



# *Hobie* **HOTLINE**

SEPTEMBER/OCTOBER 1988

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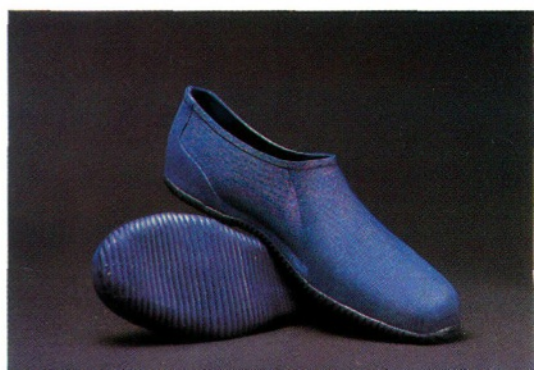
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KOS Photos

## FEATURES

### 18/ A Handy Place to Hang a Sail

So what's there to know about masts anyway? More than you think.

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The Race Committee has some important changes for your rule book.

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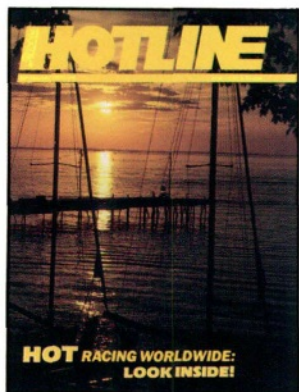
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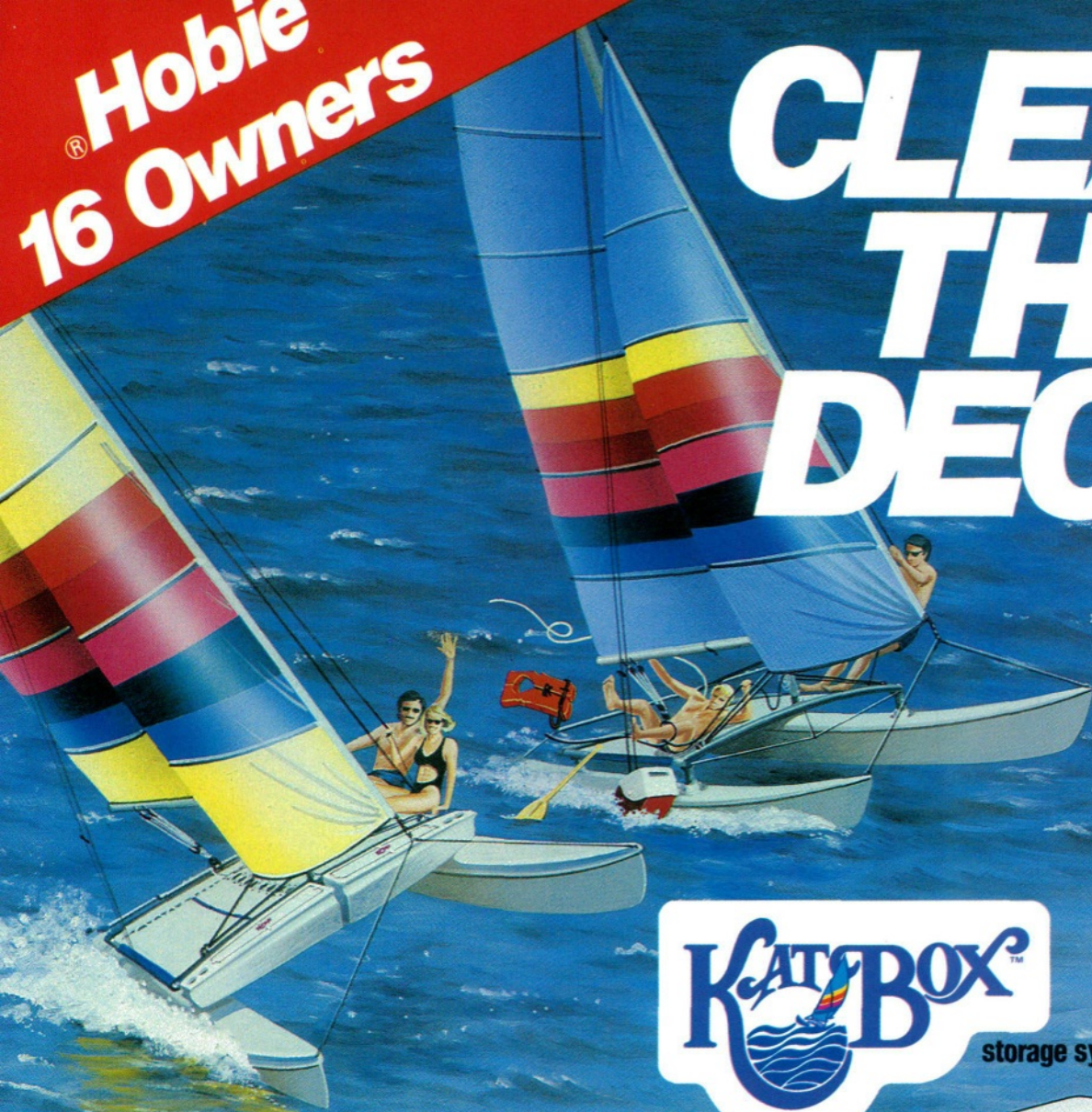


The serenity of a mast silhouetted against the setting sun reminds us of sailing's quieter pleasures. Photo by Patrick McDowell.



**Hobie  
16 Owners**

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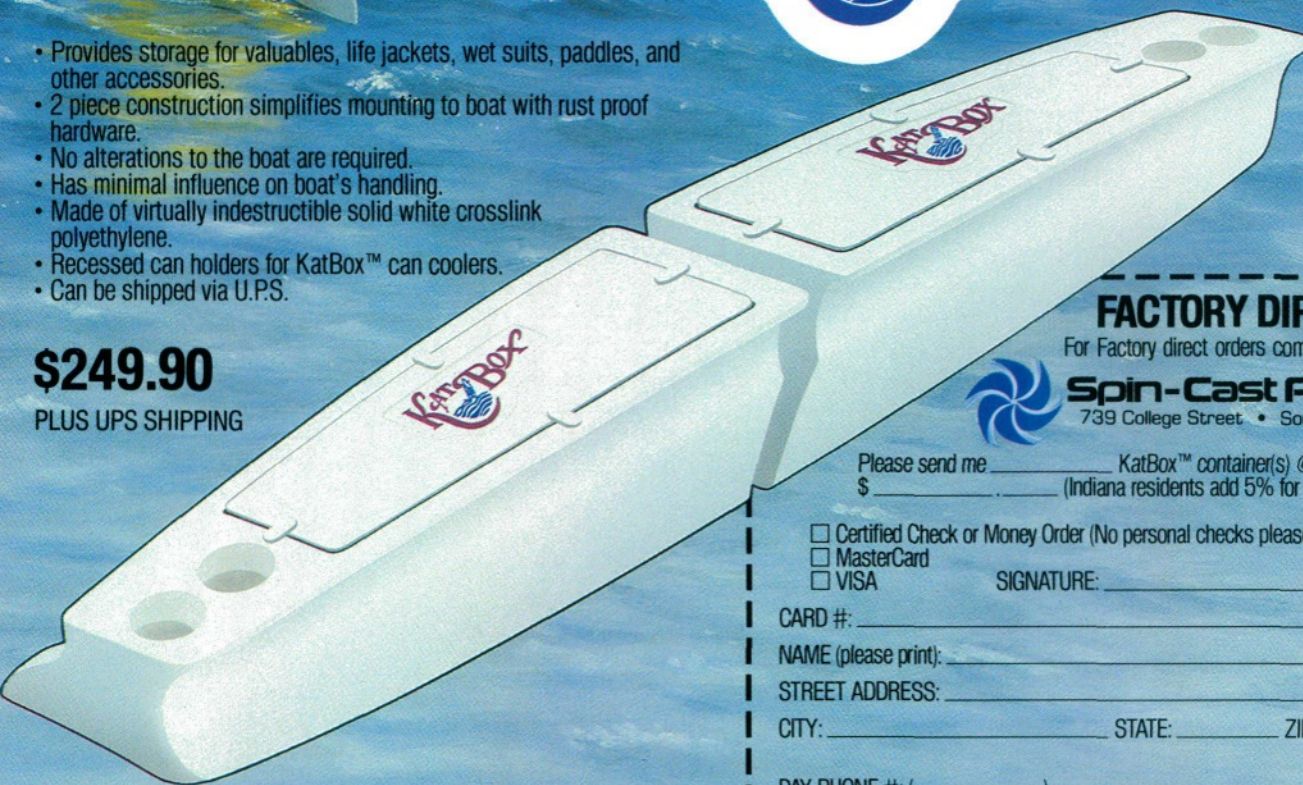
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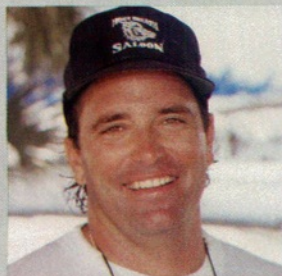
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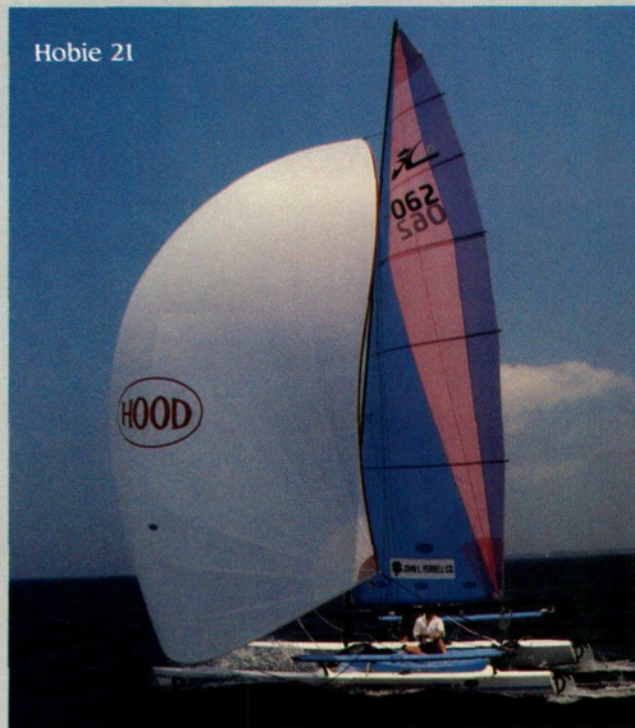


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Hobie 21

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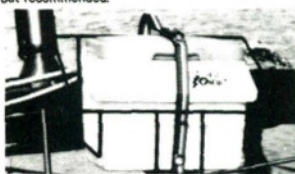


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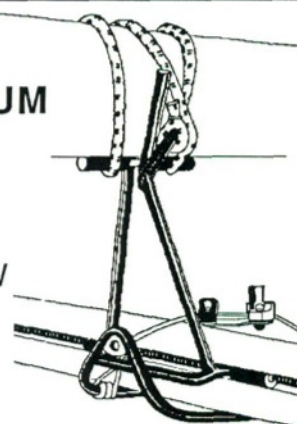
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**TYPESETTING**

Central Graphics, San Diego

The Hobie Hotline is the official publication of the World Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$18 in the United States, \$36 in all other countries. Send check or money order to: Hotline Subscriptions, P.O. Box 1008, Ocean-side, CA 92054. Subscribers with change of address should include their old mailing label and allow eight weeks for processing.

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by Bonnie Hepburn

## Maintaining Our Balance

Responsibility to our readership has always been an important theme at the HOTLINE, and one we've talked about a lot recently. Responsibility means, of course, presenting the news and information that readers want, and doing that in a lively, creative way that is consistent with the Hobie Cat perspective of fun and safe sailing.

One area that really makes us feel responsible is balance. Some of you sail strictly for fun, while others are drawn to the heart-stopping thrills of competitive racing. But most Hobie enthusiasts do a little of each, and that's what we try to do. I'll admit, it is tough sometimes. Take our fall issue; it's always chockful of racing stories and racing news, and understandably so. We all know what summer means to sailors, especially those thousands of you who live in the colder climates of North America and Europe. Hobie Cats are many things, but iceboats they're not, so, if you live in the frigid North, summertime means sailing time. And racing time. And regatta time. And there's the HOTLINE's editorial staff, worrying about balance again!

Some of our responsibilities are fun, like reminding you that the Hobie Calendar is coming out. And just wait until you see the bright, colorful touches that have been added to the calendar's annual array of inspiring sailing photographs. These calendars are tremendously popular with Hobie enthusiasts each year. In fact, last year's calendar sold out and demand is already building for the new one. There is an order form for the 1989 calendar on Page 7, so don't risk disappointment: send your request in right away.

Letters to the Editor help to keep us responsible. We try to balance the beefs and the bonuses that come in our mail and present a cross section to you each month. Letters that tell us what we did right, or what you liked, are an important guide for us on what to do in future issues, so please don't wait until we get your goat to communicate with us! This month's mail bag was a delight and you should be sure to read the ones we were able to squeeze in. It's wonderful to have Hobie enthusiasts willing to share their own ideas and personal experiences with fellow sailors, and it's especially rewarding to find out that our articles have inspired you to sail to new places and in new ways. Keep those cards and letters coming.

One important editorial responsibility at the HOTLINE belongs to you. The Fleet News and Race Section rely entirely on the reporting talent and responsibility of the Fleets and their designated Fleet reporters. As you can judge from the reporting in this issue alone, you do a good job. Our part in this is to communicate clearly and effectively about how to get your news to us. We try to do that by publishing our guidelines, both for format and deadlines, in the Race Section each month. This month, you'll find them on Page 44. Take a look, and if you have any questions, call the HOTLINE. We'll be glad to explain. We do provide a bit of editing for your news, to help avoid oversights and glitches, but we can't keep up with names. Please be sure that when you tell us who did what, you've got the right who, the right what and the right spelling!

Back to our responsibilities. We perform important functions for the World Hobie Class Association, too. Over the years, we've published their rules and regulations, publicized their events and generally supported them whenever we could. This month's issue is no exception. In addition to briefs and articles highlighting WHCA events, you'll also find the official rules' update for all Hobie models. This update has some important changes, including, finally, the official ruling on that long standing, controversial Hobie 17 weight question we've all heard so much about. Can you guess what it is?

Our ultimate responsibility is to publish a sailing magazine that our readers will enjoy. That means identifying contributors with interesting stories to tell whose style is compatible with our readership; your story ideas are welcomed. It also means motivating you to share your personal stories with us. The Hot Spots are really picking up. This month you'll read about a great place for Hobie sailing that I guarantee is off the beaten track. We're still paying the fabulous sum of twenty-five dollars for Hot Spots, and if you've got slides for us, we'd love to show those off along with your article.

Responsibility. The whole staff at the HOTLINE seems to thrive on it. Or maybe, when you're talking Hobies, you just can't help having fun.







**ANNOUNCES**

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# LETTERS

## On the Tramp

As San Diegans, my husband and I have become used to seeing Dennis Conner's two 60-foot catamarans speeding across San Diego Bay and Michael Fay's 123-foot monohull being towed out to the ocean. But after reading Brian Alexander's article, "Sail America's Twin Hull Defense" (July/August 1988), we decided to get a different look by joining them on the ocean off Point Loma on our Hobie 16. When the conditions were right, we've often enjoyed sailing along the coast, so on a recent Saturday morning, we left Mission Bay in search of the America's Cup competitors.

We rounded the red Mission Bay channel marker and headed south with the wind northwest at about eight knots. As we passed the Ocean Beach Pier, I noticed a moving mass on the horizon that I guessed was New Zealand. It took about an hour, but we finally got close enough to recognize the unique boat design, tall mast and vast sails and make a positive identification. At just about that moment, NZ tacked away due west. Since we were already about a mile south of the point, both of us felt nervous about following her farther from shore, especially without knowing the course.

Instead, we rounded Point Loma and sailed into San Diego Bay. In the channel, our 16 was dwarfed by the cruisers that roared by. The boat handled their wakes fine, but I didn't, so I reminded the captain (my husband) of the long beat back to our own bay.

We had given up on seeing New Zealand up close, but as we rounded the point going the other direction, there she was. We sheeted in and tried again to catch her, sailing past the larger Catalinas and Ericsons. This time we spotted Sail America's two catamarans as well. Although we could not get close enough to buzz them, we did get a great look. Both types of boats are as fast as we've read about. Our last look was NZ being towed in by her tender from a couple of miles out. On other days, we've seen Dennis and crew sail to their compound right through the crowd of weekend sailors.

After six hours on the tramp, we were glad to return to Sail Bay, among other Hobie sailors. We didn't feel much like trying another long ocean cruise then, but by Sunday, we were studying the navigational charts again!

Barbara Gregg  
San Diego, CA

## SSI Product Endorsement

After reading several letters describing alleged cures for deformed mast chip

bearings in the great mast chip debate, I'd like to try to put an end to this unnecessary controversy once and for all. Frankly, I'm amazed that this is even an issue, because I found the solution long ago: SSI's Molded Mast Step Bearing, which sells for \$2.85.

I have two Hobies, a 14 Turbo and a 16, and after seeing my first deformed stock mast bearing, I ordered the SSI bearing. To quote the SSI catalog, this improved Delrin version "does not creep or flow out of shape." Since you do glue the thing into place, it can also never get lost or fall out while trailering.

That's it; end of controversy. For \$2.85, you need never think about mast chips again. I guess this is a plug for SSI, but whether you buy it from them or another dealer of your choice, this little gizmo is the 100% cure for mast bearing problems on the Hobie 14 or 16.

I'm not a relative, employee or stockholder of SSI, but I'll stay on their soapbox a little longer and mention their Custom Tie Downs. SSI, like many other dealers, sells some very cheap tie-downs that are black with white dots. These things are a constant annoyance and a real source of pain and boredom for those who trailer a lot.

After lots of skinned knuckles and sloppy adjustments of my boat to the trailer, not to mention wasted time, I decided to plunk down \$44 for a set of SSI's Custom Tie Downs. "Forty-four bucks for tie-downs?" my wife exclaimed. "They better be good!" After messing around with the old ones, I was willing to gamble the better part of \$50 that they would be.

What I received in exchange for my money was a set of four straps that are fast, ultra-convenient and secure. One end bolts to the trailer and the opposite ends have a hook that easily fastens into a flange, supplied with the strap kit, that you bolt to your boat's pylons.

Guess what? They work! They're fast, secure and easy. In a matter of seconds, you hook your boat up, gently pull the slack out, flip the seat belt-type cam and, presto, your boat is secure. There's no bouncing up or down on the trailer and no forward or reverse slipping when the towing vehicle accelerates or brakes. As an added bonus, since these straps are bolted to the trailer, you can't lose them and you don't have to worry about which ones are bow and which are stern.

After using these SSI Custom Tie Downs, my wife and I threw the old ones away. Good riddance! As far as SSI goes, we certainly are satisfied customers.

Buddy King & Laura Smedley  
South Bend, IN

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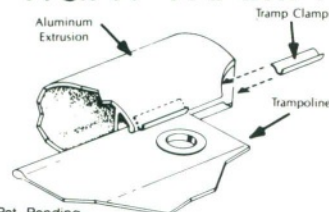
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# HOBIE BRIEFS

## Cat Trax Recalls Beach Dollies

In April 1988, Florida Sailcraft sent recall letters to all customers of record who purchased Cat Trax beach dollies with aluminum wheel rims between April 28, 1987 and March 7, 1988. A rim weld failed and exploded in Florida Sailcraft's own shop when a tire was grossly overinflated while mounting it on a rim. No other accidents have occurred, but Cat Trax has decided to replace all the old rims with new, stronger ones as a preventive measure.

Cat Trax reports a good response to its recall letters, but some owners of the affected dollies have not been located. If you bought a Cat Trax with aluminum rims during the period stated above, and have not been contacted yet, please call Cat Trax at (800) 292-9777. Leave a message with your name, address and phone number and Cat Trax will send the recall information to you.

The U.S. Consumer Products Safety Commission has already approved the new double-welded, stronger Cat Trax rim design and all Cat Trax beach dollies shipped since March 7, 1988 are equipped with these new, approved rims.

## Salem Sponsorship Assures ProSail Purse

R.J. Reynolds Tobacco USA launched the Salem ProSail Series, a six-event program for Hobie 21s and custom ProSail 40s, by announcing on June 10, 1988 that its Salem cigarette brand will become the major sponsor of professional sailboat racing in the United States. The Salem sponsorship assures purse money of \$390,000 for the races, plus a \$110,000 point fund that will be distributed based on the total season performance of competitors.

There will be three qualifying races and three national events in the Salem ProSail Series. The first qualifying event, featuring factory-produced Hobie 21s, was staged last April in Tampa, Florida and won by Hobie Alter Jr. (See the HOTLINE July/August issue for details.) The second qualifying event, held the weekend of June 10-12 in San Diego, was won by Brett Dryland, who also won the third qualifying event in Detroit the weekend of July 9-10. Complete results of the second and third races are in the Race Section.

The top ten sailors from each regional qualifying event will be eligible to compete in the three national Salem ProSail Series events, along with custom-built ProSail 40s that will join the national competition. The first national event was held at Newport, Rhode Island, August 11-14. Race results were not available at press time. The other events are scheduled for San Francisco, October 6-9 and Miami, December 8-11.

## Ultimate Yacht Race

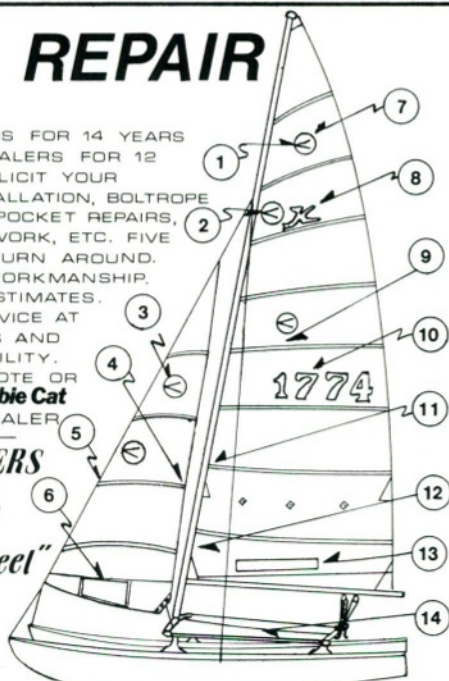
The San Francisco Ultimate Yacht Race has been rescheduled for March 20 to 26, 1989. Originally planned for late July of 1988, the event's postponement will allow more time for Ultimate 30s to build, as well as time for the regatta's two other classes, J/24 and Hobie 21, to coordinate programs and secure sponsorship. San Francisco's famous Pier 39, one of the city's most visited attractions, will host the event. Once an abandoned cargo pier used for shipping, Pier 39 now houses restaurants and shops, a 350-berth marina, a waterfront park and a complete family amusement area. The host hotel for this event is the Ramada Renaissance.

At press time, the Mystic/New London, Connecticut race, scheduled from October 9 to 15, 1988, had not changed. NBC Sports' scheduled telecast of the event on Saturday, October 22, 1988 from 5:00 P.M. to 6:00 P.M. EDT had not changed either.

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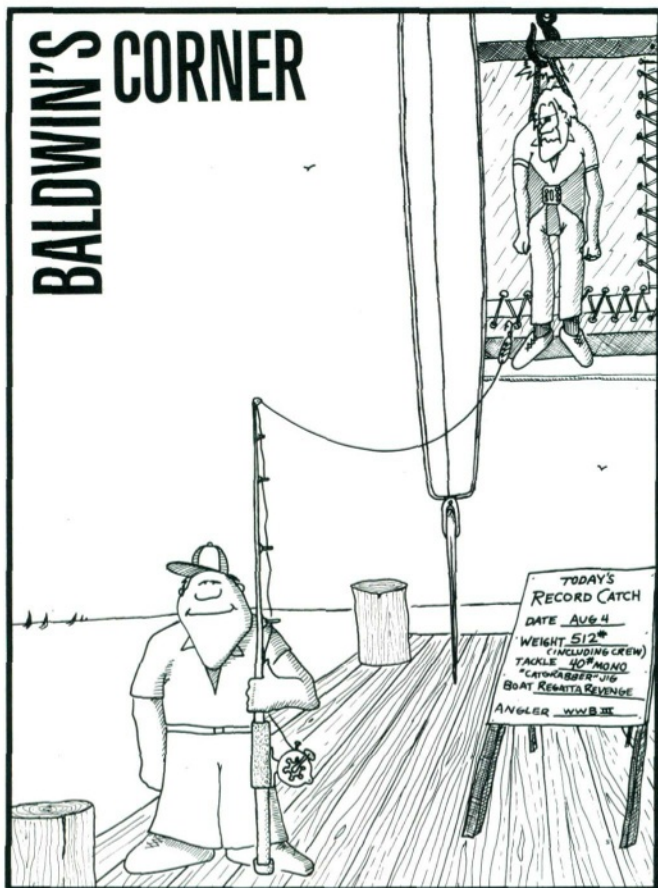


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Chris Rooke (901) 744-8500 **ROOKE SAILS** 1744 Prescott So. Memphis, TN 38111



## BALDWIN'S CORNER



## HOBIE HOT TIPS

### The Key to Halyard Lock Problems

If getting your halyard to lock has been a problem, here is another approach. Take the latch off the lock by grinding the rivet head. Safety wire the shackle and ring into a rigid unit. Now you can manipulate the sail and the mast rotation strut to pivot the ring on or off the hook. With this system, the sail will lock very easily with the boat headed to wind and with the sail and mast on the centerline of the boat.

To unlock, pull the halyard hard all the way up, swing the sail away from the halyard lock side of the mast and then, using the mast rotator strut, rotate the halyard lock away from the sail. It will be necessary to pull the sail down a few inches until the ring is past the lock because there will be friction in the luff groove. This friction results from the sail and mast not being aligned. Once the ring is past the hook, realign the mast and sail on centerline, and the sail will easily drop.

Although this is a simple process, it can be difficult if there is no way to orient your boat to the wind direction.

Phil Edwards  
Hobie R&D

### Lightweight Righting Tip

I'd like to take this chance to thank the HOTLINE for its years of offering a superb magazine and offer a tip that's helped me. I am a Hobie 18 sailor with a weight of 134 pounds; my crew is around 132. As you can guess, when we go to races we have to carry a lot of weight. Our below weight situation creates another problem for us: righting our Hobie 18!

I have noticed at regattas that other sailors share this problem and also lack the weight needed to right their boat. To these sailors, I offer a solution that has worked for me: the CAT RIGHTER™. Made by Lake Enterprises, Inc., the CAT RIGHTER is great for this problem. At my weight of 134 pounds, I can right a Hobie 18, by myself, with no problems! It usually takes only a few minutes, with a couple of trial runs, before I'm off and sailing again.

And to top it all off, this righting system is approved for class racing! Happy Sailing.

Kevin Baker  
Springfield, IL

## Hot Product

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For more information, contact Grifgrabers Sailing Accessories, P.O. Box 1724, Hurst, Texas 76053. Or, call 817-282-2812.

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# A Handy Place to Hang a Sail

by Michael Clark



Patrick McDowell



**T**he mast is a handy place to hang a sail, but a mast doesn't often stir emotion in anyone's soul. Writers seldom wax poetic over its virtues, and, despite our beautiful cover shot, photographers rarely maneuver for that one spectacular shot of a mast silhouette against the setting sun and sparkling water. In fact, a mast is about as exciting as the drive shaft in a car, and just as important.

Just as a car won't go without a drive shaft, a sailboat won't sail without a mast. Mast failure on a boat can be just as catastrophic and dangerous as the failure of a drive shaft on a freeway. That's one reason boat manufacturers pay a lot of attention to the design and production of today's modern masts.

Masts have been providing that handy place to hang a sail since the dawn of history. Beginning as two wooden spars joined together to form a triangle, mast development has kept pace with scientific and manufacturing technology down through the ages. Modern pleasure sailing demands a lot from a mast. Boats are built to sail easily, with a minimum of maintenance, a maximum of durability and a moderate cost. Manufacturers require materials that are readily available, easy to work, durable, cost effective and still allow them to design and build the type of boat that pleasure sailors want to sail.

These factors must be kept in mind when designing and producing a mast. Virtually the only material for production mast fabrication is the popular metal aluminum. This abundant metal provides the long lasting strength and flexibility integral to both manufacturer and consumer demands. Known as the obliging metal, aluminum can be fabricated by all the techniques of metal working. Similarly, it can be joined to itself or other materials by the total range of joining procedures and finished easily and economically by many methods.

By alloying, and mechanical treatment, aluminum can be tailored for specific uses. Masts, for example, need to be both strong and flexible. Strength is needed to withstand the pressures of the wind and provide a focal point for the sail to drive the boat. Flexibility, however, must be built into its strength to allow the mast to bend and take full advantage of the sail's design and its ability to catch and hold the wind. The mast must bend and return to original shape throughout the operation of the boat.

The masts for Hobie Cat's catamaran and monohull boats are made using the extrusion process. This process insures

design integrity and adherence to class specifications throughout the mast production sequence. The basic principle of the extrusion process is as simple as squeezing toothpaste from a tube. Squeeze the closed end of the tube and the toothpaste flows through the open end, taking the round shape of the opening. Flatten the open end and the paste will come out in a flat ribbon. Complex shapes can be produced by complex openings. When bakers use a collection of shapes to decorate cakes with fancy bands of icing, they're producing extruded shapes.

But you can't make very many useful products out of toothpaste or icing, and you can't squeeze solid aluminum out of a tube with your fingers. You can squeeze aluminum through a shaped opening, however, with the aid of a powerful hydraulic press, producing an incredible variety of useful products with almost any shape imaginable.

The idea is simple enough. In practice, of course, there's a lot more involved in making an extruded product. Before the extrusion press can do its job, the aluminum must be properly alloyed for the intended application, carefully cast and sawed into a billet, and heated to soften it.

Then it is inserted into a strong container in the press and followed in by a hydraulically powered ram. The other end of the container is sealed by a die, with an opening cut through it in the same shape, or profile, of the mast to be made. That die opening, in effect, is like the nozzle of the toothpaste tube: it's the only way out.

The actual extrusion begins when the ram starts applying pressure. Various hydraulic press designs are capable of exerting anywhere from 100 tons to 15,000 tons of pressure. The pressure exerted by a press determines how large an extrusion it can produce. Extrusion size is measured by the circumference at its widest point. As pressure is applied, the billet is crushed against the die, becoming shorter and wider until it reaches the walls of the container.


Then, as pressure increases and with no place else to go, the soft but solid metal begins to squeeze out through the shaped opening, or orifice, in the die. It emerges on the other side as a fully shaped extrusion, leaving about 10 percent of the billet behind in the container. The extrusion is cut off for further processing and the remaining metal is removed to be recycled.

Hollow shapes, like masts, require an extra process using a tool called a mandrel. The mandrel is located inside the edges of the orifice, but does not touch those edges. As the billet is squeezed by

the ram, it actually flows between the orifice edges and the mandrel, taking on its hollow shape. There are various ways of pulling off this trick, but in any case, the uninterrupted flow of metal through the die and mandrel orifice produces a product with very uniform grain structure and very low residual stress level differences.

Another, more common, method of extruding hollow shapes uses a mandrel suspended in the die's orifice by supports attached directly to the die holder. These supports do interrupt the flow of metal from the billet, but, like water flowing around a rock in a streambed, the metal reunites before passing through the opening between the mandrel and the orifice edge. This process creates zones in the metal where the grain structure is somewhat larger than it is with the uninterrupted flow process; however, there is no significant metallurgical difference between the two. The most common suspended die combinations are the spider die, the porthole die and the bridge die.

The aluminum extrusion process seems just right for producing the lightweight, high strength masts desirable for sailing. They do have one major drawback, though. Aluminum conducts electricity, and electricity can kill. Although Hobie Cat had long been committed to reducing the danger from overhead power lines, the real breakthrough in this area did not come until 1985, when Hobie introduced the COMP-TIP™ mast tip. While nothing short of avoiding overhead power lines is a sure guarantee of safety from electrical hazards, the insulating properties of a clean, dry COMP-TIP mast tip are a significant advance in protection.

Strong, safe and unexciting, a mast really is a handy place to hang a sail. 

*Our thanks to Kaiser LAX for their helpful information on the aluminum extrusion process. -Ed.*





# HOBIE RULE UPDATE

*Editor's Note: The Rules Committee of the World Hobie Class Association has asked HOTLINE to publish these rule updates for all models of Hobie Cats. In some cases, the old rules have been deleted and new rules supersede them. All changes are in effect and govern all races immediately, with the exception of the Hobie 17 weight rule which goes into effect and governs all races after September 12, 1988.*

## Hobie 14, 16 and 18 Rule Changes

### 8. SAFETY EQUIPMENT

**8.1** For each person on board, you must carry an approved lifesaving or personal flotation device (PFD) recognized by the national sailing authority having jurisdiction.

a) Life jackets must be worn by all skippers and crews when code flag "Y" is displayed at Warning Signal.

b) Life jackets must be worn by all skippers and crews in 10 knots of wind or greater.

c) The WHCA recommends that life jackets or PFDs be worn at all times.

### 10. RUDDERS AND RUDDER ASSEMBLY

**10.5** Rudder blades may be notched up to 1/2-inch (12.5 mm) to correct helm.

### 13. MASTS

**13.1** The section of the mast extrusion shall not be altered in any way except as provided for in 13.4.

**13.4** A COMPTIP™ composite mast tip section, as supplied by the licensed manufacturer, may replace the aluminum upper mast section.

### 17. CREW AND CREW WEIGHT

(Note: The word crew includes all personnel aboard the boat.)

**17.1** The same crew shall be used throughout the race or regatta. Crew shall not be added, deleted or changed without the written permission of the Race Committee.

**17.4** Minimum crew weights are based on the body weight of the crew dressed in lightweight clothing.

a) No shoes or heavy clothing shall be used in determining crew weight.

b) It is the skipper's responsibility to maintain minimum crew weight at all times. If required, the crew may add weights during the regatta to maintain crew weight.

c) Skippers can be protested at any time during the regatta for minimum weight infractions.

**17.5** Weights needed for meeting minimum crew weight shall not be useable for any other purpose.

### 20. RUDDERS AND RUDDER ASSEMBLY (Hobie 14 only.)

**20.1** b) The minimum weight of a rudder blade shall be 3.0 pounds (1.36 kg).

### 28. RUDDERS AND RUDDER ASSEMBLY (Hobie 16 only.)

**28.1** b) The minimum weight of a rudder blade shall be 3.0 pounds (1.36 kg).

### 35. MINIMUM BOAT WEIGHT (Hobie 16 only.)

**35.1** The minimum weight of a Hobie 16 completely assembled shall be 320 pounds (145.1 kg). (See Rule 19.)

### 38. RUDDER BLADES, RUDDER ASSEMBLY AND DAGGERBOARD (Hobie 18 only.)

**38.1** b) The minimum weight of a rudder blade shall be 3.0 pounds (1.36 kg).



# ES

## Hobie 17 Rule Changes

### 8. SAFETY EQUIPMENT

**8.1** For each person on board, you must carry an approved lifesaving device or personal flotation device (PFD) recognized by the national sailing authority having jurisdiction.

a) Life jackets must be worn by all skippers and crews when code flag 'Y' is displayed at Warning Signal.

b) Life jackets must be worn by all skippers and crews in 10 knots of wind or greater.

c) The WHCA recommends that life jackets or PFDs be worn at all times.

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

b) Righting water bags and/or shroud-lengthening devices may be carried. Maximum length of shroud-lengthening devices are 26 inches (66.0 cm). They must be returned to the normal storage position after use and before continuing to race.

### 10. RUDDERS, RUDDER ASSEMBLY AND CENTERBOARDS

**10.1** Factory-supplied rudder housings and centerboards shall not be modified except for minimum filing to improve fit and function.

**10.4** The maximum length of the centerboard rope line is 12 1/2 inches (31.75 cm) measured from top of deck to underside of the handle in fully-up position.

**10.5** The minimum weight of the rudder blade shall be 3.0 pounds (1.36 kg).

### 11. TILLER ASSEMBLY

**11.2** Tiller crossbar connectors may be changed provided that standard, factory-supplied end caps are used.

### 17. CREW AND CREW WEIGHT

(Note: The word crew includes all personnel aboard the boat.)

**17.1** The minimum crew weight of a Hobie 17 shall be 160 pounds (72.5 kg).

**17.2** The same crew shall be used throughout the race or regatta. Crew shall not be added, deleted or changed without the written permission of the Race Committee.

**17.3** If a crew change is required due to injury or other special circumstances, the crew weight shall not be less than the original weight and not more than 10 pounds (4.54 kg) over the original weight.

a) Weights may be carried to maintain the original crew weight provided that the provision of Rule 17.4 is met.

**17.4** A maximum of 50 pounds (22.7 kg) of dead (solid), dry weight may be added to bring crew weight up to the minimum.

a) Weights may be moveable but shall be attached to the boat.

b) If more than 50 pounds (22.7 kg) are needed to make minimum weight, additional crew shall be carried.

**17.5** Minimum crew weights are based on the body weight of the crew dressed in lightweight clothing.

a) No shoes or heavy clothing shall be used in determining crew weight.

b) It is the skipper's responsibility to

maintain crew weight at all times. If required, the crew may add weights during the regatta to maintain crew weight.

c) Skippers can be protested at any time during the regatta for minimum weight infractions.

**17.6** Weights needed for meeting minimum crew weight shall not be useable for any other purpose.

## Hobie 21 Rule Changes

### 2. INTENT AND OBJECTIVE

**2.2** Delete entirely.

**2.3** Renumber as 2.2.

**2.4** Renumber as 2.3.

### 8. SAFETY EQUIPMENT

**8.2** b) Righting water bags and/or shroud-lengthening devices may be carried.

Maximum length of shroud-lengthening devices are 27 inches (68.6 cm). They must be returned to normal storage position after use and before continuing to race.

c) Delete entirely.

### 10. RUDDERS, RUDDER ASSEMBLY AND CENTERBOARDS

**10.1** Factory-supplied rudder assemblies, rudder blades and centerboards shall not be modified except for minimum filing to improve fit and function.

**10.5** The maximum length of the centerboard rope line is 21 1/2 inches (54.6 cm) measured from top of deck to underside of the handle in the fully-up position.

### 11. TILLER ASSEMBLY

**11.2** Tiller crossbar connectors may be changed provided that standard, factory-supplied end caps are used.

### 12. SAILS

**12.10** c) A maximum of two open sails may be carried on board at an event and shall not be replaced during a race or regatta unless damaged and no longer useable. Permission to replace an open sail must be received in writing from the Race Committee PRIOR to replacing the sail.

d) A maximum of two open sails may be registered and identified before the start of each event. (Race Committee member signature on the sail is acceptable identification).

g) Minimum mid-girth (SMG) is 14 feet (4.26 meters).


h) Registered open sail(s) may or may not be carried on board during each race of an event.

### 13. MASTS

**13.5** The mast rotation device and related control equipment may be changed in design or location to meet the owner's and/or skipper's specification. The factory-supplied equipment must remain in its original position on the boat.

### 16. EQUIPMENT

**16.7** Hiking straps may be added provided that they are attached to existing aluminum extrusions and/or sewn to the trampoline.

**16.9** Additional grommets may be added to the trampoline. 



# crib notes FOR 16 performance



*I*f you don't know about tuning a boat, it's time you learned; if you already know how, you also know it never hurts to hear it again. The HOTLINE staff has compiled the wisdom, tips and experience from many articles we've published over the years to help you with the fine art of tuning your Hobie 16. After you've practiced these tuning tips, you might be ready to sign up for the 1988 Hobie 16 National Championships scheduled for Corpus Christi, Texas in November. This great event, which features both women's races and open races, runs from November 1 through November 12, 1988. Even if you don't sail in the 16 Championships, our tips should help you enjoy your 16 more.

*T*he Hobie 16 is the world's most popular multihull. Combining simplicity with performance, it challenges both veteran and novice alike. Straight off the production line, the Hobie 16 has speed and performance to spare. That's why it is such a popular racer.

Once racing has begun, all classes of sailors look for that one magic key to winning. That one little thing that they can do to go faster or perform better in competitive situations. The first place to begin the search is the basic principle that drives a boat.

Sails are shaped just like the wing on an airplane. This shape is the most efficient for extracting energy from moving air. As the wind pressure decreases on the back side of the sail, air pressure increases on the front side. This difference in pressure results in speed. Tuning the sail involves

maintaining the air foil shape of the sail and adjusting that shape to the existing wind conditions and directions.

Battens are designed to give the sail a proper airfoil shape. The Hobie 16 mainsail has eight battens. The five bottom battens are generally left untapered to get a 40 percent to 50 percent draft. (Draft is the part of the sail which has the deepest amount of pocket.) The top three battens are tapered from about two-thirds of the way back to the front edge. The top batten is shaped to be fairly soft for a 30 percent to 35 percent draft at the top of the sail. The intent is to keep the draft towards the middle of the sail where the jib is in front of it. The three battens in the upper portion of the main above the jib are tapered to move the draft forward. The shorter the batten, the more necessary it is to soften it by tapering.

After inserting the battens into the batten pockets, they should be tightened

down just enough to remove the wrinkles from the pockets. Loosening the battens will flatten the sail shape, and tightening them will increase its fullness.

The shape of the jib is a matter of personal preference. Some competitive sailors like to use a flat jib because a flat jib reduces the air flow across the main with as little disturbance as possible. Others feel that, on the jib, what is needed is a uniform shape to the sail.

Another significant tuning element is mast rake. The Hobie 16 has plenty of power, and mast rake is extremely important. Maximum mast rake is required in winds of fifteen to twenty knots. Pulling the mast back serves to depower the boat and bring the bows up, allowing easier sailing in choppy water. It actually moves the center of effort to the rear of the boat. The rudders will then have more driving force, allowing them to act like centerboards.



Raking the mast back is a two-step process. The first step is to put the shrouds to the bottom hole of the shroud adjuster, and the jib tack to the third hole up on the forestay adjuster. Going up in holes on the shroud adjuster and down on the forestay adjuster with the jib tack brings the mast forward and allows more power in moderate wind conditions. The second step is to tighten the rig with the jib halyard. The jib luff wire will then act as the forestay. Fine tuning is done by tightening or loosening the jib halyard. In most sailing situations the rig should be semi-tight. There is no advantage to sailing with a loose rig except in extreme wind conditions of thirty to forty miles per hour where the boat is overpowered.

In tuning, remember that for every action, there is a reaction. Mast raking will result in a give-and-take situation. As the mast moves back, upwind speed is increased, but downwind speed is decreased. To compensate for this loss, move the crew forward. Having the mast back will load the rudder, but also cause a pull on the tiller extension, which is called a weather helm. The weather helm can be corrected by adjusting the rudders forward to put them further under the boat.

To adjust the rudders, put the boat on a trailer with enough clearance for the rudders to be locked down without touching the ground. Use a straightedge or line to extend the centerline of the rudder pivot pin down across the leading edge of the blade and draw a pencil line along the straightedge. Mark a point 14 and 7/16-inches down from the bottom of the rudder casting. Measure from that mark to the leading edge of the rudder; that is the amount of rudder rake. The standard rake on a Hobie 16 is 1 and 1/8-inches; however, some sailing experts recommend a measurement of 1 and 1/2-inches. See "Small Flippers in Back" in the July/August 1987 issue of HOTLINE for more information on rudder adjustments.

To change the rudder rake, unlock the upper rudder arm from the rudder housing and leave it unlocked. To increase the amount of forward rake (decrease weather helm) turn the rake adjusting screw counterclockwise with a 3/16-inch allen wrench. Be sure not to overadjust. Remeasure with the straightedge to determine how much you have increased the rake. Follow this same procedure on the other rudder.

While the boat is on the trailer, check the rudder alignment. With the rudders locked down, run a tape measure from the leading edge of one rudder to the leading edge of the other. The tape should be placed about halfway down the rudders. Repeat the process on the trailing edge of each rudder, measuring in approximately the same place. Comparing the two measurements will show if the rudders are toed in or out. If the rudders

are toed out, shorten the tiller crossbar adjuster to bring them in. Lengthen the tiller crossbar adjuster if they are toed in. Most Hobie 16 sailors use 1/16-inch to 1/8-inch toe in setting for their boats, with the leading edges close together rather than out.

Some Hobie 16 rudders can produce an audible hum when sailing. This is caused by the vibration of water flowing over the blade. The hum can be eliminated by gently rubbing the trailing edge of the rudder with a 320-grit piece of sandpaper until the edge is rounded to soft point. Then take a 600-grit piece of sandpaper and smooth out the whole rudder, stroking in the direction the water will travel across the rudder.

Adjusting the rudder, especially the rake, is a trial and error process. Once the rake adjustment has been made, the boat needs to be put in the water to see the effect.

This is true for all tuning done on a Hobie 16. Each adjustment needs to be tested on the water to determine its effect on performance. How has it affected the sailing characteristics? Is the adjustment too much or too little? Will the adjustment help or hurt? Does the boat feel more or less comfortable? Tuning is a step-by-step process. For the best results, changes should be made one at a time. If multiple tuning changes are done, and the boat sails faster and smoother, it is difficult to determine exactly what was beneficial and why.

At some point, a decision has to be made on the amount of tuning. Spending too much time on the tuning process can be counterproductive. The object of tuning is to go faster and/or perform better in competitive situations. Whatever tuning style is used, the sailing technique should optimize that style for the best results. Boat speed comes from learning about the boat, knowing what few adjustments are needed for different conditions, and sailing to get the most from those conditions, with those adjustments. Once the tuning is done, attention should turn to those special conditions that always arise in cat sailing.

To get the most from the boat, special attention must be paid to working the boat smoothly. Anticipating these conditions and working the sheet to weather is critical. It's easy to get lazy and head up in a puff, rather than work the sheet and really fly. Be prepared to unsheet a foot or two of line when a wind puff is coming. Unsheeting the line will allow the boat to be driven through a puff rather than being stopped. The object is to keep the weather hull at a steady position, skimming on the top of the water while working the sheet to accommodate the wind conditions.

Maintaining the jib trim is also critical. Oversheeting the jib will close the slot, killing the main. Undersheeting will open


up the slot too much, and the jib won't be pulling enough to keep the boat moving. Although undersheeting is preferable to oversheeting, the main idea is to keep the boat moving. It's also important to keep the steering to a minimum. With a slight bit of tiller work, drive off for speed. Then let the boat climb back until it just begins to slow down, and drive off again. Do this slowly and smoothly; don't jerk the tiller. Find the groove where the boat will work to weather with good speed.

The crew weight should be slightly to the back when going to weather. This will raise the bows, and provide more drive off the rudders. This is especially important when trapezing to weather, where the tendency is to be too far forward.

Pay close attention to the wind. As it starts to pick up, the boat will be more difficult to hold down. Travel the jib out before the main. If the boat is still coming up, travel out the main. Remember to keep working the sheet; it doesn't help to just cleat it and forget it. In medium air, the weather hull should be kept light. Everything should be traveled in, with the jib slot maintained in perfect tune.

Telltale demonstrate the flow of the wind on the sail. It is a common error to sheet in until both telltales are flowing straight back; however, for medium air, this is not correct. The windward telltale, on the mainsail, should just be flipping up on the sail; the leeward telltale, on the back side of the mainsail, should be streaming straight back.

With a smooth air flow across the leeward side, and air pressure being directed back from the deep draft portion of the sail to the shallower draft area, the entire sail is used to create the driving force and to increase speed. This is important not only on the main, but also on the jib. Keeping the jib slot open will smooth the air flow, creating less disturbance across the main. In very light air, hold the jib away from the main to keep the jib slot open. Power is gained in light air conditions by sheeting in tighter and sailing higher. The flatter the water conditions, the more you can sheet. In choppy water conditions with light air, less sheet tension is needed.

Fast tacks and smooth jibes are critical components of competition sailing. A fast boat can cover a lot of distance in the time it takes to tack. Learning to get the best performance out of a Hobie 16 requires sailors' intuition, a mysterious talent developed through a lot of practice. The whole crew can contribute by paying attention to the results of various tacking and jibing tactics in all sorts of conditions. Watching the waves, as well as the wind, will help, but thinking ahead, making quick decisions and executing them smoothly is the key to successful sailing. 






# a legend GROWS in Dana Point

BY LANE DEVEREUX

## leviathan springs to mind

**T**he man kneeling in the sand, drawing with a stick, is part of sailing mythology. He is simple and unpretentious, a kind of sailors' Horatio Alger. He created the sailboat that

launched an American pastime and, like any hero of mythology, there is a symbol for his accomplishments: the Flying  logo that stands for Hobie Cat. For many of us, Hobie Alter is the quintessential sailor. But what do you do for encores when you've already entered the world of myths and legends? If you're Hobie Alter, you build yourself a legendary boat.

The twin hulls looming over the cement pad outside a modest building in this Dana Point industrial park are immense. Partially obscured by a green tarp that is tied back haphazardly in front of them, the gleaming white hulls look like modern art. They are sleek, curving gracefully upwards and topping out twelve feet above us under an open air roof. The pervasive smell of resins permeates the air, alerting everyone in the vicinity that fiberglass is worked here.

The building entrance is open, but the premises appear vacant. Poking around gingerly amidst machinery and the raw materials of manufacturing, we spot a

model boat standing on a wooden pedestal. It is a miniature of the boat whose hulls reached the rooftop outside. Above the hulls rises a large main cabin, and above that, a flying bridge. The connection between the model and the boat-in-progress seems impossible. The word leviathan springs to mind as we consider two additional structures towering above the hulls which dwarfed us outside.

As if on cue, in walks Hobie Alter, not only the mythical giant of catamaran sailing, but a physically impressive man as well. Hobie is more imposing than he looks in pictures, with the powerful upper build of a sailor. He is dressed casually in shorts and a tee-shirt sporting his trademark sailboat. His handshake is cordial, his demeanor subdued. There is a kind of



shyness about Hobie Alter that lasts until we ask him about his boat.

## working fun

Sixty feet long, twenty-six feet wide, twelve feet high at the main deck. Those numbers alone can hardly convey the immensity of this catamaran. Line up four 16s stern-to-bow to appreciate the length of each hull. Stand a 14 on end to get the feel of its height. Nestle a 21 on the main deck floor: There is room to spare. The outside is gleaming white, but not permanently. "White looks awful on the water. My wife Susan and I prefer grey and blue. Right now we're looking at paint samples and matching the ones we like to cars," he explains.

Pulling a chip from his wallet, he holds it up against the 18,720 square foot hull and adds, "A paint chip just isn't big enough to do justice to this boat; you need something bigger. Whenever we see a paint job we like, we get the chips out and check the color up close."

Around back, there are two twelve-foot scaffold-like ladders leading up to the deck, a broad expanse of green fiberglass. Both hulls are open and workers are busy laying fiberglass inside the left hull. Each fiberglass patch is a rectangle about twelve inches long and six inches wide. Each patch is laid on a board that serves as a mobile workbench, and resin is painted on. Then the patch is carefully positioned onto the surface of the hull and smoothed into place. It is tedious work, requiring conscientious attention. There will be many layers of fiberglass patches meticulously hand-laid by Hobie's ten employees before this catamaran is water-borne. Suddenly, the boat seems bigger.

"On a project like this," Hobie comments, "there is always a balance between personal preference and engineering specifications. This is my boat, and I'm willing to spend the money to do it my way, even when I could do it cheaper or easier sometimes. For example, I used a higher density of foam than the major commercial builders of big boats. With a skin so heavy, the core is always going to fail. My concern is not cost, it's strength."

Fully equipped, the boat's displacement will be 60,000 pounds, and every single pound has a profound effect on performance. "In my original calculations," Hobie admits, "I forgot one of the engines. They weigh 3,400 pounds each. Each 2,800 pounds sinks the boat one inch further into the water." Buoyancy and flotation are important concerns on this project.

"For a boat to ride level in the water, the center of buoyancy and the center of gravity must be equal. We located the point of fore and aft balance by running a level along a line strung from the stern to the bow. That point is the center of gravity. The volume and foot-pounds of every single item on this boat have been calculated,

and their placement in the boat is carefully planned." Hobie still worries, though, afraid that he's going to be bow-heavy.

"An Australian fellow built himself a catamaran like mine. When he put it into the water, the stern just sunk. I've got a lot of stuff to put in the bow: a washer and dryer, a water maker, a freezer and a hot water heater. I'm going to have 500 gallons of water in my holding tanks." To offset the danger of too much weight up front, Hobie has designed the bow storage for bulky, but lightweight goods. He has also placed his fuel tanks strategically, with one under the bed on each side of the boat and a fuel tank under each box beam fore and aft. In total, these tanks will hold 3,000 gallons of diesel fuel, giving the boat an open-water range of 7,000 to 9,000 miles. They are also a balancing tool, allowing Hobie to control the boat's balance by moving fuel from tank to tank.

Fuel-efficiency was a major consideration when Hobie chose a catamaran design instead of a monohull design for his new boat. "The benefit of a displacement hull over a planing hull is improved fuel consumption and speed. A catamaran hull is much more efficient than a comparable monohull, and gets three times the gas mileage, too," Hobie explains. At ten to twelve knots per hour, this boat should get about three miles to the gallon; at seventeen to eighteen knots, it should get one mile to the gallon. Cruising speed is twenty knots.

Speed was not Hobie's primary motivation in the design and engineering of his new boat, though. "It's a social boat; it's for fun. I've been work boating for a long time, and now I want to do some pleasure boating." Currently, Hobie and Susan Alter cruise in a Hatteras monohull which they plan to sell when their cat is finished. Favorite spots include San Clemente and Catalina, although they often go down to San Diego and Baja, Mexico as well. The dual demands of a functional design and a comfortable, sociable environment has challenged Hobie's creativity.

"The flying bridge is a business area. That's where the whole boat is controlled and run. Oh, we'll make it nice, with daybeds and such, but it's where I'll work. Sometimes I think boat designers have never operated a boat themselves. Things are in the wrong places; they're not handy. Every time I sail my Hatteras, I think about what I'm doing. What do I look at? What do I touch? When is it inconvenient to have to get up? I want my boat to be really efficient to operate. And I want it nice."

Even at this early stage of construction, the nice touches are apparent. The outlines of kitchen counters and appliances have been taped onto the deck floor, ghostly intimations of splendors to come, and actual pieces of the finished boat are starting to collect on the deck even though completion is more than a year away. Each


of the two bedroom suites will contain a queen-size bed and a fully equipped bath. There is closet space, along with room to move around, inside the hulls of this giant catamaran. Ascent from the bedrooms to the main deck will be via compact, circular staircases made of Hawaiian koa wood veneer over foam-core construction. Hobie likes the koa wood because of its soft, yellowish hue; other woods seem too dark for the close confines of a boat. Combining the wood veneer with foam-core construction came naturally to Hobie.

"Foam core's great," Hobie exclaims, "You use a form to mold the foam core exactly the way you want it. You can trim it up if need be, and when it's right, you apply the veneer to the core. It makes for a perfect fit." Hobie's son Jeff, a skilled cabinetmaker, went to Hawaii to personally select all the wood that will be used to finish the catamaran. Of course, molding the staircases was a minor project compared to molding the hulls, which took nine months. The molds are stacked at the back of the yard, waiting to be put to further use. Hobie denies any interest in building more cats like the one underway. "I'm building my own boat, kind of an ocean-going houseboat," he asserts. "If someone else wanted to build themselves a boat, I'd lease them the molds, but that's it."

The logistics of building this cat have been complicated. "It's a little like building a boat in your basement. No matter how good it looks, it's useless if you can't get it out." Hobie chuckles good-naturedly as he relates his own problems getting this boat out of the workshop. "It had to come out in pieces because it's pretty big. And once it was outside and demolded, it had to fit together. But foam core is forgiving. Just like with the staircase, you can trim it up. I admit I cheated a little: I sawed off a half-inch from one hull to make the final fit."

The logistics of putting this boat into the water have yet to be tackled. Hobie explains, "We'll assemble everything here, but the flying bridge won't be fastened. When we're ready to take it to the water, I plan to de-assemble the flying bridge and transport that separately. I've already checked out the roads between here and the ocean, and I can make it with a wide-load trailer." In a year, when he gets it into the water, Hobie will complete the finishing touches, a process which may take another year.

## another legend

Attention to detail is a hallmark of this project. It is reflected everywhere. From bow to stern, from the flying bridge to the berths, every detail of this catamaran's design has been engineered and executed with skill and craftsmanship. Hobie Alter, that hero of sailing mythology, has indeed created another legendary boat. 





Saint Malo

Le Conquet

Pointe du Raz  
Ile de Sein



Quiberon

La Baule

# Brittany Cat

Photos Courtesy Coast Cat France



**T**o sail a catamaran offshore, over long distances, is to court disaster. As Hobie Cat and the HOTLINE frequently assert, cats were designed to sail within sight of land. Whether in the ocean or on a lake, sailors risk too much when they put themselves at the mercy of the elements, outside the reach of safe shores. Although most cat sailors do play it safe, the siren-song of danger is a powerful lure that some can not resist.

In late 1986, notable Hobie sailor Tony Laurent and seasoned French sailor Daniel Pradel undertook what proved to be a treacherous, torturous journey across the Atlantic Ocean on a Hobie 18 Magnum. After the initial euphoria of embarking, this voyage from Dakar, Senegal, on Africa's west coast, to Pointe à Pitre, Guadeloupe, part of the French Antilles in the Caribbean, was a continuous misery of privation, pain and desperation.

"The third night past the Cape Verde Islands," recalled Laurent, "we realized that our project was going to be much more difficult than we had thought. I began to understand that it would be torture, but it was impossible to go back. The sea was incredibly strong and there was no chance of returning." Fortunately, Laurent and Pradel survived their remarkable, eighteen-day journey after enduring a painful recovery. The details of this adventure were recounted in an article entitled "Across the Atlantic" in the May/June 1987 issue of HOTLINE. Although both sailors suffered badly, it wasn't long before they began exploring new adventures in offshore racing.

If catamaran sailors persist in testing their mettle against the open water, one responsible solution is to hold well-planned, safety-oriented, high performance events with offshore segments. The Hog's Breath 1000 is such an event; its safety measures are extraordinary. Naturally, planning these types of races requires that someone prove the course, checking its feasibility, locating risks and setting a standard for the race competition.

Who would be better for such a task than those conquerors of the Atlantic Ocean? Inspired by Bruno Delahie and Jean Paul Brisard, the founders of the Association for the Promotion of Sail Racing and organizers of the Roscoff-Dinard race in Europe, offshore heroes Daniel Pradel and Tony Laurent took up a challenge to sail four hundred miles around the coast of Brittany, non-stop, within forty-eight hours.

Beyond the record and the event, there is the idea of creating a new top-level race, similar to the Hog's Breath, around the Brittany coast on beach catamarans. Planned for 1989, this competition will be open to a selection of about twenty of the best international teams, sailing on stan-

dard Hobie 21 cats. Plans include four or five checkpoints where crews will have to be changed. By contrast, the Hog's Breath is organized on standard Hobie 16s with crews of three: two on the boat and one handling the terrestrial link between two checkpoints.

Thanks to Hobie Cat Europe, HOTLINE brings this eye-witness account of the record-breaking CECICO long distance race from St. Malo to La Baule on a Hobie 21. The race, against the elements and the clock, was sponsored by Paul Yves Buret, general manager of the Compagnie Européenne de Credit (CECICO), a yacht financing society. The 59-year-old Buret is a sailor in his own right, and a supporter and sponsor of Hobie 18 long distance races.

## Rugged Challenge

May 4, 1988, Mont Saint Michel, France. Our team meets to commence the race. Daniel and Tony are joined by their friend Lionel Pean, whose experience on this coast and love of beach catamarans makes him an indispensable assistant in the challenge ahead. The boat is a Hobie Cat 21, most recent child of the Hobie series, which can hold four or more people for fun sailing. Our team will start with three sailors and later go with two, sacrificing extra arms for speed. On this boat there is power everywhere, plus its well-known ruggedness which the Brittany coast will test. At 11:00 a.m., the boat, christened CECICO, is blessed under sponsor Paul Buret's watchful eye.

At 9:15 that evening, the sea takes CECICO, with its trio of sailors, away into a magnificent sunset. Background is all that the elements provide: despite weather predictions of 26-knot winds, nothing stirs at Mont St. Michel. It takes our intrepid crew of Pean, Pradel and Laurent twelve hours to reach St. Quay Portrieux, the first stop.

It's noon of the next day and the CECICO embarks for Roscoff. The crews are now broken into two, with Daniel Pradel and Lionel Pean relieving Tony Laurent and Paul Buret. One crew takes off in the assistance boat, followed by other assistance team members traveling on land in cars. The next rendezvous, some twelve hours later, will be at Roscoff in the harbor of Blocon.

Midnight in Roscoff. The last ferry boat has left and the harbor is deserted. In our briefing, we discuss the problems caused by lack of wind in the initial twelve hours of the race: We can not make the 48-hour clock and the assistance boat has to ship back to St. Malo. Despite the risks, we decide to continue, relying on the portable VHF radio sets supplied by ICOM France. Radios are an absolute must on any long distance race; now they will be even more critical. The shore team will follow CECICO step-by-step on radio.

Ahead, dauntless sailors Pradel and Laurent are now advancing. They are at


the magnificent and redoubtable Abers coast, progressing into a dark, granite night. With the last crew change, the team of the Atlantic Ocean was born again and is flying now with winds of 20- to 25-knots, fighting against the time. At 10:30 a.m., we contact them again in the harbor on Conquet. It is the end of the third stage which they covered in six hours. Everyone drinks coffee during the briefing. It will be tense for the next three hours as the team tries to reach and pass the Raz de Sein before the tidal currents reverse.

Fair winds and currents take them to the Raz at 2:07 p.m. We have difficulty following them from shore. Their progress is very fast even though the current has reversed and they are sailing against the great tidal coefficient. Suddenly emotions explode. The head of the jib has ruptured and an unexpected backdrift takes them near the rocks. Now they are sailing into the wind at the entrance of the Audierne Bay in countercurrent and with only the main sail up. At 7 p.m. they are checked at Eckmühl.

Another midnight, this time in Benodet. The tired crew eats dinner while the assistance team cares for the boat. The sea has been rough and cold, and sailing in the dark has been complicated by non-illuminated turrets. Despite this, the sailors skip their stop at Quiberon. Early in the morning, the air patrol locates them north of Houat. At 6:00 that evening, they arrive at La Baule. The race has taken 68 hours, 45 minutes.

To round the coast of Brittany in three days is an over-all record. Everyone attends a cordial welcome party at the La Baule Yacht Club, with John Dinsdale, director of Hobie Cat Europe, present, along with notables such as Bruno and Loic Peyron, Yves and Loic Pajot. Evaluations of the event are positive. Not only is this an over-all record for catamaran sailing, many big boats will undoubtedly be jealous. It would be possible to bring the time down to less than 48-hours if the wind was brisk and the checkpoints streamlined, but a three day race seems most sensible from a meteorological point of view.

Viewing a race along the Brittany coast should be superb for spectators. For the crews, however, several items are imperative: a perfect organization and infrastructure ashore, as well as on the water and in the air, with the ability to take rapid action in case of accidents. There must be a powerful race committee, also, ready to cancel, shorten or delay either individual sections of the race or the whole thing should conditions demand it.

Many companies deserve our thanks for helping make this race a success: Voisin for the sheets, Carrera International for the sunglasses, Boatalo for the sailing boots, Quatre Et Trois for the dry suits and SDM Marine for the compasses. And, of course, who could forget Hobie Cat for its rugged, powerful 21. 



# HOSPITALITY WINS at Wildwood

by **Steve Gronka**

**N**early perfect in every respect: That simple sentiment sums up the Hobie 17 United States National Sailing Championship held June 5-11, 1988 at the Wildwoods of New Jersey. The beach and facilities at our race site in Wildwood Crest, the venue for the annual Wildwoods Classic Cup, were truly incredible. We enjoyed great accommodations; some incredible dining experiences; a terrific time on both Morey's Pier and Mariners Landing amusement piers; and, when they were open, some hot-stepping fun at area nightspots such as Dugan's, Cheers, The Playpen and Quo Vadis.

The winds blew, the weather was beautiful even with a chilly day or two, and our sailors were well challenged by ever-

changing conditions. The Magic Isle, as it is known by the locals, put out a big welcome for Hobie Cat, giving us a head start on our way to a first class time. In particular, Mayor Frank McCall and the community's borough workers put forth a terrific effort to make sure the 1988 Hobie 17 Nationals were a premier event. Additional special thanks also go to Debbie Taylor for the great welcome party at the Port Royal Restaurant and to Mayor Ralph Sheets who helped supply, courtesy of Uries, libations for the party.

## **Benefactors Abound**

A number of Hobie benefactors from past Nationals came forward to support the 17s. For those who remember the 16 Nationals in 1986, we got another unforgettable visit with Cape May's entrepreneurial

free spirits, Charley Pessagno and Greg Coffey. Two of the greatest guys you will ever meet, their companies, National Associates Insurance Agents and Brokers and National Marine Insurance, once again made very generous contributions to the Hobie Nationals. Another of Charley's business interests, Consolidated National Insurers, helped to support the Nationals as well. When individuals like Charley and Gregg contribute to the good of the racing community, great things happen for everyone. The spectacular awards banquet and scrumptious feast at Zaberers Restaurant certainly testifies to that.

Speaking of people who contribute to the good of the community, you can't forget our title sponsors: the Morey and Ghering families. They have done great things for the Wildwoods, from building just about







Al Zacharka



Al Zacharka

the wildest amusement piers in the world, which attract people from every point of the globe, to building some very lovely condos. Hand-in-hand with the Moreys and the Gherings as partners in good-time Hobie sailing are Ken Motz and Joe Jackson from the First National Bank of Toms River.

Doug and Debbie Jensen, that dynamic duo of Domino's Pizza fame, supplied us with pizzas for lunches all week long and 7-Up of Bridgeton, New Jersey contributed drinks to our delicious pizza meals. In our off-the-water trials, 7-Up Gold was a smash hit.


## Fascinating Sailing Vacations

In addition to being a great place to hold

a Hobie Nationals, New Jersey is a great venue for fabulous entertainment. For all of you Hobie sailors looking for a key Hobie area to take a vacation, you will find that most of the sailing beaches at the Jersey shore are Hobie beaches. We are looking forward to the opening of four new Hobie beaches in the Wildwoods. In addition to excellent sailing on the Delaware Bay and Atlantic Ocean, the area offers world renowned sport fishing. If you are tempted by the odds, stop in Atlantic City and visit the casinos to take in the shows and games of chance. One sure stop should be the Atlantic Casino, where the gaming is great and the staff are most friendly.

Some of the best dining in New Jersey is found in Cape May at 410 Bank Street and Fresco's; it will keep your palate thoroughly entertained. The strikingly colorful, Vic-

torian architecture of these restaurants, along with hundreds of other buildings in this beautiful fishing town, will spirit you to bygone eras.

New Jersey is a resort state, featuring an incredible number of hotel rooms and lots of other fine rental accommodations. There are also many fine campgrounds in its famous pine barrens. The number of historic sites and museums within short driving distances is awesome, and makes New Jersey a fascinating, fun place to visit. After producing a couple of Nationals in New Jersey, I can only rate it very high as a Hobie destination. For information call 1-800-Jersey 7, or write to the New Jersey Division of Travel and Tourism, CN826, Trenton, New Jersey 08625. (For complete race results, see the Race Section.) 





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KOS Photos



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# ACERS

by Eric van Hall

SEPTEMBER • OCTOBER 1988 / 31



**A**fter eight days of high performance catamaran sailing off the coast of the Dutch beach resort of Scheveningen, Holland, Australians Gary Metcalfe and Brian Miers remained the reigning World Champions in the Hobie 16 one design class. Since the Hobie 16 is the largest one design catamaran class, with 90,000 boats sold worldwide, both Aussies encountered fierce competition from the other sailors.

The elements proved to be tough competition, as well, during this year's O'Neill Hobie Cat 16 Worlds 1988, which were held from June 15 through July 3, 1988. Scheveningen saw some impressive meteorological extremes during the eight days of racing. One moment it was calm, the next there was a fierce thunderstorm. Sometimes one couldn't tell whether it was summer or winter. In these extremes, there could be no doubt that the winning team here in Scheveningen was definitely the best all-around Hobie Cat 16 team in the world.

Scheveningen was the first European beach resort to host the Hobie 16 Worlds after the two, yearly World Championships in this catamaran one design class started in 1976. In fact, that initial race was the first time this event ever took place in a moderate climate zone. All previous Hobie Cat 16 Worlds were organized at warm, exotic locations like Hawaii, South Padre Island, the Virgin Islands, Tahiti, Florida and Fiji.

Although a newer host of World Class racing, Holland already has a very rich Hobie history. In 1972 John Dinsdale and Martin Schuitema introduced the then-revolutionary catamaran into this little, wet country located at the shores of the North Sea. The Hobie Cat was immediately a great success, especially at the coast. And it's no wonder: Thanks to its asymmetrical floaters, the Hobie Cat is very appropriate for sailing in the surf. Two short years later, in 1974, and again in 1976, Scheveningen hosted the European Hobie Cat 16 Championships. The sponsor, O'Neill Inc., put in a lot of effort and money to make this year's Hobie Cat 16 Worlds in Scheveningen the best Worlds yet. "It cost us more than 300,000 gulden, or \$150,000, to organize the O'Neill Hobie Cat 16 Worlds 1988," stated Robert Heilbron, promotions manager at O'Neill Europe, and himself a renowned Hobie Cat sailor competing in the Worlds. "But it should be worthwhile, because Hobie Cat and O'Neill strengthen each other's image," Heilbron explained. "Both Hobie Cat and O'Neill reflect the relaxed life style of Californians. In fact, O'Neill is

already a long-time sponsor for the American Hobie Cat championships.

"By organizing the O'Neill Hobie Cat 16 Worlds 1988," Heilbron continued, "two exceptional men of water sports' history embrace each other once again. Hobie Alter and Jack O'Neill, inventors respectively of the Hobie Cat and the wetsuit, used to surf the same waves together in

the fifties. Now, over thirty years later, both men are legends in sailing, and excellent examples of the American dream come true. The life style of these men appeals very much to our target group, making it very logical for us to sponsor this event."

The O'Neill influence on the 1988 Hobie Cat 16 Worlds was obvious, to say the



KOS Photos



least. All sixty Hobie 16s used for the races had extremely bright, colorful fluorescent sails which displayed the O'Neill name conspicuously, but very aesthetically, as well. Obviously, the big O'Neill advertisements on the sails didn't offend the public. In fact, all the boats in question had already been purchased before the race. The Hobie 16s were colorful, bright and perfectly matched; they were distributed to the sailors by using a round robin system that prevented any team from sailing on the same boat more than once. Between heats, all competitors had thirty minutes to tune their newly-assigned boats to their liking. These rules were made so everyone could be confident that, in the end, the best sailor, not the best boat, would win.

Local conditions played a major role during the O'Neill Hobie Cat 16 Worlds 1988. First, there was the cold. Although it was summer in Holland by the calendar, the weather was quite bad on most days. A rare shift of the jet stream caused air to flow over the Low Countries which was cold and, above all, unstable. This resulted in fickle, almost freak, conditions. In less than ten days, the best Hobie Cat 16 sailors in the world got to sail in very light air, moderate winds, gusty winds, strong winds and even thunderstorms. One moment they were steaming in their wetsuits as the sun broke through the clouds, the next they were freezing as rain and hail poured out of an almost completely black sky.

Another complex, and often decisive, factor in Scheveningen was the strong tidal current. Holland's most mundane beach resort is situated some three hundred kilometers north of the English Channel where a mere thirty-two kilometer wide connection between the North Sea and the Atlantic Ocean works like giant rapids in the tidal movements. As a result, the tidal currents are parallel to the coast in Scheveningen. Twice a day these currents shift 180 degrees. On top of that, piers, jetties and sand banks make the current pattern even more complex. Especially on days with light air, the current played a major role in the races. In fact, one race had to be abandoned because the whole fleet was sailing backwards due to the strong current!

The fickle winds and the strong currents not only made life tough for the competitors, they also placed high demands on the race committee's judgments. Principal race officer Tonie van Oeveren, who is well known for heading the race committee of the world's biggest Cat race, the so-called Ronde om Texel which runs some nine hundred catamarans each year, did a great job. He

managed to get 21 fair races done in eight days, although conditions were not always favorable.

During the first days of the O'Neill Hobie Cat 16 Worlds 1988 in Scheveningen, a great number of qualification rounds were sailed. In these preliminaries, a total of one hundred-twelve teams competed to qualify for the semi-finals. During these qualification races especially, the Dutch team of Peter Manvis and Frank Boom, and the Brazilian team of Sergio Gama and Paulo Feirreira, showed promising form. In the ten closely-fought qualification races, the Dutch team finally had the edge and took first place, just in front of the Brazilians. The renowned Dutch team of Lange/Son never won a single race, but sailed consistently in front of the fleet to finish third. Competitor and organizer, Robert Heilbron of O'Neill Europe, along with his crew Wiebe Schuitema, displayed some very strategic tricks and sailed to a nice fourth place. The best Americans in the qualification series were George and Judi Boone, who took ninth.

The first races of the semi-finals were sailed in very light air. This demanded a lot of tactical skill from the sailors. In these conditions, reigning World Champion Gary Metcalfe encountered fierce competition from the Brazilians. After two races, two Brazilian teams were leading the pack. Metcalfe and his crew Miers were pretty much behind. After a total of eight semi-final races, the "Thunder from Down Under" was in a modest 9th place.

At this point, there was only one day and three races to go, not a very promising position for either of the Aussies, especially because they had to take their semi-final points with them into the finals. On top of that, first and second place after the semi-finals were taken by two very strong American teams. Mike Shearer and Cathy Ward of the U.S. had been sailing very consistently during the semi-finals and were able to enter the finals with a second place. In first place, after eight semi-final races, stood Jeff Alter and his crew, Sue Kelly. Alter/Kelly had been sailing very strongly, especially in the races with heavy air and rain. These were also the prevailing conditions the day of the finals. How would Metcalfe/Miers go about defending their World Title with this situation?

"I was just very determined to win," Metcalfe said afterwards. "It also helped that the wind was finally strong, twenty to twenty-four knots, and not so gusty as the days before. We like those conditions." That was clear to see. In the first race, Metcalfe/Miers took second place behind the surprisingly fast, but inconsistent, Dutchmen Peter Manvis and Frank Boom.

But Metcalfe's lead on Alter and Shearer was more important than that. In the following race, Metcalfe/Miers took the lead immediately, at the starting line. On each leg, they managed to extend their lead to win far ahead of the fleet. The World Champions from Down Under were finally able to rule the field like they usually did, eliminating their closest opponents one by one, and were now in first place. But Alter/Kelly were just 0.75 points behind, making that last race of the O'Neill Hobie Cat 16 Worlds 1988 a real show down between the Aussies and American Jeff Alter.

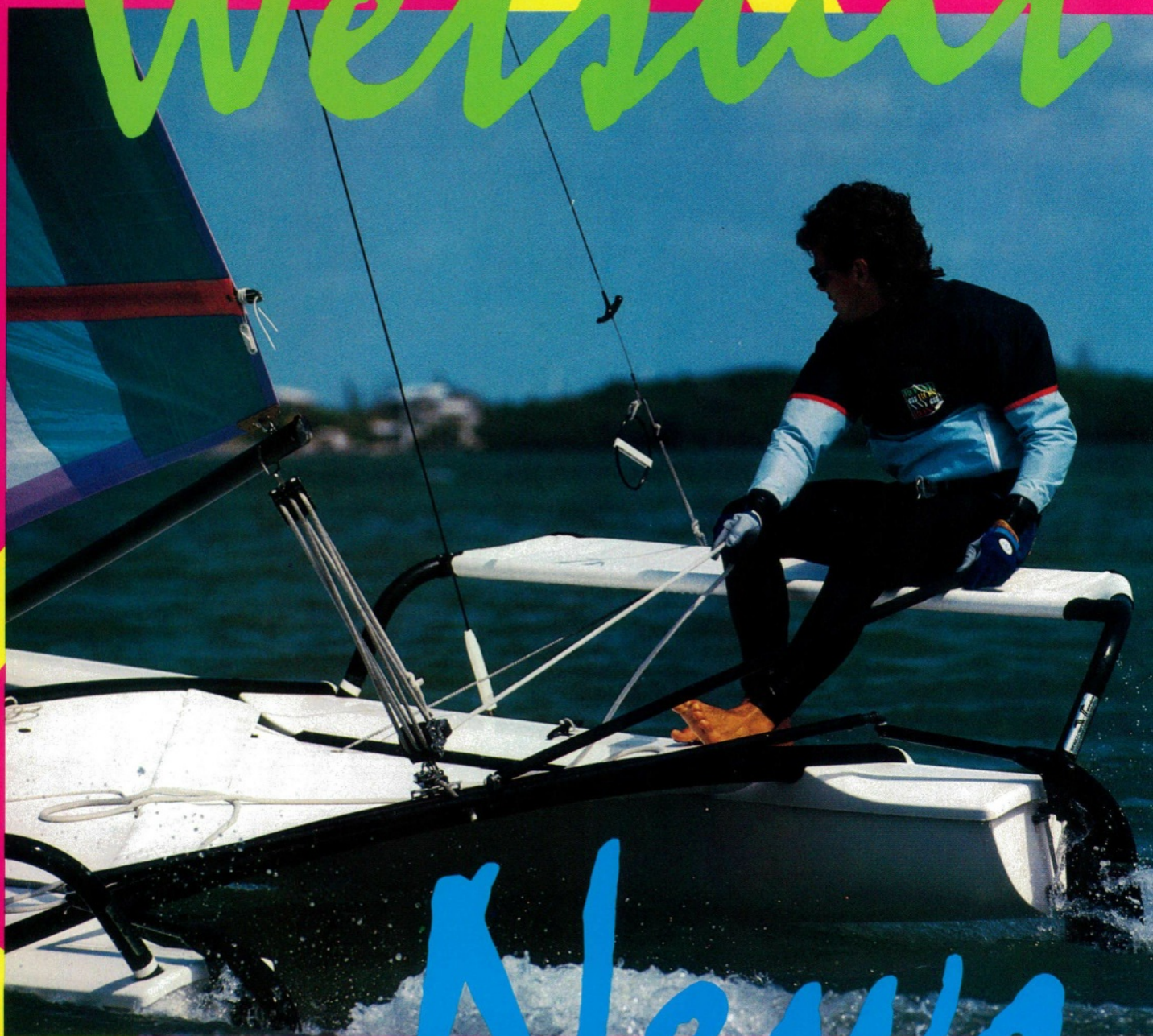
In the last race, great excitement was caused by a nerve-racking struggle for first place between American Alan Egusa and Dutchman Onno van der Plaats which ended in the order indicated above. Not too far behind Egusa and Van der Plaats, Metcalfe had something else on his mind. "We sailed for the championship," Gary Metcalfe explained immediately after the last race. "As we were in first place after the first two finals, and Alter/Kelly were in second place, we only had to stay ahead of them and finish in the top ten to win the title."

For Metcalfe/Miers, the O'Neill Hobie Cat 16 Worlds 1988 in Scheveningen were the most difficult Worlds yet. "The main difference for us between these Worlds and those of 1984 and 1986 (which Metcalfe/Miers also won), is that, at those championships, we did well in the beginning and could defend our position," Metcalfe commented afterwards. "Here in Scheveningen, we started off poorly and had to sail more aggressively to fight our way back to the top of the ranking list. But it worked out fine. That's probably because when I lose, it makes me fight back harder. I'm always extremely determined to win. I'm glad it worked out like this again, because one can never take a World title for granted. You know, to get there is hard, but to stay there is at least twice as hard. The whole world tries to beat you. They often even forget the other competitors because they want to beat the World Champion so badly."

Jeff Alter was still leading the fleet at the beginning of the final day. "We made some mistakes, and on top of that, we encountered a lot of problems today. But to be honest, Gary Metcalfe had some troubles too. He managed to solve them better than us. One thing is sure, the best team definitely won here in Scheveningen," Alter said modestly. "Anyway, I'm very happy with this result, so I'm going to phone home right now. My dad will be stoked!" (See the race section for complete race results.) 



# Wetsuit

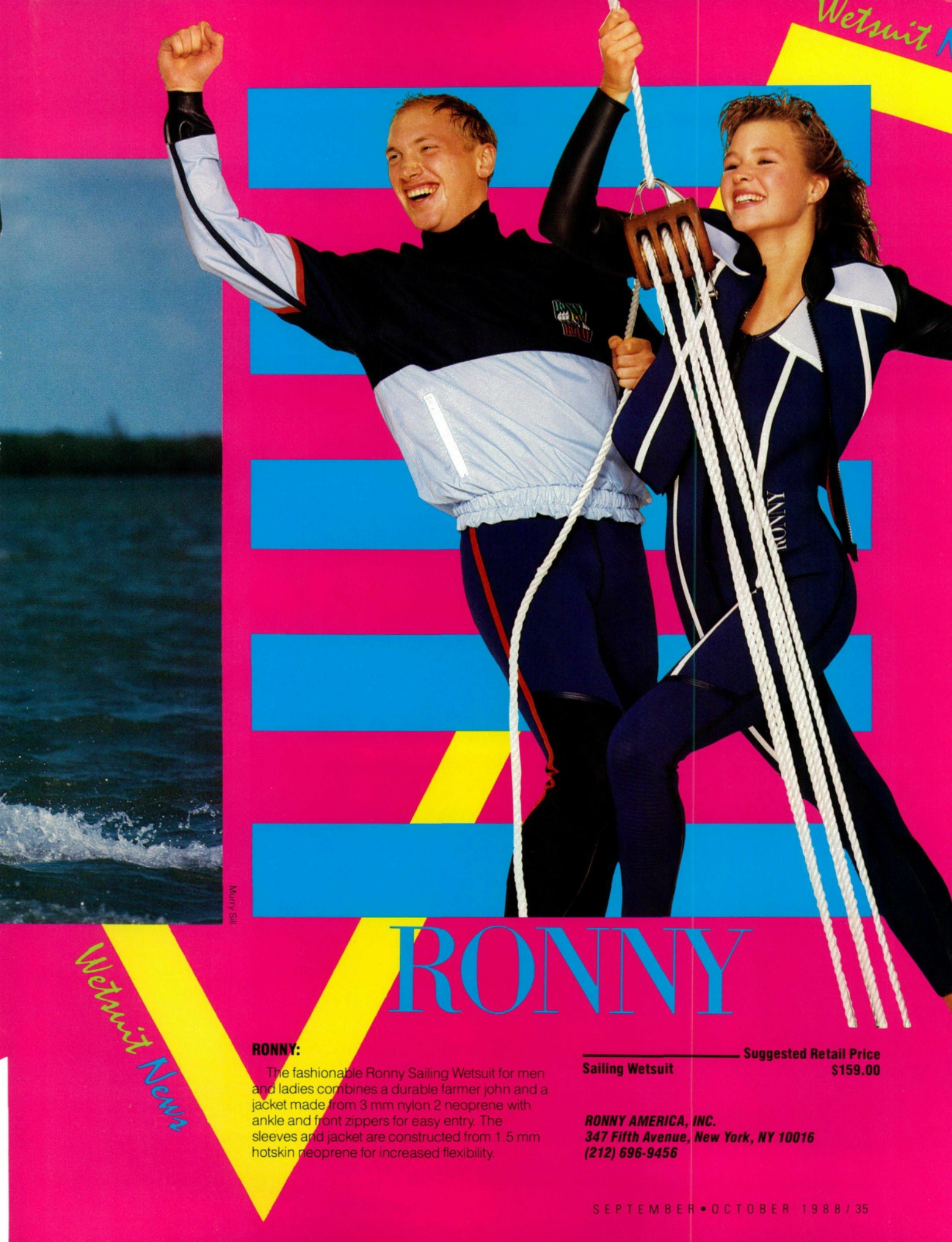


# News

**N**o matter where they sail, Hobie Cat sailors need wetsuits. The chilly coastal waters of California never get really warm enough to enjoy a day on the ocean without protection, and Midwesterners lose too much sailing season if they avoid the cold of early spring and late fall and sail only during summer's warmth. The same holds true for East Coast sailors, even as far south as Florida.

Wetsuits aren't all for fun, though. Hypothermia, a condition resulting from loss of body temperature, is a dangerous threat that can be fatal to unprotected sailors. Wetsuits help protect sailors from hypothermia by keeping them warm. The wetsuits shown here were made just for sailors by companies that understand the hazards as well as the fun of sailing.





Murry Still

*Wetsuit News*

# RONNY

## RONNY:

The fashionable Ronny Sailing Wetsuit for men and ladies combines a durable farmer john and a jacket made from 3 mm nylon 2 neoprene with ankle and front zippers for easy entry. The sleeves and jacket are constructed from 1.5 mm hotskin neoprene for increased flexibility.

Sailing Wetsuit

Suggested Retail Price  
\$159.00

**RONNY AMERICA, INC.**  
347 Fifth Avenue, New York, NY 10016  
(212) 696-9456



# MURRAY'S MARINE

## MURRAY'S:

The premium grade Sail John is made from 3 mm nylon two-sided neoprene with thick knees and seat pads. Zippers are padded by flaps and inside seams are smooth. The companion two-sided, 2 mm neoprene Sail Jacket features a convertible storm collar and wrist drains.

### Suggested Retail Price

Sail John	\$100.00
Sail Jacket	\$80.00

## MURRAY'S MARINE

P.O. Box 490, Carpinteria, CA 93013  
(805) 684-8393



Wetsuit News

Wetsuit News



## O'NEILL:

The men's Summer Breeze Jacket is a 2 mm Nylon II long sleeve neoprene jacket that combines with the Tradewind John to become a sailing suit. The 2 mm Nylon II Tradewind John features knee pads and a butt patch for comfort plus leg zips and a handy key pocket.

### Suggested Retail Price

Summer Breeze Jacket	\$99.95
Tradewind John	\$129.95
Jacket and John Combination	\$199.95

## O'NEILL, INC.

1071 41st Avenue, Box 6300,  
Santa Cruz, CA 95063-6300  
(408) 475-7500

Wetsuit News





#### KAILUA:

The Windjammer Series features jackets with loose fitting nylon sleeves for unrestricted arm movements and long johns constructed of super-flexible microcell nylon II neoprene for warmth and durability. The mix-and-match pieces come in neoprene densities from 2 mm to 3 mm.

**Windjammer Series**      **Suggested Retail Price**  
\$69.95 - \$99.95

**IS THAT SO CORPORATION**  
14382 Hoover Street, Suite 15A,  
Westminster, CA 92683  
(714) 895-8558

*Wetsuit News*



**Bare**

#### BARE:

The POLARIS Wetsuit caters to comfort with 3 mm of nylon two-sided warmth in the body and 5 mm in the seat. With attractive styling as either a john or a jane, POLARIS offers a durable, non-corrosive slide on the front zipper, as well as ankle zippers and padded knees.

**POLARIS Wetsuit**      **Suggested Retail Price**  
\$199.00

**BARE Sportswear Corporation**  
1600 Kentucky Street, Suite A-3, Bellingham, WA 98226  
(206) 676-2700



**"Fleury Michon wins CSTAR in record time!"**



**Fleury Michon** Photo: Nicolas Le Corre

## Multihull mania – Harken tames the new breed.

The world of multihulls has grown dramatically since Hobie Alter made us all aware of the excitement of catamarans. There is a new revolution brewing which began when the French and their giant catamarans started crossing oceans and circling the globe as fast as ocean liners.

Formula 40s are the hot racing class and a new fleet of exotic sixty foot trimarans is preparing to blaze across the Atlantic in the single-handed CSTAR race. And, in what would be the ultimate match race, a catamaran and a monohull may tangle in the America's Cup.



**Hobie 21**

Photo: M. H. Sill

One common element is dominant on these high excitement, high performance machines – Harken equipment harnesses the raw power they generate.

Harken is standard on Hobie, and a multitude of other production catamarans. It was on Atlantic record holder *Fleury Michon*.

The new sixty-foot *Fleury* shown above uses Harken hardware and Harken-Barbarossa winches. Harken gear is on the new Gougeon-built Formula 40, *Adrenalin*, and on Phil Steggall's exotic *Sebago*.

The list of fast and famous cats and tri's that use Harken is

staggering. It shows that when boats produce real performance, sailors demand Harken.

Bring multihull performance and excitement to your boat. Ask for Harken and Harken/Barbarossa hardware. It even works on monohulls!



**Adrenalin**

Photo: Paul Boisvert



**Sebago**

Photo: Rick Tomlinson

# HARKEN

1251 East Wisconsin Avenue  
Pewaukee, Wisconsin 53072 USA  
Tel: (414) 691-3320 • Fax: 414-6913008



**Harken – we don't just generate ideas – we make them happen.**



# 1988 HOBIE 18



## U.S. NATIONAL CHAMPIONSHIP

Boating is a way of life in Florida, the Sunshine State. Sand, sea and sun have long attracted both young and old to this lovely place, especially sailors, for no area of Florida is very far from water. From the Atlantic Ocean to the Gulf of Mexico, the lakes, streams and rivers dot and crisscross the state in abundance. Florida, which grew from little more than marshy swamps into a fabulous vacation site with palm trees waving over sandy beaches, claims more lakes than any other state, and has more useable coastline, as well.

Whether races, regattas, fairs, feasts or festivals, something fun and fascinating is always happening somewhere in Florida. For catamaran sailors, the outstanding attraction this fall will be the Hobie 18 National Championship off the shores of Pensacola Beach.

Pensacola Beach is a great place for your best sailing adventures! A place where a tan is fashionable all year around because there isn't a better place to enjoy some sunshine than on the water, on a Hobie Cat!

The races will run in regular Hobie National's style, with seven days of competitive sailing. Qualifying races will take place on Sunday, October 9 and Monday, October 10, with Round Robin being held on Tuesday, October 11, Wednesday, October 12 and Thursday October 13. The final races will be held on Friday, October 14 and Saturday October 15.

The entry fee of \$125.00 is due prior to September 1, 1988. After September 1, the fee will be \$175.00. All skippers, pre-qualified or not, must pre-register. Pre-qualified skippers must claim their spots by September 1, 1988. In addition, there will be a boat damage deposit of \$250.00 collected on site. Payment must be made by money order, traveler's checks or cash. **NO PERSONAL CHECKS CAN BE ACCEPTED!**

The race headquarters hotel will be the Sunset Motor Lodge, located on Pensacola Beach. For accommodations and reservations, please call: (904) 932-5331.

To reserve your spot for participation, fill out the registration form attached and mail it, along with your entry fee, to:

**Hobie Class Association**  
**Hobie 18 National Championship**  
**P.O. Box 1008**  
**Oceanside, CA 92054**

## Pensacola Beach, Florida October 9th-15th

### 1988 HOBIE 18 U.S. NATIONAL CHAMPIONSHIP RACE REGISTRATION FORM: (This form must be postmarked prior to 9/1/88.)

NAME

CREW NAME

ADDRESS

CITY

STATE

ZIP

( ) \_\_\_\_\_  
HOME TELEPHONE

( ) \_\_\_\_\_  
WORK TELEPHONE

I am pre-qualified from Division \_\_\_\_\_, I wish to qualify from Division \_\_\_\_\_.  
(Please send your sailing resume if you are attempting to qualify.)

For special airfares call Incentive Associates  
1-800-331-5783 (outside California)  
714 581-3708 (inside California)



# 1988 Hobie 16

## U.S. National Championships

### Corpus Christi, Texas



**Women's:**  
November 2-5, 1988

**Open:**  
November 6-12, 1988

From November 2 to November 12, 1988, Corpus Christi Beach will be Hobie Beach! There will be racing every day and parties every night, along with food and fun for everyone! You won't want to miss these Hobie 16 U.S. National Championships!

The events will be held on the sands of Corpus Christi Beach, a quietly secluded beach front setting, well-known for its warm water and just five minutes from downtown Corpus Christi. Not only boasting a relaxed, informal atmosphere, Corpus Christi is also one of the most economical cities around.

For seafood lovers, we'll just be at the peak of our oyster season! And, don't forget to try some of our famous jumbo shrimp!

#### Hobie 16 Women's Championship:

The Women's Nationals will be held November 2-5. Competitors will check in on Tuesday, November 1, and the practice racing will start on Wednesday, November 2. Championship racing will begin on Thursday, November 3 and continue through Saturday, November 5. The races will finish with a party to celebrate the 1988 Women's Championship.

#### Accommodations:

The race headquarters hotel will be the Best Western Sandy Shores. Here you can take a leisurely stroll along the water's edge or enjoy the moonlight by the Bay. Active, indoor people can enjoy shuffleboard, horseshoes, basketball, swimming or relaxing in a jacuzzi. There's something for everyone in this special vacation spot, so plan to have fun!

Call (512) 883-7456 to choose your room. From the Atrium Tower to the Garden Section, you'll be only a few steps away from the pool, the beach or a Japanese whirlpool sauna. Don't forget to identify yourself as a Hobie Cat sailor to get your special Hobie discount.

#### Registration:

All skippers, whether pre-qualified or not, must pre-register. Attention pre-qualified skippers: You must send your registration and entry fee to the W.H.C.A. prior to October 1, 1988 in order to guarantee your pre-qualified spot. The entry fee for the Women's Nationals is \$100.00, due prior to October 1, 1988. After October 1, the fee will be \$150.00. The Open Championship registration fee of \$125.00 is also due prior to October 1 and goes to \$175.00 after that date.

A boat damage deposit of \$250.00, paid by money order, traveler's checks or cash, will be required on site. Please do not mail this deposit. The deposit will be refunded if no damage is done to the boat.

#### Hobie 16 Open Championship:

The 1988 Hobie U.S. National Championship will open as soon as its competitors start to check in on Saturday, November 5. Early-birds will have a chance to celebrate the Women's Championship. Qualifying races will be held on Sunday, November 6, and Monday, November 7, with the Championship Series beginning on Tuesday, November 8 and continuing through Thursday, November 10. Open finals will be held on Friday, November 11 and Saturday, November 12.

#### Championships Race Registration Form:

(This form must be postmarked by October 1, 1988.)

Name \_\_\_\_\_

Crew Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

( ) \_\_\_\_\_  
Telephone \_\_\_\_\_ Combined Crew Weight \_\_\_\_\_

I am pre-qualified from Division \_\_\_\_\_. I wish to qualify from  
Division \_\_\_\_\_.

\_\_\_\_\_ Women's Nationals \_\_\_\_\_ Open Nationals

Mail this form with entry fee to:

Hobie Class Association

Hobie 16 U.S. National Championships

P.O. Box 1008

Oceanside, CA 92054

1988 Hobie 16 U.S. National

For special airfares call Incentive Associates  
1-800-331-5783 (outside California)  
714 581-3708 (inside California)



# HOBIE RACING

SEPTEMBER/OCTOBER 1988

## 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.



KOS Photos

## MAJOR EVENTS

### MAJOR REGATTAS

Sept 2-11

**Hobie 17 World Championship**

Maui, Hawaii

H.C.A.

619-758-9100

Sept 25-Oct 1

**Hobie 14/14T National Championship**

Lake Eufaula, Oklahoma

H.C.A.

619-758-9100

Oct 6 - 9

**ProSail Championship Event**

San Francisco, California

Larry Tibbe

704-376-0736

Oct 9-15

**Hobie 18 National Championship**

Pensacola, Florida

H.C.A.

619-758-9100

Oct 9-16

**Ultimate Yacht Race**

Mystic/New London, Connecticut

Ann Humphries

817-332-2431

Oct 17-22

**Hobie 18 USYRU Alter Cup**

Fort Walton Beach, Florida

Francie Jarvis

405-360-1860

Nov 2- 5

**Hobie 16 Womens National Championship**

Corpus Christi, Texas

H.C.A.

619-758-9100

Nov 6-12

**Hobie 16 National Championship**

Corpus Christi, Texas

H.C.A.

619-758-9100

Dec 5-11

**ProSail Championship**

Miami, Florida

Larry Tibbe

704-376-0736

Mar 20-26

**Ultimate Yacht Race**

San Francisco, California

Ann Humphries

817-332-2431



# REGATTA SCHEDULE

## Division 2

Sept. 10-11	Wofford Heights Regatta/Fleet 167 Lake Isabella, California	Bob Cargill 805/393-5431
Sept. 24-25	Assault on Rocky Pt./Fleet 514 Puerto Penasco, Mexico	Pat Eger 602/749-4295
Oct. 1-2	Annual Charity Regatta/Fleet 4 San Diego, California	Richard Levy 619/277-7851
Oct. 8-9	Zooport Beach Regatta/Fleet 3 Newport Beach, California	714/645-2062
Oct. 15-16	Castaic Ladies Regatta/Fleet 180 Lake Castaic, California	John Beck 805/523-7154
Oct. 22	Octoberfest Regatta/Fleet 1 Dana Point, California	Kirk Wells 714/364-2386
Oct. 22	Division 2 Picnic Dana Point, California	619/484-4814

## Division 3

Sept. 10-11	A Sailing Clinic Woodward, California	Paul Pascoe 415/343-2380
Oct. 1-2	Sharkfeed Regatta/Fleet 281 Bodega Bay, California	Rick Bennett 707/838-2284
Oct. 29-30	Turkey Regatta/Fleet 222 Monterey, California	Jackie Hill 408/659-3366

## Division 4

Sept. 3-4	Full Moon Over Harrison/Fleet 214 Harrison Lake, B.C.	Ted Blana 604/588-4411
Sept. 3-5	Crescent Lake Regatta/Fleet 193 Crescent Lake, Oregon	Kathy Leach 503/942-4774
Sept. 24-25	Alter Cup Elimination/Fleet 14 Shilshole, Seattle, Washington	Paul Ulibarri 206/364-9938

## Division 5

Aug. 20-21	Women's Divisionals/Fleet 2U1 Lake Pueblo, Colorado	Anne Tully 303/564-7244
Sept. 3-5	Coors/Seagrams Regatta/Fleet 198 Hot Springs, South Dakota	

## Division 6

Sept. 3-4	Ruff Rider/Fleet 99 Intercoastal Canal, Texas	Bill Liles 512/949-9428
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## Division 7

Sept. 3-5	Black Hills Labor Day Regatta Angostura, South Dakota	Ron Whiteman 605/341-3646
Sept. 10-11	10,000 Lakes Regatta Lake Minnetonka, Minnesota	Charles Leekley 612/473-8448
Sept. 10-11	Pitchpolecat Regatta Lake Perry, Kansas	Scott Sanford 913/432-0499

## Division 8

Sept. 10-11	Div. 8 Championships/Fleet 5 Clearwater Beach, Florida	Jill Nickerson 813/595-1611
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## Division 9

Sept. 23-25	Carolina Coastal Dash Myrtle Beach, SC	Shawn Miller 704/596-4533
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## Division 10

Sept. 10-11	Alum Creek Lk. Regatta/Fleet 85 Columbus, Ohio	Jamie Diamond 614/876-5682
Sept. 24-25	Muddy Waters/Fleet 123 Lake Carlyle, Illinois	Jim Antonacci 314/522-8314

Oct. 8-9	Cheap Thrills/Fleet 199 Crab Orchard Lk, Carbondale, IL	Russ Tate 618/687-2989
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## Division 11

Sept. 10-11	Barnegat Bch Regatta/Fleet 452 Barnegat, New Jersey	Frank Brearley 609/698-8677
Sept. 24-25	MidAtlantic Championship/Flt 250 Atlantic Highlands, New Jersey	Dan Kulcoski 201/222-1429

## Division 12

Sept. 17-18	Duxbury Bch Regatta/Fleet 28 Duxbury, Massachusetts	Scott Baker 617/665-2219
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## Division 14

Sept. 24-25	Short Mountain Shootout/Fleet 145 Robert S. Kerr Lake, Oklahoma	John Swanson 501/783-3181
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## Division 15

Sept. 10-11	Harvest Moon Regatta/Flt 277 Lake Guntersville, Alabama	Warren Humphries 205/833-8678
Sept. 17-18	Music City Regatta/Fleet 249 Percy Priest Lake, TN	Brooks Stockman 615/366-4083
Nov. 5-6	4-B's Regatta/Fleet 178 Ft. Walton, Florida	Natalie VanRandwyk 904/678-9321
Nov. 12-13	Mad Dawg Regatta/Fleet 43 Shell Point Beach, Florida	Joe Sisson 904/576-8482

## International

Aug. 27- Sept. 4	Hobie Cat 16 Championship Sjælland, Copenhagen, Denmark	Gunhild Hutter 01-298600
Aug. 27-28	Le Man Geneva, Switzerland	Dominique Ardin (22)46.43.70
Sept. 2-3	National H17 Soveriegn, Great Britain	Trevor Annels (202)210.30
Sept. 2-3	Champion of Champion Soveriegn, Great Britain	Trevor Annels (202)210.30
Sept. 3-4	Salagou Montpellier, France	Patrice Vivient (94)08.11.88
Sept. 3-4	Trofeo Del Doge Chioggia, Ve, Italy	Carlo Lepsky (6)379.12.10
Sept. 3-10	V. Hobie Fun Med. Amposta, Spain	Maria Jose Agudo (93)890.25.43
Sept. 10-11	2 Lander Cup Gooimeer, Germany	Hanjo Zimmermann (52) 21.18.20.71
Sept. 10-11	Coupe De Guyenne Bordeaux, France	Patrice Vivient (94)08.11.88
Sept. 10-11	Point Regatta Weyreg Attersee, Austria	Herbert Gradl (222)55.21.78
Sept. 10-11	Channel Surfing Knokke Heist, Belgium	Jean Wery (02)426.38.61
Sept. 11	Landencup Oud Naarden, Holland	Martin Schuitema (1751)12.834
Sept. 16-17	Cata. Open Meeting Weston, Great Britain	Trevor Annels (202).210.30
Sept. 17-18	Clausura Benicasim Playa Benicasim, Spain	Maria Jose Agudo (93)890.25.43
Sept. 18	Trofeo Verano Final Tarragona, Spain	Maria Jose Agudo (93)890.25.43
Sept. 18	Travesia/Paella Lafranch/Pals, Spain	Maria Jose Agudo (93)890.25.43
Sept. 25	Fos Sur Mer Marseille, France	Patrice Vivient (94)08.11.88
Sept. 24-25	Catamaran Cup Toulouse, France	Patrice Vivient (94)08.11.88



# REGATTA SCHEDULE

Sept. 24-25	Coppa Sicilia Palermo, Italy	Carlo Lepsky (6)379.12.10	Oct. 8-9	Lachen Lac De Zurich, Switzerland	Dominique Ardin (22)46.43.70
Sept. 24-25	Ammersee Hobel Ammersee, Germany	Hanjo Zimmermann (52)21.18.20.71	Oct. 15-16	Point Regatta Traunsee, Austria	Herbert Grادل (22)55.21.78
Sept. 29	Cata. Open Meeting Highcliffe, Great Britain	Trevor Annels (202)210.30	Oct. 15-16	88 Turn Down Regatta Middelfart, Denmark	Ole Damm (01)63.24.42
Oct. 1-2	Meisterschaft Bodensee, Germany	Hanjo Zimmermann (52)21.18.20.71	Oct. 15-16	Vele D'Autunno Trieste, Italy	Carlo Lepsky (6)379.12.10
Oct. 2	Point Regatta Naarden, Holland	Martin Schuitema (1751)12.834	Oct. 15-16	Walenstadt Walenstadt, Switzerland	Dominique Ardin (22)46.43.70
Oct. 2-3	Point Regatta Neusiedlersee, Austria	Herbert Grادل (22)55.21.78	Oct. 22-23	Hourtin Bordeaux, France	Patrice Vivient (94)08.11.88
Oct. 3-4	Cata. Open Meeting Datchet, Great Britain	Trevor Annels (202)210.30	Oct. 25-26	Cata. Open Meeting Grasham, Great Britain	Trevor Annels (202)210.30
Oct. 6-9	Cam. A Squadra Rapallo, Italy	Carlo Lepsky (6)379.12.10	Oct. 29-31	La Pelle Marseille, France	Patrice Vivient (94)08.11.88
Oct. 8-9	Karwa Regatta Brombachsee, Germany	Hanjo Zimmermann (52)21.18.20.71	Oct. 29-30	Transbracciano Trevignano, Italy	Carlo Lepsky (6)379.12.10
Oct. 8-9	Snertcup Oud Naarden, Holland	Martin Schuitema (1751)12.834	Nov. 11-13	Gd Prix Armistice Bordeaux, France	Patrice Vivient (94)08.11.88
Oct. 8-9	Les Sablettes Toulon, France	Patrice Vivient (94)08.11.88	Dec. 8	Trofeo Navidad Sanlucar, Spain	Maria Jose Agudo (93)890.25.43
Oct. 8-9	Fleet Regatta Martigues, France	Patrice Vivient (94)08.11.88	Dec. 10-11	Regatta Navidad Tarragona, Spain	Maria Jose Agudo (93)890.25.43
			Dec. 26-30	Stage Regate Hyeres, France	Patrice Vivient (94)08.11.88

## GRAB A HOTSTICK!

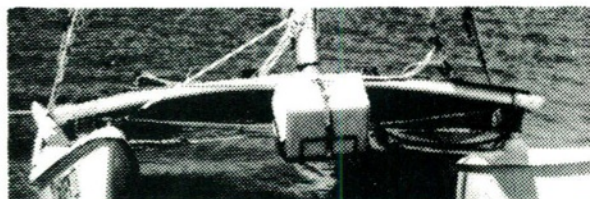
Quick, reliable control made the HOTSTICK the world's most popular tiller extension.

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- Easy on and off



Your IGLOO cooler is rugged high impact plastic. A tough hide that won't chip, rust or corrode. 3 year guarantee.

KOOL-RAK complete with (circle one) red blue yellow	
PLAYMATE cooler (holds 18 cans)	<input type="checkbox"/> \$50.95
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LITTLE KOOL-RAK complete with (circle one) red blue yellow	
LITTLE PLAYMATE cooler (holds 9 cans)	<input type="checkbox"/> \$41.95
LITTLE KOOL-RAK only	<input type="checkbox"/> \$29.95

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Name .....

Address .....

City ..... State ..... Zip .....

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**Sept 24th and 25th 1988**

**Sandy Hook  
HOBIE Fleet 250  
Atlantic Highlands, N.J.**

**FRIDAY**

7pm-11pm  
Registration

**SATURDAY**

8am Registration  
10am Skippers Meeting  
11am WHITE Shape

**SUNDAY**

9:30am Skippers Meeting  
10:30 WHITE Shape  
TROPHIES

**For MORE Info CALL:  
Dan (201) 222-1429  
Bernie (201) 870-6253**



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# *Attention Fleet Officers!*

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

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

**Regatta Dates**

9/1 to 11/3 are due  
11/4 to 1/5 are due  
1/6 to 2/27 are due  
2/28 to 5/5 are due  
5/6 to 7/7 are due  
7/8 to 8/31 are due

**Due Dates**

11/10 will appear in  
1/12 will appear in  
3/7 will appear in  
5/12 will appear in  
7/14 will appear in  
9/7 will appear in

Please note that this schedule is subject to change.

**Issues**

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

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

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

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

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



## 1988 CASTAIC LAKE LADIES' REGATTA

Fleet 180, Division 2  
October 15-16, 1988  
by Debbie Gira

Well ladies, here's your chance to sail on your own terms, without the men in your life telling you what to do and when! This is the only complete regatta dedicated to the women in Division 2, and it's an opportunity you really shouldn't pass up. We've always had a good turnout of women from the prior year's regatta because they so thoroughly enjoyed this unique experience. Never skipped before? That's OK. We have Novice categories for you. Don't be afraid to give it a try; you have to start somewhere and all sailors were beginners once. Or for more serious competition, we also have Open categories for those women with more experience and confidence. The wind is usually cooperative this time of year, and the weather is generally warm and sunny. Great for sunbathing and socializing on the grassy slopes before the races begin!

This is a very special regatta for the women. It's a time for us to get together, get to know one another, and share those experiences and feelings that are unique to women sailing in a male-dominated sport. We begin festivities on Friday evening. Camping is allowed for self-contained vehicles, and we leave the boats on the beach overnight. The park is closed to all others after dark, so we really enjoy our own private Hobie party. Saturday and Sunday, we provide a continental breakfast and a hot dog lunch for the racers and their families, and there are always loads of giveaways. Last year we had giveaways for both skippers and crews, and we even went around twice! The trophies are beautiful, and a very high percentage of the racers get one. But this is not the most rewarding thing you come away with. The best part is the camaraderie you develop. This is a much smaller regatta than the points' regattas, and we generally get to know each and every person by the end of the weekend. It's kind of like a big, happy Hobie family.

So mark your calendar for October 15-16 and prepare for

a great time. For further information contact Jeri Bowen of Fleet 180 at 818-994-0691 during the day or at 818-363-0418 at home. We're looking forward to seeing you!

## FATHER'S DAY GIFT Division 9 by Brenda Allen

On Father's Day, 1985, my daughters' lives and my life changed forever...

It all started many years before. My husband had always dreamed of owning a Hobie. He would rent a Hobie once or twice a year when we were at the beach. This particular year, looking through dozens of different ties for yet another Father's Day gift, my daughters suggested that we get daddy a Hobie. What a great surprise! We had the Hobie 16 placed at a friend's house on the lake and surprised him on Sunday morning. The transition that happened could only be adequately described in Steven Spielberg's movies. Billy's eyes grew enormous, his hair stood up, his breathing was erratic, and as he jumped up and down clapping his hands, we wondered if we had done the right thing. He stayed on the boat all Sunday. He started talking in a strange tongue: sheet in, starboard, tack, travel in. The girls looked at me in wonder. What had we done?

It has been three years since this strange phenomenon. My husband and I decided to join a local fleet and start racing. We still use strange words like travel in, jibe and starboard, but the word I have really learned is crew. The purpose of the crew, as stated in sailing dictionaries, is to take orders and carry them out at least three minutes before the skipper gives them; to take the blame for missing a mark even though the skipper decided to go for it too early; and to shield the skipper from any spray that may pounce upon him. We have raced in four regattas this year. In Columbia, South Carolina, at the Pam Walker Regatta, we learned what racing on a lake is all about. We did what all the sailing books told us to do. Our gear was organized. We had checked the rigging and the rudders: there were two of them. We checked the sails, the battens and the trampoline, even

though we did not know why. We were early for the skippers' meeting, so we watched the other sailors as they readied themselves for the race.

Before the race, the wind was lightly blowing, the sun was shining, and we thought it was a wonderful day for our first race. We went out early and sailed around to get the feel of the lake. All the books we had read warned us not to worry about winning. Concentrate on finding out about racing techniques. But we have been sailing the Hobie for three years; therefore, we knew as much as these other sailors. White Flag was lowered. The 18As started. Then the 17s, 14s and 16As started. Our hearts were palpitating. The 16Bs started. I stared at my watch. Five minutes. We started toward the committee boat. The wind died. All our fleet waited near the starting line while we were trying to get to it. One minute. We have broken into a sweat. The boat bobbed up and down with limp sails and dead tell tales. Thirty seconds. Twenty-five seconds. What could we do? The horn sounded and our fleet started. Our hearts sank.

From far away, we saw the water rippling. What could it be? As our fleet rounded the first buoy, the rippling approached us. It was wind! We got on our way; our first race had begun. We crossed the starting line as our fleet passed the first buoy, but we remembered what all the sailing books we have read said: Above all, have fun. We had fun.

Two weeks later, at our second regatta in Charlotte, North Carolina, we were taught how to rig correctly for the light lake winds, how to properly align the rudders to minimize drag, how to shape our sails, and how to tighten our trap. On Saturday, as we crossed the finish line we heard the horn. We looked around to see who won. We heard sail numbers being called out. The numbers sounded familiar. They were our sail numbers. We jumped so high we almost flipped the boat. We had won our first race! Even though we did not do as well on our other races, we did place fifth overall. We brought home our first medal. What a weekend!

Our first experience at

ocean racing came two weeks later at the Atlantic Coast Championship Regatta in Myrtle Beach, South Carolina. The winds were blowing 20 to 30 miles per hour with waves. The first day, I prayed that we would make it to shore alive. The second day, I experienced the feeling of racing with sea sickness and I prayed I wouldn't live.

Our most recent regatta was the Hog's Breath at Fort Walton Beach. We won one of our races and finished ninth overall. We now know that we have a lot to learn. We know we need more experience racing and we need to learn more of the skills of racing, including learning more about our own boat. But above all, we have learned that the nicest folks own a Hobie and that Hobie sailors have more fun than anyone else.

## KENTUCKY LAKE GO FOR IT REGATTA

Fleet 219, Division 10  
April 16-17, 1988  
by Ray Tucker

I arrived early at the marina. Joe Corey was already there with the coffee going. Joe is the new commodore of Fleet 219, and, with only six active boats in the fleet, there was plenty for everyone to do to get off the third Kentucky Dam Go For It Points Regatta. The red light appeared on the coffee pot just as Dave Nelson drove up with the doughnuts. Carrie Corey and Rebekah Schnuck opened business for weigh-in and registration. Dave Cleaver and his committee boat people arrived, and just behind them came a parade that stopped all of us in our busy tracks. Long Marine of Paducah said they would help sponsor the race by providing the committee and chase boats. The committee had a 28-foot cruiser. The marks were set by a 21-foot bow rider. Both boats were powered by V-8 inboard engines. The third boat provided was a 17-foot speed demon outboard. All three boats were new Bayliners right off the showroom floor. Larry Mason, the owner of Long Marine, along with Terry McNichols and Terry Baird, came to drive and learn about Hobie sailing.

It was a mile to reach the race course from the marina,



# FLEET NEWS

and in the light breeze it took extra time to get the first race started. My hopes grew as the wind picked up to 5 knots, but by the time the first boats reached A mark, the air was back down to nothing. We floated through the first race and stopped for lunch, hoping the afternoon wind would build. Franny Flake had done her usual shopping wizardry, and made sure we had plenty of hot dogs, baked beans and other goodies. Carrie Corey and her Mom and Dad cooked everything and had it ready right on time. We didn't get back to racing until 2:45 P.M. The wind did build a little, and the second race went faster. The committee tried to get in another race, but again the wind let us down. By 5:00 o'clock in the evening, we were back on shore.

Three races run, all short course ABC triangles. Maybe tomorrow would be better. By 10:00 o'clock Sunday morning, the wind was up to 10 knots. Before the first race started, a line of clouds were on the horizon and the wind was 10 knots gusting to 20. The wind had moved A mark, but the 18s didn't seem to care since they were finally racing in good wind. The 16s were all double trapping when they cleared the starting line. At C mark, one of the 18s had blown over and, from my position on the chase boat, I was anxious to see them start their righting procedure. The next 18 that went by C mark rounded up, which made me think something was wrong with the blown-over 18. When we reached C mark, we found two sailors righting their boat, but we also found a skipper in the water with a broken hiking stick. We got him in the boat and returned him to his Hobie, none-too-soon according to his wife. He had to be towed in, along with another 16 which had been dismantled. After the course was reset, a second and fast, uneventful course 4 race added the finishing touch to the weekend of racing.

Going home with trophies in Hobie 18 class were: First place, Gordon Isco; second, John Londeville; and third, Mike Murphy. In 16A class: First place went to Marc Gramont; second to Joe Kochenbuch; and third to Mack Andrews. In 16B: First place went to Jeff Davis; sec-

ond to Jerry Buckingham; and third went to David Nelson.

## DOMINO'S PIZZA REGATTA Fleet 519, Division 10 by Lori Mohney

For the third year in a row, the Austin Lake Regatta had fun, sun and wind. Although not as windy as in past years (we only had one boat over this year), this year's ALCA Regatta went off without a hitch. Jim Kuk, as Regatta Chairman, and all the members of Fleet 519 have much to be proud of. The races on Saturday were started by Race Chairman Jerry Mohney promptly at 11:00 A.M.: course sevens for A Fleet and course fours for B. We then broke for a lunch consisting of Domino's Pizza and pop. Then it was back on the water for two more races. The wind was pretty inconsistent most of the afternoon, but we were off the water by 4:00 P.M. Next, we were off to the party at Schrier Park. Results were posted, dinner was served and some mean games of volleyball were played. After the beer donated by Coors was taken away, the party began to break up.

Sunday morning brought warmer temperatures and hopes for more wind. The first race began in a nice breeze out of the south at about 10-15 mph. The course was set and all was ready to go, but the dreaded red and white postponement flag was raised. We had a terrific wind shift, so the course had to be altered. All was changed in record time, so the delay was not too long. Starting out again with course sevens for A fleet, the gun went off. The two back-to-back races went off like clockwork. We were off the water by 1:30 P.M., ready to pack up and head to Lakeview Park for lunch and results with no general recalls and no protests! Results were completed in record time, even before lunch was served, and door prizes and trophies were presented. Trophies were stained glass Hobies made by Fleet 519 member Jan Haff. Chris Sundburg took the 18 with four firsts; Matt Bounds took the 16A for the third year in a row; ALCA member Steve Chapman took the 16B; and Lance Warden took 17.

Much hard work and many

long hours went into the organization of this Regatta. I would like to thank our main sponsor, Domino's Pizza, and co-sponsor, Coors Beer, along with several other sponsors: Little Oscar's for our T-shirts, TCBY for the yogurt. Many other organizations, too numerous to mention here, helped us as well. A special thanks to Jim Kuk, Regatta Chairman, Jerry Mohney, Race Chairman (four course 7s and a course 4 twice around!), Julie Lenczycki, Food Chairman, and Faith Akert, Registration, plus all the other members of Fleet 519. We did it again, and now we have Clementine and Ludington to look forward to.

## LONG ISLAND SOUND CHAMPIONSHIPS

Fleet 56, Division 12  
by Chris Brosco

One tends to pay particularly close attention at a skippers' meeting when the guy running it, namely Ray Marra, commodore of Fleet 56, is standing on top of two old war cannons. Then try to picture the skippers and crews of the 56 boats lined up along the shoreline of Compo Beach, watching Colin Walklet as he points in the general direction of the water while telling us that the A mark is out there somewhere. "Well, you'll see it if this fog ever lifts," he chuckled. There was fog all right. You know, the kind that no ambervision sunglasses in the world are going to help you see through. To boot, there wasn't much of a wind to push it away anytime soon either, so everything got postponed till almost 11:30 A.M. when the fog had lifted somewhat and Colin gave the ok to head out.

The breeze on the beach and the chop of the water led you to believe that there was some wind to be found, but that wasn't the case. Unfortunately, the only time it showed any promise was during the lunch break between race one and race two.

The first race did prove to be interesting, though, as a nearby yacht club held a monohull regatta simultaneously with ours. Many a skipper found themselves chasing the wrong set of marks. By race two, everyone had a solid feel for the location

of the marks, but we had lost sight of the beach. Yup, the fog was on its way in again, and Colin called it a day by sending everyone back to the beach to prepare for the evening's events.

Westport has a long-standing tradition of throwing a great Saturday night party, and this was to be no exception. Billed as a Hawaiian Luau, the V.F.W. hall was transformed into a small island paradise complete with Chinese lanterns, palm trees, coconut centerpieces and lots of pina colodas that were lived up with Captain Morgan Spiced Rum. For the next several hours, the 130-or-so guests, all dressed in the mandatory Hawaiian garb, found themselves enjoying the great variety of food offered. There was specially prepared chicken, London broil, fruit and potato salads plus a custom Hobie Cat sheet cake. And all this was in addition to countless giveaways and door prizes courtesy of the Boat Locker and Captain Morgan Spiced Rum. Videotaped highlights of the day's races were there for the viewing, while Beach Boys and Don Ho music was provided for dancing. The spotlight of the evening, though, was the limbo contest. Everyone tried their hand at it, but Sheree "How Low Can You Go?" Loftus of Fleet 28 walked away with a beautiful nylon and fleece-lined Hobie jacket for her solid capture of first place. Michael "My Back Is Killing Me" Ferrara of Fleet 136 took second place, and that entitled him to a Hobie beach towel. Both prizes were the generous donation of the Boat Locker. Fleet 496 representative, Tom Stanzone, won himself a bottle of Captain Morgan Rum for third place. Everyone left that evening in high spirits and with higher hopes for a better Sunday of racing.

Unfortunately, Sunday decided not to cooperate and dense fog once again hugged the water. After one postponement, Colin gave the word to pack it in. Everyone gathered one last time for the trophy presentations and watched the winners carry off their beautiful stained glass Hobie trophies and mugs for their efforts.

Trish Marra, the regatta



chairwoman, thanks everyone who attended, as well as the members of Fleet 56, who really got together to plan and organize this event. Everyone should be proud of the job they did in transforming the hall: Nice decorations, Scott! The fleet also extends its deepest gratitude to its sponsors, Captain Morgan Spiced Rum and the Boat Locker for all the giveaways and door prizes. The less-than-perfect weather conditions were far overshadowed by the fun that Fleet 56 provided for everyone who turned out.

## FOLLY LANDING POINTS REGATTA

Fleet 448, Division 12  
by Chris Brosco

Every January, as the year begins anew, one can find Fleet 448 members lined up outside the offices of their favorite surgeons, eagerly waiting to have their lucky horseshoe implanted on a part of their anatomy which can't be discussed in this forum. Although we may all walk a little funny in the five months that follow, the luck this horseshoe brings makes it all worth it. The luck I speak of is a combination of wind, weather and fun. All are key ingredients to a memorable regatta.

So, with a promise of sunshine, warm temperatures and good wind, the fleet rolled out their Saturday morning feed and helped the boats, which were arriving in numbers, over the wall to the beach area. Meanwhile, out on the water, Mike Lemme, our commodore, began the task of setting marks. Spectators back on shore were treated to a beautiful and gratifying sight as each boat hoisted its sails, as if in tribute to the new racing season.

The wind was light, and blowing from the north, as the sequence got underway. In short time, everyone had begun their quest for the first trophies of 1988. We also had a new friend showing off its stuff, the Hobie 21. Thanks, Mac. The wind clocked around which required some serious moving of marks and lines before race two could begin. Luckily, it maintained its direction for the rest of the afternoon, and the fleet got off a third race before calling it

quits.

Later that evening, skippers, crews and friends were treated to a complimentary cocktail and the chance to review the day's race results, thanks to the hospitality of the Folly Landing Restaurant. The informal gathering lasted the entire evening as everyone reacquainted themselves with old friends, many of whom they hadn't seen since last year.

Sunday morning showed lots of promise; the wind began to fill in nicely during the skippers' meeting. By 11:00 A.M., all the boats were poised, ready to race and to do some first-of-the-season double trapping. Everyone appeared pumped up for the races. We certainly saw some great sailing and competition from the committee boat. The tide was on its way out which began creating problems for the boats rounding C mark because they started getting hung up on a nearby sandbar. The mark was quickly moved and the situation resolved for the second and final race of the day.

Great sailing continued, this time with some spectacular finishes, as an 18 flew a hull right over the stern of the committee boat and the heads of those spotting the finish line. A 17 sailor was close enough to give us the high five as he crossed the line!

"Head for the beach," was the call as the last of the boats finished up. Time had come to pack things away and get ready for the now-famous Folly Landing departure buffet. Everyone looked great in their new Coca-Cola tee-shirts that had been done up nicely in four colors. The Folly Landing Restaurant came through, as usual, with a great assortment of salads, breads, cold cuts and dips. Lots of Coca-Cola passed through the lips of those on hand, too.

Fleet members, once again, had gotten together to design and build trophies. The solid oak bases were complimented by the sleek silhouette of a Hobie, sandblasted on glass.

As the last boat made its way out of the park, the fleet realized that another successful regatta had come to a close. The beach committee, our crew on the chase boats and everyone involved on the race committee sure had

made life easier for Mike Lemme and me in our first attempt as race committee chairpersons.

Our thanks also go out to the Folly Landing Restaurant and the Coca-Cola Bottling Company of Southeastern New England. Both were excellent sponsors to work with and have been very supportive of our efforts.

To those who took the time to come out and play, thanks! By the way, we've all had those horseshoes removed: Gotta keep that total crew weight down!

## 14 NATIONALS & 14 TURBO NATIONALS

Fleet 468, Division 14  
by Boyd Bass

Starting September 24th, the Hobie 14 Turbo Nationals return to Arrowhead Resort Hotel located on Lake Eufaula, Oklahoma. In 1985, the Turbo Nationals were also hosted at this location. John Barnett of Hobie Cat ran that race committee with help from sailors all over Oklahoma and Kansas who worked chase boats, helped John on race committee and saw that 35 sailors from eleven states were kept happy during the six-day event. Winds from 5 mph to 30 mph tested their skills during the 14 race series. When it was all over, Fred Ferraro of Dallas had won the title in what one sailor said was the toughest event he had sailed in.

This year, both the Turbo Nationals, which will run first for three days, and the 14 Classic Nationals will be held at Arrowhead. Both events are bring-your-own-boat races with limited charter boats available for sailors from far away on a most-qualified sailor basis. One thing that sets this event apart from the larger Nationals like the Hobie 16s is the small group of sailors attending. By the end of the series, you know most sailors by their first names and get to know each other on a personal level. With the parties planned for this year's event, along with another casino night, there will be plenty to keep you busy both on and off the water.

The location of this year's event is considered one of the best in Division 14. There is a nice beach surrounded by

camping areas with hot showers. For the sailor who wants a little more comfort, Arrowhead Resort Hotel offers cabins and lodge rooms at a special price during the Nationals. Local Fleet 468 has hosted two Division 14 Championships, one State Championship, five National points qualifiers and the 1985 Turbo Nationals at this location.

Lake Eufaula is located in Southeastern Oklahoma, where winds can kick up into the 10 mph range any day of the week. There are some hills near the lake which can send wind shifts at you when least expected. With a strong 14 fleet in the area, an exciting nationals is expected. Don't miss it!

## BROKEN MAST REGATTA

Fleet 134, Division 15  
by Gerry Wilder

Most of the out-of-town guests had arrived at Lake Arkabutla for the Friday night welcoming party. Boats from fifteen cities in three divisions would soon be vying for points and trophies in the Broken Mast Regatta, one of the biggest events of the year in Division 15. Early risers were preparing their boats for light air sailing as Memphis Fleet 134 members prepared the pavilion for final registration and breakfast. Visitors and hosts alike were apprehensive about the calm air.

Before the first cup of coffee was consumed, a welcomed breeze came in from the south, gradually increasing as registration progressed. Sailors began setting their boats for heavier conditions as the chop on the Butt began to appear. As the winds continued to build, and knowing the fluky conditions often experienced this time of year, the race committee chose to run two races back-to-back before lunch. Forty-two boats in five fleets started the first race in ideal conditions. There were few surprises as the boats crossed the finish line. Memphis sailors Mack and Ann Andrews led the 16A Division, while John and Lori Longueville of Carbondale, Illinois were the leading Hobie 18 sailors.

The weather bubble burst between races. The wind began to shift to the east with short bursts of heavy air, that



begged the participants to double trap, combined with sudden lulls that dumped the suckers into the lake. The second race turned out to be one of those character builders where crews can really get to know their skippers. After the last boat glided across the line, a nice steady south wind developed and blew everyone into the beach for lunch.

Hopes were high that the south wind would continue after returning to the Butt, but as the boats congregated around the committee boat, the breeze began to shift. Delta Sailing Association personnel, serving as the race committee, chose to postpone race 3 until a proper course could be set. They almost wore out the marks dragging them across the lake as the winds continued to shift; finally giving up as the aroma of the barbecue dinner began to waft across the lake. At the end of the first day of racing, Memphis sailor Andy Humphries, with Perry Larimer, were the leaders in 16A class, while the Longuevilles held on to their lead with the 18s.

The Sunday winds blew light to moderate, but cooperated well enough to get off two more races. As luck would have it, while the scores were tallied and the door prizes given out, the winds swung around to the south and blew like crazy for the rest of the day; in fact, to this very day, a steady 15 knot wind blows across Lake Arkabutla!

Gordon Isco, of Carbondale, made it two years in a row by winning both Sunday races and the Hobie 18 first place trophy. Nashville sailor Chandler Owen came on strong to capture the 16A prize, although the top four boats were separated by only three points. Matt Breckheimer and first-time skipper Charles Wilder were winners in 16B and 16C fleets. Even with the shifty winds, the Broken Mast Regatta was once again a huge success as measured by comments from the out-of-town guests.

### THE 8TH QUANTAS HOBIE 16 CHAMPIONSHIPS

Fleet 179, International by Hong Kong Hobie Club Newsletter

As far as learning curves go, I've been up steeper ones, but

not many, and I'm not sure if I speak for my fellow teammates, but at one stage I was definitely going through an unlearning process in trying to make our boat go faster.

Our team, after much panic and threats of legal action against IBM and the Governor, neither of whom go down in my book as understanding employers, finally consisted of Steve Potter and Mike Scantlebury, Roger Ward and Nick Elliott.

As teams assembled in Port Moresby from as far afield as New Zealand, Australia, Guam, Singapore, Hong Kong and Japan, it became evident that for many this was a regular, annual pilgrimage. Bob Munro from Australia was back for his fifth year and Steve King ("I'm definitely not coming back, not one more time!") still turns up. He says he can't resist the chance to race in over 35 knots!

June is traditionally a time of steady winds which build through the day, the trade winds which keep Port Moresby dry and dusty from May through October. At least, that is generally the idea; during our stay, we were belted with rain on several occasions and, although we had a few days of breeze reaching up to 20-22 knots, it was hardly of the magnitude often described by one of our hosts, the infamous Bobby "Tales from the Sea" Garner. To be fair to Bob, the majority of locals indicated that conditions during the Regatta were not typical of what had been experienced in past years.

No World Champion Gary Metcalfe this year, but some pretty hot material from OZ in the form of Jeff Rowdon and his crew Dave Sylverston, and eventual runner-up Andrew Springford and "the Stud" Stephenson. We'll hear more of him later. Local favorites Bill Phillips and Phil Sawyer were busy tuning up a new boat and Scotty McCook and Alice Lim had forsaken their 18 in Singapore to come and join the fun at the Royal Papua Yacht Club.

Seven races plus an invitational warm-up event on the first Saturday and a marathon of 90 km on the second Saturday made up quite a lot of sailing over eight days even though one of those eight was

a rest day. The courses set were Olympic-style triangles following the standard Hobie course numbers, except they had their own interpretation of course four and five. A very well-organized race committee set punctual starts over slightly port-biased lines, and assisted competitors by sighting mark boats at each mark. The courses were set so that one had to sail over part of a coral reef, which added some variety to wave conditions and occasionally tripped the rudder of those brave or misguided enough to venture too far on an ebbing tide.

The equipment provided, in so far as boats went, was very good. Since no one covers their 16s in RPYC, and except for two 18s they only have 16s, the boats look much older than they actually were. All boats are imported from Australia and, interestingly, not even the brand new boats had the new COMPTIP masts.

Sails were quite a different matter and I, for one, will certainly never enter into such a competitive event without knowing that new or nearly new sails were available, or that I could use my own. Yes, I know it's easy to blame your equipment, but in truth both sets of sails issued to us had seen better days and, in the case of Roger and I, we received a set that had already been rejected by another competitor who had used them in the warm-up race.

There isn't the time here to take you through the fascinating tussle at the top as the week went on, but Bill Phillips, the local expert, won the event in the masterful fashion with a string of first places. Kiwi Andrew Springford, en route to the Worlds, snatched second after a battle with two young Aussies, Jeff and Dave, who were finally pushed into fourth overall by Scott and Alice from Singapore. Scott pulled off an excellent win in the last race to snatch third overall. Believe me, there were fractions of a point separating these three.

Down at the cruising end of the 25-boat fleet, "Potted" and "Scantleburg" came in with a 20th place, and Wardy and I sadly slipped two places behind. Our Japanese friends Sanada San and Sasaki San, in whose company we found

ourselves for most of the stay, did barely better, and Bob Wofford, a very friendly, very tall Yank from Guam, was somewhere in between. To see Wofford and Wofford extending their six and a half foot frames out on the wire was a spectacular sight. If I am giving you the impression that we were woefully out of touch, that is not true; in most races of around two hours, a matter of a few minutes separated the first and last boats.

Our hosts made sure we had plenty to do each evening by holding barbecues, frog-races, discos and something bizarre which must be unique to PNG: a Calcutta night. Calcutta is an extraordinary pastime which involves first a raffle and then a bidding contest to own individual competitor teams. The pool of bets is divided according to which competitor boat actually wins or is placed. What amazed me was the ability of people to part with substantial sums bidding for many of the unknowns; still, the main thing is that one enjoyed themselves, particularly the Quantas representative handling the bidding, who surely missed his vocation in life.

### HOBIE CAT 18 EUROPEANS

Gaeta, Italy  
Fleet 383, Europe  
May 29 - June 4, 1988  
by Bernadette Loffreda

The 9th edition of the Hobie Cat 18 Europeans were held at the beautiful site of Gaeta on the Italian Coast of the Mediterranean Sea near Rome and Naples. Perfectly organized by the local Hobie Fleet 383, the competitors arrived in the paradise of the Summit Hotel which was the host hotel for the event.

Placed on a bay, the hotel offered all possibilities to have an exceptional championship, as there were all facilities like bars, sauna, Turkish bath, disco and restaurant available. For those who preferred to stay at the campground nearby, there was a shuttle service offered. Everyone appreciated the fact that, from the moment of arrival, there was always one of the hospitable locals there to lend a helping hand; they were helping to assemble the boats, bringing them into the water, picking up competitors and



their families at the airport, showing off the tourist attractions and much more. In the evening after having dinner, the whole bunch of Hobie sailors sat together and sang, and not just Italian songs. It was a really familiar Hobie atmosphere that you'll rarely find anywhere else.

There would be much more to tell about that part of the Europeans, but then I would never find an end, so let's talk about the races now. First of all, the 57 participating crews had to pass the typical check-in procedure: weight-control and one-design check of the Hobie Cats. The Italian Sailing Federation sent two official measurers just to check the boats every day.

On Sunday, May 26th, a practice race was held. Following the old rule that says never finish a practice race, the Committee picked up the marks after one triangle. From the beginning, the Italians taught us how to sail the Hobie 18 in light air and short, but high, waves: De Marinis won the first two races. The third race was won by well-known Hobie skipper, Domenico De Toro.

A nice detail was the fact that the races never started before noon, so there was enough time in the morning to make up or to prepare the boat. Finally, on the third day, the wind was up and you could see the sun shining in the faces of the Northern European competitors. The first race of the day was won by Stoll/Wyscik, followed by De Toro, but they both got a PMS, so the Swiss Moersch scored first.

In the second race of the day, Stoll/Wyscik were again first at the finish line, this time followed by the Dutch Team Bongers/Pieters. Until now, De Toro had a good chance of being in the top, however, he received both a PMS and a DSQ. In the overall results, it was beginning to be very close at the top between De Marinis, Bozano and Maltagliati. These crews sailed constantly in the top ten.

During the following races, light wind conditions dominated again, but race 6 was carried home by Bongers/Pieters (NL), while second at the line was De Toro again, who also won race 7. Beni Bozano finished second, even

with a badly injured hand. To make things clear, Maltagliati won the next race and strengthened his first place overall.

Bozano wanted to show that he could win, so he did in race 9, with De Marinis and the only non-Italian crew in the top five, Moersch, on his neck. That led to a big party in the disco that evening.

A big surprise came from the organizers when they gave prizes to the oldest crew, the crew who traveled the farthest, the one with the most badly injured hand (there were four people wounded during the races!) and other, not-too-serious prizes. Yvonne Al was selected as Miss Europeans '88. The last race, called by the committee after a volleyball match on the beach, was won by De Marinis: his third race during this event.

Overall, the new Hobie Cat 18 European champion is Maltagliati with 30.75 points; second overall is Bozano with 42.75 points; closely followed by De Marinis with 46.25 points. The top three prizes all went to Italian crews.

Most of the races were tactically very difficult, and the downwind legs all were very important because the upwind leg to the finish line was really short. Each morning the Air Force offered a weather forecast during the briefing, which was a great service to the sailors and every day after sailing there was a little snack offered by the Summit Hotel on the beach.

In conclusion, we all had a great time in Gaeta even if the wind conditions did not satisfy everybody. An event like this reminds me of a sentence I read somewhere that said: Sail a Hobie Cat and make a thousand new friends.

**FRENCH HOBIE NATIONAL**  
St. Lunaire  
May 11-15, 1988  
by Bernadette Loffreda

80 boats registered for the 1988 edition of this "high mess" for French Hobie Cats, a somewhat smaller field than the year, before when more than 130 boats had come together. Was it the choice of the region that discouraged some Hobie sailors, or did they fear the famous fine drizzle of the Brittany? In either

case, they were wrong, as it was, a magnificent sunset accompanied the Hobie fools during most of this four-day event. As the wind was missing only occasionally, we can say that we had a great edition of our '88 Hobie Nationals and this was enhanced by the beauty of the St. Lunaire region. Indeed, the whole, great Hobie family had come together once more for the special fun of Hobie sailing.

The Bretons were quite numerous and they knew the sailing area very well, not missing plenty of surprises due to strong currents. The people from Bordeaux brought in quite a lot of people, as well, and they were quite successful. The sailors from the Var could naturally not miss this event after waiting quite impatiently and ardently for it all year. The people from Paris, who like the Bretagne especially well, always honor this national by their presence.

Seven Hobie Cat 14s, with two Turbos, were skippered by young teams with the determination and concentration of future champions. There were five Hobie Cat 17s, one of them with a really young and wonderful 75-year-old skipper. Sixteen Hobie Cat 18s, and not less than fifty of Hobie Cat's queen series, 16s, rounded out the competition.

Wind blowing between force three to four in bright sunshine gave a character of nobility and beauty to Brittany.

A complete lull and fog thick enough to cut with a knife appeared on Thursday, and the little wind that came up near the starting zone did not stop to shift. This race had to be cancelled, and the scarcely optimistic weather forecast predicted the same type of meteorological conditions for the weekend. But to everyone's great happiness, Friday, and the other days as well, turned into a real festival. The only problem those days was the water currents, speeding up from time-to-time to seven knots. A good tactical plan was necessary to succeed.

Jacques Levoguer, who needs no introductions since everybody knows his talent and his performances, won the category of the 14s. Eric Bernard from Bordeaux offered us a wonderful spectacle and won the 16 series. In the Hobie 17 series, it was Guy Sparacca from La Londe Des Maures who won the title. Bravo, Guy! Patrice Vivient, President of the French Hobie Cat Association, won practically all his races. His boat flew over the waters and it seemed that nothing could stop him.

We must mention the good performance of our only female team, Marie Olivier and Gisele Herve, who were 11th in the last race of the Hobie 16s.

This national was a great catamaran festival in a superb region. It is always pleasant to see all these sailors come together for their favorite sport: Hobie sailing.

## DANGER



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



## REGATTA RESULTS

## DIVISION 2

HURRICANE GULCH  
FLEET 3, DIVISION 2  
SAN PEDRO, CA  
MAY 21-22, 1988

## HOBIE 18A POINTS

1. Steve Tim	8.75
2. Craig Wright	10.75
3. Stretch Kimball	12.50
4. Jack McGraw	17.00
5. Corky Aucruman	19.00
6. Krist Blaknaja	21.00
7. Ted Lindley	23.75
8. Jack Hill	27.00
9. Anne Nelson	28.00
10. Roger Brown	36.00
11. David Crocker	40.00
12. Chris Lewis	42.00
13. Greg Claybaugh	46.00
14. Jay Pettit	47.00
15. John Bauldry	48.00
16. Alex Tschakowsky	57.00

## HOBIE 18B POINTS

1. Ron McKee	3.50
2. Kirk Wells	4.75
3. John Charleston	8.75
4. George McCurdy	10.00
5. Ed Grimes	27.00
6. Gerry McClean	17.00
7. Team Gira	21.00

## HOBIE 18C POINTS

1. Ross Carlson	3.50
2. Brent Melville	4.75
3. Bill Johnson	8.00
4. Dave Power	11.75
5. Stephen Marcin	15.75
6. Mike Harper	17.00
7. Wesley Gildart	18.00
8. Richard Carroll	23.00
9. Curtis Smith	23.00
10. Bill Ryan	24.00
11. Jan Nicholas	24.00
12. D. A. Cox	34.00

## HOBIE 17 POINTS

1. Roger Jenkins	2.25
2. Fred Fogarty	7.75
3. Jim Legge	11.00
4. Wick Smith	12.00
5. George Hicks	13.00
6. Frank Heath	21.00
7. William Myrter	22.00
8. Steve Leo	24.00
9. Dexter Ploss	25.00
10. Erik Bjerring	25.00
11. Bruce Fields	26.00
12. Wayne Schaffer	26.00
13. Jeff Conner	27.00
14. Tom De Long	31.00
15. Don Howarth	40.00
16. Chester Pollok	47.00

## HOBIE 16A POINTS

1. Jeff Alter	2.25
2. Steve Myer	8.00
3. Bob Seaman	14.00
4. Lee Dockstader	17.00
5. Tom Materna	17.00
6. Jeff Casher	21.00
7. Wild Thing	26.00
8. Jeff Newsome	27.00
9. Ross Tyler	28.00
10. Marshall Hammond	29.00
11. Alan Egusa	30.00
12. Geoff Walsh	30.00
13. John D. Hauser	32.00
14. Ron Wagniere	33.00
15. Charles Froeb	33.00
16. John Forgrave	38.00
17. Udo Winkler	44.00
18. Bill Rendler	48.00
19. Dan DeLave	49.00
20. Chuck Brown	50.75
21. Mary Gantsweg	51.00
22. Herb Hall	51.00
23. Bill Sanders	52.00
24. George Vandervort	63.00
25. Dick Blount	67.00

## HOBIE 16B POINTS

1. Henry Brooks	5.50
2. Barrell Corell	6.50
3. Mark Livingood	9.00
4. Jim William	11.00
5. Pete Lockwood	11.00
6. Jason Roberson	15.00
7. Bobby Campbell	19.00
8. Clark Davis	21.00
9. Gordon Beckwith	22.00
10. Gordon Froeb	23.00
11. Marcia Chalk	25.00
12. John Evans	26.00
13. Joseph Greska	26.00
14. Paul Scholte	42.00

## HOBIE 16C POINTS

1. Joel Deupree	2.25
2. Theo Overderest	4.75
3. Tod Conover	10.00
4. Larry Reding	11.00
5. Marcus Yates	12.00
6. Jeff Preist	12.00
7. Mike Kares	16.00
8. Glenn Wadsworth	25.00
9. Curtis Irwin	26.00
10. Jay McLow	29.00
11. Murry Zichlinsky	29.00
12. Randy Toolie	31.00
13. Peter Nicolle	39.00

## HOBIE 14 POINTS

1. Jack Linn	2.25
2. Jim Lantz	7.00
3. Dick Lantz	9.00

## Division 3

WET & WILD REGATTA  
FLEET 21, DIVISION 3  
SAN LUIS RESERVOIR, CA  
MAY 7-8, 1988

## HOBIE 18A POINTS

1. David Crocker	4.75
2. Rafi Yahalom	9.75
3. Jack Hill	10.75
4. Al Leonard	13.00
5. Bob Leslie	15.00
6. Barton Goodell	15.00
7. Robert Cockroft	15.00
8. John Renning	25.00

## HOBIE 18B POINTS

1. Steve Smith	3.50
2. Louis Stamos	5.75

## HOBIE 17A POINTS

1. Mike Etti	10.00
2. Greg Ursich	11.00
3. Doug Johnson	12.00
4. Daryl Levitt	13.00
5. Mike Garrett	16.00
6. David Baumgartner	17.75
7. Michael Sprague	19.75
8. Joe Sparks	22.75
9. Tom Williams	29.00
10. Chuck Botson	34.00
11. George Spain	36.00
12. Drew Riddle	37.00
13. Tony Balsamo	38.00
14. Dan O'Donnell	41.00

## HOBIE 17B POINTS

1. Dennis Sullivan	43.00
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## HOBIE 16A POINTS

1. Porter/Robertson	3.50
2. Pascoe/Pascoe	4.75
3. Russell/Russell	11.00
4. Peterson/Mullane	13.00
5. Hess/Hess	20.00
6. Peter/Peter	20.00
7. Skvarla/Ward	21.00
8. Reese/Ramage	24.00
9. Montague/Kuhre	28.00
10. Sajdak/Thurn	32.00
11. Rodal/Yates	36.00
12. Arnerich/Arnerich	36.00
13. Weber/Lisa	40.00
14. Stark/Hawthorne	44.00
15. Tully/Hill	44.00
16. Jeffries/Beatie	45.00
17. Stitt/Tosca	53.00

## HOBIE 16B POINTS

1. McMillin/Flinois	2.75
2. Schroyer/Mike	2.75
3. Gallagher/Gallagher	7.00

## HOBIE 16C POINTS

1. Schroyer/Parker	1.50
2. Hogue/Renzel	5.00
3. Uryler/Barnes	5.00
4. Byrd/Peterson	11.00

## HOBIE 14A POINTS

1. Jim Corsini	1.50
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ROUND TREASURE ISLAND REGATTA  
FLEET 87, DIVISION 3  
CROWN BEACH ALAMEDA, CA  
JUNE 18-19, 1988

## HOBIE 21 POINTS

1. Probst/Karlsen	2.25
2. Clacher/Loose	6.75

## HOBIE 18A POINTS

1. Goodell/Marcos	3.50
2. Hill/Hill	7.75
3. Yahalom/Yahalom	8.75
4. Johnston/Wainwright	10.00
5. Leonard/Bilodeau	15.00
6. Rayfuse/Schneider	15.00
7. Leslie/Frost	16.00
8. Penfield/Crank	16.00
9. Cockroft/Cockroft	20.00
10. Bennett/Stone	30.00

## HOBIE 18B POINTS

1. Seversen/Rhodes	2.25
2. Borris/Borris	6.00

## HOBIE 18M POINTS

1. Herman/Brunger	3.50
2. Stamos/Stamos	6.75
3. Heisley/Carey	12.00

## HOBIE 17 POINTS

1. Doug Johnson	3.50
2. Wayne Mooneyham	3.50

3. Joe Sparks	8.00
4. Bill Carney	9.00
5. Mike Garrett	13.00
6. Daryl Levitt	14.00
7. Mike Etti	19.00
8. George Spain	24.00
9. Dennis Sullivan	25.00
10. Lloyd Wagner	25.00
11. Steve Kieffer	27.00
12. Arlene Hill	38.00

## HOBIE 16A POINTS

1. Porter/Robertson	4.75
2. Russell/Russell	14.75
3. MacDonald/Roseo	16.00
4. Peterson/Mullane	18.00
5. Reese/Ramage	19.75
6. Hess/Hess	20.00
7. Skvarla/Ward	25.00
8. Katz/Lovesletten	26.00
9. Jeffries/Carry	27.00
10. Tobie/Smith	30.00
11. Pasco	32.00
12. Weber/Lorraine	33.00
13. Stark/Stark	34.00
14. Murphy/Sheets	40.00
15. Sajdak/Lavoie	41.00
16. Hinds/Mike	45.00
17. Rall/Rall	46.00
18. Arnerich/Arnerich	48.00
19. Rodal/Yates	48.00
20. Lowry	55.00

## HOBIE 16B POINTS

1. Coutches/Merritt	6.75
2. Tully/Tully	7.75
3. Heberer/Beuquas	8.00
4. Thurn/Sutton	10.75
5. Cantu/Carmen	16.00
6. Gallagher/Gallagher	16.00
7. Clarke/Jackson	19.00

## HOBIE 16C POINTS

1. Nagy/Nagy	5.50
2. Schratz/Brown	5.75
3. Panattoni/Petzer	11.00
4. Schroyer/Lorraine	14.00
5. Weyman/Foster	16.00
6. Apple/Apple	19.00
7. Hogue/Renzel	21.00
8. Byrd/Peterson	22.00
9. Cassero/Cassero	23.00

SILVER STATE REGATTA  
FLEET 203, DIVISION 3  
WASHOE LAKE, NV  
MAY 28-29

## HOBIE 18A POINTS

1. A. Leonard	10.00
2. R. Cockroft	10.75
3. B. Goedeil	11.00
4. W. Mooneyham	13.00
5. M. Rayfuse	15.00
6. R. Yahalom	15.75
7. D. Collier	17.00
8. J. Hill	17.75
9. M. Hammar	18.00
10. S. Dacus	33.00
11. J. Renning	33.00

## HOBIE 17A POINTS

1. D. Johnson	4.50
2. M. Garrett	5.75
3. G. Ursich	14.00
4. G. Spain	15.00
5. V. Thiry	17.00
6. C. Botson	18.00
7. S. Kieffer	19.00
8. M. Etti	25.00
9. M. Walker	28.00
10. J. Sparks	28.00
11. T. Balsamo	39.00
12. R. Kitowski	39.00
13. D. Sullivan	39.00

## HOBIE 16A POINTS

1. P. Porter	4.50
2. G. Russell	9.00
3. V. Parseghian	11.75
4. R. Katz	14.00
5. L. Peterson	19.00
6. S. MacDonald	22.00
7. M. Skvarla	27.00
8. P. Hess	28.00
9. T. Wilcox	31.00
10. P. Tobie	31.00
11. E. Rodal	33.00
12. E. Reese	37.00
13. P. Pascoe	38.00
14. M. Montague	42.00
15. M. Stitt	45.00
16. R. Heath	47.00
17. D. Wetherington	54.00
18. M. Arnerich	57.00
19. D. Hinds	57.00
19. N. Nicholas	63.00
19. J. Saddak	63.00

## HOBIE 16B POINTS

1. S. Darker	3.50
2. J. Bock	5.75
3. R. McMillin	14.00
4. D. Byrd	16.00
5. B. Hooley	19.00
6. Silanattion	21.00
7. B. Petersen	21.00

## DIVISION 4

ROSE FESTIVAL  
FLEET 33 & 72, DIVISION 4  
VANCOUVER LAKE, WA  
JUNE 11-12, 1988

## HOBIE 18A POINTS

1. Ken Marshack	2.25
2. Tom Ling	4.00
3. Willi Schmidt	7.00
4. Stan Breed	10.00
5. Steve Marshman	14.00
6. Jon Vurik	17.00

## HOBIE 17 POINTS

1. Doug Behrend	2.25
2. Rocky Blakewood	4.75
3. Gil Coughlin	8.00
4. Keith Fuller	12.00

## HOBIE 16A POINTS

1. Todd Christensen	3.50
2. John Hoag	4.75
3. Chris Dingle	9.75
4. Jeff Smith	10.00
5. Don Haller	12.00
6. Lenny Severs	15.00
7. Lyle Hanson	18.00
8. Eric Reinheimer	19.00
9. Lonnie Byers	20.00

## HOBIE 16B POINTS

1. Ed Norris	2.50
2. Jay Meredith	8.00
3. Loui Machusa	8.00

## HOBIE 16C POINTS

1. Doug McCombs	2.50
2. Don Stires	6.00

## HOBIE 14 POINTS

1. Doug Behrend	3.00
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SANDPOINT 88  
FLEET 95, DIVISION 4  
SEATTLE, WA  
MAY 14-15, 1988

## HOBIE 21 POINTS

1. Skidmore/Skidmore	6.75
2. Reed/McCarthy	6.75
3. Severs/Severs	7.75
4. Norwood/Bienvenu	8.00

## HOBIE 18A POINTS

1. Marshack/Marshack	3.50
2. Ling/Fulton	6.75
3. Breed/Zukerman	8.00
4. Davis/Davis	14.00
5. Blaha/Blaha	15.00
6. Colwell/Middendorf	15.00

## HOBIE 18B POINTS

1. Courter/Boyle	2.25
2. Faubian/Faubian	7.00
3. Quigley/Muir	8.00
4. Auger/Anderson	12.00

## HOBIE 17 POINTS

1. Ted Cross	2.50
2. Paul Carter	8.00
3. Bill Orth	9.00
4. Dan Carpenter	10.00
5. Caleb Tarterton	16.00
6. Joe Turner	18.00
7. Gil Coughlin	20.00

## HOBIE 16A POINTS

1. Allen/Bally	11.00
2. Butchart/Eaton	13.00
3. Bingle/Schisel	13.75
4. Marshall/Adams	17.75
5. Shayne/Nelson	20.00
6. Roundy/Wennberg	20.00
7. Petrone/Storkwell	21.75
8. Ruggles/Trout	22.00
9. Jung/McNeil	25.00
10. McGlashan/Hewitt	24.00
11. Skene/Shaver	28.00
12. Knight/Smith	30.00
13. Nelson/Havig	33.00
14. Tyler/Packard	40.00
15. Blankenship/Blankenship	45.00
16. Egan/Ash	45.00

## HOBIE 16B POINTS



# REGATTA RESULTS

16. Buhler/Hawkes	40.00
17. Davis/Andersen	53.00
18. Morris/Morris	53.00
19. Hunter/Myer	56.00

HOBIE 14	POINTS
1. Brian Klein	2.50

## PORT TOWNSEND REGATTA FLEET 95, DIVISION 4 PORT TOWNSEND, WA JUNE 4-5, 1988

HOBIE 21	POINTS
1. Ronnie/Gorby	4.00

HOBIE 18A	POINTS
1. Colwell/Middendorf	3.75
2. Davis/Davis	9.75
3. Vurik/Vurik	15.00
4. Blaha/Blaha	17.00

HOBIE 18B	POINTS
1. Courter/Courter	5.00
2. Bargreen/Bargreen	10.75
3. Auger/Nolan	10.75

HOBIE 17	POINTS
1. Paul Carter	5.00
2. Bill Orth	7.50
3. Joe Turner	17.00
4. Gil Coughlin	21.00
5. Ted Cross	22.00
6. Mike McCarthy	27.00

HOBIE 16A	POINTS
1. Hodgson/Knight	7.25
2. Christensen/Hoag	12.50
3. Marshall/Zop	21.00
4. Butchart/Eaton	23.00
5. Corrie/Lamborsky	27.00
6. Jung/McNeil	28.75
7. Smith/Smith	41.00
8. Skene/Shaver	45.00
9. Stewart/Stewart	49.00
10. Petranek/Stockwell	49.00
11. Wheeler/Wheeler	50.00
12. Dingle/Lundgren	51.00
13. McIlashan/Hewitt	52.00
14. L. Carter/J. Carter	54.00
15. Mitchell/Mitchell	55.00
16. Spaque/Anderson	60.00
17. M. Carter/J. Carter	76.00

HOBIE 16B	POINTS
1. Norris/Gladdis	5.00
2. Synington/Owen	11.75
3. White/Fagen	13.00
4. Wazumi/Rudolph	15.00
5. Arnesen/Martinez	23.00

## THE TUMBLEWEED TACK FLEET 195, DIVISION 4 TRI-CITIES, WA APRIL 30-MAY 1, 1988

HOBIE 18A	POINTS
1. Ken Marshack	2.00
2. Doug Skidmore	6.75
3. Tom Ling	12.00
4. Steve Marschaan	14.00
5. Scott Davis	20.00
6. Bryan Colwell	22.00
7. Rick Parsons	25.00

HOBIE 18B	POINTS
1. Tony McKarns	4.25
2. Jess Faubin	9.75
3. Mike Gulley	11.00
4. John Courter	18.00
5. Roger Edwards	20.00

HOBIE 17	POINTS
1. Paul Ulbarri	3.00
2. Bill Orth	10.00
3. Paul Carter	11.00
4. Mike Stewart	12.00
5. Gil Coughlin	19.00
6. Mark Rapozo	24.00

HOBIE 16A	POINTS
1. John Hoag	5.50
2. Todd Christensen	7.50
3. Scott Roundy	15.00
4. Peter Nelson	17.00
5. Todd Hull	17.00
6. John Corrie	17.75
7. Stan Butchart	22.00
8. Don Mitchell	28.00
9. Lorraine Carter	32.00

HOBIE 16B	POINTS
1. Chris Dingle	3.00
2. Curt Lewis	6.75
3. Tod Flier	11.00

HOBIE 16C	POINTS
1. Kevin Morris	6.50
2. Scott Crowder	10.75
3. Jeff Creim	14.75
4. Bruce Webb	19.00

5. Jim Pappin	21.75
6. Greg Hunter	26.00
7. Steven Reynolds	30.00
8. Kile McCullough	40.00
9. Bruce Napier	40.00

HOBIE 14T	POINTS
1. Ken Gano	6.75
2. Ron Tegler	6.75

## JERICHO BEACH REGATTA FLEET 214, DIVISION 4 VANCOUVER, B.C. JUNE 25-26, 1988

HOBIE 21	POINTS
1. Skidmore/Skidmore	13.50
2. Patrick O'Connell	18.00

HOBIE 18A	POINTS
1. Marshack/Marshack	12.50
2. Ling/Fulton	13.50
3. Chadwick/Lawton	17.50
4. Bredd/Zukerman	18.00
5. Davis/Davis	21.75
6. Blaha/Blaha	31.00
7. Stanley/Hawco	43.00
8. Dunn/Dunn	54.00

HOBIE 18B	POINTS
1. McConnell/Walton	9.00
2. Courter/Courter	10.50
3. Fenwick/Fenwick	15.75
4. Macdonald/Gornall	25.00
5. Magoshi/McDonald	30.00
6. McEvoy/Hooper	30.00

HOBIE 17	POINTS
1. Paul Carter	9.00
2. Paul Ulbarri	17.75
3. Dan Carpenter	18.00
4. Caleb Tarleton	20.75
5. Ted Cross	24.75

HOBIE 16A	POINTS
1. Corrie/Corrie	16.25
2. Christensen/Lamborsky	22.00
3. Knight/Hodgson	23.00
4. McIlashan/Simonson	26.00
5. Jung/McNeil	27.75
6. Hoag/Hoag	28.00
7. Skene/Shaver	35.75
8. Hepple/Larsen	47.00
9. ZOP/Mike	54.00
10. Carter/Carter	57.00
11. Ruck/Murphy	57.00
12. Trendell/Trendell	59.00
13. Marshall/Paine	59.00
14. Domingo/Bartholet	61.00
15. Roundy/Wennberg	67.00
16. Butchart/Eaton	70.00
17. Norris/Walton	96.00

HOBIE 16B	POINTS
1. McCombs/McCombs	4.50
2. Wazumi/Stucky	15.00
3. Pearce/Olsen	16.00
4. Arneson/Williamson	21.00

HOBIE 16C	POINTS
1. Wall/Wall	8.00
2. Pappin/Pappin	14.75
3. Albrecht/Berndt	24.75
4. Adams/Thompson	30.00
5. Povolin/Hilton	33.00
6. Schlagintweit/Kerkhoven	33.75
7. Sargent/Costa	48.00
8. Douglas/McLorg	54.00
9. Mataul/Gould	56.00
10. Holmes/Holmes	59.00

## DIVISION 5

### DIVISION 5 CHAMPIONSHIPS FLEET 48, DIVISION 5 LAKE HERON, NM MAY 28-29, 1988

HOBIE 18A	POINTS
1. Cross/Cross	5.75
2. Zabel/Ford	8.75
3. Wittup/Wittup	9.50
4. Foote/Foote	15.00
5. Erdmann/Soltes	15.00
6. Hester/Donahue	18.00
7. Clark/Clark	20.00
8. Barday/Lombardi	20.00
9. Nelson/Jessel	21.00
10. Hower/Primozich	25.00
11. Hammer/Hammer	27.00
12. Eckhardt/Hyer	27.00
13. Roll/Talcott	29.00
14. Bustamonte/Stark	30.00
15. Pearce/Pearce	33.00

HOBIE 18B	POINTS
1. Gerety/Zdunczyk	2.25
2. Fowkes/Harms	6.00
3. Kuhns/Evanyo	9.00
4. Johnson/Smith	10.00
5. Cook/Cook	16.00
6. Seitz/Seitz	19.00
7. Elliott/Cox	22.00
8. Pasternacki	24.00

HOBIE 17	POINTS
1. Kyle Ackerman	2.25
2. John	7.00
3. Dave Decker	8.00
4. Bill Angelus	12.00

HOBIE 16A	POINTS
1. Adams/Adams	7.00
2. Shearer/Shearer	7.75
3. Tully/Tully	9.75
4. Roybal/Ogawa	10.75
5. Shearer/Tuckett	12.00
6. Trau/Schraishuhn	14.00
7. Langford/Langford	22.00
8. Harper/Garrison	24.00
9. Brems/Parrish	26.00
10. Key/Davis	29.75
11. Nelson/Martinez	31.00
12. Dolan/Dolan	31.00
13. Whyman/Milner	34.00
14. Leonard/Murphy	34.00
15. Fulton/Sweet	36.00
16. Hinnberg/True	36.00
17. Lewis/Lewis	40.00
18. Ferrell/Ferrell	43.00
19. Tarsar/Welner	43.00
20. Humble/Humble	63.00
21. Seaton/Seaton	63.00

HOBIE 16B	POINTS
1. Franks/Shelby	7.75
2. Hughes/Harris	7.75
3. Cox/Kline	8.00
4. Lindholm/Betts	9.75
5. Gatlo/Davidson	10.00
6. Geier/Wassner	11.75
7. Grady/Rick	20.00
8. Petree/Larry	23.00
9. Sears/Solch	24.00
10. Cole/Cole	25.00
11. Godwin/Hell	26.00

HOBIE 16C	POINTS
1. Domenick/Wade	6.50
2. Coulter/Ortiz	7.00
3. Wood/Map	11.00
4. Carver/Barker	12.00
5. Ball/Coulter	13.75
6. Huston/Hayes	18.00
7. Bailey/French	29.00
8. Cromidas, Paul	32.00
9. Kibbe/Kibbe	33.00
10. Callahan/Lockhart	34.00
11. Edwards, Findlay	35.00
12. Hall/Hall	39.00
13. Davenport/Gorman	39.00

## LAKE PUEBLO CLASSIC FLEET 201, DIVISION 5 LAKE PUEBLO, CO MAY 14-15, 1988

HOBIE 18A	POINTS
1. Coppola/Bouille	5.25
2. Eckhardt/Hyer	10.75
3. Wittup/Wittup	12.00
4. Cross/Cross	15.75
5. Foote/Fuller	16.00
6. Braun/Braun	26.00
7. Erdmann/Nist	30.00
8. Roll/Talcott	34.00
9. Hammer/Honerkamp	36.00
10. Pearce/Pearce	37.00
11. Johnson/Shaw	38.00
12. Kuhns/Kuhns	40.00
13. Hawser/Primozich	41.00
14. Lucarelli/Blank	50.00
15. Aavang/McElroy	50.00
16. Recker/Greenwalt	53.00
17. Brown/Brown	53.00
18. Barday/Lombardi	54.00

HOBIE 18B	POINTS
1. Hester/Donahue	4.25
2. Simonson/Simonson	5.50
3. Fowkes/Harms	11.00

HOBIE 18B	POINTS
1. Seitz/Seitz	3.00

HOBIE 17A	POINTS
1. David Baumgartner	8.50
2. Paul Zink	8.75
3. John Cox	8.75
4. Lyman White	8.75
5. Kyle Ackerman	17.00

HOBIE 17B	POINTS
1. Marty Gorce	3.00
2. Dave Decker	8.00
3. Dave Bodett	12.75
4. Dave Lyons	13.00

HOBIE 16A	POINTS
1. Adams/Adams	6.50
2. Shearer/Tuckett	11.00
3. Tracy/Schraishuhn	14.50
4. Tully/Bouille	20.75
5. Shearer/Shearer	21.00
6. Harper/Garrison	24.00
7. Tarasas/Welner	28.00
8. Humble/Humble	32.00
9. Gerblich/Berblick	36.00
10. Langford/Langford	37.00
11. Whyman/Milner	37.00
12. Bowen/Scott	37.00
13. Dolan/Dolan	39.00
14. Hillis/Hillis	43.00
15. L. Key/Davis	52.00
16. Brown/Lockwood	54.00
17. Carlson/Carlson	57.00

18. Schnackenberg/Cody	58.00
19. Seaton/Seaton	65.00

HOBIE 16B	POINTS
1. Beck/Dominquez	9.75
2. Meyer/Mack	12.75
3. Buchanan/Davis	15.50
4. Hagar/Dor	18.00
5. Fisher/Gotthard	19.00
6. Lenz/Shaw	21.00
7. Raish/Raish	24.75
8. Long/Dave	26.00
9. Benton/Pern	27.00
10. Pasterkamp/DeNooy	27.00
11. Flores/McGann	30.00
12. Gatto/Zoller	35.00
13. Petree/Allen	51.00
14. Humiston/Drummond	55.00
15. Grady/Grady	55.00
16. Geier/Geier	63.00

HOBIE 16C	POINTS
1. Franks/Franks	4.25
2. Rudolph/Krine	12.00
3. Godwin/Hell	14.00
4. Strathman/Strathman	14.00
5. Saurino/Savitske	15.75
6. Hanko/Hanko	22.00
7. Jacobs/Jacobs	22.75
8. Sheller/Davis	23.00

## DIVISION 6

### WINDJAMMER REGATTA FLEET 102, DIVISION 6 SOUTH PADRE ISLAND, TX JUNE 25-26, 1988

HOBIE 18A	POINTS
1. Randy Yurinak	3.00
2. Richard Young	6.75
3. David Eller	10.00

HOBIE 16A	POINTS
1. Butch Wilson	4.25
2. Chuck Miller	6.50
3. Mike Hardy	14.00
4. Bill Liles	21.00
5. John Kuc	22.00
6. Rob Whittington	23.00
7. Roy Shaw	24.00
8. Cap Bl Seta	31.00
9. Judy Popejoy	32.00
10. Ken Rourke	34.00
11. Jeff Fitch	36.00
12. Susan Welch	37.00
13. Alan Davis	40.00
14. Andrew Bach	50.00
15. Larry Roland	60.00

HOBIE 16B	POINTS
1. Jerry King	4.25
2. Dan Mallum	5.50
3. Eugene Betts	11.00
4. Tyler Miloy	15.00
5. Marlene Schiller	15.00
6. Dee Thornton, Jr.	21.00

HOBIE 16C	POINTS
1. Burton Smith	5.50
2. Donna Vance-Nase	6.50
3. Steve Dart	7.75
4. Tom Rumbo	14.00
5. Guillermo Corona	21.00
6. Mark Veale	24.00
7. Pete Bushwell	25.00
8. David Matthews	25.00
9. Ray Morrison	29.00
10. D. Scott	40.00

## DIVISION 7

### HAWAIIAN PUNCH POINTS REGATTA FLEET 84, DIVISION 7 SAYLORVILLE LAKE, IA JUNE 25-26, 1988

HOBIE 18	POINTS
1. S. Tyler	7.00
2. R. Tanner	11.75
3. R. Walker	12.00
4. S. Boyd	15.75
5. J. Rexford	22.00
6. S. Netman	25.00

HOBIE 17	POINTS
1. T. George	6.25
2. B. Parker	8.50
3. M. Travis	15.75
4. B. Schlanker	19.00
5. C. Miller	23.00

HOBIE 16A	POINTS
1. R. Swanson	11.50
2. J. Sohn	13.75
3. D. Jameson	21.75
4. S. Johnson	28.00
5. M. McGranaghan	30.00
6. P. McKee	31.00
7. K. Brittain	33.75
8. L. Carlson	34.00
9. D. Jespersen	35.00
10. M. Markus	40.00
11. M. Hill	42.00
12. C. Bendixen	45.00
13. L. Mientus	49.00
14. M. Condon	60.00
15. G. Hartman	67.00



## REGATTA RESULTS

## HOBIE 16B POINTS

1. J. Darovec	9.50
2. B. Warner	13.75
3. R. Sessions	13.75
4. K. Bowden	15.75
5. E. Dixon	19.75
6. B. Arbige	29.00
7. F. Calabrese	30.00
8. W. Schuette	35.00
9. B. Spykma	37.00

## HOBIE 16C POINTS

1. S. Orvis	5.00
2. B. Otto	8.75
3. J. Friday	16.75
4. B. Davis	17.00

## HOBIE 14 POINTS

1. R. Lawson	3.75
2. D. Bailey	8.75

## HOBIE 14T POINTS

1. Stephen Acuart	3.00
2. Peter Colby	8.75
3. Doug Bero	11.00
4. Dave Foreman	12.00
5. Jim Sykes	17.00
6. John Turnham	24.00

DOMINO'S HOT ONE REGATTA  
FLEET 192, DIVISION 7  
BRANCHED OAK LAKE, MO  
JUNE 4-5, 1988

## HOBIE 16A POINTS

1. Rich Andrysiak	4.25
2. Roger Hensler	5.50
3. Mike McGranaghan	12.00
4. Steve Daharsh	16.00
5. Cal Calabrese	18.00
6. Tom Kirkpatrick	21.00
7. Rick Bliss	24.00
8. Lynne Mientus	25.00

## HOBIE 16B POINTS

1. Dennis Wheeler	4.25
2. Matt McDonald	5.50
3. Bob Ingham	11.00
4. Mark Ehrhart	16.00
5. Ferd Pane	20.00

## OPEN CAT POINTS

1. Mark Anderson	3.00
2. Dave Brown	8.00
3. Efav	11.00
4. Bill Bone	15.00
5. Delbert Bailey	20.00
6. Gary Carter	24.00

BENT MAST POINTS REGATTA  
FLEET 192, DIVISION 7  
BRANCHED OAK LAKE, LINCOLN NE  
JULY 9-10, 1988

## HOBIE 17 POINTS

1. Mark Anderson	3.00
2. Janeen Evans	7.00
3. Tom Evans	9.00
4. Mike Travis	12.00

## HOBIE 16A POINTS

1. Hensler/Hensler	3.00
2. Brindisi/	13.00
3. Kickbush/	16.00
4. Sohn/	22.00
5. Johnson	24.00
6. Kirkpatrick/Kirkpatrick	24.00
7. Swanson/	25.00
8. Jespersen/Diane	26.00
9. Brittain/	26.00
10. Switek/	29.00
11. McGranaghan/Quick	32.75
12. Mientus/Carol	37.00
13. Phipps/Phipps	39.00
14. Fox/	40.00
15. Daharsh/Daharsh	53.00
16. Calabrese/Kopple	56.00

## HOBIE 16B POINTS

1. Stoffel/Stoffel	8.50
2. Bowden/Bowden	8.75
3. Kirkpatrick/Kirkpatrick	12.75
4. Wheeler/Wheeler	13.00
5. Malcom/	17.00
6. Hartley/Maurine	19.75
7. Ingham/Mancuso	20.00
8. Jacob/	22.00

## HOBIE 16C POINTS

1. Jensen/	6.50
2. McDonald/	9.75
3. Hawley/Hawley	9.75
4. Ehrhart/Mona	10.75
5. Burkland/	13.00

## HOBIE 14 POINTS

1. Roger Matthew	4.25
2. Delbert Bailey	5.50

## DIVISION 9

LAKE NORMAN REGATTA  
FLEET 92, DIVISION 9  
CHARLOTTE, NC  
APRIL 23-24, 1988

## HOBIE 18A POINTS

1. Myers/Lowrance	3.50
2. Statter/Miltner	9.75
3. Pitt/Tammy	10.75
4. Sifford/Martin	15.00
5. Beach/Estapa	16.00
6. Chuck Jones	16.00
7. Graham/Kathy	20.00
8. Deaton/Judy	21.00
9. Stater/Bradley	22.00
10. Graham/Skip	25.00
11. Lance Dunn	26.00
12. Barrington/Barrington	28.00
13. Toney/Scott	30.00
14. Stewart/Stewart	30.00
15. Harper/Will	30.00
16. Wooten/Wooten	38.00
17. Whitley/Evin	45.00
18. Deaton/Weatherford	47.00
19. Blackburn/Sturr	52.00
20. Armstrong/Karen	55.00
21. Roger Yates	56.00
22. Harmon/Cherry	60.00
23. Bill Monzell	69.00

## HOBIE 18B POINTS

1. Englebe/Englebe	3.50
2. Ed O'Shields	5.75
3. Lehner/Susan	8.75
4. Maness/Maness	10.00
5. Thomas/Laport	12.00
6. Hoopes/Newton	15.00
7. Coffey/Christy	17.00
8. Roger Blume	25.00
9. Cantelini/Lee	25.00
10. Rob Norris	26.00
11. Richardson/Miller	27.00
12. Tom Hollingsworth	33.00
13. Herold/Russell	34.00
14. Cooper/Watson	49.00

## HOBIE 17 POINTS

1. Doug Efland, Heavy	3.50
2. Wick Smith, Heavy	3.50
3. Steve Weatherford, Light	7.00
4. Steve Hoffman, Light	12.00
5. Norman Ellis, Heavy	13.00
6. David Hough, Light	17.00
7. Reggie Poplin, Heavy	17.00
8. Paul Zimmer, Heavy	18.00
9. Mike Nelson, Light	27.00
10. Pete Rowse	30.00

## HOBIE 16A POINTS

1. Ayscue/Ayscue	5.75
2. Poteat/Poteat	6.75
3. Setilli/Keehey	10.75
4. Hill/Terril	16.00
5. Moody/Moody	19.00
6. Humphrey/Carter	20.00
7. Frovarp/Marge	21.00
8. Graves/Scott	21.00
9. Nelson/Rick	22.00
10. Robinson/Robinson	23.00
11. Kowalski/Shepard	25.75
12. Joyce/Martha	26.00
13. Conkling/Leftwitch	27.00
14. Nordhaus/Liz	29.00
15. Richbourg/Malinda	29.00
16. Watts/Montgomery	31.00
17. Carter/Carter	51.00

## HOBIE 16B POINTS

1. Potter/Danny	4.75
2. Malone/Jan	5.75
3. McKendrick/Yongue	7.75
4. Avant/Spencer	14.00
5. Hanchey/Stroud	17.00
6. Hunt/Richardson	19.00
7. Kinney/Jan	21.00
8. Wiles/Ruth Anne	22.75
9. Canniff/Robinson	23.00
10. Keeley/Arthen	23.00
11. Jarrett/Lacey	26.00
12. Wengstrow/Marke	27.00
13. Sharpe/Sharpe	30.00
14. Conde/Libby	34.00
15. Mazur/Mark	36.00
16. Ray Midgett	37.00
17. Longnecker/Longnecker	42.00
18. Dawson/McBrayer	42.00
19. Roth/Shore	42.00
20. Jon Becker	67.00
21. Noel Reece	72.00
22. Runyan/Brenda	72.00
23. Johnson/Paw	72.00
24. John M. Collins	72.00

## HOBIE 16C POINTS

1. Bernard Dry	3.50
2. Powers/Tina	8.00
3. Robbins/Jerry	8.75
4. McMurray/Caulhing	9.00
5. Allen/Allen	11.75
6. McClure/Debbie	14.00
7. Turkovich/Sheila	15.00
8. Spight/Tommy	26.00
9. Dean Forbis	26.00
10. Spilres/Ford	36.00
11. Belister/Boik	38.00
12. Richard Zang	42.00
13. Reynolds/Reynolds	42.00
14. Carl Whilden	42.00

## HOBIE 14T POINTS

1. Kaye Merrel	2.25
2. Al Hefner	7.00
3. Marilyn Craig	8.00
4. Liz Benbow	8.75

5. Bill Campbell	11.00
6. Sam Price	14.00

MIDDLE GEORGIA MAD CATTERS  
FLEET 154, DIVISION 9  
LAKE JULIETTE, GA  
JUNE 4, 1988

## HOBIE 16C POINTS

1. Billy Allen	4.50
2. Don Case	5.75
3. John Embry	6.00
4. Bob Luke	7.00
5. Lee Gay	11.00
6. Amos Anderson	15.00

MIDDLE GEORGIA MAD CATTERS  
FLEET 154, DIVISION 9  
LAKE JULIETTE, GA  
JUNE 26, 1988

## HOBIE 16C POINTS

1. Felix Smith	6.50
2. Bob Luke	7.75
3. Mike Martin	9.75
4. John Embry	11.75
5. Don Case	16.00

DIVISION 9 CHAMPIONSHIPS  
FLEET 191, DIVISION 9  
CAROLINA BEACH, NC  
JUNE 18-19, 1988

## HOBIE 21 POINTS

1. Rhodes/Donevant	3.00
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## HOBIE 18A POINTS

1. Pitt/Pitt	6.50
2. Myers/Stuart	9.75
3. Toney/Toney	10.00
4. Stater/Gowdey	12.75
5. Stater/Byches	17.75
6. Harper/Poteat	19.00
7. Jones/Alexander	26.00
8. Yates/Yates	27.00
9. Monzel/Stanhope	30.00
10. Graham/Graham	35.00
11. Wooten/Wooten	37.00
12. Frets/Breakfield	43.00
13. Deaton/Weatherford	51.00
14. Armstrong/Armstrong	55.00

## HOBIE 18B POINTS

1. Whitlow/Whitlow	3.00
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## HOBIE 17 POINTS

1. Doug Efland	3.00
2. Tim Carney	10.00
3. Ed Bush	11.75
4. David Hough	14.00
5. Jim Humphrey	14.00
6. Paul Zimmer	20.00
7. Reggie Poplin	21.00

## HOBIE 16A POINTS

1. Poteat/Poteat	7.50
2. Richbourg/Richbourg	14.00
3. Robinson/Robinson	15.00
4. Ayscue/Moody	18.50
5. Smith/Smith	21.00
6. O'Cain/Reynolds	21.00
7. Graves/Walters	23.75
8. Smith/Smith	25.00
9. White/White	31.00
10. Bush/Patterson	34.00
11. Frovarp/Frovarp	34.00
12. Potter/Poter	38.00
13. Willard/McKim	40.00
14. Greene/Logan	44.00
15. Watts/Montgomery	55.00
16. Watts/Jensen	57.00
17. Vaughn/Cardiale	58.00
18. Nordhaus/Plaut	65.00
19. Moody/Tilley	80.00
20. Taylor/Taylor	80.00

## HOBIE 16B POINTS

1. Bartlam/Bartlam	5.50
2. Hurt/Richardson	10.75
3. Avant/Well	12.00
4. Sharpe/Sharpe	12.75
5. Longnecker/Longnecker	16.75
6. Hanchey/Ebrom	20.00
7. Rollins/Hubbard	22.00
8. Stroupe/Cauthern	26.00
9. Wingo/Hess	33.00
10. Duffree/Jones	41.00
11. Midgett/Midgett	44.00

## HOBIE 16C POINTS

1. Sharpe/Byches	4.25
2. Cox/McCollough	9.75
3. Forbis/Holland	11.75
4. Sharpe/Sharpe	15.00
5. Strickland/Strickland	16.00
6. Byrd/Tronzo	21.00
7. Spake/Spake	22.00

## HOBIE 14T POINTS

1. Kaye Merrell	4.25
2. Marilyn Craig	5.50
3. Mike O'Connell	12.00

BARE WHAT YOU DARE  
FLEET 164, DIVISION 9  
ANDERSON, SC  
APRIL 16, 1988

## HOBIE 18A POINTS

1. Nigel Pitt	6.75
2. Rick Harper	9.00
3. Danny Myers	11.50
4. Chuck Jones	15.00
5. Don Estapa	16.00
6. Paul Dingman	18.00
7. Steve Toney	19.00
8. Roger Yates	24.00
9. Doug Graham	25.00
10. Tom Crocker	29.00
11. Barry Blackburn	29.00
12. Tom Armstrong	31.00
13. Gene Kendrick	39.00
14. Bill Hurst	42.00

## HOBIE 18B POINTS

1. Steve Kiemele	4.50
2. Rick Lehner	6.75
3. Bill Englebe	8.00
4. Frank Davenport	13.00
5. Michael Russell	15.00
6. Furman Owens	18.00
7. Marty Jenkins	19.00
8. Rick Herffner	24.00
9. Bill Harlan	27.00

## HOBIE 17 POINTS

1. Vick Smith	6.00
2. Doug Efland	7.50
3. Bobby Florence	7.75
4. Steve Weatherford	12.00
5. Paul Zimmer	16.00
6. Tim Carney	17.00
7. Reggie Poplin	17.00

## HOBIE 16A POINTS

1. Mike Percy	3.50
2. Garland R. Ayscue	5.75
3. David Joyce	14.00
4. Randy Conkling	15.00
5. Barry Robinson	15.00
6. Lord Graves	16.00
7. Russ Balba	19.00
8. Tim Nordhaus	20.00
9. Norm Brandon	26.00

## HOBIE 16B POINTS

1. George Meriwether	12.00
2. John Kendrick	12.75
3. Jim Johnson	14.75
4. David Lennard	16.00
5. David Conde	17.75
6. Eric Vengstrom	19.00
7. Jeff Moretz	20.00
8. Mike Hermann	22.00
9. Greg Longnecker	24.00
10. Ken Hunt	29.00
11. Mike Revell	31.00
12. Vinny Longo, Jr.	31.00
13. Sandy Kinney	34.00
14. Rick Jarrett	38.00
15. Mike Carpenter	40.00

## HOBIE 16C POINTS

1. David Russell	11.75
2. Dennis Munshawer	12.50
3. Chuck Logan	13.00
4. Brian Kelly	17.00
5. Steve Mulkey	18.00
6. Ray Chandler	18.00
7. Richard Brown	19.00
8. Tom Blaskovic	21.00
9. Marvin George	22.00
10. Ed Taylor	23.00
11. Fred Eldredge	24.00
12. Greg Leftwich	35.00

## HOBIE 14 POINTS

1. Kenneth Gosnell	5.00
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## HOBIE 14T POINTS

1. Al Hefner	4.50
2. Kaye Merrell	5.75
3. Mike O'Connell	7.00

## DIVISION 10

MAY DAY REGATTA  
FLEET 47, DIVISION 10  
COWAN LAKE, OH  
MAY 7-8, 1988

## HOBIE 18A POINTS

1. Brian Ross	6.75
2. Gordon Isco	6.75
3. Michael Murphy	7.75
4. Greg Ferree	12.00
5. James Frederick	15.00
6. David Fort	15.75
7. Rick Roten	18.00
8. Ron Lehman	18.00
9. Tom Campbell	20.00
10. Judi Szabo	26.00
11. Gene Martin	31.00



# REGATTA RESULTS

HOBIE 17A	POINTS
1. George Fecher	2.25
2. Pete Hunter	4.75

HOBIE 16A	POINTS
1. Mike Wier	4.75
2. Steve Rooks	6.75
3. Paul Garlick	9.00
4. Bill Molleran	9.75
5. Jeff Davis	11.75
6. Phil Wadsworth	14.00
7. Jamie Diamond	15.00
8. Mark Demetry	16.00
9. Don Fecher	17.00

HOBIE 16B	POINTS
1. Cliff Watkins	3.50
2. Jim Craven	6.75
3. Pete Obrant	9.00
4. Michael Teets	9.00
5. Jerry Williamson	10.00
6. Steve Glatwitsch	12.75
7. Ron Brunotts	20.00

HOBIE 16C	POINTS
1. Reginald Thomas	4.50
2. Keith Moore	5.75
3. Mark Camden	6.00
4. Buddy King	7.75
5. William Macke	14.00
6. Dave Hupp	15.00
7. Jim Pottebaum	21.00

HOBIE 14T	POINTS
1. Gloria Taylor	2.25

## DUNES REGATTA FLEET 126, DIVISION 10 LAKE MICHIGAN-GARY, IN JUNE 25-26, 1988

HOBIE 18A	POINTS
1. John Longueville	2.25
2. Mike Murphy	10.00
3. Gordon Isco	11.00
4. Ron Lehman	11.00
5. Greg Ferree	14.00
6. James Frederick	18.00
7. Andy Widlack	19.00
8. Tom Campbell	25.00
9. Russ Schulz	27.00
10. Gene Martin	30.00

HOBIE 18B	POINTS
1. Buddy King	2.25
2. David Irions	6.00

HOBIE 17A	POINTS
1. David Green	2.50

HOBIE 16A	POINTS
1. David Howie	5.50
2. Doug Grant	5.75
3. Robert Findlay	9.00
4. Bruce Williams	10.00
5. Paul Garlick	17.00
6. Steve Minne	23.00
7. Bob O'Neal	27.00
8. Dennis Parsons	29.00
9. Virgil Gassaway	30.00
10. Franic Lemaitre	30.00
11. Jim Peterson	33.00

## DIRTY DAN'S DERBY REGATTA FLEET 162, DIVISION 10 PATOKA LAKE, IN MAY 21-22, 1988

HOBIE 18A	POINTS
1. Greg Ferree	7.50
2. Gordon Isco	9.75
3. John Longueville	9.75
4. Michael Murphy	14.00
5. James Frederick	14.75
6. Tom Campbell	15.00

HOBIE 17A	POINTS
1. Pete Hunter	3.00

HOBIE 16A	POINTS
1. Andy Andriakos	4.24
2. Phillip Wadsworth	12.00
3. Paul Garlick	13.75
4. Marc Gramont	16.75
5. James Diamond	17.00
6. Mike Wier	19.00
7. Mark Demetry	21.00
8. Jeff Davis	24.00
9. Jim Peterson	29.00

HOBIE 16B	POINTS
1. Al Wolczyk	7.50
2. Michael Teets	9.75
3. Gary Sellers	14.75
4. Dan Kloenne	17.00
5. Steve Bottorff	19.00
6. Foxie O'Mahoney	22.00
7. Pete O'Brian	23.75
8. Mark Camden	26.00
9. Greg Smith	28.00
10. Bob Hickok	28.00
11. Bob Gardner	39.00
12. Janet Haff	40.00
13. Dan Middleton	42.00

## LAKE MAXINKUCKEE FLEET 216, DIVISION 10 CULVER, IN JUNE 11-12, 1988

HOBIE 18A	POINTS
1. Greg Ferree	6.75
2. Ron Lehman	7.75
3. Gordon Isco	8.00
4. John Longueville	8.75
5. Michael Murphy	11.00
6. James Frederick	11.75
7. Tom Campbell	13.00
8. Buddy King	23.00
9. Paul Segasser	24.00
10. Dick Schalbie	26.00

HOBIE 16A	POINTS
1. Matt Bounds	2.25
2. Paul Garlick	9.00
3. Frank Lemaitre	11.00
4. Al Wurster	14.00
5. Don Miller	15.00
6. Richard Strait	15.00
7. Kevin Wildes	15.75
8. Bruce Williams	18.00
9. Gary Gotsch	19.00
10. Bob O'Neill	23.00
11. Fred Hillis	25.00
12. Jim Peterson	28.00
13. Steve Meeker	28.00
14. Geoff Curtis	36.00
15. Donald Zimmer	40.00

HOBIE 16B	POINTS
1. Kent Greener	4.50
2. Jim Coplen	4.75
3. John Mitchell	8.00
4. J.B. Vanmeter	10.75
5. Virgil Gassaway	11.00
6. Virgil Cavanaugh	16.00
7. Janet Haff	21.00
8. Bob Hickok	21.00
9. Jerry Bunger	22.00
10. Duke Nisander	30.00

HOBIE 14T	POINTS
1. David Green	2.25
2. Andy Tyska	4.75
3. Stan Evans	9.00

## DAN REGATTA VII FLEET 300, DIVISION 10 HOOPER RES., COLUMBUS, OH JUNE 4-5, 1988

HOBIE 18A	POINTS
1. Greg Ferree	12.00
2. Brian Ross	12.75
3. Mike Murphy	15.50
4. Ronald Lehman	17.50
5. James Frederick	23.75
6. Dave Fort	26.00
7. Jim Suhan	29.00
8. Mike Albrecht	33.00
9. Shawn Frederick	37.00
10. Rick Roten	37.00

HOBIE 18B	POINTS
1. Jerry Haas	6.25
2. John Frey	7.50
3. Kathryn Clark	12.75
4. Ray Deucher	19.00
5. Bob Hotchkis	23.00

HOBIE 17A	POINTS
1. Mark Ullicki	6.25
2. Lance Warden	9.50
3. George Fecher	10.75

HOBIE 16A	POINTS
1. Matt Bounds	5.00
2. Steve Rooks	12.00
3. Joe Kuchenbuch	13.75
4. Mark Demetry	20.75
5. Bruce Williams	22.00
6. Bill Molleran	27.00
7. Phillip Wadsworth	33.00
8. Don Fecher	35.00
9. Jamie Diamond	40.00
10. Cliff Watkins	45.00
11. Lou Powers	53.00

HOBIE 16B	POINTS
1. Bob Leason	6.00
2. Jerry Williamson	12.75
3. Michael Teets	14.75
4. T.J. Lawlor	19.00
5. Gary Sellers	21.00
6. James Stephenson	23.00

## AUSTIN LAKE REGATTA FLEET 519, DIVISION 10 PORTAGE, MI MAY 14-15, 1988

HOBIE 18A	POINTS
1. Chris Sundburg	3.00
2. Don Rose	7.75
3. Mike Fahle	14.00
4. Bruce Stiemsma	15.00
5. Greg Ferree	19.00
6. Ken Devisser	19.00
7. Ron Lehman	21.00
8. Gene Martin	23.00
9. Jim Frederick	28.00
10. Jack Wallner	39.00
11. Rick Hutchins	41.00
12. Gerry Naski	42.00
13. David Irions	51.00

HOBIE 17A	POINTS
1. Lance Warden	3.00
2. Harold Burns	8.00

HOBIE 16A	POINTS
1. Matt Bounds	5.25
2. Rick Herbert	6.75
3. Jim Kuk	11.75
4. Steven Field	18.00
5. Mike Neil	18.00
6. Bruce Williams	19.00
7. Aaron Whymant	25.00
8. John Ahlbrand	27.00
9. Jim Peterson	32.00
10. Bob O'Neill	37.00
11. Paul Goodwin	39.00
12. Alan Boudo	43.00
13. Kevin Swank	43.00
14. Craig Burwell	44.00

HOBIE 16B	POINTS
1. Steve Chapman	4.25
2. Ken Stiemsma	17.00
3. Mark Mehall	17.00
4. Jim Geerligs	17.00
5. Dave Dunlap	20.00
6. Peggy Larocque	25.75
7. Andy Lenczycki	27.00
8. Bill Moenes	31.00
9. Kent Greener	32.75
10. Keith Schwark	35.00
11. Thom Adamowski	35.00
12. Jeff Henry	37.00
13. Frank Wilhelm	40.00
14. Wayne Mohny	51.00
15. Janet Selgier	53.00
16. Jody Williams	55.00
17. Chuck Botsis	57.00
18. Buddy King	60.00
19. Faith Akert	63.00
20. Janet Haff	72.00

## CLEMENTINES SALOON REGATTA FLEET 519, DIVISION 10 SO. HAVEN, MI JUNE 18-19, 1988

HOBIE 21A	POINTS
1. Chris Sundburg	3.50
2. Carl Roberts	3.50
3. Hugh Greenwald	8.00

HOBIE 18A	POINTS
1. Don Rose	4.75
2. Gordon Isco	6.75
3. Greg Ferree	10.00
4. Ron Lehman	11.00
5. Larry Carter	16.00
6. James Frederick	16.75
7. Richard Mette	19.00
8. Gene Martin	22.00
9. Michael Murphy	24.00
10. John Longueville	24.75
11. Gordon Duncan	32.00
12. Jerry Pasma	33.00
13. Jim Suhan	33.00
14. Jim Scheib	35.00
15. Judi Szabo	40.00
16. Rick Roten	42.00
17. Tom Campbell	44.00
18. Bruce Stiemsma	46.00
19. Rick Hutchins	51.00
20. Steve Boyd	54.00
21. Gary Recker	54.00

HOBIE 18B	POINTS
1. Bill Bridge	2.25
2. Norman Pell	7.00
3. Len Zaleski	12.00
4. Buddy King	14.00
5. Paul Segasser	15.00
6. Tom Kinney	16.00
7. Mike Hernden	19.75
8. Dick Schalbie	21.00
9. Jeff Singer	21.00
10. Jack Southall	23.00
11. Kevin Miller	24.00
12. Mark Eggleston	28.00

HOBIE 17A	POINTS
1. Lance Warden	3.50
2. Chris Sprague	5.75
3. Bruce Briggs	7.00
4. Dave MacHardy	7.75
5. Pete Hunter	14.00
6. Harold Burns	16.00

HOBIE 16A	POINTS
1. Gregory Smith	6.00
2. Matt Bounds	6.50
3. Rick Herbert	8.75
4. Bruce Williams	14.00
5. Doug Grant	15.75
6. Stan Woodruff	20.00
7. Todd Kellogg	22.00
8. Steven Field	22.00
9. Roger Cochran	23.00
10. Bob Findley	30.00
11. Fred Steffen	32.00
12. Joe Kuchenbach	36.00
13. Rob Baldis	39.00
14. Lyndal Bonesteel	39.00
15. Jim Terpstra	40.00
16. David Howie	41.00
17. Jerry Mohny	42.00
18. Jim Engels	43.00
19. Paul Garlick	48.00
20. Mark Demetry	49.00
21. Jim Kuk	49.00
22. Kevin Swank	50.00
23. Craig Burwell	55.00
24. Bob O'Neill	57.00
25. Dave Stiemsma	65.00
26. Steve Chapman	67.00
27. Aaron Whymant	72.00

28. Mike Neil	75.00
29. Alan Boudo	75.00
30. Phillip Wadsworth	75.00
31. Jim Peterson	79.00
32. Jamie Diamond	80.00
33. Ron Swansons	81.00
34. Ron Albert	84.00
35. Kent Greener	97.00
36. Wynn Hansel	104.00
37. Barr Vandezaude	106.00
38. Doug Cable	114.00

HOBIE 16B	POINTS
1. Virgil Gassaway	4.50
2. Peggy Larocque	6.75
3. William Mack	10.00
4. Michael Bocks	10.75
5. John Mitchell	12.00
6. Jarret Selgier	18.00
7. Bill Luksha	18.00
8. Jim Geerligs	22.00
9. Andy Lenczycki	22.00
10. Dan Kalean	22.00
11. Kyle Connolly	32.00
12. Don Blunden	35.00
13. John Bush	35.00
14. Dave Dunlap	39.00
15. Pat Ervin	45.00

HOBIE 16C	POINTS
1. Keith Schwark	6.50
2. Rich Woolwe	7.75
3. Jeff Henry	8.00
4. Glen Koenigsbauer	12.75
5. Jody Williams	14.00
6. Ron Bloomfield	17.00
7. Faith Akert	18.00
8. Wayne Mohny	19.00
9. Thomas Mielke	25.00
10. Bret Travillion	25.00
11. Frank Wilhelm	26.00
12. Robert Cavanagh	26.00
13. Chuck Botsis	30.00
14. Dale Vanlopiak	30.00
15. Janet Haff	38.00
16. Dan Harroun	41.00
17. John Morehouse	42.00
18. John Vanasperen	43.00
19. Mike Blittslev	52.00
20. Larry Pritchett	63.00
21. Greg Bohm	64.00
22. Don Quinlan	64.00
23. Dave McKay	69.00

HOBIE 16A	POINTS
1. David Green	2.25

## DIVISION 11

## MARYLAND STATE CHAMPIONSHIPS FLEET 54, DIVISION 11 GUNPOWDER FALLS STATE PARK, MD MAY 21-22, 1988

HOBIE 18A	POINTS
1. Schleckson/Schleckson	2.25
2. Hayward/Thompson	7.00
3. Stater/McCambridge	9.00
4. Coy/Tamach	13.00
5. Lippincott/Lippincott	16.00
6. LeBoeuf/Mount	16.00
7. Arata/Watson	20.00
8. Myer/DeProsperis	26.00
9. Grim/Tara	27.00
10. Hicks/Freeman	28.00

HOBIE 17	POINTS
1. John Sullivan	6.75
2. George Schmidbauer	7.50
3. Roger White	10.00
4. Bill Hanna	13.00
5. Bob Striever	14.00
6. Mick Roberts	16.00
7. Gray Holland	17.00
8. Clark Brown	20.00

HOBIE 16A	POINTS
1. Conaty/Jerdan	11.00
2. Defuria/Ackroyd	15.00
3. Yates/Yates	15.75
4. Strauss/Strauss	15.75
5. Carpenter/C.A.	18.00
6. Glenden/Edwards	19.00
7. McLaughlin/Carvelia	20.00
8. Kulloski/Villa	20.75
9. Ackroyd/Jones	23.00
10. Morris/Redick	27.00
11. Payne/Kelly	29.00
12. Weiger/Gee Gee	33.00
13. Quigley/Grace	41.00
14. Fecowicz/Santorelli	42.00
15. Schwind/Mary Beth	44.00
16. Kleist/Kleist	46.00
17. Kuech/Cardinell	50.00
18. Ackermann/Borsey	52.00
19. Cummin/Cummin	53.00
20. Thorne/Schwick	54.00
21. Maser/Maser	61.00



# REGATTA RESULTS

16. Edwards/Brown	45.00
17. Theis/Theis	47.00
18. Wagner/George	50.00

HOBBIE 16C	POINTS
1. Kalwa/Lewis	10.00
2. DeTemyer/Harral	10.00
3. Englehardt/Stepelov	16.00
4. Fisher/Revagilou	17.50
5. Ziegler/Moore	19.00
6. Giannini/Snedeker	22.00
7. Smith/Smith	24.00
8. Simons/Ford	25.00
9. Paturalski/Shinn	26.00
10. Landis/Maser	27.00
11. Beals/Beals	29.00
12. Lahtreili/Stephanie	31.00
13. Flanigan/Black	33.75
14. Duncan/Seward	41.00
15. Sickenberger/Sickenberger	43.00
16. McShen/Stevens	45.00
17. Luper/Pannis	48.00
18. Otchet/Stroher	57.00

RITES OF SPRING REGATTA  
FLEET 65, DIVISION 11  
SHORE ACRES, NJ  
MAY 7-8, 1988

HOBBIE 18	POINTS
1. Schleckser/Schleckser	3.00
2. LeBoeuf/Mount	8.00
3. O'Mally/Armbruster	14.00
4. Livatino/Liviatino	14.00
5. Taulber/Gardner	18.00

HOBBIE 17	POINTS
1. George Sheldbauer	5.00
2. Roger White	11.00
3. Wolfgang Kornel	12.75
4. Pete Laue	15.00
5. Mick Roberts	17.00
6. James Travis	22.00
7. Malcolm Goodman	25.00

HOBBIE 16A	POINTS
1. MacConnell/Carroll	6.50
2. Myers/Myers	7.50
3. McCarty/Newton	12.00
4. Conaty/Bobby	21.00
5. Wieggers/Geeger	21.00
6. Payne/Kelly	22.75
7. Ackroyd/Edwards	26.00
8. Gulgley/Bulgley	28.00
9. Crompton/Royer	38.00
10. Yates/Yates	38.00
11. Villa/Villa	39.00
12. Brenner/Hauman	42.00
13. Kleist/Kleist	52.00
14. Huff/Huff	53.00
15. DeFuria/Ackroyd	54.00
16. Krause/Krause	56.00
17. Morris/Redick	58.00
18. Wright/Wright	58.00
19. Strauss/Strauss	59.00
20. Hippensteel/Lyon	63.00
21. Nolte/DeTemyer	67.00
22. Sullivan/Bewan	70.00
23. Schwind/Evlehart	75.00
24. Cumini/Cumini	84.00

HOBBIE 16C	POINTS
1. Ziegler/Jones	3.00
2. Mutter/Szakmeister	7.75
3. Giannini/Snedeker	10.00
4. Burt/Koneski	18.00
5. Solari/Solari	20.00

DELAWARE STATE CHAMPIONSHIP  
FLEET 271, DIVISION 11  
REHOBETH, DE  
MAY 14-15, 1988

HOBBIE 18	POINTS
1. Stater/McCambridge	2.25
2. Schleckser/Schleckser	6.00
3. Arata/Arata	9.00
4. Cox/Player	13.00
5. Tyska/Herman	14.00

HOBBIE 17	POINTS
1. George Sheldbauer	2.25
2. Bill Hanna	6.00
3. Roger White	9.00
4. Gray Holland	12.00

HOBBIE 16A	POINTS
1. Myers/Myers	2.25
2. MacConnell/Carroll	5.75
3. Kulloski/Villa	11.00
4. Glanden/Edwards	12.00
5. Krause/Krause	12.00
6. Morris/Redick	21.00
7. Fecowicz/Santorelli	21.00
8. Flanigan/Bauer	22.00
9. Payne/Kelly	30.00
10. Yates/Yates	34.00
11. Raphael/Raphael	36.00
12. Cummins/Cummins	37.00
13. Strauss/Strauss	40.00
14. Wieggers/Geeger	43.00
15. John Schwind	43.00
16. Nolte/Hanna	53.00

HOBBIE 16B	POINTS
1. Lynch/Shoemaker	6.75
2. Woodworth/Hook	8.00
3. Corklin/Salinas	9.50
4. Dowell/Savage	13.00
5. Fatica/Lupfer	15.00
6. Viers/Ford	16.00
7. Wharry/Wharry	17.00

HOBBIE 16C	POINTS
1. Englehart/Englehart	4.75
2. Diemyer/Evans	6.75
3. Mutter/Szakmeister	7.75
4. Giannini/Martin	13.00
5. Smith/Smith	13.00
6. Eric Fogg	20.00

CAPE MAY CLASSIC VIII  
FLEET 416, DIVISION 11  
CAPE MAY, NJ  
JUNE 25-26, 1988

HOBBIE 18	POINTS
1. Schleckser/Schleckser	3.75
2. Jones/Alexander	11.00
3. Arata/Watson	14.00
4. Tyska/Tyska	18.00
5. Myer/Barry	25.00
6. Grim/Grim	29.00
7. Murphy/Murphy	40.00
8. Yarechak/Cox	41.00
9. Michael/Miller	43.00
10. Wicks/Raviele	43.00
11. Clemer/Nancy	55.00

HOBBIE 17	POINTS
1. George Sheldbauer	6.25
2. Roger White	9.75
3. Pete Laue	12.50
4. Clark Brown	22.00
5. Tom Kimmel	24.00
6. Gray Holland	25.00
7. Malcolm Goodman	30.00

HOBBIE 16A	POINTS
1. Bounds/Bounds	13.00
2. Myers/Myers	13.75
3. Conaty/Jordan	14.50
4. MacConnell/Carroll	16.00
5. Gulgley/Bulgley	20.00
6. Carpenter/Kasley	25.00
7. Hippensteel/Lyon	29.00
8. Kulloski/Villa	35.00
9. Yates/Yates	40.00
10. Wilsey/Miller	42.00
11. Wieggers/Geeger	44.75
12. Ackroyd/James	49.00
13. Strauss/Strauss	53.00
14. Schwind/Jeffrey	55.00
15. Sullivan/Bewan	55.00
16. Huff/Huff	62.00
17. Payne/Kelly	66.00
18. Miller/Blanne	67.00
19. Maser/Maser	69.00
20. Thorne/Zintak	70.00
21. Villa/Villa	71.00
22. Paulsen/Paulsen	71.75
23. Crompton/Katris	75.00
24. Andrews/Wersing	77.00
25. Sterling/Kavanaugh	81.00
26. Adrienne DeFuria	87.00
27. Tarty/Post	91.00
28. Kleist/Kleist	107.00
29. Fecowicz/Santorelli	109.00
30. Krause/Krause	117.00
31. Colson/Chris	124.00

HOBBIE 16B	POINTS
1. Morey/Morey	3.75
2. Holberger/Holberger	23.00
3. Tom Veirs	26.00
4. Witt/Sedia	31.00
5. Matzner/Monins	35.00
6. Andrews/Hagood	39.00
7. Dowell/Savage	40.00
8. Mutter/Szakmeister	43.00
9. DeTemyer/Lynch	43.75
10. Englehardt/Englehardt	46.00
11. Shimp/Richardson	52.00
12. Wagner/Vetsikas	54.00
13. Nystrom/Nystrom	55.00
14. Graham/Utschi	56.00
15. Edwards/Brown	57.00
16. Conover/Muben	58.00
17. Park/Schleusener	60.00
18. Corklin/Salinas	63.00
19. Theis/Theis	78.00
20. Buck/Wigo	81.00
21. Rhine/Brozonis	85.00
22. Carroll/Mary	120.00
23. Beming/Elaine	120.00
24. Kasley/Carpenter	120.00

HOBBIE 16C	POINTS
1. Smart/Canavan	31.00
2. Ford/Neuhard	31.00
3. McDevitt/Fernie	37.00
4. Keyes/Howard	40.75
5. Preis/Bendt	40.75
6. Morgan/Morgan	43.75
7. Kasi/Adam	44.00
8. Miraglia/Hicks	46.00
9. Monk/Mest	52.75
10. Misita/Bongiovanni	62.00
11. Swan/McCreary	65.00
12. Washinger/Startzell	66.00
13. Matey/Moss	67.00
14. Gangai/Wood	69.00
15. Hall/Peterson	74.00
16. Sherm/Sherr, Jr.	84.00
17. Gurner/McBrid	99.75
18. Baer/Laemmerhirt	115.75
19. Sayre/Long	118.00
20. Svard/Svard	121.00
21. Kriebel/Krubil	126.00
22. Pepper/Sheikoff	131.00
23. Cummings/Andrea	136.00
24. McBrinn/Geliffuss	142.00
25. Barnes/Zkeda	143.00
26. Landis/Maser	151.00
27. Laverty/Levin	151.00
28. Witlock/Cron	152.00
29. Richard Walker	152.00
30. Levy/Torzilli	164.00
31. Hackman/Mackinich	165.00
32. Chamberlin/Burrell	170.00
33. Rapp/Campo	172.00

34. Engel/Butner	183.00
35. Sherm/Cooper	185.00
36. Maresca/Kulman	186.00
37. Otchet/Matt	210.00
38. Olney/Schockey	215.00
39. Bleeker/Wenk	225.00
40. Comeau/Amey	225.00
41. Finnegan/Jon	225.00
42. Giannini/Snedeker	225.00
43. Simon/Simon	225.00
44. Clay Sowers	225.00
45. Ziegler/Jones	225.00

## DIVISION 12

LONG ISLAND SOUND CHAMPIONSHIPS  
FLEET 56, DIVISION 12  
COMP BEACH, WESTPORT, CT  
MAY 21-22, 1988

HOBBIE 21	POINTS
1. Mac McCarthy	1.50

HOBBIE 18A	POINTS
1. Drake Barber	4.00
2. Peter Fraker	5.75
3. Barry Burgess	7.00
4. Greg Adelman	8.00
5. Bill Shea	10.00
6. William Finn	10.75
7. James Godbey	14.00
8. Mike Ferrara	16.00
9. Kurt Magnusson	21.00
10. Steven McCarthy	22.00
11. Steve Latham	23.00
12. Tom Sullivan	23.00
13. John O'Connor	25.00
14. Bob Richmond	26.00
15. Jeff Osgood	29.00

HOBBIE 18B	POINTS
1. Heather Williams	1.50
2. John Honeycomb	4.00

HOBBIE 17	POINTS
1. Al Campbell	1.50
2. Bob Gleason	5.00
3. Ted Knowlton	6.00
4. Bob Pickett	9.00
5. Gerald Blom	9.00
6. Jim Dillon	11.00

HOBBIE 16A	POINTS
1. Brian Franco	4.75
2. Scott Baker	5.00
3. Cliff McCarthy	7.75
4. Tom Stanzione	8.00
5. Joe Boulay	11.00
6. John Brewer	11.00
7. Roger Kagan	14.00
8. Carol Christopher	16.00
9. John Coale	19.00
10. Doug Baker	19.00
11. Dieter Bronkamp	21.00
12. Nels Kringle	22.00
13. Jim Adelman	23.00
14. Jim McCarthy	28.00

HOBBIE 16B	POINTS
1. Bruce Cathcart	2.75
2. Chuck Johnson	4.75
3. Jim O'Keefe	5.00
4. Michael Lynch	8.00
5. Tom Larocque	9.00
6. Chris Brusco	12.00

HOBBIE 16C	POINTS
1. Ruth Larkin	1.50
2. William Swanson	6.00
3. Dean Anderson	7.00
4. Robert Keyes	10.00
5. Ron Bernier	11.00
6. Jamie Harris	11.00
7. Robert Burgess	13.00
8. Joe Nice	15.00
9. Jay Hofer	16.00
10. Andrew Tedford	19.00
11. Sam Wirth	23.00
12. Dave Friend	24.00

FOLLY LANDING POINTS REGATTA  
FLEET 448, DIVISION 12  
EAST GREENWICH, RI  
MAY 14-15, 1988

HOBBIE 21	POINTS
1. Jim McCarthy	3.00

HOBBIE 18A	POINTS
1. Jim Adelman	3.00
2. Bill Shea	7.75
3. William Finn	13.00
4. Colin Walklet	18.00
5. Mike Ferrara	19.00
6. Drake Barber	19.00
7. Art Sless	20.00
8. Steven McCarthy	35.00
9. James Goodbey	35.00
10. Bob Richmond	37.00
11. Barry Burgess	38.00
12. Stephen Latham	39.00
13. John O'Connell	44.00

HOBBIE 18B	POINTS
1. Jeff Osgood	3.00
2. Richard Waile	8.00
3. Ron Dionne	12.00

HOBBIE 17	POINTS
1. Al Campbell	4.25
2. Ted Knowlton	5.50
3. Tom Kustes	15.00
4. Bob Pickett	15.00
5. Jeff Erickson	19.00
6. Gerard Blom	20.00
7. Jim Dillon	26.00
8. Eric Scott	28.00

HOBBIE 16A	POINTS
1. Clifford McCarty	3.00
2. Jose Vevegas	13.00
3. Joe Boulay	13.00
4. Brian Franco	18.00
5. Scott Baker	19.00
6. Stan Patey	19.00
7. Ben Loranger	21.75
8. Carol Christopher	30.00
9. Duncan Brown	30.00
10. Douglas Baker	32.00
11. Bob Ferrara	37.00

HOBBIE 16B	POINTS
1. Tom Stanzione	5.50
2. Bruce Cathcart	9.75
3. Raphael Bustin	12.00
4. Bob Child	12.75
5. Dino Garbero	17.75
6. Kevin Hackett	19.00
7. Wayne Weeks	25.00
8. John Smith	26.00

HOBBIE 16C	POINTS
1. Dwight Cherette	4.25
2. David Brals	11.75
3. Bob Woodstock	13.00
4. Tom Craig	13.75
5. Tom Therrien	16.00
6. Jacob Kirk	18.00
7. Bill Rizzo	23.00

HOBBIE 14	POINTS
1. Todd Gustafson	3.00

HAMPTON BEACH REGATTA  
FLEET 496, DIVISION 12  
HAMPTON BEACH, NH  
JUNE 11-12, 1988

HOBBIE 21	POINTS
1. Cutlillo/Shea	3.75
2. McCarthy/Laurie	8.75

HOBBIE 18A	POINTS
1. Burgess/Burgess	11.25
2. Finn/Finn	12.25
3. Slams/Freedman	14.00
4. Walklet/Williams	18.00
5. Godbay/Torrie	20.00
6. Barber/Lambella	29.00
7. Foster/Glencke	41.00
8. Baker/Sherman	42.00
9. Lillenthal/Ehrlich	44.00
10. Ferrara/Ferrara	47.00
11. Sullivan/Brooks	48.00
12. Latham/Neilson	56.00
13. McCarthy/Robin	58.00
14. Miller/Williams	64.00
15. O'Connell/Black	64.00
16. Prouty/Prouty	73.00
17. Richmond/Wadsworth	85.00

HOBBIE 18B	POINTS
1. Hart/Hart	3.75
2. Shear/Hassenger	14.00
3. Dionne/Quinn	18.00
4. Bartlett/Bartlett	21.00
5. Cowser/Cowser	21.00
6. Beckwith/Robbins	22.75
7. Winter/Sullivan	31.00

HOBBIE 17	POINTS
1. Bradley	7.00
2. Pickett	8.75
3. Erickson	13.75
4. Kustes	18.00
5. Dillon	19.00

HOBBIE 16A	POINTS
1. McCarty/Newton	5.00
2. Boulay/Boulay	12.50
3. Franco/Gannache	20.00
4. Breuer/Hauman	23.00
5. Venegas/Barrera	29.00
6. Christopher/Powell	33.00
7. Snyder/Snyder	33.00
8. Coale/Ladd	36.00
9. Baker/Hotle	37



# REGATTA RESULTS

HOBIE 16C	POINTS
1. Hughes/Weller	3.75
2. Ransley/Ransley	9.75
3. Chickering/Chickering	21.00
4. Johnson/Luz	22.00
5. Christis/Johnson	27.00
6. Gelaznik/Peterson	27.00
7. Hofer/Smith	30.00
8. Lane/Pyle	33.00
9. Horton/Loohey	35.00
10. Rizzo/Cornell	43.00
11. Donnegay/Ray	53.00
12. Smith/Smith	62.00
13. Emond/Zopf	66.00
14. Datti/Goodspeed	75.00
15. Michaud/Taylor	75.00

HOBIE 16T	POINTS
1. Hackett	3.75

## DIVISION 14

1988 MID-AMERICAS  
FLEET 23, DIVISION 14  
CEDAR MILLS MARINA, LAKE TEXOMA, TX  
MAY 28-30, 1988

HOBIE 18A	POINTS
1. Palmer/Palmer	6.75
2. Edwards/Hanley	9.50
3. Richnow/Collins	9.75
4. Sharp/Mosier	12.75
5. Young/Mattley	19.00
6. Liggett/Liggett	28.00
7. Beach/Carson	29.00
8. Snider/Singley	33.00
9. Curtis/Curtis	35.00
10. Proctor/Proctor	44.00
11. Kollman/Kollman	47.00
12. Costa/Costa	47.00
13. Kuntz/George	47.00
14. Anderson/Powers	52.00
15. Jarvis/Jarvis	74.00
16. Monger/Monger	82.00
17. Jacob/Nixon	83.00
18. Farrar	92.00

HOBIE 18B	POINTS
1. Eller/Brown	4.25
2. Pollard/Mabry	7.75
3. Allison/Allred	8.00
4. Sanford/Sanford	16.00

HOBIE 18C	POINTS
1. Stowe/Clynch	6.50
2. Griffin/Griffin	7.75
3. Night/Might	9.50
4. Cannon/Cannon	10.00
5. Snelson/Stephens	17.00
6. Besgrove/Besgrove	44.00
7. Kinean/Kinean	44.00
8. Lee/Lee	44.00
9. Mears/Mears	44.00
10. Nixon/Owens	44.00

HOBIE 17A	POINTS
1. Bass	6.50
2. Alden	8.00
3. Acquist	8.50
4. Puttullo	12.75
5. Sherrad	15.00
6. Ainsley	23.00
7. Tiger	30.00
8. Stolz	31.00
9. Ullbarri	47.00

HOBIE 17B	POINTS
1. Scott	4.25
2. Shepard	6.75
3. Chaples	9.75
4. Luecke	22.00

HOBIE 17C	POINTS
1. Slettebo	6.75
2. Shipp	7.50
3. Franklin	12.00

HOBIE 16A	POINTS
1. Collins/Collins	10.75
2. Balthaser/Summers	11.50
3. Cummings/Paran	16.75
4. Ralph/Fuller	17.75
5. Freed/Freed	19.00
6. Loeffelholz/Grissom	23.00
7. Rourke/Brown	27.00
8. Sparks/Muributt	32.00
9. Welch/Wheeler	36.00
10. Holmes/Horton	36.00
11. Trotter/Trotter	41.00
12. Shaw/Severson	42.00
13. McIntosh/McIntosh	43.00
14. Saxby/Saxby	46.00
15. Vockrodt/Carlene	49.00
16. Hess/Hess	51.00
17. Davis/Lancher	54.00
18. Schuyler/Hawkins	67.00
19. Allen/Beatty	67.00
20. Saggi/Seydel	69.00
21. Means/Means	71.00
22. Bridgeman/Stein	75.00
23. Bordelon/Bordelon	78.00
24. Coht/Abbott	80.00
25. Keaton/Benton	93.00
26. Young/Baby	93.00
27. Nelson/Nelson	102.00
28. Conwell/Claus	106.00
29. Stout/Stout	114.00
30. Eddy/Patty	124.00
31. Kosis/Kosis	124.00

HOBIE 16B	POINTS
1. Etnner/Wills	6.50
2. Atnip/Hays	13.00

3. Riedt/Kenberg	16.00
4. Bradford/Bradford	17.75
5. Rourke/Waters	20.00
6. Cheatham/Mittenberge	21.00
7. Keeler/Keeler	21.75
8. Fischer/Fischer	23.00
9. Dewey/Hill	23.75
10. Fielder/Fielder	30.00
11. Thornton/Greenwood	41.00
12. Jarobe/Schwab	44.00
13. Goodale/Goodale	54.00
14. McMillan/Davis	59.00
15. Brieler/Hyde	63.00
16. Flynn/Maner	72.00
17. Ryan/Ryan	72.00

HOBIE 16C	POINTS
1. Stroh/Wojcik	7.50
2. Krumm/Allen	8.50
3. Eiland/Beam	20.00
4. Morrison/Buchanan	22.00
5. Morris/Hoffman	25.00
6. Baker/Beauchamp	24.00
7. Marchessault/Searle	27.00
8. Dickerson/Kerns	29.00
9. Banks/Sturgill	31.00
10. Whitehead/Ricks	43.00
11. Harris/Harris	42.75
12. Northum/Files	43.00
13. Lakatos/James	47.00
14. Cody/Baros	52.00
15. Bach/Betts	59.00
16. Marcella/Betts	60.00
17. Dunn/Parrish	64.00
18. Thomason/Stephan	67.00
19. Boeddecker/Watson	74.00
20. Reynolds/Ward	81.00
21. Willford/Willford	94.00
22. Landry/Bristol	98.00
23. Smith/Suderman	102.00
24. Lipard/Rogers	103.00
25. Marlow/King	115.00
26. Clark/Bartosh	131.00
27. Blagg/Willson	148.00
28. Johnson/Johnson	148.00
29. Apple/Tucker	148.00
30. Denny/Benny	148.00
31. Stagers/Crass	148.00
32. Natalie/Morrison	148.00
33. Smardz/Frank	148.00
34. Brauer/Share	148.00
35. Stones/Betty	148.00
36. Harris/Harris	148.00
37. Oden/Oden	148.00

HOBIE 16A	POINTS
1. Schwartz	9.75
2. Riha	10.75
3. Welsh	11.75
4. Mercker	19.00
5. Crain	20.00

HOBIE 16B	POINTS
1. Shirley	7.50
2. Balfour-Grice	12.75
3. Harrington	22.00
4. Burris	27.00
5. Wilson	27.00

HOBIE 16T	POINTS
1. McDowell	9.50
2. Lawyer	14.00
3. Beeler	15.00
4. Walters	16.75
5. Hunt	32.00
6. Taylor	32.00

THUNDERBIRD HULLS  
FLEET 63, DIVISION 14  
LAKE THUNDERBIRD, NORMAN, OK  
MAY 14-15, 1988

HOBIE 18A	POINTS
1. Edwards/Hanley	4.25
2. Bates/Bates	8.75
3. Curtis/Curtis	9.75
4. Liggett/Liggett	16.00
5. Bright/Moran	17.00
6. Davenport/Parman	23.00
7. Koontz/George	23.00
8. Troutman/Troutman	24.00
9. Beddow/Beddow	28.00
10. Holmes/Troutman	34.00

HOBIE 18C	POINTS
1. Cannon/Cannon	3.00
2. Snelson/Stephens	9.00
3. Besgrove/Smith	10.75
4. Lee/Lee	12.00

HOBIE 17A	POINTS
1. Pattullo	6.25
2. DeCocq	6.75
3. Sherrad	12.00
4. Ainsley	13.75
5. Tiger	14.00
6. Mower	22.00
7. Slettebo	26.00
8. Bennett	32.00

HOBIE 16A	POINTS
1. Collins/Collins	5.50
2. Ralph/Fuller	10.75
3. McIntosh/McIntosh	15.50
4. McCredie/Abbott	19.00
5. Loeffelholz/Grissom	21.00
6. Saxby/Saxby	28.00
7. Sparks/Muribut	28.00
8. Holmes/Horton	29.00
9. Cummings/Cree	29.50
10. Hess/Hess	31.00
11. Bass/Harrington	33.00
12. Allen/Beatty	35.00
13. Trotter/Trotter	35.00
14. Means/Means	45.00
15. Downham/Downham	60.00

16. Keaton/Benton	63.00
17. Bridgeman/Stein	64.00
18. Saggi/Syolot	70.00
19. Trent/McManns	70.00
20. Bordelon/Bordelon	73.00
21. Schuyler/Diehl	74.00
22. Regester/Regester	85.00
23. Buford/Buford	85.00

HOBIE 16B	POINTS
1. Lindsey/Schwenn	3.00
2. Keeler/Keeler	9.00
3. Etnner/Wells	10.75
4. Fielder/Patton	14.00
5. Bradford/Bradford	17.00
6. Marchessault/Marchessault	23.00
7. Harvey/Hill	23.00
8. Ryan/Ryan	30.00
9. Long/Long	36.00

HOBIE 16C	POINTS
1. Atnip/Hays	5.25
2. Morrison/Natale	7.50
3. Purinton/Williams	9.00
4. Stroh/Wojcik	14.00
5. Gilliam/Dugan	22.00
6. Tate/Tate	22.00
7. Dickerson/Kerns	24.00
8. Northum/Files	28.00
9. Marlow/Walner	30.00
10. Johnson/Allen	35.00
11. Willford/Heinze	38.00

HOBIE 16A	POINTS
1. Schwartz	5.25
2. Clark	6.75
3. Feuerborn	8.75

HOBIE 16T	POINTS
1. McDowell	4.25
2. Abbott	6.50
3. Walters	10.00
4. Taylor	14.00
5. Bates	19.00
6. Beeler	19.00

## DIVISION 15

BROKEN MAST REGATTA  
FLEET 134, DIVISION 15  
MEMPHIS, TN  
MAY 28-29, 1988

HOBIE 18A	POINTS
1. Isco/Bell	3.50
2. Longueville/Longueville	5.75
3. Damonte/Zorne	9.00
4. Neville/Harvey	4.00
5. Wallace/Strandish	5.00
6. Sislow/Sislow	6.00
7. Lamborn/McNulty	7.00

HOBIE 16A	POINTS
1. Owen/Livingston	6.75
2. Nigus/Nigus	9.00
3. Andrews/Andrews	9.75
4. Humphries/Larimer	9.75
5. McDonald/Stakin	10.00
6. Heeren/Kaplan	15.75
7. Handwerker/Boyle	16.00
8. Sutterfield/Wall	19.00
9. Parks/Sidley	23.00
10. Roach/Ogie	23.00
11. Essig/Trott	26.00
12. LaMatte/LaMatte	27.00
13. Soles/Soles	28.00

HOBIE 16B	POINTS
1. Breckheimer/Breckheimer	6.75
2. Lee/Bray	7.75
3. Reed/Hidalgo	8.75
4. Lamb/McCluskey	12.75
5. Lee/Sterita	14.00
6. Dolohanty/Dolohanty	15.00
7. Jones/Jones	16.00
8. Hart/Wright	17.00
9. Nelson/Nelson	19.00
10. Harris/Wallace	20.00
11. Bailey/Arterburn	27.00
12. Harris/Friend	36.00

HOBIE 16C	POINTS
1. Wilder/Wilder	4.75
2. Loblner/Akins	9.00
3. McCaskey/Presley	10.75
4. Baker/Baker	11.75
5. McKee/McKee	12.00
6. Miller/Leigh	13.00
7. Dickenson/Dickenson	13.75
8. McCaskey/Hiss	19.00
9. Morgan/Broadfoot	26.00
10. Krausser/Krausser	28.00

HOBIE 16T	POINTS
1. Mark Hogan	2.25

HOBIE 16T	POINTS
1. Carole Arrick	2.25

## DIVISION 16

MADCATTER REGATTA  
FLEET 204, DIVISION 16  
ONEIDA SHORES PARK, SYRACUSE NY  
MAY 14-15, 1988

HOBIE 18A	POINTS
1. Gummer/Reid	4.25

2. Howes/Howes	7.75
3. Whitten/McRae	16.00
4. Caster/Adams	23.00
5. Goneau/Goneau	24.00
6. Hooper/Stark	26.00
7. Saulsgiver/McCrave	27.00
8. Masser/Hebert	27.75
9. Gamble/Turnblone	30.00
10. Morrin/Kendall	40.00
11. Elliot/Chamberlain	41.00
12. Peck/Morris	44.00
13. Chamberlin/Cove	47.00
14. Slattery/Slattery	52.00
15. Lamoureux/Bisnaire	52.00
16. Shaw/Wanless	52.00
17. Murray/Murray	54.00
18. Vielhauer/Vielhauer	56.00
19. Baas/Baas	67.00
20. Dauvergne/Ingraham	68.00
21. Kratz/Kratz	76.00
22. Wallock/Wallock	79.00
23. Auger/Auger	84.00

HOBIE 18B	POINTS
1. Sullivan/Kress	6.50
2. Ferrar/Ogren	7.75
3. Abrams/Ackerman	8.50
4. Shear/Hassenger	19.00
5. Weiss/Weiss	20.00
6. Taylor/Bruehl	20.00
7. Clinkumbrum/McElroy	22.00
8. Nilvon/Rosenbush	23.00

HOBIE 17	POINTS
1. M. Hands	5.50
2. T. Karain	6.50
3. D. Block	9.75
4. T. Snodgrass	13.00
5. T. McGregor	18.00
6. S. Korzeniewski	21.00
7. K. Roberts	28.00
8. P. Duggeby	31.00

HOBIE 16A	POINTS
1. Perkins/Perkins	20.00
2. Pesane/Bliss	21.00
3. Korzeniewski/Fitzgerald	22.75
4. Trembley/Berthiaume	23.75
5. Quatrone/Ahart	27.00
6. Jeffers/Jeffers	27.75
7. Renaud/Madgin	30.50
8. Kusche/Wilson	34.00
9. Davidson/Davidson	35.00
10. Walker/McIntyre	41.00
11. Pfender/Manuszewski	41.00
12. Way/Way	45.00
13. Laurendeau/Liebel	46.00
14. Rook/Rook	46.00
15. Becraft/Chris	46.00
16. Evert/Sawicki	50.00
17. Jerry/Gingold	54.00
18. Amlco/Ginger	57.00
19. Zimmerman/Gianbrone	59.00
20. Ashley/Sigourney	60.00
21. Colucci/Colucci	62.00
22. Cobbett/Cobbett	62.00
23. Stachhouse/Caster	74.00
24. Metier/Eifler	79.00
25. Taylor/Fiona	79.00
26. Witzel/Konezny	82.00

HOBIE 16B	POINTS
1. Dittmar/Dittmar	8.75
2. Sweet/Sweet	10.75
3. Appel/Appel	12.00
4. Post/Mart	21.75
5. Knight/Holler	21.75
6. Sweeney/Akeson	30.00
7. Schwerzmann/Schwerzmann	31.75
8. Donnelly/Reposki	34.00
9. Schappel/Schappel	35.00
10. Blacklin/Carabier	35.00
11. Miller/Donaldson	36.00
12. Crabbe/Robins	39.00
13. Chamberlain/Zysak	42.00
14. Pillott/Kellogg	44.00
15. Ramsey/Tomono	44.00
16. Hacher/Kokolus	47.00
17. Thames/Morgan	58.00
18. McCarthy/Pazybylen	69.00



# REGATTA RESULTS

HOBBIE 17	POINTS
1. G. Sparacca	3.00
2. J. Simon	9.00
3. J. Terynck	25.00

HOBBIE 16	POINTS
1. E. Bernard	19.70
2. G. Delmas	26.00
3. L. Lavaysse	30.00

HOBBIE 14	POINTS
1. J. Levoguer	0.00
2. P. Dupont	17.40
3. O. Aguerre	31.00

HOBBIE CAT 18 EUROPEANS  
GAETA, ITALY  
MAY 29-JUNE 4, 1988

NAME	COUNTRY	POINTS
1. Matagialti	Italy	30.75
2. Bozano	Italy	42.75
3. De Marinis	Italy	46.25
4. Moerch	Switzerland	72.75
5. Chelini	Italy	106.00
6. Braccini	Italy	107.00
7. Marcolini	Italy	109.00
8. Van Daelen	Holland	113.00
9. Goater	France	114.00
10. Ferrone	Italy	119.00

## NATIONAL

HOBBIE 17 U.S. NATIONAL CHAMPIONSHIP  
WILDWOOD, NJ  
JUNE 5-11, 1988

NAME	POINTS
1. Bob Curry, 1st lt.	25.25
2. Alan Egusa, 2nd lt.	34.25
3. Bob Seaman, 3rd lt.	41.75
4. Michael Garrett, 4th lt.	50.00
5. Bill Whitehurst, 5th lt.	51.75
6. Wally Myers, 1st hvy.	55.00
7. Al Campbell	57.00
8. Alex Kirby	57.00
9. Bret Moss	67.50
10. Bruce Fields	79.00
11. Wick Smith, 2nd hvy.	79.00
12. Bob Geddes	82.75
13. Woodie Cole, 3rd hvy.	84.00
14. Boyd Bass	89.00
15. Jim Glanden, 4th hvy.	101.00
16. Tom Korzeniewski, 5 hvy.	103.00
17. Roger Jenkins	105.00
18. Brad Carpenter	105.00
19. Wayne Mooneyhan	107.00
20. Dexter Ploss	109.00
21. John Sullivan	120.00
22. Charles Carpenter	121.00
23. Pete Laue	129.75
24. Ron Wagniere	132.00
25. George Scheldbauer	137.00
27. Terry Karala	138.00
26. Dan Kulicki	140.00
28. Larry Ashton	144.00
29. Douglas Efland	144.00
30. Bob Fecowicz	155.00
31. Bob Shay	156.00
32. David Baumgartner	161.00
33. Wolfgang Kornwibel	163.00
34. Kim Higgs	165.75
35. Bill Hanna	175.00
36. Greg Urslich	187.00

## WORLDS

HOBBIE 16 WORLD CHAMPIONSHIP  
SCHEVENINGEN, HOLLAND  
26-JULY 3, 1988

NAME	COUNTRY	POINTS
1. Metcalfe/Miers	Aus	21.50
2. Alter/Kelly	USA	31.75
3. Egusa/Pesane	USA	43.75
4. Mohr/Mohr	Ger	47.00
5. Shearer/Word	USA	47.75
6. Laurent/Schultema	Fra	55.00
7. Springfield/Cooke	N.Z.	58.00
8. Van Zon/Van Unen	Hol	58.75
9. Materna/Klein	USA	60.00
10. VanderPlatt/Bosman	Hol	64.00
11. Hollman/Benckhuysen	Hol	66.00
12. Spijker/Treur	Hol	66.00
13. Salmon/Petard	Tah	67.00
14. Bardram/Zillmer	Den	69.00
15. Lange/Son	Hol	81.00
16. Dangel/Knoch	Ger	82.00
17. Neergaard/Christensen	Den	83.00
18. McCarty/Newton	USA	84.00
19. Eddington/Drum	USA	85.75
20. Pradel/Waetman	Fra	93.00
21. Manvis/Boom	Hol	98.75
22. Hitch/Hammond	USA	99.00
23. Daelen/Van Der Wal	Hol	100.00
24. Veebooi/Al	Hol	105.00
25. Loffmann/Lyng	Den	108.00
26. Cardoso/Costa	Bra	109.00
27. Leal/Cuna	Bra	109.75
28. Cook/Balgiesh	Eng	117.00
29. Weibron/Schultema	Hol	120.00
30. Schonenberg/Dijk	Hol	120.00
31. Hurford/Hurford	Aus	123.00
32. Hars/Lagadee	Tah	132.00
33. Roturier/Hannecart	Fra	137.00
34. Stender/Stender	USA	139.00
35. Morgan/Matter	Eng	147.00
36. Niederquell/Niederquell	Ger	147.00
37. Gamal/Ferreira	Bra	147.75
38. Porter/Robertson	USA	147.00
39. Visser/Visser	Hol	147.00
40. Hisslop/Holdt	N.Z.	147.00
41. Dockstader/Willet	USA	148.00
42. Christa/Femmer	Ger	149.00
43. Houting/Perdaan	Hol	155.00
44. Dautel/Atkinson	Aus	158.00
45. Shearer/Marlins	USA	161.00
46. Olthmans/Fields	USA	161.00
47. Worrall/Williams	Aus	163.00
48. Costa/Costa	Bra	167.00
49. Bogrand/Vallon	Fra	168.00
50. Szameitat/Blum	Ger	171.00
51. Glanden/Glanden	USA	173.00
52. Soares/Ferreira	BRA	175.00
53. Leo/St. Sure	USA	177.00
54. Worrall/Watters	Aus	180.00
55. Rendler/Worrall	USA	202.00
56. Newsome/Newsome	USA	209.75

NAME	COUNTRY	POINTS
1. Alter/Kelly	USA	4.75
2. Shearer/Word	USA	9.75
3. Metcalfe/Miers	Aus	15.75
4. Niederquell/Niederquell	Ger	17.00
5. Bardram/Zillmer	Den	18.00
6. Laurent/Schultema	Fra	19.00
7. Leal/Cuna	Bra	19.75
8. Egusa/Pesane	USA	20.00
9. Veebooi/Al	Hol	21.00
10. Hollman/Benckhuysen	Hol	21.00
11. Van Zon/Van Unen	Hol	23.75
12. Mohr/Mohr	Ger	24.00
13. Lange/Son	Hol	25.00
14. Materna/Klein	USA	26.00
15. Springfield/Cooke	N.Z.	27.00
16. Olthmans/Fields	USA	27.00
17. Spijker/Treur	Hol	31.00
18. Neergaard/Christensen	Den	32.00
19. Dockstader/Willet	USA	32.00
20. Pradel/Waetman	Fra	35.00
21. Cardoso/Costa	Bra	37.00
22. McCarty/Newton	USA	39.00
23. Dangel/Knoch	Ger	39.00
24. Hars/Lagadee	Tah	41.00
25. Carsten/Lyng	Den	42.00
26. Morgan/Matter	Eng	44.00
27. Salmon/Petard	Tah	45.00
28. Sergio/Ferreira	Bra	45.75
29. Schonenberg/Dijk	Hol	46.00
30. Eddington/Drum	USA	46.75
31. Manvis/Boom	Hol	47.00
32. Hisslop/Holdt	N.Z.	47.00
33. Van Daelen/Wal	Hol	48.00
34. Weibron/Schultema	Hol	48.00
35. Hitch/Hammond	USA	50.00
36. Hurford/Hurford	Aus	51.00
37. Porter/Robertson	USA	53.00
38. Visser/Visser	Hol	54.00
39. Glanden/Glanden	USA	54.00
40. Roturier/Hannecart	Fra	55.00
41. Van De Plaat/Bosman	Hol	55.00
42. Worrall/Watters	Aus	58.00
43. Leo/St. Sure	USA	58.00
44. Worrall/Williams	Aus	61.00
45. Soares/Ferreira	Bra	62.00
46. Stender/Stender	Ger	62.00
47. Dautel/Atkinson	Aus	64.00
48. Costa/Costa	Bra	64.00
49. Christa/Femmer	Ger	64.00
50. Bogrand/Vallon	Fra	65.00
51. Cook/Balgiesh	Eng	65.00
52. Houting/Perdaan	Hol	66.00
53. Rendler/Worrall	USA	67.00
54. Shearer/Marlins	USA	69.00
55. Szameitat/Blum	Ger	70.75
56. Newsome/Newsome	USA	70.75
57. Taster/Taster	Fra	71.00
58. Eisenburger/Eisenburger	Hol	72.00
59. Westphal/Amstel	Hol	72.00
60. Vedder/Baleson	Hol	72.00

61. Kieven/Kieven	Hol	73.00
62. Hutzler/Hutzler	Bra	74.00
63. Vries/Plooy	Hol	74.00
64. Bakker/Bakker	Hol	76.00
65. Boone/Boone	USA	77.00
66. DaSilva/DaSilva	Ven	78.00
67. Kalwij/Counsel	Aus	79.00
68. Vink/Krythe	Hol	79.00
69. Lestrup/Haumann	Den	79.50
70. MacFarlane/Tholstrup	Aus	82.00
71. Peeters/Peeters	Bel	83.00
72. Wetters/Cunha	Bra	84.00
73. Junco/Sabra	Pye	86.00
74. Zeevant/Lange	Hol	86.00
75. Wulff/Flemming	Den	87.00
76. Leske/Altema	Ger	87.00
77. Ross/Wylisk	Com	93.00
78. Van De Plaat/Kelder	Hol	93.00
79. Burwell/Lankhout	Can	95.00
80. Pieters/Tulder	Hol	96.00
81. Forgrave/Williams	USA	97.00
82. Kapellmann/Siebert	Ger	99.00
83. Schwarzlow/Schwarzlow	Ger	99.00
84. Densmaeker/Water	Bel	102.00
85. Dupireue/Grima	Spa	103.00
86. Smith/Woodhead	Aus	103.00
87. Blom/Blom	Hol	103.00
88. Winkler/Winkler	USA	104.00
89. Regay/Merlo	N.C.	105.00
90. Englander/Englander	Ger	106.00
91. Goritz/Lund	Fra	107.00
92. Malsion/Louet	Fra	109.00
93. Claris/Clariss	Hol	109.00
94. Bergsjo/Olsen	Den	112.00
95. Neehan/Balrd	Aus	115.00
96. Espeleann/Diebelis	Ger	115.00
97. Kersseboom/Coule	Hol	115.00
98. Shearer/Tuckett	USA	116.00
99. Mateo/Lopez	Spa	123.00
100. Wissmann/Bosch	Eng	125.00
101. Annels/Annels	Eng	125.00
102. Zelnaker/Zelnaker	Hol	125.00
103. Durling/Sundborn	Swe	127.00
104. Martens/Hopner	Ger	128.00
105. Bianchi/Cirri	Ita	130.00
106. Saito/Kudo	Jap	130.00
107. Annels/Annels	Eng	131.00
108. Crean/Crean	Aus	134.00
109. Thurecht/McNeilly	Aus	135.00
110. Giannesi/Giannesi	Ita	137.00
111. Ros/Simons	Hol	143.00
112. Blanken/Abelskamp	Hol	149.00

## PROFESSIONAL

THE ULTIMATE YACHT RACE  
CORPUS CHRISTI, TX  
MAY 6-15, 1988

TEAM NAME	SKIPPER	POINTS
1. Sails by Seyth	Randy Seyth	10.00
2. Fosters Australia	Brett Dryland	22.00
3. Hood Sails	Carlton Tucker	24.00
4. Hobbie Sunglass II	Jeff Alter	31.00
5. Eddington Bros.	Rick Eddington	53.00
6. Hobbie Sunglass I	Mike Alter, Jr.	61.00
7. Team Forgan	David Sweeney	66.00
8. San Fran. Speed Sailors	Alan Egusa	67.00
9. Poche Beach Racing Team	Wayne Schafer	72.00
10. Mariah Sall Sports I	Carl Roberts	75.00
11. Team Texas	Chuck Miller	88.00
12. Fortune 500	Scott Self	97.00
13. Mariah Sall Sports II	John Barnett	101.00
14. Specialized Graphics	Mike Bender	121.00
15. Team Dallas	Chris Ramsey	122.00
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SAN DIEGO, CALIFORNIA  
JUNE 11-12, 1988

PLACE	TEAM NAME	SKIPPER/CREW
1.	Aus-Tex	Dryland/Eddington
2.	Hobbie Sunglass II	Alter/Parizeau
3.	Aus-Tex II	Bashford/Eddington
4.	Hobbie Sunglasses	Alter/Nunes
5.	Team California	Schafer/Moore
6.	Team California	Barnett/Ramsey
7.	Team Vango	Van Der Gort/Lundberg
8.	Team B.M.W.	Probst/Parseghian
9.	Hobbie Sport Center	Miller/Bobadilla
10.	Clacher, Loose	Clacher/Loose

PROSAIL SERIES  
DETROIT, MICHIGAN  
JULY 9-10, 1988

PLACE	TEAM NAME	SKIPPER/CREW
1.	Aus-Tex	Dryland/Eddington
2.	Aus-Tex II	Bashford/Eddington
3.	Hood Sails SSI	Tucker/Purcell
4.	Hobbie Sunglasses	Alter/Nunes
5.	Hobbie Sunglass II	Schafer/Moore
6.	Team California	Barnett/Ramsey
7.	Barnett Racing	Sundberg/Welbur
8.	K-Zoo	Nelson/Seaman
9.	One Off Actionwear	Roberts/Frakes
10.	Team Harken	Tannert/Fahle
11.	Sailing Spirit	Daniel/Labot
12.	Team Florida	Flynn
13.	Urban Squirrel	Greenwald/Greenwald
14.	Sailing Systems	Clawitsch/Anscoll
15.	Team Cincy	Moriarty/Moriarty
16.	Hawk Mountain	



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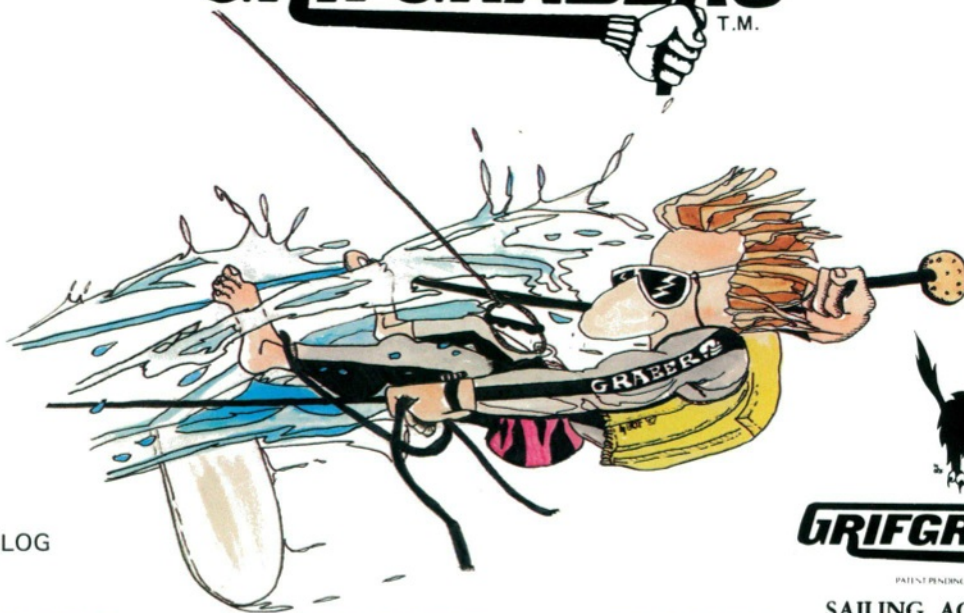
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\_\_\_ **Fixed Rate Account.** Interest rate remains constant. Requires minimum \$18,000 yearly income.

Please see below for terms and conditions on each account.

<b>APPLICANT</b>		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.	
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	
BANK WITH - CHECKING		CITY		STATE		ACCOUNT NO.			
BANK WITH - SAVINGS		CITY		STATE		ACCOUNT NO.			
<b>CO-APPLICANT</b>		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	
APPLICANTS SIGNATURE				DATE / /		CO-APPLICANTS 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

Annual Percentage Rate  
Cash Advances 16.50%\*  
Goods & Services 16.50%\*  
\*APR Current through June 30, 1988  
Rate varies quarterly at a rate equal to the Sovran Bank, N.A. prime rate plus 8 points.

Annual Fee  
None for first two years; prevailing rate thereafter (presently \$18)

Late Charge  
Residents of VA charged 5% of minimum payment if minimum payment not paid within 15 days after due date.

Other Charges  
Residents of VA charged \$10 over-limit fee if statement balance exceeds credit limit by more than \$10. A 75¢ fee is charged for use of card at Non-Sovran automated teller machine.

Grace Period  
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. At least 25 days is provided for such payment.

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.

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Annual Percentage Rate  
Cash Advances 12%  
2% initial **FINANCE CHARGE**  
Goods & Services 18%

Annual Fee  
None for first two years; prevailing rate thereafter (presently \$15)

Late Charge  
Residents of VA charged 5% of minimum payment if minimum payment not paid within 15 days after due date.

Other Charges  
Residents of VA charged \$10 over-limit fee if statement balance exceeds credit limit by more than \$10. A 75¢ fee is charged for use of card at Non-Sovran automated teller machine.

Grace Period  
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. At least 25 days is provided for such payment.

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.



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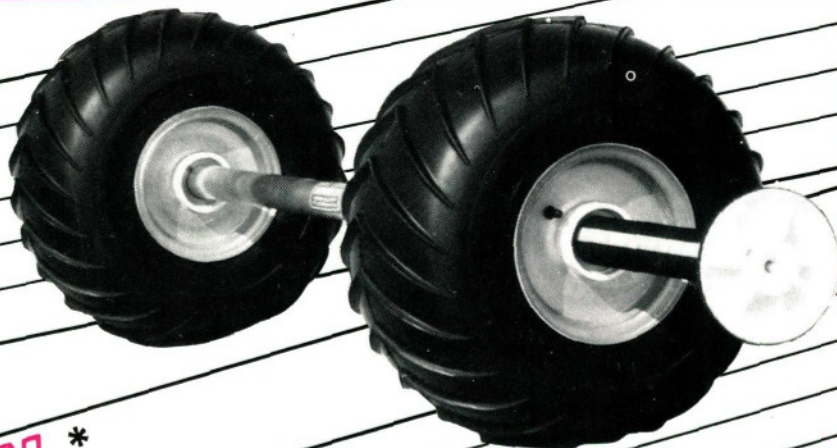
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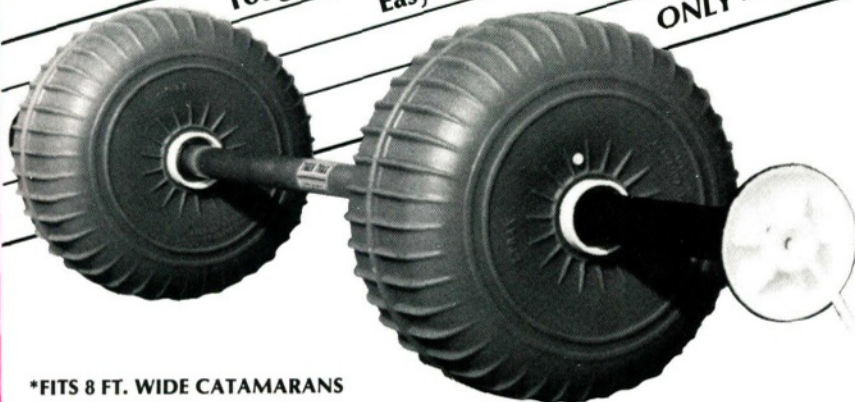
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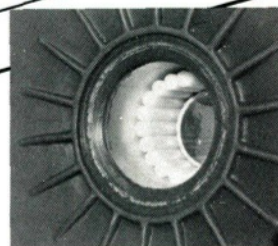


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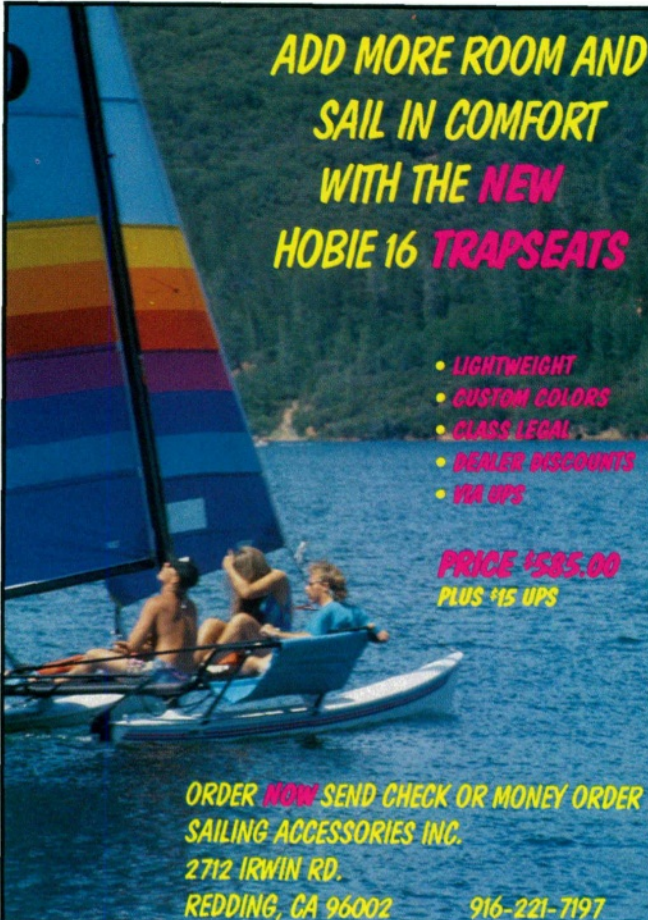
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# Hot Spot

## Sailing Through the Redwoods

by Mike Hempel  
Rohnert Park, CA

Are you tired of driving down four-lane highways; waiting for ski boats which zigzag down the boat ramp and tie it up for what seems like hours; and jet skis that orbit around your boat until the wind comes up when you're trying to work on your suntan? Have I got a spot for you: Lake Pillsbury in Mendocino County, California. From San Francisco, take 101 North to Highway 20 East. For a nice side trip, do plan to stop at the wineries along the way. The lake to your right at 101 North is Lake Mendocino. It's good for sailing, camping is \$6.00 and the restrooms have showers, but don't stop here! Turn left at the Potter Valley exit and follow the signs to Lake Pillsbury.

But, you must be asking, what is the adventure in trailering? As soon as you leave Potter Valley, you will find yourself in the middle of the Redwood Forest, on a dirt road. About twenty minutes ahead, a one-lane suspension bridge will appear; send the crew out to photograph your crossing. While traveling along this road, stay alert for spots have washed out over the winter. Soon the road width will be reduced to only one lane and feature some steep drop-offs and blind corners. After awhile, you will happen upon a stop sign in the middle of nowhere, on the edge of a cleared dirt field. Look left, look right, then look up: You're on an airfield.

Lake Pillsbury has three campgrounds. I prefer Oak Flat, where the fee is free and they provide tables, barbecue pits and restrooms. If you're delicate, please note that the restrooms aren't automated. Be sure to bring drinking water because it isn't available, and there's a limit to beer's usefulness in cooking. Beach launching is the easiest I've seen. The wind picks up about 2:00 in the afternoon and gives us a beam reach the length of the lake. One warning: The local squirrels seem to think they've been invited to your party and will go through paper and plastic bags to get to the munchies. The other two campgrounds at Lake Pillsbury have water and one has a real boat launch. Their fees are \$6.00, which includes a slip to leave your boat in the water overnight. These campsites are nice.

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