, because I worry about either one or both of them breaking in the future. I would like to purchase these new castings as soon as possible, and would appreciate any assistance you might provide. Thanks for your time and effort.

Arthur Fassio, Jr.
Baltimore, Maryland

Date Line: March/April 1987

Magazine: Hobie HOTLINE

Article: Ask the Expert "Hobie 18 Rudder Castings"

Question: How to prevent Hobie 18 rudder casting from breaking.

Solution: Lubrication, filing, lubrication or replacement with new and improved updated castings. (See original article for details.)


Date Line: November/December 1987

Magazine: Hobie HOTLINE

Article: Ask the Expert "Hobie 18 Rudder Castings Take 2"

Question: Sailor wants to retrofit updated Hobie 18 rudder casting, but local Hobie dealer is unaware of a November 1986 Hobie Dealer Bulletin 106-86 and retrofit black casting kit 6033-1010 for the Hobie 18. What should this sailor do?

Solution: Go seek out a Hobie dealer who is: pleasant, courteous, thinks the customer is always right and who reads his dealer bulletins, specifically Hobie Dealer Bulletin 106-86.

P.S. Thanks for getting "Ask the Expert" in the middle. "Why am I soft in the middle now when life is so hard?" (Thanks Paul Simon!) 

THIS IS HANDICAPPED?

BY BRIAN ALEXANDER



Laurence Strahle

Hobie sailing would seem to be out of the question for Mike Strahle. After all, how could a quadriplegic possibly manage to sail a boat, especially one as demanding as a Hobie 16. But sail he does, and quite well at that. In fact, Strahle has won races. This year he won his class in the summer series held on Whiskeytown Lake near his home in Red-

ding, California.

Competition is nothing new to Strahle. He used to ski over 100 days a year in the Sierra Nevada mountains and was ranked as an expert. Then, two years ago, at the age of 25, Strahle took a bad fall on the slopes and broke his neck. Although he has some use of his arms, he is classified as a quadriplegic, meaning that he is disabled in all four limbs.

He had purchased his Hobie Cat the summer before his accident and did not want to give up sailing for good. He thought long and hard about how he could manage sailing while so restricted in his movements and eventually devised a special trapeze seat that enables him to ride the boat and steer while his crew handles the sails. The seat received a federal patent on May 5 of this year and

Strahle plans to market the seat, as well as a ski chair he has invented, to other handicapped sportsmen. The trapeze seat, he stresses, can also be used by cruising sailors.

While sailing—especially in strong winds—presents a challenge, Strahle manages thanks to his seat and some help from crew members like his friend Roxanne Ide. Because he is unable to switch sides after a tack or jibe, Strahle's crew must compensate by holding the windward side of the boat down when he is still on leeward. Sometimes Strahle must compete with two other people on his boat just to keep himself out of the water on starboard tacks. "I just sit in my

seat, steer and give orders," he laughs.

Strahle doesn't feel any more danger than other sailors, however. He always wears a life jacket and is able to backstroke away from the boat in the event of a capsize. When the boat flips away from him, he claims not to feel "any more out of control than any other Hobie sailor who flips over the mast." Strahle is determined to sail well despite his seeming disadvantage. He is only willing to concede a real deficit in high winds when the extra crew weight slows him down. In any other conditions, though, he fights hard. "I've always been a competitor," he says. "If I can still be competitive, I will be. If another sailor gives me an inch, I'll pass him. A lot

of people wonder about my ability at first, but that doesn't bother me."

Now Strahle dreams of initiating a Hobie class for disabled sailors called the Hobie 16 Trapseat class. He has shown his trapeze seat to the World Hobie Class Association board which felt the idea deserved further investigation. Meanwhile, Strahle is attending college in pursuit of a business degree he hopes will help him market his inventions for handicapped sports enthusiasts. The important thing for Strahle is remaining active. "I'd rather do things than just sit around and watch TV," he says firmly. *SL*



Thirty-three year old Bruce Harrell has already accomplished several important milestones. He has graduated from UCLA law school. He has traveled extensively. He once lived in a remote cave in the Canary Islands. He has worked for the rights of handicapped and abused children. Along the way, Harrell also became blind, a victim of retinitis pigmentosa, a degenerative eye disease affecting many people around the world. The disease slowly narrows a person's field of vision into a pinpoint before all sight is completely lost. Harrell was diagnosed while still a child, but did not become completely blind until he turned 20.

Now Harrell, who lives in Ashland, Oregon, has decided to add another accomplishment to his impressive list. He has taken up sailing on a Hobie 18 Magnum. Although he has been "on a monohull a few times," the Hobie 18 Magnum he bought this spring is his first real

experience with piloting his own boat.

At first, Harrell had selected a Hobie 17, but since the 17 is meant to be a one-man boat, Harrell had difficulties finding partners to sail close to him on their boats and give directions. The Hobie 18 permits him to take his girlfriend, Risa Pryme, along as crew. Pryme has a more extensive sailing background and is able to help Harrell make steering adjustments. At many regattas, they switch skipper and crew roles. "That's the only fair way," says Harrell.

Despite needing Pryme's help, Harrell claims that it is possible for him to judge his own sail shape and sheet tension. "I feel and hear it," he says. "Just by listening to the sound of the water, I can tell if the change I just made helped my speed or not. I can even fine tune the boat. I'll ask Risa how the telltales are doing after I've made a change and nine times out of ten, they'll be perfect."

According to Harrell, one disadvantage

he faces is not being able to see the water to pick out puffs of wind, or to see the land to decide on precise wind direction. He constantly communicates with his crew, especially for feedback on the depth of the leeward bow. Like Strahle, Harrell doesn't feel any more danger than any other Hobie sailor despite the fact that he occasionally makes "a poor choice of which way to jump off the boat" during a capsize.

Recently, Harrell soloed on his Hobie 18 Magnum on Howard Prairie Lake near his home. He wore a radio headset. A friend on another boat sailed nearby and gave directions to Harrell through a transmitter. He wants to refine the system with better, waterproofed, equipment.

Harrell's advice to other blind persons who may have a desire to sail is that "It ain't that hard, It ain't that scary. It's just a lot of fun." *SL*



THE DAWN OF A



NEW ERA!

You can feel the excitement walking through the Hobie design center and the corporate offices. Something has been in the air for a long time. An anticipation of good things to come. Even some Hobie dealers and sailors have picked up on it. They've been calling and writing

wanting to know what's up. It's the same kind of feeling people get when they know changes are coming, or something new is about to break on the scene. In fact, that's exactly what has happened. Hobie Cat has introduced a new catamaran, the Hobie 21.

Nobody would be telling you a lie if they said that Hobie Cat designers have come

up with a boat that will satisfy even the most demanding speed demon. Sure, they had to break a few time honored Hobie traditions, but this boat called for some daring innovations.

You've never met another Hobie quite like it. You can feel the power when you climb aboard. The wind and your heart will be pumping. The boat will hum. You'll

PHOTOGRAPHY BY PAUL KENNEDY

sheet in, trapeze out and find yourself flying across the water. This is the feeling you've been waiting for. The feeling of controlling what we believe to be the world's most powerful production catamaran.

"This won't be a boat for everybody," says John Wake of Hobie Cat Research and Design. Hobie class director Miles Wood agrees. "The Hobie 21 is going to be for the sailor who wants to go as fast as possible. It's for the sailor who wants to spend a little money on some racing extras, who can go out and get sponsorship if he wants. This is the Masserati of production catamarans."

Speed is the soul of the Hobie 21 — every part of the boat has been designed to increase speed as much as possible — but the 21 has also been created for those who like to cruise or even enjoy some overnight camping on a beach. It'll seat four people comfortably, so two couples can head off for a camping trip and get there faster than ever before. The wings will keep them dry and comfortable. They even make a nice picnic table. Campers can store some supplies in the 21's watertight, compartmentalized storage ports, and the trampoline makes an excellent above-the-ground bed. And the 21 won't turn a vacation into a hassle. The ball-and-socket mast base makes raising and lowering easy and the wings pop out in seconds. The boat trailers flat for easy towing.

Ok, so let's get a little specific. The sleek bows have been made to maintain as little contact with the water as possible. The Edwards-shaped centerboards and rudders and the custom 33-foot mast are foiled for total efficiency.

Boatspeed freaks will die over the Hobie 21's tuning capabilities. If you can think of something to tweak, you can tweak it on the Hobie 21. In fact, the Hobie 21 may be the most tunable boat of its kind. How's this for a list of tuning options: 3:1 outhaul with boom track; Harken 8:1 mainsheet system; genoa blocks; genoa and main traveler; loose footed main; barberhaul; downhaul; adjustable spreader bars; diamond wires; forestay; mast rotation; tapered Comptip™ mast tip; rudder rake and toe; spring-loaded, self-tending centerboards? And, if you want to take the Hobie 21 to the limit, you can attach your own spinnaker and find out what it means to fly.

Wing extensions on production boats were pioneered by Hobie Cat on the Hobie 18 Magnum and were used to great effect on the Hobie 17. Designers included them on the Hobie 21 and 21 skippers will find out why the first time they take the boat on the water. The thrill of trapezing far out over the water to tame the Hobie 21 is a real rush. The increased leverage also means a lot more speed in a blow. And crew members will stay drier



than on boats without wings, an important consideration when one remembers how fast the boat can sail.

The wings will come in handy when you're trying to hold down 300 square feet of sail area, not including the optional spinnaker or reacher. And that's not just Dacron either. The Hobie 21 will use GTS Mylar™ reinforced with Kevlar™ in the sail's "hot spots." To make things easier, the

standard genoa roller furls to make changing sails a snap.

The centerboards operate in much the same way as the Hobie 17. When fully retracted they stay in a well molded into the hull. Since they are spring loaded, they effortlessly pop out when the control line is released and they retract automatically when hitting the beach or a sandbar. The boards are shaped differently from

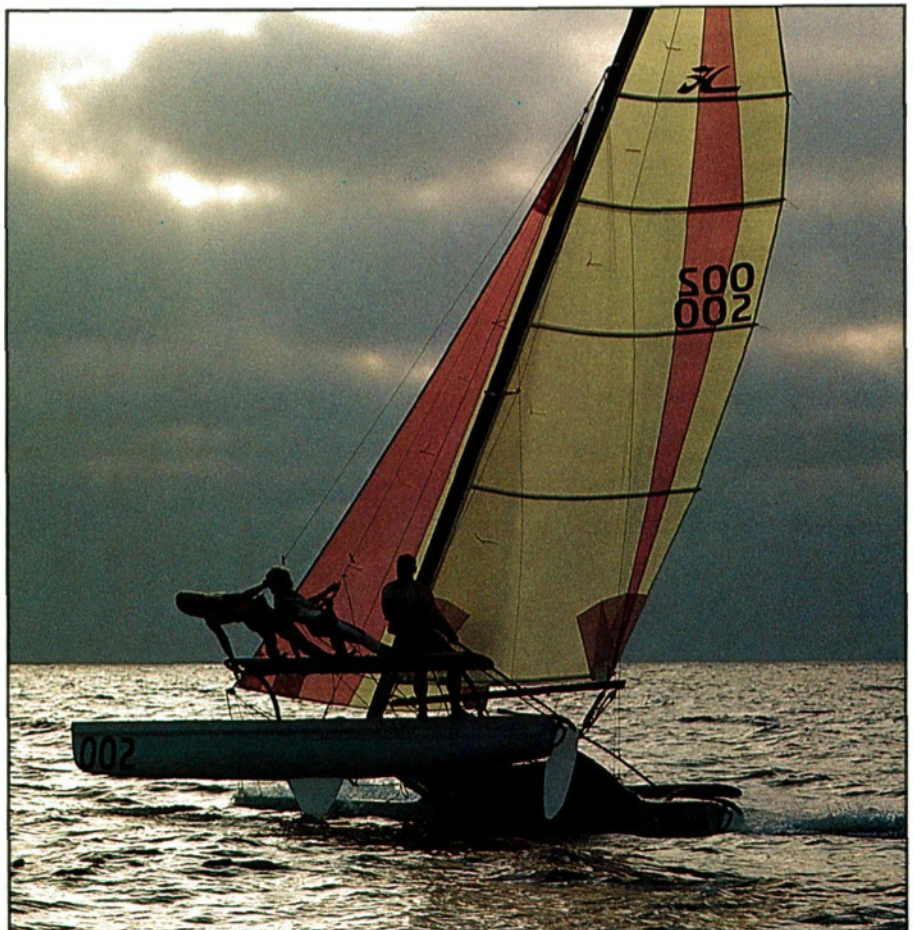


the Hobie 17's boards, however, one line running through the deck operates the system as on the 17. Knots can be put in the line for quick adjustment when changing your point of sail.

But isn't the boat too big to trailer? Yes, when it is in its sailing configuration with 14 feet of beam including the wings. You see, this boat telescopes. That's right, telescopes. You just spread the hulls apart to their 9-foot-9-inch width, put in the tapered pins and the boat is ready to hit the water. When you want to put it back on the trailer, you just remove the pins, push the hulls together to the 8-foot-5-inch trailering width and go. The tapered pins and crossbars have been engineered so that there is a tight fit, with no slop, when the boat is sailing.

Now all this innovation wasn't easy. In fact, it took over two years to design and build the first Hobie 21. [For more on how Hobie's design team operates, see the September/October '87 issue of HOTLINE.] Take the fittings, for example. Every fitting is specially tooled from corrosion-resistant stainless steel. Aircraft-quality aluminum alloys are used in the mast, wing extensions and all other extrusions.

The hulls are constructed in much the same way as all other Hobie Cat hulls. They are tough and strong in the Hobie tradition with no safety compromises. However, the demands of the Hobie 21's





size and weight necessitated innovation in hull strengthening technologies. For example, the areas of most stress have been reinforced with unidirectional "E" fiberglass and, in some areas, Kevlar™ sinews with high tensile strength. But that's not where the toughening of the boat stops. Because of the boat's size and speed potential, extra, specially designed foam sandwich bulkheads were added to reinforce the hulls. A PVC foam core has been vacuumed in to provide lightness, high strength-to-weight laminates and positive flotation.

Of course, some traditions were altered when the Hobie 21 came along. First, according to Miles Wood, the Hobie 21 fleet will be a developmental one-design. In addition to having their own spinnakers or reachers made, skippers will find that other options are permitted to enhance the performance of the Hobie 21. For the first time, a professional Grand Prix Hobie Cat racing circuit, including long-distance races, and sponsored sailors will be initiated. Skippers will be able to win cash prizes. More on that later.

Why the change after all these years of

strict one design boats? "There's a need for this type of racing," says Wood. "We want sailors to be able to take the Hobie 21 out and sail it in open classes. Then, when events are held just for Hobie 21s, somewhat stricter rules will be in effect. Hopefully, people who want to test the limits of their ability will be able to sail the 21, but also enjoy the one-to-one competition of the other Hobies too."

According to Wood, the famous Hobie racing program will extend to Hobie 21s as well. There will be national and, later, world championships. But, of course, the Hobie 21's design and optional speed features will permit competitive racing in virtually all speed sailing events.


The class rules for the Hobie 21 racing class have been established. Like the Hobie 17, and all Hobies before it, it will take some time for sailors to learn how to get the most out of the new boat in all sailing conditions. Since the boat is bigger and, of course, heavier than any other Hobie Cat, the class rules require extra righting help in the event of a capsize using either shroud extenders or a water bag device. Since the boat's buoyancy

can easily handle a racing crew of three, it's probable that crews of three, as well as two, will compete in events. The class rules require a minimum weight of 315 pounds for racing.

Wood is excited about the prospects for racing the Hobie 21. He believes that many different kinds of racing other than conventional triangle racing will be appropriate. Long distance is only one option. Once the Hobie 21 catches on, Wood is planning to establish a "Grand Prix" point system. "I envision some of the Hobie 21s becoming sort of like a NASCAR race car only on the water. There will be certain design parameters you'll have to stay within, but you will be able to make changes like NASCAR racers do. We could have a regular circuit of events throughout the year and formal teams sponsored by companies. Skippers, crews and their boats would travel to these events, perhaps even internationally. The teams would accumulate championship points and, depending on the amount of corporate support, the winners could have some pretty hefty paydays."

But Wood is quick to stress that this new addition to the Hobie Cat racing family will not mean that current racers and races will become obsolete or that the only events for the Hobie 21 will be open or professional. On the contrary, Wood states that the class association will hold regular Hobie 21 events at all levels and that these events will be exactly the same as Hobie events in the past. The 21 will remain a part of the fleet, division and national system under more conventional one-design rules.

So, the Hobie 21 seems to have an awful lot of advantages for the sailor who wants the thrills and racing experience a boat like the 21 can offer. Others will enjoy the ability to include more people on sailing outings like picnics and camping. For the first time, a family of three or four can sail a Hobie Cat and still feel the performance excitement that catamaran sailing can produce. This will be a demanding boat when you want it to be. Experienced sailors craving for something more can now have that craving satisfied by a Hobie Cat.

In fact, it seems as though there might be only one disadvantage to this new Hobie: no excuses. Don't look for them on this boat. It gives you the technology to make your own decisions, no matter what the conditions or point of sail. Whether it's on the Hobie 21 Grand Prix racing circuit, a grudge match with members of your fleet, or taking the whole family for a daysail, the Hobie 21 will put the sailor in charge of an incredible array of sailing options. No wonder everybody has been so excited lately. 

SPECIFICATIONS

LOA: 21 feet, 3 inches (6.5 meters)

SAILING BEAM: 9 feet, 9 inches (2.97 meters)

TRAILERING BEAM: 8 feet, 5 inches (2.55 meters)

MAST HEIGHT: 33 feet (10.06 meters)

WEIGHT W/WINGS: 565 lbs. (256.3 kg)

RACING CREW: 2-3

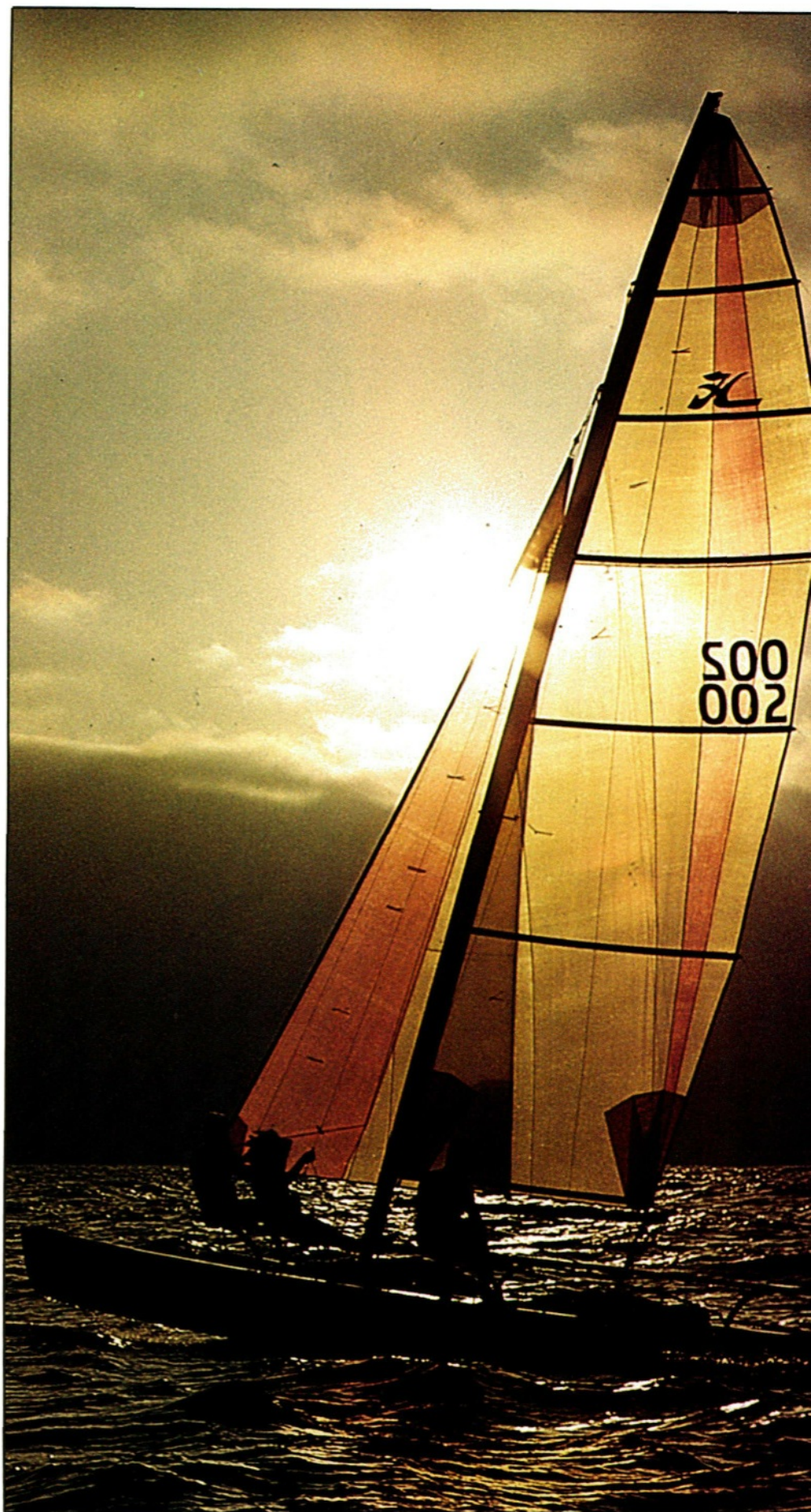
DRAFT: Boards up—6 inches (15.2 cms)
Boards down—26 inches (66 cms)

SAIL AREA (MAIN AND GENOA):
300 sq. feet (27.87 square meters)

SAIL MATERIAL: GTS Mylar™ reinforced with Kevlar™

HULL CONSTRUCTION: Fiberglass/foam sandwich

Complete boat specifications and class rules are available from your local Hobie dealer.



HOBIE 18S

**Serve Perch,
Blue Goose
and Bulk**

by Francie Jarvis

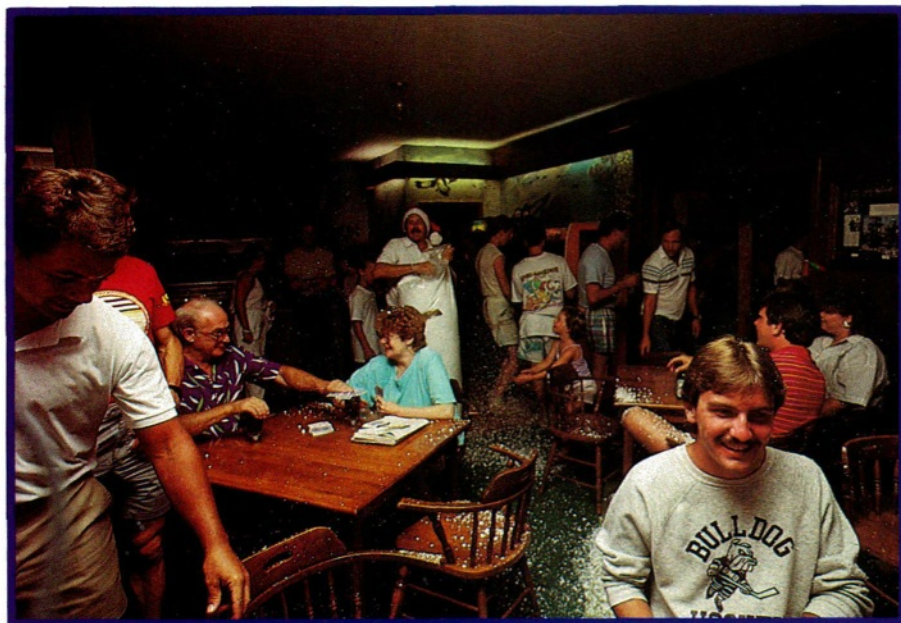
photography by Patrick McDowell



If you've ever dreamed of winning the Hobie 18 National Championship but weren't sure if you were quite ready to take on Carlton Tucker or some of the other big names, then 1987 was the year to make a wish on a falling star and head for the North Country. That's right, Minnesota. Actually the land of 10,000 lakes held quite a few surprises for the 37 teams who traveled from at least 18 states to compete in this year's 18 nationals. Lake Mille Lacs, some 21 miles in diameter and situated 105 miles northwest of Minneapolis, turned out to be a great site for catamaran racing, providing participants with plenty of challenging conditions and good times.

The first surprise that greeted competitors as they rolled in was the host resort. Nestled in the apparent middle of nowhere, Izatys (i-ZAY-dees) is a pleasant place indeed. This writer's first impressions: great condos, nice guys behind the bar, quiet (until all the sailors arrived), nice deck overlooking the lake, and the great sunset on the lake. A perfect place to prop your feet up and sip a long, cool pineapple juice.

The guys behind the bar turned out to be the story of the week. Two brothers, Steve and Rob Dubbs, sons of the resort's owners, were quickly and affectionately dubbed "Team Bulk." Now, Rob and Steve spend a lot of time working and haven't had much time to give to racing the various Hobie Cats they've owned over the years, but they wanted to host this event, and they wanted to race their Hobie 18 in it. As hosts, Team Bulk could not have been more gracious or fun-loving, and, as competitors, they deserved some sort of congeniality award. Anyone who has ever tried to host an event of this magnitude, and race in it,



knows how difficult it is to manage both effectively and have fun too. Well, these guys did it in grand style.

Registration and boat assignments were the first tasks for Monday, August 27, when the competitors had their first opportunity to say hello to old friends, enjoy the regatta goodies, check out the competition and survey the lake. This year's nationals was a bring-your-own-boat event, with no round robin and with some Hobie 18s available for charter. A few of the teams who chartered boats registered some humorous reactions when they discovered that the boat they drew had black sails.

Rumors began to run rampant that a calcutta was being put together to guess Team Bulk's combined crew weight. Skipper Steve Bulk was conveniently ill on registration day, so Class Association Director Miles Wood postponed their weigh-in until the awards banquet. With that, a guessing game commenced as



and the other teams left the beach for the start of Race 1.

The brisk breeze had the racers around the committee boat whooping and hollering as they checked the line and jockeyed for position. But shortly after the start, conditions changed for the worse and the finish was in light air with Mark Schleckser and Carmel Rivera of Brocktown, New Jersey taking a bullet followed by Mike Rayfuse and Carol Trevey of Pleasanton, California. "Sir Ted" Lindley and his wife Sue brought in a big third for the state of Arizona. After the race, the sailors headed into the beach for a "barker" break (hot dogs), and to hope for better winds. The hopes were unanswered and racing was called off for the rest of the day.

Never to be daunted by lack of wind, the racers entertained themselves with a leisurely dinner at the lodge and then took off for an old fashioned hayride to a club on the other side of the lake. The next day, we were all kept amused with stories of hay in various body parts and watery eyes.

Wednesday brought a heavy schedule in an effort to make up for the lack of wind on Tuesday. A total of four races were run in medium to light air with only a short break for lunch. Rayfuse had the best day on the water with two firsts, a second and a third. Don Estapa and John Beach of Arden, North Carolina made their debut appearance with a first, a second and two fourths on the day.

Meanwhile, as skippers fried their brains trying to outthink the wind, the race committee was experiencing its own brand of trouble. Wood was intent on fishing as much as possible, but couldn't get over his fear of the worms. He had to be assisted by Paul Ulibarri and Brad Nelson who baited his hook from their chase boat. Then Jerry Young called the local police because Wood did not have a Minnesota

Monday closed with a welcome party on the deck.

Before I get to the racing, I have to relate the story of another event held in conjunction with this regatta which was probably at least as important to Wood as the championship itself. What could possibly cause our beloved race chairman to stray from his appointed tasks? A fishing contest. Lured by the reputation of this lake as "walleye lake," it soon became apparent that he would go to any length (Gee, Miles, is that too close to "short"?) to be the man with the greatest pole.

Tuesday dawned partly cloudy with the promise of great wind for the first start as racers pulled on wetsuits despite the heat-wave covering the midwest. Oklahoman Buddy Gaberino, who was crewing for Boyd Bass on *Italian Stallion* spent some valuable time securing their mascot to the boat. It was a wooden stick horse, a faded stuffed animal head on a four-foot stick. With the stallion in place, Boyd and Buddy





fishing license. Good thing the sheriff had a sense of humor. It was about then that we noticed the committee boat, *Ol' Blue*, was listing a little to starboard. It soon became obvious that, indeed, the committee boat was making a pontoon boat's half hearted attempt at sinking. *Ol' Blue* was retired from the series. Wood had to conduct the rest of the races, and fish, from a very small aluminum fishing boat called *Ponga One*. It was quite an amusing spectacle on the finish line. Today's catch: two Minnesota lobster (crayfish) and a four-inch perch.

On Wednesday night, competitors were treated to Christmas in July. Izatys decorated the bar for the occasion with a traditional tree and Styrofoam snowflakes. The celebration opened with warming shots of peppermint schnapps, courtesy of Doug Campbell and Hobie Cat, and a festive toast by John Barnett. Santa, portrayed by a very merry Nancy Greenwald, distributed gifts to all the competitors and the party raged into the wee hours. Several persons, who shall remain nameless, experienced a Texas phenomenon known as the upside down margarita which involves laying your head on the bar with a towel over your chest and salt and lime in your hand while the bartender pours tequila down your throat. Whew! When it was all said and done, there was a mess the likes of which that bar has rarely, if ever, seen.

The next morning kicked off early with a bloody mary party on the deck at 0900 hours. Team Bulk, dressed in their Santa hats, hosted and then headed out for the start of the sixth race, hats and all. With the race committee now stationed on a suitable steel hulled boat and outfitted with new bait (leeches, yuck), the racing was set to begin. Conditions began somewhat light, but gradually built throughout the day in advance of a cold front.

Eager skippers crowded the line for the start and a general recall was sounded. Still eager, a few over earlys necessitated individual recalls. Russ Schultz evidently did not hear his number being called. He went on to complete the course only to be scored 40 points for a PMS. In a fateful turn of events, the leader, Rayfuse, also ate a PMS when he dipped from above the line to re-start with the one-minute rule in effect. (The one-minute rule requires that any boat on the windward side of the line within one minute prior to the start must return to the pre-start side of the line by rounding either end.) Rayfuse sailed on to the finish and the deafeningly silent lack of a signal or hail. Richard Ruiz took the gun and the regatta lead over Estapa who finished second in that race. Schleckser finished third.

In the seventh race, three boats suffered the dreaded PMS, including Ruiz. Schleckser earned a bullet, but Estapa's fifth was enough to give him the lead

before throwouts were considered.

Races eight and nine also were contested that day, making for another hard day of sailing. Ruiz came back with another bullet to recover from his PMS. The Lindleys won the last race of the day with Bill Waters in second, Rayfuse in third and Ruiz in fourth.

Catch of the day: another small crustacean and a six-inch perch. (Where are all the walleyes?) Wood dubs Mille Lacs "The world famous Perch Lake."

In an unusual move, Wood called two distance races for Friday with courses snaking around several of the islands in the lake. Substantial clouds and a few raindrops remained from the passage of the cold front which had caused the wind to howl all night and stirred up quite a chop for the sailors to fight. The sky eventually cleared and the racing was good with Rayfuse winning both races. The big surprise came as the boats rounded the first island in the first race. Many of the skippers sailed inside a rock marker. Reaching in the breeze, these guys literally ground off the bottom of their daggerboards and two boats blew over in the process. Amazingly, everyone was able to complete the course and make repairs over the lunch break. In all, 14 boats were mangled.

Friday was a relatively quiet evening as teams attempted to recuperate a little from the 11 races already completed, to make a wish on a falling star (made easier by the

meteor shower in progress), and to plan strategies for the final day of competition.

It would appear as though Don Estapa did exactly that. Before the throwout, Estapa led the regatta by 18.25 points. After the throwout, Rayfuse led by 11.75 points. Estapa's strategy, which he called "the Blue Goose" strategy after a cafe nearby, recognized the fact that Rayfuse already had his throwout by finishing with a PMS. Estapa knew that his team had not finished lower than tenth. The stage was set.

At the blue flag for Race 12, Rayfuse was taking Estapa away from the line and the two boats were already engaged in heavy match racing. They started late and together at the committee end. Halfway up the weather leg, Rayfuse split tacks. Estapa arrived at A mark in fourth then promptly pulled aside and waited for Rayfuse who rounded 17th. Estapa then went on to sit on Rayfuse for the remainder of the course, dragging them both further down into the pack with each leg. They finally finished 33rd and 26th respectively. Meanwhile, Waters won the race, Ruiz finished second and Schleckser third.

Uncertain of exactly where he and Rayfuse had finished, Estapa knew he had to sail well the 13th and final race of the series. His rounding positions demonstrated how well he fulfilled his intentions. He arrived at the first windward mark in sixth and picked up a boat by B mark. By C he was leading and eventually finished far ahead of the pack.

The tallied results showed Estapa winning with 47.5 points overall. Rayfuse finished second with 56 points and Ruiz finished third with 81.25 points. [See "Hobie Racing" for complete results.]

The week came to a close as the competitors gathered for an outstanding barbecue dinner, trophy presentation and many war stores. Steve Dubbs gave a presentation that was nothing short of brilliantly hilarious and which culminated in the induction of Wood and Ulibarri into the now famous fraternity of Team Bulk. Bill Hohn won the Bulk Calcutta with a guess just one pound short of the combined total of 563 pounds.

Last, but not least, the coveted fishing title went to Wayne Fischer of Green Bay for a fish that very few people saw. If it was the one that John Barnett found hanging in his room on Saturday afternoon to which he reacted in a manner unsuitable for publication, then it was at least ten times the size of anything Wood caught. I wonder if it was a walleye. *XL*

Francie Jarvis is the chairwoman of the USYRU's multihull council. Jarvis, who sails a Hobie 18 herself and crews for John Barnett in national and world championships, lives with her husband in Norman, Oklahoma.



B A D D E C K

HOSTS



Canadian Championships

by Paul Jamieson

photography by Paul Jamieson

The theme of the 1987 Canadian Open Hobie Nationals, "come for the races . . . make it a vacation," more than lived up to the expectations of the local organizing committee of the Bras d'Or Yacht Club and those of the visiting sailors, some of whom traveled from as far away as Alberta, Canada and

Nebraska, U.S.A. The nationals took place from July 22-25, 1987 in the picturesque village of Baddeck, Nova Scotia. The inventor/scientist, Alexander Graham Bell, who made his summer residence in Baddeck, once described the Bras d'Or Lakes in this way " . . . I have traveled around the globe. I have seen the Canadian and American Rockies, the Andes and the Alps, and the Highlands of

Scotland; but for simple beauty, Cape Breton outrivals them all."

The Bras d'Or Lakes, with its deep clean waters, sheltered anchorage, consistent prevailing southwest winds and spectacular scenery has been one of the best kept inland sailing secrets. These ingredients, along with the warm hospitality of the local residents, made Baddeck an ideal setting for the Cana-

dian Hobie Championships.

The annual Canadian event attracted 89 Hobie Cats, including 13 from the United States, with 14, 16 (A and B), 17 and 18 entries. The local racing committee took advantage of the ample water area adjacent to the hosting yacht club to set up two separate racing courses. The inner area was set up for the 14 and 16B classes while the outer area accommodated the 16A, 17 and 18 classes. A tune-up race was held on Wednesday, July 22, which allowed sailors to acquaint themselves with the course and to make final adjustments to their boats. The remaining schedule included three races a day on Thursday and Friday with one final race on Saturday allowing for one of the seven races to be dropped when calculating the final score.

The three days of racing resulted in some keen competition with first place being decided in the seventh race in several of the classes. In the 14s with six entries, the competition prevailed mainly between Marc Summerfield of London, Ontario and Nick Flora from Colchester, Vermont. In the light air conditions on Thursday, Summerfield pulled off three straight victories. However, the 30-knot winds and three-foot swells on Friday enabled Flora to make his comeback with three wins, setting up the seventh race for the championship. The lead see-sawed back and forth in the final race until the last leg when Marc regained front position to win the national championship for the fourth time.

Of the twenty-five Hobies competing in the 16Bs, skipper Normand Collins and crew Nicole Gauthier of Quebec took top honors with four first place finishes leaving skippers Alan Martineau of Quebec and Andrew Chapman of St. John, New Brunswick to battle it out for second and third place respectively.

The 16As with 27 entries had some of the closest competition. Although John Merlin and crew Agathe Andet of Quebec had no first place finishes, their second and third place finishes in five races enabled them to edge out four other boats skippered by Craig Burwell of Ontario, Jim Terpstra of Ontario, Mike Walker of Ontario, and Dennis Renaud of Quebec, with only eight points separating first from fifth place.

Only four boats raced in the 17 class. Here Terry Karaim of Ontario had four firsts to his credit giving him an easy road to victory. Dennis Sollosy of Saskatchewan and J.J. House of Ontario came in second and third respectively.

The 18s attracted 20 boats. Melodie Gummer and Bill Reid of Ontario managed three firsts, two seconds and a third which gave them a 14-point margin over their nearest rivals Rejean Masse and Ginette Hebert of Quebec. Chuck Jones and Steve Reid of Ontario were two points

further back in third.

The highlights of the regatta will be televised sometime in mid-September by our National Television CBC's Sports Weekend.

The visiting sailors were impressed by the precision and expertise of the technical operations of the competition. The punctual starts and clear course settings were great. The crash boats posted at every marker were kept very busy during the 30-knot winds on Friday and were greatly appreciated.

There was one slight hitch at the start of one race. Some Hobie regattas might have a problem of shallow water on their courses, the opposite was true in these races. When the line boat attempted to make an adjustment to the starting line marker by moving it 20 feet in one direction, they went from a 90-foot anchorage depth to over 300-feet and the marker flag promptly disappeared from sight.

Not to be outdone by the technical committee, the entertainment committee provided a variety of unique and interesting activities. The week's sailing was officially kicked off with the over 80 Hobies participating in a "Parade of Sail," a traditional feature of regatta week in Baddeck. The colorful fleet proceeded past the Yacht Club and along the water-

front and was led by the turn-of-the-century schooner "Elsie" which is owned by the descendants of Alexander Graham Bell. Some seafood delights, including local mussels, lobster and salmon, along with an abundant supply of rum, greeted the sailors on shore after the Parade of Sail. This was followed by a dance which put the Cape Breton hospitality in full gear.

Breakfast before the commencement of the days' races and lunch out on the course were provided by local volunteer groups. The week's festivities were highlighted by a lobster and steak banquet on Friday night, compliments of the Province of Nova Scotia, followed by a concert and dance.

The visitors showed their appreciation for the role played by local volunteers in organizing and running many of the events during the week in the form of two standing ovations during the banquet. Certainly the huge success of this year's Canadian Hobie National Championships in Baddeck gave credibility to the hopes of the Bras d'Or Yacht Club for hosting a world championship in the near future. For now though, the Baddeck Hobie fleet extends an open invitation to Hobie Cat sailors to attend their local regatta held in the first full week of August each year.

FL



FUN

*For
on*



Figueroa *the mediterranean*

BY MARIA JOSE

Photography By Maria Jose



The fourth Mediterranean Hobie Fun took place on June 28-July 5 on the Mediterranean Sea, one of the most beautiful seas of the world. Eight Hobie days and over 200 miles were awaiting the 40 Hobie 16s, 18s, and Turbos. The guests included sailors from Puerto Rico, France, Switzerland, Denmark and all over Spain, who gathered at Amposta where the race was to begin. This is a very special race with many different and varied attractions awaiting the Hobie people. The event encompasses the Costa Brava, one of the most beautiful coasts in the world; the hospitality of the Catalunya people, with their folk songs; good food and drinks; disco dancing, and of course some very serious racing—a good event for a family vacation.

The presence in Amposta of champion Enrique Figueroa from Puerto Rico put some pressure on those who thought they had this one in the bag. Everyone who'd only heard of Figueroa concentrated on rigging their Hobies while those who knew him took his presence in stride.

The preparation was hard and the tension strong. Registration was almost finished. Weighing, rigging, discussions on rigging and a general hurrying to and fro was taking place all at once. Suddenly a band, the typical "Xaranga," started playing "Pasodobles" and other folk songs and the tension disappeared as if by magic. People started dancing on their Hobies and you could feel the proper "Mediterranean Hobie Fun climate" had been reached.

Finally, at 12:30, as scheduled, the starting orders were given for the first leg of the Mediterranean Hobie Fun. The Hobies set sail down the Ebro river covering almost 12 miles before they reached the sea. The wind, blowing about seven knots and gusting about 12, forced the sailors to tack hundreds of times around the river's bends and the big freighters which were also navigating the river (no good asking them for the right of way). Cristina De Vilar, our only lady skipper (plenty of female crews though) in trying to avoid a ferry got into a windless bend and had to swim the cat out. Figueroa, with a substantial lead was first to get his Hobie out on the sea after 10 miles of sorting through sand banks and dunes. He reached the beach of L'Ampolla first almost 11 minutes before the second team of Gadea/Gimeno, part of the Renfe team, the '87 Spanish champions.

A typical *paella*, salad and a generous supply of the local wine awaited the sailors at the Xiringuito Las Arenas, where, after watching the evolutions of the Danone

Montgolfiere we finished and went to the hotel for a quick shower. Later in the evening we were treated to a gala dinner by the Government of Catalunya which was presided over by M.A. Miguel Sanz, Director of Tourism.

The next morning, with seven knot winds, Rovira and his Agua Brave Hobie took the lead on the second leg of the race. Reaching the nuclear plant and the Hospitalet mark first it looked as if he could recover the time lost the day before to Figueroa. Slowly Figueroa shortened the gap at the second mark and by the third mark, inside Cambrils port, he took the lead. (This last mark was set in the middle of a very small, circular port used by fishermen and sport boats alike. The sailors had to get into the port, go around the mark and out again to another mark set into the wind and finally make a U turn to the finish line on the crowded beach at the north of the pier.) So Figueroa scored a new victory with Rovira second. Dinner, disco dancing and fireworks finished the day.

At noon the next day a Lemans start began the third leg which took the sailors to Calafell, an exciting leg with some close sailing between Figueroa and Rovira. Rovira was sailing toward his own club and lost to Figueroa by only a minute and a half. In the evening all the fleet gathered in a restaurant for pizza and hamburgers. The trophies of the day were distributed and we went to the beach for a rock concert. We ended up at Disco Vips and had to crawl back to the hotel and bed.

The fourth leg took us from Calafell to Castelldefels/Gava with no wind. This year was one of the worst for wind but by far the best for food, dancing and hotels. You can't have it all! This leg was long and very difficult. Top positions changed hands many times. The sailors had to tack hundreds of times looking for wind. Finally, much to everyone's surprise, Dupiereux of the Renfe team took the lead. Rovira was second and Figueroa came in third. This upset didn't change places overall. Figueroa, Rovira and Gadea were still the top three, but Dupiereux was now in fourth.

In the evening in keeping with Hobie tradition (sail all day and dance all night) we had a wonderful buffet supper at the Tropical Club in Gava with lots of wine, Spanish champagne, nice food and music. Later on we could be found at Rick's Pub where we had . . . more champagne and watched the video of the day's sailing. We decided to go to bed early, around two in the morning, since tomorrow was the longest and hardest leg of all and we needed our sleep.

The start was scheduled early today at eleven o'clock. The usual group of news-

paper people and television cameras were waiting for the start. The Coast Guard was called in to announce the presence of the small Hobies to the huge ships, ferries, transAtlantic liners, and freighters entering the port of Barcelona. Some sailors had already been frightened by an enormous freighter which crossed their way without noticing them. We were heading for Calella and the winds were blowing nicely, and in the right direction, for a change. The leg was completed without a single tack until we almost reached Calella where the wind shifted. We reached Calella's club after eight hours of sailing.

Figueroa failed to pass the control mark before the arrival, so he had to go back and pass it correctly, allowing Rovira to take the lead. A spellbound audience watched as the wind picked up allowing Figueroa to make two swift turns and cross over the finish line just 44 seconds behind Rovira.

We gathered at the Calella Club for dinner where the local authorities, press and sailors watched the trophy presentation. Later, the locals and sailors mingled together in search of Miss and Mr. Disco. We headed to the hotel just as the sun began to rise!

So the sun rose and the day started, but the wind didn't. We waited and waited. Finally at 2 pm the signal was given and the leg was cancelled. The Hobies were transported to Platja d'Aro on trailers. Their land arrival was cause for some amusement since the press and local authorities were concentrating on the sea and were more than a little surprised to turn around to a beach full of Hobie Cats that weren't there a while ago.

After the usual visit to our hotel room we were given an unforgettable reception at the beautiful sailing club of Port D'Aro. We were received with flowers and a wonderful buffet. After supper we listened to a group singing "Havaneras," ancient sailor songs, and went afterwards to the disco "Kamel" where they awaited us with free cocktails and ice cold punch. That morning you could see the Mediterranean Hobie Fun T-shirts everywhere and anywhere and on anybody except on the sailors.

There was a nice 20-knot wind for the start at 12 noon the next day. The wind grew stronger and souls lifted. We had wind at last! After 10 miles of sailing we reached the Formigues Islands and the wind slowed. We reached Cabo Bagur where we had the first capsize of the whole race. As the wind continued to drop the committee was ready to cancel the last 10 miles past the Medas Islands. Fortunately, the wind rose again to 10 knots and the leaders were able to easily reach

L'Escala. The first 15 boats finished on time but the rest did not. Some of them even had to be towed. The standings did not change; Figueroa was still first, followed by Rovira and Dupiereux.

The small but beautiful beach at the center of L'Escala is closed every year to fishermen and sun seekers so that the Hobie Cats could beach in the heart of the little town. They lined up in three perfect rows awaiting the next morning's start which would be the last of the year. As usual, we were pampered by the Isern family. Later, the whole fleet met for dinner on the terrace of La Marinada, a nice restaurant on the seaside promenade, and then danced in an outdoor disco.

Tension appeared again at the start of the final leg. Everybody wanted to be the best; there was going to be a speed trial and a "square triangle" race. We sailed in beautiful Roses Bay which has such transparent green waters that you can see all the way to the bottom. We also sailed in front of the ancient Greek colony of Ampuries where the Olympic flame will arrive. We faked a Lemans start for the television cameras and then went to the mark for a conventional start. The shore and the course were crowded with spectators. In fact, we had a hard time making room for the start line. Some people even fell from the rocks to the water, but they didn't mind because it was so hot out. Everybody kept talking about how strong the wind usually is there but it only managed eight knots and sometimes five knots on that day. Figueroa made the best of it by copping a win for the race and this year's edition of the Mediterranean Hobie Fun. Figueroa has already said he's going to come back next year and lower his record.

Rovira was second followed by the French team from Bordeaux, Pellot/Serroux; Viudes of Costa Calida; Grima; Dupiereux; Arana, and Gadea.

Trophies and gifts awaited the sailors on the terrace of La Marinada. Beautiful copper representations of Hobie Cats on marble bases served as trophies. The Agua Brava team gave the sailors sets of toiletries. Coca-Cola donated the speed trophy and several other goodies including sailboard sails. The mayor of L'Escala, a young man who has become an enthusiastic supporter of our race, donated silver trophies representing the depths of the sea with coral and fish.

The gala banquet started at 9:30 p.m. The Duke of Veragua D. Cristobal Colon de Carvajal — you guessed it, he is a descendant of the Cristobal Colon who discovered America — his wife the Marchess of Jamaica, and the mayor of L'Escala presided over the banquet. The Isern family outdid themselves. We had a


wonderful supper ended by cakes and more Spanish champagne which we drank like water since we had had it for eight straight days.

Before the trophy presentation two special prizes were given. One prize was for the *mas simpatico* sailor who was chosen by a general vote. This year, J. Antonio Ladron de Guevara from Murcia was elected. The other award is given by the committee and goes to the team who displays the most of the friendly Mediterranean Hobie Fun spirit. This year the Opel team was given the award.

A special mention should be given to the Hobie 18 and the Turbo which raced in the Mediterranean Hobie Fun as guests. Doctors Munoz and Torrens cured sailors and supplied medications from their Hobie 18 to anybody who needed it even though we had an official doctor following the race. They were last by far in the beginning, but once they neared L'Escala, where they lived, they finished first by a long way over the first Hobie 16. Their total time would've made them seventh if they had sailed a Hobie 16.

Jorge Alberti sailed the Hobie 14 Turbo sponsored by Opel and spent endless hours absolutely alone. But he sailed well. He started 15 minutes ahead of the other boats and it was very difficult to catch him.

We must also thank those Hobie Cat sailors who came from all over Europe. Many had already been with us on other occasions and the newer sailors told us they will be back next year. Special thanks also go to the Puerto Ricans who crossed the ocean to be with us on this adventure. We will see you again. *Nos Veremos*. Thanks also to the sponsors, especially Coca-Cola; the mayors; sail clubs, and tourist offices of the towns we visited. Year after year the managers and owners of the hotels give a warm reception to our fleet and we thank them. We could not have made the Mediterranean Hobie Fun a success without the aid of the Spanish Navy, the Catalan Yachting Federation, and the Generalitat of Catalunya.

We await all Hobie sailors for next year's Mediterranean Hobie Fun which will take place June 25-July 2, 1988. We invite you to have eight Hobie days with us! 



The straight line

BY HYMAN RUDOFF

Editor's Note: This story originally appeared in the August 1986 issue of SAIL.

From time immemorial, man has made and used ropes of various kinds. There is evidence of rope being used in ancient Egypt, early Central America, and any number of other ancient societies. Furthermore, the materials from which rope is made have, over the course of history, derived from all three material kingdoms: animal, vegetable, and mineral. Everyone knows about vegetable ropes—those made from hemp, cotton linen, and so on. And we have read about animal ropes being constructed from horsehair, sinews, and even human hair. Most ropes used today, however, are of mineral origin. These, of course, include steel of various kinds.

A sailboat's ropes are also of mineral origin. They are simple or complex synthetic derivatives of petroleum. One of the simplest, polypropylene (a polyolefin), is very closely related to the basic petroleum structure. The large variety of plastics from which ropes are made allows us to tailor the final products to a range of applications more reliably than in the days of vegetable ropes.

We know a lot about properties and limitations of different ropes based on theoretical and empirical data and on experience with ships' hawsers and heavy mooring rope. Much research and development work has shown that the relative standings of the various kinds of rope are much the same above and below one inch in diameter, which is more or less the cutoff point for yacht ropes.

Let's start with the anatomy of rope. Ropes begin with the thinnest elements, which are called filaments if they're long and fibers or staple if they're short. The filaments are extruded or drawn from the hot mass of polymer in much the same way that a spider "spins" threads from a

spinneret in her body. A typical filament of nylon, Dacron, or Kevlar might range from about 0.0005 inch to about 0.003 inch in diameter; steel wires in 7x19 halyards are some 10 times as thick.

Staple or filament is spun (twisted) into yarn. Yarns are then twisted to form strands. Strands are twisted (laid), braided, or plaited to make part or all of the finished rope. There is no reason why different fibers or different methods of construction cannot be combined, and indeed they are, especially in some of the newer products.

The properties of any rope are a function of two main factors; the characteristics of the fiber(s) or filament(s) from which it is made, and its method of construction. Beyond the figures given in

Table 1, I don't want to go too deeply into the intimate details of fibers. Still, there are some characteristics of fibers with which you should have a nodding acquaintance. Important among these is the relationship between the load or tension applied to the fiber and the elongation that results. A rope cannot stretch less than its constituent fibers. So it's instructive to see in Table 1 that Kevlar's elongation approximates that of steel, while nylon and Dacron both stretch much more.

Elongation under load comes in three flavors: elastic, in which there is quick, complete recovery when the load is released; slow elastic, in which recovery occurs when the load is released; slow elastic, in which recovery occurs when

Some properties of synthetic fibers

Property	Material			
	Kevlar	Nylon	Dacron 68	Stainless Steel
tensile strength (lb/in ² x 1,000)	400.0	143.0	162.5	250.0
tenacity (g/denier)*	22.0	9.8	9.2	2.5
modulus (lb/in ² x 1,000,000)	9.0	0.8	2.0	29.0
elongation at break (% of fiber length)	3.6	18.3	14.5	2.0
density (g/cm ³)	1.44	1.14	1.38	7.83

*Denier is a measurement of fineness commonly used in the fiber industry

Table 1: Tensile strengths of fibers give a "feel" for the properties of the materials; they are not directly comparable in the case of ropes made from the fibers. Figures for actual ropes under conditions of comparable use are lower, because ropes are used at loads that are only 10 to 20 percent of break load. Tenacity compares strengths of fibers corrected for density.

TABLE 1

on ropes

the elongation slowly returns to zero; and permanent, in which the material does not return to its initial dimensions after the load comes off.

Note the parameter in Table 1 called *tensile modulus*. Loosely speaking, it represents the relationship between load and stretch. The higher the modulus, the more load is required to stretch the yarn by a given amount.

If ropes behaved exactly like their constituent fibers, you could easily choose between, say, nylon and Dacron for anchor ropes, sheets, and so on. These considerations can help you make the choice, to be sure, but they aren't the only considerations. There are many others, which will be discussed further on. But before we leave this topic, consider the importance of test conditions. All of these test results depend on a standard, relatively low rate of loading, because rate affects results. Under very rapid loading ("snatch loading") the rope doesn't have time to stretch a bit and let the fibers settle into a "comfortable" position where they all share the load equally. Instead, the rope behaves almost as if it were more brittle than it really is; it breaks before it has stretched very much. A rope under snatch load may damage either itself or whatever it's attached to, because it doesn't want to "give." Don't allow snatch loading if you can help it.

One particular item may seem rather contradictory. The actual elongation of ropes may not match the figures often quoted for them. Don't let this apparent discrepancy bother you. The elongation-to-break figures apply only at loads for higher than you would ever knowingly apply to a line on a boat—that is, at the breaking point.

When we go from fibers to actual ropes, we enter a realm in which construction features become critically important. Your

ultimate choice of rope depends on the total of all the basic and construction features, and again, the test methods become significant.

A rope's components take time to settle into place and achieve consistent performance. A rope's properties become stable after about 50 cycles of loading and unloading on the line. Test figures are commonly given on new rope that has been cycled 50 times before the final test.

Cycling makes me think of fatigue, another factor in rope selection. Fatigue occurs when the rope is loaded and unloaded a great many times in rapid succession or is bent back and forth over sheaves. The number of cycles until failure occurs is a measure of the fatigue life of the rope.

The number of cycles increases as the load limit is reduced; it becomes too large a number to measure when the load drops to the 20 to 30 percent of breaking-strength range. This is one very good reason for working lines at no more than 10 to 20 percent of their ultimate strength; fatigue becomes insignificant.

Aside from brute strength and stretch resistance, rope has to have a lot of other good qualities. It has to stand up to abrasion, ultraviolet (UV) light attack, snagging, hocking, and so on. Cost is also a factor for most of us. So are handling characteristics and the ease of splicing.

Many of the properties of rope are engineered in by choice of materials and construction. We have come a long way from the time when hemp and manila were the fibers and twisted lays were almost universal. Still, twisting is the basis of rope construction. Three-strand, laid-rope fibers, whether staple or filament, are twisted in one direction to form yarns. The yarn from staple has a "fuzzy" look and a very pleasant feel, which distinguishes it from the

filament type, but whatever the type, the yarn is twisted in the opposite direction to make a strand, and the strand is twisted yet again in the opposite direction to make the rope. This succession of twists makes the rope as resistant as possible to unlaying when cut and gives optimum strength.

The amount of twist has a definite effect on the properties of the rope. Consider that a twisted strand is like a coil spring; it has been made into a helical shape. Like a spring, it will stretch under load. How much depends on the degree of twist. (Here we aren't dealing with the inherent stretch of the material, but with the strand's resistance to uncoiling, which is much less).

If we could lay up a rope with perfectly parallel fibers, it would be very strong and would give minimum stretch; there would be no uncoiling. We could realize the full tensile properties of the filament or fiber. If we twist the members only a little (a large helix angle), we get a rope that feels soft and floppy but stretches only moderately and is fairly strong. A tighter twist—a "harder lay"—is further from the ideal parallel format; it stretches more and is weaker. However, hard-laid rope is less likely to snag, snarl, and catch in blocks. Most three-strand twist is medium lay to give a good compromise between strength and stretch, handling characteristics, and ability to be spliced.

Three-strand rope does have a couple of special problems. Under load it tends to unwind, so any load on it may twirl, and a tackle made from it may snarl. And there's hocking, an ugly unlaying that may occur when a rope under load is twisted against the lay. Hocked rope is very difficult to restore and is most likely permanently damaged. The remedy is to cut out the hockle and splice the good ends together.

Other rope designs—braided, plaited, braided-over-wrapped bundle—all have

special virtues, but they have one feature in common: none twirls under load the way three-strand does.

Braided ropes start with the same twisted strands three-strand does, but the strands are braided together. Now the tendency to untwist in one direction is balanced by an equal one in the other. In practice, there are two main types of braided rope. Solid braid is found mostly in the quarter-inch and smaller sizes. Usually it cannot be spliced. Larger braided lines are generally braid-on-braid: a hollow core over which is braided a hollow cover. The two braids may be of the same or different materials. Control of the lay permits braided ropes to be very pleasant to handle, especially when the strands are made up from spun yarns (recognizable from their fuzzy appearance).

Braids grip well on winches and cleats. Because braided rope flattens under load, it has more rope area bearing on the surface than either three-strand or plaited ropes. This greater bearing area reduces abrasion per unit area, so braided rope is considerably more abrasion-resistant than might be expected from the comparative thinness of the outer braid.

Generally the outer and inner braids are designed for roughly equal strength, but since the designer can choose from a variety of materials and constructions, he or she has great control over the characteristics of the final rope. For example, the core of the rope is Kevlar, an exceptionally strong and low-stretch material. The loosely braided core yarns approximate the "impossible" parallel construction to make the most of the Kevlar's assets. The core is sheathed in a conventional polyester cover to protect the Kevlar from its nemeses, abrasion and sunlight, and make it possible to handle. The result is a hybrid rope that rivals steel wire for strength.

Plaited rope is a variant of braiding that uses 8, 16, or 32 strands to form a rope. Most common in sailboat ropes are the eight-strand varieties. Historically these plaited lines are a kind of "sennit," which the old-timers used to plait by hand in comparatively short pieces to be used as lanyards and sail ties. Plaited ropes are soft to the feel and grip well on winches. They are also fairly low stretch and non-twisting. An interesting combination of three-strand core and braided cover is made by Marlow ropes. Some data from the Imtra Corporation, which imports Marlow ropes, compare characteristics of plaited ropes with those of other constructions in Table 2.

One last construction, a little newer than the rest, illustrates a novel approach to the maximum-strength and minimum-stretch ideal represented by the truly parallel lay. This rope is made by arranging a practically linear bundle of filaments, wrapping them first in one direction and then in the other with thin, narrow tapes, and then

Properties of polyester rope

Construction	Tensile strength (lbs)		Stretch (%)
	5/16"	7/16"	
three-strand prestretch	3,205	4,915	3.0
braid	3,195	5,800	3.6
eight-plait	1,200	2,200	5.5
eight-plait prestretch	2,970	—	5.5
braid over three-strand	3,700	5,700	3.2

Table 2: Prestretched rope is stronger than the standard type. Plaited rope is not as strong as braid or strand but has a very good "hand" and friction on winches. Stretch figures were obtained at 30 percent of break strength.

braiding over the whole to make a braid-over-wrapped-bundle rope of quite superior properties. An example is New England Ropes's Sta-Set X. In this rope the core has about 90 percent of the total strength of the whole.

So far we have concentrated on rope construction. The materials make a difference, too. An increasing variety of fiber formulas are being used in addition to the standard nylon and polyester. Table 1, for

example, reveals how Du Pont's Kevlar aramid fiber, whose ancestry goes back to nylon, is very much stronger, weight for weight, than any other organic fiber or even stainless steel. But, as noted earlier, strength isn't everything. Kevlar is easily abraded, suffers from ultraviolet light exposure, and doesn't like to be bent around small-diameter sheaves. Now that rope manufacturers have learned how to maximize its advantages and cover its

Tensile and elongation properties for selected 7/16-inch ropes

Rope	Type	Maker	Tensile Strength (lbs x 1,000)	Elongation (percentage)
polyester	Dacron	3S N	5.9	5.0
	Super Prestretch	3S M	4.9	3.0
	Sta-Set X	B* N	6.6	2.0
	XLS-Duron	B S	5.8	1.5
	Cup Sheet	B S	4.5	—
	Dualmarker	B Y	5.5	—
	Dualmarker ULS	B Y	5.5	5.5
	Eight-plait matt	P M	2.2	5.5
nylon	Marlowbraid	B/3S M	5.8	3.6
	Lionbraid	P/3S M	5.7	3.2
	nylon	3S N	5.9	16.5
	nylon	B N	6.6	6.5
kevlar	Dualmarker nylon	B Y	6.5	—
	Quadmarker Aracom	B*** Y	16.2	2.0
	Kevlar 100	B N	11.0	0.8
	Kexlon	B S	12.0	1.0
	Kevlar KT3	P M	8.4	1.2
	Spectra XLS-900	B** S	11.4	0.7
	polypropylene	3S N	3.8	3.5
	stainless steel wire, 3/16-inch	7 x 19 Mac-Whyte	3.7	0.3

3S = three-strand; B = braid on braid; P = plaited; M = Marlow; N = New England; S = Samson; Y = Yale

*Dacron braid over parallel-fiber Dacron core; **Dacron braid over polyethylene core; ***All Kevlar ropes are Dacron over Kevlar core

Table 3: Elongations are given at 15 percent of break load, except Marlow at 20 percent. Figures are taken from manufacturers' literature and are guidelines only. Other ropes, especially some foreign brands, may be tested to different standards, and their exclusion from this table is no indication of their strength or quality.

weaknesses, however, Kevlar-cored ropes are viable for a number of duties.

Polypropylene ropes have been around for many years. They aren't used much in sailboats except for such items as dinghy painters and other applications where you want rope to float. Polypropylene ropes have a harsh feel and yet slip through the hands. They are hard to knot, and although they can be spliced, a lot of tucks are needed — and preferably some pretty good whipping as well. They crumble under the sun's UV rays. But they have a big advantage in being almost totally unaffected by water.

Allied Fibers' Spectra-900 is a very special high-strength, low-stretch polyethylene that Samson, for one, has made into a braid-on-braid rope (the outer braid is polyester) called XLS-900. It compares with polyester-Kevlar rope in these essential properties. In addition, it's very light because the density of Spectra-900 is only 0.97 grams per cubic centimeter, while Kevlar's is about 1.44. Spectra does tend to elongate more when loaded close to breaking strength and on long passages it has a tendency to creep — that is, to develop permanent elongation.

This brings us to Table 3, which can help you choose a particular rope. When using the table, remember that any rope will stretch if you load it enough. Simply pick the kind of rope that will give you the tolerable stretch at the working load, not the load to break. And what is the actual working load? Typically it might be the greatest force your strongest crew can exert. Remember, this figure is not the highest load the rope may experience; a knockdown can easily load it beyond the force your crew can apply. For this reason, and to accommodate wear, use a safety factor of five when comparing your working loads with the rope maker's breaking strength figures.

Other characteristics that enter your choice are listed in Table 4.

Some ropes not on these tables may be measured by circumference (this used to be universally true). If the numbers given for strength or other properties seem oddly low, try dividing the size given by three. This should help you make a valid choice. Some foreign manufacturers measure breaking strengths in different ways, too, so simple comparisons between similar rope types may not always be valid.

Once you have your rope, what should you do to take care of it? Let's start with the cut ends. A simple heat-sealed cut seems like a neat, clean way to finish off an end. An array of strands that has been fused into a solid mass can't fray, unlay, or otherwise ruin the day, right?

Not so. The solid mass at the end of the rope can break and let some strands go free. It can be sharp and cut you, or it can be just a bit too large to run through a block (seals often are just larger than the rope itself). Furthermore, if the rope is

Characteristic	Material			
	Nylon	Dacron	Kevlar	Polypropylene
external abrasion resistance	E	G/E	P	G
internal abrasion resistance	E	E	P	G
UV resistance	F/E	E	*	**
rust and seawater reaction	P	G	*	G/E
friction around winches	F/G	G	*	P/F
knot-holding	F/G	G/E	G/E	F
spliceability	F/G**	G**	G**	P/F
"hand," or feel	G	G	*	varies

E = excellent; G = good; F = fair; P = poor.
 *See Dacron for outer braid characteristics. Kevlar is not often used without a cover. **Depends on stabilizing additives. In any rope, the thicker it is, the less proportional effect of light.

Table 4: Strength and stretch are only two of the factors involved in rope selection. Durability, knotting and splicing qualities, and handling ease may prove more important than tensile properties. Often on small boats, ropes larger than needed are selected just because they are easier to grip.

TABLE 4

composed of more than one material, such as Dacron over Kevlar, the two molten plastics may not coalesce well, so the end is even weaker. It's better to whip the end. A good whipping is very strong and durable, kind to the skin, and actually reduces the diameter of the rope end so that it reeves freely through blocks.

A quick substitute for whipping is dipping. Dipping in a plastic solution is probably more common than whipping with twine, because it's quick and easy, making a smooth, soft end that will not unravel. Or you can use tape. But don't use a knot. Knots weaken the rope and permit unlaying to form "cowtails" that often lead to snagging. Snagging can be very dangerous if you have to cast free in a hurry.

So much for the ends. What about the rest of the line? You can make a knot anywhere in a line, but remember that it may reduce the strength of the rope by as much as 50 percent. In a knot the rope is bent around a radius no larger than itself, displacing and even crushing the fibers. Fibers so treated will not share the load equally, so the rope becomes weak. Turning a rope around a cleat bends it almost as tightly, and you should be aware of the appropriate cleat length for each rope diameter:

rope size (inches)	cleat size (inches)
1/4	4
3/8	5-6
7/16	6
1/2-9/16	6-8
5/8	9
3/4	12

Even leading a rope over sheaves has some effect on its strength. So there are rules about the size of sheave to use


relative to rope size, too:

rope type	ratio D/d
twisted	10
plaited	10
braided	8

The sheave diameter (D) divided by rope diameter (d) gives the ratio. These figures refer to ropes bent 180 degrees around the sheave, so they are particularly applicable to halyards. Ratios are less critical for smaller angles. A ratio of 20:1 has been recommended for Kevlar halyards. Because rope under load widens and flattens a little, the groove in the sheave should be some 10 percent larger than the diameter of the rope to minimize the rope's rubbing on the sides of the groove.

Lead every line fairly through blocks and eyes. Unfair leads are grossly unfair to ropes, causing anything from mild abrasion to severe jamming. From abrasion to snagging is only a small jump — snagging a rope by dragging it along a wooden dock can pull an awful lot of strands. Oddly, a few pulled strands don't materially weaken the rope, but they do lead to further pulling and ultimate jamming.

Sunburn is bad for sailors and for ropes, too. It stiffens and weakens the surface layers; if the rope is small, it gets weak all through. Stiffening is greater if the rope is under load the whole time.

Maintaining rope takes minimal effort. Washing is the best maintenance. Wash rope using a mild detergent and the washing machine's polyester cycle or soak the rope in a bathtub. 

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Casper

HOBIE RACING

NOVEMBER/DECEMBER 1987

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results

WORLD HOBIE CLASS ASSOCIATION

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



Patrick McDowell

MAJOR EVENTS

MAJOR REGATTAS

March 4-6

Midwinters West

San Felipe, Mexico

H.C.A.

619-758-9100

April 9-10

Midwinters East

Davis Island Y C Tampa, Florida

Bob Johnson

813-960-1937

June 5-11

Hobie 17 U.S. National Championship

Wildwood, New Jersey

H.C.A.

619-758-9100

June 23-July 2

Hobie 16 World Championship

Scheveningen, Holland

H.C.A.

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Sept 2-11

Hobie 17 World Championship

Maui, Hawaii

H.C.A.

619-758-9100

REGATTA SCHEDULE

Division 2

Nov. 7-8	Hobie State Championships Puerto Penasco, Mexico	Pat Eger 602/749-4295
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Division 3

Nov. 14-15	8th Annual Turkey Regatta Monterey, CA	John Moore 408/372-7897
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Division 8

Nov. 27-29	Keys Cat Challenge Smathers Beach, Key West, FL	Lenny Carey 305/294-0326
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Intern'l

Nov. 7-8	Grand Prix Armistice Bombannes	Tony Laurent 94.656859
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Nov. 14-15	Fleet Regatta Carry le Rouet	Patrice Vivient 94.876970
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Nov. 21-22	Essener Elspokal Baldenev See	Ernst Bartling 0221-438604
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Nov. 28-29	Ski Hobie Leysins	Jenny Hagerude 022.351838
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Nov. 31	Fleet Regatta La Pelle	Patrice Vivient 94.876970
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Dec. 6	Tour des Lies Cannes	Tony Laurent 94.656859
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Dec. 8	Trofeo Navidad Sanlucar	Juan Nuviola Camps 03.237639
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Dec. 12-13	Trofeo Navidad Tarragona	Maria Jose 93.8902788
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Dec. 26-31	Stage Regate Hyreres	Tony Laurent 94.656859
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Dec. 31	Trofeo Salon Nautico Castelldefels	Juan Nuviola Camps 03.237639
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FLEET NEWS

Festival of Colors

Fleet 95, Division 4
Ocean Shores, Washington
July 3-5, 1987
by Myke Holford

The Division 4 Championship was held at Ocean Shores, Washington and sponsored by Fleet 95. Also scheduled over the July 4 weekend was the N.W. Women's Championship and the N.W. Alpha Championship. After some delays getting started, Maggie Skidmore came away prequalified for the 16 Women's Nationals in San Francisco. Congratulations Maggie!

It turned to slug sliming weather over the 4th and 5th with rain and heavy wind on the 4th and rain with light-to-moderate wind on the 5th. The skipper's meeting Saturday morning was hosted by Bob Coombie amid a crowd of yellow rain slickers, ponchos, and dry suits. It's tough to get excited about racing in the rain, but this group was here to race, and race we did. For safety reasons all six races were held inside of Gray's Harbor. Due to the inclement weather and resultant lack of participation, the Alpha competition was cancelled along with the Hot

Air Balloon exhibition, but we did have Sanicans! The rain lifted long enough to enjoy the traditional fireworks display Saturday night. After the last race Sunday, the rain gave way to threatening clouds and sporadic sun. With dark clouds to the west, Bob wasted little time in presenting trophies, providing wonderful give-away items, and announcing raffle winners.

Thanks, Fleet 95 for a well run regatta. Special thanks to Bob Coombie, Jim Horswill, Lorraine Carter, and the Carter clan on the race committee. Well done, done well! Congratulations to all who endured the less than ideal weather to participate. Many thanks to the Ocean Shores Chamber of Commerce for their aid and assistance in putting together this regatta.

North American Regatta

Fleet 532, Division 7
Bismarck, North Dakota
by Lon Romsaas

The North American Regatta is unique in that it is an international competition held near the geographical center of North America in North Dakota. During July, for

the second year, sailors from Saskatchewan, Manitoba, Montana, Wisconsin, Minnesota, South Dakota and North Dakota converged at Lake Sakakawea. The 600-square-mile, man-made lake on the Missouri River is known for its sailor-friendly winds.

A highlight of this year's regatta was the participation of Miles Wood, director of the Hobie Class Association. Miles raced in the regatta and also shared his sailing expertise.

Miles' seminars are as colorful as his shirts. "Remember, you don't have any friends when you get to the start line," Miles said at his racing tactics seminar. "If they were your friends, they would wait for you if you had a bad start." Later, Miles presented seminars on tuning Hobies and sailboards.

The governor of North Dakota joined the festivities on Friday evening. Governor George Sinner has a genuine interest in the regatta and was instrumental in getting the race started. His daughter, Mary Jo, crewed for Miles Wood this year. Next year we hope to have Governor Sinner join in the race too.

Socializing on Friday evening and Saturday was easy

with the help of Strohs and Ed Phillips and Son's Distributing of Bismarck. They were as fired up and friendly as any race participant.

Sailing, not socializing held everyone's attention on Saturday morning. By 11:00 a.m., the race committee boat was set with A mark directly upwind and 75 teams watched as the white flag was raised.

The light-weight teams were smiling as the blue flag went up for the first race. With five mph winds out of the south-east, the race committee called for a Course 4 for the first starting groups and a Course 2 for the third group.

The 18s and 17s started first followed five minutes later by the 16As. Another five minutes passed and the 16Bs, 16Cs, and the 14s joined the race.

As soon as everyone had made it beyond A mark, the wind shifted 45 degrees. This made for a faster race but also presented the race committee with the problem of moving all the marks. The wind shifted just enough to align B mark directly upwind with the committee boat. Without hesitation, the race committee had the port starting mark moved and called for a

Course 9 for the second race. An inspired race committee went on to call as many different courses as possible for the next day and a half.

During lunch, which was catered back on shore, the marks were reset with A mark placed back upwind again in anticipation of the third and fourth races of the day.

The race committee called for a Course 7 and a Course 5 for the third race as the wind picked up to 10-15 mph and ended the day's racing with a short course for everyone during the fourth race.

What a great feeling as the last sail numbers were recorded for the fourth race. We knew we had a successful regatta even if we couldn't race on Sunday. Saturday's racing had given us medium winds and four very interesting and different races.

The competition was hot in the 16As, especially with Miles Wood sailing in that division. The 16Bs and 16Cs gave each other a little more maneuvering room but made interesting starts when the port starters weaved through the unsuspecting pack. The 18s were fast but conservative about mixing it up at the start line.

For now the racing was over and regardless of standings, it was time to head for shore for Saturday night's activities. Participants enjoyed a catered meal, refreshments, giveaways and entertainment from four minstrel actors. Late night entertainment included a street dance at nearby Riverdale.

Sunday morning greeted everyone with 20 mph winds and three- to four-foot waves. Now it was time for the heavy-weight teams to smile as the winds settled in between 20 mph to 25 mph with gusts up to 30 mph. We knew we were in for a good time when two catamarans dismasted before getting to the starting line.

Chase boats provided by the North Dakota Parks and Recreation Department, State Game and Fish Department and the Corps of Engineers raced from one boat to another, sometimes just taking a head count before scrambling to check on another overturned boat. At one point, six Hobies were overturned

and a total of five boats were dismasted before the afternoon ended. There was plenty of excitement but fortunately no injuries except the typical Hobie bruises.

This year's North American Regatta was even better than last year's race. It started with excellent seminars and progressed with a total of seven races that offered light to heavy winds and a variety of courses. It ended with new friendships and new stories to be shared.

A special thank you to our namesake sponsor North American Coal, to Governor George Sinner for his support and to all who participated in this year's North American Regatta.

Next year's regatta is scheduled for July 22-24. Come join us on Lake Sakakawea, North Dakota's Hobie sailing mecca.

Division 8 Championship/ Summer Sizzler

Fleet 80, Division 8
Daytona Beach, Florida
August 8-9, 1987
by Simon Fuger

By the time you read this article the first icy blasts of winter will be upon you and you may look back fondly at this year's Sizzler — those two days in August when the sweat burned your eyes, the sun fried your exposed flesh and the sand was so hot you thought you would stick to it. With a high pressure system dominating Central Florida's weather, the temperatures roared into the high nineties and sizzle it did with no thunderstorms to retard the mercury's progress.

So along with the 163 boats that were registered came the skippers, crews, wives, concubines and camp followers all embracing the heat in the true spirit of the southeast. For its part the bargain, Fleet 80 made sure that the libations never ran out all weekend on land or water. This required an almost superhuman, 48-hour performance to keep beer, fruit juice and soft drinks available at all times (never did run out except for a brief boat breakdown on A course).

The first day of racing saw northeast breezes of five to eight knots. Hardly the stuff that keeps the adrenalin

pumping unless, of course, you're on a race committee trying to anticipate a breeze that was totally uncharacteristic for that time of the year. Needless to say, the much heralded sea breeze from the east never materialized and what wind there had been died out completely. On B course two races were sailed Saturday and the sequence for the third race had begun; as the red flag went up for the first start the wind died. The committee was forced to go through a ritual of flag raising and lowering to the delight of the stranded sailors behind the committee boat who volunteered an "all clear" with each successive flag. With the abandon race flag being the final flag flown, the assembly paddled their way back to the beach. On A course they weren't quite as lucky as the wind died during the second race. With a flurry of shorten race flags all the boats were finished.

Hot dogs and beverages awaited the fatigued mariners and soon spirits were revived to venture a few tentative dance steps to the sound of the rock and roll band imported for the event. The post sailing party continued well into the night.

Sunday morning the sailors were greeted by 12-knot northerlies and the decision was made to go for three races that day. This meant shortening the courses and being damn quick otherwise the contestants would be facing a long drive that night. The northerlies, however, did not bode well for any strengthening. On B course three races were squeezed in for everybody although the third race had to be shortened for all with some fleets finishing at the original finish line and others at a makeshift affair by, of all places, B mark. When it was all said and done, Don Bergman had won the 18 Magnums in front of the hard driving Ted Blakeman. In 18B, Brock Pecknold charged out of the pack to take first place with a great second day effort. The 16As will have to now contend with Joe Beal as a heady performance in 16B ensured his victory. Finally, Floyd White in the 16Cs won his division by a commanding 6.75 points.

On A course, the wind lightened up before the start of the fifth race and racing was called off for the day. Bob Johnson put in a great second day effort scoring two firsts and taking the 18As ahead of Clive Mayo. In the 17As Alex Kirby didn't need to sail the last race as he pocketed three first place finishes and let Roy Bertolet and Bobby Dees battle it out for second. In the 17Bs Scott Chester III took the honors. In a fleet of 38-16As, Robbie Daniel and his crew Sherie Shaw once again showed the form that has won them nearly every 16A fleet race in Division 8 this year edging out Dave Sloan and the venerable Jack Sammons. In the herd of 14s John Nelson captured the 14A title, while Frank Martin prevailed in the 14Bs and Chris Keysor took the 14 Turbo class. Overall, home Fleet 80 took the "Go Fast" trophy with Fleet 116 from Lakeland scoring an impressive tie for second place with Fleet 45 from Cocoa.

With all of the boats on the beach by 2:30 p.m., door prizes were given out and an Alpha sailboard was raffled off, followed immediately by the trophy presentation and departure by 4:30 p.m. Fleet 80 would like to thank all the participants who came to Daytona to share the Sizzler with us. We attempted to run a tight, efficient and enjoyable regatta. We hope that despite the lackluster wind we succeeded in that quest. In order to achieve our goal, one third of our racing fleet gave up their right to sail in this event; we would like to thank them for their dedication. In addition, we relied heavily on our sponsors. For the fifth straight year, we would like to thank Holiday Inn Surfside, S.R. Perrott (Miller Distributing), Hawaiian Tropic, Ardmore Farms, Pepsi-Cola, Monahan and Sons (tent) and the Ocean Deck. We would also like to thank relative new comers, Burger King, Ryder Trucks, ITT Palm Coast and Daytona Yacht Sales.

Once again, thank you all for coming.

FLEET NEWS

N.W. Championships

Fleet 14, Division 4
Lake Quinault, Washington
August 8-9, 1987
by Myke Holford

Combine "Quinault Time" and "Hobie Time" and you've got a Good Time! This year's event was again sponsored by Fleet 14 and the Rain Forest Resort.

The event was highlighted with the presence of Hobie Alter Jr. Friday evening we were treated to a relaxed, on the grass, racing seminar by Hobie with a question and answer period afterwards.

By Saturday morning 80 boats had registered for the races. Washington's ever-changing weather was cooperating with sun and a mild 8-10 mph wind. Paul Ulibarri, race chairman, got the racing underway at noon. Three races were started Saturday, all five-mark courses. Hobie, racing in 16A, managed to slow the charging herd of 28 boats to the point of not one general recall, a rare thing for these aggressive starters. Aussie John Corrie was the only one to consistently push Hobie.

Many thanks are in order to Paul Ulibarri for the excellent organization and Fleet 14 for their support. Again, many thanks to the Morrison brothers, Don, Dave and Joe, owners of the Rain Forest Resort. They put in long hours preparing for this event. Last but far from least, many thanks to Hobie Jr. for sharing his time and experience with us. He gave us all some good sailing advice and a humbling perspective of what it is like to sail against a World Class Champion.

1987 Glendo Regatta

Fleet 156, Division 5
Glendo Reservoir, Wyoming
July 18-19, 1987
by Dee Anne Simonson

One hundred and eleven Hobies from Wyoming, Colorado, Utah, New Mexico, South Dakota, Nebraska and Missouri pulled in Friday night to Sandy Beach at Glendo Reservoir. Located in southeastern Wyoming off I-25, Glendo has proven to be an ideal spot for a large Hobie regatta.

Fleet 156's fourth annual Killer Watermelon greeting in traditional garbage bag attire was shortened by an evening thunderstorm. But the sailors' spirits were not dampened as even late arrivals found a party going strong. During festivities, South Dakota sailors introduced Division 5 to the sport of "butt darts."

A beautiful sunny morning dawned on the best sandy beach in the Rockies. A coffee and donut registration included T-shirts imprinted with a fluorescent pink flamingo. Moderate to heavy wind built by noon and the race committee got three races off on a course with a two mile leg. David Shearer of Utah surprised a few by re-stepping his Hobie 16 mast while on the water. The wind and the waves proved to be too much for a couple of older 16s. As sailors hit the beach they saw the front third of two separate 16 hulls stuck bow up in the sand. Undeclared, the two skippers assembled one boat from the remains in order to still compete in the regatta.

Tired racers found "Beanies, Weanies, Spuds and Suds" ready to be consumed shortly after Saturday's last race. Our Missouri weanie chef, Jim Disano, cooked over 450 hot dogs that evening. A bonfire large enough to satisfy any Californian lit up the beach. The reflected light of many moons and the annual limbo contest entertained all.

After a 9 a.m. skippers meeting on Sunday, two races were run in moderate winds. Again, wetsuits were unnecessary in the 90-degree temperatures. Preceding the trophy presentation, names were drawn for the great giveaways provided by Mountain Sports and Murray's Marine. Rudi Hammer, from Colorado Springs, won the coveted "Team Beef" trophy for the best score in the over 350-pound class.

Special thanks go to our sponsors: Tri-County Coors of Torrington, KTRS FM radio, Mountain Sports, Murray's Marine, and Granny's Donuts who helped to create a quality regatta. Thanks also goes to all of the Fleet 156 members and friends who donated countless hours of their time to gain our sponsors, set up the

tents, run the regatta, prepare the dinner and clean up the beach after all others had hit the road.

If you want to experience a great regatta in the Rockies come to Glendo next year. Anyone in Division 5 that has been there will tell you that it's the one not to miss.

The Buzzard Regatta

Fleet 28, Division 12
New Bedford,
Massachusetts
July 25-26, 1987
by Chris Brosco

For whatever reason, everyone seems to have a favorite regatta that they like to attend each year. Maybe it's the wind, perhaps the location, time of year, or the friends you meet. For many in Division 12, Mat-tapoisett was that type of regatta. So it came as a disappointment when Fleet 28, the hosts, announced earlier this year that the race would be moved to New Bedford due to renovations of the former site. Throughout the spring and early summer, Steve Latham, Commodore of 28, assured us his fleet would deliver the same wind, water, and fun. That would be a tough bill to fill.

As the sailors drew together for Saturday morning's skippers meeting, it was apparent that the only thing that would be more accommodating than the weekend's weather would be John Bullard, the Mayor of New Bedford. His welcome to Clark Point was warm and genuine as he spoke of his dedication to both sailing and bringing in sports of this nature to his city. Steve Ruel, of Ensign Marine, managed to pull some magic out of his hat in the form of Hobie Alter, Jr. Hobie would be with us throughout the weekend conducting seminars and crewing for the lucky few, chosen by lottery, for the honor.

The committee squeaked in three races Saturday before adjourning the boats to shore. As we rounded the cove to re-enter New Bedford harbor, one could hear the steel band playing under the big tent on the grounds of Fort Rodman. Lowenbrau flowed throughout the early evening as we all

stood around making excuses and pointing to the leaders. Fleet 28 offered an open invitation to continue the party at Billy Wood's Wharf. This restored boatyard turned restaurant and nightclub was the perfect way to end the day.

Hazy sunshine greeted all on the beach who had gathered to listen as Hobie Alter, Jr. showed both 16 and 18 sailors some of the finer points of rigging and tuning. So, with all this new information that had been made available, everyone took to the water and attempted to use it to their advantage.

The committee served up two good races, the latter of which saw the Buzzard, a word often used to describe the ever present wind in Buzzard's Bay, let out one big long puff, helping put everyone on the wire.

All gathered one last time under the tent to enjoy more Lowenbrau and await the results. Hobie Jr. remained on hand to help award the trophies as Kathy Child, the race committee chairperson, called the winners forward to receive their beautiful trophies.

Fleet 28 extends its hand of thanks to J.J. Taylor Distributors for their part in helping to keep everyone up to quota in beer, to WMYS-FM for the tees, and to Ensign Marine Specialties for arranging the appearances by the steel band and to Hobie Alter Jr. A big thank you as well to Joyce Drew on registrations and Steve Latham, who right up until the last minute, made sure every base had been covered. Kathy Child did a fabulous job as her enthusiasm shined through all weekend. Along with the beach crew and all the other hard working members of 28, it became increasingly easier to forget how great Mat-tapoisett was, and begin to remember how great New Bedford is.

Glendo Points Regatta

Fleet 48, Division 5
Glendo, Wyoming
by Dorothy Dolan

Mid-July found some of us travelling on I-25 to Glendo, Wyoming for the points regatta. Fleet 48 had a delegation of two 16s and one 18.

The Sandy Beach regatta site was just gorgeous, a long stretch of pure sandy beach with a fringe of trees about 50 yards back from the shoreline. Camping within the trees was ideal. An unbelievable 112 boats registered, breaking the regatta attendance record. Also another first was the Team Beef which was presented to the best finisher, who had not trophied, with a combined weight of over 350 pounds. Considering the fact that some sailors really have to push around a lot of water (especially in light air!), this breed of sailor definitely deserves some recognition. Good idea, Fleet 156.

Also meriting mention was the four-wheel-drive vehicle which was available to trailer boats down to the beach. Now that's hospitality! Winds were gusty with 15 to 20 mph velocities Saturday. Some serious toe curling on the side rail was experienced here. Oh, and let me tell you of the weather . . . warm, warm, warm! Not hot, mind you, but pleasant, "leave the wetsuit on shore" weather. Saturday was a full day with four fast paced races. We came in for a little break after the first two races, hurried back to start, only to arrive well after our start sequence (fast pace)! Saturday night we feasted on beanies, weenies, spuds, suds and Coors, entertainment provided by the South Dakota Firejumpers over the regatta bonfire and a colorful, most likely unplanned, array of fireworks.

Sunday we had two races in moderate to light air. I experienced my first Course 7. I think I'll always carry a marker handy so I can cross out every time we pass A mark on those courses!

No trophies were brought back to New Mexico but Brian did win an extra large, black Alpha T-shirt.

Well Hobiers, this is definitely the regatta to attend . . . good beach, plenty of camping area, wind, warm Wyoming hospitality and a great relaxing atmosphere if you can squeeze in an extra day or so before or after the regatta. Paradise on the plains! Thank you Fleet 156.

The Regatta Road Continues

...
Colorado Points Regatta
Fleet 48, Division 5
July 25-26
by Dorothy Dolan

Fleet 48 had a large attendance this year. Congratulations to Brad and Debbie Humble who finished in first place in 16B fleet. Welcome to A fleet. Good job you guys! Also Craig Mosley and Nancy Estridge finished third in 16B, nice showing there. Hal Aavang, our adopted Colorado member, won 18B fleet, welcome to A fleet!

The weather was not bad and the Saturday dinner was great—plenty of ribs and fixings. A total of five races was completed.

Well folks, all I can say about the Dillon Winds is take heart, there is hope. Instead of a compass next year, Brian is hard at work perfecting the Hobie answer to Dillon winds: "Hobie Ouija!" Yes folks, should work great strapped onto your trampolines. To simplify decision making out on the race course Brian has carved up an array of peripheral stuff, perfect wind shift indicators so you can be there instead of watching others catch that lift. We'll test try it at the nationals and either be patenting it by Christmas or have extra kindling for the fireplace.

Summer Classic '87

Fleet 231, Division 12
Raymond, Maine
July 11-12, 1987
by Chris Brosco

Classic! Webster defines it as pure, correct, refined, and first class. So when Maine's Fleet 231 calls their event a classic, one has to stop and take notice.

St. Eiboh's Cove was the site for what would turn out to be two days of spontaneous Hobie fun. Though you will never find a reference to St. Eiboh in the Bible or the cove listed on a map, it's there along the shore of beautiful Sebago lake. The name St. Eiboh, and there's a hidden message in there, was the brainchild of Pat Poziwilko. Along with nearly 20 other people, mostly Hobie sailors, this parcel of land complete with two beaches

was purchased to assure the Fleet they'll always have a place to play. And play they did as nearly 125 people came out to sample Commodore Bill Aja and company's menu of activities. There was the typical racing, four in fact on Saturday, but the next 24 hours would be the memory makers of the weekend.

Saturday night began with a feed, courtesy of Carbur's Restaurant and Rich McNeill, consisting of jumbo hot dogs, hamburgers so big you'd swear there was a cow on the grill, pasta salad, baked beans, chips, and brownies. Let's not forget those Mai Tai's either, as they would be fondly remembered on Sunday morning. The 18s took on the 16s in a game of volleyball that saw the 18s, or Team Beef as they came to be known, victorious. There were fireworks too, lighting up the sky until everyone retired to their on-site camps for the evening.

Not to sound like Andy Rooney, but did you ever notice how Hobie sailors never move about quite as quickly on Sunday mornings as they do on Saturday? I wonder why that is? Mac McCarthy summed it up perfectly when he said he wouldn't know how to handle a Sunday start without a hangover. One had to be more alert this day though as there'd be one race and one race only, all 42 boats starting together. A hull flying competition, with judging for the best looking hull, lasted all day long. But with light winds, everyone stayed on leeward to show their gel coat.

By noon, the grills were fired up again and while everyone ate, "Bombin" Bill Aja began the water balloon bombardment. It was every man for himself in this one. Later, a relay race was organized by Bob Whiting. The object was to transport a numbered egg from one boat located on the beach, to a different size boat on the water. The boat on the water, after receiving the egg, would return to the beach and hand the egg back to Bob. If he couldn't read the number on the egg, you didn't win, yet some eggs came back scrambled. Then there was Al Tyder's swap race, who's idea

was simple. Make a deal somewhere on the race course, but don't finish with the same crew you started with. If you were on a 14 or 17, you had to switch boats. This confusion, coupled with a LeMans start, added to the laughs.

Trophies were the order of business and the day came to a close. Mary Shiff did a spectacular job making lamps, chip and dips, and wine coolers. Each was handmade stoneware from her Potter's wheel. The fun trophies, for all the crazy stuff, were donated by Russell's Garden Center.

Every sponsor gave it their all, and need to be thanked. Pat Noboli, of Sebago Hobie, closed her shop to work a chase boat. She, along with Carbur's Restaurant, Muddy Fox, Boston Deli, and Modern Paint and Wallpaper, helped to make this classic a Classic.

Hobie Day

Fleet 13, Division 12
Greenwood Lake, New Jersey
May 24, 1987
by Cherokee E. Ryznar

Fleet 135's second annual "Hobie Day" proved a smashing success! Staged with the invaluable help of Bob Dolan of South Shore Marina, Greenwood Lake, New Jersey, this event provided an unpressured opportunity for non-sailors and novices to experience the joys of Hobie Cat sailing.

Ten of Fleet 135's slightly seasoned sailors gathered on May 24 to take adults and children for half-hour jaunts on the lake. There was even wind enough for a little single-hull sailing for the more adventurous. Skippers described fleet functions, and gave brief explanations of Hobie sailing basics. Back on shore, other participants enjoyed a bar-becue, and socialized with remaining fleet members. Interested persons were invited back the following weekend for a free clinic to expand their sailing knowledge.

Several guests from last year's event returned with additional friends, and all agreed that the \$10.00 ticket price was a bargain. The fleet's treasury showed a welcome

FLEET NEWS

increase, thus providing funds for other non-racing activities, while Hobie dealer, Bob Dolan, gained a few sales.

Fleet 135, with 18 members and their families, makes sailing enjoyment its main goal. It provides a relaxed atmosphere for novices to learn the ins and outs of competitive and sport sailing. Beginners are helped and encouraged by the more experienced sailors. Members also work well together to produce non-racing activities such as a winter party with skating and skiing on the lake; a "fun type" road rally; chartering Catalinas for a September, Long Island Sound sail; and an interfleet summer picnic. The whole family is included in fleet 135's activities.

The friendliness, co-operation, and enthusiasm of this small group of people sets Fleet 135 apart. Hobie Day '88 is sure to be another successful and satisfying endeavor.

Editor's Note: The above article was submitted as part of the HOTLINE's contest in search of the most enjoyable, non-racing events held by fleets. If your fleet has held a particularly successful event, send the details and 35mm color slides or black and white glossy prints to HOTLINE Fleet Event, P.O. Box 1008, Oceanside, CA 92054.

"The Old Yellow Boat Ain't What She Used To Be!"

Saskatchewan Hobie 16 Championship
Jackfish Lake,
Saskatchewan
by Keith W. Hern and Chris Rucki

The Old Yellow boat, better known as "El Gato" by her friends, limped away with the 1987 Saskatchewan Provincial Hobie 16 Championships held this year on beautiful Jackfish Lake during the three days of the long weekend in August. The Battlefords Sailing Club clubhouse is one of the best facilities in the western provinces and the sandy beach provides great access to the lake.

El Gato arrived on Friday afternoon coated with seven hours of road dirt and bugs. After a quick washdown, the crew decided to explore the lake. Snap! What? Down came the mast. Anyone have a new shroud? A friendly motor boat towed El Gato back to the regatta site at Meota. After an hour of phoning, the local sailors had helped find a Nicropress and a 20 foot length of aircraft wire. El Gato had a new beach-made shroud and an erect mast by 10:30 a.m. Saturday morning.

Saturday's two races, in 15-20 knot winds, went well, with El Gato placing first and second.

On Sunday, the winds had piped up a little. In the first race, El Gato managed second place. It could have been a first if the crew had not fallen overboard at the start.

With 10 minutes to go before the second race, "El Gato" makes a run at the start line to gauge the angles. Snap! Now what? The mainsail is slowly sliding down the mast. The main halyard has broken. Give up? Never! We tipped El Gato on her side, cut a length of cord and pulled up the sail while treading water in a three foot swell. You should try it sometime! Righted her with one minute to go before the start. A slow start, but good enough for third place.

The third race was critical. We had dropped back into second place overall and we wanted to finish the day in first place. We wanted to win! A good start, double trapped to the weather mark, a fast reach and we are in the lead going to the finish line with the main competition only a few yards behind. One hundred yards from the finish line and a gust knocks both skipper and crew off the wire and El Gato goes over backwards. Give up? Never! We rapidly right her (we have had a good deal of practice at this particular maneuver) and cross the finish line a little disheartened, only to learn later that the main competition had run over a windsurfer only a few feet from the finish line and had drifted in irons with both rudders kicked trying to untangle the mangled windsurfer from their hulls. Another first, just what we

needed.

Monday's racing was uneventful in comparison, but by the end of the day we were still in first place and El Gato limped back to Calgary, battered and bruised, but nevertheless, the 1987 Saskatchewan Hobie 16 Provincial Champion.

Swedish Hobie 16 National Championships

Fleet 326, International Division
Skanor, Sweden
June 6-8, 1987
by Doug J. Lumley

In October 1986, the Hobie 16 was welcomed in as an official class in the Swedish Sailing Association (SSA), the governing body for sailing in Sweden. This meant that for the first time official championship races for the Hobie 16 could be held. Sweden's Mr. Hobie Cat, Osten Nilsson from Fleet 326, has done a tremendous job organizing the class and seeing that all the red tape with the SSA was filled in correctly (in triplicate). Tony Laurent and Coast Catamaran France acted as sponsors to help us gain class status and their support was a major contribution in establishing the class.

A new class in the SSA must sail two "national championships" before a "Swedish Championship" can be held (red tape again). The first national championship was held on June 6-8, in Holviksnas in southern Sweden, only a few miles from the site of the 1984 Hobie 16 European Championships. The event was organized by the Falsterbo Canal Boat Club and Fleet 326 and sanctioned by the SSA.

The regatta was scheduled to be a three day event with two races each day and one throwout if more than three races were sailed. It was an open regatta and four boats sailed over the sound from Copenhagen, Denmark (over 20 miles through one of the worlds most heavily trafficked waterways!) on the morning of the first race. There were 25 Swedish entries representing all four of the Swedish fleets (326 in Skanor, 368 in Stockholm, 371 in Goteborg, and 387 in Vasteras). Two Hobie 18s

from the host club rounded out the fleet.

On day one the course was laid far offshore since the start was to coincide with a large monohull race. The winds were around 10 knots and from the southwest. The first race was to set the pattern for the rest of the series. Jan Neergaard from Denmark flew around the course and took his first win. Erik Wulff, also from Denmark, was second followed by the During brothers from the Goteborg fleet. Between races the winds died off and the second race started in 5-7 knot winds. Neergaard took his second straight win followed hotly by Lasse Ahlstrom from Fleet 371 and Pelle Dahlberg and Janne Hillerkrans, both from Fleet 326.

That evening a Hobie party was held at the nearby William Shakespeare Pub. It was all the shrimp you could eat and a good chance to renew old acquaintances and make new ones. Dancing and partying went on until the wee hours of the morning.

Day two started with a howl. The course was moved closer to the beach area since there was no need to search for wind. It was coming offshore out of the southeast at 25 knots with gusts over 30. The water was fairly flat, the sun was shining and it was hard weather Hobie sailing at its best. The reaches were screaming and a lot of crews had trouble holding down their boats on the beats. Neergaard proved he was a master of all conditions by spiking this race too and at that by a wide margin. The During brothers were closest to Neergaard followed by Pelle Dahlberg and Arne Hansson, also from Fleet 326. The tough sailing was taking its toll and a number of crews decided to watch the second race of the day from the beach. The wind had settled down a little to around 20 knots as the starting sequence began but the gusts were still quite strong. Needless to say, Neergaard took the fourth race too and again out-classed the fleet. The During brothers were second over the finish line but a protest from a starting line incident eventually gave them a DSQ and would, as it turned out, cost them the championship. Dahlberg sailed

in third again and was followed over the finish line by Osten Nilsson.

After beaching the boats for the day, the First Annual Meeting of the Swedish Hobie Cat 16 Class Association was held at the host fleet's clubhouse. Plans for the coming year were made and a new executive elected. The 1988 Hobie 16 Nationals will be sailed in Sweden's capital city, Stockholm. Plans were also made for qualifying races to the 1988 Hobie 16 Europeans to be held in neighboring Denmark.

On day three, the winds were back in full force and it was raining hard. The help boats had difficulty setting up the course but soon the warning flag was up and the racing started. Everyone was going to weather with the travelers way out and the sailing was exhilarating. Many crews were having difficulty and returned to the beach. Out on the course, the visibility was quickly worsening and race committee chairman Per Ahlberg wisely hailed in all the remaining boats to the beach (much to the chagrin of some of the heavier crews who were really smoking!). You've probably correctly guessed that Neergaard was winning that race too.

With four races sailed and one to throw out, the points were tallied up. A well deserved first prize went to Jan Neergaard and crew Jesper Kjer from Denmark. Dahlberg came second and Wulff third. The Daring brothers were fourth and Ahlstrom fifth. Recalculating the results list without the Danes showed Pelle Dahlberg and Stefan Svensson from Fleet 326 to be the first Swedish National Champions. Gold medals from the SSA and a trophy donated by the Municipality of Vallingen were presented to the new champions. Second and third was tight between two Fleet 371 boats with Lasse Ahlstrom and Martin Sigvardsson taking the silver medals and Anders and Christian Daring, only one point behind, receiving the bronze. After the race it was time to pack up and say our farewells. The Danish boats board reached back to Copenhagen (that must have been a wild ride in that wind) while others prepared to leave

for Quiberon and the Hobie 16 Europeans.

All who sailed the first Swedish Nationals would like to thank Osten Nilsson, Per Ahlberg, the race committee and Fleet 326 for a great regatta. Thanks also to our sponsors Citarent Instant Office, The William Shakespeare Pub, Ericsson, Seme Suit, Seiva Boats, Flair Miljo and Scubapro. We hope that next year's National Championship in Stockholm will be as enjoyable an experience as this one.

1987 Buffalo Bilge Wild West Regatta

Fleet 446, Division 4
Buffalo Lake, Canada
July 20, 1987

by Mark Jones

Saturday morning, light winds, pastel sails being hoisted up the mast and the occasional skipper discriminating the draft in his main sail. Although the open attitude is calm and sociable at this year's Buffalo Bilge Regatta, many skippers are up early, seriously tuning their cats for optimum speed. This event has become Alberta's regatta of the year to prove your sailing knowledge and abilities with friends and sailors that they rarely see.

The first race was held in light winds with dead air pockets scattered around the large course. It became a mind game of staying in the wind funnel even if it meant taking the long route to the next mark. As the afternoon rolled in, so did a wicked weather pattern. Races two through four saw a 10-minute torrential downpour, double trap winds and mega wind shift. At one point, you could see dark water and white caps filling in back at C pin. Boats were being lifted and shot up towards the front of the pack as you sat idle on the tramp, hooked in and prepared for heavy gusts. Crews were jeering and hiked out while the skippers made a mad dash to finish the Course 4.

Sunday's races were held in firm conditions that are reminiscent of the previous two years. A port tack start seemed to be the favored side as Raymond Bach pulled off a great start and soared out to A mark double trapped. Although the remaining starboard boats flopped over to port after

crossing the start line, it seemed too late as Raymond was long gone. In the sixth and final race, all but three boats started out on port. It became a game of kamikaze as the three lone skippers did an excellent job of "getting those port boats" as all but one port Hobie collided, crossed over early or bobbed in thrashed winds.

Fleet 446 welcomes all sailors to next year's "Bilge" and challenges any out-of-province or -state skipper to try and take our trophy away from home, if they can handle the winds! The winners were: 18-Tymkow/Jewell, 17-L. McDaniel, 16A-Donitz/Donitz, 16B-Spalding/Walters, 16C-Vogel/Vogel.

Windermere Hobie Regatta And Lobster Boil

Fleet 446, Division 4
Windermere, Canada
July 18-19, 1987
by Keith W. Hern

The Windermere Lobster Boil Regatta attracted 29 registrants from as far afield as: Regina, Saskatchewan; Whitefish, Montana; and Westlock, north of Edmonton. Four races were sailed on Saturday in 15-20 knot winds. Lack of winds on Sunday precluded any racing. The racing results were as follows. Ryan Manton won the Hobie 14 class. The team of Donitz and Hern took first in the 16A class, while McMaster and O'Neill took first in 16Bs. First place in the 18 class went to the team of Golonowski and Armitage.

Peter Donitz, from Canmore, was the winner of two nights complimentary accommodation at Panorama, Canada's Alpine Resort, and Bob Golonowski, from Westlock, won the "Weekend Get Away Package" from Fairmont Hot Springs Resort Ltd. Congratulations to all!

One hundred and fifteen lively lobsters satisfied the gourmet palates of the hungry Hobie sailors and their friends, even though the pouring rain on Saturday night put a damper on the serious party goers.

Many thanks go to all the sailors, the sponsors and helpers who made the regatta a success. To those who could not attend this year's regatta; start planning for next year.

Bent Mast Regatta

Fleet 192, Division 7
Branched Oak Lake,
Nebraska

July 11-12, 1987

by Susan Kirkpatrick

Weekends and more weekends had passed. We waited and waited for the notorious Nebraska summer winds. But for the majority of our previous regattas, Fleet 192 worked on their tactical sailing . . . in light air.

Finally, Bent Mast brought the challenge of higher winds. It was cool, cloudy and yes, wet suits were donned even in the middle of July. Forty boats entered races with Hobie 14, 16A, B, C, 17, 18s making fleets. Six races ensued over the two day event. Good food and camaraderie were laced in between races. We had great participation from Des Moines Fleet 84. Unfortunately, they went home with one casualty from the effects of high winds and hull flying, and our best wishes go to Bobbie.

Great give-aways at the awards ceremonies, as well as unique trophies and long-sleeved T-shirts designed by fleet member Cindy Phipps capped the event. Recognition and thanks to all those who helped make it a fun filled weekend.

"Madism" Capitol Beer Points Regatta

Fleet 472, Division 7
Lake Mendota, Wisconsin
July 11-12, 1987

by Denny and Sharon Carlson

The Third Annual "Madism" Hobie Points Regatta enjoyed the best possible weather. Temperatures ranged in the 90s on Saturday and 80s on Sunday coupled with consistent race time winds of 10 to 20 knots provided the stuff regatta memories are made of. Our local Capitol Brewery supplied the suds and Fraboni's supplied the Saturday evening meal.

The 9:30 skippers meeting was followed by two races, a lunch break, and three more fast paced afternoon races. Sailors from Minnesota, Wisconsin, Iowa, and Illinois all enjoyed a feast of chicken, beans, salads, deserts, and Garten Brau Lager beer.

FLEET NEWS

Sunday broke with light air out of the east. Race time and a cold front arrived simultaneously. Heavy air and racing clouds with a light shower coming out of the northwest provided the setting for the first Sunday race. Double-trapping was the order of the day! The first race was a Course 7 for the A fleets and a Course 4 for the B fleet. A couple of boats went over during the race but were quickly righted and racing again. By the end of the first race the clouds had all but disappeared and the wind remained. One more race in ideal Hobie weather was frosting on the regatta weekend.

Our sincere thanks to all the racers, sponsors and most of all the members of Hobie Fleet 472. We hope you can make it again next year.

Qantas South Pacific Championships

Fleet 405, International Division Port Moresby, Papua New Guinea
Royal Papua Yacht Club

A bleary eyed group of Hobie 16 sailors returned home to Sydney from the annual trek to Port Moresby, Papua New Guinea. They had just attended the 7th Qantas South Pacific Championships, hosted by the Royal Papua Yacht Club.

The members of the Royal Papua Yacht Club are mostly expatriate Aussies, Kiwis and Poms and a few Nationals. They treat this event as one of the most important on their sailing calendar. A total of 68 members were counted as being actively involved during the week helping to run the Championships, both on and off the water. Their involvement ensures that this event remains as one of the best regattas on the Hobie calendar.

The titles are primarily sponsored by Qantas which has been involved since the beginning. Other sponsors are TNY, Avis, ICL, Shell, Australian Airlines and a host of local Port Moresby Companies.

Being the middle of winter, it is a great time to leave places

like Sydney and Melbourne and head north. As well as a number of Aussie competitors there was also a team from Singapore and from New Zealand. The local sailors, expats and nationals, made up the balance of the fleet. Missing from this year's event were current and former world champions Gary Metcalf, Ian Bashford and Brett Dryland. This left the event wide open. It also meant that on Calcutta night, when the sailors are sold off to the highest bidders, the top money was fairly evenly spread between the locals Bill Phillips and Croften Umbers, from Auckland and Mark Pryke from Sydney.

The series began with an invitational race on Saturday. It was blowing 35 knots plus, with a fairly confused, short, steep sea running inside the reef. It took everybody by surprise including the locals. Most were given some much needed practice in re-righting their upturned Hobies. The eventual winners were the local

nationals Upu Kila and his brother. The first heat was on Sunday morning and was sailed in a light breeze which only just made 10 knots. Very unlike Moresby. The afternoon blew 20 knots. Monday, day two, was a carbon copy of Sunday: light in the morning and blowing 20 knots in the afternoon.

After four races, there were four winners. Croften Umbers, New Zealand; Mark Pryke, Australia; Steve King, Australia; and Bill Phillips, Papua New Guinea. Then there was a lay day for squash, a visit to Kokoda Trail and drinking. Two races were held on Wednesday, both in 20 knot plus winds and both with the same result: Umbers, Phillips then Pryke. Thursday was another lay day. Diving, snorkelling, fishing, yachting and drinking (sigh).

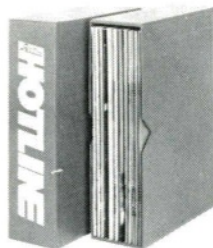
One race of the series to go, another good 20 knot breeze and another close race, but with the same result as Wednesday. And that was the series. Croften Umbers and David McGlashen, New Zealand in first; Bill Phillips and Grant Smith, Papua New Guinea in second; Mark Pryke and Jamie Morrison, Australia in third.

Then there was the Saturday marathon. Normally a 100-kilometer race up and down the coast. It was shortened this year to approximately 85 kilometers prior to the start. The race started in the morning in about 18 knots of breeze. Steve King jumped to an early lead in the two hour beat up the coast to South Patch. He was closely followed by Mark Pryke and Upu Kila. Approaching South Patch, Kila went low to avoid the reef. King, Pryke and the rest went through the reef. The waves were up to 10 feet and the white water washed over the boats on a number of occasions. Pryke came off the better and climbed out to take the lead at the first windward mark. A number of boats were damaged in the encounter with the reef. Worst hit was Peter Redmond from Sydney who capsized in the surf on the reef and wrote his boat off. It was learned later from Kila that none of the locals were silly enough to go through the reef. By the time the race was over the wind had built to 35 knots plus and the seas were such that most had capsized at least

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once. Eventual winners were Mark Pryke and Jamie Morrison with second going to Andrew Locke and Don Woodford. That's sailing in Port Moresby. The wind, usually, always blows; the hospitality is second to none; the parties and the general atmosphere are fantastic, and it's so hot a man has to have a drink.

Easter Seals Sail Pinewood Regatta

Fleet 62, Division 3
Fresno, California
August 30, 1987
by Robin Sullivan

What happens when Fleet 62, some 30 people from the Easter Seals Society and 10 women from Fresno State's Phi Mu sorority converge for an afternoon at Millerton lake? The temperature hits 105, and the wind never blows harder than five knots, but everyone has lots of fun anyway.

On August 30, Fleet 62 held its sixth annual Easter Seals benefit sail and first annual Pinewood Regatta. While we waited for the wind to fill in on the lake, the homemade pinewood boats raced in the zephyrs along the shoreline. Each class sailed three races: a weather leg, a reach and a

run. The monohulls with their heavily leaded keels dominated the racing, but the massively overpowered catamarans provided plenty of excitement as they pitch-poled in the gusty breezes.

Gina Lambie won the Junior Pinewood division, with Robert Marean in second and Shawn Vaquilar in third. First place in the Junior Open Division went to Martin Besnears, followed by Vaquilar and Lambie in second and third, respectively. Mark Lambie dominated the Senior Division.

As soon as the wind filled in enough to move a Hobie, the skippers started taking guests for rides. With the handicapped and their families and the members of Phi Mu who came along to help, there were plenty of people ready to go out for a sail. The winds were light, but with an average crew of four people per boat a leisurely cruise provided plenty of fun. As the afternoon progressed, Mark Lambie was even persuaded to take the entire Phi Mu sorority out on his 18. It was a great strain, but Lambie managed to keep a grin on his face for the whole trip.

The afternoon ended with a picnic dinner provided by the Easter Seals Society.

Join a Fleet

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

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

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

Name _____

Address _____

City _____ State _____ Zip _____

Send to: The Hobie Class Association

Attn: Liz Reed

P.O. Box 1008

Oceanside, CA 92054

REGATTA RESULTS

DIVISION 2

HOBIE 16 SOUTHERN CALIFORNIA CHAMPIONSHIPS
FLEET 16, DIVISION 2
OCEANSIDE, CA
AUGUST 22-23, 1987

HOBIE 16A

POINTS	
7.50	1. Parlaneau/Parlaneau
10.50	2. McGraw/McGraw
10.50	3. Kimball/Thomson
11.00	4. Ruz/Ruz
15.00	5. Bickel/Bickel
18.00	6. Brown/Brown
24.00	7. Lindsey/Lindley
33.00	8. Tschakowsky/Tschakowsky
34.00	9. Brown/Burnight
58.00	10. Halberstadt/Halberstadt
59.00	11. Bjerring/Bjerring

HOBIE 16B

POINTS	
6.75	1. Ray/McGraw
8.50	2. Pettit/Pettit
9.75	3. Smith/Effinger
9.75	4. Ruz/Robinson

HOBIE 16C

POINTS	
6.75	1. Anthony/Anthony
9.50	2. Muller/Muller
9.50	3. Power/Power
15.00	4. McVicker/McVicker
15.00	5. Hart/Hart
16.00	6. Fulkner/Fulkner
23.00	7. Ryan/Ryan
24.00	8. Ryan/Ryan
24.00	10. Whitaker/Charbonnier
56.00	11. Cummings
56.00	12. Pilato

FOCOS SANTOS
FLEET 6, DIVISION 3
ENSENADA, BAJA CA, MEXICO
AUGUST 7-9, 1987

HOBIE 16A

POINTS	
2.25	1. Parlaneau, Paul
4.75	2. Kimball, Strach
10.00	3. Brown, Roger
11.00	4. Blaskin, Krist
11.00	5. Ruz, Richard
15.00	6. Baudry, John
25.00	7. Thorsen, Tom
25.00	8. Saxon, Ben
24.00	9. Leonard, Al
25.00	10. Sterring, Erik

HOBIE 16B

POINTS	
2.25	1. Ruz, Ken
4.75	2. Charleston, John
9.00	3. Savage, Jim
9.00	4. Maddy, Ron
15.00	5. Winterhalter, Mike
15.00	6. Johnson, Bill
19.00	7. Neal, Mel
24.00	8. Schlotzer, Michael

HOBIE 16C

POINTS	
2.25	1. Anthony, Steve
5.75	2. Melville, Brent
9.00	3. Nichols, Jan
10.00	4. Bamford, Clark
15.00	5. Hertzberg, John
15.00	6. Fregone, Tom
20.00	7. Smith, Curtis
25.00	8. Carlson, Ross
27.00	9. Maghno, Michael

HOBIE 17

POINTS	
3.50	1. Fogarty, Fred
4.50	2. Biggs, Fred
8.00	3. Field, Bruce
11.00	4. Myster, William
12.00	5. Ploek, Walter
16.00	6. Leo, Steve
21.00	7. Conner, Jeff
21.00	8. Bavis, Greg
33.00	9. Schulten, Al
54.00	10. McMurphy, Christy
56.00	11. Stewart, Chris
56.00	12. Koons, David

HOBIE 16A

POINTS	
3.50	1. Epusa, Alan
3.50	2. Myster, Steve
11.00	3. Alter, Jeff
12.00	4. Matera, Thomas
12.00	5. Hauser, John
17.00	6. Newcome, Jeffery
21.00	7. Hume, Carl
23.00	8. Hume, Carl
29.00	10. O'Donoghue, David
31.00	11. Sanders, Bill
34.00	12. Coughlin, Jeff
34.00	13. Frost, Charles
34.00	14. Wendler, Billy
42.00	15. Winkler, Udo
44.00	16. Wendler, Ron
44.00	17. Blum, Dick
45.00	18. Chee, Michael
45.00	19. Nelson, Anne
50.00	20. Miller, Rex
50.00	21. De Laet, Ben
62.00	22. Piper, Dave
65.00	23. Hall, Herb
66.00	24. Akuma, Tom
66.00	25. Buchanan, Banny
74.00	26. Schaefer, Wayne
75.00	27. Zilkowski, John
75.00	28. Schaefer, Paul
90.00	29. Schaefer, Wayne
90.00	30. Forgrave, John

HOBIE 16B

POINTS	
5.50	1. Carter, Mike
5.75	2. Ellis, Steve
7.75	3. McRath, Mark
11.00	4. Kuhn, Steve
15.00	5. Richardson, John
16.00	6. Lockhart, Roger
17.00	7. McFadden, Tim
22.00	8. Williams, Jim
28.00	9. Livingston, Mark
29.00	10. Tilger, Bill
30.00	11. Enghardt, Mark
32.00	12. Whalen, Mike
32.00	13. Brooks, Henry
33.00	14. Beckman, Lisa
34.00	15. Corneil, Dorell
39.00	16. Lundberg, Lyle
42.00	17. Perlmutter, Jeff
45.00	18. O'Brien, Jim
45.00	19. Chalk, Marcia
56.00	20. Bessey, Jeff
66.00	21. Pettit, Paul
66.00	22. Roberts, Dick

HOBIE 16C

POINTS	
6.75	1. White, Michael
7.00	2. Bellini, Carl
7.50	3. Davis, Clark
15.00	4. Cronk, Richard
15.00	5. Bender, Mark
15.00	6. Smith, Greg
17.00	7. McMaster, Murray
21.00	8. Canby, Dick
21.00	9. Beckwith, Gordon
26.00	10. Walby, John
31.00	11. MacLennan, Bruce
34.00	12. Security, Don
38.00	13. Deupree, Rustin
38.00	14. Schaefer, Jeff
53.00	15. Urick, Greg
66.00	16. Caraceni, Rick
70.00	17. Norbury, George
70.00	18. Greenhalgh, Don
74.00	19. Benson, William
74.00	20. Coughlin, Rick
77.00	21. Balzano, Rick
77.00	22. Soto, Richard
86.00	23. Smith, Joseph
92.00	24. Bomer, Don
102.00	25. Miller, Shannon
102.00	26. Binal, John
102.00	27. Kins, Brian
102.00	28. Buxley, Jerry
102.00	29. Faber, Michael
102.00	30. Elder, Mark
102.00	31. White, Larry

HOBIE 16B

POINTS	
3.50	1. Belagi, David
3.50	2. Swenden, Marylin
12.00	3. Schaefer, Paul
14.00	4. Schaefer, Wayne
14.00	5. Briggs, Bob

HOBIE 16C

POINTS	
4.25	1. Miller, Jack
10.50	2. Crockett, Bob
14.00	3. Tims, Bill
15.00	4. Sullivan, Eric
18.00	5. Bennett, Rick
18.00	6. Leonard, Al
21.00	7. Sogge, Phil
26.00	8. Hendry, Rick

HOBIE 16A

POINTS	
8.75	1. Porter, Pat
9.50	2. Pascoe, Paul
11.50	3. Montague, Mike
18.00	4. Tims, Alan
18.00	5. Neathery, Roger
18.00	6. Urick, Greg
29.00	7. Jeffries, Kirk
29.00	8. Kins, Brian
37.00	9. Peterson, Larry
37.00	10. Kins, Brian
41.00	11. Kins, Brian
41.00	12. Sloan, Doug
41.00	13. Elder, Mark
48.00	14. Stitt, Marty
51.00	15. Kins, Brian
51.00	16. Kins, Brian
59.00	17. Glaze, Tim
59.00	18. Kins, Brian
66.00	19. Kins, Brian
71.00	20. Wilcox, Tom
72.00	21. Toller, Paul
88.00	22. Weber, Wes

DIVISION 3

DIVISION III DIVISIONALS
FLEET 3, DIVISION 3
RICHMOND, CA
JULY 25-26, 1987

HOBIE 16A

POINTS	
4.25	1. Miller, Jack
10.50	2. Crockett, Bob
14.00	3. Tims, Bill
15.00	4. Sullivan, Eric
18.00	5. Bennett, Rick
18.00	6. Leonard, Al
21.00	7. Sogge, Phil
26.00	8. Hendry, Rick

HOBIE 17

POINTS	
4.25	1. Bernbaum/Bayer
8.00	2. O'Donoghue, David
14.00	3. St. John/St. John
14.00	4. McMahon?
14.00	5. Garrett, Mike
18.00	6. Urick, Greg
18.00	7. Sparks, Joe

HOBIE 16A

POINTS	
8.75	1. Porter, Pat
9.50	2. Pascoe, Paul
11.50	3. Montague, Mike
18.00	4. Tims, Alan
18.00	5. Neathery, Roger
18.00	6. Urick, Greg
29.00	7. Jeffries, Kirk
29.00	8. Kins, Brian
37.00	9. Peterson, Larry
37.00	10. Kins, Brian
41.00	11. Kins, Brian
41.00	12. Sloan, Doug
41.00	13. Elder, Mark
48.00	14. Stitt, Marty
51.00	15. Kins, Brian
51.00	16. Kins, Brian
59.00	17. Glaze, Tim
59.00	18. Kins, Brian
66.00	19. Kins, Brian
71.00	20. Wilcox, Tom
72.00	21. Toller, Paul
88.00	22. Weber, Wes

HOBIE 16B

POINTS	
3.00	1. Hall, Gary
3.00	2. Benfrow, Benny
11.75	3. Peterson, Bob
17.00	4. Lindquist, Peter
17.00	5. Canby, Rick
19.00	6. Rowley, George
26.00	7. Rodal, Eric
36.00	8. Heath, Margaret
36.00	9. Simpson, Mark

MILE HIGH REGATTA
FLEET 3, DIVISION 3
AUGUST 15-16, 1987

HOBIE 16A

POINTS	
3.00	1. Sullivan/Wes
10.75	2. Crockett/Crocker
12.00	3. Baudry/Murphy
16.00	4. Hill/Will
16.00	5. Howard/Roberts
18.00	6. Johnson/Jackson
26.00	7. Penfield/Penfield
29.00	8. Poltrac/Poltrac
33.00	9. Crockett/Crocker
36.00	10. Murray/Murray
42.00	11. Leonard/Cookley
42.00	12. Jackson/Jackson

HOBIE 16B

POINTS	
9.50	1. Kinsman/Bol
10.75	2. Murphy/Sheets
13.75	3. Olson/Olson
18.00	4. Benfrow/Shahfar
20.00	5. Smith/Smith
25.00	6. Crockett/Weatherly
32.00	7. Egginton/Banducci
32.00	8. Macklin/Alexander
35.00	9. Kinsman/Bol
42.00	10. Phillips/Lew
42.00	11. Peterson/Gilson
42.00	12. Linette/Cosper
44.00	13. Cummings/Hager
44.00	14. Johnson/Ry
47.00	15. Bertucci/Vaquilar
48.00	16. Lind/Lind
57.00	17. Williams/Williams
57.00	18. Batten/Vaquilar
72.00	19. Lind/Lind
74.00	20. Mares/Mares
92.00	21. Hill/Thomson
92.00	22. Miller/Miller

HOBIE 16C

POINTS	
4.25	1. Buncaman/Buncaman
9.50	2. Sothner/Sothner
15.00	3. Lamb/Lamb
15.00	4. McLean/Wild
18.00	5. Sharp/Sharp
22.00	6. Berg/Thomson
23.00	7. Crill/Wino
23.00	8. Beck/Beck
28.00	9. Antell/Antell

HOBIE 17

POINTS	
4.25	1. Johnson
7.75	2. Sprague
9.75	3. Biddle
15.00	4. Carney
15.00	5. Pless
23.00	6. Sparks
28.00	7. Selid
28.00	8. Thiry
34.00	9. Mcweeney

HOBIE 16A

POINTS	
6.50	1. Porter/Robertson
6.50	2. Gracia/Swanson

HOBIE 16B

5.	Montague/Montague	25.75
6.	Drantia/?	27.00
7.	Stitt/Christensen	32.00
8.	Peterson/Mullane	34.00
9.	Miller/Bonno	34.00
10.	DeLave/William	39.00
11.	Hess/Hess	40.00
12.	Froeb/Froeb	41.00
13.	Roscher/Roscher	43.00

REGATTA RESULTS

MOBILE 10A	
1. Machev/Machav	5.50
2. Martine/Martine	8.50
3. Sabros/Sabros	9.75
4. Kach/Nachson	11.00
5. Orsion/Orsion	15.00
6. Boyer/Boyer	29.00
7. Pfister/Pfister	32.00

MOBILE 14A	
1. Kitzow/K	3.00
2. Apple	7.75
3. Biliou/B	9.00
4. Thum	15.00

DIVISION 4

WENDEMORE HOBBIE REGATTA AND LOBSTER BOIL
FLEET 446, DIVISION 4
CALGARY, ALBERTA, CANADA
JULY 18-19, 1987

MOBILE 10	
1. Galonowski/Arnitage	4.25
2. Hobbs/Hobbs	8.75

MOBILE 14A	
1. Bonitz/Bonitz	4.25
2. Jones/Jones	10.75
3. Scarred/Scarred	15.00

MOBILE 16B	
1. Elias/Elias	12.75
2. McMaster/Neil	15.75
3. Terraf/Terraf	19.00

MOBILE 14	
1. Munton/Mun	4.25

BUFFALO BELLE WILD WEST REGATTA
FLEET 446, DIVISION 4
BUFFALO, ALBERTA, CANADA
JULY 20, 1987

MOBILE 10	
1. Tinkow/Tink	9.50
2. Galonowski/Arnitage	10.25
3. Mackler/Mack	12.75
4. Lee/Urash	17.00
5. Hobbs/Hobbs	20.00
6. Cripps/Cripps	21.00

MOBILE 17	
1. McMillan, L.	3.75
2. Mobley, B.	8.75

MOBILE 16A	
1. Bonitz/Bonitz	8.25
2. Jones/Jones	12.75
3. Bock/Bock	16.75
4. Smith/Smith	18.75
5. Hughes/Hughes	20.00
6. Stollberg/Stoll	20.00
7. Blackburn/Black	20.00
8. Liddel/Liddel	39.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

MOBILE 16B	
1. Spaulding/Waters	10.25
2. McMaster/Ward	12.00
3. Harn/Buck	15.50
4. Serr/Franko	17.00
5. Frank/Scheer	18.00
6. Morrison/Layland	19.75

MOBILE 16C	
1. Vogel/Vogel	3.75
2. Senoua/Senoua	14.00
3. Archer/Archer	14.00
4. Sprink/Sprink	14.00
5. Manning/Manning	19.00
6. Knecht/Knecht	26.00

DIVISION 5

DIVISION 5 WOMEN'S DIVISIONALS
PUEBLO, CO
AUGUST 7-9, 1987

MOBILE 18	
1. DeBerg/Landre	3.00

MOBILE 16	
1. Tully/Schralshun	6.50
2. Langford/Humble	10.50
3. Fuller/Adams	11.75
4. Lewis/Hopson	13.00
5. Sherr/Vangelier	15.00
6. Victory/Novy	16.00
7. Gode/Cook	24.00
8. Harding/McDougal	25.00
9. Hocken/Beaumont	39.00

MOBILE 18	
1. Tully/Schralshun	6.50
2. Langford/Humble	10.50
3. Fuller/Adams	11.75
4. Lewis/Hopson	13.00
5. Sherr/Vangelier	15.00
6. Victory/Novy	16.00
7. Gode/Cook	24.00
8. Harding/McDougal	25.00
9. Hocken/Beaumont	39.00

LAKE GLENCO REGATTA
FLEET 150, DIVISION 5
GLENCO RESERVOIR, VT
JULY 18-19, 1987

MOBILE 18A	
1. Rodgers/Cook	3.00
2. Caffrey/Barnes	8.75
3. Dunn/Bayer	12.00
4. Watters/Camp	17.00
5. Coffey/Coffey	19.00
6. Varano/Varano	22.00
7. Wiley	24.00
8. White/White	29.00
9. White/Robinson	30.00
10. Peckhold/Cree	33.00
11. White/Mullins	36.00
12. Eklund/Lemay	42.00
13. Wheeler/Wheeler	44.00
14. Stanley/Richards	47.00

MOBILE 18B	
1. Russell/Brandl	3.00
2. Murphy/Tier	7.75
3. Newitt/Ridgely	8.50
4. White/Camp	14.00
5. McCall/Cochran	19.00
6. Graham/Bertram	27.00
7. Knap/Jean	33.00
8. McCall/Cochran	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18C	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18D	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18E	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18F	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18G	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18H	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18I	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18J	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

MOBILE 18K	
1. Knap/Jean	34.00
2. Knap/Jean	34.00
3. Knap/Jean	34.00
4. Knap/Jean	34.00
5. Knap/Jean	34.00
6. Knap/Jean	34.00
7. Knap/Jean	34.00
8. Knap/Jean	34.00
9. Knap/Jean	34.00
10. Knap/Jean	34.00
11. Knap/Jean	34.00
12. Knap/Jean	34.00
13. Knap/Jean	34.00
14. Knap/Jean	34.00
15. Knap/Jean	34.00

4.	Roybal/Ogawa	21.75
5.	Tracy/Markus	32.75
6.	Shearer/Tuckett	34.75
7.	Hinneberg	36.00
8.	Hinneberg	44.00

REGATTA RESULTS

HOBIE 160	POINTS
1. Muehling, Rick	5.50
2. Miller, Kevin	5.75
3. Bishop, Sandy	5.75
4. Hendry, Mike	9.25
5. Naski, Gerald	15.00
6. Zaleski, Len	16.00
7. Rousseau, Byron	16.00
8. Irions, David	19.00
9. Singer, Jeff	26.00
10. Crabb, Bob	27.00

HOBIE 17A	POINTS
1. Urigraff, Charles	5.50
2. Higgs, Kim	8.75
3. Snodgrass, Tom	9.25
4. Cox Jr., Jim	13.00
5. Ulicki, Mark	15.75
6. Vissler, Ryan	21.00
7. Shelly, Mike	23.00
8. Hunter, Pete	27.00

HOBIE 18A	POINTS
1. Kellogg, Todd	11.75
2. Woodruff, Sean	12.75
3. Bounds, Matt	16.75
4. Herberich, Rick	20.75
5. Sweeney, Liz	31.00
6. Willis, Martin	31.00
7. Grosskopf, John	33.00
8. Williams, Bruce	38.00
9. Smith, Greg	43.00
10. Field, Steve	44.00
12. Steffen, Fred	45.00
13. Grant, Doug	46.75
14. Balda, Bob	48.75
15. Mohney, Jerry	50.00
16. Bonestell, Dave	50.00
17. Mette, Ken	54.00
18. Houle, Dave	59.00
19. Steinhilber, David	63.00
20. Terapstra, Jim	68.00
21. Myerson, Aaron	77.00
22. Wernitz, Pat	77.00
23. Cochran, Roger	77.00
24. Hartman, Tom	78.00
25. Elsie, Tom	78.00
26. Elsie, Gary	81.00
27. Wadsworth, P.K.	87.00
28. Rosenick, Jim	88.00
29. Kuchemuch, Joe	97.00
30. Dams, Kevin	99.00
31. Perry, Rick	104.00
32. Nichols, Ray	104.00
33. Chawers, Tom	119.00
34. Bourdoy, Alan	125.00

HOBIE 160	POINTS
1. Nelly, Mike	5.50
2. Gaurig, Jim	7.00
3. Lakocque, Peggy	8.00
4. Haller, Steve	12.75
5. Albert, Ben	12.75
6. Walsh, Ben	16.00
7. Harrington, John	19.00
8. Gossoway, Virgil	19.75
9. O'Reilly, Bob	24.00
10. Davly, Roger	26.00
11. Gromer, Kent	30.00
12. Erwin, Pat	30.00
13. Lenczowski, Andy	31.00
14. Winy, Keith	33.00
15. Moad, Stephen	33.00
16. Runlay, Dave	37.00

HOBIE 16C	POINTS
1. McNeill, Mark	4.50
2. Schwane, Kenneth	4.75
3. Van Asperen, John	10.75
4. Blomdell Jr., Donald	12.00
5. Williams, Judy	13.00
6. Adenewski, Thomas	14.00
7. Petrosilo, Ben	19.00
8. Faltnerhoff, Matt	20.00
9. Raymond, James	22.00
10. Henry, Jeff	24.00
11. Mickey, Tom	27.00
12. Schaefer, Keith	31.00
13. Vanopelt, Baile	33.00
14. Schiller, B.	34.00
15. Ambroster, Kevin	40.00
16. Rogers, James	48.00

HOBIE 16A	POINTS
1. Nelly, Bob	3.00

HOBIE 16B	POINTS
1. Northrup, Dave	4.25
2. Green, Dave	5.50

HOBIE 16A	POINTS
1. Lipinowski, Bill	3.75
2. Tryke, Daniel	12.00
3. Jagger, Thomas	15.75
4. Murphy, Harry	19.00
5. Tschuch, John	19.00
6. Chase, Bob	24.00
7. Bunting, Scott	31.00

HOBIE 16A	POINTS
1. Glandin, Jim	12.25
2. Yates, John	23.75
3. Flanagan, John	28.00
4. Strassky, Bruce	29.00
5. Noll, David	35.75
6. Conley, Kevin	37.75
7. Huff, Algen	39.00
8. Kline, Ben	40.00
9. Ackerman, Ben	43.00
10. Wingers, Bill	44.00
11. Morris, Ben	44.00
12. Kurek, Ron	47.00
13. Knapik, Rick	48.00
14. Akroyd, Douglas	50.00
15. Belavue, Adrienne	50.00
16. Kulkoski, Ben	62.00
17. Ruck, Bob Jr.	65.00
18. Ruck, Bob Jr.	67.00
19. Brown, Clark	76.00
20. Fitcham, Paul	85.00

HOBIE 160	POINTS
1. Wherry, C.	11.75
2. Alexander, B.	13.50
3. Antonovich, J.	18.50
4. White, B.	33.00
5. Andrews, B.	34.75
6. Wills, M.	39.00
7. Thilly, W.	41.00
8. Witty, M.	42.00
9. Veltre, T.	42.00
10. Felleccio, B.	42.00
11. Feltice, M.	47.00
12. Gurney, J.	52.00
13. Woodberry, C.	53.00
14. Edwards, B.	60.00
15. Ladd, M.	64.00
16. Bell, B.	65.00
17. Williams, M.	68.00
18. Butner, J.	70.00
19. Conover, R.	76.00
20. Wagner, R.	81.00

HOBIE 16C	POINTS
1. Soap, Michael	15.75
2. Snider, Mark	16.00
3. Brinton, Ronald	17.75
4. Lynch, Mel	22.75
5. Nelson, Kenneth	34.00
6. Mchenney, Deborah	36.00
7. McHenry, J.	37.00
8. L'Altreilly, Ray	38.00
9. Post, Shelly	41.75
10. Vredenburg, Kirk	43.00
11. Englehardt, Dey	49.00
12. Gionini, Jim	49.00
13. Richard, Mark	56.00
14. Mather, Matthew	66.00
15. Slavin, Blake	66.00
16. Pelley, K.	69.00
17. Mery, Ed	70.00
18. Farnham, Jeff	71.00
19. Zolt, Bert	71.00
20. Zelenka, Ross	77.00
21. Gerner, Mark	89.00
22. Tolinski, Tom	107.00
23. V.	107.00
24. Wenzel, Grah	118.00
25. Miskaur, Troy	120.00
26. Brier, Brian	126.00
27. O'Connor, Jack	130.00
28. Banan, Richard	137.00

HOBIE 16A	POINTS
1. Vengas/Vengas	12.75
2. Franco/France	17.75
3. Bonner/Bonner	18.00
4. Franklin/Franklin	18.75
5. Kagan/Kagan	19.75
6. Davis/Davis	26.00
7. Christopher/Book	27.00
8. Baker/Baker	28.00
9. Longier/Longier	28.00
10. McCarthy/Zill	32.00
11. Sander/Sander	33.00
12. Ward/Ward	40.00
13. Liss/Liss	50.00
14. Green/Green	50.00
15. West/West	52.00
16. Jones/Jones	54.00
17. Ferrara/Ferrara	55.00
18. Mancilla/Mancilla	63.00
19. Benson/Benson	68.00
20. Benson/Benson	74.00
21. Riccardi/Riccardi	85.00

HOBIE 160	POINTS
1. Ruck/Compton	8.50
2. Guttler/Guttler	9.00
3. Ferguson/Marty	15.00
4. Westinger/Collins	16.75
5. Lamm/Lamm	18.50
6. Watson/Watson	21.00
7. Johnson/Johnson	22.00
8. Black/Brown	26.00
9. Perry/Perry	31.00
10. Kallala/Kallala	31.00
11. Kraemer/Kraemer	36.00
12. Kallala/Kallala	42.00
13. Capetakes/Capetakes	43.00
14. Bustin/Bustin	49.00

HOBIE 16C	POINTS
1. Snyder/Chapman	5.25
2. Johnson/Fish	9.00

HOBIE 160	POINTS
12. O'Connell/Mallows	48.00
13. Foster/Glenche	48.00
14. Sullivan/Sullivan	52.00

HOBIE 16C	POINTS
1. Campbell	4.25
2. Gleason	6.75
3. Knowlton	12.00
4. Winson	17.00
5. Pickett	20.00
6. Erickson	21.75
7. Winston, R.	30.00
8. Blum	32.00
9. Hogan	33.00
10. Gable	35.00
11. Carlini	36.00
12. Ball	35.00
13. Dillon	45.00

HOBIE 16A	POINTS
1. Vengas/Vengas	12.75
2. Franco/France	17.75
3. Bonner/Bonner	18.00
4. Franklin/Franklin	18.75
5. Kagan/Kagan	19.75
6. Davis/Davis	26.00
7. Christopher/Book	27.00
8. Baker/Baker	28.00
9. Longier/Longier	28.00
10. McCarthy/Zill	32.00
11. Sander/Sander	33.00
12. Ward/Ward	40.00
13. Liss/Liss	50.00
14. Green/Green	50.00
15. West/West	52.00
16. Jones/Jones	54.00
17. Ferrara/Ferrara	55.00
18. Mancilla/Mancilla	63.00
19. Benson/Benson	68.00
20. Benson/Benson	74.00
21. Riccardi/Riccardi	85.00

HOBIE 160	POINTS
1. Ruck/Compton	8.50
2. Guttler/Guttler	9.00
3. Ferguson/Marty	15.00
4. Westinger/Collins	16.75
5. Lamm/Lamm	18.50
6. Watson/Watson	21.00
7. Johnson/Johnson	22.00
8. Black/Brown	26.00
9. Perry/Perry	31.00
10. Kallala/Kallala	31.00
11. Kraemer/Kraemer	36.00
12. Kallala/Kallala	42.00
13. Capetakes/Capetakes	43.00
14. Bustin/Bustin	49.00

HOBIE 16C	POINTS
1. Snyder/Chapman	5.25
2. Johnson/Fish	9.00

HOBIE 160	POINTS
1. Blain/Richard	24.75
2. Shear/Hassenger	25.00
3. Belmont/Babale	27.00
4. Ansel/Ansel	27.75
5. Veno/Collins	28.00
6. Brucato/Cagan	30.00
7. Hughes/Hughes	30.00
8. Bartlett/Bartlett	33.00
9. Larcose/Winnell	41.00
10. Salinger/Salinger	44.00
11. Carlson/Carlson	47.00
12. Salinger/Salinger	50.00
13. Foley/Foley	58.00
14. Brocco/Brocco	60.00
15. Bonnet/Bonnet	69.00
16. Riecher	71.00
17. Kiehn/Kiehn	72.00
18. Larkin/Frazier	72.00
19. Michael/Seitz	73.00
20. Tompkins/Tompkins	76.00
21. Chevette/Moran	81.00
22. Turella/Turella	85.00

HOBIE 16A	POINTS
1. Smith, Steve	5.50
2. Bradley, Bob	5.50

HOBIE 16C	POINTS
1. Mackett, Craig	5.00
2. Melony, Bernie	6.75

HOBIE 160	POINTS
1. Stieren/McCambridge	7.50
2. Adelman/Adelman	10.25
3. Burgess/Burgess	23.00
4. Shear/Bellage	25.00
5. Haver/Haver	33.00
6. Liss/Liss	36.00
7. Liss/Liss	36.00
8. Schickel/Schickel	37.75
9. Wallis/Wallis	39.00
10. Palmer/Carlin	40.00
11. Cutler/Bellington	42.00
12. Barber/Barber	42.00
13. Ferrara/Ferrara	43.00
14. Benson/Benson	63.00
15. Benson/Benson	68.00
16. Miles/Miles	68.00
17. Judge/Judge	76.00
18. Farmer/Farmer	80.00

HOBIE 160	POINTS
1. Schaefer/Schaefer	3.75
2. Strick/Latham	9.75
3. Gaultney, Taron	16.00
4. Gaultney, Taron	16.00
5. Creed/Creed	22.00
6. Wall/Wall	29.00
7. Boud/Boud	30.00
8. Polyski/Babin	35.00

HOBIE 17	POINTS
1. Campbell, Al	7.50
2. Schenck/Schenck	9.50
3. Gleason, Bob	15.75
4. Winston, Don	27.75

HOBIE 16A	POINTS
1. Myers/Myers	7.50
2. Carpenter/Carpenter	12.50
3. McCarty/McCarty	15.00
4. MacCarty/McCarty	21.00
5. Bonner/Bonner	27.00
6. Bonner/Bonner	27.00
7. Saunders/Saunders	33.00
8. White/White	34.75
9. McCarty/McCarty	43.00
10. Baker/Baker	47.00
11. Boulay/Boulay	50.00
12. Pichnik/Pichnik	51.75
13. Barnes/Barnes	54.00
14. Christoff/Christoff	57.00
15. Johnson/Johnson	69.00
16. Ferrara/Ferrara	69.00
17. Sturman/Sturman	74.00
18. Rock/Shechuk	79.00
19. Earl/Earl	82.00

HOBIE 160	POINTS
1. Kagan/Chelberg	9.75
2. Melick/Melick	19.50
3. Melick/Melick	23.75
4. Melick/Melick	31.75
5. Melick/Melick	31.75
6. Quick/Quick	47.75
7. Vanhook/Vanhook	54.00
8. Kagan/Chelberg	55.00
9. Ferguson/Ferguson	56.00
10. Corio/Corio	58.00
11. Kagan/Chelberg	58.00
12. Gundersen/Gundersen	58.00
13. Foster/Glenche	60.00
14. Perry/Perry	61.00
15. O'Keefe/O'Keefe	61.00
16. Maloney/Maloney	62.00
17. Serenita/Serenita	71.00
18. Heine/Heine	74.00
19. Kruze/Kruze	79.00

HOBIE 16C	POINTS
1. Guttler/Guttler	8.50
2. Lynch/Bartlett	21.00
3. Tom/Thomas	24.75
4. Rose/Rose	28.75
5. Kagan/Chelberg	37.00
6. Castellani/Castellani	37.00
7. Gangel/Wood	56.75
8. Frey/Frey	47.00
9. Paturski/Paturski	50.00
10. Turner/Marshall	52.00
11. Gordonson/Gordonson	55.00
12. Gordonson/Gordonson	59.00
13. Housh/Housh	65.00
14. Housh/Housh	65.00
15. Schneider/Schneider	70.00
16. Snodgrass/Tom	79.00
17. Snodgrass/Tom	79.00
18. Craig/Hoffman	79.00
19. Craig/Hoffman	79.00
20. Veno/Veno	80.00
21. Veno/Veno	80.00
22. Robinson/Robinson	89.00
23. Stricker/Stricker	93.00
24. Stricker/Stricker	93.00
25. Salinger/Salinger	116.00
26. Gonzalez/Baryntoulis	118.00

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.

Regatta Dates

9/1 to 11/3

are due

11/4 to 1/5

are due

1/6 to 2/

REGATTA RESULTS

HOBIE 14T	POINTS
1. Goldstein, Jay	9.00
2. Coney, Doug	12.75
3. Kuster, Tom	20.00
4. Costello, S.	25.00
5. Bowers, Neil	26.00
6. Dawson, Marc	28.00

THE SUMMER CLASSIC FLEET 231, DIVISION 12 SAGADA LAKE, ME JULY 11-12, 1987	POINTS
1. Fine/Winslow	5.50
2. Fox/Fox	7.75
3. Mullen/Mullen	12.75
4. Prouty/Prouty	15.75
5. McCarthy/McCarthy	18.00
6. Sullivan/Sullivan	18.00
7. Sculley/Sculley	24.00
8. Erickson/Goodwin	25.00

HOBIE 16A	POINTS
1. Richmond/Madsworth	3.00
2. Comer/Comer	7.75
3. Hawkins/Hawkins	10.00
4. Stone/Stone	16.00
5. Grondin/Grondin/Grondin	20.00

HOBIE 17A	POINTS
1. Chervinsky, Bill	3.00
2. Adams, Chet	6.75
3. Kelley, Mike	12.00
4. Simons, Lisa	13.00

HOBIE 18A	POINTS
1. West/Stackhouse	3.00
2. Fitzpatrick/Fitzpatrick	7.75
3. Stehn/Stehn	11.00
4. Beaudin/Beaudin	13.00
5. Coburn/Coburn	17.00

HOBIE 18B	POINTS
1. Briscotti/Briscotti	6.50
2. Perrier/Seth	8.50
3. Walker/Walker	12.75
4. Weiss/Proity	15.00
5. Cummings/Robbins	18.00
6. Silberman/Walker	17.00
7. Bragdon/Brigden	24.00
8. Wiland/Pearce	29.00

HOBIE 18C	POINTS
1. Brunton/Brunton	6.25
2. Henderson/Henderson	7.75
3. Gallagher/Buck	12.00
4. Putnam/Putnam	13.75
5. Vines/Christians	18.00
6. Tricom/Berger	18.00
7. Smith/Beth	20.00
8. Hurlburt/Hurlburt	29.00
9. Loring/Mazzo	36.00

HOBIE 18A	POINTS
1. Beaudin, Chris	4.25
2. Larkin, Ruth	7.50
3. LeBorgne, Sue	9.00

DIVISION 14

WILDCAT REGATTA FLEET 27, DIVISION 14 CHERRY LAKE WICHITA, KS AUGUST 4, 1987	POINTS
1. Bright/Bright	5.50
2. Blamhat/Blamhat	5.50
3. Knapp/Knapp	9.75
4. Mower/Mower	15.00
5. Carlson/Paperlen	16.00

HOBIE 18B	POINTS
1. Wright/Wright	4.25
2. Banks/Banks	7.75
3. Dowdy/Foster	8.75
4. Garrison/Garrison	15.00

HOBIE 17	POINTS
1. Thuman	3.00
2. Behrner	6.75

HOBIE 16A	POINTS
1. Gagnon/Gagnon	8.75
2. McManis/McManis	12.50
3. Trent/Trent	15.75
4. Taylor/Lorenz	15.75
5. Means/Sloos	16.00
6. Tiger/Fuller	16.00
7. Parna/Parna	16.00

HOBIE 16B	POINTS
1. Harvey/Will	5.00
2. Schwert/Rudiger	8.75
3. Thacker/Leonard	12.00
4. Shaw/Will	15.00
5. Davis	20.00

HOBIE 16C	POINTS
1. Scripps/Wyers	5.50
2. Wolf/Williams	6.50
3. Dunn/Salter	10.75
4. Gillum/Bugan	10.75
5. Stein/Noland	20.00
6. Wright/DeLorson	20.00
7. Henton/Thacker	24.00
8. Purington/Means	25.00
9. Sweet/Sweet	29.00

HOBIE 16T	POINTS
1. Gormprex	3.00
2. Uhrich	8.00

HOBIE 16	POINTS
1. Lawton	3.25

ICE BREAKER REGATTA FLEET 23, DIVISION 14 LAKE LOUISVILLE BALLAD, TX JULY 18-19, 1987	POINTS
1. Gormprex	3.00
2. Uhrich	8.00

HOBIE 18A	POINTS
1. Cummings/Hanley	8.75

HOBIE 18B	POINTS
1. Palmer/Palmer	8.75
2. Young/Mattling	13.75
3. Bosc/Billingley	14.00
4. Curtis/Paw	14.00
5. Ramey/Townson	20.00
6. Kullman/Fordis	27.00
7. Jacob/Nelson Jr.	27.00
8. Bannerman/Kinip	32.00
9. Kunt/George	34.00

HOBIE 18B	POINTS
1. Proctor/Proctor	4.25
2. Proctor/Proctor	7.75
3. Liggett/Liggett	11.75
4. Luke/Matt	13.00
5. Griffith/Condit	17.00
6. Hanson/Hanson	22.00
7. Scott/Salter	32.00
8. Lee/Steger	36.00
9. Voronov/Voronov	36.00

HOBIE 17A	POINTS
1. Alden	3.00
2. Pattula	8.75
3. Sherrod	11.00
4. Tiger	12.00
5. Bloomson	18.00
6. Nordeen	29.00
7. Stow	29.00
8. Lucke	33.00
9. Ferraro	36.00

HOBIE 16A	POINTS
1. Collins/Collins	3.00
2. Freed/Barone	7.75
3. Ralph/Fuller	16.00
4. McCredie/Terrera	22.00
5. Hess/Wessinger	25.00
6. Young/Sumers	25.00
7. Kelley/Keston	27.00
8. Loeffelholz/Grison	29.00
9. Allen/Beatty	30.00
10. Trotter/Minor	30.00
11. Sparks/Fisher	31.00
12. Holmes/Horton	31.00
13. Vanden/Janice	48.00
14. Cochr/Summe	54.00
15. Wels/Mesler	55.00
16. Borsen/Borsen	57.00
17. Schurter/Bieh	57.00
18. Sullivan/Sullivan	67.00

HOBIE 16B	POINTS
1. Smith/Hasty	4.25
2. Urban/Spamel	5.50
3. Riedt/Sweetin	12.00

HOBIE 16C	POINTS
1. Goodale/Goodale	4.25
2. Keeler/Keeler	8.50
3. Fiedler/Fiedler	12.00
4. Mielich/Fordis	14.00
5. Carrick/Henke	17.00
6. Brenner/Purdie	20.00
7. Sloan/Corder	26.00
8. Kneal/Kneal	30.00
9. Saylor/Saylor	40.00
10. Stanfield/Stanfield	40.00

HOBIE 16A	POINTS
1. Meyer, Janet	10.75
2. Schwartz	10.75
3. Meyer	11.75
4. Ryan	15.00

DIVISION 16

HOBIE 16T	POINTS
1. Lauer	5.25
2. Walters	7.50
3. Taylor	9.00
4. Franklin	13.00
5. Beydel	15.00

HOBIE 16B	POINTS
1. Block, Dave	2.25
2. Root, Jim	8.75
3. McGregor, Trucky	11.00
4. Rosenberg, George	12.00
5. Bloom, Gerald	13.00
6. Dugglesby, Pat	15.00
7. Korzenewski, Stan	18.00
8. Sully, Francis Wayne	18.00
9. Upton, Chris	18.00

HOBIE 16T	POINTS
1. Sinclair, Bob	3.50
2. O'Connor, Bob	5.75
3. Sinclair, Gordon	5.75

HOBIE 16B	POINTS
1. Mergenhausen, Dan	4.75
2. Reynolds, Keith	7.75
3. Barber, Sara	9.75
4. Isard, Sara	10.00
5. Sullivan, Paul	10.75
6. Trullier, Jon	12.00
7. Holgate, Ellen	22.00
8. Beardsley, Nancy	25.00
9. Champer, Bob	25.00

HOBIE 16A	POINTS
1. Korzenewski, Tom	8.75
2. Quatrom, Rico	8.75
3. Sauliger/McGrave	8.00
4. Peaslee, Sam	13.00
5. Jeffer, Bill	13.75
6. Berardi, Steve	14.00
7. Jeffer, Bob	18.00
8. Chamberlin, Mike	18.00
9. Kiefer, Tom	18.00
10. Carter, Pat	20.75
11. Antis, Mark	32.00
12. Davidom, Alex	32.00
13. Savitsky, Dan	32.00
14. Park, Jim	33.00
15. Graham, John	34.00
16. Bock, Dave	43.00

HOBIE 16B	POINTS
1. Ashley, Karl	4.50
2. Snyder, Bill	4.75
3. Ramsey, Al	15.00
4. Taylor, Carrie	17.00
5. Dealanding, Chuck	19.00
6. Blocklin, Tom	20.00
7. Post, Michael	20.00
8. Beafar, Yves	20.00
9. Miller, Chris	22.00
10. Savel, Rick	23.00
11. Appel, Milt	25.00
12. Titus, Lee	28.00
13. Redick, Tom	28.00
14. Dauvergne, Hervé	30.75
15. Schuermann, Peter	30.75
16. Pilotti, Joe	32.00
17. Lovell, Andrew	48.00

HOBIE 16B	POINTS
1. Schappell, Reuel	4.50
2. Crabber, Stuart	6.50
3. Bartkowski, Rick	9.00
4. Jentsch, Julie	9.00
5. Tryon, Carl	10.00
6. Weary, Gerald	11.00
7. Kern, Scott	20.00
8. Sherritt, Al	20.00

HOBIE 16T	POINTS
1. Meyer/Vitale	7.50
2. Schuermann/Schuermann	10.00
3. Weller/Donsdon	10.50
4. Pilotti/Kellong	11.75
5. Kuster/Laumborg	15.00
6. Jodary/Sagrell	22.00
7. Appel/Appel	22.00
8. Thoms/Pilotti	28.00

HOBIE 16B	POINTS
1. Gamble/Tumbull	3.00
2. Sauliger/McGrave	8.00
3. Belloc/Hollock	14.00
4. Dauvergne/Ingram	16.00
5. Hollock/Hollock	17.00
6. Belloc/Hollock	20.00
7. Sullivan/Perdue	23.00
8. Mark/Stolo	29.00
9. Edelman/Layman	39.00
10. Vogel/Vogel	40.00
11. Baker/Baker	42.00

HOBIE 16T	POINTS
1. Hands	3.00
2. Raglby	8.00
3. Robinson	12.00

HOBIE 16A	POINTS
1. Kiefer/Post	10.75
2. Perkins/Parking	11.75
3. Quatrom/Heart	16.75
4. Dauvergne/Fitzgerald	16.75
5. Antico/Lape	18.75
6. Barress/Barress	20.00

HOBIE 16B	POINTS
1. Schappell, Reuel	4.50
2. Crabber, Stuart	6.50
3. Bartkowski, Rick	9.00
4. Jentsch, Julie	9.00
5. Tryon, Carl	10.00
6. Weary, Gerald	11.00
7. Kern, Scott	20.00
8. Sherritt, Al	20.00

HOBIE 16T	POINTS
1. Block, Dave	2.25
2. Root, Jim	8.75
3. McGregor, Trucky	11.00
4. Rosenberg, George	12.00
5. Bloom, Gerald	13.00
6. Dugglesby, Pat	15.00
7. Korzenewski, Stan	18.00
8. Sully, Francis Wayne	18.00
9. Upton, Chris	18.00

HOBIE 16T	POINTS
1. Sinclair, Bob	3.50
2. O'Connor, Bob	5.75
3. Sinclair, Gordon	5.75

HOBIE 16B	POINTS
1. Mergenhausen, Dan	4.75
2. Reynolds, Keith	7.75
3. Barber, Sara	9.75
4. Isard, Sara	10.00
5. Sullivan, Paul	10.75
6. Trullier, Jon	12.00
7. Holgate, Ellen	22.00
8. Beardsley, Nancy	25.00
9. Champer, Bob	25.00

HOBIE 16A	POINTS
1. Korzenewski, Tom	8.75
2. Quatrom, Rico	8.75
3. Sauliger/McGrave	8.00
4. Peaslee, Sam	13.00
5. Jeffer, Bill	13.75
6. Berardi, Steve	14.00
7. Jeffer, Bob	18.00
8. Chamberlin, Mike	18.00
9. Kiefer, Tom	18.00
10. Carter, Pat	20.75
11. Antis, Mark	32.00
12. Davidom, Alex	32.00
13. Savitsky, Dan	32.00
14. Park, Jim	33.00
15. Graham, John	34.00
16. Bock, Dave	43.00

HOBIE 16B	POINTS
1. Ashley, Karl	4.50
2. Snyder, Bill	4.75
3. Ramsey, Al	15.00
4. Taylor, Carrie	17.00
5. Dealanding, Chuck	19.00
6. Blocklin, Tom	20.00
7. Post, Michael	20.00
8. Beafar, Yves	20.00
9. Miller, Chris	22.00
10. Savel, Rick	23.00
11. Appel, Milt	25.00
12. Titus, Lee	28.00
13. Redick, Tom	28.00
14. Dauvergne, Hervé	30.75
15. Schuermann, Peter	30.75
16. Pilotti, Joe	32.00
17. Lovell, Andrew	48.00

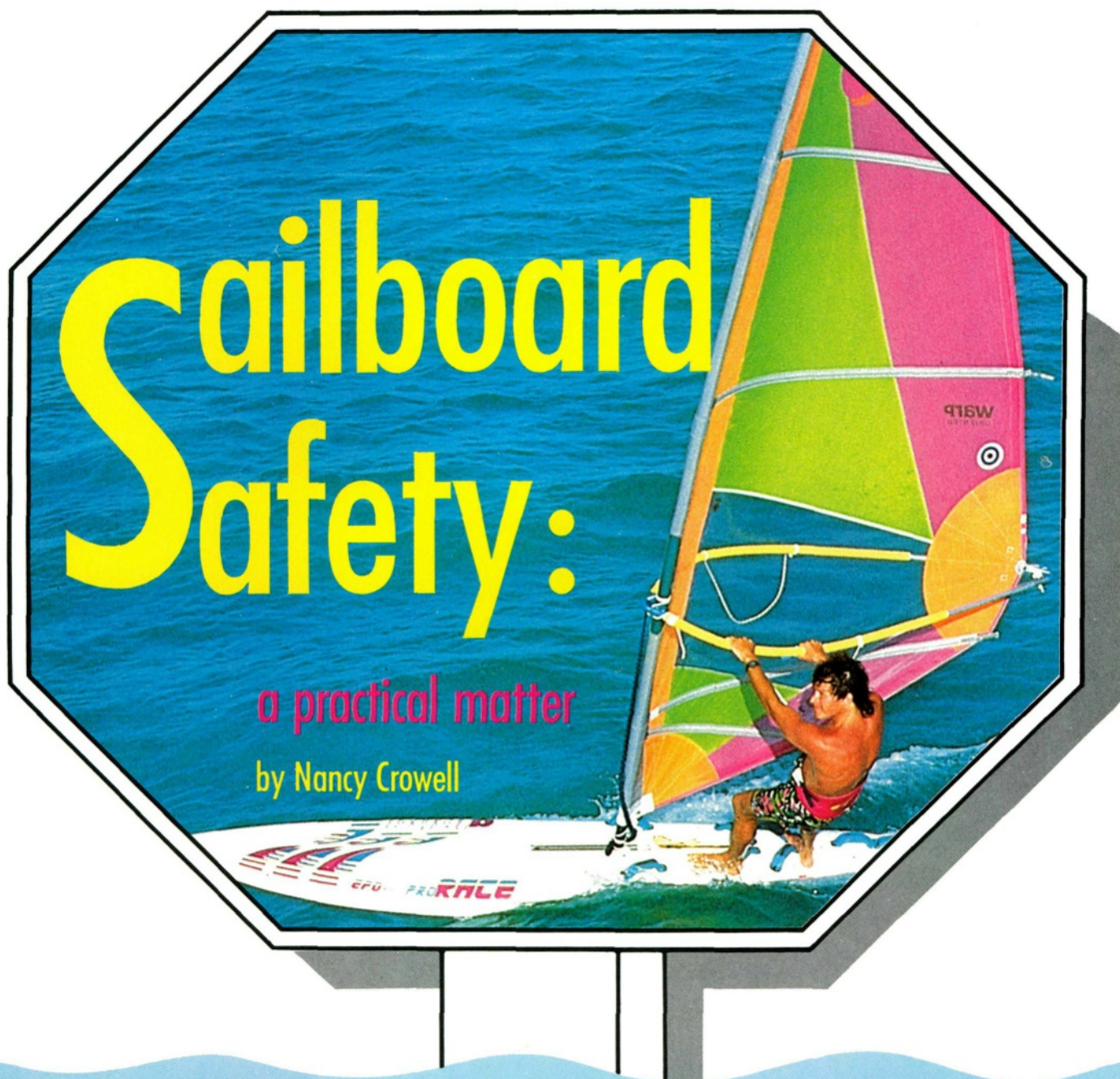
HOBIE 16B	POINTS
1. Schappell, Reuel	4.50
2. Crabber, Stuart	6.50
3. Bartkowski, Rick	9.00
4. Jentsch, Julie	9.00
5. Tryon, Carl	10.00
6. Weary, Gerald	11.00
7. Kern, Scott	20.00
8. Sherritt, Al	20.00

HOBIE 16T	POINTS
1. Meyer/Vitale	7.50
2. Schuermann/Schuermann	10.00
3. Weller/Donsdon	10.50
4. Pilotti/Kellong	11.75
5. Kuster/Laumborg	15.00
6. Jodary/Sagrell	22.00
7. Appel/Appel	22.00
8. Thoms/Pilotti	28.00

HOBIE 16B	POINTS
1. Gamble/Tumbull	3.00
2. Sauliger/McGrave	8.00
3. Belloc/Hollock	14.00
4. Dauvergne/Ingram	16.00
5. Hollock/Hollock	17.00
6. Belloc/Hollock	20.00
7. Sullivan/Perdue	23.00
8. Mark/Stolo	29.00
9. Edelman/Layman	39.00
10. Vogel/Vogel	40.00
11. Baker/Baker	42.00

HOBIE 16T	POINTS
1. Hands	3.00
2. Raglby	8.00
3. Robinson	12.00

HOBIE 16A	POINTS
1. Kiefer/Post	10.75
2. Perkins/Parking	11.75
3. Quatrom/Heart	16.75
4. Dauvergne/Fitzgerald	16.75
5. Antico/Lape	18.75
6. Barress/Barress	20.00



Let's face it. Talking about safety in regard to boardsailing is pretty boring, right? I mean, the sport seems harmless enough, unless you don't swim, right? Well, it's true enough that boardsailing is a sport for individualists and I'm not about to lecture you on being responsible for yourself, sailing with buddies, etc. Still, there are some potential hazards you may not have considered and it won't do you any harm to scan through this article. Who knows, you might even learn something useful.

Car-Topping

Perhaps one of the most potentially dangerous aspects of boardsailing is simply getting your equipment from your house to the water. There are a few genuine horror stories of boards lifting off the tops of cars into oncoming traffic. One professional sailor (who shall remain nameless) told me a story of losing a board off the back of his truck as he was going over a bridge in Florida. The board (fortunately, made of polyethylene), bounced across the road, barely missing an oncoming car, and flew

over the bridge. Luckily, it missed fishermen below the bridge as well. He actually recovered the board later on, and it was barely damaged. The point is, he hadn't bothered to check how well it was tied on before he hit the road. *Always make a final check of your straps to be sure they're securely tied.*

There are all kinds of recommendations as to how to actually carry the board on top of your car; in fact the Germans even did a wind tunnel test a few years back. They discovered that side-by-side positioning created less drag for two boards than

stacking them. On Maui, where the trends are set in this sport, it's utterly uncool to put your board on top of your car in any position except tail forward, fin down. Besides not looking like a geek, this position seems to be the most practical for preventing the board from being lifted off the roof of the car, especially when driving into strong and gusty winds.

With all the nice board and sail bags available today, it's tempting to toss everything into a bag on top of your car. Just consider that you'll get better gas mileage if you put bare masts on top of the car and sails inside. Again, the less you put on top, the less your chance of losing something.

Assuming you have a good, sturdy set of roof racks, take the time to be sure they're secured tightly on the roof. It's common sense I know, but sometimes when boardsailors smell wind they forget the simplest tasks in their rush to get to the water. Make checking all points of security a regular routine and after a while it will be a habit.

Carrying Your Equipment

Once you get to the beach and check the conditions, you'll be ready to carry your equipment down to the water and rig your sail. If it's particularly windy and there are lots of other people around, how you handle your equipment becomes exceedingly important. Take your board down first, so you can have complete control of your rig. When it's really windy, you might find it easiest to secure your mast to the board first, and then put your sail and booms on. That way, you won't have to worry about the sail blowing away when you have to reach for your booms or pick up a tool. If you don't rig with your mast already on the board, be sure to point your universal joint into the wind as you rig.

If you rig your sail in an area away from the water and then have to carry it to the water, be sure you know how to do this without losing control. It's quite simple if you just pay attention to the wind direction. Most people point the universal joint into the wind, lift the sail over their heads and hold the booms in front of them with one hand, the mast with the other. In this manner, you can allow the wind to hold the sail aloft as you simply "steer" it in the right direction. *Be sure not to rest the window of your sail on your head.* It's okay to rest the sail material on your head, but avoid the window, as this can damage your sail.

Should you need to carry your board and sail to the water at the same time, start

with the board and sail perpendicular to the wind. It will be easiest if you rest your booms on the back of the board. Lift the board to your side, from the windward side, and rest it on your hip. In this manner you can also carry the sail and easily put your equipment into the water. Remember that whenever you need to carry your equipment, or if you get separated from your equipment in the water, *approach from the windward side!* Just as you shouldn't step out of a canoe on the down-river side, you shouldn't put yourself on the leeward side of your boardsailing equipment.

The problem with popular beaches is that there are likely to be other people who are on the leeward side of your equipment. In really windy places like Maui or the Columbia River Gorge, this can be extremely hazardous because you're likely to be confronted with spectators who haven't the vaguest idea it could be dangerous to be on the beach in the middle of unattached sails. This is where common sense takes hold. Don't walk away from your rig to talk to someone unless you're absolutely certain it's not going to blow away. Enough said.

In The Water

Most people are surprised to learn that one can develop hypothermia (a condition of extreme low body temperature that can eventually lead to death if not treated) even in tropical climates. Because boardsailors are continually getting wet, then exposing their wet bodies to the cooling winds, the threat of developing hypothermia is ever-present. Symptoms include numbness of limbs, confusion and lack of judgement. For this reason, it's very important that you know your own limitations and that you protect yourself.

Obviously, in cooler temperatures you're going to wear a wetsuit or a drysuit. It's worth noting that many sailors in Hawaii wear a lightweight wetsuit vest or, for women, swimsuits made of neoprene. This is especially important if you plan to stay out on the water for several hours because as you burn up body fuel and become fatigued, you're more susceptible to hypothermia.

As for sailing for long periods of time, or even long distances, there are a few additional precautions one should take. Now I'm not about to tell you to always sail with somebody. We all know in theory that's a great plan, but in reality who's going to wait

for their best buddy to get off work when the wind's honking? That's the appeal of this sport, that you can just take off and go when the wind blows. So, be practical. You know your own abilities. If you feel you can go it alone, then you'll go it alone. But at least leave a note in your car saying when you left, where you planned to go and when you expect to return. That way, should anything happen to you, at least rescue workers will have a clue as to where to begin looking. And it doesn't take any time at all to scribble a note and leave it in your car. (When I go to sail alone I at least go where other people are sailing and make sure someone knows I'm out there. I also don't go out if it's more than my abilities can handle. But, I'm also the kind of person who always wears a seatbelt. I realize not everyone is so safety-conscious.) *Do not go out in offshore winds!*

Should you get in trouble on the water, you should at least know how to rescue yourself. This is taught in most basic boardsailing classes, but until you actually try it on your own, you won't know how to do it. Some day when you're bored, take your equipment out and try this.

First, you'll have to de-rig. This can be difficult if you're in high winds and rolling seas, but it can be done. Straddle your board, disconnect your universal and point it into the wind. Slide your sail across the board using the booms for leverage. First remove the battens then untie the outhaul. Scissor your booms up next to the mast so that you can roll up your sail. Put the battens inside the sail as you roll it. Use your outhaul to tie the sail to the mast, and when you have your rig neatly put together, position it lengthwise on the board. It can be very frustrating to paddle with the rig on top of the board, but if you have harness lines on the booms you can use these to tie the rig to your footstraps. In high winds and rough seas, you might find it easiest to paddle stern first (making sure to keep the fin in the water). In lighter winds you can go bow first. Most often, you'll have to go upwind to get back, and this is tough going regardless of how much wind there is. Just remember to stay far enough forward to use the fin for control.

Now, what if you sail over a reef and manage to rip your fin out of its box, effectively negating any steering capacity whatsoever? There's a new product on the market that is a makeshift fin, complete with bungied strap to go around the board. If you don't happen to have this with you, you may have to create your own system for drag, by tying on a wetsuit jacket or anything you can think of.

Preventive Medicine


If you plan to go on a long excursion, or if you regularly sail in areas such as San Francisco Bay where currents can easily take you away from shore and safety, it's a good idea to carry a few spare parts. It's very easy to obtain a harness with a pocket or backpack, and it doesn't hurt to carry things like spare line, duct tape, and flares. Fresh water is a plus if you're sailing in salt water, as is sunscreen. You can always use your sail to wrap around yourself to prevent hypothermia. A spare fin and duct tape might help get you home.

To Float Or Not To Float

Most boardsailors are adamantly opposed to PFDs (personal flotation devices). The reason for this is that they can be extremely bulky and thus restrict movement. However, beginning sailors appreciate the buoyancy as they tire readily from falling in and lifting the sail repeatedly. There is a compromise.

Several companies now offer harnesses with Coast Guard approved flotation in them. While admittedly bulkier than the sleek, lightweight waist and fanny harnesses used by most advanced sailors these days, they are still functional and can provide great peace of mind.

As to the controversy surrounding PFDs and sailboards, if you're a newcomer to the sport it may surprise you to learn that coalitions of boardsailors have banded together all across the country to change laws that required them to wear PFDs. There is a very simple explanation for this. You see, the board itself functions perfectly well as a flotation device. And, in cases where there are big waves, PFDs can actually be a bad idea because they prevent sailors from diving under waves to protect themselves from getting caught by their equipment after falling. At any rate, the most important advice for any boardsailor facing on-the-water problems is *never leave your board!* Your chances of survival are much, much greater when you can float on your board.

That about covers the basics of boardsailing safety. As I said in the beginning, it's all very practical. It's just a matter of using your head. I know how hard that can be when the wind is blowing and you're so amped you can think of nothing but getting on the water. Just take a deep breath or two, realize the wind won't stop blowing just because you're checking your equipment to make sure you have no frayed lines or weak parts, then go out and have a blast. 



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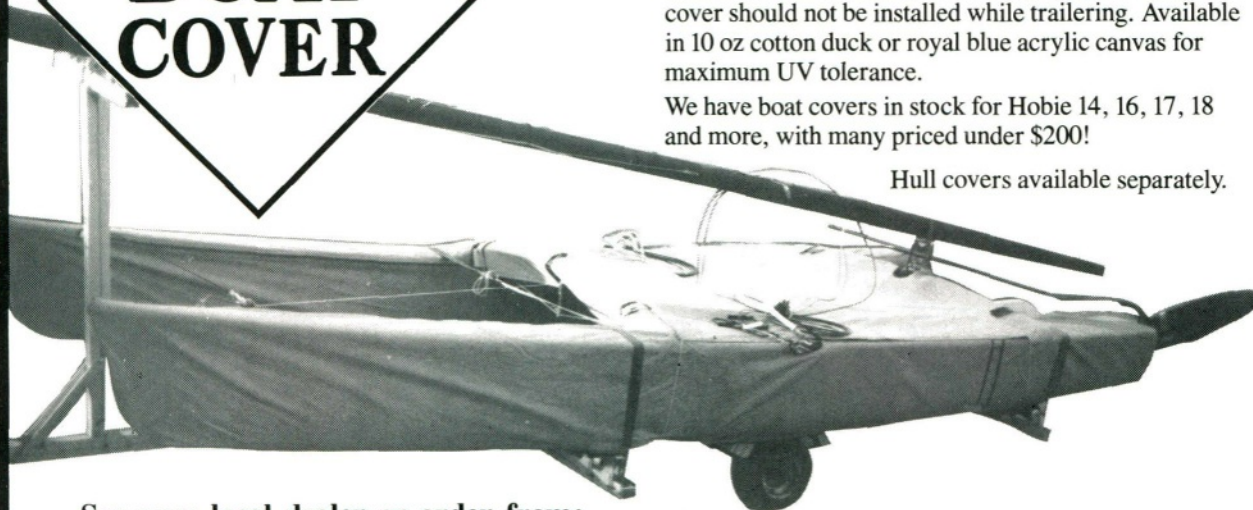
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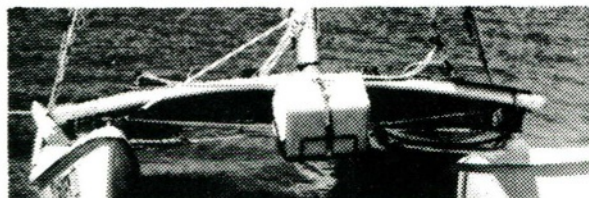
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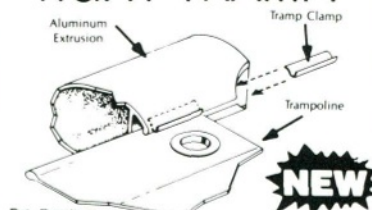
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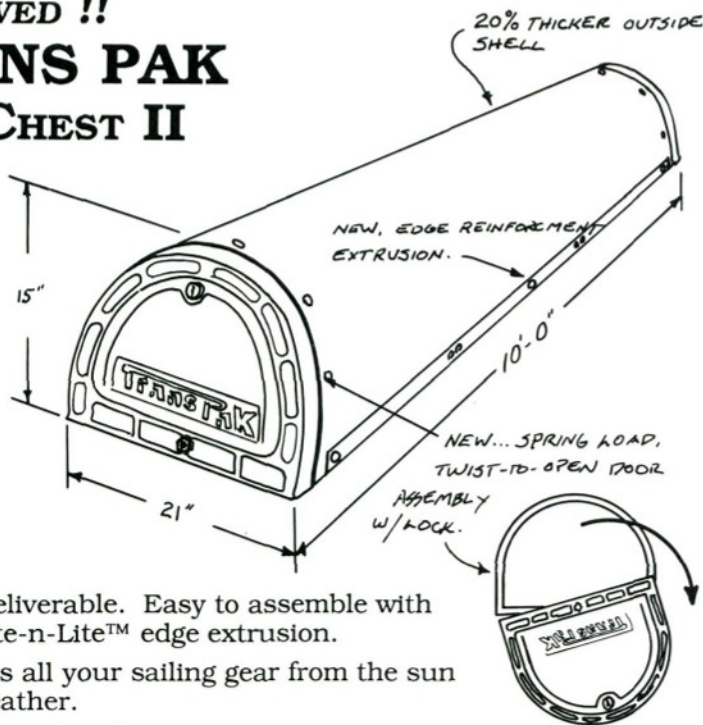
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