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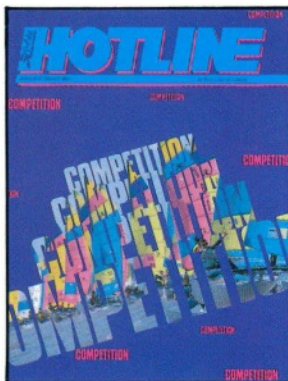
Texas hospitality takes top honors at the 1988 Hobie 16 U.S. Women's and Open National Championships.

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ON THE COVER

Eric Schlegel captures the intensity of the 1988 Hobie 16 Open Championship in Corpus Christi.

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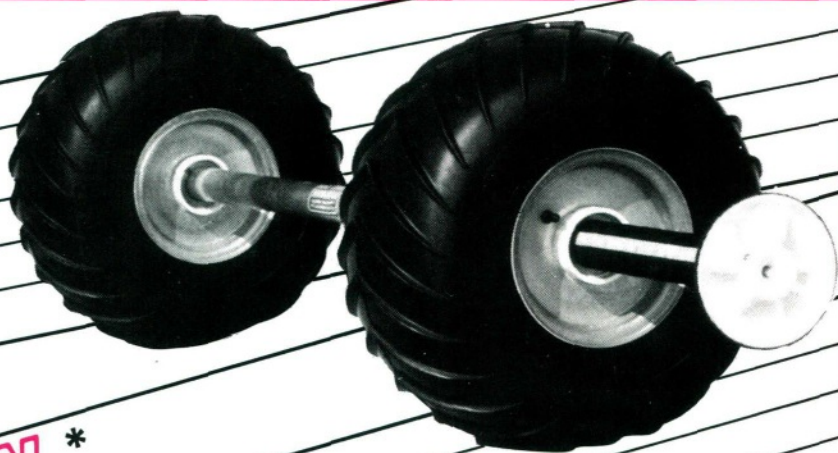
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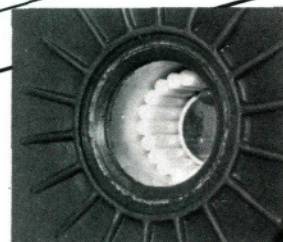
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A View For The New Year

BY BONNIE HEPBURN

The New Year is the traditional time for each of us to reexamine our lives. We look at where we've been, where we are and, most importantly, where we are going. Magazines are like people. They too have a dynamic, rich life which needs periodic (excuse the pun) review. At the HOTLINE, the staff takes the responsibility of reviewing and redefining our goals and missions on a regular basis. How hard can this be? you may ask. After all, this magazine is dedicated to Hobie Cat sailing. Our goals are to report on Hobie Cat sailing, encourage Hobie Cat sailing, and provide a forum for Hobie Cat sailors. Why does that ever require review and redefinition?

It really is not an easy task. To do it well, the staff has to be familiar with the nuts and bolts of Hobie Cat production; the mechanics of sailing and racing; the fine points of tuning and the simple pleasures of recreational boating. We must also have an understanding of the spirit of Hobie Cat sailing: Where that spirit comes from, why it continues to exist and grow and what we can do to foster it for our readers.

By definition, spirit is a nebulous concept and it is often difficult to convey it in the two-dimensional world of words and pictures. We never have difficulty feeling the special spirit of Hobie Cat sailors at local regattas and national championship however. Or the special feeling of old friends getting together at fleet events. Sharing the fun of Hobie Cat sailors as they leisurely sail in exotic or simple places is a unique and special benefit of working on the HOTLINE with Hobie Cat sailors. Where does this special spirit come from? And how can we translate it to you in its original form, without diluting it or diminishing it?

We do that by reporting on Hobie Cat activities, telling you what, where, why and how different fleet activities take place and by making sure that our readers get the full story of Hobie Cat racing events, including what happens both on and off the water. We try to convey the friendships and camaraderie that have always been and, we hope, will always be a special part of Hobie Cat events. In each issue, we bring you uncommon stories about distinctive people who give, contribute and encourage others in the Hobie way of sailing.

Translating where that special atmosphere comes from is more difficult. It is difficult, in part, because its source is so obvious that many people seem to overlook it. Where the spirit comes from is taken for granted by many of us who have been associated with Hobie Cat for a long time. It is also taken for granted by those among us who have just become

acquainted with Hobie Cat. That special atmosphere or spirit comes from us.

As we at the HOTLINE take the time to look back at 1988 and look forward to 1989, there are two important questions we must ask ourselves: What have we done and what are we going to do to nurture and care for that special feeling that makes Hobie Cat sailing so unique. It would be nice for us to be able to assign that responsibility to you. And you probably feel that it would be terrific if you could assign that responsibility to us. Well, in fact, we can't and you can't, because it belongs to both of us. And both of us must take care of it in order for it to stay alive and growing as long as we all want it to.

What do we need to do in order to take care of the Hobie spirit? As a magazine, the HOTLINE has a responsibility to recognize that spirit as a philosophy that we support editorially. Articles and features should continue to highlight examples of the Hobie spirit in action. Articles that will help readers to sail fast, competitively and safely should be developed and published.

In this first issue we'll share with you how the Hobie spirit cracked one of the frostiest frontiers in the world and what can happen when the Hobie way of life is joined to married life. We'll take you on a short tour of some hot sailing spots where you can enjoy Hobie sailing even when it's cold outside where you live. You'll be able to enjoy the success of Hobie sailors at the Alter Cup, as well as the keen competition and spirit of the Hobie 18 and Hobie 16 National Championship events. We'll join the Hobie 14 sailors as they gather for the Hobie 14 Turbo and Classic Championships. Doug Campbell, president and general manager of Hobie Cat, will give us his views about the Hobie Cat spirit, how it started, where it is and where it could be going. For 1989, this is just the beginning of our plans to nurture and care for the Hobie spirit.

Now, what about you? What does the Hobie spirit, the Hobie way of life mean to you? How can you best nurture it? We know for some of our readers nurturing the spirit means sharing racing tactics and tips, helping out at fleet events, giving of their time to teach and encourage the new sailor. For others, it may mean something entirely different. Whatever it means, drop us a line and let us know. Let's not take it for granted anymore. Let's bring it out in the open, sharing it with each other and with strangers. Let's show the rest of the world what it means to be a Hobie Cat sailor and invite them aboard for the ride of a lifetime. Happy New Year and Smooth Sailing to all of you!

CATAMARAN CAMARADERIE

BY DOUG CAMPBELL

In the beginning, Hobie Cat didn't have an advertising budget or a promotional fund. There was no HOTLINE, no public relations, no World Championship events. We didn't do any of the things that we now consider important to keep excitement and enthusiasm at a high level of energy. And yet, we survived, expanded, and prospered. We did have some advantages: a brand new product that worked; immensely talented, hard working people with a unique beach life style. Hobie Alter had that "touch of genius" and the Life Magazine story, "The Cat That Flies," gave us crucial publicity that helped us gain acceptance.

There is one other factor that stands out as a beacon illuminating the success of Hobie Cat sailing. That factor, the catalyst that made it all happen, was personal testimony: happy sailors telling the world about their new toy, their new game, their enthusiasm for their new sport.

Those early Hobie sailors, many of whom are still active and outstanding Hobie sailors today, told everyone about the fun and excitement of sailing fast on a lightweight, tough, go-almost-anywhere boat that didn't require you to belong to a yacht club. Those sailors became Hobie Cat's best representatives; they succeeded in building Hobie Cat sailing beyond anyone's wildest dreams.

Their personal affidavits were classic examples of people helping people to have fun. They were the foundation of "The Hobie Way Of Life" where fast sailors helped slower sailors to get good enough to make the competition tough and in the process made lifelong friendships worldwide!

Either consciously or unconsciously, the early Hobie sailors recognized that new people had to be attracted to Hobie sailing. Without new blood, new people and new fleet members, there would be no Hobie sailing next week, next month or next year. Their desire to share sailing with friends worked for everyone involved with Hobie Cats.

Out of those early days came most of the attitudes and philosophies that are the underpinning of today's Hobie sailors and programs, attitudes and philosophies that keep us strong while others have faded away. These special beliefs include the sharing of secrets, fair play, being laid back, enjoying the competition, going fast, marvelling at the skills of others, helping and participating. We believe they represent a unique way to enjoy sports, a way we know as the "Hobie Way of Life".

"The Hobie Way of Life" is fantastic and

deeply satisfying for thousands of sailors worldwide. And, most importantly, the Hobie spirit remains alive today. Two members of the World Hobie Class Association executive board probably best personify that spirit.

Wayne Schafer, of Capistrano Beach, California, is a Hobie original. An outstanding sailor, Wayne always finds the time to talk to new sailors, give tips, discuss tactics, hold seminars, spread the gospel and be a friend. It is little wonder that Wayne was reelected by his peers at the 1988 WHCA World Council Annual Meeting as President of the World Hobie Class Association.

It was no coincidence that Graham Palcsy of Australia was elected Vice President of the WHCA at the same meeting. Graham has many of the same, sharing philosophies; giving generously of himself, his time and his knowledge. Both of these sailors are proof that the World Association Executive Offices are in good hands and committed to the Hobie way of sailing.

But still, Wayne, Graham and all of the other Hobie people who give, help, and volunteer, cannot do it alone! The Hobie Cat Company can't do it alone and neither can Hobie dealers. And individual Hobie sailors can't do it alone either!

Only all of us, working together as a team, or a "crew," have a chance of keeping our sport going at high levels of fun and excitement in today's environment.

Why does it take all this effort to keep Hobie Cats flying high? Because it's tough out there in the sailing market. Industry sales of new sailboats in 1988 were lower than any year since the ancient 1960's. Even sailboards, the "new guy," had a very significant sales drop in 1988. Used boats take up some of the slack, but the indicators are clear: new people entering into sailing for the first time were down significantly in 1988. And that probably means fewer new Hobie sailors joining the fleets.

I've heard a thousand reasons why this is happening and they all have some validity. Perhaps Hobie sailing, and all of the rest of the sailing world, is not as unique as it once was. Maybe it's because today's competition is tougher in all respects, and the willingness to help your competitor has dimmed with our drive to win at all costs. Maybe it simply was easier to share when there were fewer Hobie sailors whose skill levels were more evenly matched. There may be other reasons, but the truth is, I really don't know the answer.

There is one thing, though, that I do know. The Hobie "spirit" has changed, at least for some of our sailors. Two experiences I had at Hobie World

Championships this summer shook me badly. Both of them were almost identical even though they occurred at different events and in different locales.


On both occasions, I heard world class sailors say, "I'm not going to give away all my secrets." "Why not?" I thought, but to my shame, I was too dense to say anything at the time. It was the first time I had heard Hobie sailors say these words.

Next time, though, I'll be ready. That approach to sailing is not the Hobie Alter way I know. In fact, that philosophy, or attitude, is exactly opposite of the real essence of Hobie sailing: the fairness and sharing among friends ALL of the time. While I fully acknowledge that attitudes and social pressures have changed many people's approach to life (and sailor's outlooks at the same time), I am convinced beyond a doubt that Hobie sailing must remain close to the original principles of sailors helping other sailors; teaching and learning from one another; welcoming and encouraging new sailors; and, most importantly, introducing neighbors and friends to the thrills of Hobie Cats. This is what made it great in the first place; this is what will keep it going strong in the future.

Don't get me wrong! Today's Hobie Class is strong enough to survive for years if we collectively keep "doing it like we're doing it." We have a hard core nucleus that assures this survival until the day comes when we're all too old and frail to "Sheet In and Max Out!" one more time.

But what then? What about tomorrow? Next year? Ten years from now? Where are we headed? I submit to you that without a collective helping and sharing attitude, the long term forecast is cloudy with severe squalls. Future generations of sailors aren't going to experience the thrills, the excitement, the competition, the fun and the sport of Hobie sailing if we fail to bring into our sport the newcomers, those very sailors who will pin our ears back as soon as we teach them the ropes.

We are the custodians of the Hobie Way. All of us have the responsibility to bring in new sailors; teach them the tricks; show them how to challenge and possibly beat us; and keep our game going. Why? Because it IS fun! Happy Hobie sailors telling others about the great sport we've got going is the surest way we have to guarantee many more years of great sailing.

None of us can do it alone, but together, it's a breeze. IT CAN BE DONE-THE "HOBIE WAY"! And for all of us, that is the only way!! Happy New Year and have a great sailing 1989! SAIL SAFE, SAIL FAST, SAIL WITH A NEW SAILOR! 

LETTERS

We Try!

I am not going to renew my subscription and I want you to know why. The content of your magazine continues to decline as far as the quality of writing and the interest of articles. Most of your content is race results or club reports. This should be the responsibility of the local fleet association. This makes your magazine a higher priced mimeographed version of a fleet newsletter.

Get more how to, product reviews, interesting places to sail, more non-racing photos. Report on Nationals and Internationals and leave the rest to fleets. Tell us more about Hobie Cat boats and how to use them to sail better and have more fun with safety.

Offer a magazine with the quality of the Hobie 16 and I'll renew.

Davis Reid
Broken Arrow, OK

We try to put out a magazine with the quality of a Hobie 16 every time we go to press. For some of our readers we are successful all of the time, for others part of the time and for others, well, keep on reading because we'll keep on trying. -Ed.

No Way to Treat a Friend

On a recent holiday in the USA, we attempted to join in with a local regatta (the Turkey Regatta, Monterey) and would like to share our experience with others who might want to do a similar thing.

Six weeks before the Regatta, we made several phone calls to the organizers to try and get a rental boat, or to crew for anyone who was short-handed. Either our calls were not taken seriously, or they were ignored since, after carrying smelly sailing gear 7,000 miles, we found ourselves sitting on the beach watching 80 Hobies out in perfect conditions. Believe me, watching, instead of sailing, isn't a lot of fun.

After talking to several competitors, we found that several boats did not race because they did not have crews! Apparently the only way to get involved is to either pester the life out of the organizers and get a commitment from them, or sit all day at registration looking for skippers without crews.

So, if you're travelling the States and want to take part in a regatta, then do your homework first, because, believe us, it's not as easy as you might think.

Neil Thursby & Carolyn Armstrong
Tyne & Wear, England

We know that there are hundreds of details that go into putting on a successful regatta and it's not difficult for something, or someone, to get overlooked. We also know and believe that, when it does happen, it certainly isn't intentional. Hobie Cat sailors are the key ingredient of Hobie Cat sailing. Doug Campbell talks about this important ingredient on page 11 of this issue of the HOTLINE. -Ed.

Hurray for Hobie Cats!

In all of the years of boat racing, there has only been one man in the entire world who has won all three awards; the Hall of Fame in 1947; the APBA Honor Squadron in 1980 and the Union International Motor Boating Gold Medal of Honor in 1971. As you might have guessed, the man is me. There's nothing unusual about the story, or that would interest you, except what kind of a boat does he sail?

As I'm sure you have guessed, it's a Hobie Cat 16! It makes no difference whether it is power, sail, land, sea, or air; a high performance person manages to find the vehicle which best suits his need and, under sail, that's a Hobie Cat.

Edward H. Nabb
Cambridge, MD

Sail on Hobie Cats! -Ed.

Hurray for Us!

I've been sailing a Hobie 16 since 1965. My sail number is 3804. With all that water under my hulls I've paid my dues.

I want to offer my compliments on the contents of the November/December issue of your magazine. Your editorial on safety, the article on the Coast Guard and the general temper of the issue makes it a true "sail" magazine.

I was getting a bit tired of the "tushcake" shots which have been filling the pages for the past year or so (when you've seen one, you've seen them all). But I'll never get tired of solid articles on sailing, safety and great events.

Keep up the good work.

G.F. Jansen
New York City

We will! Thank you very much! -Ed.

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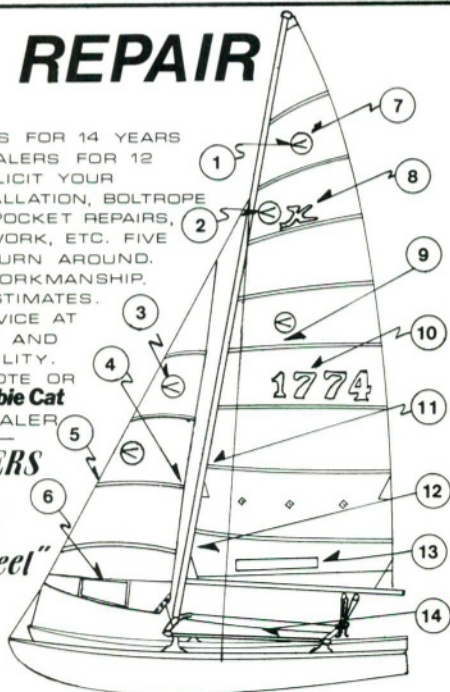
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HOBIE BRIEFS

NEW NORTH AMERICAN REGION CLASS ASSOCIATION

It wasn't all sailing, protests, and partying at the 1988 Hobie 16 Nationals held at Corpus Christi, Texas the week of November 6th. During the evening of November 9th and 10th the new, high energy North American Region Class Association (formerly named North American Region) was elected by the Division Chairmen and their alternates.

The officers elected were: Wick Smith, Wake Forest, North Carolina, Regional Chairman; Jane Sherrod, Joshua, Texas, Vice Chairman; David Shearer, Salt Lake City, Utah, Executive Secretary; Paul Ulibarri, Seattle, Washington, Executive Director; Bob Anderson, Regina, Sask, Canada, President of the Canadian Hobie Class Association; and Jorge Murrieta, Mexico City, Mexico, President of the Mexican Hobie Class Association. The new officers will automatically become members of the North American Regional Board.

The new executives face some major challenges in the immediate future. Setting up the pre-qualified slots for the 1989 U.S. Nationals received a great deal of input at the Corpus Christi meeting. The final decisions on this will come following further input from the divisions and will be published in the March/April 1989 regatta schedule issue of the HOTLINE.

Also needing immediate action is a new version of the Hobie Class Association Standard Sailing Instructions for fleets and divisions. Fleet and division input will be welcomed by the newly elected officers.

The North American Hobie Class Association is responsible for determining division boundaries, coordinating the scheduling of events between divisions, qualifying format and slot allocation for nationals, input on Class Association rules and regulations, and any other matters affecting North American Hobie sailing.

BASHFORD EDGES DRYLAND IN SAN FRANCISCO PROSAIL RACE

Ian Bashford of Australia ended countryman Brett Dryland's dominance of the Hobie 21 class by a narrow one point margin at the fifth event in the Salem ProSail Series held in San Francisco. Dryland had won the first four races of the October event and was leading in the last heat when his team ran into a forty foot wave that capsized his Hobie 21. Dryland and his Starbus Supplex I team quickly righted their boat and, to their credit, sailed to a respectable 12th place finish. The twelfth place finish, however, was enough to drop Dryland into second and allow Bashford to take the victory. Dryland's overall second place finish in the event did allow him to take the lead in both points and earnings for the first time in the ProSail series, edging out the Hobie Sunglasses Team.

Dryland currently leads the Salem ProSail Series Hobie 21 class with 189 points followed by Jeff Alter's Havoline Race Team with 186. The Salem ProSail Series concluded the 1988 season with a championship race in Miami, FL on December 8-11. Results were not available at press time.

HOBIE 21 ELIGIBLE FOR WORLD 1000 RACE

Rule changes for the 1989 World 1000 long-distance race have made it possible for the Hobie 21 to compete in this challenging competition. Modifications to the single class race rules allow boats of 21 1/4 feet to participate in the 1989 event that starts May 9th in Miami Beach, FL and ends May 21st in Virginia Beach, VA. The field is open to 25 teams who must pay an entry fee of \$1000 by January 21, 1989, 2400 hours to compete for a cash purse of \$20,000. For more information contact: World 1000 Inc., 529 Viking Road, Virginia Beach, VA 23452, 804-463-7469.

M

arriage is a strange and wonderful partnership. It requires tremendous effort from two separate and unique individuals who come together to form a union of love, caring and joy to carry them through the storms of life. Marriage vows are not undertaken lightly. They are carefully considered. What do they mean now; what will they mean in the future? For different people they carry different meanings. They can hold the promise of future joy; the burden of current conditions; the happiness of past memories.

Marriage vows are harbingers of

hooking up to a thin wire, pushing their bodies out into the void as their spouses madly maneuver through rushing water. Marriage vows can teach people to be forgiving when our madly maneuvering spouse makes a mistake that catapults us through the air, or blows a tack that cost us the race, or simply forgets all of the reasons that we made the vows in the first place.

This story is a tribute to all those husbands and wives who do race and sail together: I salute and applaud you! The following couples are modern day success stories who are familiar with the special sharing that partners enjoy when they team up on the water. With all the trials and tribulations of life, it's encouraging to know that husbands and wives can still share the same hobbies without going batty. Here's how they do it.

Hobie Sailing and Marriage - The Perfect Combination

Bill and Sherie Greer Olivenhain, California

Bill and Sherie are as Hobie Cat as they come. They just sold their suburban house in San Diego and bought a new ranch style house on the outskirts of town. Rumor has it they moved because they needed a bigger garage. Their old garage is pictured in Webster's dictionary next to the word TYPHOON. Yes, the rural life agrees with them.

Married in 1976, they have been sailing Hobie 16s together since 1977. Bill, at 37, and Sherie, 36 years of age, have been blessed with a terrific young son, David.

Bill has been sailing for many, many years. I know this because Bill at one time owned a boat called "The Squiggle P." I'm sure you'll agree that any man with a boat named like that had better be able to back it up with his sailing ability. That takes guts!

The Greers have always been concerned and active participants in the direction of Fleet 4 in Division 2. One of Bill's achievements, while Commodore of Fleet 4, was to set up the nation's first regatta for women only: the Duel Regatta. This was a long overdue and well-received race. As Sherie pointed out, "The race was brought about by the chauvinist attitude of the fleet in previous years, and, if Bill wanted my help, that attitude had to stop." With the women's race, that attitude did change.

Besides the normal fleet meeting and activities, the Greers would open up their home to the over two hundred and fifty members of Fleet 4 for such things as Halloween parties, New Year's Eve parties and dances. Having been involved in some of these parties, I can attest to the success of these activities.

Anyone who has had to live with the Commodore of a fleet knows what a drain it is on time and energy. That drain affects both husband and wife, regardless of which one is the officer. Bill held that title for



MARRIED MANEUVERS

change and challenge, signaling different conditions for those who choose to make the formal promises before the proper authorities. They mark new lives, sometimes new names, change of residences, new ways of life. Some change from quiet introverted single people to exciting confident spouses. Others move from devil-may-care single people to serious spouses concerned with leaking roofs and aluminum gutters. Marriage vows are a learning experience. They require new philosophies of compromise: learning a new language; new skills. For some the vows mean learning how to climb on two tubes of plastic,



BY RICHARD BLOUNT
PHOTOGRAPHY
BY PAUL DINGMAN

two years.

The Greer's first wedding anniversary was spent celebrating and sailing at a fleet race, actually a launch-through-the-surf fleet race. Sherie admitted to having a real fear of the water, and didn't think events like this one came under the for-better-or-worse-deal she had agreed to. She was certain that they were going to flip each and every time Bill sheeted in and flew a hull. Sherie wore everything possible that floated: wetsuits, life jackets and booties. She probably had a grip on the throwable as well. Sherie laughs at those days now, and admits the ocean was probably dead calm with no surf.

"Sailing to be successful meant a certain learning process," Bill commented. "Good teamwork takes time. Besides, what does a clinical nurse specialist in Ontology and an applications engineer, for Deutsch, know about tacking a catamaran?"

Bill came up with a plan to teach his wife to think and sail like he did. "A tack isn't just turning the boat and going the other way. I developed a step by step system that let both of us know exactly what was going on," Bill said. It went something like this: Thirty seconds before the tack, Bill would tell Sherie to prepare to tack, then five seconds before actually tacking, he'd say, "We're tacking." Next he would add, "Helm to lee." This way there were no surprises. "Sure there are panic tacks and unusual situations, but the more we talk and share ideas the better off we are." Bill admits it's no special secret, just open communication. "If I was going to dip start or go for the leeward pin on a start, my wife knew what I was thinking, because we talked about it beforehand. She has a great mind, not getting her input would be a mistake." Sherie appreciates that sentiment. "It makes a tremendous difference to sail with Bill and know I'm part of the decision making process and that I'm treated with respect and that he listens. We both want to win, and teamwork is the key," she stated.

Having a child hasn't slowed down the Greer clan. In fact, David went to his first regatta at age six weeks in Mexico. With a babysitter in tow, anything is possible. Now that David is six, he brings a friend along and they still have a great time together as a family.

You can bet Hobie Cat sailing will continue to be a major force in the Greer household. You see, they are in the market for another 16. I don't know who will get to pick out the colors, but I'm sure they have talked about it. Communication, that's what it's all about on or off the water.

Dennis and Pat Dwyer Coco Beach, Florida

Dennis and Pat have made Hobie Catting a big part of their lives, too. They race out of Division 8 in Fleet 45 and proudly

boast of getting in twenty to thirty races a year. That's a lot of sailing!

They have two daughters, Lisa, 12 and Jennifer, 18 and the family has just added a new son-in-law, Greg. With a 20th wedding anniversary this past Thanksgiving, Dennis and Pat don't let much stand in the way of fun. Whether it be camping, canoeing or sailing, getting outside is their goal. That holds true for Dennis in his work too; he is a telephone repairman.

The Dwyers are very active in the fleet. He is presently the Commodore and she is the Treasurer of Fleet 45. While Dennis steers the direction of the fleet, which includes his fight for more access to the water against the County Commissioners, Pat sees to it that the books are balanced and the regattas provide money to keep the fleet solvent.

They bought their first Hobie in 1973; however, Pat didn't start racing until 1979. She admits she was scared in the beginning. "Going fast is great and I don't mind getting wet, I just don't like to flip," she said emphatically.

Having gone through three Hobie 16s, the Dwyers currently race a Hobie 18. They don't miss the 16s; both agree that, with the more complicated boat, they are having more fun and going a lot faster. "Besides, we wanted to see what a Hobie 18 was really like," added Dennis.

The secret of this sailing team's success is simple. Pat told me it takes the same standards on the boat as it does at home. "We don't fight at home and we don't fight out on the water," she stated. When racing, Dennis decides the course and tries to work on boat speed. Pat's job is to continually feed information to Dennis: who is going with them on a particular tack; the boat's speed compared to others; whether they are gaining or losing ground; whether they are on the lay line or not. This allows Dennis to concentrate on steering the boat as fast as possible in any given direction. A major part of teamwork is mutual trust and the Dwyers use it to sail well.

Women who think an 18 may be too physical for them can take a lesson from Pat. She is also responsible for the down-hull adjustments, outhaul, mast rotation, centerboards, main traveler and, of course, her jib!

Skill and desire can overcome practically anything, and to give you an idea how hard Pat and Dennis try on their boat, let me tell you a story about them. They were racing down in Gainesville, Florida, sailing in first place, when Dennis made the mistake of telling his wife that the only thing that could prevent them from winning would be to flip. As soon as the words were out of his mouth, they flipped. In the process of tipping over, Pat was thrown hard against the mast and cracked three of her teeth. Together they righted the boat and finished the race. That is a lot of desire,

if you ask me!

Dennis and Pat do see couples fighting and bickering on the water. For those of you that might be in that category, they offer these thoughts for smooth sailing together. "Whatever happens out on the water, you have to learn to forget about it. If you do make a mistake, try to put it out of your mind. If you dwell on it, the situation will only get worse. None of us are perfect, so keep sailing and have a good time."

Ted and Sue Lindley Phoenix, Arizona

Ted and Sue prove you don't need water in your back yard to be great sailors. Over the last several years they have been the Hobie 18 team from Fleet 66 to beat in Arizona. They have won the state championship many times together.

**When Ted saw some Hobie
Cats blazing across Lake
Pleasant, he knew that
was what they needed.**

Fifty-seven years old, Ted works as a sales executive for a cement company. To keep in shape when he's not sailing, he works in the yard, bicycles and skis. Sue, fifty-one, spends her free time horseback riding and exercising with Jazzercise.

The Lindleys had been involved with sailing for many years before Hobie came into their lives. In fact, they owned a Mercury, a handicap in Arizona, where there were no hoists to lift it in and out of the water. When Ted saw some Hobie Cats blazing across Lake Pleasant, he knew that was what they needed.

They started with a 16 and switched over to an 18 the second year they came out. They are presently wearing out Hobie 18 number four. When their sails get old, they don't replace them; they go out and get a whole new boat! The Phoenix dealers must love them.

Ted and Sue average fourteen major races a year, including a lot of the Division 2 races. A normal weekend of Hobie racing for Ted and Sue mean eight to ten hour drives before and after the race, but they say the drives are not so bad. The chance to compete with tougher sailors in other divisions makes it well worth the effort. An added bonus is that a lot of their seven

kids live on the West Coast and they get to visit them, plus maintain their friendships with fellow Hobie Catters.

They make it a point to always sail in other divisions. "When we go to the nationals or worlds, we always know that many more sailors," Sue points out. Having sailed in Australia, Canada, Michigan, Washington, Florida, Mexico, Minnesota and California, the Lindleys have friends from coast to coast. They truly believe that the Hobie 18 sailors are like a giant family, and several of their very closest friends come from this group.

Ted attributes their success to some critical factors, the first being temperament. "I keep things inside; I don't yell if there is an error. You must learn to forget about it. As a skipper, I accept responsibility, right or

**The desire to win has to
be within both. With the
same goals, making the
boat go fast is easy.**

wrong. My crew's willingness to keep mum about the fact that I was an idiot also helps.

"It's also rare to find two people who like something to the same degree," Ted continued. "I love sailing and Sue loves it just as much as I do. The desire to win has to be within both. With the same goals, making the boat go fast is easy."

From Sue's point of view, Ted is a saint. "He does not do any yelling, so I don't have any reason to get upset at him. We converse very little on the boat. We both want to win, no matter who makes a mistake. If there is an error, it's certainly not intentional and it doesn't do any good for your concentration if you start yelling at each other. We may discuss what went wrong without blame and that makes us better sailors."

If eagerness helps win races, then Sue has it in buckets. To get the jib in with double trap weather, she literally wraps her hands in the jib sheet and gets it in tight, quite a feat for someone 5'3" tall.

There is a great story about Sue and Ted

racing their Hobie 18 in decent air on Lake Dillon, Colorado. The boat flipped and, as a result, every sailor's greatest fear happened to Sue. Her trapeze harness became lodged in the trampoline. As the situation became more serious, Sue tried harder and harder to get free of the tangle. The hook wouldn't budge. Ted wasn't able to free Sue either. In fact, his only hope was to pull on Sue's neck, trying to keep her head above water. After several moments of real terror, the boat stabilized in the turtle position, which was just the break they needed. With Ted holding Sue's head above water, she was able to remove her life jacket and unhook the trapped suit from the trampoline. Then they righted the boat, finished the race and placed third.

After that episode, both Sue and Ted became believers in the ball and socket trap system. Like Ted said, "With the old system, it only has to get caught once and you've got a tragedy!"

Jan and Clive May South Miami, Florida

Jan and Clive sail with Fleet 36 in Division 8. If Hobie Alter had not made Hobie Cats, it is very likely that Jan and Clive would not have met. They discovered each other at a Hobie regatta and eventually married in February, 1988. It all started back in 1981 in Clearwater, FL, when Jan was talked into crewing on a Hobie 16, a boat she had never sailed.

Reflecting back on those days, Jan admits she was very fortunate to sail with some of Florida's finest, sailors like Bob Johnson and Bob Curry, because when the people around you are so good it makes you want to learn more yourself. She admits that as much as she enjoyed sailing with the very best, she also likes to sail with C Fleeters, passing along her knowledge as others have for her.

While she was in Clearwater, Clive was very active in his fleet in Miami. At various times, he held every position in the fleet, from race committee to Commodore. Jan remembers Clive as the guy who ran all the races in that area.

The romance first generated a spark at a Fort Lauderdale party. Fred MacIntosh, who was an old friend of Jan's, was leaving the party with Clive. Fred planted a good-night kiss on Jan's cheek and Clive did the same thing. To this day, Clive denies that it's true, but Sue sticks by her story.

A year went by and they met again at the Midwinters in Tampa. Jan offered to buy Clive a beer because she was interested in hearing his thoughts on the direction of the fleet. She was moving to the Miami area and wanted to see how other fleets worked. Jan had held different positions in Fleet 5, including that of Commodore, so it was easy for them to communicate. The meeting was a success and the Mays have been sailing 18s

together ever since.

Jan, a manager's assistant for Dean Witter, and Clive, a powerboat mechanic, offered these thoughts on how they can race sixty days a year and enjoy themselves at the same time.

"You have to remember that you're there to have fun! The person you're sailing with is the person you love. You're not always going to agree with them, but it's only a boat race. You have to have a lot of respect for one another," offered Jan.

"On the boat Jan is the vocal one," Clive pointed out. "She gets excited if a boat is anywhere near, even if it's two hundred yards away. She will yell, 'Look out for that boat', and I reply, 'What boat? You mean the one way over there?'"

As much as Jan wants to help, she gets frustrated a lot out on the race course. She may not understand just what Clive is thinking and he won't say till the race is over. He keeps his racing thoughts mostly to himself.


As Clive is the first to point out, "The only time we ever disagree is out on the water. We leave it out on the water, too! We'll talk about what happened out on the water and learn from our mistakes. Why did it happen? How should we correct it if it happens again? Can we do it better?" Through this system of analysis, they can continue to improve their technique and thus go faster.


They have been able to sail together in three nationals: Clearwater, Cedar Point and the recently-held Pensacola race. They had a shot to finish in the top ten in Pensacola; unfortunately, they were involved in a difficult protest that involved room at a mark, and lost the decision. That forced them to eat a score of 35, instead of an 11, and eliminated any hopes they had for a top ten finish.

If they are not out on Hobies, Jan and Clive are still in or on the water. They own a powerboat and enjoy snorkeling, scuba diving for lobster, fishing and other watery fun. In addition, they still find time to snow ski.

The future is wide open for the Mays. They are talking about the 1989 Hobie 18 World Championship in Monterey, California this coming spring. They have tried a Hobie 21. Whatever their future plans include, you can be sure Hobies and the "Hobie Way of Life" will be with them.

For those of us who yell and scream at our crews, perhaps it's time we stop. I'm sure we all want to win, but whether we are in C Fleet or a seasoned veteran of the nationals, the bottom line is: No matter how much you yell at your crew, it will not make the boat go any faster.

The only way that sailboats go faster is with better teamwork, open communication and practice. Those of you who are not willing to pay that price must not want it bad enough. The couples featured in this story certainly do! 



SAIL LOFT SECRETS

BY MICK CORLEY

If Pete Wehrheim had a nickel for every time he took the blame for a sailor losing a race, he could retire a rich man. Pete, the manager of the Hobie Cat sail loft, thinks that one of the greatest myths of Hobie sailing is the alleged difference in sails. "We hear lots of stories about sails costing someone a race," Wehrheim says, "the other guy has bigger sails, faster sails or better sails. But, believe me, if they come from this sail loft,

they're all the same."

Hobie Cat's sail loft is tucked away in a corner of their manufacturing facility in Oceanside, CA. The large room looks like a perfect place to hold a meeting for all the Hobie Cat fleet members. Tables, four feet high, stretch the length of the room. Stretched out on one of the tables is a long roll of brightly colored cloth. Two of the loft employees walk rapidly up and down the length of one table, scissors in hand. Strips

of sailcloth lie on other tables in organized confusion as they are sorted, matched and sewn together. Hanging on the wall are printed charts of sail plans and Hobies, Holders and Alphas under way in brisk wind. Large rolls of tightly wound polyester sailcloth on shelves line the other wall. The room is filled with the quiet noises of sewing machines and scissors slicing through cloth.

Since 1973 this room has been responsible for providing the sails for most of the Hobie Cat product line. Prior to that, Hobie Cat sails were made by an outside contractor, but increasing demand for Hobie Cat's products made the need for exact adherence to specification increasingly important. The high volume production line enables Hobie Cat to keep the costs of the sails as low as possible and insures that each sail matches the one that's on your boat. The loft is purely a production facility. No genius hunches over a computer figuring out the next great innovation in sail design. Rather than innovation the loft is concerned with quality, durability and stability. Materials for the sails are examined for their ability to withstand the rigors of sailing: exposure to wind, water and sun. The staff evaluates the stability of the sailcloth to make sure it will keep its original specifications; they look for materials that will last even if they are not maintained according to factory recommendations.

The staff of the sail loft doesn't create, they produce. The design process takes place during the research and development portion of the production process. As the boat designers develop the sailing parameters of the boat, they consider what type of sail plan will facilitate the boat's performance. Those factors are given to a sail designer who creates the basic sail pattern and makes the first sail. Wehrheim feels that there will be little difference in the sail when the designer is making a sail that will be mass produced. "Two different sail designers might come up with different designs but the differences will be subjective design parameters rather than significant performance factors," Wehrheim says. To illustrate his point, Wehrheim related how a sail designer had approached Hobie Cat with a new design for a sail that was already in production. The designer asserted that the new design would increase the boat's performance. To verify this, the Hobie Cat Research & Development Department took two boats off the assembly line and rigged one with stock sails and the other with the proposed new design. After extensive match racing between the two boats, the Research & Development Department found no discernable difference in the performance levels of the sails.

When the design for a sail has been finalized and approved and the demand and cost factors are feasible, the sail loft takes over.

The first step in the production process is the creation of a master pattern for the sail. Wehrheim likens the process to putting a puzzle together. "We know what the final picture looks like; we know how many pieces we are starting with; we just have to figure out the right way to cut and sew them together," he says. Starting with the amount of material on a roll of sailcloth, and the amount of material required for the individual sail panels, the master pattern is laid out to maximize the number of panels that can be cut from one roll of cloth with the minimal amount of waste and time expended. Once the master pattern has been completed, working patterns are made from it. The working copies duplicate the master pattern. The only difference in the patterns are their use. The master pattern is carefully put away until

**If a sail was significantly
different from one made
yesterday then, like a
piece of a puzzle, it just
wouldn't fit the pattern.**



the next time working patterns are needed. The working patterns are used daily for the actual cutting of the sailcloth.

The sailcloth itself is generally a woven polyester material. While the industry is undergoing a rapid change in material selection, from woven polyester to laminated polyester material, the critical selection factors remain constant. The material must have zero porosity, durability and resist stretching. While the sailing industry is always looking for new sailcloth material, there doesn't appear to be anything revolutionary on the horizon. Research on the use of carbon fiber composites for production sailboats continues but cost and color availability remain problematic.

With the type of cloth established, the

sail cutters carefully unroll the cloth. Making sure the cloth lays completely flat on the table the working pattern is put down and secured to the cloth. Using swift, sure movements, the cutter rapidly slices down the length of the pattern. The sailcloth quickly loses its long rectangular shape and becomes a series of smaller panels. The process is repeated again and again until the cutters have accumulated sufficient panels to move on to the next bolt of cloth. Choosing a second color, the cutters duplicate the operation until all of the different size sail panels are cut. The cutters gather all the panels necessary to make one sail, clip them together and transfer them to the sewing table.

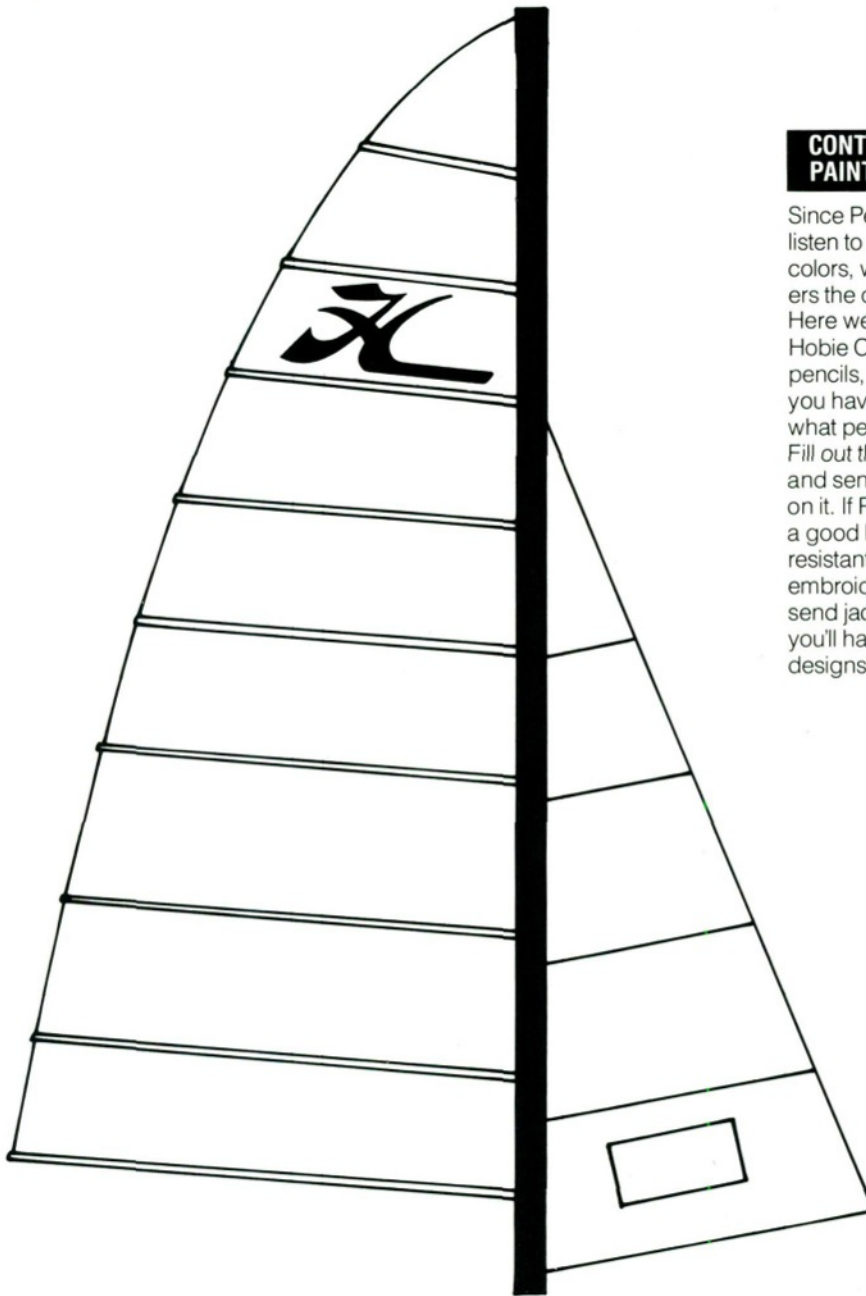
The panels are assembled to verify that they conform to specifications, they then painstakingly lay them in the correct order on their table and piece them together to insure that all the panels are cut correctly. When the panels are pieced together the operator begins sewing them using a heavy duty industrial machine and a special thread that has been impregnated with ultraviolet inhibitors. The bright panels move through the sewing machines quickly and efficiently, as the disjointed and seemingly uncoordinated pieces of cloth take on the familiar pattern of Hobie Cat sails. If a sail that was made at the Hobie Cat loft was significantly different from one made yesterday, or last week, or last month, then, like a piece of a puzzle, it just wouldn't fit the pattern no matter how hard the operator tried to make it work.

Thirteen full-time employees work in the sail loft. Trained sailmakers are hard to come by, so each of the loft workers has on-the-job training. It takes about three or four months for a sail cutter to become proficient at cutting panels. The sewing machine operators are up and contributing to the production flow after six months. When hiring workers Wehrheim looks at all of the usual attributes that make a quality employee but he's also interested in puzzle-solving ability. "If a person is good at putting puzzles together, then it's easier for us to piece our sails together and, more importantly, to know when they don't fit together the way they should," he says.

It appears that the only random process in all of the activities and duties of the sail loft is the choice of sail colors. Choosing colors is everybody's responsibility. "We pay attention to market research and what we hear from both our dealers and sailors," Wehrheim states, "but we also like to have a little fun with the choices. Sometimes we'll have a sail coloring competition for the office staff; other times we just throw the dice."

When asked to share the sail loft's secrets Pete just laughed. "We only have two," he said, "and we keep trying to give them away. The first one is that we don't have any secrets and the second is everyone's sail is the same." 

Paint Your Sail



CONTEST PAINT YOUR SAIL

Since Pete told us that they were willing to listen to everybody's ideas for new sail colors, we decided to give **HOTLINE** readers the opportunity to color their sails. Here we've given you the outline of a Hobie Cat sail. Grab your crayons, colored pencils, magic markers or whatever else you have on hand and show the sail loft what perfect Hobie sails should look like. Fill out the form below; cut out the page and send it to us. Be sure to put a stamp on it. If Pete likes your colors, he'll send you a good looking, wind repellent and water resistant jacket with the Hobie Cat logo embroidered on the outside! In fact, he'll send jackets to the top three entries. But you'll have to hurry. He wants to see your designs by January 30, 1989.

ENTRY FORM

NAME _____

ADDRESS _____

CITY STATE ZIP _____

JACKET SIZE (Check one)

S

M

L

XL

☐☐☐☐

PLACE
STAMP
HERE

HOTLINE
PAINT YOUR SAIL
P.O. BOX 1008
OCEANSIDE, CA 92054

I'D RUDDER BE SAILING

BY BILL BALDWIN

PHOTOGRAPHY BY WILL GIBSON


When you own a Hobie Cat, one of the things that you need to do is to adjust the rudder kick-up system. So you take out your assembly manual, look up the part about adjusting the tension spring, get out your biggest screwdriver and really crank down on the adjustment screw. But the next time you go sailing, there go the rudders again!

There are three very important adjustments that should be made to the rudder assembly.

1. The rudder rake screw which adjusts blade angle (Photo 1A).
2. The cam plate bolt which aligns the whole system (Photo 1B).
3. The cam tension screw which adjusts kick-up tension (Photo 1C).

When system adjustments are made improperly, however, the system still won't work right. To adjust the rudder system properly, you will first need a large flat screwdriver, a 3/16" allen wrench and a 1/2" socket wrench and, secondly, you must follow these steps in order!

1. Lift the rudder arm to unlock the assembly.
2. Using the allen wrench, adjust the rudder rake screw to give the desired blade angle.
3. Make sure that the blade is seated against the adjustment screw, loosen the cam plate bolt and lock down the assembly. Slide the plate back a little and then forward as far as it will go. Retighten the bolt with the 1/2" socket.
4. Adjust the kick-up tension screw with the screwdriver. You can calibrate the tension with a fish scale and a loop of rope by making a loop in the rope and putting it on the rudder blade about 24" down from the front bolt hole. Hook the scale to the loop and pull. Factory kick-up tension is set between 18-22 pounds.

The biggest problem with rudder adjustment is when a skipper changes the blade adjustment without reseating the cam plate. Even a very minor adjustment to the rudder causes the cam to be partially rotated inside the casting, dramatically reducing the kick-up resistance (see Photo 2). That means every time you make a blade rake adjustment, you must also reseat the plate, **AFTER** you have finished adjusting the blade rake. 

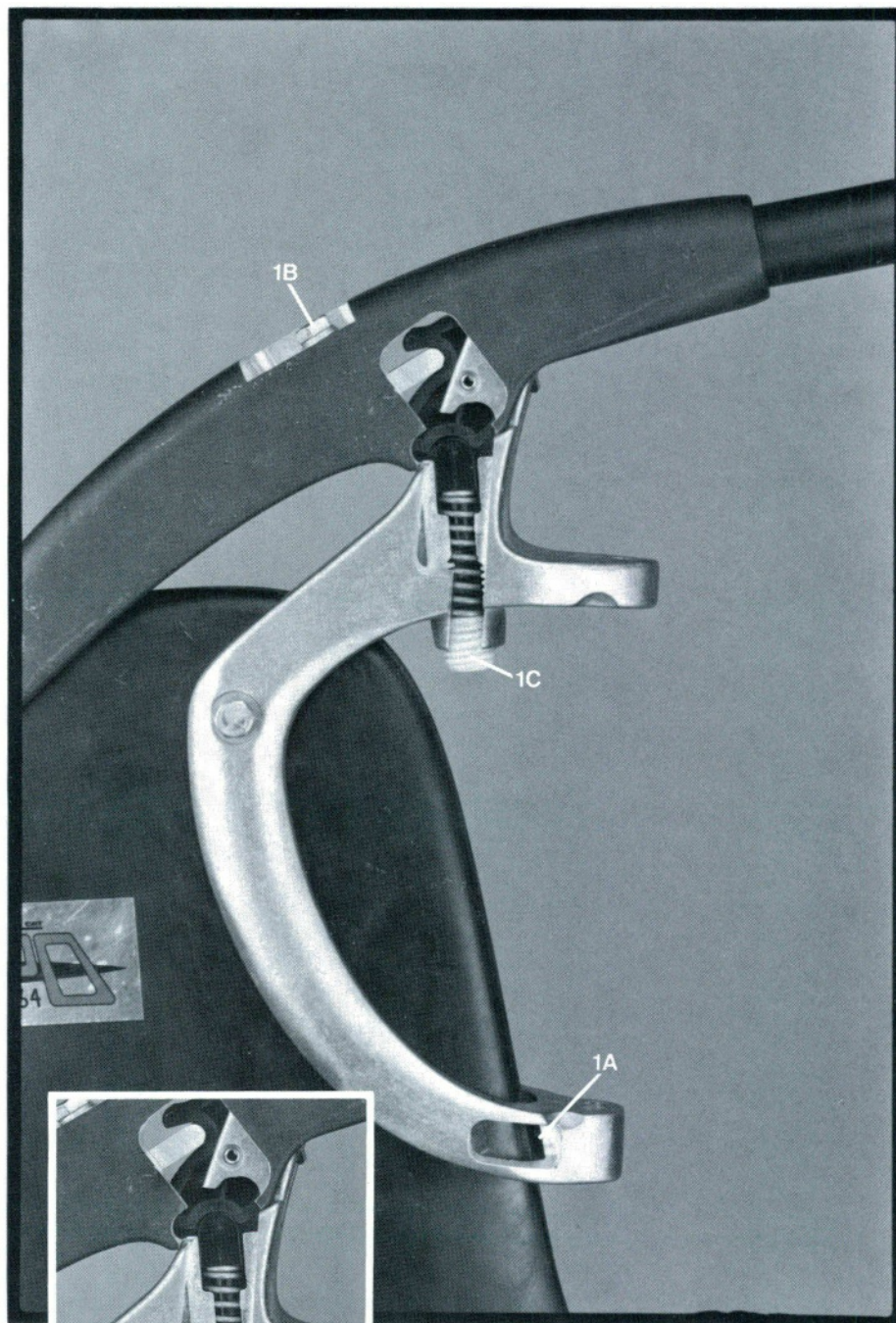


PHOTO 1

PHOTO 2 -



HOBIE CREWS DOMINATE

ALTER CUP

BY PAUL ULIBARRI

PHOTOGRAPHY BY MICHAEL RAYFUSE



Twenty-one Hobie 18s provided by Hobie Cat were sailed from Pensacola, Florida, site of the Hobie 18 Nationals, to Fort Walton Beach, Florida for the 1988 Alter Cup. It was a forty-five mile beat up the beach in one of the prettiest sailing locations in North America.

Whenever you get more than one sailboat together, it's a race. In this case, it was Carlton Tucker first, Alan Egusa second, and Paul Ulibarri third.

Fort Walton Beach is a hotbed of sailing, particularly for catamarans, which may have had something to do with the Tucker Family living there. If you ever have the opportunity to visit this area, do so. Fort Walton Beach has the basic two ingredients: location and attitude.

Fort Walton Yacht Club, 1988 host of the Alter Cup, is a great facility in a beautiful setting. The Club has a protected white sandy crescent cove which is ideal for Hobies. Its membership consists primarily of sailing enthusiasts who have proudly displayed the Alter Cup Trophy for the past year, courtesy of Carlton Tucker. All the racers were treated to a well-organized and professionally run race, beautiful weather and the most gracious of hosts. Southern hospitality is alive and well in Fort Walton Beach, and there are some spoiled sailors running around after a week of luxurious condominium suites courtesy of FWYC members.

Day one of the Alter Cup featured three races in moderate breezes. Carlton and Mary Alice Tucker got three bullets; Alan Egusa and K.K. O'Brien followed with three seconds. This set the pattern. Prime contenders for third place were Wayne Mooneyham, with supercrew Jim Sadjak, and Tom Ling, with crew fiancée Norma Fulton. Also challenging were skippers Nelson, Haward, Shea, Brown, Marshack and the Flying Finns. The Alter Cup is sailed with no alternate penalties, tag-you're-out and no throwouts. The sailing is intense, close and careful, and it's fun to watch.

Day two brought a 180 degree wind shift from day one. Each of the four days, the wind blew from a different quadrant. In the fourth race, a massive wind shift occurred during race four. Dan Kulkoski, with crew Kathy Villa, were first with the leaders Tucker in sixth, and Egusa in ninth. Mooneyham and Ling tightened the race up by coming in fourth and fifth respectively. After the lunch break, race five brought the racing back up to speed. Tucker placed first, followed by Egusa in second; Mooneyham and Ling finished in the top ten.

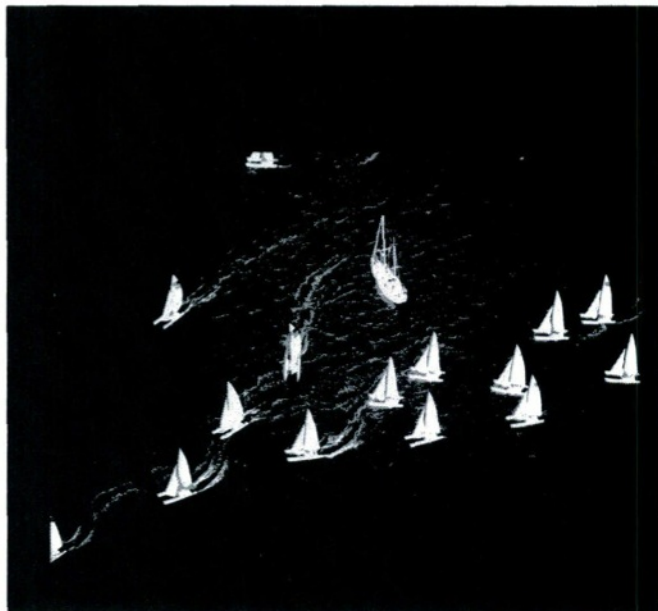
Day three turned into three races in one. All the boats were racing each other: Tucker and Egusa were match racing, while Mooneyham and Ling held their own match race, making the

event even more fun to watch. In race six, Tom Ling made things even more interesting by beating the fast-closing Tucker, with Mooneyham placing third and Egusa fourth. Egusa came back strong in race seven with a win and Carlton picked up another second. Ling placed third and Mooneyham fourth in that race. Together, these four boats put on quite a show of good racing.

On day four, we had cats and dogs on the water when K.K. O'Brien and Paul Ulibarri put a 35-foot Spuds MacKenzie at C mark. The eighth race was a light air affair with Tucker finishing first, Mooneyham third, Egusa fifth and Ling a tough twelfth. The ninth and final race of the series went to Egusa, with Tucker second. So, Carlton and Mary Alice Tucker won the gold; Alan Egusa and K.K. O'Brien the silver; and Wayne Mooneyham and Jim Sadjak the bronze. Tom Ling and Norma Fulton finished fourth, just ahead of a fast-closing effort by Reed Haward.

At the award presentation, the Alter Cup, symbol of the USYRU Multihull National Championship, was presented to Carlton and Mary Alice Tucker by Hobie Alter, Sr. If you want to see the Cup, you can go to Fort Walton Beach, Florida; it's still there.

The sailors expressed their appreciation to Hobie Cat for the boats, to Fort Walton Yacht Club for an award-winning regatta, to USYRU and to Hobie Alter, Sr. It was a great party! (For complete results see Hobie Racing.)



OLD HOME WEEK AT LAKE EUFAULA

BY BOYD BASS

The wind came rolling down the plains to fill the sails of our Hobie Cats during the 14 Turbo and 14 Classic Nationals held the last week of September at Lake Eufaula, Oklahoma: a gentle giant with six hundred miles of beckoning shoreline. The 14 events were at Arrowhead Lodge where participants could camp right by their boats or stay in rooms overlooking the lake. Kim Kymlicka, from Hobie Cat, came out to Oklahoma to take charge of a wild bunch on the race committee boat, including helpers Pam Curtis and Anita Trotter. Debbie Taylor kept track of the hot dogs and cold Michelob while John Barnett and John Schuch dropped in to keep an eye on any renegade sailors. This national event seemed like a family reunion, complete with long lost cousins from all over the United States. Twenty-six people showed up for the Turbo racing; thirty-seven made it for the Classic racing.

Those of you who missed this great Hobie 14 reunion might recognize some of your fellow sailors who were there. Tom Loeffelholz from Norman, Oklahoma edged out four other competitors in a close battle for the Turbo victory, winning the eight race one throw-out series before the last race was sailed. Actually winning only one race, Loeffelholz took the lead by putting together a string of consistently high scores. Phil Trotter, also from Norman, took second overall, although he is usually a 16 sailor. Bob Seaman of Los Angeles, California edged out Boyd Bass of McAlester, Oklahoma for third place. Five of the top seven finishers were from Oklahoma, including Fred Hess. Hess, who took fifth place, had a shot at second overall going into the last race, which was a who-beat-who event where the second through fifth places were up for grabs. Texan Ben Eberle recovered from some bad finishes on day two, beating Ron McDowell, who had a tough final race, to claim sixth place. McDowell was one of several sailors who returned to Lake Eufaula after sailing in the 1985 Turbo Nationals which were blessed with considerably more wind. Both McDowell and Hess are from Tulsa, Oklahoma. Val DeKreek, eighth place winner, was another sailor hoping for the return of strong winds like those in the 1985 events. DeKreek, traveling the Northeastern United States and Canada with his wife since the Hobie 17 Nationals in June, planned to return

home to St. Petersburg, Florida after this event. While in Canada, DeKreek raced in one of the big Canadian Hobie Cat regattas. Since he was the only 14 Turbo registered in the event, the officials asked him if he would race in the Hobie 16B class. Taking up the challenge, DeKreek went on to finish third in the class.

With sailors flocking in from all over the country, having plenty of refreshments becomes important. Lou Morrow, along with A & B Distributors, saw that there was plenty of cold Michelob on tap to keep everyone's thirst down. To go along with Morrow's brew, we had the Colorado connection: Lyman White providing plenty of cheese, crackers and coffee courtesy of Willow River Cheese Importers. The Way Rave also hit in full force supplying some hot T-shirts for us all.

Jane Sherrod was in charge of dessert for the 14 Turbo awards banquet. She cooked up six cream pies which ended up being thrown rather than eaten! After the first unsuspecting recipient was caught by surprise, dessert became an added event in the series, with prizes for those who could run the fastest and those who could throw the hardest. It seemed most everyone shared in the dessert event in pure Hobie tradition. After the awards banquet, most sailors retired to the beach headquarters to watch slides from last year's Nationals. Unfortunately, Kim Kymlicka missed some of the best pictures. Those of us who could not stay on for the 14 Classic said their goodbyes and started wondering where they would see all their sailing friends next. Those staying for the 14 Classic retired to dream about heavy air sailing on the classic; about hiking out till your legs and stomach muscles ache; about the feeling of a fast beam reach going all out trying not to pitchpole when you sheet in and travel out looking for that extra boat speed. It's a feeling that's different from all the other Hobies.

Sunrise seemed to come early on September 28th, and the usual activity around the beach, with sailors raising their sails preparing for an early white flag, was missing. There was a different look to the lake, the trees were moving and talking to us, telling us the wind had arrived. Apparently Mother Nature had forgotten that Wednesday was a lay day for our event, the time that we needed to rest, change our rigging and visit with new arrivals like Dick Blount from Hermosa Beach, California, Lyman White from Boulder, Colorado and Pam Balfour-Grice from Norman, Oklahoma. With south winds blowing 20 mph and temperatures in the 80s, a quick practice race was arranged, with Tom Loeffelholz and Jane Sherrod running the race committee. Our practice turned into a



Boyd Bass

good workout and then a hungry appetite, and most of the sailors adjourned to the Isle of Capri in McAlester for a tasty Italian dinner with more cold beer.

Thursday dawned cooler, with a Northwest wind blowing 10 mph. It was quite a sight as 37 Hobie 14s sailed out to the starting line for the first race. Our moderate Northwest winds died off later in the day, and only two races had been completed when everyone returned to the beach for drinks and talk of tomorrow's races.

Thursday night was the official 14 National bonfire. Everyone gathered around a campfire sharing stories of how it was in the good old days when the Hobie 14 was THE BOAT. Old-timers like Dennis McCredie of Dallas, Texas were there; McCredie held the lead after the first day of racing. Dick Blount was there, and so was Jack Welch from Oklahoma City. Steve Acquart of San Antonio, Texas made the journey and Jon Tiger came with Greg Trent, Dave Webb and Len Stolz. Everyone enjoyed the beer and cheese our sponsors provided, enjoying the bonfire and


talking about tomorrow's races and more wind until everyone went off to bed.

Sometimes it seems like the bigger the regatta, the lighter the winds, and Friday was no exception. It dawned clear and beautiful, but without wind. Our intrepid sailors put on their thinking hats and decided that volleyball would be more satisfying than sailing. With two Hobie 14s serving as the net holders, our teams were drawn and the tension built. Kim Kymlicka, our law and order guy, stood by, ready to throw out any unruly players. Phil Collins soon showed everyone his stuff trying to shut down Val DeKreek and beachcrew Pat Purcell kept a cold keg of Michelob close by at all times.

When it became evident that no races could be run at all, everyone prepared for Casino night. After a great Bar-B-Q dinner and another quick slide show for Kim Kymlicka, who had missed the first one, everyone was given \$500 (in phoney money) and turned loose on the blackjack tables and roulette wheel. It's amazing that a windvane or a T-shirt would sell for \$2,000 and a wetsuit for \$28,000.

Saturday came early with a 9:00 a.m. white flag. Sailing conditions looked good, and the race committee felt we needed an early start. Dennis McCredie showed everyone he intended to stay close in front with a second, a third and a bullet to finish

with 6.5 points. Bob Seaman tried to stay close, but a tangle in the last race and a fifth in another prevented him from making a serious challenge, and Seaman settled for second. Boyd Bass showed how consistency pays off, finishing third overall, just two points ahead of Phil Collins. Michael Miller of Azle, Texas looked like a possible spoiler to McCredie's victory until a fourth race flyer ended his chances for the overall. He finished fifth.

At Saturday night's banquet, the cream pies were left behind, but McCredie did some unplanned swimming in the pool. Many sad goodbyes were exchanged between good friends who had not seen each other for a year; most knew it would be another year until they met again at the next 14 event. The Hobie 14 class is the oldest of the clan, and those who keep racing the boat have a true love for the simple operation and exciting handling that only the 14 provides. We'd like to see you at the next 14 Nationals, which are rumored to be scheduled in Oklahoma City. The wind does blow out there, so come on out and sail with us. (For complete results see the Hobie Racing section.) 

Forty special edition Hobie 18s lined the beach at Key Sailing Center, home of the local Hobie dealer. Their vibrantly colored sails glowed like beacons on Santa Rosa Bay, attracting all to the celebration which would crown the next Hobie 18 U.S. National Champion, the Top Gun of the class.

The Hobie 18 Nationals brought the Best-of-the-Best together for a week of sailing combat maneuvers off Pensacola Beach on Florida's Gulf Coast, October 9th thru the 15th. Teams from all over the United States, and as far away as Canada, came to test their sailing skills and cele-

uniquely rewarding. Year after year, the Best-of-the-Best return.

Pensacola Beach has the world's whitest sand. It's also the oldest non-continuous settlement in the United States. In the late 1400s, the Spanish explorer Don Tristan de Luna landed his fourteen Hobie Cats on the white sands of Santa Rosa Island and founded the new world's first settlement. It is non-continuous because, some years later, an unnamed killer hurricane smashed the settlement, destroyed most of the boats and sent what was left of the local Fleet Uno back to Spain on de Luna's last catamaran. This bit of local history turned up in one of the beach's more reputable taverns along de Luna Boulevard.

organizers considered it better safe than sorry. Local Hobie dealer, Kirk Newkirk, and his staff had meticulously assembled forty new Hobie 18s with help from the members of Fleet 35. A crowd of thirty-six teams that were not pre-qualified eagerly awaited their boat assignments as they anticipated earning a spot in the finals.

Many were from Florida: Dean Bell, Woody Cope, John Hackney, Bob Deans, David Duke, and veteran sailor and author Rick White. Others came from as far away as Texas, New Mexico and Ohio. One lone sailor, Alan Egusa came from California. Alan hadn't pre-qualified because he doesn't even own an 18. He was there to win a berth in the finals and, after the race,

TOP FLIGHT COMPETITION FROM HOBIE 18

TOP GUNS

STORY AND PHOTOS BY
PAUL DINGMAN



brate the last rites of summer. Some were seeking the National title and a chance to represent Team America at the Hobie 18 Worlds. Others were chasing Indian summer and the challenge of one last regatta. But all of the teams came to renew old friendships in the warm autumn sun of Florida.

There is a special bond among the National's participants. Everyone worked hard in the divisional points regattas and qualifying regattas just to get there. Although it may not be evident at a crowded C mark rounding, there is a shared feeling of camaraderie and mutual respect among the competition. Out on the race course, there is no mercy. But the same racer who luffed you above the mark and slammed the door on your best race is your buddy as soon as you're on the beach. It's a contradiction: warfare on the water; unity on the sand. This atmosphere makes the National Championship

Pensacola Beach has a rich military history. The Lexington, a giant World War II aircraft carrier, towers above Pensacola Bay. She often goes out of port when Pensacola Naval Air Station Flight Cadets are in flight training. The Blue Angels are also based at Naval Air Station Pensacola. Out on the western point of Santa Rosa Island, where the Gulf meets the Bay, there is even an old World War II battery which protected the city with mammoth twelve inch cannons. Like much of the surrounding seashore, the base has been preserved as a National Park. Today, Fort Pickens has campgrounds and pristine, undeveloped beaches instead of barracks. It's a favorite spot for locals who want to enjoy a sunset off the point.

A last minute change of plans had put the sailboats at Key Sailing Center instead of on the Gulf. Maybe it was the vivid memories of Hurricane Gilbert, or the ominous fate of Fleet Uno, but the race

to sail in the USYRU Alter Cup Multihull Championships the following week at Ft. Walton Beach, FL. Alan had put together a formidable team with Cindy Kiel-Deans, 1987 U.S. Women's Hobie 16 National Champion, as his crew. Together they presented challenging competition in the qualifying rounds.

The locale proved ideal. Throughout the series, all of the courses had at least one mark that was close to the beach, accommodating the many spectators that came each day to take advantage of lots of white sand beach for boats and spectators. Kirk and Susan Newkirk even took time out to race the qualifying series.

The early races of the qualifiers brought steady 8-12 knot winds. The winds, however, dropped and remained light and variable for the rest of the qualifying series. When the spray had settled, twenty teams were selected from the four race series. At the top were: Alan Egusa and Cindy Kiel-

Deans, Dean and Jan Bell, Woodie and Shane Cope, Kirk and Susan Newkirk; and Chuck Jones and Suellen Alexander.

The opening party at the Sunset Lodge attracted all of the pre-qualified contestants, all of the qualifying round participants and most of Pensacola Beach. 300 people showed up to party in the moonlight on the outdoor deck overlooking the Gulf. The Best-of-the-Best were back, and this party brought them all together for the first time since last year.

Each morning of the round robin series, the wind blew a hard 15 to 20 knots out of the east to northeast before dropping slightly for the second and third races of each day. By the third day of the series, wind speeds of 22 knots were recorded at the first white flag. The competition was fierce. The Charlie mark roundings were hard-fought as boats sailed right into the danger zone, five and six abreast, tightly packed bows to sterns. This aggressive action caused lots of collisions. Paul Ulibarri and crew were running up and down the beach between races with replacement parts and gelcoat repairs. No matter what the boats needed, parts were handy and repairs were made before the next race started.

The round robin format of the series tested each sailor's skill on different boats. Hobie Cat supplied thirty-six, brand new Hobie 18s for the National Championship. With every race, the teams switched boats. With only twenty minutes on the beach between races, the thirty-six teams went over the boats top to bottom: tuning sails, adjusting mast rake, checking trapeze wires, tightening the diamond wires and aligning the rudders, all the while keeping a keen eye on the wind conditions. For the veterans, it was an organized ritual. Some used a written checklist, while others let the crew nap on the hull while they casually inspected the boat. For the new recruits, it was often frustrating. "Did we leave the bridal fly on our last boat?" asked one bewildered skipper from Oklahoma as the boats were given the off the beach signal from Ulibarri.

In the first race of the championship series, Lynn Olsen from Chattanooga crossed the starting line grinning from ear to ear. He had read the wind correctly and port tacked the rest of the field who were in a starboard attack formation. A loud cheer went up from the spectators on the beach as he jumped to an early lead and finished a minute and fourteen seconds ahead of the rest of the pack. By the end of the series, however, there were a number of the field in serious contention for the title. Carlton Tucker had yet to sail a throwout with his highest score a fourth for a total of 6.50 points and a two point lead over second place Michael Rayfuse. Rayfuse had picked up where he left off in 1987, with the title within reach. After a slow ninth and eighth place start, Hobie Alter, Jr.

roared back with three bullets to put him in third place with 10.25 points, within striking distance of Tucker. Alan Egusa, also off to a slow start, sailed the last three races very consistently to place him in fourth place with 15 points.

With every race of the three day championship series, some skippers moved up and others fell behind. "Olie," the hero from the first race, got caught with a red flag in his eyes at the end of a port/starboard collision. The DSQC put him on the bottom of the cut. "Stretch" Kimball, who many had picked as the man to watch, was unable to find a replacement crew when Lisa Wong was hospitalized with an infection. She reluctantly retired after valiantly trying to sail the first two days with a high fever. Don Estapa, last year's 18 Champ, was inconsistent; he did go on to the final round, but he wound up racing for pride and not the title.

Wherever you went in Pensacola Beach, the hospitality of the local people and their interest in the 18 Nationals was fantastic. Kirk Newkirk and Dee Lucas from the Santa Rosa Island Authority had worked together to enlist the help of many of the local taverns and restaurants. Each evening, a different establishment would host a regatta party. Cheap drinks and complimentary buffets attracted tired, hungry sailors and fueled parties that lasted long into the evening. Among the many establishments that hosted the sailors were Jubilee's, Players and Flounders on the new Quiet Water Boardwalk overlooking the race course and regatta site. The Dock on the beach was also a favorite with live entertainment.

The cut party on Thursday night at Jubilee's was both festive and crazy. Norris Palmer, from Team Texas, found his way to the stage and sang a medley of Jimmy Buffett songs. Both Carlton Tucker and Alan Egusa helped harmonize "Margaritaville." Not to be outdone, the Division 9 team of Danny Myers, Robbie Lawrence, Nigel Pitt and Tom Crocker wailed "You've Lost that Loving Feeling." One of the waitresses looked at the crowd, who was enthusiastically cheering them on, and shook her head. "I sure hope these sailors all have good jobs at home, because they sure won't make a living singing," she commented. The party went on and on, as the crowd eagerly waited to see who would sail in the championship finals. That announcement, however, would not be made until 8 a.m. the next morning. Protest hearings that had resulted from the weather and the sailors' enthusiasm would go past midnight, delaying the selection of the finalists.

On Friday morning, the wind was blowing steady and hard out of the east. The sailors arrived at Key Sailing Center early. Some were already suited up. Others, dressed in street clothes, waited to hear the announcement of the finalists before suiting up for sailing. Maybe it was the

party the night before, but all of the contestants were strangely quiet and subdued as Kim Kymlicka announced the final thirty-six. The anticipation of the crowd heightened as the last few boat assignments were called.

With the starting gun, thirty-six finalists catapulted aggressively off the starting line in 15 knots of steady air. Nigel Pitt was very excited about making the cut because he got his spot as an alternate after Rick White bowed out. In celebration, he and crew Tom Crocker donned white formal tuxedo jackets with tails for the first race of the finals! Taking the start at the leeward pin, their long coattails were flying as they trapezed up the first leg of the course 7.



Steve Timm snatched the lead from Kim Thomas after the first A mark rounding and went on to finish first. Tucker battled back from sixth place to finish second followed by Hobie Alter, Jr., Alan Egusa and Dave Dunn. Michael Rayfuse, who finished the last championship series race with a first to finish the series second overall, had fallen to twenty-seventh place. He would be one of many who lost their edge in the races of the final round.

It was clear that the weather was changing after the first race on Saturday. The wind tapered and died halfway up the first weather leg of the second race and the flukey wind conditions threatened to open up the field. The race leaders struggled to be consistent on a course 1 twice around. At each mark the lead changed. Michael Rayfuse rounded A mark with an early lead, followed by Carlton Tucker. By the second A mark rounding, Bob Dees had grabbed the lead followed by Danny

HOTLINE: Last year you, Hobie Alter, Jr., Alan Egusa, and other contending sailors did not go to the Nationals. Now everybody is back. What are your thoughts on this?

Tucker: "Well, I think the main thing was the fact that the event was held in Minnesota. There's nothing wrong with that, I love Minnesota. But, for a lot of sailors, it didn't have that far away feeling. If you're from California or from Florida, it's nice to travel to the other coast. Plus, there is something about coming to Florida, everybody thinks it's warm. Ha! We know better than that. Most of the sailors are wearing wetsuits and sailing suits today."

eight place, we could have been as good as first or second. We were up there for a while, but then we also could have finished 20th. It was one of those very difficult races to sail. With the flukey wind, you were never safe whether you were in the front or in the middle. I think a lot of the pressure came off me right there because much of the competition finished in the 20s and 30s."

HOTLINE: You also did well in the heavy air. I've heard folks say "The harder it blows the faster Carlton goes." Any comment?

Tucker: "That is when it gets more

HOTLINE: Your crew is David Boyd. What is his experience in sailing Hobie Cats?

Tucker: "He has been around sailing for a long time. I used to race Stiletto's with his older brother. Although he hasn't been to the nationals before, he catches on quick, he tries hard and that is really all I need. Also, he's full grown and he weighs 126 lbs. That's a pretty light guy. He's perfect and he's getting better with every race."

HOTLINE: Do you feed your crew at night?

Tucker: "Oh no. No breakfast. No beer. Nothing. I'm Captain Bligh."

Conversation With a Champion

Everyone had their eyes on Carlton Tucker during the 1988 18 National Championship in Pensacola Beach, including wife Mary Alice, shown here with Carlton at the awards banquet.



HOTLINE: As far as this round robin series goes, what has been your approach to the racing and how have you put it together?

Tucker: "I can tell you about that real quick because I had the same talk with David Boyd, my crew. It was David's first national event. I told him that we had to get out there and sail consistently. We didn't have to go out and win every race. You can forget about that with the competition that is here. We just have to plug away at the top five in each race. You are better off finishing fifth in every race rather than grabbing a first place then crashing and burning the race at 20th."

HOTLINE: In this series you have sailed very consistently. Your worst race is an eighth, and you finished with a margin of 23 and 1/2 points.

Tucker: "I said to David that we would prolong sailing a throwout as long as we could. Ideally we'd sail out for the last race and not have to worry about how well we might do. We were trying real hard to do that throughout the series. On the day we sailed the

physical. And, frankly, that makes it easier for me. Everybody is a lot more equal in light air. Look what can happen in light air. Everybody can have a bad race. Some of the die-hard veterans, guys who dominate in heavy air, can come unglued in light air. The light stuff carries a lot more variables. It's often not enough to be good, you have to be lucky too.

"A heavy air sailor, on the other hand, is comfortable when it blows. He knows that if he gets a halfway decent start, he will finish in the top 5-10 boats. That can be a great feeling if it blows. In light air, that same skipper might be going uh-oh. There is a greater propensity for things to foul up. You drift into marks, the wind dies on one side of the course and starts somewhere else. A small mistake can cost a lot in a hurry."

HOTLINE: With regard to your heavy air technique, how did you handle the puffs?

Tucker: "Well, I work the mainsheet. I mean, I work it a lot. And I have David let down the main traveller in the bigger puffs."

HOTLINE: Last week you were in San Francisco racing ProSail. This week you are here at the 18 Nationals. What are your thoughts on professional sailing and why have you continued to maintain your amateur status?

Tucker: "Well, I guess my reason for keeping it is the degree of uncertainty about the future of professional sailing. I'm not a pessimist, I'm just not really sure what is going to happen. The IOC, the Olympic Committee, has not made any decisions about how they are going to handle professional sailors. One of these years, I may want to go for the gold. For right now, I am going to maintain my amateur status and race pro events. I'm walking the fence."

After this interview at the 18 Nationals, Carlton Tucker went on to defend his title as the USYRU Multihull Alter Cup champion. With 20 competitors, many of whom were at the 18 Nationals, Carlton had a final score of 15 3/4 points over nine races. He shot five bullets and three seconds and threw out a sixth place. For more information see the article on page 22 in this issue of the HOTLINE. -Ed.

Myers, David Duke, Norris Palmer, Dave Dunn and Ron Lehman. The race committee prepared to shorten the course at the next C mark. As we watched the boats trying to get to the light air on the right side of the course, a line from an old Jerry Lee Lewis tune came to mind: "You shake my nerves and you rattle my brain, this kind of wind drives my mind insane . . ."

Dave Dunn crept past the leaders to finish first, followed by Dees, Palmer, Myers and Duke. Rayfuse had dropped to twenty-fifth, followed by Hobie, Jr. in thirty-second. Tucker had salvaged eighth and Egusa had clawed his way from thirtieth at the first mark, all the way back to seventh. The day had tested Tucker's consistent edge; he had finally sailed a throwout. Luckily for Carlton, so had Hobie Alter, Jr. and Michael Rayfuse. Dave Dunn, David Duke and Bob Dees, had pulled close enough to put the top five within their sights. On the beach, Kim Kymlicka was furiously entering the new race results in the computer. As the standings began to come up on the screen, he double checked his data. Tucker and Alter had maintained their positions while Alan Egusa had climbed into third place. The rest of the top ten were too close to call.

About 2:00 p.m., the race committee made some tough choices and cancelled the racing after the second race on Saturday. Rich Jefferies had done a masterful job of managing the race committee. The flukey air and shifting wind directions had made the final round especially tough. Throughout the entire event, the races went off like clockwork. The courses were tactically challenging and the race committee was always one step ahead of the action. During the final round local radio station Q-100 did live remotes.

After an early night for most of the finalists, racing began on the final day in much the same conditions: steady and light winds dropping to light and very light. In the first race, a host of new challengers cruised up to grab the top spots. Ken Marshack stole the lead from Ron Gaston and went on to finish with the bullet. Clive Mayo, Dave Dunn, Tom Ling and Gaston went on to complete the final five. Tucker finished in seventh; followed by Hobie, Jr. in eleventh, Egusa in twenty-first and Rayfuse in thirtieth. The consistency that Tucker demonstrated in the round robin series had paid off. After Alter, Egusa and Rayfuse had all sailed bad races at the start of the final day, Tucker was still unchallenged in first.

Another course 1 twice around was called for in the light air of the final race. Right off the line, half of the boats tacked onto port and threaded the eye of the needle to the favored right side of the course. Tucker rounded A mark in the first followed by Egusa, Rayfuse, Myers and Newkirk. By the next A mark, Newkirk had pulled up with the lead, with Tucker,

Rayfuse, Egusa and Myers in hot pursuit. Kirk held on to win the last race. Tucker, Rayfuse, Egusa and Myers finished in a row. Kirk Newkirk, as the host dealer, had put much time into hosting the 1988 Nationals. He had taken time off to race the series beginning with the qualifying rounds and finally, he had put one together. Later, at the awards, Rich Jefferies was quick to point out that Kirk and Suzie must have had a lot on their minds because "it took all week for them to figure out their own race course."

As a smiling Carlton Tucker sailed in to the beach at Key Sailing, Kirk Newkirk was the first to congratulate the 1988 Hobie 18

rounds to complete the top five. After the trophies had been awarded, the music cranked up and the contestants danced and partied till the wee hours.

At 2:00 a.m., we found Alan Egusa and company at Player's Tavern. Over the last round of the night, I asked him what advice he would give a skipper who had never been to a Hobie Nationals event. After a short pause, he replied simply, "Do It! You've got nothing to lose and everything to gain. Just Do It."


On Sunday morning most of the folks at the Sunset were packing for the journey home. Piles of luggage were stacked in the lobby as competitors wandered down



National Champion. There simply wasn't any doubt that Carlton Tucker was the Top Gun of this series.

The spirits were running high at the awards banquet at the Sunset Lodge. Paul Ulibarri, one of the founding members of the infamous Team Short inducted Kim Kymlicka, Carlton and his dad, Jim Tucker, into his newest team, Team Bald whose logo resembles a Q-ball with sunglasses. Norris Palmer and Team Texas arrived with the Texas flag. Robbie Lawrence was in a tux and Hawaiian shirt. Cindy Keil-Deans was a knockout in a black cocktail dress. One of the Atlanta Teams wore Donald Duck and Goofy hats. After six days of intense sailing competition, this crowd was ready to party.

The final results showed clearly what Carlton Tucker had accomplished: throughout the nine race series, he had totaled only 21.50 points with an eighth place throwout. Alan Egusa, who finished second with 45 points, had more than twice as many points as Tucker. His consistency in the final rounds pulled him up from fourth place at the end of the round robin series. The top three were rounded out with Hobie Alter, Jr. third. Florida boys Dave Dunn in fourth place and David Duke in fifth place sailed well in the final

slowly, trying to shake off the lingering effects of the big Saturday night party. The wind had come up steadily to about 15 knots from the east. Across the street, out on Santa Rosa Bay, a starting line had been set with one lone mark to weather. At 10:00 a.m. twenty of the 18s from the National hit the line, double trapped around the mark, screamed underneath the Santa Rosa Bridge, past the Lexington and out to sea. The impromptu race was organized to deliver the boats to the Ft. Walton Beach Yacht Club, host of the 1988 USYRU Alter Cup Championship. That race went on for five and one-half hours over forty-five miles of sea with one hundred tacks to weather. The Alter Cup Championship would start on the next day. Although we couldn't see who was on those boats, I remembered what Alan Egusa had said the night before; somehow I knew that he and Carlton Tucker were in that race. (For complete race results, see the Hobie Racing section.) 

Paul Dingman is a retired Commodore of Atlanta Hobie Fleet 12, a professional photographer and a Hobie 18 skipper who wants to qualify for the 1989 Nationals. -Ed.

**CORPUS CHRISTI
WELCOMES
HOBIE 16 CHAMPION**



1988 HOBIE 16 WOMEN'S NATIONAL CHAMPIONSHIP

BY JULIE RENFRO-DRYSDALE

PHOTOGRAPHY BY ERIC SCHLEGEL

The competition for the 1988 Hobie 16 Women's Crown was a truly Texan competition. The event had everything a wonderful regatta should have: challenging sailing; hard competition; good races; a hard working race committee; excellent racers; a magnificent location; and exciting night life. Living up to their reputation, the Texans went the extra mile to provide an added element to the competition: Texas varmints.

The Women's Championship, held from November 2nd through 5th in Corpus Christi, TX, brought together twenty-five teams of top women sailors from across the United States and the world. The size of the field meant no pre-qualifying or round robin series. The Women's event differs from the Open because the women change boats every day, rather than every race.

With no pre-qualifying races on the first day, the competitors sailed a practice race. With winds gusting up to 20 knots and two to three foot seas, many of the competitors were reminded of the hectic 1987 Championship in San Francisco. The locals seemed quite confident about the conditions. Judy Popejoy, of Corpus Christi, was quoted as saying, "Oh, this is nothing; wait till it gets windy."

After tightening the tramp, checking every screw and, of course, using bungies to tie down the rudders, the beach captain hailed that familiar call, "Off the beach!" Off the racers went, only to find that they couldn't keep the rudders down. It was their first introduction to the Texas varmints. There were a hundred jellyfish per square yard in certain areas of the bay. The competitors had to make a decision: If they tightened the rudders down so that a whale couldn't kick them up, they took a great chance of the gudgeon screws backing out and possibly losing the entire rudder system.

Most of the field let the jellyfish kick the rudders up. Some skippers' strategy was to sail with them partially up, which made it almost impossible to duck a starboard boat. Others tested their lungs as their crews swung off the flying trapeze, gracefully slid down to the leeward side of the boat and kicked the rudder down. Then they bounced back up the trampoline and onto the trapeze, only to have to repeat the process when they hit the next jellyfish.

The first start of the practice race was intense and seemed really close. Everyone was up on the line and that resulted in a general recall. Three more recalls followed the first. Some of the skippers had never experienced this before. It was unbelievable: all of the teams were aggressive on the start line. Every start was just a little farther away from the line and, if starting was a skipper's greatest asset, a new strategy for winning was needed.

Although no one was prepared to eliminate any of

the competitors based on the practice race, the race did identify the top challengers. The Australian Kerry Dautel and her crew, Donna Kennedy, took first. Julie Renfro-Drysdale, of Debary, FL., and crew Cindy Kiel-Deans were second with San Diego skipper, Annie Nelson and her crew, Marcie Moore, close in third place. The South African team of skipper Belinda Klaasse, of Cape Town, and crew Desiree Moon were fourth, and in fifth was Corpus Christi skipper Judy Popejoy and crew Susan Ambrosion.

The first day of the event began with winds up to 30 knots. The racers then understood the other

meaning of the saying: "Don't mess with Texas." The wind dropped off a bit as the air became warmer. All the teams had surprisingly different views of the weather conditions. Some dressed in tanks and bathing suits, others in pieces and parts of wetsuits and, still others, who couldn't forget the 1987 Hobie 16 Championship in San Francisco, were in drysuits.

The first race finished in the same order as the practice race. The wind steadily decreased for the last two races of the first day of competition. The day ended up with Annie Gardner-Nelson in first, Dautel from Australia in second and Renfro-Drysdale in third.

On the second day of the event the winds were fairly light: about 8 to 12 knots. For some reason, the jelly-

fish were worse than ever. As soon as the first race was over, all 25 teams hit the beach to crank down on the rudders. The beach crew had already been warned that the racers would be coming to the beach screaming, and they efficiently helped them all adjust the rudders, getting the field back onto the water within an hour.

The wind increased as the day went on. The South Africans and Australians took the day, each taking two bullets. With a total of seven races, Dautel held the lead, but the competition was far from over.

Three races were scheduled for the final day. The Australians were in the lead with 16.25 points, Nelson was in second with 17.75 and the South Africans were in third with 18.25. Renfro-Drysdale and Popejoy were in contention with 20 and 22 points respectively.

All of the top five had a chance, but the wind was unpredictable. Would it blow or wouldn't it? It didn't! With winds topping 10 knots, the race had new leaders. The first race of the day was led by Laurie Robertson of Homewood, California and her crew, Kathy Ward. Second was Susan Welch of Houston, Texas and crew Amiee Larchar.

Nelson, Popejoy and Renfro-Drysdale managed to stay in the top five, while Klaasse and Dautel dropped back. When the competitors were sent to



the beach after the second race, they knew they were finished. Annie Gardner-Nelson had won the Women's Championship title with Renfro-Drysdale in second; Dautel third; Klaasse fourth; and Popejoy fifth.

All of the competitors ended the 1988 Hobie 16 Women's Championship feeling that it had been a competitive and well-run event. The courses were square, there were not many protests and there was plenty of wind. The racers faced a variety of conditions and obstacles, from jellyfish to shrimp boats, that made consistency difficult and, as we all know well, consistency wins.

THE 1988 HOBIE 16 NATIONAL OPEN CHAMPIONSHIP

BY RICHARD BLOUNT

The 1988 Hobie 16 Open Championship races began as the Women's champion was crowned. The Texas hospitality continued at its finest. In fact, Gene Marksbury, the National's Coordinator, and Fleet 99 should be put on a pillow and treated like royalty. Together with Best Western Sandy Shores Hotel, Mastercraft of Corpus Christi and Thrifty Car Rental, their efforts will not be topped for some time to come. The weather for this event was the best ever. The water was an honest seventy-two degrees; the average daytime temperature in the nineties with lows down to seventy. From day one, it was 20 knots of wind and, in some races, as high as 25 knots. Every race was sailed in double trap conditions.

Fifty teams that were not pre-qualified came to Texas from across the United States and abroad with the idea of walking away with their first national title. Of those fifty, only twenty-six would qualify to join the seventy pre-qualified teams in the Championship Series.

The qualifying competition started in steady winds that faded away in the afternoon. The sailors showed their skill in the light air, with each race hotly contested.

The second day of qualification races brought out the best in both the high performance Hobie 16 and the competitors. The wind had shifted ninety degrees from the first day and blew at a steady 25 to 30 knots. The race committee set up three long races to take advantage of the wind's velocity and to let the field demonstrate its ability in strong sailing weather. Some of the racers ran into trouble as the wind proved too much for them. Others took advantage of the ideal conditions to aggressively attack the course and earn a place in the championship field. At the end of the series, Brett Dryland and his crew, Kathy Dryland, both of Australia, dominated the field, finishing with a remarkable 6.25 points. His nearest competitor, David Kruyt from Cape Town, South Africa and crew Kathy Ward, had 10.50 points; followed by Gustavo Leal, Recife-Pe, Brazil and crew Romulo Coveiro in third; Ray Seta, San Antonio and Charlie Mayer had fourth; and Roberto Pandiani, of Sao Paulo, and crew Manolo Bellon Lago in fifth.

The Open qualifiers ran into the same floating bowling balls that

had plagued the Women's Championship. A team would be on the wire, going to weather, and then swerve violently out of control. The crew would attempt to lock down the leeward rudder, then the windward rudder, and get back out on the trapeze in time to catch up to the five boats they had just passed, only to have to repeat the time-consuming process again and again. From the beach it was a crazy sight, caused by those Texas sea varmints, the Cabbage Head jellyfish, that frequent the Bay.

The boats and sailors could not miss the jellyfish. Whenever a rudder would strike one of these bowling-ball like animals, the rudders automatically kicked-up. All told, the sailors wore out two hundred sets of kick-up rudder kits, supplied by Kisme specifically for the Hobie 16 Championship, while sailing among the jellyfish. In addition, the sailors had used six hundred feet of straight bungee cord half-way through the races.

The jellyfish joined forces with the shallow bay and choppy water to create the only less-than-ideal conditions of the Championship events. Although the Bay was protected by a jetty, there were still three foot seas running on the twelve foot deep Bay. The lake sailors, who had never sailed in chop, certainly became well acquainted with it! The rule-of-thumb wasn't IF you flipped, you shouldn't turtle the boat, but WHEN you flipped, you shouldn't turtle the boat.

The man responsible for keeping the boats together through these calamities was Paul Ulibarri, King of the Beach Captains. Faced with what seemed to be overwhelming responsibilities and problems, Ulibarri and his crew kept the boats sailing by providing a variety of problem-solving remedies. Through his efforts and the rules, the fifty brand new, race-ready boats, supplied by Hobie Cat, were treated really well. If you sailed one up on the beach too fast after a

race, it was a \$50.00 fine. Mastercraft, the local Hobie dealer, had the boats for sale after the races. For the price they were asking, the boats were a great buy. After all, where else can you find a boat already built and tuned by some of the greatest Hobie sailors?

One could say that the top ninety-six teams in the Championship Round, representing twenty-six different states and five countries, were the best rudder locker-downers in the country. The only way to make the Championship Round was to have a crew that was willing to get off the wire and get to the leeward rudder while the boat was flying a hull with ocean water flowing over the tramp, and lock it down without being washed overboard, then climb back up the tramp to hook up and get back out on the wire while trying to think warm thoughts about those beloved Texas marine varmints.

Dryland, Kruyt and Leal continued their challenge for the crown in the three days of Championship Races. The round began in perfect sailing conditions. Three races were held in steady winds of 15 to 20 knots as the field maneuvered their high performance Hobie 16s around the courses, consistently challenging for position and solid finishes.

The sailors faced driving winds ranging from 20 to 30 knots in the morning on the second day of the Championship Series which demanded all of their sailing skills. Some of the skippers decided that discretion was the better part of valor and retired to the beach; others flipped their boats as they attacked the course too aggressively. A total of four races were held as the wind settled down in



The wind had shifted ninety degrees from the first day and blew at a steady 25 to 30 knots.



the afternoon. Going into the final day of championship competition, the field was closely bunched. Brett Dryland, David Krut and Jeff Alter were all within two points at the head of the field with Leal, Figueroa and Materna right behind.

The stage was set for the third day of competition. The ninety-six teams were competing for only forty-eight slots in the two-day Finals Round. The winds had quieted to a steady 10 to 15 knots and the racers were set to sail their best to make the Finals. In perfect Hobie 16 weather, they sailed two course 7 races. The leaders all sailed close together, leaving the rest of the field far behind.

After the grueling races of the Championship Series, the field was cut in half: Some were glad it was over, others were looking forward to five more races and a shot at the title. The cut party was held in a giant tent on the beach, complete with music, beer provided by Stroh's and the warm gulf air blasting through.

One of the more interesting discussions at the cut party stemmed from the question of who should sail in U.S. National Competitions. There were seven different teams from five foreign countries sailing in the 1988 Hobie 16 U.S. Open National Championship. All of them had made it to the Championship Round, and five of the teams would end up challenging for the Hobie 16 title. Some felt that these teams were taking up places that should be reserved for Americans, while others felt exactly the opposite. Pointing out that Americans sailed in other countries' National Championships, they said that they enjoyed competing against good Hobie sailors regardless of where they lived. The majority felt that Hobie sailing should be inclusive rather than exclusive, and the more sailors at a regatta, the merrier the regatta would be. Unique and wonderful friendships develop at Hobie Cat competitions, and sailors from other countries just provide us with the opportunity to broaden our horizons.

At 10:00 p.m., only two hours late, the scores from the Championship Round were in. Twelve different teams had a real chance at the title: Brett and Kathy Dryland with 4.25; David Krut and Kathy Ward with 6.50; Jeff Alter and Kim Williams with 7.75; Enrique and Susan Figueroa with 12.75; Gustavo Leal and Romulo Coveiro with 16; Hobie Alter, Jr. and Carol Eddington with 17.75; Alan Egusa and Wendy Howard with 19; Steve Myrter and Linda de Bievre with 21; Ricky Eddington and Greg Drum with 22; Pat Porter and Laurie Robertson with 23; Lee Dockstader and Nancy Scarduzio with 26; and Tom Materna and Dick Blount with 27 points.

The first day of the finals took an unexpected turn when the first place team from Australia, and the World Champion, dropped out of the racing. Kathy Dryland was unable to sail, due to unforeseen circumstances, and Brett couldn't find a substitute crew. As a result, first alternates Jim Glanden and David Edwards were back in the hunt. Without even leaving the beach, everybody picked up a position.

On the first day of the Finals' competition, the field sailed three long races in good winds of 15 knots. The racers sailed aggressively, challenging for position at each mark while they fought to take advantage of every knot of wind without losing control of their boats.

The title was still within the reach of many of the sailors on

Saturday, the last day of the competition. The first race of the day was sailed in the same hard, driving winds of 10 to 15 knots that the competitors had experienced previously. The last race was postponed once for inconsistent and light air. When it finally did get off, the course was set so that if you tried to get to the starboard lay line you would have to sail twenty-five yards up the beach. Three different teams could have won the Hobie 16 Title, if they could have unraveled the light air zephyrs better than the others.

Once a sailor got to A mark and around it without fouling anyone, the choices were bleak: Sail along the shore in no air, go down the middle in no air, or, if you were really behind, try to sail out to sea in hopes of finding some air.

The correct answer was none of the above. My team rounded A in 15th, went down the shore, then worked the middle and finally went back to the shore. We got to C in second and thought we

owned the place. In reality, we had to go back to A again. The three previous choices were still available: the shore; the middle; and, if you were really desperate, outside. By the time we got to A again, we had lost 6 boats. Jeff Alter was covered in the pack and he, in turn, was trying to cover his closest rivals for the title. The boat that was winning the race was Ricky Eddington's, but he lost nine boats getting back to A. With that, any hopes of winning the title literally drifted away from him.


Even with a last race of 44, Jeff and Kim still won. Ricky and Greg finished a disappointing 10th, and David and Kathy finished 24th. The title was Jeff's, who finished with 34.50 points. The second place team, local Corpus Christi residents Ricky Eddington and Greg Drum, closed out the series with 41.75 points. (See Hobie Racing for complete race results.)

This was Jeff's third straight Hobie 16 National title. Only one other person has ever won three consecutive titles on that boat: Jeff's brother, Hobie, Jr.

As all the boats hit the beach, we were greeted by a Fleet 99 member passing out bottles of Korbel champagne. This regatta was a brilliant success. There were more states represented than ever before. There were teams of husbands and wives, fathers and daughters, fathers and sons and women's teams, like Belinda Klaasse and Desiree Moon, who stayed on from the Women's Championship to sail in the Open Competition.

In ten days, this South African team had sailed in twenty-eight straight races. In that process, they flipped once; retired from a race once and protested once. That was a remarkable record when you consider that some teams in the Championship managed to accomplish all of those things in just one race.

The awards banquet was a splendid affair held in the Sandy Shore Hotel. Trophies were thirty-five deep for skippers and crews. They were a foot high, made of solid hardwood with two Hobie 16s silhouetted on top.

The 1988 Hobie 16 Open U.S. National Championship was, like all Hobie events, special. There was great racing, wonderful weather and the extraordinary feeling of friendship and camaraderie that always exists between Hobie sailors. It doesn't matter if you win or lose, the memories last a lifetime. The 1989 Hobie 16 Championship is scheduled for Chicago, so start planning now to be a part of this exciting Hobie happening. 



... ninety-six teams were competing for only forty-eight slots in the two-day Finals Round



SNOWBIRD SAILING





CLUB MED-PUNTA CANA
The Punta Cana club is located in the Dominican Republic; surrounded by towering palms, blue-green waters and a silver white beach that stretches for miles.



Wish You Were Here

BY LANE AND MICHAEL DEVEREUX

Geographically, North America is in a temperate zone. This means that, averaged over a year, it's a pretty nice place to live; however, averaged over a year is key to this concept. Consider winter in the Northern parts of the United States or in Canada, for instance. We all know, through personal experience or by watching news and weather reports, that it is cold. And we can imagine, even if we've never experienced it, how winter affects people's lives.

Imagine this: You live in the Midwest. It's winter. You get up and drive to work on dark mornings in a bone-chilling cold that denies the possibility of spring ever warming the earth again. By quitting time it's dark once more, and you've missed whatever relief from the gloom of long, dark nights and icy weather that day-time's pallid sunlight has brought. If you're especially lucky, inch after inch of snow or icy sleet confounds rush hour, reducing reasonable adults into maniacs. Driving without snow tires or chains, you are on an interstate highway that resembles a gigantic bumper car arcade and you are frantic to get home where it's safe and warm. Christmas and New Year's are over and the holidays ahead, like President's Day, are just anemic imitations of the robust, all-American festivities of real, summertime celebrations. The kids can't go out and play because it's too cold, but you will spend the evening shovelling out the driveway and sidewalks. If you're lucky, tomorrow morning they will still be clear enough to get the car out of the garage and drive to work in the dark.

Many midwestern martyrs to winter's miseries indulge in envious fantasies of the fortunate residents of warmer climates, like California. Very well, consider southern California in the winter. You're twenty minutes from the beach, driving in dense, enveloping fog or cold winter rains that chill you to the bone. Air

temperature readings in the high fifties or sixties sound pleasant enough, but they mask the reality of the cold ocean water and its choppy waves. Strollers on the beaches, wrapped in sweatsuits and jackets, or picnickers, huddled over bonfires pretending to have fun, are actually tourists from out-of-town. Real Californians know that it is too cold to go to the beach. Those brave enough to be on the water are swaddled in brightly colored neoprene suits, waiting for the fog to roll in or out, depending on the time of day. Let's face it, winter is not the ideal time for sailing your Hobie Cat in most of the places that Hobie Cat sailors live.

Recognizing this, you can spend long hours in the garage, fantasizing about perfect winds or an outstanding tack, while refurbishing your catamaran and getting it ready for that first balmy day of spring. Or you can go cold turkey, ignoring your cat altogether until there is a real opportunity to sheet in and max out, not just a fantasy. But there is a third option as well that most of us don't know much about. You can go sailing. Not in the icy Midwest or rainy California, of course; you can take a winter vacation at a warm weather, warm water resort that provides Hobie Cats (and other water sports equipment) for the use of their guests. Instead of packing up the Hobie Cat and trailering to a summer sailing spot, you pack up your suitcases and get on an airplane to a winter paradise. You become a snowbird, fleeing your cold native land to sail under warmer skies.

If you're like most people, you have never planned a winter vacation, and you aren't quite sure how to locate a sailing resort that is within your time, distance and dollar limits, and that will be just right for the particular assortment of family and friends you want to take along. The easiest way to proceed is to contact a travel consultant, the current label for those people we always referred to as travel agents. We consulted with Sue Redding, a travel consultant with Fit To

CLUB MED-ST. LUCIA

St. Lucia rises from the blue-green Caribbean sea; an oasis of bright tropical gardens and coconut palms. A snowbird's paradise of sun, surf and serene Hobie sailing through crystal clear waters.



CLUB MED-TURKJOISE

Located on the Turks and Caicos island in the West Indies, the Turkjoise club is built around a free-form pool facing miles of white-linen sand beach and turquoise waters.

Travel, a full service travel agency in Escondido, California. Sue, with the help of the computerized database maintained by the American Society of Travel Agents (ASTA) provided a long list of sailing destinations for wintertime vacationing.

Some of the destinations recommended were obvious. Others were a little farther away. All of the locations promised fun in the sun and memories for years to come.

The United States offers a variety of beaches that welcome the winter vacationer. From the Florida Keys to the black sands of Maui, sailors have a wide selection of resorts that beckon with familiar delights and all of the comforts and facilities of home. Many of these locations are familiar destinations and information about them is readily available from reliable sources such as your local travel agent or library.

The Ritz-Carlton in Naples, FL is a perfect winter vacation haven for the

Hobie snowbird. They have four Hobie 16s, two Holder 14s and two Holder 12s. If that's not enough, they also have five restaurants; 750 feet of beach; an outdoor heated pool with a pool bar; 459 rooms (all with a panoramic view of the gulf) and a timeless elegance created in an oasis of unspoiled natural beauty that is within easy reach of all of the major cities in the United States. A perfect winter sailing spot for cold Hobie sailors who don't want to venture too far from home.

For the more intrepid Hobie sailor, there are the international resorts around the world. Most of the major international resort areas are served by major American hotel chains that will ease some of the hurdles an international traveler may encounter. Choosing one of the chains as a base of operations will allow vacation complexities to be reduced. Reservations can be made locally or by using an 800 number and the facilities will not offer any unpleasant surprises that may mar an otherwise ideal vacation.

An alternative to the resort hotel is the "Club Med Experience." There are one hundred and nine vacation villages located in thirty-three countries around the world operating under the auspices of Club Mediterranee S.A. and its subsidiaries. One of these subsidiaries, Club Med, Inc., is a publicly traded company on the New York Stock Exchange. Club Med, Inc. is responsible for operations and management of vacation villages located in North America, Central America, French Polynesia, Asia and certain countries in the South Pacific and Indian Ocean Basin. They have recently undertaken a 208 million dollar expansion that has added a number of villages to their roster as well as renovated some of their existing vacation spots.

Meals, accommodations, and activities at a Club Med vacation village are all covered in one fee. The Club atmosphere attempts to liberate its guest from the trappings of cold cash by establishing a different "local currency" which guest use to pay for amenities not covered in the lump-sum payment.

All of the Club Med staff believe that vacationers should be able to make new friends, so guests are encouraged to mingle. Mealtime seating is arranged around tables of eight with seating done in the order of the guests' arrival. Although sports are the main attraction, there are a variety of other activities offered: art and dance classes; local tours and archaeological expeditions in certain locations. The staff are trained as activities instructors and act as amiable organizers for the guests.

Club Med doesn't forget the kids. They have developed a mini-club family vacation concept at several of their clubs. According to the time of year, parents can bring up to two children, ages 2 through 7, free of charge. The

club provides many children's activities, all under the close supervision of trained staff. At some of the Club Med locations there are circus schools where the children learn mime; how to trapeze on land (with a net under them, of course) and the simple art of just clowning around.

The adult sports activities offered by the Club Med facilities range from tennis to bocce; from aerobics to sailboarding. These activities are open to all levels of proficiency. Whether you're a novice or expert, trained instructors are standing by to help the novice get started and give helpful hints to the experienced.

For Hobie Cat sailors, Club Med is a delight. Most of the Western Hemisphere vacation villages offer sailing as an activity, and of these fifteen clubs, most use Hobie Cats, Holder monohulls and Alpha sailboards. These resorts, located in some of the most beautiful spots on the face of the earth, are scattered throughout the Caribbean, the Bahamas, and on both the east and west coasts of Mexico. There's even one in Florida. All of the clubs provide an exciting opportunity for the Hobie snowbird to fly south.

Another fantastic direction for the snowbird is east, to the Old World of our ancestors and to the fun and sun in Spain. Spain is very special for the thousands of people who visit its warm, sunny climate: Not only does history live in its monuments and cities but life takes on new dimensions at its friendly beaches with wind-swept waters. The Spanish beaches are world-renowned for leisure-time activities and the abundance of nightlife.

A number of travel companies provide package tours to the Spanish Coast. These tours can include visits to important historical and cultural sites, as well as stops at small and not yet "discovered" locations. Wherever the tour is, you'll be sure to find excellent conditions to test your sailing skills. While we can't guarantee you'll find a Hobie Cat at every stop, many resorts do use them.

Marsans International, a company that has been providing vacations since 1910, has recommended several winter vacation destinations on the Spanish coast.

Costa Del Sol is one of the world's most famous vacation spots. It features about eighty-eight miles of sun-drenched Mediterranean beach. Warm, clear water and natural coves are locales for a quiet and peaceful sail with a picnic lunch.

Just south of the French border and north of Barcelona, are steep cliffs of ancient rock that have given the Costa Brava coast its name. The Costa Brava has fine Mediterranean sand and sun, charming towns and interesting shops and cafes. The rugged surroundings, clear water and perfect weather make vacation stories to send home to your snow bound fleet. Off the water, in both

locations, there are golf courses, tennis courts, shows, casinos and many exciting tours of the surrounding countryside.

Majorca, the Golden Island, has everything that you could possibly want in a vacation: super beaches, fantastic water sports, excellent hotels and restaurants. No wonder it is one of Europe's most popular vacation spots. Located in the Mediterranean Sea, Majorca's clear, warm water beckons the Hobie sailor.

The fabled Canary Islands are beautiful and warm all year long. Their beautiful beaches and clear blue water are just what the doctor ordered for

RITZ-CARLTON

The Ritz-Carlton, in Naples, Florida, is located at the north end of Pelican Bay facing the Gulf of Mexico on twenty acres of subtropical gardens. It offers the winter vacationer the unique combination of timeless elegance and 20th century efficiency. Four Hobie 16s, together with four Holder monohulls, await the Hobie sailor.

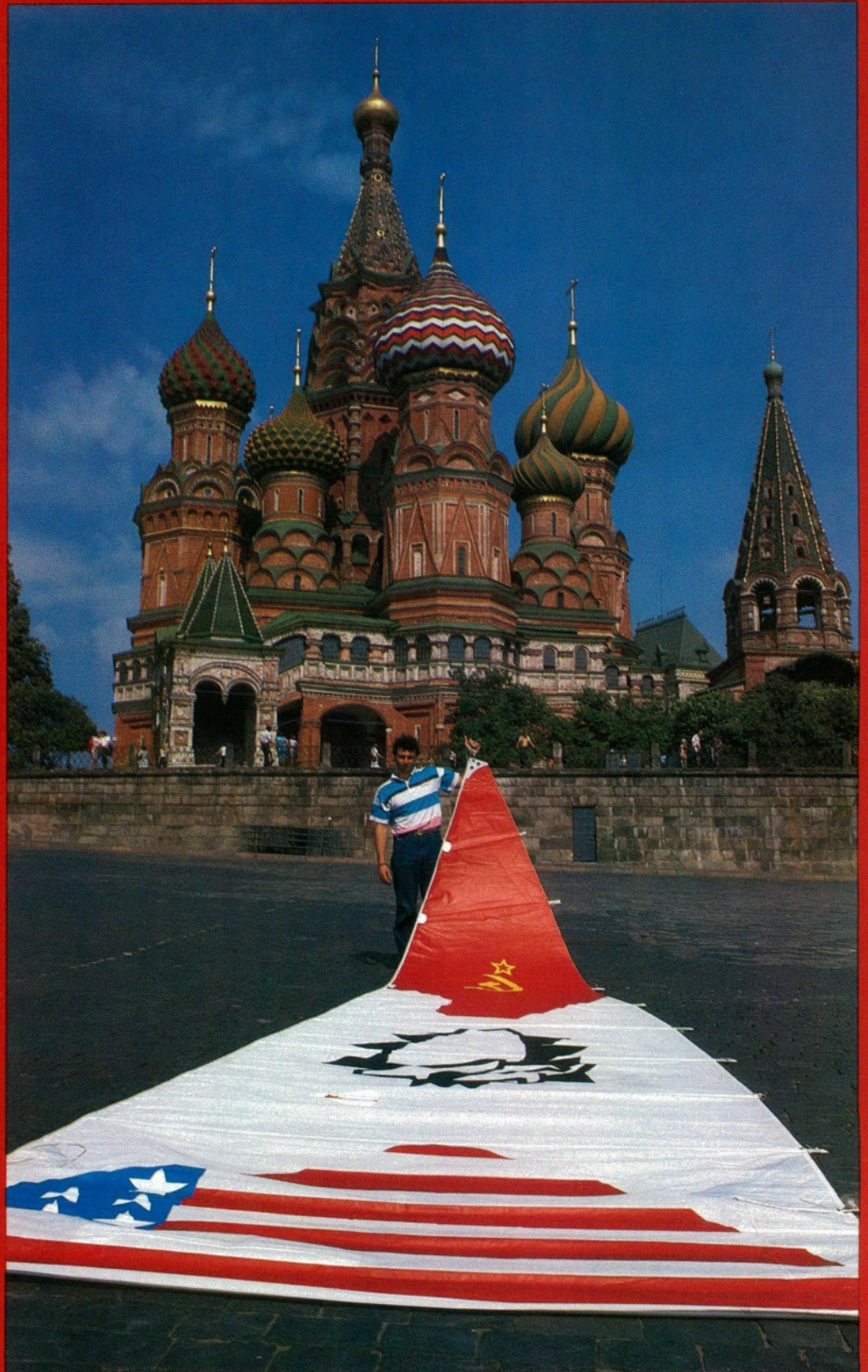


snow-blinded sailors. The wind and waves are perfect for the Hobie vacationer. Night life, restaurants, golf, tennis and cave explorations are just a few of the Canary Islands' attractions. The purest air in the world and the ambience of the open air cafes make the Canaries the holiday capital of the world.

Winter isn't a time for huddling under blankets wondering when spring will arrive. It's a time to get going to new places, warmer climates and unique sailing adventures in exotic locales.

When you get back home and you're sorting your slides, don't forget to write the HOTLINE and send us a slide to let us know where you've been. We'll put it in our "Hot Spot" column, share it with our readers and send you \$25.00 so you can start saving for your next winter vacation.

SAILING INTO THE HEARTS



OF RUSSIA

BY VINCENT VERTCHENE

PHOTOGRAPHS BY GILLES VIGOT

Siberia is a land synonymous to Westerners with gulags, cold, desolation; a land of prisoners, exiles and Eskimos. Siberia is a forbidding place, closely guarded by professional military forces who demand official reasons and official papers before they allow casual visitors to cross the frontier. Siberia is not on your travel agent's short list of fun and exciting tourist traps. Nor will you hear much gossip at local fleet meetings extolling the virtues of sailing in the wonderful waters off the Siberian Coast. In fact, Siberia and Hobie Cat are rarely, if ever, mentioned in the same sentence. Until now, that is. Three young men on a Hobie Cat have sailed on the Forbidden Sea. Without visas, they landed in Siberia, crossed Russia, stopped in Moscow to take a picture and, in the most amazing conditions, managed to get their boat back to France. Why? They made this remarkable journey for the pure pleasure of going through with an extraordinary adventure; it's an authentic fun story.

The sailors in this article sailed on one of the most dangerous stretches of water in the world. While they were successful in their venture the HOTLINE wants to remind all of our readers of the incredible risks they undertook. Risks that were life-threatening. We urge all of our readers to sail safely, taking the proper precautions to safeguard themselves at all times. Carry the proper safety equipment. Always wear a PFD. Don't sail alone. Make sure that people on the beach know where you are going and when you plan to return. Sail only in safe weather and in sight of land. Remember that accidents do happen and tragedies do occur and they can happen to you! -Ed.

By both sailing and diplomatic standards, these three young Frenchmen have accomplished a rare exploit. They crossed the Soviet maritime frontier between American Alaska and Soviet Siberia without the official, and all-important, permission of the Soviet Government; landed in Siberia; and then negotiated passage for themselves and their Hobie Cat back to France.

Olivier Chiabodo, Gilles Vigot and Christian Dupont, following in the wake of Arnaud de Rosnay, who crossed the Bering Straits on a sailboard some twelve

years ago, began their adventure on August 17, 1988. Starting from the small port of Wales, Alaska in an icy mist, they boarded the Hobie 18 Magnum which they had brought from France.

Olivier chose August for the crossing because it was the only really feasible month. From October to June, the Straits are blocked by ice, and the temperature is already too cold by the first days of autumn. At any time, however, the region's climate is relentless and the weather extremely difficult to forecast. "The Wales meteorological station could give us only an 8-hour report," Olivier reports. "We were warned that over that period the winds could vary between a force 2 and a force 10. As we knew it would take us between 10 and 15 hours to do the crossing, there was inevitably a risk." The temperature of the water was barely three degrees, and in the first few hours of the crossing a thick, pea soup fog completely frosted their hair. The fog was an added complication to the slight headwind that made maneuvering and compensating for the strong drift caused by the currents extremely difficult.

However carefully it had all been calculated, for the crew it was a nerve-racking moment. "We were so worried we didn't say a word for two hours," admits Gilles, who has little sailing experience, but is a skilled photographer. He had joined up at the last moment to take charge of filming the crossing.

Their only landmark in this pea soup weather was the noise of the helicopter that makes a weekly link-up between Wales and the little American island of Diomedes that is just before the frontier. By chance, Olivier spotted it, just visible in a minuscule patch of blue sky. Correcting the catamaran's course from the course flown by the American pilot, he avoided the major hazard of the crossing: missing the Soviet coast entirely and ending up in the middle of the Arctic Ocean. "It would have been a dramatic situation," Olivier explained, "as there would have been no chance of holding out too long in such cold."

The five hours of sailing before crossing the frontier was curiously marked by a band of mist floating two meters above the water. At the frontier, a school of whales and a big dolphin arrived to greet the sailors, a courtesy visit that had its intimidating side for people sitting just a few centimeters above the water. The wind rose and drove the catamaran on; it would carry them now to Siberia. But the crew's fears were not over. How would the Soviets react?

Before long they spotted a destroyer. Olivier had no intention of losing speed. On the contrary, he took advantage of the wind to surf the boat towards the coast. Realizing they were up against very determined individuals, the Russian sailors sent a launch out to meet them. An interpreter, dictionary in hand, made it clear this was an identity check. It lasted half an hour



before the Soviets sailed off; puzzled by this mysterious boat carrying the French flag, and a sail showing both the Soviet and American flags. Shortly afterwards, a helicopter flew overhead. The launch returned and came alongside the catamaran. Ten meters off the coast, the three sailors were stopped in their tracks. For two interminable hours they were left to ponder on what fate would be in store for them. The verdict finally came: "You are not authorized to set foot on our soil." And yet, a feeling seemed to have passed between the two sides, leaving room for a little hope.

By nightfall, the good news had arrived. Seventeen hours after leaving Alaska, the boat landed on a small beach close to a military camp. Villagers from Uelen were awaiting them, staggered at the sight of the travelers and their vehicle. Also awaiting them were a flow of questions, repeated over and over again by one of the women who spoke English. "Who are you? Why have you come here? What do you think of our country? Have you got a sponsor?" After a while, Olivier, Gilles and Christian were taken to the hotel, an extremely modest and evil-smelling room in which four camp beds were lined up. If you hadn't come for the beer, it was passable.

Early the next morning the adventurers

dismantled their boat to dissuade the Soviets from attempting to send them back in the direction of Alaska. They were signaled to come and eat. In the middle of the curtained canteen, a single table, set with four places, was replete with bowls of semolina and wine glasses; four places,

On Sunday, August 21, after four days of waiting, the weather finally cleared. In the early afternoon, the helicopter arrived. The three young men were ready to board, heavy hearted at the idea of leaving their boat. Suddenly, Olivier noticed that the large copter had a baggage hold



three for the visitors and the fourth for the President of the Uelen Soviet. This surreal breakfast signalled the willingness of the inhabitants of this remote spot on the earth to take the strange, sailing travelers under their wing. With their modest means, the inhabitants of Uelen did all they could to facilitate their guests' stay. They even organized a party in their honor, during which Olivier, Gilles and Christian were initiated into the mysteries of Eskimo dances.

But the three comrades had no intention of taking things easy. Their objective was clear: to leave as quickly as possible and get themselves and their boat back to France. But each day, the helicopter they had asked for was scheduled for that afternoon, or, maybe, the next day. And each day, no helicopter arrived. The price quoted was prohibitive: 25,000 rubles (\$40,000) for the boat, a price which eventually dropped to 12,000 rubles. When Olivier finally managed to get hold of his father by telephone, he learned that the Soviet authorities had asked the French Embassy for a bank guarantee of 135,000 francs (approximately \$22,000). In the meantime, he discovered that the trip from Uelen to Moscow only cost a Russian 230 rubles (\$40). He left a message with the Embassy, "Don't accept anything above this price. We'll cope with the problem of the boat." And, in fact, the voyagers envisioned abandoning it. For the catamaran, the adventure would end in Uelen, where its success had been so great that the President was ready to buy it.

accessed through two doors. With the aid of the village English teacher, who had served as interpreter throughout their stay, he tried to persuade the pilot, Anatole, to take the sailboat on board. With a stroke of skillfully guided luck, the bilingual negotiations were successful and the cat was securely stowed aboard the copter.


A 45-minute flight got them to Lavorentia, where their living conditions improved. The next day they were to leave for Anadyr aboard a cargo plane; negotiations to transport their boat began all over again. Olivier suggested taking it as accompanied luggage. "Okay," was the airport chief's reply, "it's 300 kilos." "Impossible," retorted Olivier, "the catamaran weighs barely more than 150 kilos." He calmly demanded that it be weighed, piece by piece. The 280 kilo result was upsetting, to say the least. Olivier swallowed his pride, and the airport chief, sportingly, decided to count only 200 kilos, bringing the cost down to 1,000 rubles (about \$1,600). Olivier, whose drive and determination, according to Gilles, knew no bounds, spent another half hour battling to get an invoice so he could be sure that the price wouldn't go back up. The trio finally boarded the plane after touching farewells with their interpreters. The emotion was evident; the sincerity of Olivier, Gilles and Christian had touched the hearts of their Siberian hosts.

Tuesday, August 23, they encountered a five hour stopover at Anadyr. They waited for the Moscow plane in the care of a gigantic Tartar, as impressive as he was

friendly. Unfortunately, he had bad news for them: There was no hope of getting the boat into a Tupolev aircraft. Resigned to their fate, the sailors joined up with fifty or more other passengers who were already boarding. When their turn came, another guardian angel, in the guise of a flight attendant, signaled to Olivier and said, "You over here, the others with the passengers." As he drew back the curtain separating the cabin into two compartments, Olivier thought he was dreaming. The hundred-seat compartment was empty, the seats folded down, and there, in the middle, was their Hobie, complete with mast and equipment! Accepting the challenge to get the sailboat back, the Aeroflot staff had packed all their passengers into the front of the aircraft, putting the catamaran into the rear. A small miracle, maybe signed Perestroika, and another unbelievable moment that the three sailors are not likely to forget.

By the time of their arrival in Moscow, three of the four goals these sailors sought had been won: They had taken a photo outside the White House prior to the crossing; they completed the Siberian crossing and they had transported their sailboat to Moscow. There remained one last goal: to take a photo in Red Square. This goal, however, could not be accomplished without waiting for their visas. So far they had not only gotten into the USSR, but had also crossed the country without these precious documents. Thanks to the efficiency of the French Embassy, their papers were finally in order on August 25. Playing a last little game with the Red Square militia, Olivier opened out the sail bearing the Soviet and the American flags. Gilles took the photos. They'd done everything.

Air France gave them a final hand, taking the Hobie Cat back free of charge. The trio returned to France, their heads filled with memories and their spirits alive with the pride that comes from accomplishing a great adventure. But this doesn't mean they are letting their success go to their heads. For them, there is no great philosophical message to be found in their journey. They simply wanted to show that adventure is not the exclusive domain of the professionals. Their patience and sincerity helped them to overcome obstacles which cynics said were insurmountable. Thanks to their will to communicate with people, both in Alaska and in Siberia, these obstacles disappeared one by one.

Olivier, Gilles and Christian have received numerous compliments about their unusual adventures in foreign travel and diplomacy. The one which they appreciated most for its sincerity, came from the Lavorentia airport chief, who said, "You are reckless, courageous and likeable, just like the Three Musketeers!" 

HOBIE RACING

JANUARY/FEBRUARY 1989

IN THIS SECTION:

Major Regattas

Fleet News

Regatta Results

Fleet Directory



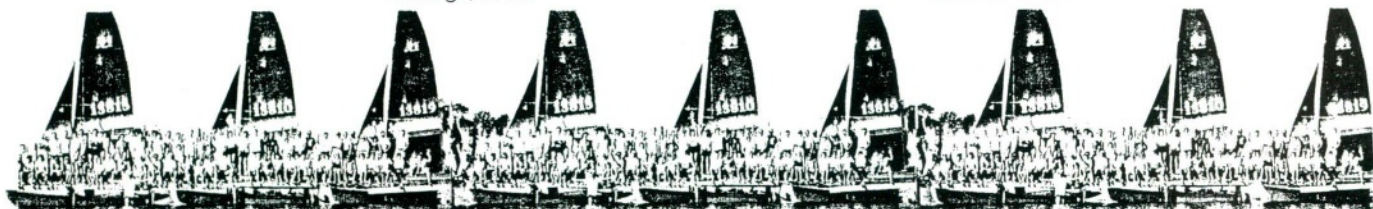
Eric Schlegel

HOBIE RACING

MAJOR EVENTS

MAJOR REGATTAS

Feb 24-26	Midwinters West San Felipe, Mexico	H.C.A. 619-758-9100
Mar 20-26	Ultimate Yacht Race San Francisco, California	Ann Humphrey 817-332-2431
Apr 1-2	Midwinters East Tampa Bay, Florida	Dean Bell 813-855-2084
May 14-20	Hobie 18 World Championship Monterey, California	H.C.A. 619-758-9100
June 24-26	Hobie 14 U.S. National Championship Oklahoma City, Oklahoma	H.C.A. 619-758-9100
June 28-July 1	Hobie 17 U.S. National Championship Oklahoma City, Oklahoma	H.C.A. 619-758-9100
Aug 20-26	Hobie 18 U.S. National Championship Erie, Pennsylvania	H.C.A. 619-758-9100
Aug 30-Sept 1	Hobie 16 U.S. Women's World Championship Chicago, Illinois	H.C.A. 619-758-9100
Sept 3-9	Hobie 16 U.S. Open National Championship Chicago, Illinois	H.C.A. 619-758-9100



Look what's coming!

**MID★
WINTERS
WEST**

San Felipe, Baja California, Mexico

February 24-26

World Hobie Cat Association
619/758-9100

Join a Fleet

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

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

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

Name _____

Address _____

City _____ State _____ Zip _____

Send to: The Hobie Class Association
P.O. Box 1008
Oceanside, CA 92054

1988 2ND ANNUAL TEKTOR MARINE CAROLINA COASTAL DASH

Charlotte, North Carolina
September 23-25, 1988
by Shawn G. Miller

"The Hobies are coming. Between 50 and 60 of them from throughout the country will invade the area next week-end for the second Annual Tektor Marine Carolina Coastal Dash." So read the article from the Sun News of Myrtle Beach, SC that referred to the Hobie Cat offshore distance race that was being held in their backyard September 23-25. The Hobies came all right! Some fifty Hobie Cats from North Carolina, South Carolina, Iowa, New York, Michigan and Ohio showed up for the exciting Carolina Coastal Dash.

Lack of wind may have delayed Friday's start of the Carolina Coastal Dash, but it certainly wasn't a hindrance once the race began. All boats were set to start from the

Grand Strand Sailing Association's clubhouse at 9:00 a.m. following a 7:30 a.m. skipper's meeting and equipment check, but winds were not strong enough to fill the sails. Officials (our own Jesse Helms and Tim Salmon) considered shortening the race to half the scheduled distance of fifty miles from south Myrtle Beach to Little River Jetties and back, but decided to proceed with the original distance at 10:30 a.m.

The day finally began with rather calm seas and light winds. The leaders rounded the mark at the Little River Jetties at 1:00 p.m. The sailors had "turned around" by mid-day and so had the weather. It was not a race for the faint hearted at this point. It was a double trapped beat the entire return leg that forced more than a few teams to call it quits. The leaders had hit the beach by 4:30 p.m.; however, there were quite a few exhausted teams that sailed into the night to get back to

Myrtle Beach. Dominos served up hot pizza and Better Brands provided ice cold Budweiser for all of the sailors upon their return. All boats and sailors were accounted for by 10:00 p.m. that evening and everyone was preparing for Day 2.

Day 2 arrived, much too soon for my tired body's liking, and once again, the race committee was faced with possibly making changes and varying from the originally scheduled course which was a repeat of Day 1. The forecast was calling for 20-25 knots out of the southwest and a trek up to the Little River Jetties was not in the cards. The call was made by the officials and we were racing south to Litchfield Beach and back; the course set for Day 3. It was a shorter course and the "beat" would be the first part of the race instead of on the return leg when sailors had already spent most of their energy. Not a peep, not a complaint . . . not a word! Everyone was in

agreement, so south we sailed.

We never did see that 25 knots, however, the light to medium, shifty breeze carried all boats back to shore by 5:00 p.m. and allowed everyone time to clean up for the evening's Fish Fry, served up tastefully by Beach Catering, and once again, ice cold beer provided by Better Brands. After door prizes were awarded, everyone broke up to pursue their choice of evening activities. The better part of the group, including the race committee, wandered down the road to the Myrtle Beach's own world famous Grand Prix racing! Yes, here was our chance to beat Don Estapa, the reigning Hobie 18 National Champion and the leader in the Dash! He proved to be as tough on the track as he was on the water!

Day 3 remained on schedule for a southbound race to Litchfield Beach and back with a thunderstorm booming as we rounded our mark to

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

Please note that this schedule is subject to change.

Due Dates

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.

FLEET NEWS

return. All boats were back safe and sound by mid afternoon for the awards ceremony.

The 2nd Annual Tektor Marine Carolina Coastal Dash was a true success and was made possible by the following sponsors: Tektor Marine, Boats for Sail, Dominos Pizza, Better Brands, WAVE 104 Radio, The Sailing Connection, Grand Strand Sailing Association, Time Out Sailing, SSI, Murray's Marine, Covert Marine, and, of course, Hobie Cat, who continues to make these wonderful boats and support a regatta program throughout the world. Until next year . . . Happy Sailing!

THE BUZZARD REGATTA

New Bedford, MA
Fleet 28, Division 12
August 30-31, 1988
by Christopher A. Brosco, Sr.

Sequels have a way of never living up to the expectations created by the original. Maybe a lack of enthusiasm exists, helping to diminish the overall quality of a project's results. But New Bedford's Fleet 28, which up until last year had a successful string of regattas at Mattapoisett before being forced to change race sites, seems to have found its stride in their replacement, simply called, the Buzzard Regatta.

The regatta, now in its second year, along with the members of Fleet 28, Commodore Steve Latham, and race committee chairperson Cathy Child, returned with more sponsors, more to offer the participants and, what would eventually turn out to be the largest turnout of any points regatta in the Division to date.

The Low Tide Yacht Club, which was left to stand vacant following a fire years earlier, and whose porch has served as the meeting site for the skipper's meetings at New Bedford, helped Tom Sullivan serve up a unique analogy. Tom said, "You know this place is a lot like a Hobie sailor; burned out and dangerous."

Following the 11 a.m. meeting, the 105 boats readied this Saturday morning, were into the first of four sequences of the day, shortly after noon. There was a fog bank holding just to the outside of the

course, and a clean 15 knot breeze was blowing, helping to create slightly choppy seas. The race committee had made the decision to start the 16A and B fleets together making for a 37 boat start. Needless to say, there was lots of bumping and rule shouting accompanying each start, never mind the four general recalls that ensued. The 18A and B fleets, not to be outdone, grabbed a general recall of their own.

Race two was abandoned as the fog line made a slow trek inland, while B mark broke

loose and drifted deeper and deeper into the mist. The mark was re-secured and the fog did retreat after a few short minutes, helping the committee get off two more races, under what had now become 10 knots of wind.

Upon returning to the beach, sailors were greeted to some Miller Lite, free showers and camping facilities, and a night's worth of sightseeing and activity that surround the New Bedford historic waterfront district.

Time would be the major

enemy on Sunday, due to a forecast of deteriorating weather. There was a south-westerly breeze that, at times, had trouble holding its ten knot velocity. The course had been moved further into the bay to offer the cleanest air possible. 16A and B fleets were separated giving the committee one more start to contend with, but obviously fewer problems. Two sequences got under way before time ran out on the day's events.

As the last boat made its way back to shore, a steady rain began to blanket the area putting a damper on the final presentations, but not on the spirits of those who had raced well enough to go home with one of the beautiful trophies commemorating their week-end's effort.

Brian Franco, Division Chairman, had some presentations of his own to make as well. Brian, on behalf of the Division, awarded golf shirts to the top finishers for the '87/'88 season. Each shirt had an embroidered flying "H" with the Division 12 logo on the front. Winners in 18A were: Jim Adelman, 1st; Barry Burgess, 2nd; and Drake Barber, 3rd. Al Campbell held down 1st place in the 17's followed by Ted Knowlton in 2nd and Jeff Erickson in 3rd. The 16 fleet was headed by Cliff McCarty with Joe Boulay 2nd, and Brian Franco 3rd. Mac McCarthy got 1st place in the 21's. Though he didn't encounter very much competition this season, it was worth a shirt just to lug that boat around.

Fleet 28 wishes to extend its appreciation to the following sponsors of the Buzzard Regatta: WMYS-FM, the City of New Bedford and Mayor John Bullard, Low Tide Yacht Club, South End Business Association, New Bedford Chamber of Commerce, Your Girl Friday, Ensign Marine Specialties, Dugan Buick/Pontiac/GMC Truck, Howland Place, Latham Funeral Home, Riccardi's Italian Restaurant, Bill Wood's Wharf, Ro-Art Liquors, Furniture City, J.J. Taylor Distributing, Luzo Community Bank, South End Motors, Me & Ed's Restaurant, Mr. E's Custom Tee's, Ma Raffa's Italian Restaurant, Ernie Ross Jewelers, and The Trolley Stop Restaurant.



Erie Schlegel

REGATTA RESULTS

DIVISION 2

**ASSAULT ON ROCKY POINT
FLEET 514, DIVISION 2
PUERTO PENASCO, MEXICO
SEPT. 24-25, 1988**

HOBIE 18A POINTS

1. Lindley/Lindley	4.25
2. Brown/Montgomery	5.50
3. Buchanan/Buchanan	11.00
4. Clair/Ferguson	16.00

HOBIE 18B POINTS

1. Knipp/Mulay	5.25
2. Rafuse/Roberson	7.50
3. Miller/Killebrew	12.00
4. Team Eger	12.00
5. Mulay/Mulay	15.00
6. Hankins/Hankins	20.00
7. Burke/Kurlin	25.00
8. Power/Sims	29.00
9. Fischer/Fischer	32.00
10. Stanger/Kopca	37.00

HOBIE 18C POINTS

1. Ray/Henry	4.25
2. Partch/Partch	10.00
3. Prosser/Prosser	13.75
4. Bombard/Bombard	14.75
5. Cummings/Butterfield	18.00
6. Palmer/Kolopoulos	19.00
7. Staten/Meder	20.00
8. Beck/Cunningham	29.00

HOBIE 17 POINTS

1. Tom Ruyon	3.00
2. A.C. Douglas	6.75

HOBIE 16A POINTS

1. Blount/Bell	3.00
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HOBIE 16B POINTS

1. Lowe/Lowe	3.00
2. Moseley/Moseley	8.75
3. Waugh/DeAngelis	10.00
4. Ashley/McNeill	11.00
5. Hensler/Berger	18.00
6. Baker/Baker	22.00
7. Banks/Harness	24.00

HOBIE 16C POINTS

1. Haneman/Haneman	8.50
2. Phalen/Phalen	15.00
3. Pleyte/Turner	15.00
4. Royal/Davis	15.50
5. McClanahan/	15.75
6. McClanahan	19.00
7. Ray Grandbois	20.00
8. Kirschner/Smith	21.00
9. McMaster/McMaster	30.00
10. Zimmerman/	33.00
11. Zimmerman	38.00
12. Smith/Smith	41.00
13. Hornby/Chris	43.00
14. Peto/Meder	47.00
15. Novak/Novak	58.00
Purciel/Marianne	
Green/Green	

HOBIE 14 POINTS

1. Bob Heyer	4.25
2. Tom Heyer	6.75

DIVISION 3

**TURKEY REGATTA
FLEET 222, DIVISION 3
MONTEREY, CA
OCTOBER 29-30, 1988**

HOBIE 18A POINTS

1. Mike Rayfuse	4.25
2. Jack Hill	7.75
3. Rafi Yahalom	10.00
4. Ron Johnston	13.75
5. John Bauldry	15.00
6. Barton Goodell	24.00
7. Bill Timms	26.00
8. Al Leonard	30.00
9. Chris Harris	37.00
10. Clark Penfield	37.00

HOBIE 18B POINTS

1. Rainer Soehnen	4.25
2. Tony Bindel	5.50
3. Robert Trevey	11.00
4. James Lambert	16.00
5. Tom Apostolos	20.00

HOBIE 17 POINTS

1. Ron Kitowski	9.50
2. Michael Sprague	9.75
3. Doug Johnson	9.75
4. Dexter Ploss	9.75
5. Mike Bender	14.00
6. Mike Garrett	23.00
7. Tom Welleams	31.00
8. David Tiley	36.00
9. D. Baumgartner	36.00
10. Wayne Mooneyham	38.00
11. Steve Kieffer	39.00
12. Ariene Hill	46.00

HOBIE 16A POINTS

1. Pat Porter	2.25
2. Paul Tobie	5.75
3. Gary Russell	12.00
4. Paul Hess	12.00
5. Paul Pasco	14.00
6. Ed Reese	15.00
7. Mike Montague	15.00
8. Scott MacDonald	20.00
9. Mark Skvarla	20.00
10. Larry Peterson	21.00
11. Eric Rodal	24.00
12. Doug Littlefield	32.00
13. Hans Peter	33.00
14. Van Parseghian	37.00
15. Mike Duane	39.00
16. Mike Arnerich	43.00
17. Jim Sajdak	47.00

HOBIE 16B POINTS

1. Russ Brown	2.25
2. Bob Brown	6.00
3. Tim Glase	11.00
4. Kit Weigman	11.75
5. Allan Houser	13.00
6. Phil Heberer	14.00
7. Ron Bishow	19.00
8. Clell Wheichel	23.00
9. Joe Wall	24.00
10. Jim Hasegawa	29.00
11. Bob Petersen	33.00

HOBIE 16C POINTS

1. Lyn Schratz	3.50
2. Don Atchley	5.75
3. John Schroyer	10.00
4. John Jeffries	12.00
5. Tim Fietas	18.00
6. T. Grimaldi	20.00
7. Fred Schulenberg	24.00
8. Rick Houge	27.00
9. Danny McGhee	37.00
10. Greg Palmer	38.00
11. Brendi Noon	38.00
12. Jim Kennedy	42.00
13. David Byrd	42.00
14. James Welge	43.00

**SHARKFEED
FLEET 281, DIVISION 3
BODEGA BAY, CA
OCTOBER 1-2, 1988**

HOBIE 21 POINTS

Tony 1.	2.25
Probst	

HOBIE 18A POINTS

1. Jack Hill	2.25
2. Rafi Yahalom	6.00
3. Ron Johnston	9.00
4. Al Leonard	12.00
5. Bill Timms	13.00
6. Lloyd Wagner	16.00
7. Don Deller	19.00

HOBIE 18B POINTS

1. Bob Frost	2.25
2. Rawer Soehnen	4.75
3. Jerry Henderson	9.00
4. Denny Hermann	13.00
5. James Troxel	15.00

HOBIE 17A POINTS

1. Doug Johnson	2.25
2. Ron Kitowski	4.75
3. Chuck Dotson	15.00
4. David Tiley	16.00
5. Steve Kieffer	17.00
6. David Baumgartner	18.00
7. William Carney	18.00
8. George Spain	24.00
9. Daryl Levitt	24.00
10. Dennis Sullivan	28.00
11. Tom Williams	30.00

HOBIE 16A POINTS

1. Pat Porter	3.50
2. Paul Tobie	5.75
3. Paul Hess	10.00
4. Gary Russell	10.75
5. Paul Pasco	13.00
6. Scott MacDonald	16.00
7. Ron Katz	16.00
8. Hans Peter	22.00
9. Marty Stitt	23.00
10. Mike Arnerich	26.00
11. Wes Weber	33.00
12. Jean Tully	34.00
13. Jim Sajdak	36.00
14. Mike Duane	42.00

HOBIE 16B POINTS

1. John Schulthess	3.50
2. Bob Peterson	4.75
3. Steve Yates	6.75
4. Chuck Schroyer	11.00

HOBIE 16C POINTS

1. Paul Young	2.25
2. Kit Weigman	9.00
3. Wally Crother	10.00
4. David Byrd	10.00
5. Rick Hogue	13.75
6. Greg Miller	21.00
7. Thom Grimaldi	23.00
8. Adolfo Ospina	23.00
9. Jim Kennedy	23.00
10. Ron Cassero	24.00
11. John Schroyer	25.00

12. Greg Stone	31.00
13. Danny McGhee	34.00

HOBIE 14A POINTS

1. Drew Riddle	4.00
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DIVISION 6

**WILD BILL 1988
FLEET 8, DIVISION 6
TEXAS CITY, TX
OCTOBER 22-23, 1988**

HOBIE 18A POINTS

1. Sneider/Singley	4.25
2. Yurmak/Cooke	9.75
3. Johnson/Akin	11.75
4. Young/Osteen	14.00
5. Faffar/	16.00
6. McKee/McKee	20.00

HOBIE 18B POINTS

1. Wreyford	4.25
2. Simonsen	9.75
3. Eller	9.75
4. Puffer/Warren	11.00
5. Taylor	17.00

HOBIE 18C POINTS

1. Craig/Mouin	4.25
2. Thomas/Coleman	5.50

HOBIE 18M POINTS

1. Walters/Turne	4.25
2. Guptill/Cizek	7.50
3. Rigg	12.00

HOBIE 17 POINTS

1. Koons	3.00
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HOBIE 16A POINTS

1. Wilson/Wilson	6.50
2. Miller/King	7.75
3. Kuc/Wyatt	12.00
4. Shaw/Shaw	14.75

5. Whittington/Whittington	20.75
6. Rourke/Brown	21.00
7. David/Larchar	22.00
8. Welch/Laws	30.00
9. Seta/Mallum	30.00
10. Hardy/Smith	34.00
11. Bach/Tirey	40.00
12. Gillis/Gillis	41.00
13. Pugh/Pugh	47.00
14. Eckenroth/Eckenroth	48.00
15. Gray/Deckard	51.00

HOBIE 16B POINTS

1. Mallum	4.25
2. Delesandri/Delesandri	10.00
3. Mayo/Birdwell	13.75
4. Urban/Ware	15.00
5. Tucker/Zieze	22.00
6. Paris/Morgan	23.00
7. Schmidt/Micki	25.00
8. Bacon/Bouziga	27.00
9. Hamilton/	32.00
10. Donathan/Zaho	35.00
11. Schafl/	41.00

HOBIE 16C POINTS

1. Cody/Rourk	5.25
2. Mason/Burris	7.75
3. Hennessey/Shortt	13.00
4. Joyan/Spencer	15.00
5. McInnis/Roggenstein	19.00
6. Whitehurst/Scheck	28.00
7. Proffitt/John	28.00
8. Warren/Ilev	29.00
9. Thomas/Benz	29.75
10. Corona/Alcala	30.00
11. Carroll/Stafford	39.00
12. Tsoukalas/Rasnick	46.00
13. Lavern/Lavern	47.00
14. Hutchins/Anderson	56.00
15. White/McKims	59.00

HOBIE 14T POINTS

1. Eberle	4.25
2. Morrison	5.50
3. Foreman	12.00
4. Sykes	16.00

BOUNTY HUNTERS WANTED

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

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

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

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

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

Send copies of letters to:

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

BECOME A BOUNTY HUNTER

REGATTA RESULTS

DIVISION 7

10,000 LAKES REGATTA
FLEET 515, DIVISION 7
LAKE MINNETONKA, MN
SEPTEMBER 10-11, 1988

HOBBIE 21	POINTS
1. Leekley/Holvet	3.75
2. Brozo/Probst	8.75
3. Gemplar/Gemplar	15.00

HOBBIE 18M	POINTS
1. Smith	6.25
2. Erickson	6.25

HOBBIE 18	POINTS
1. Hohn	7.25
2. Cox	14.75
3. Alekana	15.00
4. Syck	18.75
5. Glick	21.00
6. Sexton	21.75
7. Godine	24.00
8. Eaton	37.00

HOBBIE 16A	POINTS
1. Brewer	7.00
2. David	11.75
3. Hildebrandt	15.00
4. Kroupa	17.00
5. Johnson	20.75
6. Condon	25.00
7. Thorson	25.00

HOBBIE 16B	POINTS
1. Dupont	8.50
2. Rine	8.50
3. Igo	15.00
4. Skrip	16.50
5. Hesch	25.00
6. Bigford	27.00
7. Fabel	29.00
8. Lindell	40.00

HOBBIE 14	POINTS
1. Watson	3.75

DIVISION 8

MICHELOB CHAMPIONSHIP
FLEET 5, DIVISION 8
CLEARWATER, FL
SEPTEMBER 21-22, 1988

HOBBIE 21	POINTS
1. Daniel/Carlson	3.00
2. Dean/Haley	8.00
3. Johnson/Johnson	13.00
4. Hall/Turner	16.00
5. Rhodes/Donevant	18.00
6. Webster/Sweet	23.00

HOBBIE 18A	POINTS
1. Dunn/Messier	6.50
2. Seward/Carlos	15.00
3. Mayo/Jan	17.50
4. Stater/Gowdey	19.00
5. Bell/Bell	26.00
6. Ridgely/Newitt	27.00
7. Dees/Keyser	29.00
8. Dwyer/Dwyer	41.00
9. Jones/Coleen	43.00
10. Caffee/White	43.00
11. Russell/Perkins	44.00
12. Watters/Elizabeth	45.00
13. Newlyn/Amundson	46.00
14. Carlson/Danielson	47.75
15. Linton/Licasi	57.00
16. Thompson	57.00
17. Stevens/Vargo	58.00
18. Willey/Osborne	58.00
19. McNeal/Ohlmstead	60.00
20. Kidder/Cindy	60.00
21. Sheppard	61.00
22. Catley/Catley	61.00
23. Whidden/Mullens	66.00
24. Mondragon/Searan	75.00

25. Stahr/Stahr	86.00
26. Beale/Robinson	98.00
27. Pecknold/Devery	108.00

HOBBIE 18B	POINTS
1. Bercz/Mary	4.25
2. Robinson/Kathy	10.75
3. Harper/Nichols	15.00
4. Mulien/Sandy	18.00
5. Ausc/Paterno	20.75
6. Richard/McDougall	21.00
7. Trimble	24.00
8. Ridenour/Mullins	25.00
9. Dodson/Haner	33.00
10. Rechsteiner/Barcelo	36.00
11. Felman/Horan	38.00
12. Coffman/Nancy	39.00
13. Rehberly	45.00
14. Fuhler/Maynard	52.00
15. Henne/Wallford	53.00
16. Fogg/Fogg	59.00
17. Raessler	66.00

HOBBIE 18M	POINTS
1. Bergman/Bergman	4.25
2. Garrison/Morris	8.50
3. Murph/Tyler	9.00
4. Anderson/Schorr	13.00
5. Dewitt/Rodgers	16.00
6. Hamlet/Bush	25.00
7. Abbassi/Mike	26.00
8. Secard/Hill	29.00
9. LaPointe/Kathie	31.00
10. Stacknik/Claudine	40.00

HOBBIE 17A	POINTS
1. Alex Kirby	5.25
2. Dick Post	11.00
3. C. Roche	11.75
4. Larry Ashton	12.75
5. D. Giesse	19.00
6. M. Paradise	21.00
7. Dennis Jones	22.00
8. Roy MacPhail	25.00
9. Chester Scott	26.00

HOBBIE 17B	POINTS
1. Terri Lusk	4.25
2. Wes Colley	6.75
3. Howdy Hubbell	12.00

HOBBIE 16A	POINTS
1. Sanchez/Cheryl	9.00
2. Gelatt/Devine	16.50
3. Gallagher/Wagner	16.75
4. Smith	18.75
5. Radditch	20.00
6. Goodman/Hinds	20.00
7. Camp/Quin	26.00
8. LeGrand/Stef	28.75
9. Sloan/Sloan	31.00
10. Ruthkopf/Gierlach	32.00
11. Sammons/Sammons	33.00
12. Drysdale/Deans	37.00
13. Gallagher/Gallagher	40.00
14. Weisberg/Weisberg	43.00
15. Meyers/Stiff	49.00
16. Coffee/Coffee	57.00
17. Pryor/Holand	62.00
18. Stortenbecker/Oroian	70.00

HOBBIE 16B	POINTS
1. Lopez/Lopez	8.50
2. Bowerfind/Brice	12.50
3. Taucher/Rodgers	16.00
4. Sammons/Keyser	16.00
5. Schwied/Ron Jr.	16.75
6. Cooper/Ranson	23.00
7. McGlinchy/O'Neal	24.00
8. Gronbach/Caffee	26.00
9. McDonald/Lee	29.00
10. Barnes/Outlaw	35.00
11. Hollinsworth/Packer	36.00
12. Horney/Ruggieri	42.00
13. Racz/Pitsenbarger	43.00
14. Hood/Miles	45.00
15. Tofanelli/Tofanelli	51.00
16. White/Rodgers	62.00
17. Lengyel/Margaret	80.00
18. Racz/Pitsenbarger	80.00
19. Cabish/Jo	80.00
20. McPherson/Niles	80.00

HOBBIE 16C	POINTS
1. Broomberg/Burgess	9.75
2. Worman/Worman	11.75

3. Riddle/Riddle	15.00
4. Alger/Alger	17.75
5. Crockett/Patti	19.75
6. Beal/Beal, Jr.	25.00
7. Berard/Berard	28.00
8. Cryan/Napper	31.75
9. Lach/Lambert	35.00
10. Archer/Johnson	35.00
11. Niles/Knight	36.00
12. Knight/Edwards	37.00
13. Tausinger/O'malley	45.00
14. Cooper/Gapdnet	45.00
15. Case/Case	47.00
16. Moore/Albina	55.00
17. Martin/Martin	58.00
18. Mason/Jim	64.00
19. Hubbell/Hubbell	64.00
20. Clark/Miller	78.00
21. Gavna/Oliver	94.00
22. Rollins/Hromalik	100.00
23. Ryals/Tausinger	100.00
24. Cablish/David	100.00
25. Zried/Graves	100.00

HOBBIE 14A	POINTS
1. Brian Lambert	3.00
2. Bill Brooks	11.75
3. John Nelson	12.00
4. Bob Medley	12.00
5. Dave Miller	14.00
6. Allan Santor	21.00
7. Jan Bell	36.00
8. Judie Johnson	36.00
9. Rich Burdette	36.00

HOBBIE 14T	POINTS
1. Clark Keyser	3.00
2. Andy Keyser	6.75

DIVISION 9

MIDDLE GEORGIA MAD CATTERS
FLEET 154, DIVISION 9
LAKE SINCLAIR, GA
SEPTEMBER 24, 1988

HOBBIE 16B	POINTS
1. Allen/Allen	7.25
2. Hood/Hood	7.25
3. Hale/Hale	11.00
4. Racz/Pitsenbarger	22.00

HOBBIE 16C	POINTS
1. Miles/Gandy	6.25
2. Smith/Montgomery	8.25
3. Case/Case	20.00
4. Luke/Godfrey	20.00
5. Hester/Rooks	24.00
6. Anderson/Williams	25.00
7. Tracy/Tracy	29.00
8. Nelson/Nelson	32.00
9. Malone/Winchester	38.00

DIVISION 11

MIDATLANTIC CHAMPIONSHIP
FLEET 250, DIVISION 11
ATLANTIC HIGHLANDS, NJ
SEPTEMBER 24-25, 1988

HOBBIE 21	POINTS
1. Don Pedersen	3.75
2. Yaron/Wickstein	10.00

HOBBIE 18	POINTS
1. Hayward/Thompson	7.50
2. Schleckser/Schleckser	9.50
3. Stater/Corken	17.00
4. Bergstedt/Mount	19.75
5. LeBoeuf/Brown	20.75
6. Kulkoski/Villa	29.00
7. Adams/LaPorte	29.00
8. Taulbee/Burslem	37.00
9. Weiss/Verruto	38.00
10. Sullivan/Dewan	41.00
11. Paliwoda/Commandatore	55.00

HOBBIE 17	POINTS
1. George Schmidbauer	3.75
2. Ted Bonner	16.75
3. Rob Wagner	22.00
4. Roger White	23.00
5. Milt Dinhofer	26.00
6. Mick Roberts	26.00
7. Christopher Beal	27.00
8. Clark Brown	30.00
9. Jim Matthews	32.00
10. John Sherm	39.00
11. Pete Laue	47.75
12. Ned Cooke	56.00

HOBBIE 16B	POINTS
1. Theis/Theis	9.75
2. Maddock/Maddock	13.50
3. Dowell/Nagy	15.75
4. Nystrom/Nystrom	18.75
5. Szakmeister/Mutter	20.75
6. Ochab/Ochab	21.00
7. Englehardt/Englehardt	27.00
8. Edwards/O'Shea	36.00
9. Hoefler/Eway	45.00
10. McVeigh/Pennie	45.00

HOBBIE 16C	POINTS
1. Giannini/Giannini	3.75
2. Church/Church	9.75
3. Raybon/Raybon	17.00
4. Kita/Bearish	20.00
5. Kast/Kast	23.00
6. Burley/Burley	25.00
7. Levy/Torzilli	31.00
8. Moody/Styer	35.00
9. Svard/Svard	38.00

DIVISION 14

SHORT MOUNTAIN SHOOTOUT
FLEET 145, DIVISION 14
KERR LAKE/SALLISAW, PK
SEPTEMBER 17-18, 1988

HOBBIE 18A	POINTS
1. Curtis/Curtis	2.25
2. Lee/Lee	4.75

HOBBIE 17A	POINTS
1. Sherrod	2.25
2. Pattula	7.00
3. Shipp	8.75
4. Tiger	9.00
5. Chaples	10.00
6. Bonner	14.00

HOBBIE 16A	POINTS
1. Ralph/Fulter	4.75
2. Luffelholz/Groosem	6.50
3. Trotter/Trotter	7.75
4. Means/Means	9.00
5. McIntosh/McIntosh	11.00
6. Hess/Hess	14.00
7. Bridgman/Means	19.00
8. Dunn/Means	20.00
9. Bordelon/Bordelon	23.00

HOBBIE 16B	POINTS
1. Atnip/Horton	3.50
2. Marchessault/	6.00
3. Marchessault	9.75
4. Dragod/Dragod	12.00
5. Dickerson/Kerns	12.00
6. Denny/Denny	14.75
7. McMillan/Kizer	15.00
8. DeLorme/DeLorme	24.00
9. Hill/Cumbe	

HOBBIE 14A	POINTS
1. Schwartz	4.50
2. Bass	6.75
3. Holmes	8.00

HOBBIE 14T	POINTS
1. McDowell	2.75
2. Lawyer	6.00
3. Trent	9.00

DIVISION 15

MUSIC CITY REGATTA
FLEET 249, DIVISION 15
NASHVILLE, TN
SEPTEMBER 17-18, 1988

HOBBIE 18A	POINTS
1. Lynn Olson	3.00
2. Gordon Isco	7.75
3. Bill Robertson	10.00
4. Bill Jones	14.00
5. Larry Lovelace	17.00

HOBBIE 18B	POINTS
1. Kevin Gillingham	4.25
2. Max Cain	6.50
3. Gary Lamborn	9.00
4. Doug MacRae	14.00

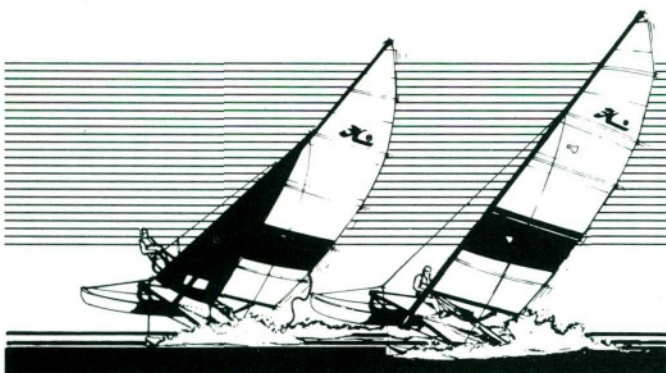
HOBBIE 17	POINTS
1. John Alden	3.00
2. Steve Sutterfield	7.75
3. Scott Burch	10.00

HOBBIE 16A	POINTS
1. Kenny McDonald	10.50
2. Steve Rooks	10.75
3. Andy Humphries	12.50
4. Mack Andrews	16.00
5. Marc Gramont	18.00

HOBBIE 16B	POINTS
1. Craig Dooley	6.75
2. Brent Nelson	10.50
3. Bill Hart	10.75
4. Joe Corey	13.75
5. Marc Dickenson	17.00

HOBBIE 16C	POINTS
1. Jimmy McCaskey	6.75
2. Trey Collier	9.75
3. Ted Wilder	11.50
4. Charlie Miller	14.00
5. James Fergusson	15.75

HOBBIE 14	POINTS
1. Jim Dieterich	3.00



REGATTA RESULTS

NATIONALS

HOBIE 18 U.S. NATIONAL CHAMPIONSHIP
PENSACOLA BEACH, FL
OCTOBER 11-15, 1988

FINALS

NAME	STATE	POINTS
1. Tucker/Boyd	FL	21.50
2. Egusa/Kiel-Deans	CA	45.00
3. Alter/Grady	CA	50.25
4. Dunn/Messier	FL	50.75
5. Duke/Espinoza	FL	57.00
6. Rayfuse/Johnston	CA	71.50
7. Thomas/O'Brien	FL	74.75
8. Simms/Simmons	MA	79.00
9. Dees/Mullins	FL	80.00
10. Marshack/Marshack	OR	81.50
11. Cope/Cope	FL	82.00
12. Timm/Timm	CA	83.75
13. Myers/Lowrance	NC	84.00
14. Watters/Watters	FL	85.00
15. Newkirk/Newkirk	FL	85.75
16. Schleckser/Schleckser	NJ	87.00
17. Hackney/Gierlach	FL	88.00
18. Palmer/Palmer	TX	95.00
19. Gaston/Gaston	AL	102.00
20. Caffee/Caffee	FL	106.00
21. Mayo/Mayo	FL	107.00
22. Hayward/Thompson	CT	153.00
23. Mooneyham/Sadjak	CA	121.00
24. Lehman/Liebermann	MI	121.00
25. Ederer/Ederer	MS	124.00
26. Lindley/Lindley	AZ	130.00
27. Stater/Gowdey	GA	131.00
28. Bell/Bell	FL	132.00
29. Stater/McCambridge	VA	135.00
30. Hopper/Stark	CAN	141.00
31. Ling/Fulton	WA	142.00
32. Burgess/Burgess	NC	156.00
33. Estapa/Beach	NC	156.00
34. Pitt/Pitt	GA	158.00
35. Barber/Lee	MA	165.00
36. Thompson/Hodgson	CAN	194.00

HOBIE 18 CHAMPIONSHIP

NAME	STATE	POINTS
1. Tucker/Boyd	FL	6.50
2. Rayfuse/Johnston	CA	8.50
3. Alter Jr./Grady	CA	10.25
4. Egusa/Kiel-Deans	CA	15.00
5. Watters/Watters	FL	20.00
6. Thomas/O'Brien	FL	21.75
7. Cope/Cope	FL	22.00
8. Dees/Mullins	FL	23.00
9. Simms/Simmons	MA	24.00
10. Schleckser/Schleckser	NJ	25.00
11. Marshack/Marshack	OR	26.75
12. Duke/Espinoza	FL	28.00
13. Myers/Lowrance	NC	30.00
14. Dunn/Messier	FL	32.00
15. Gaston/Gaston	AL	32.00
16. Hackney/Gierlach	FL	32.00
17. Mayo/Mayo	FL	34.00
18. Palmer/Palmer	TX	34.00
19. Hopper/Stark	CAN	34.00
20. Lindley/Lindley	AZ	38.00
21. Timm/Timm	CA	39.00
22. Ederer/Ederer	MS	42.00
23. Stater/McCambridge	VA	44.00
24. Caffee/Caffee	FL	46.00
25. Hayward/Thompson	NJ	47.00
26. Newkirk/Newkirk	FL	48.00
27. Bell/Bell	FL	48.00
28. Mooneyham/Sadjak	CA	50.00
29. STATER/Gowdey	GA	50.00
30. Barber/Lee	MA	55.00
31. Estapa/Beach	NC	58.00
32. Ling/Fulton	WA	60.00
33. Lehman/Liebermann	MI	61.00
34. Burgess/Burgess	CT	65.00
35. Pitt/Pitt	GA	67.00
36. Thompson/HODGSON	CAN	67.00
37. Finn/Finn	MA	68.00
38. Brown/Montgomery	CA	69.00
39. Seward/Christmann	FL	69.00
40. Isco/Lochmandy	IL	70.00
41. Ashton/Cowley	FL	78.00
42. Yahalom/Duncan	CA	79.00
43. Olson/Brown	TN	79.75
44. Kimball/Wong	CA	80.00
45. Rose/Mette	MI	81.00
46. Starkey/Erhardt	CAN	81.00
47. Frederick/Schaeffer	OH	82.00
48. Davis/Davis	WA	86.00
49. Curtis/Curtis	OK	86.00
50. Beal/Federico	FL	86.00
51. Lewis/Lewis	LA	87.00
52. Ferree/Pfeifer	IL	89.00
53. Hill/Hill	CA	95.00
54. Jones/Alexander	GA	95.00
55. Cumby/Emlet	FL	98.00
56. Willey/Willey	FL	98.00
57. Wittrup/Wittrup	CO	99.00
58. Costa/Beach	TX	101.00
59. Tyler/George	MO	101.00
60. Beddow/Beddow	KS	103.00
61. Mitchel/Mitchel	IA	103.00
62. Richnow/Collins	TX	104.00
63. Anderson/McMahan	CAN	104.00
64. Ridgely/Newitt	FL	105.00
65. Sneider/Singley	TX	106.00

66. Longueville/Stafford	IL	111.00
67. Wooten/Wooten	NC	112.00
68. Graham/Graham	SC	114.00
69. Campbell/Carson	TX	124.00
70. Cross/Cross	CO	127.00
71. Bergman/Bergman	FL	132.00

HOBIE 16 WOMEN'S CHAMPIONSHIP CORPUS CHRISTI, TEXAS NOVEMBER 2-5, 1988

FINALS

NAME	STATE	POINTS
1. Nelson/Moore	CA	22.75
2. Renfro-Drysdale/Kiel-Deans	FL	29.00
3. Dautel/Kennedy	AUS	30.25
4. Klaasse/Moon	SA	31.25
5. Popejoy/Ambrosion	TX	33.00
6. Welch/Larchar	TX	40.75
7. Robertson/Ward	CA	53.75
8. Holmes/Whittington	TX	57.00
9. Christopher/Kliss	MA	76.00
10. Langford/Humble	NM	87.00
11. Palmer/Vance-Nase	TX	93.00
12. Tully/Lewis	CO	94.00
13. Defuria/Kasley	MD	96.00
14. Sherrod/Eichenberger	TX	101.00
15. Larouche/Kovach	MI	104.00
16. Tully/Hill	CA	111.00
17. High/Bookwalter	CA	117.00
18. McManus/Holverson	NM	123.00
19. Lee/Bray	LA	142.00
20. Childer/Szaba	IL	142.00
21. Barnes/Outlaw	FL	151.00
22. Karnitschnig/Dulka	VA	155.00
23. Appel/Perry	NY	167.00
24. Bach/Evans	TX	168.00
25. Marlene Schiller	TX	179.00

HOBIE 16 U.S. OPEN NATIONAL CHAMPIONSHIP CORPUS CHRISTI, TEXAS NOVEMBER 11-12, 1988

FINALS

NAME	STATE	POINTS
1. Alter/Williams	CA	34.50
2. Eddington/Drum	TX	41.75
3. Alter Jr./Eddington	CA	45.50
4. Kruyt/Ward	SA	45.50
5. Leal/Coveiro	BRA	54.75
6. Figueroa/Figueroa	PR	54.75
7. Materna/Blount	CA	56.75
8. Egusa/Howard	CA	59.75
9. Dockstader/Scarduzio	CA	71.00
10. Myrter/de Bievre	CA	90.00
11. Collins/Collins	OK	101.00
12. Myers/Myers	NJ	103.00
13. Ralph/Fuller	TX	110.00
14. Ketterman/Ketterman	CA	120.00
15. Rourke/Brown	TX	127.00
16. Porter/Robertson	CA	128.00
17. Miller/King	TX	130.00
18. Pandiani/Lago	BRA	139.00
19. Seta/Mayer	TX	139.00
20. Bass/Chaples	OK	144.00
21. McCarty Jr./Newton	CT	147.75
22. MacConnell/Crompton	NJ	157.00
23. Loeffelholz/Grissom	OK	169.00
24. Jagger/Jagger	MN	178.00
25. Rendler/Youngerman	CA	178.00
26. Tremblay/Pesane	CAN	183.00
27. Ross/Ambrosion	UK	186.00
28. Grant/Thomas	IL	188.00
29. Kuc/Wyatt	TX	190.00
30. Smith/Smith	NC	194.00
31. Camp/Archer	GA	203.00
32. Gallagher/Moody	FL	205.00
33. Newsome/Black	CA	205.75
34. Hitch/Froeb	CA	210.00
35. Schafer/Moore	CA	216.00
36. Kuikoski/Villa	NJ	219.00
37. Shearer/Tucket	UT	220.00
38. Liebel/Liebel	FL	229.00
39. Russell/Russell	CA	234.00
40. Davis/Singley	TX	239.00
41. Wythes/Remick	HI	241.00
42. Wagniere/McLeod	CA	243.00
43. Whittington/Whittington	TX	247.00
44. Casher/Casher	CA	251.00
45. Klaasse/Moon	SA	254.00
46. Vasilades/Brennan	FL	264.00
47. Conaty/Jerdan	NJ	269.00
48. Glanden/Edwards	DE	287.00

HOBIE 16 CHAMPIONSHIP

NAME	STATE	POINTS
1. Dryland/Dryland	AUS	4.25
2. Kruyt/Ward	SA	6.50
3. Alter/Williams	CA	7.75
4. Figueroa/Figueroa	PR	12.75
5. Leal/Coveiro	BRA	16.00
6. Alter Jr./Eddington	CA	17.75
7. Egusa/Howard	CA	19.00
8. Myrter/de Bievre	CA	21.00
9. Eddington/Drum	TX	22.00
10. Porter/Robertson	CA	23.00
11. Dockstader/Scarduzio	CA	26.00

12. Materna/Blount	CA	27.00
13. Ketterman/Ketterman	CA	32.00
14. Rendler/Youngerman	CA	34.00
15. Seta/Mayers	TX	35.00
16. Rourke/Brown	TX	35.00
17. MacConnell/Crompton	NJ	36.00
18. Myers/Myers	NJ	39.00
19. Pandiani/Lago	BRA	39.00
20. Collins/Collins	OK	41.00
21. Tremblay/Pesane	CAN	43.00
22. Ralph/Fuller	TX	44.00
23. Loeffelholz/Grissom	OK	45.00
24. McCarty Jr./Newton	CT	47.75
25. Miller/King	TX	48.00
26. Bass/Chaples	OK	52.00
27. Jagger/Jagger	MN	59.00
28. Smith/Smith	NC	59.00
29. Newsome/Black	CA	59.75
30. Whittington/Whittington	TX	61.00
31. Conaty/Jerdan	NJ	62.00
32. Ross/Ambrosion	UK	66.00
33. Klaasse/Moon	SA	67.00
34. Gallagher/Moody	FL	68.00
35. Kuc/Wyatt	TX	68.00
36. Hitch/Froeb	CA	69.00
37. Wythes/Remick	HI	71.00
38. Casher/Casher	CA	72.00
39. Grant/Thomas	IL	72.00
40. Shearer/Tucket	UT	77.00
41. Camp/Archer	GA	78.00
42. Wagniere/McLeod	CA	79.00
43. Vasilades/Brennan	FL	79.00
44. Schafer/Moore	CA	81.00
45. Liebel/Liebel	FL	82.00
46. Russell/Russell	CA	82.00
47. Davis/Singley	TX	84.00
48. Kuikoski/Villa	NJ	86.00
49. Glanden/Edwards	DE	86.00
50. Trotter/Trotter	OK	87.00
51. Bjerring/Eichenberger	CA	90.00
52. Poteat/Poteat	NC	90.00
53. Bounds/Bounds	MI	92.00
54. Nelson/White	CA	95.00
55. Tully/Tully	CO	95.00
56. Yates/Yates	MD	96.00
57. Montague/Kuhre	CA	97.00
58. Schwind/Villa	CT	97.00
59. Shay/Shay	UT	97.00
60. Smith/Smith	MI	100.00
61. Adams/Adams	CO	102.00
62. Sammons/Sammons	FL	102.00
63. Boone/Boone	FL	106.00
64. Knight/Knight	CAN	109.00
65. Bonesteel/Kuchenbuch	MI	109.00
66. Williams/McGregor	MI	110.00
67. Hess/Hess	OK	111.00
68. Garlick/Garlick	CAN	111.00
69. Franco/Gamache	RI	113.00
70. Gantsweg/Mohill	CA	117.00
71. Tracy/Winternitz	CO	118.00
72. Humphrey/Carter	SC	118.00
73. Tyler/Lewis	CA	120.00
74. Moree/Gaston	MS	120.00
75. Liles/Liles	TX	124.00
76. Cummings/Creel	TX	126.00
77. Venegas/Macini	MA	130.00
78. Fecowicz/Santorelli	PA	130.00
79. Jeffers/Jeffers	NJ	130.00
80. Wilson/Wilson	TX	133.00
81. Saxby/Saxby	TX	134.00
82. Gelatt/Cremins	FL	141.00
83. Jameson/Lundin	NC	142.00
84. Richbourg/Richbourg	NC	142.00
85. Robinson/Robinson	SC	142.00
86. Becraft/Pelkaus	NY	143.00
87. Holmes/Dickinson	TX	150.00
88. Boulay/Boulay	RI	150.00
89. Swanson/Swanson	MN	156.00
90. Ayscue Jr./Moody	TX	156.00
91. Humphries/Chockley	TN	156.00
92. Bonner/Hoeffer	CT	157.00
93. McDonald/Siskin	TN	158.00
94. Johnson/Hale	MN	160.00
95. Brewer/Brewer	MN	160.00
96. Demetry/Larocque	OH	167.00

HOBIE 14 TURBO NATIONAL CHAMPIONSHIP LAKE EUFAULA, OKLAHOMA SEPTEMBER 25-27, 1988

FINALS

NAME	STATE	POINTS
1. Tom Loeffelholz	OK	22.75
2. Phil Trotter	OK	24.50
3. Bob Seaman	CA	26.25
4. Boyd Bass	OK	26.75
5. Fred Hess	OK	40.75
6. Ben Eberle	TX	44.00
7. Ron McDowell	OK	48.00
8. Vel DeKreek	FL	50.00
9. Dave Wilder	WA	64.00
10. Greg Trent	KS	65.00
11. Ken McIntosh	OK	79.00
12. Clark Keyser	FL	86.00
13. Brian Beeler	OK	86.00
14. Chuck Watson	MN	95.00
15. Rick Loewen	KS	96.00
16. Nelson Simonsen	TX	100.00
17. Stephen Acquart	TX	101.00
18. Roger Matthew	NE	103.00
19. Jon Tiger	KS	107.00
20. Jane Sherrod	TX	118.00
21. Kevin Germanpres	TX	129.00
22. Andy Keyser	FL	132.00

REGATTA RESULTS

23. John Jansen	OK	155.00
24. M. Carol Arrick	AL	156.00
25. Guy Lawyer	OK	162.00
26. Larry Walters	OK	177.00

HOBBIE 14 NATIONAL CHAMPIONSHIP LAKE EUFAULA, OKLAHOMA SEPTEMBER 29-OCTOBER 1, 1988

FINALS

NAME	STATES	POINTS
1. Dennis McCredie	TX	6.50
2. Bob Seaman	CA	13.75
3. Boyd Bass	OK	20.00
4. Phil Collins	OK	22.00
5. Michael Miller	TX	25.75
6. Phil Trotter	OK	30.60
7. Richard Blount	CA	32.00
8. Mark Ralph	TX	35.00
9. Tom Loeffelholz	OK	35.75
10. Lyman White	CO	37.00
11. Dave Wilder	WA	45.00
12. Ben Eberle	TX	47.00
13. William Mack, Jr.	IL	50.00
14. Stephen Acquart	TX	51.00
15. Gus Blackwell	OK	52.00
16. Dave Webb	KS	64.00
17. Richard Bordelon	OK	64.00
18. Jane Sherrod	TX	69.00
19. Jon Tiger	KS	69.00
20. Clark Keysor	FL	73.00
21. Sheila Holmes	TX	73.00
22. Steven Tyler	MO	73.00
23. Vel DeKreek	FL	79.00
24. Ed Parma	FL	81.00
25. Bob Schwartz	OK	82.00
26. Allan Santor	FL	83.00
27. Brian Beeler	OK	83.00

28. Ota Riha	OK	86.00
29. Len Stolz	KS	90.00
30. Chuck Watson	MN	93.00
31. Jack Welch	OK	93.00
32. Andy Keysor	FL	97.00
33. Roger Matthew	NE	99.00
34. William Riedt	OK	118.00
35. Gary Page	MO	122.00
36. M. Carol Arrick	AL	132.00
37. Pam Balfour-Grice	OK	144.00

HOBBIE 18 USYRU ALTER CUP FORT WALTON BEACH, FLORIDA OCTOBER 17-22, 1988

FINALS

NAME	STATE	POINTS
1. Tucker/Tucker	FL	15.75
2. Agusa/Obrian	CA	27.50

3. Mooneyham/Sadjak	CA	45.00
4. Ling/Fulton	WA	72.75
5. Howard/Thompson	NJ	73.00
6. Shea/Simmon	CT	89.00
7. Nelson/Nelson	TX	89.00
8. Brown/Grady	CA	93.00
9. Marshack/Marshack	OR	94.00
10. Finn/Finn	MA	94.00
11. Pitt/Crocker	GA	99.00
12. Walklet/William	CT	101.00
13. Hill/Hill	CA	108.00
14. Yahalom/Duncan	CA	110.00
15. White/White	FL	115.00
16. Isco/Isco	IL	116.00
17. Curtis/Curtis	OK	131.00
18. Fredrick/Shafter	OH	132.00
19. Kulkoski/Villa	NJ	138.75
20. Murphy/Wagner	IL	150.00

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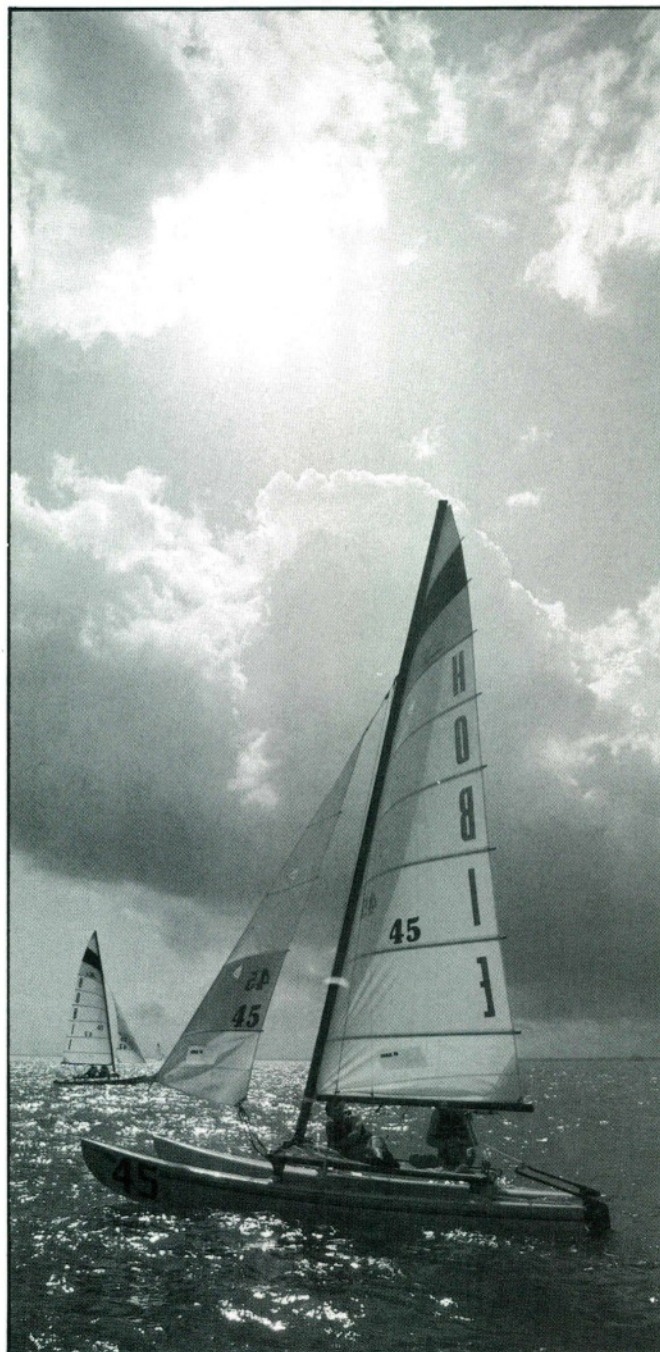
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FLEET COMMODORE	LOCATION	DIVISION
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3 Larry & Atti Reding	Long Beach, CA	2
4 Mike Chee	San Diego, CA	2
5 Neal Fuhler	St. Petersburg, FL	8
6 Ron Schranz	Kailua, HI	1
7 Stan Nagle	Pasadena, CA	2
8 Mike Johnson	Houston, TX	6
9 Dave & Ava Doyle	Sulphur, LA	6
10 Larry Stayner	Clear Lake, IA	7
11 Jim Cassidy	Orlando, FL	8
12 Paul Dingman	Atlanta, GA	9
13 Ralph Weir	Spokane, WA	4
14 Paul Ulibarri	Seattle, WA	4
15 Bill Johnson	Ventura, CA	2
16 Courtney Moe	Corona Del Mar, CA	2
17 David Collier	Sacramento, CA	3
18 John Medler	Ypsilanti, MI	10
19 John/Patti Lefler	Ashland, OR	4
20 Scott Parker	San Jose, CA	3
21 Ed Montague	Modesto, CA	3
22 Patrick McMaster	St. Albert, Alb CAN	4
23 Michael Sullivan	Dallas, TX	14
24 Doug Ruth	Ocean City, NJ	11
25 Don Allen	Tulsa, OK	14
26 Mike Wycoff	Indianapolis, IN	10
27 Regester, Mark E.	Wichita, KS	14
28 Stephen Latham	Natick, MA	12
29 Julian Levin	Merced, CA	3
30 Marcia Chalk	Riverside, CA	2
31 Barry Burgess	Brookfield, CT	12
32 John Frazee	Virginia Beach, VA	9
33 Keith Fuller	Portland, OR	4
34 Walt Philipson	North Palm Beach, FL	8
35 Rick White	Pensacola, FL	15
36 Andy Newitt	Miami, FL	8
37 Angelo Zopolos	Bellingham, WA	4
38 Paul Harvey	Nova Scotia, CANADA	12
39 Mike Stahr	Bradenton, FL	8
40 Joe Kuchenbuch	Battle Creek, MI	10
41 Steve Lewis	New Orleans, LA	15
42 Dean Bell	Tampa, FL	8
43 Joe Sisson	Tallahassee, FL	15
44 Bill Stoldberg	Ft. Lauderdale, FL	8
45 Dennis Dwyer	Coco Beach, FL	8
46 Murray Davidson	Auckland, New Zealand	5
47 Steve Campbell	Cincinnati, OH	10
48 Jay C. Blackwood	Albuquerque, NM	5
49 Tom Creed	Clear Lake, MN	7
50 Anthony L. Riccio	Ft. Collins, CO	5
51 Albert Douglas	Las Vegas, NV	2
52 Tom Turchfarber	White Bear Lake, MN	7
53 Bill Carl	Isle of Palms, SC	9
54 Ronald J. Kveche	Baltimore, MD	11
55 Jeannine Geiger	Baton Rouge, LA	15
56 Raymond Marra	Westport, CT	12
57 Bob Garland	Los Angeles, CA	2
58 Mark Metling	Clearlake, MI	10
59 Louis Griesmer	Springfield, MO	7
60 Michael Simpson	Sandusky, OH	10
61 John Schnackerberg	Littleton, CO	5
62 Joyce Swanson	Fresno, CA	3

63 Guy Lawyer	Norman, OK	14
64 John Kuc	Austin, TX	6
65 Keith LeBroeuf	Shore Acres, NJ	11
66 Dave Baker	Scottsdale, AZ	2
67 Todd Urban	Salt Lake City, UT	5
68 Charlie Birkinline	Lorain, OH	10
69 Doug Hislop	New Zealand	Int'l
70 George Zorn	Ocean Springs, MS	15
71 Leonard Carey	Key West, FL	8
72 James Horswill	Portland, OR	4
73 William J. Hiller	Northfield, NJ	11
74*		139*
75 James E. Holst	Tamuning, GUAM	Int'l
76 Chance/Jo Gaston	Mobile, AL	15
77 Jerry Bussey	Vail Lake, CA	2
78*		
79 Bill Hyman	Pago, Pago Am. Samoa	Int'l
80 Roy Bertollet	Daytona, FL	8
81 Ron Bishow	Carpenteria, CA	2
82 Les Bibby	Ontario, CANADA	10
83 Steve Faille	Rock Hill, SC	9
84 Craig Kickbush	Des Moines, IA	7
85 John Schirtzinger	Columbus, OH	10
86 Thomas Doud	Elmira, NY	16
87 Deanna Link	San Rafael, CA	3
88 William Pawlowski	Lake Havasu City, AZ	2
89 Michael Griffie	Mishawaka, IN	10
90 Charles Anderson	Winnipeg, Man. CAN	7
91 Vic Franklin	Ft. Worth, TX	14
92 Derek Taylor	Huntersville, NC	9
93 Brian Miller	Lafayette, LA	15
94*		
95 Todd Christensen	Bothell, WA	4
96 Newsom Baker	Maryville, TN	9
97 Jeff & Cindy Moody	Durham, NC	9
98 Lamont George	Clear Lake, Man. CAN	7
99 William Liles	Corpus Christi, TX	6
100 Ray Vallecillo	Salterpath, NC	9
101 Richard Johnson	Wilmington, NC	9
102 Robert Whittington	Brownsville, TX	6
103 Steve Bechtold	Sioux Falls, SD	7
104 Paul Stedman	Muncie, IN	10
105 Ski Stanczak	Boise, ID	4
106 Debbie Metscher	Steamboat Springs, CO	5
107 Michel Le Calvic	Papeete, TAHITI	Int'l
108 Dennis Doren	Muskegon, MI	10
109 Milton Dinhofer	Great Neck, NY	12
110 Jim Frank	Victoria, TX	6
111 Richard Brew	Jacksonville, FL	8
112 Allan R. Santor	Sarasota, FL	8
113 Joe Thompson	Freeport, G. BAHAMAS	Int'l
114*		181*
115 Tom Hartman	Wilmette, IL	10
116 Ike Selig	Lakeland, FL	8
117 Jake Taber	Gun Lake, MI	10
118 Chuck Raney	Tyler, TX	14
119 Alfred Colucci	Angola, NY	16
120 Robert Self	Panama City, FL	15
121*		
122 Walter O'Grady Cabral	Fortalexa, BRAZIL	7
123 Paul M. Lambert	Collinsville, IL	10
124 Jim Judge	Savoyville, NY	12
125 Roger Dommersbach	Lake Poinsett, SD	7
126 Chris Sprague	Chesterton, IN	10
127 Don Bergman	Ft. Pierce, FL	8
128 M. Montgomery-Roland	San Antonio, TX	6

129 Glenn Withenshaw	Thunder Bay, Ont CAN	7
130 Brian Machtaier	Pemticton, P.C. CAN	4
131 Pam Curtis	Oklahoma City, OK	14
132 Neil Carter	Tiermure, INDONESIA	Int'l
133 Carlos Matos	San Juan, P. R.	13
134 Gerry Wilder	Memphis, TN	15
135 Bob Buchman	Hewitt, NJ	12
136 Beverlee Jonson	Niantic, CT	12
137 Jay Sutton	Denville, NJ	Int'l
138 Juan E. Maegli	Guatemala City	Int'l
140 Richard Owen	Levittown, PA	11
141 Pat O'Can	Columbia, SC	9
142 Robin/Harry Highstone	Louisville, KY	10
143 Peter Fraker	Islip, NY	12
144 Ric/Margaret Balesky	East Lansing, MI	10
145 James F. Burgess	Van Buren, AZ	14
146 Rick Bush	Burkburnett, TX	14
147*		
148 Hans Weidmann	Bangkok, THAILAND	Int'l
149 Charles A. Meyers	Blue Springs, MO	7
150 Dave Sarvis	Orilla, Ont. CANADA	16
151 Naomi Clark	Decatur, IL	10
152 Stephen McClung	St. Simons Is., GA	8
153 David Carlson	Gainesville, FL	8
154 Robin Hood	Macon, GA	9
155 Gerald Knerim	Brooklyn, MI	10
156 Jean Fowkes	Casper, WY	5
157*		
158 James Kelly	Springfield, IL	10
159*		
160 Gail Fricke	Grand Junction, CO	5
161 Gene Hawkins	Bryan, TX	6
162 Ray Murray	Waco, TX	14
163 John Hartman	Shasha, CA	3
164 Bill Englishe	Simpsonville, SC	9
165 Ollie Fredrick	Mahtomedi, MN	7
166 Michael Halberstadt	Vista, CA	2
167 Jay Smith	Bakersfield, CA	2
168 Gerald Jenkins	Rapid City, MI	10
169 Mike Brown	Ft. Myers, FL	8
170*		
171 Steve Amador	Ann Arbor, MI	10
172 Nick Eliot	Kingston, Ont. CAN	16
173*		
174 Charlie Peissary	Myrtle Beach, SC	9
175 Charlotte Morse	Albermarle, NC	9
176 W. Edwin Ogden	Mohnton, PA	11
177 Ernie Luce	Hitchcock, TX	6
178 Joe Barker	Ft. Walton Beach, FL	15
179 Gordon Leilson	HONG KONG	Int'l
180 Les Luby	Woodland Hills, CA	2
181*		
182 Wendy Albade	Kingshill, St. Croix	13
183 Stuart Scrabbe	Toronto, Ont. CANADA	16
184 Stephan Treadwell	Milton, VT	12
185 Marcus Lamb	London, Ont. CANADA	10
186 Stanley Pastore	Rowayton, CT	12
187 Denis Renaud	Montreal, Que. CAN	12
188 Mike McGinnis	Tampa, FL	8
189 Tony Stearns	Saipan, C.M. GUAM	Int'l
190 Warren Kaplan	Linwood, NJ	11
191 Ken Keller	Greensboro, NC	9
192 Michael L. Brindisi	Omaha, NE	7
193 Peter Nancy Sikora	Eugene, OR	4
194 Peter/Anne King	Vallejo, CA	3
195 Curt M. Lewis	Richland, WA	4



Eric Schlegel

FLEET DIRECTORY

196	A. Yates Dowell III	Rockville, VA	11	311	Jean F. Bockell	La Baule, FRANCE	Eur	424	Esteve Pujala	Rosas, SPAIN	Int'l
197	Stan Patey	Rockport, MA	12	312	Jean-Pierre Foucaud	Hyeres, FRANCE	Eur	425	Felipe Bellini	Port Pollensa, SP	Int'l
198	Ken Harrison	Rapid City, SD	4	313	Stan Sobczyk	Le Havre, FRANCE	Eur	426	Ramon Pino	Puebla Farnals, SP	Int'l
199	Scott/Dawn Burch	Carbondale, IL	10	314	S. Lorenzini	Neumea, NEW CAL	Eur	427*			
200	Barry Barnes	Norfolk, VA	9	315	Heimut Jakobowitz	Vienna, AUSTRIA	Eur	428	Pedro Garcia	Sanlucar de BDZ, SP	Int'l
201	Cathy Wittrup	Pueblo, CO	5	316	Martin Schutema	Wassenaar, HOLLAND	Eur	429	Antonio Munoz	Calais de Guisando, SP	Int'l
202	Douglas Schmidt	Escanaba, MI	7	317	D. Mohr	Hamburk Os, WG	Eur	430	Antonio Onol	Solofra, SV, SPAIN	Int'l
203	Randy Duncan	Reno, NV	3	318	Bernd Berluf	Laatzen, WG	Eur	431	Jose Ignacio Asendi	Madrid, SPAIN	Int'l
204	Martha Mollach	Clay, NY	16	319	Matthias Stender	Kolin, WG	Eur	432	Shirley Parma	Ponca City, OK	14
205	Michael Couthes, Jr.	Richmond, CA	3	320	J.P. Blaise	Ludres, FRANCE	Eur	433	Larry Walker	Columbia, MO	7
206	Ken Fitzek	St. Paul, MN	7	321	Guy Delmas	St. Merdard, FRANCE	Eur	434	Don Campbell	Lake Arrowhead, CA	2
208	Drake Barber	Fairfield, CT	12	322	Frank Buchholz	Aarau, SWITZERLAND	Eur	435	Steve Fangio	Amarillo, TX	14
209	Tom Sullivan	Gilford, NH	12	323	Colin White	Plymouth, ENGLAND	Eur	436	Mike Cooper	Mammoth Lakes, CA	2
210	Roger/Sandy Bristol	Olivet, MI	10	324	Alexandre Lescure	Marseille, FRANCE	Eur	437	Andy Knoll	Asheville, NC	9
211*				325	Rinus Van De Haak	Noordwijk, HOLLAND	Eur	438	Age de Vries	Manama, BAHRAIN	Int'l
212*				326	Osten Nilsson	Holvikskas, SWEDEN	Eur	439	Thomas Lang	Mt. Vernon, NY	12
213*				327	Patrick Knoerzer	Rastatt, WG	Eur	440	John Friesz	Hampton, VA	9
214	William Holder	Vancouver, BC CAN	4	328	Monsieur Beauchene	Bayonne, FRANCE	Eur	441	Chris Walker	Burlington, Ont. CAN	16
215	Gary Recker	Cedar Rapids, IA	7	329	Walter Steiner	Altenrhein, SWITZ	Eur	442	Pedro Colon	Mayaguez, PUERTO RICO	13
216	Gary Gotsch	Manion, IN	10	330	Erik Nienstaedt	Charlottenburg, Den.	Eur	443	Doug Akroyd	Town Bank, NJ	11
217	David Carter	Chattanooga, TN	9	331	Dario Sorensa	Milan, ITALY	Eur	444	Brian Nelson	Spicer, NM	7
218	Judith E. Szabo	Lakewood, OH	10	332	Bino Bani	Marina di Pisa, ITALY	Eur	445	Pete/Gene Mulligan	Geneva, OH	10
219	Ray Tucker	Paducah, KY	10	333	Fred Paasch	Middelfart, DENMARK	Eur	446	Keith Hern	Calgary, Alb. CAN	4
220*				334	Peter Jannack	Hamburg, W. Germany	Eur	447	Hunter Fry	Fox Lake, IL	10
221	Stewart Walker	Richmond, VA	9	335	Friedrich Schiebel	Vienna, AUSTRIA	Eur	448	Michael Lemme	W. Greenwich, RI	12
222	Jack/Jackie Hill	Pacific Grove, CA	3	336	Erich Minarik	Graz, AUSTRIA	Eur	449	A. J. Pope	Pinellas Park, FL	10
223	Thomas Zalewski	Wausau, WI	7	337*				450	Walter Goodell	Whitmore Lake, MI	10
224	Jack McAllister	Penn Yan, NY	16	338	Alain Blum	Cap D'adze, FRANCE	Eur	451	Bonnie/Larry Howard	Kiamath Falls, OR	10
225	Scott Rankin	Mattson, IL	10	339	Jacques Budet	Palavas, FRANCE	Eur	452	Frank Brearley	Barnegot Bay	11
226	Steven/Viki Tubbs	Anchorage, AL	4	340	Bruno Sollier	Beaufort en Vallee	Eur	453	Paul Polock	Quesnel, BC CANADA	7
227	Noel Chicoine	Pierre, SD	7	341	Verner Wittwer	Denges, SWITZERLAND	Eur	454	Mark Tryggstad	Amery, WI	7
228	Jeff Knoll	Erie, PA	16	342*				455*			
229	Dean Willis	Remson, NY	16	343	Bram Van Straalen	*S-Gravezande, HOL	Eur	456*			
230*				344	Jacques Serviere	La Napoule, FRANCE	Eur	457	Cindy Heard	Brownwood, TX	14
231	Stephen McCarthy	S. Portland, ME	12	345	Gabrielle Loy	Cagliari, ITALY	Eur	458	Luis Lardo de Tjada	Mares, SPAIN	Int'l
232	Dennis McNally	Beaumont, TX	15	346	Manolis Pallas	Rhodos, GREECE	Eur	459	Salvador Barrachina	Castellon, SPAIN	Int'l
233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l	347	Bernard Lion	Ajaccio, FRANCE	Eur	460	Carlos Hernandez	Sevilla, SPAIN	Int'l
234	Winston/Pam	Dividing Creek, NJ	11	348	Wolf Ossner	Brunnthal, WG	Eur	461	Raul Mareira	PORTUGAL	Int'l
235	Stephen Essig	Jackson, MS	15	349	Klaus Wagner	Kolin, W. GERMANY	Eur	462*			
236*				350	Rainer Kellermann	Velbert, W. GERMANY	Eur	463	Ron Rowton	Titusville, FL	8
237	Rob Miller	Sarnia, Ont. CAN	10	351	K. Kuchlich	Herdecke-Westende	Eur	464*			
238	Thomas Hughes	Albany, NY	16	352	Michael Schwindt	Munster-Wallraben	Eur	465	Everett Thompson	Elizabeth City, NY	9
239	Doug Keller	Akron, OH	10	353	Hans Kersseboom	Narden, HOLLAND	Eur	466	Dave Adams	Chicora PA	12
240	Rich Grewohl	Boulder Creek, CA	3	354	Marcon Louis	Martignes, FRANCE	Eur	467*			
241	David Nigus	N. Little Rock, AR	14	355	Robert Rives	Toulouse, FRANCE	Eur	468	Boyd Bass	McAlister, OK	14
242	Dennis Solosoy	Saskatoon, Sask. CAN	4	356	Peter Bezold	Erlangen, WG	Eur	469	Poncho Limon	San Felipe, MEXICO	Int'l
243	Jane Kleindinst	Grand Island, NY	16	357	Christophy Maguin	Lille, FRANCE	Eur	470	Peter Skarstedt	Whitefish, MT	4
244	Charles/Ann Power	Myrtle Beach, SC	9	358	c/o Superwind	Venezia Lido, ITALY	Eur	471	Nicky Guy	Christchurch NZ	Int'l
245	Jon Edblom	Durango, CO	5	359	Domenico De Toro	Fregene, ITALY	Eur	472	Mark Melody Coyne	Sun Prairie, WI	7
246	Wayne Thorson	Grand Rapids, MN	7	360	Fritz Von Dornick	Sonsbeck, WG	Eur	473	Dieter Bromkamp	East Lyme	12
247	John Harden	Rondeau Bay, Ont. CAN	10	361	H. Jandecka	Bergkamen R F A	Eur	474	David Buckingham	Spirit Lake, IA	7
248	Robert Herrada	Union Lake, MI	10	362	Stefan Griesmeyer	Feldsling R F A	Eur	475	Scott Russell	Storm Lake, IA	7
249	Brooks Stockman	Nashville, TN	15	363	Ketty Bucale	Paris, FRANCE	Eur	476	Jim Mary Murray	Leasing, IN	7
250	Jonathan Maddock	Sandy Hook, NJ	11	364	Gordon Edwards	Surrey, ENGLAND	Eur	477	Neal Houx	Tahoe City, CA	3
251	Tom Neiswonger	Lawton, OK	14	365	Jochen Hechler	Abidjan COTE D-IVOIRE	Eur	478	Debbie Blackburn	Walker, MN	7
252	Noel Kilner	Tam, FIJI	Int'l	366	Bodo Von Schrader	Hauvire R F A	Eur	479	Mike Stevens	Kahului, Maui, HI	1
253	Brian Dunlop	Dhahran, SA	Int'l	367	Cato Knem	Oslo, NORWAY	Eur	480	Gary Doty	Cordova, IL	7
254	Robb Naylor	Bemidji, MN	7	368	Sven Olovsson	Stockholm SWEDEN	Eur	481	Chuck Druckenmiller	New Lisbon, WI	7
255	Samuel Applegate	New Albany, IN	10	369	Tom Merilatti	Helsinki FINLAND	Eur	482	James Walrath	Puget Sound, WA	4
256	Douglas Meyer	Grand Island, NY	16	370	Anthony Miller	Southampton	Eur	483	Miguel Soldevila	Alicant, SPAIN	Int'l
257	Becky McRoy	Washington, NC	9	371	Doug Lumley	ENGLAND	Eur	484	Bogdan	Montgomery, AL	15
258	David Niles	Holland, MI	10	372	Peter Howard	Goteborg SWEDEN	Eur	485	Jane Brown	Elkhart, IN	10
259	Bill/Hagar Gerblick	Arroyo Grande, CA	3	373	Peter Mueller	Cleveland-Avon	Eur	486	Dan Wisdom	Abilene, TX	14
260	Michael Harrison	Jensen Beach, FL	8	374	Peter Janson	ENGLAND	Eur	487	J. De Groot	Seria, BORNEO	Int'l
261	Robert Woodward	Victoria, BC CAN	4	375*				488*			
262*				376	Zorniji Miro	Wien AUSTRIA	Eur	489	Randy Reiman	Manitowoc, WI	7
263	Ron Rubadeau	Kelowna, BC CAN	4	377	Thomas Strange	Bremen RFA	Eur	490	Ubaldo Tacconelli	Edo Nueva Esp. VEN	Int'l
264*				378	Nico Olthof	Utrecht, HOLLAND	Eur	491	Will Pulsford	Trinidad, W. INDIES	Int'l
265*				379	Jacques Simon	La Vallette, FRANCE	Eur	492	J. L. Marti	REP. OF SINGAPORE	Int'l
266*				380	Kees Snijders	Brvewijk, HOLLAND	Eur	493	F. Peter Harwood	Muscat, GULF OMAN	Int'l
267	Hal Savage	Philadelphia, PA	11	381	Harry Michel Peter	BEIJING	Eur	494	John Griffith	Doha, QATAR	Int'l
268	Charlie Stout	Lubbock, TX	14	382	Ernest J. Zwicker	Assen, HOLLAND	Eur	495	Wayne Tuttle	Longview, TX	14
269	Robert McCroskey	Greenwood, SC	9	383	Antonio Nocca	Assen, HOLLAND	Eur	496	Thomas Stanzione	Bradford, MA	12
270*				384	c/o OXA srl	Palermo, ITALY	Eur	497	Rick Ron Tinga	Trenton, Ont. CAN	16
271	Bill Pagels	Newark, DE	11	385	Niels Runge	Skodstrup DENMARK	Eur	498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'l
272*				386	Paul Johnson	St. Owen-Hersey, CI	Eur	499	Maryasu Murase	Saitama-ken, JAPAN	Int'l
273	Tom Burrows	Florissant, MO	7	387	Gunnar Haraldsson	Vasteras, SWEDEN	Eur	500	Yves German	Libreville, GABON	Int'l
274	Peter Capotosto	Manila, PHILIPPINES	Int'l	388	Folkert Zinke	Borkun, W. GERMANY	Eur	501	Ajiro Hirayama	Tokyo, JAPAN	Int'l
275*				389	Gianni Minetto	Genova, ITALY	Eur	502	Fred Sponsel	Brigantia, NJ	11
276*	Keith Schwark	Roseville, MI	10	390	Robert Heilbron	Scheveningen	Eur	503	John Smal	Athens, GREECE	Int'l
277	Warren Humphries	Birmingham, AL	15	391	Miklo Berben	Vignolastraat, HOL	Eur	504	John McKellop	Cadillac, MI	10
278	Lionel Conacher	Cambridge, Ont. CAN	16	392	Michel Amillac	Frejus, FRANCE	Eur	505	Hank Kazmier	Ogden Dunes, IN	10
279	Larry/Susan Van Tuyt	Ann Arbor, MI	10	393	Philippe Hallet	St Laurent BELGIUM	Eur	506	Craig Findley	Caringbah, AUS	Int'l
280	Roger Schrum	Stockton, CA	3	394	Francis Maes	Ostende, BELGIUM	Eur	507	Masami Kozuge	Kanagawa, JAPAN	Int'l
281	Richard Bennett	Santa Rosa, CA	3	395	Dieter Brandt	Monchengladbach, WG	Eur	508	P. Myrtle Beach	SC	9
282	Scott Brubaker	Birmingham, MI	10	396	Gunterh Konig	Morsum, W. GERMANY	Eur	509	Marc Dickenson	Malvern, AR	14
283	Ann Galluzzo	Springfield, OH	10	397	Benoit Thiefry	Coxeyde, BELGIUM	Eur	510	Dennis Patterson	Al Dorado, KS	Int'l
284	Robert Ryan	West Liberty, OH	10	398*				511	Brian Withers	Abu Dhabi, ARAB EM	Int'l
285	G. J. deVries	Curacao, NETHERLANDS	Int'l	399*				512	Gavin Harford	Wellington, NZ	Int'l
286*				400	John/Marci Yerman	Toledo, OH10	6	513	Friedrich Niederquell	Korbach, GERMANY	Int'l
287	Jim Brisbois	Saginaw, MI	10	401	Jay Terrell	Shreveport, LA	Int'l	514	Shirley Palmer	Tucson, AZ	2
288	Dennis Henderson	Marquette, MI	10	402	Charles Cronheim	Lagos, NIGERIA	Int'l	515	Charles Leekley	Excelsior, MN	7
289	Octavio Jorge	Santo Dom., DOM REP	Int'l	403	Jim Trask	Beverly, MA	12	516	Thomas Yorty	Pohick Bay, VA	11
290	Vernon Sheppard	Union Hall, VA	9	404	David Block	Angola, NY	16	517	Brian Hughes	Turkey Pt. Ont. CAN	16
291	James E. McCulloch	Yankton, SD	7	405	Shaun Burgess	Boroko Papau, NG	Int'l	518	Max Westwater	Cheung Chau, HK	Int'l
292	Albert Balazovic	Traverse City, MI	10	406	Mark Fueiler	Rockton, IL	10	519	David J. Stiemma	Portage, MI	10
293	Dave Chick	Bathurst, NB CAN	12	407	Gary Joyce	Humble, TX	6	520	Buz Moore	Hartsville, SC	9
294	Tim Harden	Savannah, GA	9	408*				521	Tom Bailey	Valdosta, GA	8
295	Paul Sullivan	Rochester, NY	16	409*				522	Eugene Zailer	South Haven, MI	10
296*				410*				523	Scott Aman	Roanoke Rapids, SC	9
297	Rodney J. Schamle	Emporia, KS	7	411	Dick Wilkinson	Dubai, ARAB	Int'l	524	Steve Rudmann	Huntington Sta., NY	12
298	Dave Milne	Ottawa, Ont. CAN	16	412	K. G. Ansell	Jeddah, Saudi Arabia	Int'l	525	Bob Anderson	Regina, Sas. CAN	4
299	Bill Cabel	Pickerington, NB	10	413	Wayne Fischer	Green Bay, WI	11	526	Rob Phinney	Midland, TX	6
300	Dave Hupp	Westerville, OH	10	414	Bill Jordan	Meadville, PA	7	527	Robert Laurendeau	St. Romuald, Que. CAN	12
301	M. Dangel	Wolfrathshusen WG	Eur	415	John Koedt	Tail Bch. PHILIPPINES	Int'l	528	Taylor Kaough	Lake Charles, LA	6
302	Giancarlo De Martini	Rome, ITALY	Eur	416	G. Jeremy Cummin	Wayne, PA	11	529	Darlene Johnson	Moses Lake, WA	4
303	Bruno Delahaie	Rennes, FRANCE	Eur	417	Grant McDonald	Nova Scotia, CANADA	11	530	Trevor Page	Al-Jubail, SA	Int'l
304	Rob Van Deursen	Zandvoort, HOLLAND	Eur	418*				531	Brendon Whitley	Tavanga, NZ	Int'l
305	Bram Lussenburg	Rotterdam, HOLLAND	Eur	419	Kenneth McKinney	Peoria, IL	10	532	Stephen Hoetzer	Bismark, ND	7
306	Nol Etens	Katwijk, HOLLAND	Eur	420	Juan De Orbaneja	Mijas, SPAIN	Int'l	533	Kirk Sharp	Waveland, MS	15
307	Jan Van Spellen	Den Haag, HOLLAND	Eur	421	Ricardo Rovira	Calafell, SPAIN	Int'l	534	Steve Gronka	Avalona, NJ	11
308	Jan Wijker	Edmond, HOLLAND	Eur	422	Alvarez Dei Manzano	Castelldefells, SP	Int'l	535	Pete Beaumont	Quincy, WA	4
309	Guy Pasquier	Toulon, FRANCE	Eur	423	Joan Nuviola			536	John Green	Australia	Int'l
310	Dominique Ardin	Thonex, SWITZERLAND	Eur					537	Bob Frost	Redding, CA	3
								704	John Vaughn	Australia	Int'l
								707	George Groves	Australia	Int'l
								710	Dick Sherwell	Australia	Int'l

* = inactive

Set sail with the Hobie® Card

**YES, I would like a Hobie® Card MasterCard® with
NO ANNUAL FEE FOR THE FIRST TWO YEARS.**

I wish to apply for a (check one):

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

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

Please see below for terms and conditions on each account.

APPLICANT		NAME		PRESENT ADDRESS		CITY, STATE, ZIP		HOW LONG YRS. MOS.	
BIRTH DATE	SOCIAL SECURITY NO.	HOME PHONE ()	OWN <input type="checkbox"/> RENT <input type="checkbox"/> OTHER <input type="checkbox"/>	MORT./RENT PMT. \$	NAME & ADDRESS OF NEAREST RELATIVE NOT LIVING WITH YOU			PHONE ()	
PREVIOUS ADDRESS		CITY, STATE, ZIP		HOW LONG YRS. MOS.		PRESENT EMPLOYER		HOW LONG YRS. MOS.	
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.			
CO-APPLICANT		NAME		ADDRESS		CITY, STATE, ZIP		HOME PHONE ()	
								HOW LONG YRS. MOS.	
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.

Fixed Rate Account

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.

Every time
you make a retail purchase,

HOBIE® CARD

returns a portion of its earnings
to support Hobie®'s regattas, fun events
and class association programs.

That's right! Every dollar received
will be spent in direct support
of our sailors –
and at no cost to you as a cardholder!

It's the MasterCard® that lets
you talk Hobie sailing
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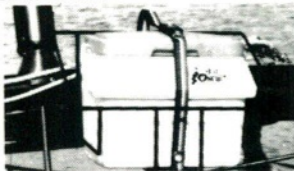


The portable

HOBIE® MAST-CADDIE®

TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST

is the ideal way to transport your mast and boom. Stern and/or bow interlocking carriers clamp on securely and remove easily. Fits all Hobies. Made of polypro, brass or stainless. Safety tie not included but recommended.



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- ☐ Hobie 18 \$49.95
- ☐ Other models \$42.95

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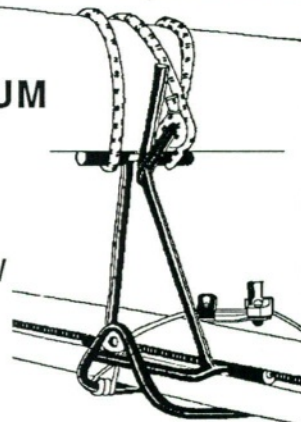
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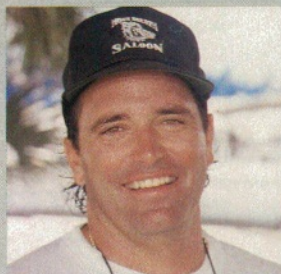
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Now you can have STORAGE for LESS!

- Provides storage for valuables, life jackets, wet suits, paddles, and other accessories.
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- No alterations to the boat are required.
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- Recessed can holders for KatBox™ can coolers.
- U.P.S. shippable.

\$189⁹⁰

**For details see
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From
SSI



All Purpose Catamaran Covers

The SSI three piece all purpose catamaran covers offer absolute confidence of protection no matter what the situation. It's the cover you'll need because it works both on and off the trailer, mast up or mast down.

The hull covers are ideal for traveling because they keep road dirt off the hulls, wet or dry. They reduce stone damage, gelcoat fading, trampoline fading and other damage caused by UV radiation and pollution. Trampoline covers are not suitable for trailering.

Our three piece covers feature zipper closures front, center, and rear along the top and quick, easy Velcro™ along the bottoms.

Want a one piece, easy to install storage cover? They're available too. Quicker and easier to install than the three piece, they don't care if the mast is up or down. They're not suitable for trailering.

All of our covers are offered in good old fashioned cotton canvas (it has superb UV resistance) or the ultimate: acrylic canvas. Our acrylic canvas fabric is guaranteed to last 5 years.

Pick the cover that fits your needs best. If you're only concerned about hull damage while trailering order hull covers separately. Trampoline covers are also available separately.



Manufactured and distributed by:



Sailing Systems Inc.
4815 Amy Drive
Crystal Lake, IL 60014
(815) 455-4599

Available in the west
through:

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DANGER



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



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A Reacher . . .
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Our reacher is a big 75 sq. foot roller furling jib specially designed to turbo charge the off-the-wind performance of a Hobie 17.* 2-1/4 oz. Tri Surf Scrim Mylar. Choice of water colors.

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- Lockable, durable polyethylene container accommodates boom, sail, & accessories for most catamarans.
- Inside opening at rear is 10½" high by 10½" wide with overall length of 9'7".
- Simple to assemble & mount to trailer with easy to follow instructions.
- Includes all assembly & mounting hardware plus safety lock pins for fastening end caps.
- Both end caps are removable for easy access.
- Attractive Boombox™ logo decal.
- Smooth interior for better protection of contents.
- U.P.S. shippable.



\$139⁹⁰

For details see your Catamaran dealer.

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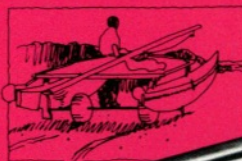
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Don't Miss The 5TH HOBIE 18 WORLD CHAMPIONSHIP in Monterey California

The 5th Hobie 18 World Championship in Monterey, California, a spectacular meeting of land and sea; Seven days of exciting and challenging sailing surrounded by the rugged and spectacular beauty of the world famous California coastline. Enjoy the magnificent beauty of Big Sur. Take a journey through California's colorful past; visit the original sites of early Spanish and American colonies. Shop in Carmel-by-the-Sea or Cannery Row. Feast in gourmet Continental and American cuisine restaurants. Experience a wide variety of ethnic edibles.

Monterey...a perfect place for a perfect getaway! A city where you can be part of the crowd...apart from the crowd... or a little of both. Whatever your interest, mood or budget. Monterey is the place to be!

HOTEL ACCOMMODATIONS:

The Race Headquarters host hotel will be the Doubletree Hotel at Fisherman's Wharf; a complete resort hotel located in the heart of Monterey with deluxe ocean side rooms offering a spectacular panorama of white sand, blue sea, skyline and Pacific sunsets.

Located just four miles from the Monterey Peninsula Airport with rental cars available from the hotel Guest Services Desk.

To make your reservation, simply fill out the hotel reservation form below.

NOTE: One nights room deposit is required, payable by check, money order or major credit card. Reservations must be made prior to April 10th, 1989 to guarantee rates.

If you have questions or would like additional information just call: (415) 572-0465. or write to the address listed on the reservation form.

THE RACE:

The Hobie 18 World Championship is a major international event held every two years and drawing sailors from all over the globe to compete in this exciting, action-packed contest of skill and sportsmanship. Defending the 1987 Hobie 18 World Crown will be Brett Dryland from Australia.

The seven day competition will be run in a round robin system, with each competitor using brand new, race ready boats supplied by Hobie Cat. Designed for racing and high speed cruising, the Hobie 18 catamaran can reach speeds of over 25 miles-per-hour. High speed performance boats; colorful sails; and the fact that the races are held close to the shore and spectators, makes Hobie racing one of the most exciting forms of sailing. The change of boats between each race creates an additional on-shore excitement throughout the two-day Qualifying Series (May 14th & 15th), three days of Round Robin

Series (May 16th - 18th) and two days of the Finals Series (May 19th & 20th).

So, if you've always wanted to visit California - here's your chance! You can see the Golden State and compete for the 1989 Hobie 18 World title! This is your invitation to be a part of the race and the lifestyle it represents!!

RACE REGISTRATION:

Please fill out the registration form below. We require COMPLETE information. NOTE: ALL skippers, whether pre-qualified or not, MUST pre-register!

PRE-QUALIFIED TEAMS ENTRY FEE:

The entry fee for pre-qualified teams is \$275.00 U.S. dollars if paid prior to March 31st, 1989. After March 31st, the entry will be \$325.00 U.S. dollars. To guarantee your pre-qualified spot be sure to mail your race registration and entry fee prior to the deadline date. It is VERY IMPORTANT that you check in with the Race Registration no later than Monday, May 15th, 1989, by 6:00 p.m. local time, to avoid a forfeiture of your pre-qualified status.

QUALIFYING TEAMS ENTRY FEE:

The entry fee for qualifying teams is \$175.00 U.S. dollars if paid prior to March 31st, 1989. After March 31st, the entry fee will increase to \$225.00 U.S. dollars. PLEASE NOTE: This entry fee is ONLY for your participation in the two day Qualifying Series (May 14th & 15th). If you continue to the Championship Series (May 16th - 20th), you will be required to pay an additional \$125.00 U.S. dollars. Payment to continue racing in the Championship Series can ONLY be paid by Travelers Check, money order or cash. NO PERSONAL CHECKS WILL BE ACCEPTED!!

Any teams wishing to qualify MUST submit a sailing resume, along with the registration form, that includes the following: number of years sailing experience on the Hobie 18, your divisional affiliation and your sailing accomplishments.

BOAT DAMAGE DEPOSIT:

A boat damage deposit of \$250.00 U.S. dollars will be collected on site. This is payable by Travelers Check, money order or cash.

NO PERSONAL CHECKS WILL BE ACCEPTED ON SITE FOR ANY ENTRY FEES OR BOAT DAMAGE DEPOSIT!!

HOBIE 18 WORLD CHAMPIONSHIP RACE REGISTRATION FORM

SKIPPER'S
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE
FAX NUMBER _____

CREW'S
NAME _____

CITY _____ STATE _____ ZIP _____

LOCAL NEWSPAPER NAME _____

☐ I am pre-qualified from (Country): _____

☐ I wish to attempt to qualify from (Country): _____

MAIL TO: W.H.C.A. SECRETARY
HOBIE 18 WORLDS
P.O. Box 1008
Oceanside, CA 92054
Phone: 619 758-9100 / Fax 619/758-1841

DOUBLETREE HOTEL AT FISHERMAN'S WHARF HOTEL RESERVATION FORM

(All reservations must be made prior to April 10th, 1989 to guarantee the best rates.)

MAIL TO: HOBIE 18' WORLDS ACCOMMODATIONS
89 West Garzas
Carmel Valley, CA 93924

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE # _____ FAX TELEX # _____

ARRIVAL DATE: _____ DEPARTURE DATE: _____

Please make my reservation for:

☐ SINGLE OCCUPANCY: \$90.00 + applicable taxes

☐ DOUBLE OCCUPANCY: \$90.00 + applicable taxes

EACH ADDITIONAL PERSON: \$16.00 + applicable taxes

IMPORTANT:

One night's room deposit is required to guarantee your reservation. Payment can be made by check, money order or major credit card.

☐ I have enclosed a check made out to Doubletree Hotel for \$ _____
☐ Charge \$ _____ to my:
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ACCOUNT
NUMBER: _____

EXPIRATION DATE: MONTH _____ YEAR _____

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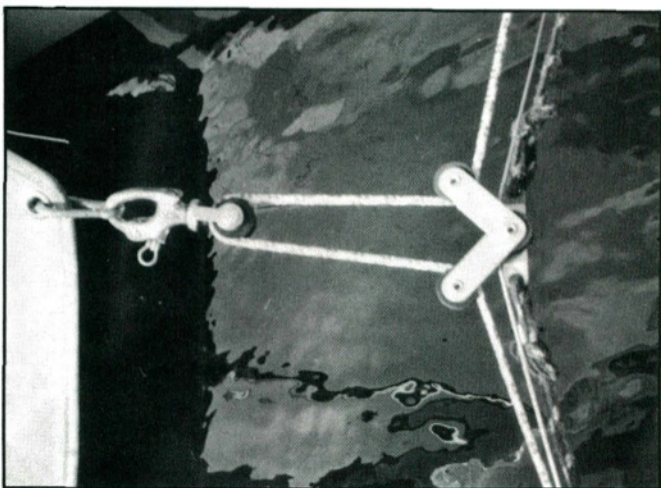
NEW HOBIE 21 PRODUCT GUIDE FROM SSI

SSI's new product guide for the Hobie 21 covers everything from ball lock pins to two different kinds of spinnaker hardware kits. The guide includes everything that a sailor can use to outfit the 21 as simply or as completely as possible. Provided in the guide is a complete listing for basic accessories like jib covers, Comptip™ mast cover, sheet rope overboard preventers, 9:1 and 10:1 mainsheet systems, and bridle flies that don't get tangled in the spinnaker sheets as well as the more-than-basic items like spinnaker bags and a windward sheeting system that centers the boom for superior pointing ability in light and medium winds.

For more information contact: Sailing Systems, Inc., 4815 Amy Drive, Crystal Lake, IL 60014, or call 815-455-4599.

HOBIE 21 SPINNAKER CAR NEW FROM TRENTec

The new Hobie 21 Spinnaker Car from TrenTec makes handling a spinnaker a breeze. TrenTec's unique patent pending spinnaker car design keeps the tack height and tack line tension constant as the spinnaker moves easily from bow-to-bow. If your Hobie 21 is equipped with a spinnaker, the TrenTec Spinnaker Car can be a valuable addition to your boat. For more information contact: TrenTec Inc., 12420 Kelso Road, Thonotosassa, FL 33592, or call 813-986-7223.



NEW DRYSUITS FROM SAIL 'N SURF

Sail 'n Surf recently introduced several new concepts for keeping Hobie sailors dry and warm while sailing in cold weather.

The first is an economical and thoroughly functional front entry drysuit that sports one of the lowest prices in the sailing business. If economy isn't your suit then take a look at their state-of-the-art "DRY FASHION" Avilastic front entry drysuit. A rear entry model is also available. Both of these comfortable, efficient drysuits are imported from Europe. Another worthwhile cold weather option, available from Sail 'n Surf is an expedition-weight polypro under-suit for less than \$85.00.

The drysuits, as well as the new THUNDERWEAR "Artic-cold" two part sailing gloves are distributed by Sail 'n Surf Inc.

For more information on these new products contact: Sail 'n Surf, P.O. Box 2204, Running Springs, CA 92382, or call 714-745-2294.

The SSI **TOY** **BOX**

Why settle for a sail box that only holds a sail, when you can have a big one for just a little more money?

The Toy Box is large enough for sails, daggerboards, booms, rudder assemblies, and a lot of the other "stuff" you like to carry (11' x 18" x 14" at the bucket end).

New durable three piece construction is tough enough to stand on and is now "UPS shippable"!

Easy access from both ends through a sturdy roto molded end closure (that doubles as a wash bucket), or a hinged door at the front.

Ultra smooth snag-free interior; nothing for your sails to get caught up on.



\$225

The Toy Box has drain channels to promote drying during transport, while tight hatches keep water, dirt, and dust out.

The New Toy Box comes complete with ten stainless steel screws and nuts; that's all the hardware you'll need for the simple assembly it requires. Hardware for attachment to trailer also included.

The New SSI Toy Box is the one that features leak proof joints. All joints are designed to include an overlap and have neoprene sponge gasket seals on the bucket end and hatch.

Trim your Toy Box to match your sails. Striping kits available in current colors from \$17.95.

Ask your Dealer for The SSI Toy Box.

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