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MARCH/APRIL 1989

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Hobie **HOTLINE**

March/April 1989

Volume 18 Number 2



Eric Schiegl

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Tips and hints for tuning your body, your boat and your equipment after a long winter of hibernation.

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ON THE COVER



A collection of Hobie memories, old and new, and dreams of more sailing fun to come. Photo by Will Gibson.

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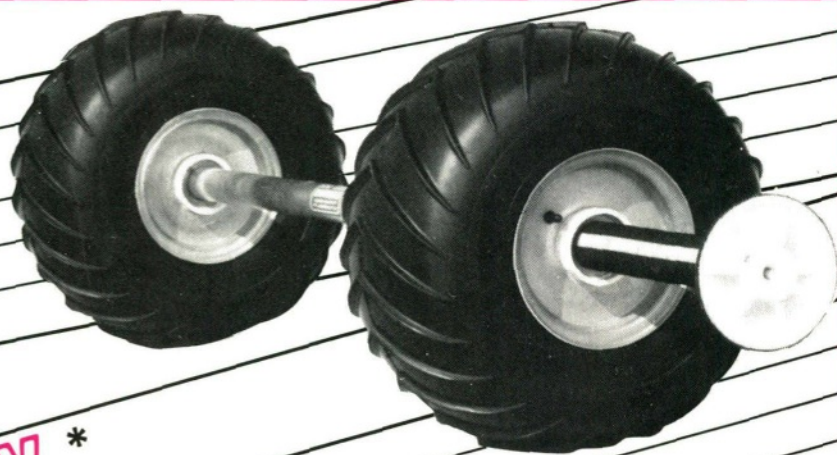
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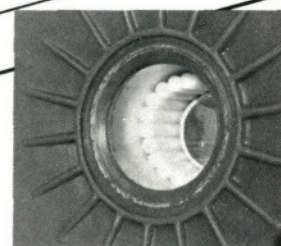
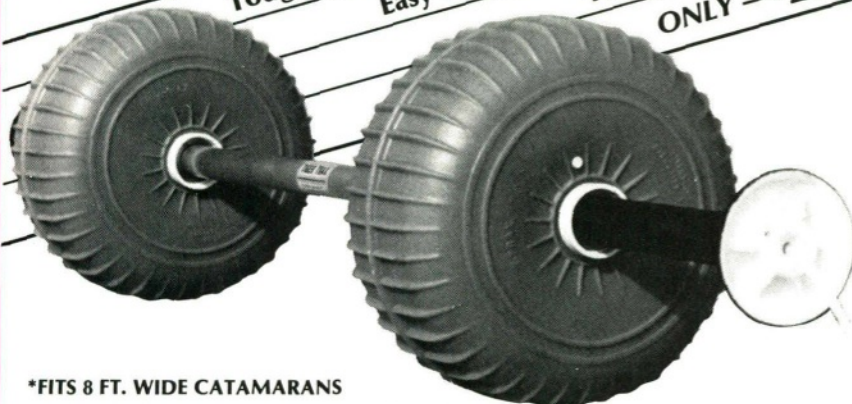
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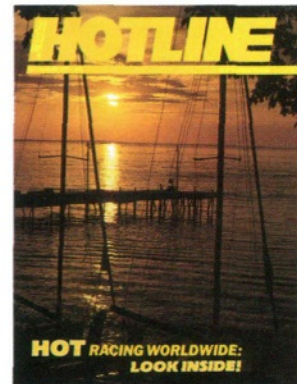
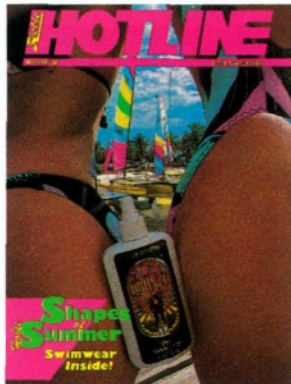
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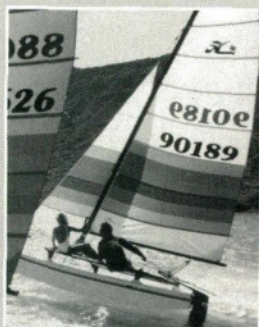
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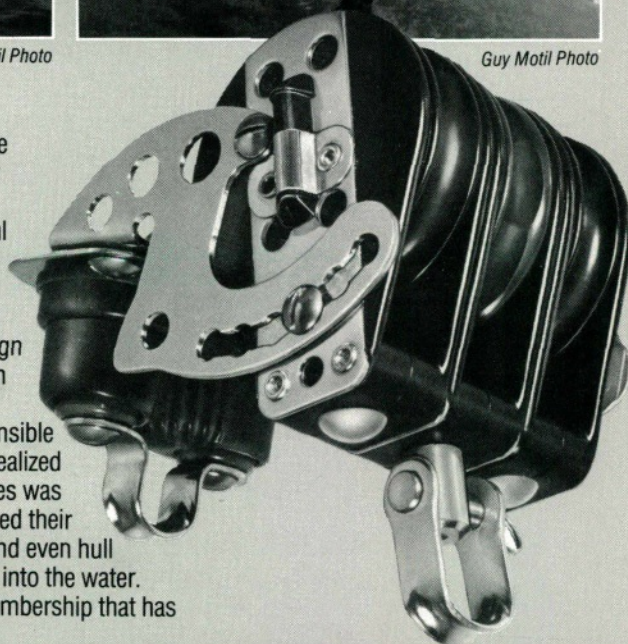
The HOBIE 16

When people think of small catamarans, they think of the Hobie 16, the classic little speedster designed by Hobie Alter nearly 20 years ago. Over the last two decades, the class has flourished with over 100,000 people discovering the thrills and excitement of owning and sailing these colorful multihulls that can reach speeds in excess of 30 miles per hour.

Today, the Hobie 16 class remains the most competitive one-design catamaran class in the world. It boasts 400 international fleets extending from Anchorage (Alaska) to Abu Dhabi (Saudi Arabia). Its strict one-design rules keep competition fair and inexpensive with novice as well as veteran sailors encouraged to participate in Hobie Cat events.

However, it's the unique "Hobie Way of Life" philosophy that is responsible for the class's enormous popularity over the years. Early on, Hobie Cat realized that offering off-the-water fun and camaraderie to sailors and their families was equally as important as providing tough racing on the course and designed their regattas accordingly. In addition, Hobie Cat organized outings, cruises and even hull flying contests to entice the strictly recreational Hobie sailor and his boat into the water. As a result, the Hobie Cat is a healthy one-design class with an active membership that has produced many fine sailors including Jeff Alter, Hobie Alter, Jr., Carlton Tucker and Alan Egusa. The World Hobie Cat Class Association stages Hobie 16 National Championships every year in many countries throughout the world as well as organizing a World Championship every two years.

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THE ISSUE YOU LOVE TO HATE

For recreational sailors, this is the issue you love to hate. Before you pick up your poison pen and write to tell us your opinion about this HOTLINE issue and the editorial staff, we'd like you to take a minute and consider a couple of things.

The HOTLINE is the official publication of the International Hobie Class Association. In that role, it is the duty and responsibility of the magazine to report on issues and events of interest to the Association and its members.

In fulfilling that responsibility, some HOTLINE issues are full of racing stories and, when that happens, we hear about it from our readers who are interested in other aspects of Hobie sailing. A lot of the readers who write us are extremely upset about our perceived bias toward racing. Their letters tell us in no uncertain terms exactly what they think about our racing issues, and some even tell us exactly what we can do with them.

There are always mixed feelings here when we receive that type of mail. On the one hand, we are the official publication of an organization that sanctions and sponsors racing events, and it is tempting to fall back on the official rationale for our existence. On the other hand, both our staff and the directors of the IHCA recognize that there are a lot of Hobie sailors who don't, haven't and never will race, and we do have a responsibility to report on the other recreational aspects of Hobie sailing. When readers tell us that we have failed in fulfilling that responsibility, it always causes some soul-searching among the HOTLINE staff. It is not an easy task to serve two masters, but that is the mission of the HOTLINE. In each issue we attempt to have articles that will appeal to all segments of the Hobie sailing society.

Sometimes we are more focused on recreational sailing and are lighter on the racing stories; at other times, we focus more on racing than recreation. Once a year we focus almost entirely on fleet matters.

We do that because it has proven to be the most efficient way to get information to the fleet members of the International Hobie Class Association and communicating with the fleets is important because they are an important component of Hobie sailing. Often, they are the first formal introduction of new Hobie sailors to the special friendships and sharing that have marked Hobie sailing. Fleet regattas serve as classrooms for the novice sailor, teach-

ing skills, tactics and techniques not found in books or instructional videos. Hobie fleets around the world are the keepers of what we know as the "Hobie Way of Life," that spirit of friendly, hard-fought competition on the water and easy-going, long-lasting fellowship off the water.

The fleet information published in this issue contains the 1989 racing schedule; a description of the IHCA fleet systems and their organization; the duties and responsibilities of the officers; an introduction to regattas for the new Hobie sailors and the schedules for the fleet regattas. We publish this information to keep our fleets growing strong and on the right track.

For those readers who don't like to read about racing and fleets, we ask two favors. The first, bear with us: We know what kind of stories you want, and we promise that they will be in the upcoming HOTLINE issues. The second favor is a little more difficult. If you are not involved in a fleet, we'd like you to examine why not. While we understand there are many good reasons that sailors might not want to race, we know there are hundreds of good reasons to belong to a fleet and to participate in their activities. By being involved in fleet activities, you can help organize non-racing activities. You have a lot to offer the fleet, and they, in turn, have a lot to offer you. Contact your local fleet; they'll be glad to hear from you. And if there isn't a fleet in your area, drop us a line and we'll tell you how to get one going.

Hobie sailing is Hobie sailors doing their thing . . . together!



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Welcome Aboard!

Please send me the 1989 Hobie Calendar and add my name to the subscription list. If you could, add articles for the over 40 female sailors because we really do exist.

Mary J. Fiorese
Great River, NY

Welcome to our Hobie family and thank you for a great idea! -Ed.

Wanna Bet?

There is nothing more frustrating than looking at a picture and not knowing who or what it is. I can't think of another publication, besides the HOTLINE, that doesn't put captions under photos. I think that it's just LAZINESS not to caption, and I have felt this way for years. I thought you would have changed a long time ago.

Larry Glass
Chicago, IL

We welcome photographic contributions to the magazine. Some of the best we receive arrive without the necessary information to caption and we have to make the decision that it is better to have photos without captions rather than no photos at all. We will, however, make a conscientious effort to include a caption whenever we have the necessary information. -Ed.

Calendar Comments

I have just received the 1989 Hobie calendar that I look forward to each year at this time. I would like to add my name to what, I'm sure, is a very long list of unhappy Hobie calendar customers. What happened to the full page beautiful scenic pictures, the full page action pictures, the FULL PAGE PICTURES of any kind, suitable for framing? These snap shots are a far cry from the breathtaking full page calendar pictures of the past.

We, in the midwestern states that can only anticipate March and the first day on the water, have to find pleasure in things like the Hobie calendar during the winter. This 1989 calendar is a large disappointment. I feel that I have been cheated. I guess the only thing worse than this year's effort is no calendar at all. I will look forward to the 1990 calendar.

John Garrison
Fleet 27
Wichita, KS

I just thought that I would take a minute and drop you a line regarding the 1989 Hobie Calendar. I have never been a great fan of calendar art but I have to admit your

calendar could change my mind. I have really enjoyed having it in my office and always receive great comments from my fellow workers. Keep up the good work!

George Keith
Racine, WI

Disappointed

I just received my subscription renewal card and I had to really think before I decided what to do with it. This was my first year for the HOTLINE and I'm sorry to say my last. I was under the impression that the HOTLINE was a sailing magazine but it's not, it's a racing magazine. There are many Hobie sailors out there who sail just for the fun of it, not to see how fast they can go, or how high they can fly a hull. Please don't get me wrong, I'm not angry, just disappointed. Why don't you try putting together another magazine just for us day sailors? I'm sure we'd all love you for it!

Joe Killion
Defiance, OH

The Hobiatorial in this issue addresses the problems that Joe raises more completely than we can answer them here. We like to get mail from day sailors particularly when you tell us how we can better report your activities. We like to hear story ideas that we can develop or ask you to help us to develop, and we're open to suggestions. We're waiting to hear from you, preferably before your subscriptions run out! -Ed.

Great Way to Start!

In the January/February issue of the HOTLINE, there was a wonderful article by Richard Blount on "Married Maneuvers". This August we will celebrate the 12th anniversary of our marriage ceremony that took place right on our Hobie 16! There were two hundred invited guests and local press who helped make our marriage the "Hit" of the summer of '77. The wholesome nature intrinsic to the sport of sailing combined with the exotic backdrop of the Great South Bay gave us a super start to our married life. Three sailing boys, a small dog and a new Hobie 17 have made us a true sailing family.

By the way, guess where our friends thought we should deliver our children!

Maxine & Skot D. Siegler
West Islip, Long Island, NY

Now that's what we call the "Hobie Way of Life"! (Where did you deliver your children?) -Ed.

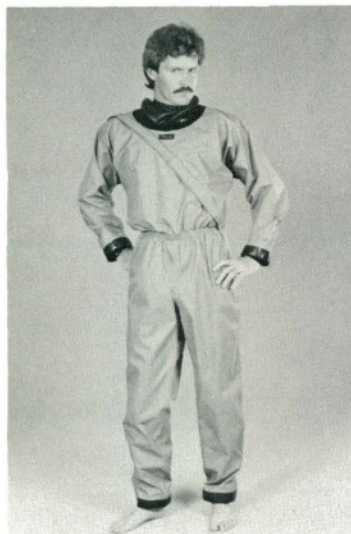
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HOBIE BRIEFS

HOBIE CAT SALE FINALIZED

Employees and Hobie sailors alike were elated by the announcement that the sale of Hobie Cat was complete. Doug Campbell, president of Hobie Cat, summed up everyone's feeling when he said, "We are very pleased with the change in ownership and employees and Hobie sailors everywhere are eagerly looking forward to the future under Tony's leadership."

On January 9, 1989, after months of negotiations, Texas businessman Tony Wilson, one of the first Hobie 14 owners, and the Coleman Company finalized the purchase agreement for Hobie Cat. Tony has always had a lot of respect and admiration for Hobie Cats. He feels that the sailing public associates Hobie Cat products with quality, leadership, fun and, most importantly, a very special group of people. After attending the first Hobie 17 World Championship in Maui and the Hobie 16 National Championship in Corpus Christi, he was even more positive about the future. He thinks that the great racing events, the organized fleet activities, the strong dealer network, innovative programs like the Comptip™, and the efforts Hobie makes to communicate with owners, especially through the HOTLINE, are benefits unmatched by any other boat manufacturer in the world and make Hobie Cat the leader in the sailing industry.

Tony, who feels that his purchase is a perfect marriage, matching his successful business experience with Hobie's successful sailing experience, is eager and looking forward to re-creating the same excitement and public acceptance that marked the introduction of the first Hobie Cat twenty years ago.

While Tony has officially changed the company name to Hobie Cat Company, he has no plans to relocate the company from its southern California location or make any employee changes.

Tony and his wife, Holly, are presently looking for a permanent residence in the Oceanside, California area.

HOBIE 18 IS HAVING GROWING PAINS

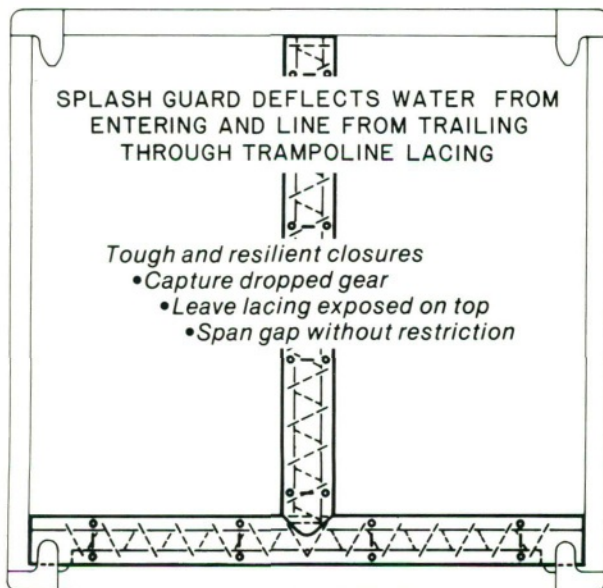
Hobie Cat's Research and Development team has announced plans for a new version of the popular, high performance Hobie 18. The Hobie Formula 18 Magnum will carry a larger mast and more sail to provide more speed and higher performance levels. The increased sail area will be balanced by longer Hobie 21 style wings that will provide extra clearance over the water and increased boat stability. The mast will be fitted with Hobie Cat's patented Comptip™ tapered mast tip and an improved mast halyard lock to make the larger sail easier to handle. In addition, the new Hobie Formula 18 Magnum will also carry many of the proven features of the existing Hobie 18.

Production is scheduled to begin in February with the boats becoming available to the public by mid-March.

NATIONAL GEOGRAPHIC TO FEATURE NORTHWEST PASSAGE STORY

The story behind Jeff MacInnis and Michael Beedell's historic wind-powered conquest of the Northwest Passage will be featured in the May 1989 issue of "National Geographic". The voyage, supported in part by the National Geographic Society, will be aired on the Public Broadcasting Service on April 22nd and the Canadian Broadcast Corporation network on March 30th of this year (check your local listings for broadcast times).

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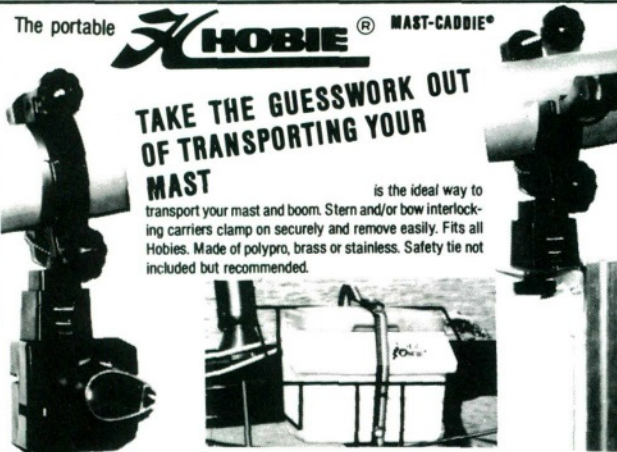
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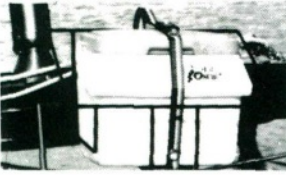
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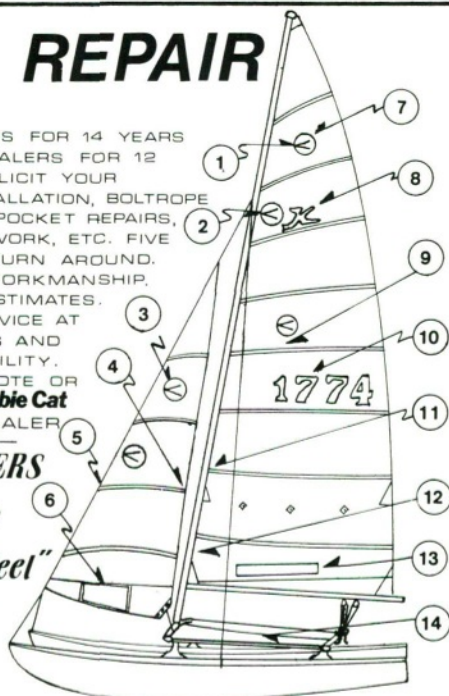
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HOBIE HOT TIPS

An Old Salt's Solutions

Having sailed Hobies for 20 years, I've had a chance to check out a lot of rigging. After plowing the leeward bow and seeing my son launched into the forestay in the trapeze, I think that I've found a simple solution to this problem which doesn't require any additional gear.

I take the righting line and first whip it around the forward post, then around the aft post and tie it back to the loop on the forward pylon making it easily accessible when capsized.

When using the trapeze, this line is removed from the forward pylon and placed through the eye on the trapeze line with a figure-eight knot tied at the end. The line then becomes a restrainer that, not only prohibits a person from being launched when trapezing, but also reduces the risk of injury.

When you are flying in the trapeze, you can fold the excess line back to any length you wish to position yourself exactly where you want to be on the rail. This will make your ride surprisingly solid because you can soften your forward knee without fear of becoming unstable and you'll still be able to work the sheet.

One other thing that I've learned could be especially important for lightweights. Put a pillowcase someplace on your boat. If you get knocked down when you're alone, you can put a bowline in your righting line to form a loop. (Make sure to take the time on the beach to mark the right spot on the line with a laundry marker.) While hanging in the loop, reach down into the water and fill the pillowcase with water. Since the pillow case will hold over 400 pounds of water, it will provide enough leverage to right the boat, even if it's an 18.

Don Cragg
Kumu Kuuipo Kai
Hobie 14 #1000 and 16 #2432

Hull Refinishing

Exposure to the sun and age can take the luster off of Hobie hulls. Getting it back is as easy as putting the wind back in your sails. First, try restoring the shine by using rubbing compound and a lot of elbow grease on a small area to see if the original gel coat can be restored to its original brightness. If that doesn't work, there are some quality polyurethane coatings available from your Hobie dealer that will do the job. Two of the most common brand names are Imron™ and Awlgrip™. Follow the manufacturer's directions for application and your Hobie Cat will be looking as good as new. You can also use a good epoxy paint or, the old standby, marine enamel to make your cat look almost as good as it sails.

Expanding the Hobie 21

Some Hobie 21 sailors have experienced some minor difficulties in expanding their 21s. The first thing that needs to be done when expanding the boat is to loosen the trampoline lines so you won't have as much resistance to fight when pulling the hulls apart. One tall person can position themselves between the hulls with one foot on one hull and their hand on the other. Moving from bow to stern, the hulls can be evenly expanded. Two people can pull, or push, the hulls apart, again moving from bow to stern, and trying to separate the hulls evenly. Make sure that the plastic spacer rings on the cross bars are not pulled out past the hulltube because reinserting the ring isn't easy and the plastic ring could be damaged in the process. As the boat is expanded, watch the pin holes and insert a tapered pin as soon as one of the holes are matched. Then expand the boat further and insert the next pin. Follow this procedure until all the pins have been inserted. This method might take a little longer, but makes the job easier because it is difficult to get all of the pin holes lined up at one time. When all of the tapered pins have been inserted and secured with nuts, tighten the tramp and you're ready to go.

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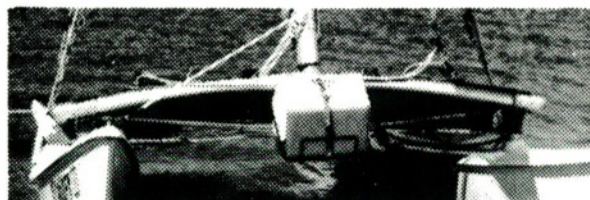
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BY DICK BLOUNT

or many years, the vast majority of women in sailing played an important role. They had to pack the car, untie the boat, hold up the masts, pull the jib sheets, eat saltwater all day, help drag the boat up the beach, fold the sails, and then cook the dinner. All that for a fellow who yelled and screamed about the way the car was packed, the way the boat was untied, the way the mast was being lifted, the way the jib was trimmed, the way the boat was being pulled up the beach, the way the sail was rolled and the quality of the meal.

Today, more and more women are expressing dissatisfaction and frustration with the traditional roles assigned to them both on and off the water. And it's about time! For years, men were the skippers. They were also the Regatta Chairmen, the Commodores, the Division Representatives, and they ran the World Council! A quick check of the 326 fleet Commodores in the United States shows that there are 300 men holding the office and only 26 women. At weekend regattas, however, women usually account for about 45% of those in attendance.

Is it any wonder that women are no longer complacent about playing a subordinate role? Some are fighting back; although not on the water, but where it counts, by holding fleet office. Once satisfied with being Secretary-Treasurer in the various fleets, women are now actively campaigning and filling roles like Regatta Chairperson, Fleet Commodores and Division Officers. Every woman who takes an active leadership role in her fleet helps pave the way for many more needed women officers in the near future.

One such special person is Division 14's Jane Sherrod of Joshua, Texas. At age 33, she has been happily married for 15 years. She and husband Danny have a lovely nine-year-old daughter named Bennison. Jane majored in Music at Texas Christian University, graduating with Honors in 1976. Her favorite instrument then, as now, was the French Horn. Musically talented, Jane was not only a band leader, but also was a member of a professional symphony while attending college.

In 1978, the Sherrods started sailing together on a Hobie 16. A few years later, Jane read a HOTLINE story about the Hobie 14 Women's National Championship. Within a span of three weeks, she had put the Hobie 16 up for sale, sold it and bought a Hobie 14 to replace it. She attended her first women's national in Corpus Christi, Texas in 1981 and sailed her first Hobie 14 Open in Ventura, California in 1982. In 1985, even though she did not know anybody else in attendance, she went to her first Hobie 14 World Championship in Isle Verde, Puerto

Rico. Jane also sails a 17 and was a participant in both the first Hobie 17 National Championship and the first Hobie 17 World Championship.

Jane is definitely a sailor. She has won the coveted Divisional Bell Trophy in Texas Division 14, an award given for being the high points winner for all races in that division, regardless of gender. All nine of their regattas count toward high

sport," she stated. Jane learned by doing. "To learn more about the rules, I asked to observe, and later to serve on protest committees. Now I am applying to be a USYRU judge. Several years ago, dissatisfaction with my home division got me active in division politics. In 1989 I finally won the Division 14 Chairperson spot. On the advice of other racers, both men and women, I was encouraged and



FROM C COMM

"I didn't get involved because there needs to be a woman on the board, but because there needs to be a dedicated person who can listen and has nothing personal to gain."

points for this trophy. The division rewards those that attend races and do well at the same time. Jane has won the Bell Trophy two years in a row. This year she placed second in points, losing in the last regatta of the year.

Off the water, her accomplishments are just as impressive. She has served as the treasurer of Division 14 for two years, and, in 1988, she was elected as Chairperson for 1989. At the recently held National Division officers' meeting, Jane was nominated and elected Vice-Chairperson of the North American Hobie Class Association. In her new elected position, Jane will help steer the future direction of Hobie Cat in North America.

In a recent interview, Jane had several points to make. "I try to be as actively involved as possible, because I am concerned about the future of my chosen

elected Vice Chairperson of the North American Hobie Class Association. I consider this to be my greatest honor.

"I didn't get involved in the politics of Hobie Catting because I think there necessarily needs to be a woman on the board. I did it because there needs to be a dedicated person who can listen and has nothing personal to gain. I do gain tremendously, though, in the amount of friendship and great times I've had at the many events I attend. The people are what make it worthwhile. Also, my husband and daughter are very understanding and supportive. I couldn't do it without them.

"In the years to come, I hope to continue to improve my sailing and to attend as many events as my husband can stand. If anyone out there wants to get more involved, volunteer somewhere;

in your fleet, your division, at nationals, on a protest committee, or just write a few letters to those that do. You will have loads of fun and make many long-lasting friendships!"

Talking with Jane, one gets a genuine feeling of sincere excitement. Her eyes light up when the words "Hobie Cat" are mentioned. It's no wonder she has accomplished a great deal. She truly

Marcia outlined several things that are important to being an effective commodore.

"My first challenge was just being the first lady commodore in Fleet 30. I had to overcome the fear of not being accepted, and of not being able to meet the challenge. I was accepted on land because I was accepted on water. You must get the respect of the other mem-

dance, I wanted to make sure it didn't happen here. I didn't want anyone to say that the reason the fleet dwindled was because we had a woman commodore."

Marcia pointed out that the turning point in her sailing career was making it to B fleet. Right after that accomplishment, she signed up with Fleet 7 and the Catalina Island Fun Sail. (For those of you not familiar with Catalina Island it's due west of Southern California, "26 miles across the sea.") Because of the very real hazards of sailing a Hobie Cat on the open ocean, it's not easy to participate in this carefully monitored cruise. Sailors first have to qualify at a rigorous check-out sail from Hurricane Gulch.

Marcia admits to having been quite unsure of herself at the beginning of the check-out. It didn't take long, however, before she was sailing among the leaders of the day. Successfully handling this tough check-out enhanced her standing among her fellow sailors, as well as her own self-respect and self-confidence.

Marcia encourages everyone to come see a regatta. "If you don't sail, at least you can learn about another sailing spot. You can meet other people who, like yourself, are interested in sailing, and who have a great time doing it, too."

Women like Marcia Chalk and Jane Sherrod are not alone in their efforts to get more women involved in Hobie sailing and racing. Another of the leading proponents of women's races is Jan Nichols, the male Vice-Chairperson of Division 2. "As long as men have the tiller on a boat, things will stay the same," Nichols pointed out. "More women skippers on the water will help encourage other women sailors. When women get involved in running a fleet, or in the membership department, the fleet grows. The Hobie experience will be a lot richer if we get women more deeply involved in its running."

With that in mind, Fleets 4, 30 and 180 are now actively putting together a three-regatta package for women sailors only. With points awarded in each race, the high points winner in each class will be honored with a perpetual trophy to be presented at the division award picnic.

These three races will include the Dual Regatta in San Diego; a two-day regatta at Lake Castaic; and a two-day regatta at Lake Perris. Of course, the men will have a significant role to play at these regattas. With the women at the tiller, someone will have to pack the car, raise the mast, trim the sails and cook the dinner. All of the women skippers we know assure us that their men can handle it. They're not sure the men can handle it with as much grace and patience as the women have, but they will learn. *SC*

CREW TO COMMODORE

"More women skippers on the water will help encourage other women sailors. When women get involved in running a fleet, or in the membership department, the fleet grows."

wants to encourage men and women to participate and support the local fleets, divisions and nationals. "The friendships one makes are worth the price, Jane points out, "At these events, one gets a chance to learn from some of the best sailing minds in the world. Most everyone is more than willing to offer advice and suggestions on boating and sailing skills."

Another fine individual interested in the direction of Hobie sailing is the Commodore of Fleet 30, Marcia Chalk of Riverside, California. Marcia would like to see more women involved with Hobies. She believes that there are a lot of women out among the fleets who are quite capable of doing a great job in race organization, regatta planning and the other various tasks that are needed to build a successful fleet.

bers of the fleet, both men and women. You can't get respect by just sailing one or two days a year. You have to get out there, dump the boat a few times, not complain and be able to sit around and tell stories about it. Prove yourself in the fleet. Because Hobie fleets have been traditionally male-dominated, don't expect men to bail you out every time.

"Patience is a must for anyone willing to assume a leadership role within a fleet. The ability to get good help around you makes you a better leader. In our fleet, we have several people that have done a great deal to help me in my position.

"Remove the cliques among the fleet," Marcia suggests. "They will strangle it quicker than anything. Cliques seem to limit new ideas. One of my goals was to continue the success of Fleet 30. With many fleets having low regatta atten-



K.I.S.S.* AND SAIL!

*Keep It Simple, Sailor!

BY MICHAEL DEVEREUX

With the Hobie 18 World Championship scheduled for this May in Monterey, California, 18 tuning is a hot issue for many sailors. To get the best tips for coaxing maximum performance out of the 18, we contacted several top Hobie 18 skippers and asked them to share their personal tuning tips and advice with our readers. In the process these sailors revealed a terrific secret for sailing fast and well that is easy to follow, fun to do and will probably mean more to Hobie sailors, racers and non-racers alike, than anything else this coming year. -Ed.

Tuning the Hobie 18 is a simple process. Basically, it is nothing more than setting the boat up and adjusting its variable components to insure maximum sailing performance. Part of this tuning is already accomplished by Hobie Cat, and your dealer, when the boat is manufactured and assembled. A new boat usually needs less attention than one that has seen a lot of water under its hulls. Each boat should be tuned to its skipper's individual sailing preferences and abilities and to the conditions in which you sail.

Ideally, tuning is accomplished in a leisurely manner. The skipper makes an adjustment on the beach; takes the boat onto the water to measure the effect of the adjustment on the boat's performance; then returns the boat to the beach to readjust that item or to move on to the next variable. Tuning done in this manner allows the skipper to accurately judge what happens when something is changed by setting up a cause and effect situation that not only increases the performance level of the boat, but also increases the skipper's knowledge of sailing. Knowledgeable and informed skippers sail better and safer.

The knowledge a skipper gains by tuning a boat in this systematic and leisurely fashion can work to great advantage when the time comes to tune a boat for racing. One of the basic rules for competitive tuning is "not to get lost in space with all the little tuning idiosyncrasies," says Carlton Tucker, 1988 Hobie 18 National Champion. In most competitive situations, especially at National and World events, there isn't a lot of time to go over the boat and adjust every little thing. So Tucker feels that the best way to tune at these events is by imitating the racers who are going fast, and concentrating on setting your boat up similar to the leaders.

This can be accomplished easily just by looking at the leaders' boats while you're on the beach and on the water, emulating their tuning in a systematic manner. The goal is to develop a method of tuning that will allow you to make changes quickly and efficiently: Take care of the mast rake, diamond wire and rig tension first, and then move on to the

rudder alignment. On the water, watch the leaders to see how they are running the traveler and jib cars, and the way they are using their daggerboards. Look at the way they are using their jib and mainsheet also, but always remember that you are sailing your boat and you have to be comfortable with the way it is handling.

Tuning on the beach starts with knowing where your boat is set. In the round robin racing format of Hobie championships, identify the finishing position of the boat in the previous race. If it won, then you can feel pretty comfortable leaving the tuning alone. If not, then take a stroll over to one of the leaders and check where the sidestays are set; see how many holes are showing in the forestay. Raking the mast back will move the center of effort to the rear of the boat and pull the bows up, which is especially helpful in choppy water. Remember that mast rake is a give-and-take situation. More mast rake will give more upwind speed with less downwind speed, and the crew will have to move forward to compensate.

Then check the rig tension by grabbing the rigging to see how much give it has. While it is usually more advantageous to sail with a tight rig, there is certainly some leeway in defining tight. Is there more give in the leader's rigging than yours? Is there less? Is that producing any difference in sailing performance? If it is, then change your tension to match. If the leader's performance is a result of sailing skill rather than rig tension, then it might be better to leave your tension where you are comfortable.

Checking the diamond wire tension involves the same process. Take hold of the diamond wires about 12- to 18-inches up from the bottom and push in to see how much they give. You must be careful when adjusting the diamond wires because the diamond wires are integral components of the mast; if you sail with the diamond wires too loose, the mast could fail, causing damage to the boat and injury to the sailors. Never sail with diamond wires that are too loose. In championship competitions, the diamond wires should never be any looser than they were when the boat was initially rigged for the competition.

In fleet events, make sure the diamond wires are at least as tight as Hobie Cat recommended in the assembly guide. Any time you feel unsure about whether or not the diamonds are tight enough, ask someone who knows more than you do. If the wires on your boat are within the parameters stated above, but don't match those of the leaders, then make the necessary adjustment. Diamond wires do affect your ability to flatten the sail: if they are too tight, you won't be able to flatten the sail; if they are too loose you will flatten the sail too much.

While you're checking the mast rake and rig tension, make a note where the mast rotation is set. Generally, the rotator should be pointed toward the shrouds, allowing a rotation of about eighty or ninety degrees. This is a good all-around position; however, if it gets windier, or on downwind legs, you should rotate the mast as far as you can, even if that means holding it around.

You will also want to take a look at where the jib leads are set. As a regular position, setting them about three-quarters of the way back is more than adequate for most sailing. While some sailors will adjust the jib leads to match the leg they are sailing, others question whether or not these adjustments result in enough boat speed to justify the time invested in the process. Adjusting the leads is not difficult but does require being on the water. Sail upwind with the jib sheeted in, head into the wind while watching the jib to see where it starts to luff. If it breaks at the top first, move the car forward; if it breaks at the bottom, move the car back. The goal is to have the leading edge break evenly along the entire length of the jib. When you have established that position, you can set the cars at that point and leave them, or mark the position and further refine the setting depending on the leg you are sailing. In a round robin format, you have to decide whether or not the effort will be worth the results, knowing that you will be sailing a different boat the next race. In fleet events, the question is whether your goal is to win or spend time adjusting your boat.

After the mast rake and rig tension have been taken care of, move on to the rudders. There are basically two adjustments that can be made to the rudders. On boats fresh from the factory, adjusting the rudder rake (the distance between the stern of the boat and the leading edge of the rudder) is not necessary because the factory setting generally lasts through the first season, and probably longer. When you do have to adjust the rudder rake, plan to devote some time and effort making this adjustment correctly. (See "I'd Rudder Be Sailing" in the January/February 1989 issue of the *HOTLINE*.) The only thing you might want to do on brand-new boats is to check the set screw to make sure that the rudder will stay down if you hit a small obstacle.

The second adjustment is the toe-in or toe-out of the rudder. The rudders should be close to parallel, or toed-in slightly, rather than toed-out. If the rudders are toed-out, they will act like a brake on the water and that will definitely slow you down. Checking the rudder toe-in is a simple process. Take a tape measure or a line and measure the distance between the leading edges of the rudder about halfway down the length of the rudder. Then repeat the process on the trailing

edges, making sure your measurement is done at approximately the same point on both edges. Most Hobie sailors like to sail with the rudders toed-in about 1/16 to 1/4 inch. Shortening the tiller crossbar adjuster will bring the rudders in, and lengthening it will cause the rudders to toe-out. At round robin events, you can ask the skipper who ran the boat right before you how it handled, then decide whether you even need to worry about making this adjustment.

Once you've matched your boat's set-up with the leaders', and you are comfortable with it, the next step in inspection tuning is out on the water. Watch the leaders to see how they are running the daggerboards. The rule of thumb is to run both boards fully down when going upwind, with the boards as flush with the deck as possible. Offwind, on a reach or broad reach, pull the windward daggerboard about half of the way up to reduce friction. If it's convenient, and you don't think you will lose control, you can also kick up the windward rudder, but do this only if you're comfortable sailing that way. When running, both boards should be pulled about one-half to three-quarter of the way up. You have to be careful not to pull the boards up too much, especially in waves, because the boat won't want to track well. The boards help you to steer, and, like railroad tracks, keep you moving in a straight line, on course. If you are not using the daggerboards the same way the event leaders are, then try doing it their way. Remember, however, that you are responsible for sailing your boat and for avoiding collisions and fouls; if imitating the leaders is not comfortable, or doesn't allow you to fully control your boat, then sail the way you know best.

At racing events, the secret is looking at the contenders' boats and decide what they are doing, why they are doing it and whether it will benefit you. If you are moving up in class or attending your first championship event, it will benefit you to copy the leaders when you tune your boat; however, remember that others will also be copying them, so tuning your boat this way will not necessarily mean that you will sail any faster or finish any higher than any one else.

The secret of competitive racing and tuning is what Alan Egusa, who finished fourth at the 1988 18 Nationals, calls "intelligent time on the water." By this phrase, Egusa means quality time on the water spent learning, practicing and enhancing your personal sailing skills. "The top competitors are good," Egusa says, "not because of tuning, but because they do everything just a little bit better." While he allows for personal ability, he feels that the most important factor in Hobie sailing is experience gained from time on the water, applying yourself rationally to Hobie sailing. "Tuning can be learned in a day at a tuning seminar, or by having someone



Patrick McDowell

“There’s nothing worse than a fast boat going in the wrong direction.”

set your boat up and marking what they did. After that focus on sailing.” Egusa manages to attend about three or four championship events each year, finishing high in each one.

Carlton Tucker echoes his sentiments. “Don’t make a big deal about tuning. Set your boat up like everybody else, and then it boils down to your sailing skills. That’s what really wins and loses races. Don’t go overboard with tuning. There’s nothing worse than a fast boat going in the wrong direction.”

It’s easy to get lost in tuning, and it’s compelling to keep looking for the edge that is going to make you faster than the other guy. But the one great secret to sailing a Hobie Cat is not a tuning secret. The secret is simple, easy to follow and fun to do: No matter what type of sailing you do - A fleet, Novice fleet or no fleet at all - the most important secret to successful, fast and fun Hobie sailing is to sail your Hobie Cat every chance you get. *XL*

READY,

SET,

GO!



It's time to wake up and get your Hobie out of hibernation for another season of great sailing !

Last season's races have been rerun a hundred times during the cold weather doldrums. Mistakes have been corrected and new Champions crowned. Dedicated Hobie sailors are dreaming of the perfect sailing vacation. It's that time of year when the days grow longer, the weather gets warmer and every sailor's fancy turns to sailing.

The sailing season is just around the corner and Hobie sailors all over are dreaming and fantasizing of the perfect sailing vacation or the perfect race. Of course, before those dreams become reality, there are just a few little items to take care of.

No matter what type of sailing you do, or what type of sailor you are, sailing is a demanding sport. Before you hit the water for exciting racing finishes or glorious explorations, your equipment, your boat and your body need some serious attention.

Long winter evenings in front of the T.V., combined with a long and food-filled holiday season and four hours of non-stop nibbling during the Super Bowl extravaganza, have taken their toll on your once-youthful body. If you're planning to race, the damage is even greater. Now is the time to take your New Year's resolution seriously and get into shape.

*The background information for this article was generously provided by Debbie Hill of Fleet 27. **HOTLINE** extends their thanks and appreciation.*
- Ed.

BODY

Good advice to sailors of all ages is to start with a visit to your doctor. Make sure that all your parts are not only doing what they were intended to do, but can be counted on to keep doing it throughout the season. With your doctor's okay, begin to work on building strength and endurance in your arms, legs, stomach and shoulders. Developing these areas will give you the needed physical assets to handle your Hobie in heavy air and the ability to hike out for maximum sailing performance. You'll also need those muscles to right the boat if you go over.

EQUIPMENT

The next area to devote serious attention to is your equipment. The International Hobie Class Association rules require that the following equipment be carried on boats that participate in fleet regattas: One (1) Coast Guard approved personal flotation device (PFD) for EACH person on board; one (1) throwable flotation cushion for boats over 16 feet long; one (1) 14-foot or two (2) 7-foot lines (minimum diameter 3/8 inch) secured to the boat for righting it in case of a capsize; and a sounding device.

The IHCA requires these safety items for all fleet activities; however, every Hobie sailor should carry them at all times to protect themselves and their sailing companions! For safety equipment to save your life, it has to be in good working order when needed. Make sure that you have the proper equipment and before the season gets underway, check it carefully. Look for holes, tears or worn spots and make sure the righting lines are in good condition and ready to be used.

If you have a wetsuit, give it a good inspection to make sure it is intact and hasn't suffered during winter storage. Wetsuits are a great way to start the season early and end it late, as well as offering protection from hypothermia if you capsize and have trouble righting the boat.

Think about all the sailing you did last year; consider the equipment that you wished you had and decide if you really need or want it. If you do, then get it now and store it in your equipment bag.

CAR

When the equipment is all taken care of and stowed away, it's time to take a look at your transportation. After all, if you can't make it to the lake, you don't have much fun sailing. Check your car's belts and hoses, and replace the worn ones. Make sure all the fluids are at their proper levels. Check the radiator, transmission, oil, differential, brakes and windshield cleaner. Your car will travel better with clean oil and fresh lubrication. After the car is all taken care of, check your trailer for any stress cracks in the frame, especially the tongue, and tighten all the bolts. Make sure the tie-downs are in good condition and the lights, including the connections, are in working order. If your trailer is suffering from rust and corrosion, repaint it. That will extend its life and is certainly less expensive than a new trailer. Repacking the wheel bearings with a high grade marine grease is a job that should be done every spring; a wheel bearing failure while traveling at high speeds threatens not only your property, but also your life.

Now that your body and belongings have been examined, tightened, fixed or replaced, it's time to look at your boat. The time required to prepare your boat is going to depend on how well you stored and maintained it during the winter. If you followed the storage instructions in the Hobie Cat assembly guide, then it won't require as much to get ready to sail.

HULLS

The logical place to start preparing your Hobie is with the hulls. The first requirement is cleaning the hulls and then carefully inspecting them for any damage or holes that might allow water to leak into them. You must be careful when you do this. Hobie Cat has put vent holes in each hull that allows the hull to breathe with changes in atmospheric conditions. These holes are difficult, but not impossible, to find and they have been placed in positions where they do not allow water to get into the hulls. Plug any holes you find except the vent holes! Plugging the vent holes can result in a catastrophic failure of the hulls which is not covered under warranty. Check with your dealer if you're not sure whether the hole you've found is a vent hole or a hole you need to repair.

Next, check the seal around the hull and, if necessary, run a bead of silicone caulking around it to ensure that the seal is intact.

After any hull damage has been

taken care of, you'll want to wax the hulls with a high quality marine polish to protect them from the weather. Some racers polish the rear two-thirds of the hulls and wet sand the front one-third with a wet 600 grit wet n'dry sandpaper.

MAST

When the hulls are finished, move on to the mast and check it for damage, straightness and any dirt or other contamination in the sail slot. Use a lubricant, like Cat Lube®, to help in raising and lowering the main sail. The mast step should be checked for cracks or misshaping and replaced if any are found.

The COMPTIP™ mast tip should be carefully cleaned with soap and water. Do not use acetone, or any other type of solvent, because they will damage the luff track. It is important that the COMPTIP is free of surface contamination to ensure that it minimizes the dangers of mast contact with overhead power lines.

RUDDER

Next, check the rudders for cracks, nicks and deep scratches. These can be taken care of by sanding the blades with 600 grit sandpaper. If the rudder pins don't have cotter pins to prevent them from slipping out of the casting, drill small holes in the bottom end of the rudder pins so that you can put cotter pins in before you sail.

HARDWARE

All the blocks, pulleys, cleats and moving parts should be cleaned and lubricated so they move smoothly, freely and properly. This may require that you dismantle each part to give it a good going over. If you find worn bearings, or parts that just aren't functioning, replace them now because they could fail or stick during critical maneuvers on the water.

Once the moving parts have been taken care of, inspect all of the hardware on the boat and in your spare parts' box, and replace all the worn or damaged metal parts.

Next, inspect the lines for wear and fraying, replacing them as required. If you find that the sheets are in good condition but stiff from exposure, soaking them in water and a mild detergent will loosen them up.

SAILS

The sails should be cleaned with

mild detergent and a moderately stiff scrub brush. This is the perfect opportunity to check the sails for mildew, too. Mildew stains can be removed by bleaching them with a commercial mildew remover available from your local Hobie dealer. While the sails are drying, take a look at the batten pockets and seams to make sure that they are free of worn spots or rips. Then check the battens for any warping, cracking or worn spots on the sail saver. If you don't have a sail saver it's a good idea to get one. In the long run, it will save you not only money, but the time and aggravation of purchasing a new set of sails. Likewise, putting a 4- to 6-inch piece of sail tape on the clew end of the jib batten pockets will save unneeded wear and tear on the jib during a season of hard sailing.

There are a few things you do not do to the sails! First, do not install the battens until you're ready to sail. This will help maintain the dimensional stability of the sail. Secondly, do not store the sails if they are wet; they should be completely dry before being put away for any length of time. Finally, sails should never be folded for storage because folding will cause the sail material to crease and eventually crack. When the sails are dry, they should be carefully rolled and put away; this will keep them functioning and looking new for many years.

TRAMPOLINE

Next, turn your attention to the trampoline. When the dashboard of your car gets dull looking, many people spray on a miracle vinyl restorer, like ARMOR ALL™, to keep it looking great. If your trampoline is dull-looking, DON'T PUT ARMOR ALL ON IT! Granted, it will look great and last longer, but it will also become extremely slippery, especially when wet. There's nothing like coming in off the wire on a heavy day and doing a slide-for-life right across the boat and into the water off the lee side. Clean your tramp with a mild soap and brush, or use a tramp cleaner carried by your Hobie dealer. After you have finished cleaning the tramp, wipe it dry with a clean, soft cloth; check the grommets, hiking straps and seams for wear, and fix any problems you find before putting the tramp onto the hulls.

DIAMOND WIRES

The last critical components to be checked before you sail are the diamond wires. With a clean, soft cloth and some light oil, wipe the wires from

one end to the other. This accomplishes two things: first, the oil will put a protective coating on the wires and, second, the cloth will help detect any defects or fraying in the wires. If the cloth catches in more than three places along the wire, then there are probably broken strands in the wires and they should be replaced. Never sail with defective wires because they can cause a mast failure that will result in damage to your catamaran and could even cause serious personal injury. Replace the shroud covers on the shrouds and trapeze wires to protect both the sails and the sailors from injury.

When you are finished with the shrouds, clean and lubricate the jib car and tracks and the traveler car and tracks. Go back over the boat to make sure that everything has been cleaned, lubricated, tightened and checked.

YOU'RE READY

The last thing you need to do after everything has been checked, cleaned and oiled is to decide where and when your winter sailing dreams will come true. *XL*

CHECKLIST

CLEAN:

- ☐ Hulls
- ☐ Sails
- ☐ Trampoline
- ☐ Traveler and jib tracks
- ☐ All moveable parts

TIGHTEN:

- ☐ Everything on your boat and trailer

INSPECT AND REPAIR:

- ☐ Hulls
- ☐ Batten pockets
- ☐ All lines and wires
- ☐ Fittings
- ☐ Seals
- ☐ Trailer tongue
- ☐ Trailer lights
- ☐ All automobile belts and hoses
- ☐ Brakes
- ☐ Lights
- ☐ Windshield wiper blades

LUBRICATE:

- ☐ All the moving parts on the boat
- ☐ Traveller and jib tracks
- ☐ Sail slot
- ☐ Trailer wheel bearings
- ☐ Automobile chassis
- ☐ Transmission/differential

CHECK FLUIDS:

- ☐ Brakes
- ☐ Radiator
- ☐ Oil
- ☐ Windshield Cleaner

Hobie 21s introduce catamarans to the professional sailing circuit.

BY RICH BOCK
PHOTOS BY J.H. PETERSON

Years from now, when the Salem ProSail Series has expanded to multiple, year-round, worldwide events, and more than 100 Hobie 21s are competing for undreamed of amounts of prize money, a new generation of sailors will ask the elder statesmen about the pioneers of the series: Brett Dryland, Carlton Tucker, the Alter brothers, Bill Whitehurst and the other Hobie 21 skippers that started the ProSail Series. Who were these men?

These first ProSail skippers are the beginning of what will one day represent legendary status in professional sailing. Their impact, although crammed into a short, nine-month time span, cannot be measured. From humble beginnings in Tampa, they sailed the waters off San Diego and Detroit. They met in historic Newport and the heavy winds of San Francisco, finishing their premier season off the beaches of Miami. Some thirty Hobie sailors broke a two-hundred-year-old amateur tradition and got a new sport off the ground. Sailing will never be the same; professionalism is here because of their efforts and accomplishments. By pledging their support for the Salem ProSail Series, Hobie Cat and the Hobie 21 sailors sent a message to the sailing industry that a new day was dawning. It all started in Tampa. It almost didn't.

Everything But Wind

The first professional sailboat racing series' first event was about to take place. Everything was in place and history was ready to be made. The organization was impeccable. The wind had been blowing steadily all week, especially on Friday when

it reached speeds of up to 20 knots. The officials were ready with their revolutionary, on-the-water judging boats. The rules had been reviewed and the competitors were ready. But, just when it was time for the show, the single most important factor in sailboat racing gave out.

Not the slightest bit of breeze blew on Saturday, April 8, 1988, the first official day of racing. Skippers and sponsors alike waited impatiently for Mother Nature to cooperate and finally, at approximately 3:00 P.M., she did: The history everyone was waiting for became history. While the wind was light, the event was brisk and breathtaking. When it was over, Hobie Alter, Jr. was the winner, edging out Fort Walton Beach's Carlton Tucker with Brian Stewart and veteran Wayne Schafer close behind.

Yes, history was made with this race and it was both professionally organized and impressive. The racing format, created by sports marketing expert Sid Morris, worked very well in the first races, but there was a missing link. What the ProSail series needed was that key element, a series sponsor.

"The levels of sponsorship and teams had to be established for this sport to work," said Morris. And while history was made in Tampa, its impact would be felt in San Diego less than two months later.

Salem Joins The Party

The second event of the ProSail Series took place in San Diego June 12-13. The most important part

of the event, however, took place on June 11, before any of the racing started. That Friday night at the lavish Hotel del Coronado, Jeff Byrd, director of special events operations for the R.J. Reynolds Tobacco Company USA, made an announcement that permanently changed the stakes in catamaran sailing by announcing that his company's Salem brand would be the series sponsor for the 1988 and 1989 ProSail seasons. The announcement insured the successful beginning of the new competitive series.

The San Diego series was also the site of Australian Brett Dryland's first victory in the ProSail series which marked the beginning of his dominance in the ProSail competition. Dryland won the race with ease, sharing the spotlight with the news of major corporate backing.

Even in terms of sponsorship, Dryland led the way, signing Starbus Supplex as his team sponsor. Other skippers quickly followed suit. In a major break with sailing tradition, Jeff Alter signed a deal with Havo-line; Carlton Tucker signed with Hood Sails and SSI; and Tony Probst with BMW.

The corporate sponsorship trend continued. Dryland and Bashford got additional backing from Continental Airlines; John Hackney took the Sailing Store; Bret Moss got Windsport Miami. Seven Florida skippers, all of whom needed transportation for their boats to each event, coordinated a deal with the Mayflower Trucking Company. Mayflower's logo was put onto sails in return for transportation. Corporate sponsorship seemed contagious amongst this Hobie fleet.

As these Hobie sailors made major news with their new corporate backing, another talented sailor watched with tremendous interest. It didn't bother Anne Gardner-Nelson that the entire ProSail fleet was comprised of men.

"I think they (the fleet) paid more attention to the fact that I was a woman than I did to the fact that they were men," said Nelson, an Olympic medalist in boardsailing. Nelson was intrigued by the attention the fleet was receiving. The wife of Bruce Nelson, one of the designers of Dennis Conner's America's Cup boats, Anne wanted in. Backed by One Off Actionwear, she was ready for the Salem ProSail Series in Detroit, the final regional event of the season.



**HOBIE
21s...IN
THE**

MONEY!



Somebody Up There ...July in Detroit

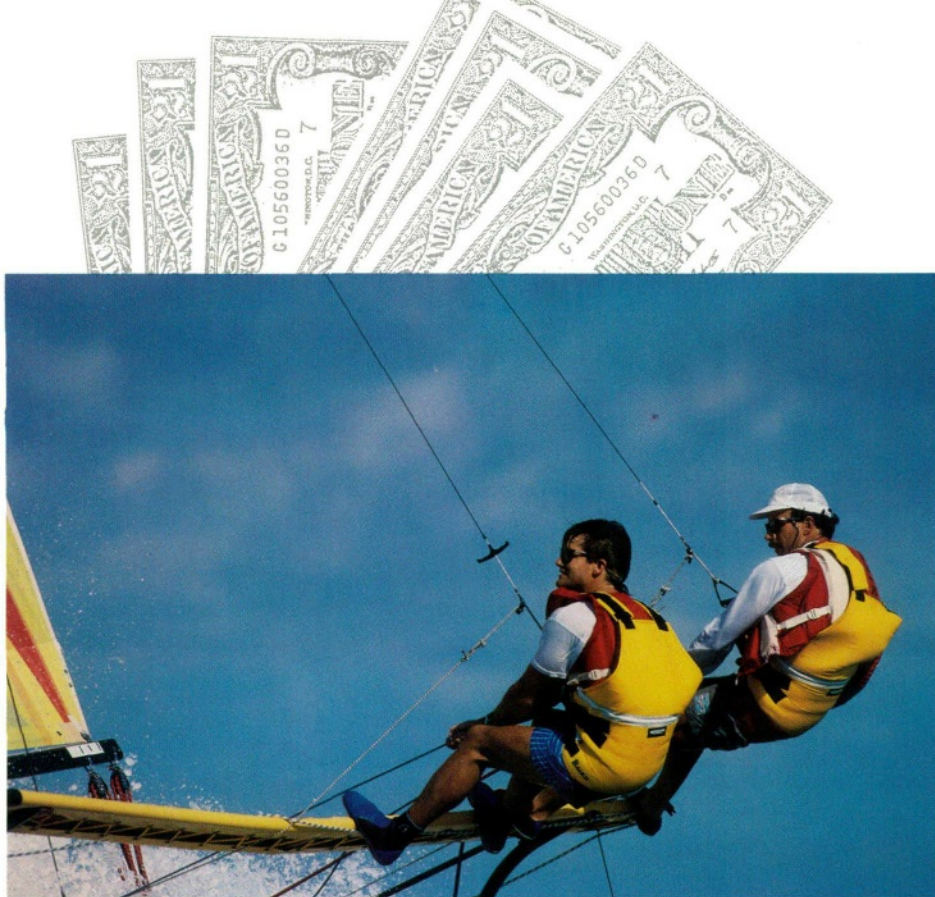
This event could have been difficult. Detroit in July of 1988 was not the best place to be if you were thirsty or if you wanted to race sailboats. In the clutches of one of the most intense and severe droughts in United States history, temperatures in Detroit reached 102 degrees on both days of the event.

On Saturday, there was just enough wind to get in some racing. Sunday morn-

ing looked no better, but the fleet was ready. Races were scheduled to begin at 11:00 A.M. And exactly at 11:00 A.M., as though it had been planned by some higher power, the wind picked up, reaching speeds as high as 30 knots as it toppled boats and created a great deal of excitement. The heavy wind worked in Dryland's favor, as he used his experience in these conditions to capture his second straight event. Fellow Aussie Ian Bashford finished second to help Dryland set the trend that left American skippers on the short end of the stick. John Barnett (Barnett Racing) had guaran-

teed a win in the Detroit water where he learned to sail, but the heavy winds flipped him and his lightweight crew on more than one occasion, and he could only manage a fifth place finish.

Carlton Tucker was beginning to make a habit of leading on the first day of racing but not on the second. Hobie Alter, Jr. and brother Jeff, though forces to be reckoned with, simply were overpowered by Dryland and Bashford. Through three regional races it became clear that each series had its standout. The three championship events that were to follow would introduce even



more quality skippers, those who could give the Drylands and Bashfords a run for their prize money.

Newport, The Talk of the Town

As the series continued, the stakes became higher. Newport, RI was the site of ProSail's first ever championship regatta, which included a new class, the ProSail 40s. With the addition of this bigger and faster class, the Hobie fleet was out of the

spotlight but retained its importance.

"The Hobie 21s are the reason that ProSail existed to begin with," said Morris. "The fact that a class was added does not detract from the Hobies' importance and their continuing impact on this series."

"If anything, Newport proved to us that ProSail was here to stay," said Barnett. "You could feel it in the air. This was the big time."

Big time indeed! From August 11th to the 14th, the Salem ProSail was the talk of Newport, RI. Even the famed jazz festival, which took place the same weekend, played

second fiddle. The town was buzzing about ProSail with its fast boats and unique concept. After all, this was a sailing town, considered by many the sailing capital of the world. ProSail was right at home as more than 25 Hobie 21 skippers took part in the biggest professional sailboat race to date.

While Newport was excited about the racing, the fleet was getting frustrated. After Saturday's racing, Brett Dryland was well on his way to winning his third straight event. "We've all raced against Brett before, and we all know he's good, but he's just winning these events too easily," said Barnett following the Aussie's Newport win. "It's not a question of jealousy. It's just tough when his boat flies by you and there is nothing you can do about it."

"He's had a real advantage in that he's had the same crew throughout the series," said Hobie Alter, Jr. "Not all of us have been that fortunate."

Dryland, however, was not sympathetic. "Hey, it isn't my problem if other competitors can't keep the same crew," he said after the Newport race. "I owe a lot to Rick Eddington and it's to our credit that we stuck it out together. We've got a winning combination. Other skippers will just have to find their own."

Revenge In San Francisco

At first glance, it seemed as though San Francisco was tailor-made for Dryland. Lots of fog, heavy winds and heavy seas characterized this event and after three heats October 8th, the series-leading Aussie seemed right at home, with wins in all three.

Sunday looked like much of the same as he captured the fourth heat; he seemed unbeatable. But the same higher power that seemed to control the wind in Detroit, now seemed to have sympathy for the other Hobie sailors. The heavy winds, in which Dryland was thriving, blew a little hard for him, and Dryland and Eddington capsized half-way through the final heat to finish 12th. That major mistake gave Ian Bashford just enough leeway to win the event.

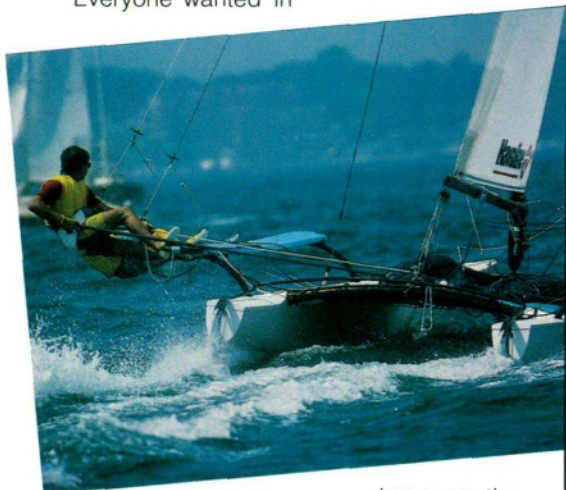
San Francisco proved that the Salem ProSail Series could be exciting and exhilarating. No one was immune to mistakes and the top finishers were those who consistently avoided making the big blunders.

Brian Stewart's Cycle Marine Team, Jeff Alter of Havoline Racing, Team California's Wayne Schafer and Aloe Up/Hood Sails' Carton Tucker all were consistent top ten finishers. But it was Dryland who had been making the fewest mistakes.

As the series wore on, the competition kept getting better. If the fleet thought Newport was tough and San Francisco was tougher, they must not have been looking forward to the kind of racing they would face in Miami.

Miami-The Final Frontier- Jack Pernod Adds His Promotional Expertise

By the time December rolled around, the Salem ProSail Series was on the map. Everyone wanted in



because the event had sparkle and charisma. In Miami, it lit up the entire city. Jack Pernod, a Miami businessman, brought his own special touch of promotional wizardry. ESPN brought network TV coverage with its ten camera positions, shooting a special on the Miami race and the ProSail series. A virtual city of sponsor tents, that had been growing since San Diego, made Miami Beach a corporate haven. All of these things combined to produce the apex of the 1988 ProSail season. It was, indeed, the look of the future.

The competition got better. In Miami, Olympian Pete Melvin and top skippers Bret Burvil, Ed Baird and Larry Skuter joined the fleet and they all raced well. Melvin and Baird took fourth and fifth respectively; Burvil and Skuter came in ninth and tenth. But Miami played a familiar tune. Brett Dryland, sailing conservatively throughout the final races, sang the song of victory as he captured the event and the series championship. Florida skippers Stewart and Tucker took second and third.

More than anything else, this race epitomized the entire ProSail concept. Heats were held less than 50 yards from Pernod's new four million dollar beach club in an easily understandable, rectangular format. The event had a party atmosphere that could be felt both on the beach and in the city of Miami. And the wind, which had always seemed to appear when it needed to, cooperated once again. Though it only blew moderately Saturday, the wind was strong on Sunday. The joke heard around the Hobie fleet was that Sid Morris must have had his usual chat with the "man upstairs" for the wind to pick up. But chat or no, the wind was there, just as it had been throughout the series.

HOBIE 21 PROSAIL SERIES CHAMPIONSHIP POINTS

| PLACE | BOAT | TEAM | SKIPPER | TOTAL | TAMPA | SAN DIEGO | DETROIT | NEWPORT | SAN FRAN | MIAMI |
|-------|------|-------------------------------|-------------------|-------|-------|-----------|---------|---------|----------|-------|
| 1 | 48 | SPECIAL EXPORT LT/STARBUS | BRETT DRYLAND | 230 | 26 | 41 | 41 | 41 | 40 | 41 |
| 2 | 36 | HAVOLINE RACING | JEFF ALTER | 220 | 32 | 40 | 37 | 38 | 39 | 34 |
| 3 | 2 | TEAM CALIFORNIA | WAYNE SCHAEFER | 205 | 38 | 37 | 36 | 28 | 37 | 29 |
| 4 | 90 | BARNETT RACING | JOHN BARNETT | 202 | 36 | 36 | 35 | 32 | 32 | 31 |
| 5 | 15 | HOBIE SUNGLASSES | CARL NUNES | 202 | 41 | 38 | 38 | 34 | 29 | 22 |
| 6 | 3 | SPECIAL EXPORT/STARBUS | IAN BASHFORD | 194 | 0 | 39 | 40 | 39 | 41 | 35 |
| 7 | 98 | ALOE UP/HOOD SAILS | CARLTON TUCKER | 194 | 40 | 0 | 39 | 40 | 36 | 39 |
| 8 | 38 | CYCLE MARINE | BRIAN STEWART | 154 | 39 | 0 | 0 | 37 | 38 | 40 |
| 9 | 21 | WINDSPORT MIAMI/HOOD SAILS | BRET MOSS | 139 | 33 | 0 | 33 | 30 | 23 | 20 |
| 10 | 68 | TEAM FLORIDA | ROBBIE DANIEL | 129 | 31 | 0 | 28 | 26 | 20 | 24 |
| 11 | 22 | SILVER BULLET | MIKE KELLEY | 124 | 34 | 0 | 0 | 33 | 31 | 26 |
| 12 | 78 | BLACK'S PRINTING | ANNE NELSON | 111 | 0 | 0 | 31 | 31 | 30 | 19 |
| 13 | 19 | TEAM VANGO | GEORGE VANDERVORT | 106 | 0 | 35 | 0 | 29 | 25 | 17 |
| 14 | 72 | SOUTHERN VISIONS | ROBBY WILKINS | 103 | 0 | 0 | 34 | 25 | 28 | 16 |
| 15 | 16 | SAILING SPIRIT | TOM TANNERT | 97 | 0 | 0 | 29 | 27 | 26 | 15 |
| 16 | 62 | TEAM BMW | TONY PROBST | 96 | 0 | 34 | 0 | 0 | 34 | 28 |
| 17 | 6 | TEAM NORCAL | DAVE CLACHER | 94 | 0 | 32 | 0 | 35 | 27 | 0 |
| 18 | 1 | GREAT LAKES SAILING | CARL ROBERTS | 87 | 0 | 0 | 30 | 36 | 0 | 21 |
| 19 | 79 | TEAM ECLIPSE | STEVE GLAWITSCH | 76 | 0 | 0 | 25 | 17 | 22 | 12 |
| 20 | 29 | HOG'S BREATH | BILL WHITEHURST | 71 | 0 | 0 | 0 | 0 | 35 | 36 |
| 21 | 18 | SAILING STORE | JOHN HACKNEY | 65 | 35 | 0 | 0 | 0 | 0 | 30 |
| 22 | 41 | URBAN SQUIRREL | DAVID FLYNN | 61 | 0 | 0 | 27 | 20 | 0 | 14 |
| 23 | 7 | TEAM JT | LYLE LUNDBERG | 60 | 0 | 0 | 0 | 0 | 33 | 27 |
| 24 | 65 | COSTA DEL MAR | JIMMY DEANS | 60 | 37 | 0 | 0 | 0 | 0 | 23 |
| 25 | 35 | CARIBE SUNCARE | STEVE KERMAN | 52 | 28 | 0 | 0 | 24 | 0 | 0 |
| 26 | 66 | HALL SPARS/HOOD SAILS | BARRY BURGESS | 46 | 0 | 0 | 0 | 22 | 24 | 0 |
| 27 | 33 | HAWK MOUNTAIN | JOHN MORIARTY | 42 | 0 | 0 | 24 | 18 | 0 | 0 |
| 28 | 49 | TEAM FLORIDA II | DENNY LABBE | 40 | 0 | 0 | 0 | 19 | 21 | 0 |
| 29 | 17 | BODY GLOVE | PETE MELVIN | 38 | 0 | 0 | 0 | 0 | 0 | 38 |
| 30 | 54 | BAIRD TEAM | ED BAIRD | 37 | 0 | 0 | 0 | 0 | 0 | 37 |
| 31 | 42 | HOBIE SPORT CENTER | MAT MILLER | 33 | 0 | 33 | 0 | 0 | 0 | 0 |
| 32 | 22 | C TEAM BURVILL | BRETT BURVILL | 33 | 0 | 0 | 0 | 0 | 0 | 33 |
| 33 | 93 | K-ZOO | CHRIS SUNDBERG | 32 | 0 | 0 | 32 | 0 | 0 | 0 |
| 34 | 6 | DREESSEN'S MARKET/NORTH SAILS | LARRY SUTER | 32 | 0 | 0 | 0 | 0 | 0 | 32 |
| 35 | 51 | ARDENT STUDIOS | CHRIS ROOKE | 30 | 30 | 0 | 0 | 0 | 0 | 0 |
| 36 | 42 | WINDJAMMERS | WAYNE FISCHER | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| 37 | 31 | SULLIVAN'S MATE | LOUIS PARKER | 27 | 27 | 0 | 0 | 0 | 0 | 0 |
| 38 | 78 | SAILING SYSTEMS | HUGH GREENWALD | 26 | 0 | 0 | 26 | 0 | 0 | 0 |
| 39 | 49 | SURF AND SAIL | EMORY MCCLAUGHLIN | 25 | 25 | 0 | 0 | 0 | 0 | 0 |
| 40 | 71 | SHIP'S STORE | MARTIN WILLARD | 25 | 0 | 0 | 0 | 0 | 0 | 25 |
| 41 | 57 | RICHOCHET | WES WILCOX | 24 | 24 | 0 | 0 | 0 | 0 | 0 |
| 42 | 87 | TACKLE SHACK | ROCCO CUCCIA | 23 | 23 | 0 | 0 | 0 | 0 | 0 |
| 43 | 52 | THE BIG ONE | JOHN CUTILLO | 23 | 0 | 0 | 0 | 23 | 0 | 0 |
| 44 | 54 | TAMPA SAILCRAFT | STEVE GIORDANO | 22 | 22 | 0 | 0 | 0 | 0 | 0 |
| 45 | 18 | NEW HAMPSHIRE HOBIE CAT | BILL FINN | 21 | 0 | 0 | 0 | 21 | 0 | 0 |
| 46 | 25 | TEAM DAYTONA | JOEL HUNTER | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| 47 | 27 | P & P RACING | ERIC PAGLIALONGA | 13 | 0 | 0 | 0 | 0 | 0 | 13 |


The emergence of Anne Gardner-Nelson's all-women crew; the races held close to shore; the number of new and tough skippers and the ever-trusty wind were important elements that were all there at the series-ending event, culminating in a lavish awards banquet where the prize money was awarded.

A Summer of Saturdays and Sundays

The Miami banquet officially ended the first Salem ProSail season. The accomplishments of the organization really can't be measured. Each event had its own character, and they all combined to represent a change in the sailing world.

Tampa's light winds didn't stop a determined fleet from getting in the races it needed and making history in the process.

San Diego, by far the most important event of the year, marked the beginning of what may become the Brett Dryland dynasty and, more importantly, insured that there could be a dynasty. Detroit threw a drought and a heat wave at the fleet, yet somehow the wind miraculously appeared for exactly two hours on Sunday to create the excitement of ProSail racing.

Newport proved to the fleet, and to the world, that sailing was a big time sport, one that could grip a town for an entire weekend. San Francisco showed that no one is perfect, and served as a degree of revenge for the entire fleet of skippers. And Miami was the icing on the cake, the last jewel in a crown that took a summer to create, a summer of Saturdays and Sundays in which the Hobie 21 fleet changed a sport by creating a new one. ProSail will be forever grateful. 



1989 DIVISION BOOK

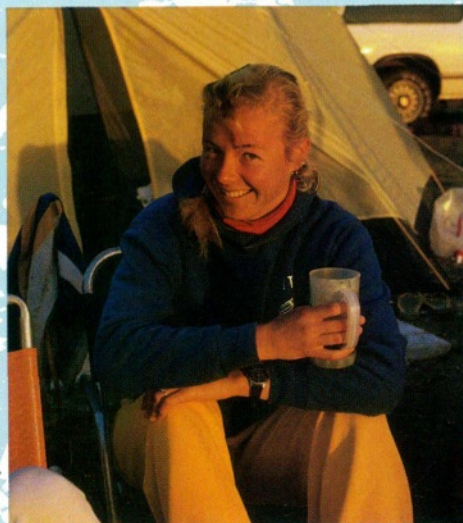
HOBIE FLEETS



Eric Schlegel



Patrick McDowell



Guy Motil

Over 500 fleets, from Abu Dhabi to Boise, Idaho operate under the jurisdiction of the International Hobie Class Association. Participation in local fleet activities offers many opportunities to make new friends and learn the art, skills and fun of sailing.

These fleets, divided into geographical divisions, sponsor local racing and other sailing events open to all Hobie Cat sailors. An important aspect of the fleet organization is the willingness of Hobie sailors to help one another learn the ins and outs of competitive, safe sailing. Competitions held at the local fleet level are divided into distinct racing classes. The A fleet is the most experienced; the B fleet is comprised of sailors slightly below the A fleet level; C fleet sailors are racing beginners and the Novice fleet is made up of new sailors.

Local regattas allow Hobie skippers to gain experience and accumulate points which help them pre-qualify for U.S. National Championship events. These Championship events are held annually for every Hobie class. The events are open to most Hobie sailors, even those who have not pre-qualified on the local or national level, through qualifying rounds which are scheduled prior to each Championship. Competitors in the qualifying rounds are limited to twice the number of brand-new, race-ready boats that are supplied by Hobie Cat for the event.

World Championship events are ordinarily scheduled every other year for each class. American sailors who place in the top ten at the National Championship become part of Team U.S.A. for World Championship events. World Championships have been held in the United States, Brazil, the Canary Islands, Tahiti, France, Holland, Fiji, the Philippines, Australia and several other countries. Although sailors from the United States and Australia have dominated World Championship regattas, teams from approximately a dozen countries regularly attend.

Owning and operating a Hobie Cat means more than owning a sailboat. Through the social and racing activities of the local fleets, members have the opportunity to participate in a wide range of activities that are designed to enhance the quality of their recreational activities and to contribute to a special spirit of friendship and well-being that has identified the sport of Hobie Cat sailing since it began.

A MESSAGE FROM THE I.H.C.A. DIRECTOR

1988 was one of the most challenging sailing seasons in some time. There were two World Championships sailed in two different environments, both of which proved to be extremely exciting, testing the sailing skills of all participants. 1988 races had strong tides and currents, eddies, trades, edges of hurricanes and even something everyone dreads: no wind.

All of the excitement in 1988 wasn't on the water, however; the North American Regional meeting was held during the Hobie 16 Nationals in Corpus Christi, Texas. It elected its own executive board and established a list of priority projects for the coming year. At the top of the list was a revision of the qualifying system for National events. This revision is extremely important, especially in light of the Hobie 16 Championship already having a 36 boat (72 team) roster for 1989. This will call for some radical changes in the way divisions allocate available slots. While this is a difficult task, with everyone's help we will still have the best representation at our National and World events.

Championship racing begins May 14 through May 20 in Monterey, California, where the Hobie 18 World Championship title will be on the line. This event will bring a highly-rated international field of sailors to the United States to compete on the high performance Hobie 18.

Hobie 14 sailors will have the opportunity to test their inland lake sailing skills and tactics at the Hobie 14 National Championship in June. The racers will gather on Lake Hefner in Oklahoma City, Oklahoma June 25 through June 27 to compete for the Hobie 14 Classic title. This event requires the sailors to bring and compete on their own boats.

The Hobie 17 National Championship will also be held on Lake Hefner. These racers will compete with their personal catamarans from the 28th of June through the 1st of July for the coveted Hobie 17 crown. For the Hobie 17 sailors, a limited number of boats will be available to charter. Qualified division, area and points winners may apply for these charter boats.

Inland lake sailing will give way to Great Lakes sailing for the Hobie 18 and Hobie 16 National Championships. Hobie 18 sailors, fresh from the World Championship event, will meet at Presque Isle, Erie, Pennsylvania to compete against a national field of teams in the Hobie 18 National Championship beginning on August 20 and concluding on August 26.

The popular and aggressive Hobie 16 class will hold the 1st Women's World Championship in Chicago on August 30 through September 1. Sailing on Lake Michigan, the skippers in this competition will be drawn from around the world, continuing the tradition of hard, competitive sailing that has marked the Women's Championship since its first race. The 1989 Hobie 16 Open National Championship will follow the Women's Championship on September 3 through 9. The

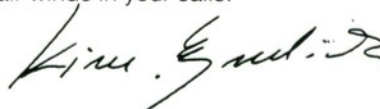
Open Championship will also be held in Chicago.

The 1989 Hobie 14 World Championship is looking for a host country. Brazil and Mexico, both countries with lots to offer and guaranteed good times, are being considered.

Add the points regattas, divisional and area championships to the championship schedule and, once again, the coming sailing season is very full. By the end of the season we'll be able to log another great year of exciting Hobie sailing.

One thing that I would personally like to ask of each Hobie Cat owner or sailor for 1989 is to make a commitment to introduce one friend to the camaraderie of Hobie Cat sailing this spring. By sharing our famous "Hobie Way of Life", you will gain a sailing buddy, your fleet a new member and our association will grow much stronger.

Fair winds in your sails!



Kim Kymlicka, Executive Director
International Hobie Class Association

1989 MAJOR EVENTS

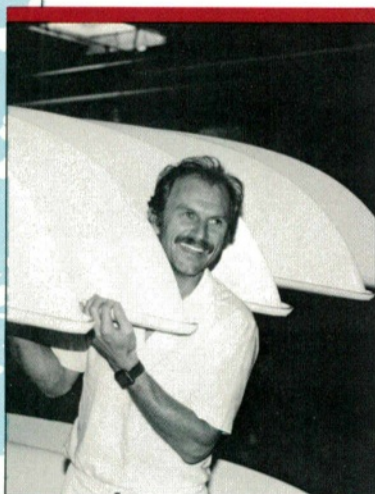
| | | |
|---------------------------|---|------------------------------|
| April 1-2 | Midwinters East Tampa, Florida | Dean Bell 813-855-2084 |
| May 14-20 | Hobie 18 World Championship Monterey, California | I.H.C.A. 619-758-9100 |
| June 25-27 | Hobie 14 U.S. National Championship Oklahoma City, Oklahoma | I.H.C.A. 619-758-9100 |
| June 28-July 1 | Hobie 17 U.S. National Championship Oklahoma City, Oklahoma | I.H.C.A. 619-758-9100 |
| August 20-26 | Hobie 18 U.S. National Championship Erie, Pennsylvania | I.H.C.A. 619-758-9100 |
| August 28- September 1 | Hobie 16 Trapseat U.S. National Championship for the Disabled Redding, California | Mike Strahle 916-221-7197 |
| August 30- September 1 | Hobie 16 Women's World Championship Chicago, Illinois | I.H.C.A. 619-758-9100 |
| September 3-9 | Hobie 16 Open National Championship Chicago, Illinois | I.H.C.A. 619-758-9100 |

1989 PROFESSIONAL SAILING EVENTS*

| | | |
|-----------|----------------------|----------------------------------|
| April | ProSail Championship | Wilmington, North Carolina |
| May | ProSail Championship | Annapolis, Maryland |
| June | ProSail Championship | Newport, Rhode Island |
| September | ProSail Championship | San Francisco, California |
| September | ProSail Championship | San Diego/Long Beach, California |
| October | ProSail Championship | Miami/Hawaii |

Contact Larry Tibbe 704-376-0736 for all ProSail events

* All ProSail Events were tentative at press time.



WELCOME TO THE NORTH AMERICAN REGION!

The newly elected North American Region Board of Directors is very excited about the changes in the Class Association structure and, as Region Chairman, I would like to take this opportunity to acquaint you with these new developments.

The Hobie Class Association has been in a state of transition since Sandy Banks left in late 1985. Banks, whose knowledge and energy have been sorely missed, provided the vast majority of association direction and leadership from its beginning. Since 1985, the Class Director's position has changed three times and, while each director has been very qualified, the turnover has created some confusion regarding the decisions and signals sent from the director's office.

The bylaws of the Class Association have always allowed regional committees to take both the responsibility and the workload from the International Hobie Class Association. Under the bylaws, each region has the power to:

- 1) Conduct the business of the region, including the coordination of the area and divisional activities and events;
- 2) Coordinate activities with the Executive Director of the IHCA;
- 3) Issue fleet charters;
- 4) Maintain all records of the region;
- 5) Review and maintain the national qualifying system for the region;
- 6) Develop a system for raising funds for the operation of the region.

Both Doug Campbell, President of Hobie Cat Company, and Kim Kymlicka, International Hobie Class Association Director, have agreed that the North American region, which consists of Canada, Mexico and the United States, needs to take a more active role in conducting the business of the region. Wayne Schafer, who has served admirably as the North American Region Chairman for several years and is now the International Hobie Class Association President, felt that it would be best if a new slate of officers was elected for the North American Region. This election was held in November of 1988 at the 16 Nationals in Corpus Christi, Texas during the division officers' meeting.

These newly elected region officers

are strongly committed to being the group that represents you, the Hobie sailor, in your attempts to make our Class even better. We hope to accomplish this by working through the sixteen United States divisions that represent your fleets. Without your opinions and input we cannot address your needs, if you wish to offer suggestions or volunteer your help and support, please contact one of your division officers.

If you have a question about which division you are in, or who your officers might be, please refer to the division map contained in this issue of the HOTLINE 1989 Division Books, or contact the International Class Association by calling 619-758-9100 or writing to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054. If you wish to contact us directly, please do so through this same address.

We have the full support and backing of both Doug and Kim who feel, as we

do, that this is an outstanding opportunity to better the Class by DIRECTLY INVOLVING THE SAILORS. Pending further discussion, we plan to hold an annual meeting of all Division Chairpersons in conjunction with the 16 Nationals. These will be the people deciding how the North American Region is to be run.

This is a very exciting time for us all and we are looking forward to your comments and suggestions. With your help and support, we will remain a very progressive Class. There is no other class of sailboat in the world that can begin to match our strength in either numbers or organization. Let's work to make it even better!



Wick Smith
North American Region Chairman

1988 - 1989 NORTH AMERICAN HOBIE CLASS ASSOCIATION EXECUTIVES

NORTH AMERICAN REGIONAL CHAIRPERSON

Wick Smith
7209 Philly Drive
Wake Forest, NC 27587

919/556-7586 (home)
919/469-1164 (work)

NORTH AMERICAN EXECUTIVE SECRETARY

Dave Shearer
3700 Gilroy Road
Salt Lake City, Utah 84109

801/277-6644

NORTH AMERICAN VICE-CHAIRPERSON

Jane Sherrod
3 Cobb
Joshua, Texas 76058

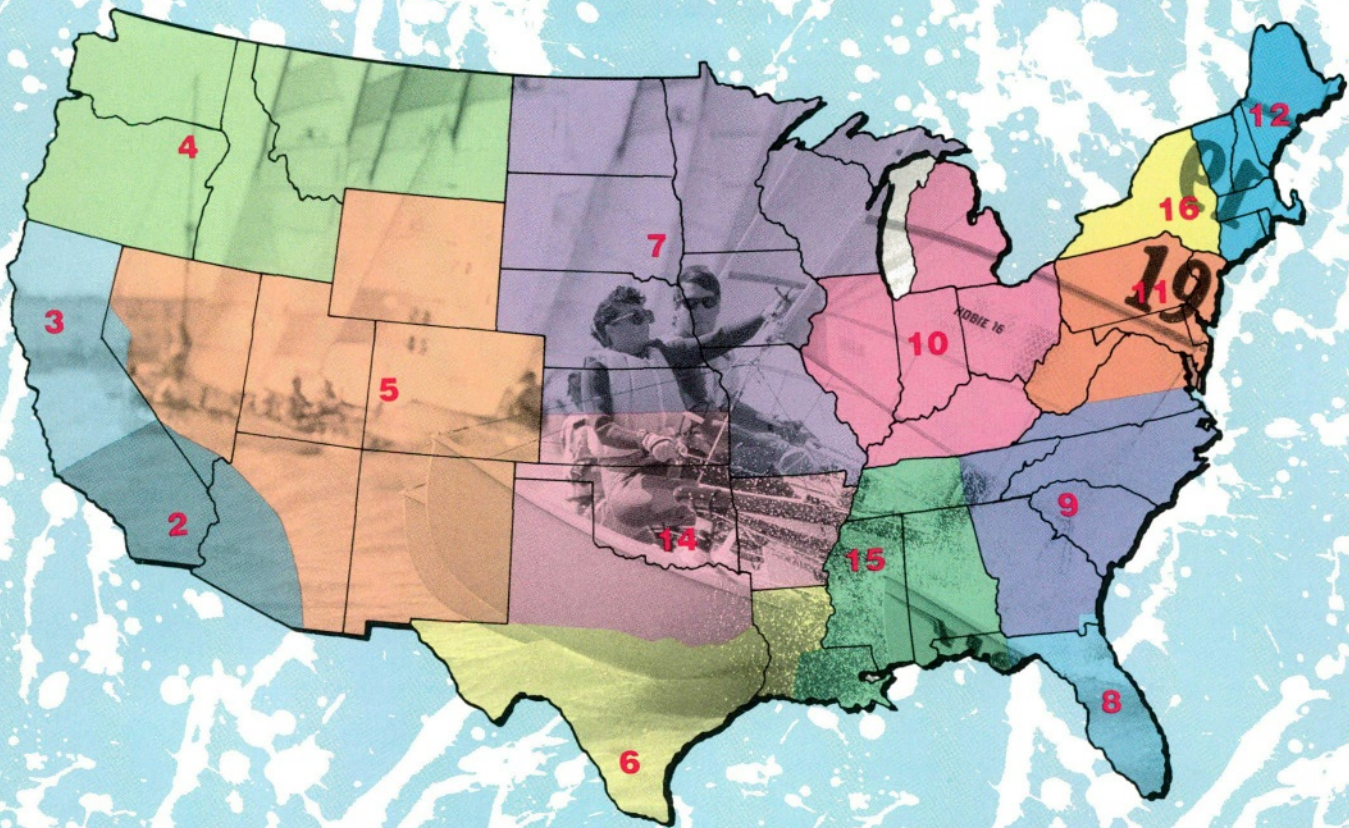
817/295-5167

NORTH AMERICAN DIRECTOR

Paul Ulibarri
10559 Evanston North
Seattle, Washington 98133

206/365-9938

DIVISION MAP



DIVISIONS OF U.S.A., North American Hobie Class Association

- Division 1 Hawaii
- Division 2 Southern California, Western Arizona, Southern Nevada
- Division 3 Northern California, Midwestern Nevada
- Division 4 Oregon, Washington, Idaho, Montana, Canada (British Columbia, Alberta, Saskatchewan)
- Division 5 Nevada, Utah, Arizona, New Mexico, Colorado, Wyoming
- Division 6 Southern Texas, Louisiana
- Division 7 Northern Kansas, Missouri, Nebraska, Iowa, South Dakota, North Dakota, Minnesota,
Canada (Manitoba)
- Division 8 Florida
- Division 9 Georgia, South Carolina, North Carolina, Western Tenn., Southern Virginia
- Division 10 Kentucky, Illinois, Indiana, Ohio, Wisconsin, Michigan, Canada (Eastern Ontario)
- Division 11 Pennsylvania, West Virginia, Northern Virginia, Maryland, Delaware, New Jersey
- Division 12 Eastern New York, Connecticut, Massachusetts, Vermont, Maine, Rhode Island, New Hampshire
- Division 13 Puerto Rico
- Division 14 Northern Texas, Oklahoma, Arkansas
- Division 15 Eastern Tenn., Mississippi, Alabama, Northeastern Florida
- Division 16 Western New York

DIVISION OFFICERS

DIVISION# OFFICER

| | | |
|----|-----------|--|
| 1 | DC | Ron Schranz, 1205 Aalapapa Dr., Kailua, HI 96734 |
| 2 | DC | Udo Winkler, P.O. Box 2204, Running Springs, CA 92382 |
| 2 | DS | John Binnall, 4609-6 Via La Paloma, Orange, CA 92669 |
| 2 | DVC | John Hauser, 8171 Evelyn Circle, Huntington, CA 92646 |
| 3 | DC | Allen G. Leonard, 7752 Barn Hollow Ct., Dublin, CA 94568 |
| 3 | DS | Mary Ann Hess, 2448 Shoreline Drive, Napa, CA 94558 |
| 3 | DVC | Barton W. Goodell, 415 Jefferson Street, Watsonville, CA 95076 |
| 4 | DC | Greg Ursich, 6820-140th Place NE, Redmond, WA 98052 |
| 4 | DS | Steven G. Jung, #1 - 5959 W. Blvd., Vancouver, BC, Canada |
| 4 | DT | Stanley E. Breed, 12310 SW Fielding Court, Beaverton, OR 97005 |
| 4 | DVC | Douglas Skidmore, 4065 Resort Road, Greenbank, WA 98253 |
| 5 | DC | Russell B. Foote, 2789 S. Pagosa Street, Aurora, CO 80013 |
| 5 | DT | Jon Fowkes, 1755 West 27th, Casper, WY 82601 |
| 6 | DC | Rob Whittington, 206 W. Redsnapper #1, So. Padre Island, TX 78597 |
| 6 | DT | Ed/Patricia Teske, 7502 Maple, Baytown, TX 77521 |
| 6 | DVC | Kenny Rowke, 6014 Windhaven, San Antonio, TX 78239 |
| 7 | DC | Cindy Phipps, 7523 N. 54 Plaza, Omaha, NE 68152 |
| 7 | DS | Dennis Wheeler, 15674 Lafayette Avenue, Omaha, NE 68118 |
| 7 | DVC | Ronald P. Swanson, 2342 Darland Court, Maplewood, MN 55119 |
| 8 | DC | Michael Staley, 231 Brittany Avenue, Port Orange, FL 32019 |
| 8 | DS | Bob/Cheryl Johnson, 906 Woodcliff Avenue, Tampa, FL 33624 |
| 8 | DT | Mike Stahr, 207 Haverkos Ct., Holmes Beach, FL 33510 |
| 8 | DVC | Allan R. Santor, 5102 Sandy Cove Avenue, Sarasota, FL 34242 |
| 9 | DC | David L. Richbourg, 5419 Rambling Road, Greensboro, NC 27409 |
| 9 | DS | Lloyd Wells Graves, 723 Braniff, Cary, NC 27513 |
| 9 | DT | David L. Joyce, 4809 Hunters Trace, Powder Springs, GA 30073 |
| 9 | DVC | Robbie Lowrance, P.O. Box 15, Davidson, NC 28036 |
| 10 | DC | Alan R. Bourdo, 4035 Valley Ridge Dr., Apt. 6, Kalamazoo, MI 49007 |
| 10 | DS | Lori Mohney, 2812 East Shore Drive, Portage, MI 49002 |
| 10 | DT | Matt Bounds, 6748 Wildridge Lane, W. Bloomfield, MI 48033 |
| 11 | DC | Daniel B. Kulkoski, 145 Washington, Long Branch, NJ 07740 |
| 12 | DC | Brian Franco, 98 Overhill Road, Providence, RI 02903 |
| 12 | DS | Ruth Larkin, 71 Lovering Road, North Hampton, NH 03862 |
| 13 | DC | Gloria Adelari, GPO Box 547, San Juan, PR 00932 |
| 14 | DC | Jane Sherrod, #3 Cobb Drive, Joshua, TX 76058 |
| 14 | DS | Richard J. Bordelon, 14521 East 36th, Tulsa, OK 74134 |
| 14 | DT | Phil/Anita Trotter, 11113 Spencer Circle, Norman, OK 73071 |
| 14 | DVC | Peter R. Pattullo, 3436 North Wood Lane, Plano, TX 75074 |
| 15 | DC | Rosalie P. Myers, P.O. Box 1113, Tallahassee, FL 32302 |
| 15 | DS | Jacque Myers, P.O. Box 1113, Tallahassee, FL 32302 |
| 16 | DC | Mimi Appel, 3357 Collins Road, Marcellus, NY 13108 |
| 16 | DS | Mindy McElroy, 6599 Lakeshore Road, Clay, NY 13041 |
| 16 | DVC | Donald B. Cameron, 51 Sunderland Trail, Rochester, NY 14624 |

DC = Division Chairperson · DS = Division Secretary · DT = Division Treasurer · DVC = Division Vice-Chairperson

NATIONAL QUALIFYING SYSTEM ALLOCATION FOR 1989

| DIVISION | HOBIE 14 | ALLOCATION HOBIE 16 | HOBIE 17 | HOBIE 18 |
|---------------------------|---------------------|------------------------------------|---------------------|---------------------|
| 1 | 1 | 2 | 1 | 2 |
| 2 | 8 | 8 | 5 | 5 |
| 3 | 3 | 2 | 3 | 4 |
| 4 | 2 | 2 | 2 | 2 |
| 5 | 2 | 3 | 2 | 2 |
| 6 | 4 | 4 | 2 | 4 |
| 7 | 4 | 4 | 3 | 4 |
| 8 | 7 | 7 | 4 | 6 |
| 9 | 2 | 3 | 2 | 3 |
| 10 | 5 | 6 | 3 | 6 |
| 11 | 2 | 4 | 2 | 2 |
| 12 | 2 | 3 | 2 | 3 |
| 13 | 2 | 2 | 1 | 1 |
| 14 | 5 | 3 | 3 | 4 |
| 15 | 2 | 3 | 2 | 4 |
| 16 | 2 | 2 | 2 | 2 |
| TOTALS | 53 | 58 | 39 | 54 |
| National Champions | 4 | 4 | 4 | 4 |
| TOTALS | 57 | 62 | 43 | 58 |

NOTES:

A. Area Championship winners will no longer be pre-qualified for 1989's Nationals.

B. Division Championship winners will pre-qualify for their respective class's Nationals only if that division chooses to use one of their pre-qualified spots for the Division Champion. Please consult your division officers concerning your division.

C. This list is the most current at press time, however, the N.A. Region is looking at making 1 or 2 minor adjustments. These changes will be completed by February 28, 1989.

AN INTRODUCTION TO REGATTAS

Sequence of Events

1. REGISTRATION

A registration area will be set up somewhere at the regatta site so that arriving boats can take care of the paperwork and get started sailing. The first item of business is filling out an entry form. To fill out the form completely, you'll need to know your sail number and whether you will be sailing in A fleet, B fleet, C fleet or the Novice fleet. The fleets are divided by experience, with the A fleet being the most experienced and the Novice fleet the least experienced. A novice is someone who has sailed in less than three (3) points regattas and has not qualified for a trophy. With increasing experience and skill, novice racers move up through C fleet into the B fleet and finally into the A fleet.

After turning in the entry form to the registration area, you'll receive your regatta "goodies": tee shirts, meal tickets, other pertinent information and regatta material. Included in this packet will be a written set of race instructions. These instructions contain information on the conduct of the races, the schedule of races, special safety precautions and any other information you need to participate in the regatta. Read these instructions thoroughly before setting sail!

2. BOAT SET-UP

Depending on the regatta site, sponsoring fleets may provide assistance in getting your boat to the beach area. If access to the beach is difficult or has limited access, there may be jeeps to haul your boat and trailer to the beach. If access is reasonable, just pick a spot and go to it. Check with the Beach Captain, often a funny looking person in loud shorts and a funny hat, for specific instructions.

3. SKIPPERS' MEETING

This meeting is conducted by the Race Committee to answer questions about the written instructions and explain any last minute changes. The Committee will review procedures for recalling a start (too many boats going over the starting line early) and other pertinent race information. They will identify the Committee boat and describe the marks to avoid confusion on the water. The Race Committee will also announce the starting order at the skippers' meeting. This is important information because registration can cause changes in the number of fleets starting. For instance, if twelve boats have registered in 18A and only three in 18B, the Race Committee

may decide to combine all 18s into one fifteen boat fleet. If you have registered in 18B you should make a note that you will not have a separate start.

The skippers' meeting is the time for questions. If you are unsure of any information provided by the Committee, clarify it at the meeting because the Race Committee usually will not answer questions on the water.

4. SAILING OUT AND RACING

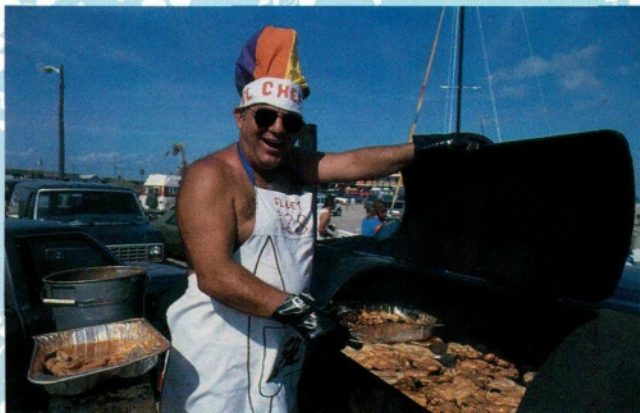
As you sail out to the racing area, start looking for the Committee boat and head over to it. It usually will be found in the middle of all the Hobies on the water. Keep an eye open for the marks while you're sailing to the Committee boat. The marks are often hard to spot from the starting area. When you arrive at the starting area, locate the start/finish line and then look upwind and try to spot "A" mark, also known as the weather pin mark. This mark is often very far away and may be difficult or impossible to see. The area around the Committee boat is generally very congested, so watch those other boats while you are looking. If the wind shifts, or if difficulty with the marks should delay the start, the Committee will fly a postponement flag once. If the race is ready to start, the Committee will sound a signal, like a horn blast or gunshot, and raise a white flag. The first fleet starting will start exactly ten (10) minutes after this flag goes up. The white flag stays up for four minutes and then comes down. One minute later the Committee will sound another signal and raise a blue flag. This stays up for another four minutes and then comes down. After one minute, a red flag goes up with another sound signal and the first fleet is off. Once the first fleet starts, the other fleets start at five minute intervals. The red flag stays up for four minutes each time and comes down exactly one minute before each start. The Race Committee usually tries to hail any boat that crosses the line early so it can return to a proper starting position, but it is the skipper's responsibility to start properly.

Although the rules for your race won't apply until five minutes before your start, it is a courtesy to stay well clear of boats starting before you so they have room to



Patrick McDowell

Eric Schlegel



Sid Kaufman



Guy Mott



Guy Mott



maneuver freely. A good place to watch the other fleets start is from a position above an extension of the starting line and well off to either side. After the fleet in front of you has started, be sure to check the course number set on the Committee boat for your own start to be sure that it hasn't changed.

Conditions permitting, the Race Committee will conduct two or three races back-to-back without any breaks. After the last race, it's back to the shore to put the sails down, drag the boats out of harm's way, attack the refreshments and tell the war stories. Sunday morning, it's back on the water for one or two more races. After racing, the Committee packs up the marks, scores the races and tabulates the results. Everyone gets to throw out their worst score, if the regatta had more than three races. A first place finish scores 3/4 points; second is two points; third place gets three points and so on down the field. The low score wins. When the scoring and protests are finished, the trophies are handed out and you can accept the congratulations and the admiration of all your peers.

5. THINGS YOU NEED TO KNOW BEFORE YOUR FIRST REGATTA

Your boat must be class legal! Basically, that means you cannot modify your boat in any way that might offer an unfair speed advantage (custom-made sails) or be unsafe (undersize wires). Items like wind indicators or additional non-skid carpeting on the side rails are

okay. Also, you MUST have the following: One (1) Coast Guard approved personal flotation device for EACH person on board; One (1) throwable flotation cushion for boats over 16 feet; One (1) 14-foot, or two (2) 7-foot lines (minimum diameter 3/8 inches) secured to the boat for righting it in case of a capsize; and a sounding device. These are safety items that should be carried by Hobie sailors at all times to protect themselves and their sailing companions! The Race Committee may require that the PFDs be worn while racing.

Since regattas are scheduled for wind, and not warmth, adequate clothing is a must. A wetsuit is a great investment in comfort, especially if you capsize. Many companies make comfortable wetsuits just for sailing. Wetsuits not only can offer protection from hypothermia during the race season, but they can also extend the sailing season several months. (See the article "Wetsuit News" in the Sept./Oct. 1988 issue of the HOTLINE.) Gloves are also a good idea. A stopwatch is helpful to keep track of the starts. Get a water sport watch with a count-down timer. It's hard to miss a start with one of these.

6. RACING RULES

The racing rules, available either from Hobie Cat or your local fleet, are basically right-of-way rules to prevent collisions. Frequently during a race, two or more skippers want to be in the same place at the same time. The rules spell out who has the right to be there. A good book

explaining race rules is *Paul Elvström Explains the Rules*. Eventually you'll learn the rules by heart, but, for starters, the following will do:

1. When boats are on opposite tacks, the port tack boat stays clear.
2. When boats are on the same tack, the windward boat stays clear.
3. Don't tack or jibe in front of others so they have to alter course to avoid you during your maneuvers.
4. When a boat has an inside overlap on you at a mark, give it enough room to round the mark without hitting it.
5. If you hit a mark, reround it.
6. If you're not sure of something, avoid the situation and ask questions on the beach later.
7. Always avoid collisions, especially collisions that will cause any type of boat damage.

Depending on where you are on the course, there are exceptions to all of these rules. This is especially true near marks. Until you have all rules and exceptions down pat, just follow this rule of thumb: When in doubt, give people room, then ask questions of the race official (wearing the red ribbon) on the beach. With these basic guidelines, you're ready to try your first regatta. Once you're there, you'll meet lots of friendly Hobie people who will teach you the finer points of racing, and help you perfect your sailing skills on your way to A fleet. Good luck and we'll see you at next year's World Championships!

TUNING TIPS FOR SKIPPERS' MEETINGS

BY DAVE SHEARER

One of the most important ingredients to a successful regatta is organization. A regatta that is loosely run and organized can cause confusion and less than satisfying racing for the participants. Unanswered questions, lack of information or confusion can result in a dismal experience even in the best of wind and weather conditions. On the other hand, a regatta where everyone knows what, when and how things are going to be run may long be remembered as a successful event even if the wind never came and the races never sailed. The skippers' meeting is key to making a regatta work. It is the first opportunity to formally welcome the sailors; everyone is there and it is the perfect time to get the word to everyone about all the little things they need to know to have a great weekend of sailing. Like all meetings, however, the skippers' meeting can be a catastrophe if you're not ready for it. In order to help you prepare for a skippers' meeting and so you know what to expect from one, we would like to share some information taken from the Hobie Cat racing manual on running a skippers' meeting, along with an agenda for a skippers' meeting.

There are three primary rules for having a good meeting. The first rule is a skippers' meeting should start on time. This gives a sign of professionalism to sailors and lets them know that the Race Committee is serious about the weekend, the rules and any infractions of the rules. Secondly, schedule the meeting at an appropriate time. There should be no reason for a skippers' meeting earlier than two hours before the race, but don't schedule it too close to the start of the race or you might end up talking instead of sailing. The third rule is to plan the agenda for the meeting in advance. This will help minimize the length of the meeting while insuring that all important topics are covered. Let the skippers know what the agenda is and stick to it. Allow time for questions at the end of the meeting.

The main purpose of the skippers' meeting should be to get relevant regatta information into the hands of the competitors. After welcoming them, make sure they are aware of any changes in the schedule or the race instructions. The racers need to know of any restricted or

hazardous areas on the beach or water, and the weekend social activities should be announced. Be sure to put a plug in for the regatta sponsors and those fleet members who have worked hard to put the weekend together.

The skippers will have a multitude of questions to ask. Most of these can be answered by just having them read, or reread, the sailing instructions or rules. Some questions will need further explanation or clarification from the Race Committee. When something needs further clarification, announce that it will be clarified in writing and posted on the notice board. This gives the committee time to consider the answer calmly rather than having to come up with an adequate answer on the spot, under pressure. Any changes or clarification of the sailing instructions should also be posted on the notification board so that there will be written documentation in case of ambiguity or protests.

Remember that good communication can make the most of an otherwise bad situation, and poor communication can produce a disastrous weekend. It is important to have people informed; in fact, that is the whole purpose of the skippers' meeting.

SKIPPERS' MEETING AGENDA

1. Welcome, introduction and information.
2. Sponsors.
3. Special notes:
 - a. Camping
 - b. Party (extra dinner tickets)
 - c. T-shirts
4. Weather, tides and current.
5. Schedule changes, or other changes not related to sailing instructions.
6. Introduction of Race Committee.

SAILING INSTRUCTION CHANGES

(This section conforms to the sailing instructions provided to each skipper at registration. The following points are important clarifications of these sailing instructions.)

1. Location of "Official Notice Board." Official notices, changes in sailing instructions and protests will be posted on this board.
2. Schedule of races and events:
 - a. Time of white flag for the first race of each day.
 - b. Identify race format. (Will the races be back-to-back or will there be a break between them?)
 - c. Specify the number of scheduled races each day.
 - d. Mention the time and location of party (if any).
 - e. State whether a throwout race will be allowed in scoring.

- f. Announce the time and location of the awards presentation.
3. If the starting sequence has changed from that of the sailing instructions, detail the modified starting sequence.
 4. Clarify that class and course designations will be posted within 30 seconds after the preparatory signal for each class. (While this modifies IYRU/USYRU rule 5.1, it does not modify the way most fleets have run races in the past.)
 5. "B" mark may not be in the water if the course is to be an "AC" combination. On other course combinations, "B" mark may be at windward or leeward end of the course, and this may change from race to race.
 6. Describe the start line and the finish line and their location.
 - a. If the Race Committee boat is a sailboat, the starboard end of line will be the mast of the Race Committee boat.
 - b. If the Race Committee boat is a sailboat or motorboat, the starboard end of the line will be the start flag staff displayed on the boat, or a buoy displayed on the side of the boat. Clarify the exact start line.
 - c. The port end of the start line will be a buoy. (Give a description.)
 - d. A barging buoy may be tied to the start/finish boat and shall not rank as part of the start/finish boat.
 7. Boats are to keep clear of the start / finish AREA unless in their start sequence or finishing.
 8. Sail numbers of protested boats and witnesses will be displayed on the official notice board. Announce time and location for protest hearings.
 9. Describe the IHCA 360 rule. "The protesting skipper has the option of requiring only one 360 degree turn for minor fouls costing the offended skipper no loss of position. The protesting skipper hails either "360" or "720" depending upon the severity of the foul."

NOTE: Your clarifications to the above outline should be posted in writing on the official notice board after the skippers meeting to avoid ambiguity and provide documentation in case of protests. This is required by the sailing instructions and IYRU/USYRU rule 3.4.

FLEET OFFICERS' RESPONSIBILITIES

AS DEFINED BY THE FLEET BYLAWS

Since the inception of the International Hobie Class Association, the success of local Hobie fleets has relied on a dedicated group of Hobie enthusiasts who have volunteered their time and services to make Hobie sailing pleasurable, fun and competitive. On the water these sailors have introduced new sailors to the secrets and skill of sailing, and off the water they have devoted long hours to successfully attending to fleet business. The fleets' success has in large part been because these sailors were as good off the water as on the water.

Any volunteer organization is only as strong as the volunteers who run it. Our fleets, therefore, are as strong as our officers. In order to continue our tradition of strong local fleet competition, we must ensure that our fleet officers continue in the excellent tradition of their predecessors.

Successfully running a fleet requires the assistance and cooperation of all fleet members, operating under the guidance and direction of officers who have been elected by those fleet members. It also requires that the fleet members and the officers have a good understanding and knowledge of the duties required to hold a fleet office.

Hobie Cat sailors are renowned for sharing tips and secrets for successful sailing, but sharing secrets about good fleet organization and holding a fleet office is a little more difficult. What does it mean to hold a fleet office and what are the duties of the various officers?

Generally, fleets elect seven officers to handle fleet business. These officers are: Commodore; Vice-Commodore; Secretary; Treasurer; Race Committee Chairperson; Activities Chairperson and Director of Regattas. The immediate Past Commodore serves with elected officials in the fleet organization.

The Commodore acts as the official representative of the fleet, assuming overall responsibility for fleet-sponsored activities and operations. The Commodore calls and presides over the general fleet meetings, as well as the officers' meetings, and attends and represents

the fleet at division meetings. It is the Commodore's duty to assist and coordinate the efforts of the elected officers by serving as an ex-officio member of all committees, voting only to break a tie. The Commodore devotes maximum effort to develop and maintain the best possible relationship between the fleet, the International Hobie Class Association and the Hobie Cat Company. Most importantly, the Commodore provides leadership for the fleet in order to insure its success.

The Vice-Commodore assumes the duties of the Commodore in the Commodore's absence. The duties of the Vice-Commodore are to secure the location for general meetings, provide special meeting activities and to secure liability insurance as required. The Vice-Commodore also coordinates and assists the appointed officers. As second-in-command, the Vice-Commodore attends the officers' meetings as a voting member and assists the Commodore in providing fleet leadership.

The minutes from all meetings are recorded and maintained by the Secretary of the fleet. In addition to the meeting minutes, the Secretary maintains all fleet records and assumes responsibility for all of the fleet correspondence. The Secretary takes charge of the fleet elections and attends the officers' meeting as a voting member.

The fleet's finances are handled by the Treasurer in accordance with generally accepted accounting practices. The financial officer makes all the disbursements necessary for running the fleet and makes sure that all monies owed to the fleet are paid. In addition to being responsible for all fleet funds and fleet bank accounts, the Treasurer advises the heads of major fleet events on financial matters and keeps the officers informed of the fleet's financial status through quarterly reports. The Treasurer attends officers' meetings as a voting member.

The Race Committee Chairperson plans and promotes races and racing activities by maintaining all of the fleet's racing equipment, including boats, and insures that the equipment is properly stored. The Chairperson maintains standard operating procedures for fleet

races and compiles fleet race scores, providing and awarding trophies in an appropriate manner. The officeholder is responsible for procuring and replacing race equipment and supplies as needed, and securing the necessary insurance and registration for fleet property. The Race Committee Chairperson also contributes to fleet activities by attending officers' meetings as a voting member.

Non-racing activities are handled by the Activities Chairperson, who is also a voting member of the Officers' Committee. The Activities Chairperson plans and promotes the social activities of the fleet and manages all of the finances involved in these activities.

The fleet's racing activities are handled by Regatta Directors who plan and manage the fleet regattas. Regatta Directors are required to prepare detailed budgets and obtain budget approval for the regatta at officers' meetings which they attend as voting members. After approval, they manage all fleet funds designated to support the regatta.

The Past Commodore provides continuity to the direction of the fleet, offering guidance to all fleet officers by serving as ex-officio of all committees and attending officers' meetings as a voting member. The Past Commodore insures that the fleet officers are supported with experienced advice and serves to insure that the fleet doesn't have to re-invent the wheel every time new officers are elected.

To be eligible to be a fleet officer, you must be a member of the fleet in good standing and own a Hobie Cat. The Past Commodore must have first served as Commodore of the fleet. Those are the only requirements to contribute to the well-being of your fleet. Serving as a fleet officer is as easy as sailing a Hobie Cat and the rewards are as equally fulfilling. You work closely with friends and sailing companions to enhance your mutual sailing activities. Sometimes the work isn't easy, and sometimes the hours are long, but the overall result insures that the recreational activities that form such an important part of your life continue in the same fashion as the first time you climbed aboard your Hobie and sailed in a fleet activity.



Shane Neasey

CHECKLIST FOR OFFICERS

COMMODORE

1. Assume overall responsibility for fleet operations and fleet sponsored activities.
2. Act as official representative of the fleet.
3. Call and preside over general and officers' meetings.
4. Coordinate and assist elected officers.
5. Serve as ex-officio member of all committees.
6. Attend and represent the fleet at division meetings.
7. Maintain a favorable relationship with the Hobie Cat Company and the International Hobie Class Association.
8. Provide leadership for the fleet.
9. Vote at meetings only to break a tie.

VICE-COMMODORE

1. Assume the duties of the Commodore in the Commodore's absence.
2. Secure location for general meetings and provide special meeting activities.
3. Secure liability insurance as required.
4. Coordinate and assist appointed officers.
5. Assist the Commodore.
6. Attend officers' meetings as a voting member.

SECRETARY

1. Record and maintain minutes from all meetings.
2. Maintain all fleet records.
3. Run all elections.
4. Assume responsibility for all fleet correspondence.
5. Attend officers' meetings as a voting member.

TREASURER

1. Assume responsibility for all fleet funds.
2. Maintain fleet bank accounts.
3. Maintain fleet finances according to generally accepted accounting practices.
4. Make all disbursements and collect all receivables.
5. Advise heads of major events on financial matters and assist where necessary.
6. Make quarterly reports to the officers.
7. Attend officers' meetings as a voting member.

RACE COMMITTEE CHAIRPERSON

1. Plan and promote races and racing activities.
2. Maintain all racing equipment, including, boats, and insure proper storage of same.
3. Secure necessary insurance and registration for fleet property.
4. Replace or procure race equipment; and supplies as needed.
5. Compile fleet race scores; provide and award trophies appropriately.

6. Maintain standard operating procedures for fleet races.
7. Attend officers' meetings as a voting member.

ACTIVITIES CHAIRPERSON

1. Plan and promote social activities.
2. Manage all fleet activities' finances.
3. Attend officers' meetings as a voting member.

REGATTA DIRECTORS

1. Plan and manage the fleet regattas.
2. Manage all regatta finances.
3. Prepare detailed budget and obtain approval from the officers.
4. Attend officers' meetings as a voting member.

PAST COMMODORE

1. Provide continuity to the direction of the fleet.
2. Provide guidance to all officers.
3. Serve as ex-officio of all committees.
4. Attend officers' meetings as a voting member.

ELIGIBILITY

Officers must be members of the fleet in good standing and own a Hobie Cat. The Past Commodore must have been Commodore of the fleet. These are the elected offices of the fleet. How can you support the fleet?

FLEET DIRECTORY

WORLD HOBBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

| FLEET | COMMODORE | LOCATION | DIVISION |
|-------|---------------------|-----------------------|----------|
| 1 | Bill Krull | Dana Point, CA | 2 |
| 2 | Lew/Ramone Stark | Auburn, CA | 3 |
| 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 | Timothy J. Snieder | Houston, TX | 6 |
| 9 | Dave & Ava Doyle | Sulphur, LA | 6 |
| 10 | Larry Stayer | Clear Lake, IA | 7 |
| 11 | Rusby Goodman | 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 | Philip J. Hamilton | Corona Del Mar, CA | 2 |
| 17 | David Collier | Sacramento, CA | 3 |
| 18 | John Medler | Ypsilanti, MI | 10 |
| 19 | John/Patti Leffler | 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 | Rick Holmes | Tulsa, OK | 14 |
| 26 | Mike Wycoff | Indianapolis, IN | 10 |
| 27 | Mark E. Regester | Wichita, KS | 14 |
| 28 | Stephen Latham | Natick, MA | 12 |
| 29 | Julian Levin | Merced, CA | 3 |
| 30 | George McCurdy | Riverside, CA | 3 |
| 31 | Barry Burgess | Brookfield, CT | 12 |
| 32 | John Frazee | Virginia Beach, VA | 9 |
| 33 | Keith Fuller | Portland, OR | 4 |
| 34 | Wall 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 | Treacy Scott | Bradenton, FL | 8 |
| 40 | Joe Kuchenbuch | Battle Creek, MI | 10 |
| 41 | Steve Lewis | New Orleans, LA | 15 |
| 42 | Dave Coffee | Tampa, FL | 8 |
| 43 | Richard Hale | Tallahassee, FL | 15 |
| 44 | Bill Stoldberg | FL 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 | FL 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 | Jeanne Geiger | Baton Rouge, LA | 15 |
| 56 | Raymond Marra | Westport, CT | 12 |
| 57 | Bob Garland | Los Angeles, CA | 2 |
| 58 | Mark Melling | 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 | John Loeffelholz | Norman, OK | 14 |
| 64 | Barry Marcella | Austin, TX | 6 |
| 65 | Keith LeBroet | Shore Acres, NJ | 11 |
| 66 | Linda/Rick Hankins | Scottsdale, AZ | 2 |
| 67 | Todd Urban | Salt Lake City, UT | 5 |
| 68 | Charlie Birkline | 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* | | | |
| 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 | Mike Chase | Daytona, FL | 8 |
| 81 | Ron Bishow | Carpenaria, 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 | FL Worth, TX | 14 |
| 92 | Derek Taylor | Huntersville, NC | 9 |
| 93 | Brian Miller | Lafayette, LA | 15 |
| 94* | | | |
| 95 | John Corrie | Bothell, WA | 4 |
| 96 | Newsom Baker | Maryville, TN | 9 |
| 97 | Richard Lehner | Durham, NC | 9 |
| 98 | Lamont George | Clear Lake, Man. CAN | 7 |
| 99 | William Liles | Corpus Christi, TX | 6 |
| 100 | Ray Valleccillo | Salterpath, NC | 9 |
| 101 | Richard Johnson | Wilmington, NC | 9 |
| 102 | Robert Whittington | Brownsville, TX | 6 |
| 103 | Steve Bechtold | Sioux Falls, SD | 10 |
| 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 | Rich/Helen Devon | 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* | | | |
| 115 | Tom Hartman | Wilmette, IL | 10 |
| 116 | John Craig | Lakeland, FL | 8 |

| | | | |
|------|-----------------------|----------------------|-------|
| 117 | Jake Taber | Gun Lake, MI | 10 |
| 118 | Chuck Raney | Tyler, TX | 14 |
| 119 | David Block | Angola, NY | 16 |
| 120 | Robert Self | Panama City, FL | 15 |
| 121* | | | |
| 122 | Walter O'Grady Cabral | Fortalexa, BRAZIL | 7 |
| 123 | James Antonacci | Collinsville, IL | 10 |
| 124 | Jim Judge | Sayville, NY | 12 |
| 125 | Roger Bommersbach | Lake Poinsett, SD | 7 |
| 126 | Chris Sprague | Chesterton, IN | 10 |
| 127 | Don Bergman | FL Pierce, FL | 8 |
| 128 | David Eller | San Antonio, TX | 6 |
| 129 | Glenn Withenshaw | Thunder Bay, Ont CAN | 7 |
| 130 | Brian Machtaler | Pemission, 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 | 11 |
| 138 | Juan E. Maegli | Guatemala City | Int'l |
| 139* | | | |
| 140 | Richard Owen | Levittown, PA | 11 |
| 141 | Pat O'Carin | 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 Sanvis | 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 | Sean 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 English | Simpsonville, SC | 9 |
| 165 | Ollie Fredrick | Mahtomed, MN | 7 |
| 166 | Michael Halberstadt | Vista, CA | 2 |
| 167 | Jay Smith | Bakersfield, CA | 2 |
| 168 | Gerald Jenkins | Rapid City, MI | 10 |
| 169 | Mike Brown | FL Myers, FL | 8 |
| 170* | | | |
| 171 | Steve Amador | Ann Arbor, MI | 10 |
| 172 | Wayne Morris | Kingston, Ont. CAN | 16 |
| 173 | Charlie Peissary | Myrtle Beach, SC | 9 |
| 174 | Charlotte Morse | Albermarle, NC | 9 |
| 175 | W. Edwin Ogden | Mohnton, PA | 11 |
| 176 | Ernie Luce | Hitchcock, TX | 6 |
| 177 | Joe Barker | FL Walton Beach, FL | 15 |
| 178 | Gordon Leilison | HONG KONG | Int'l |
| 179 | Les Luby | Woodland Hills, CA | 2 |
| 180 | | | |
| 181* | | | |
| 182 | Wendy Albade | Kinghill, St. Croix | 13 |
| 183 | Chris Uffon | 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 | Saipan, C.M. GUAM | Int'l | |
| 190 | Warren Kaplan | Linwood, NJ | 9 |
| 191 | Ken Keller | Greensboro, NC | 11 |
| 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 |
| 196 | A. Yates Dowell III | Rockville, VA | 11 |
| 197 | Stan Patey | Rockport, MA | 12 |
| 198 | Ken Harrison | Rapid City, SD | 4 |
| 199 | Scott/Dawn Burch | Carbondale, IL | 10 |
| 200 | Barry Barnes | Norfolk, VA | 9 |
| 201 | Rudi Hammer | Pueblo, CO | 5 |
| 202 | Douglas Schmidt | Escanaba, MI | 7 |
| 203 | Randy Duncan | Reno, NV | 3 |
| 204 | Martha Mollach | Clay, NY | 16 |
| 205 | Michael Coutches, Jr. | Richmond, CA | 3 |
| 206 | Ken Fitzek | St. Paul, MN | 7 |
| 207* | | | |
| 208 | Drake Barber | Fairfield, CT | 12 |
| 209 | Tom Sullivan | Gifford, ND | 12 |
| 210 | Roger/Sandy Bristol | Olivet, MI | 10 |
| 211* | | | |
| 212* | | | |
| 213* | | | |
| 214 | William Holder | Vancouver, BC CAN | 4 |
| 215 | Gary Recker | Cedar Rapids, IA | 7 |
| 216 | Gary Gotsch | Marion, IN | 10 |
| 217 | David Carter | Chattanooga, TN | 9 |
| 218 | Richard Roten | Lakewood, OH | 9 |
| 219 | David Nelson | Paducah, KY | 10 |
| 220* | | | |
| 221 | Stewart Walker | Richmond, VA | 9 |
| 222 | Jack Jackie Hill | Pacific Grove, CA | 3 |
| 223 | Thomas Zaleski | Wausau, WI | 7 |
| 224 | Jack McAllister | Penn Yan, NY | 16 |
| 225 | Scott Rankin | Mattoon, IL | 10 |
| 226 | Steven/Viki Tubbs | Anchorage, AL | 4 |
| 227 | Noel Chicoine | Pierre, SD | 7 |
| 228 | Jeff Knoll | Erie, PA | 16 |
| 229 | Dean Willis | Remson, NY | 16 |
| 230* | | | |
| 231 | Dwight N. Hawkins | S. Portland, ME | 12 |
| 232 | Dennis McNally | Beaumont, TX | 15 |
| 233 | Miguel Salas-Vega | Mazatlan, MEXICO | Int'l |
| 234 | Winston/Pam Trevathen | Dividing Creek, NJ | 11 |
| 235 | Stephen Essig | Jackson, MS | 15 |
| 236* | | | |
| 237 | Rob Miller | Sarnia, Ont. CAN | 10 |

| | | | |
|------|----------------------|-----------------------|-------|
| 238 | Mary Meier | Albany, NY | 16 |
| 239 | Doug Keller | Akron, OH | 10 |
| 240 | Rich Growohl | Boulder Creek, CA | 3 |
| 241 | David Negus | N. Little Rock, AR | 14 |
| 242 | Dennis Sollosy | Saskatoon, Sask. CAN | 4 |
| 243 | Jane Kleindinst | Grand Island, NY | 16 |
| 244 | Myrtle Powers | Myrtle Beach, SC | 9 |
| 245 | Jon Edlbom | Durango, CO | 5 |
| 246 | Wayne Thorson | Grand Rapids, MN | 7 |
| 247 | John Harden | Rondeau Bay, Ont. CAN | 10 |
| 248 | Robert Herrada | Union Lake, MI | 10 |
| 249 | Brooks Stockman | Nashville, TN | 15 |
| 250 | Jonathan Maddock | Sandy Hook, NJ | 11 |
| 251 | Tom Neiswonger | Lawton, OK | 14 |
| 252 | Noel Kilner | Tami, Fiji | Int'l |
| 253 | Brian Dunlop | Dahran, SA | Int'l |
| 254 | Robb Naylor | Bemidji, MN | 7 |
| 255 | Samuel Applegate | New Albany, IN | 10 |
| 256 | Sharon Chamberlin | Grand Island, NY | 9 |
| 257 | Becky McRoy | Washington, NC | 6 |
| 258 | David Niles | Holland, MI | 10 |
| 259 | Bill/Hagar Gerbliek | Arroyo Grande, CA | 3 |
| 260 | Michael Harrison | Jensen Beach, FL | 8 |
| 261 | Robert Woodward | Victoria, BC, CAN | 4 |
| 262* | | | |
| 263 | Ron Rubadeau | Kelowna, BC CAN | 4 |
| 264* | | | |
| 265* | | | |
| 266* | | | |
| 267 | Hal Savage | Philadelphia, PA | 11 |
| 268 | Charles Stout | Lubbock, TX | 14 |
| 269 | Robert McCroskey | Greenwood, SC | 9 |
| 270* | | | |
| 271 | Bill Pagels | Newark, DE | 11 |
| 272* | | | |
| 273 | Tom Burrows | Florissant, MO | 7 |
| 274 | Peter Capotosto | Manila, PHILIPPINES | Int'l |
| 275* | | | |
| 276 | Richard Mette | Roseville, MI | 10 |
| 277 | Warren Humphries | Birmingham, AL | 15 |
| 278 | Lionel Conacher | Cambridge, Ont. CAN | 16 |
| 279 | Larry/Susan Van Tuyl | Ann Arbor, MI | 10 |
| 280 | Roger Schrum | Stockton, CA | 3 |
| 281 | Richard Bennett | Santa Rosa, CA | 3 |
| 282 | Scott Brubaker | Birmingham, MI | 10 |
| 283 | Ann Galluzzo | Springfield, OH | 10 |
| 284 | Robert Ryan | West Liberty, OH | 10 |
| 285 | G. J. deVries | Curaçao, NETHERLANDS | Int'l |
| 286* | | | |
| 287 | Jim Brisbois | Saginaw, MI | 10 |
| 288 | Dennis Henderson | Marquette, MI | 10 |
| 289 | Octavio Jorge | Santo Dom., DOM REP | Int'l |
| 290 | Vernon Sheppard | Union Hall, VA | 9 |
| 291 | James E. McCulloch | Yankton, SD | 7 |
| 292 | Albert Balazovic | Traverse City, MI | 10 |
| 293 | Dave Chick | Bathurst, NB CAN | 12 |
| 294 | Tim Harden | Savannah, GA | 9 |
| 295 | Dave Dasso | Rochester, NY | 16 |
| 296* | | | |
| 297 | Rodney J. Schamie | Emporia, KS | 7 |
| 298 | Dave Milne | Ottawa, Ont. CAN | 16 |
| 299 | Bill Cabel | Pickerington, NB | 10 |
| 300 | Jerry Haas | Westerville, OH | 10 |
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| 304 | Rob Van Deursen | Zandvoort, HOLLAND | Eur |
| 305 | Bram Lussenburg | Rotterdam, HOLLAND | Eur |
| 306 | Nol Eitens | Katwijk, HOLLAND | Eur |
| 307 | Jan Van Spellen | Den Haag, HOLLAND | Eur |
| 308 | Jan Wijker | Egmond, HOLLAND | Eur |
| 309 | Guy Pasquier | Toulon, FRANCE | Eur |
| 310 | Dominique Ardin | Thonex, SWITZERLAND | Eur |
| 311 | Jean F. Bockell | La Baule, FRANCE | Eur |
| 312 | Jean-Pierre Foucaud | Hyeres, FRANCE | Eur |
| 313 | Stan Sobczyk | Le Havre, FRANCE | Eur |
| 314 | S. Lorenzini | Noumea, NEW CAL | Eur |

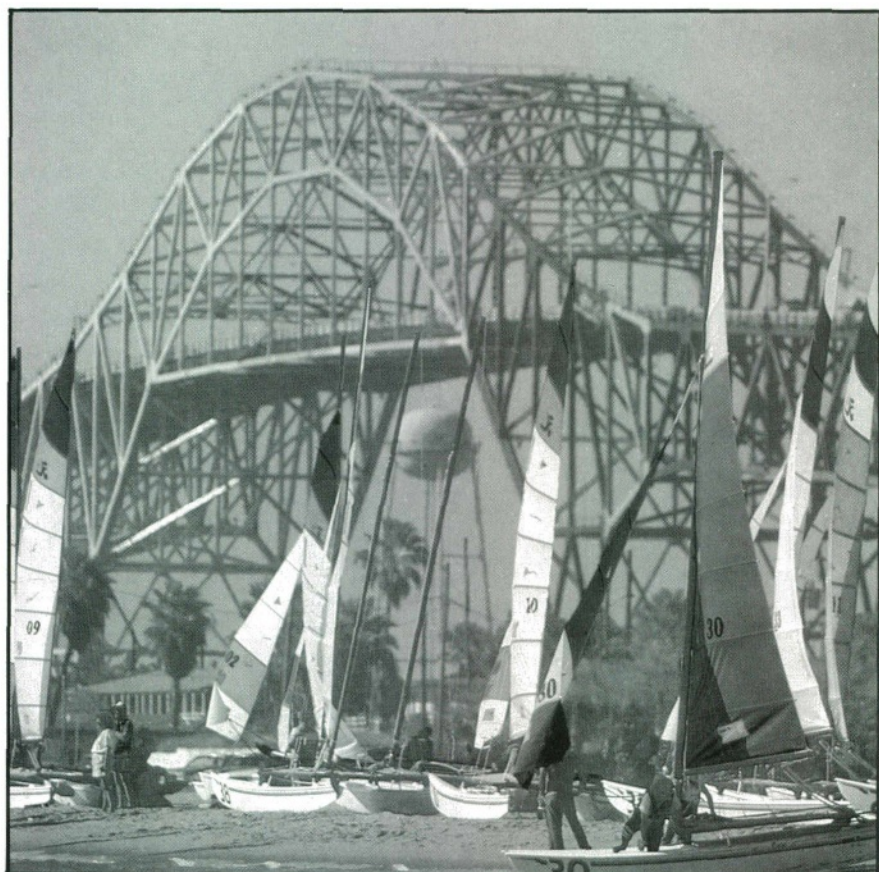
DANGER



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

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| 318 | Bernd Berthub | Laatzen, WG | Eur |
| 319 | Matthias Stender | Koln, WG | Eur |
| 320 | J.P. Blaise | Ludres, FRANCE | Eur |
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| 322 | Frank Buchholz | Aarau, SWITZERLAND | Eur |
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| 339 | Jacques Budet | Palavas, FRANCE | Eur |
| 340 | Bruno Sollier | Beaufort en Vallee | Eur |
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| 347 | Bernard Lion | Ajaccio, FRANCE | Eur |
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| 350 | Rainer Kellermann | Velbert, W. GERMANY | Eur |
| 351 | K. Kuhlich | Herdecke-Westende | Eur |
| 352 | Michael Schwindt | Hunten-Willrabben | Eur |
| 353 | Hans Kersseboom | Narden, HOLLAND | Eur |
| 354 | Marcon Louis | Martigues, FRANCE | Eur |
| 355 | Robert Rives | Toulouse, FRANCE | Eur |
| 356 | Peter Bezold | Erlangen, WG | Eur |
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| 370 | Anthony Miller | Southampton ENGLAND | Eur |
| 371 | Doug Lumley | Goteborg SWEDEN | Eur |
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| 382 | Ernest J. Zwickler | Assen, HOLLAND | Eur |
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| 385 | Niels Runge | Skodstrup DENMARK | Eur |
| 386 | Paul Johnson | St. Owen-Hersey, CI | Eur |
| 387 | Gunnar Haraldsson | Vasteras, SWEDEN | Eur |
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| 390 | Robert Heilbron | Scheveningen, HOLLAND | Eur |
| 391 | Miklo Berben | Vignoliaststraat, HOL | Eur |
| 392 | Michel Amillac | Frejus, FRANCE | Eur |
| 393 | Philippe Hallet | St Laurent BELGIUM | Eur |
| 394 | Francis Maes | Ostende, BELGIUM | Eur |
| 395 | Dieter Brandt | Monchengladbach, WG | Eur |
| 396 | Gunther Konig | Morsum, W. GERMANY | Eur |
| 397 | Benoit Thieffry | Coxsye, BELGIUM | Eur |
| 398* | | | |
| 399* | | | |
| 400 | John/Marci Yerman | Toledo, OH | 10 |
| 401 | Jay Terrell | Shreveport, LA | 6 |
| 402 | Charlie Cronheim | Lagos- NIGERIA | Int'l |
| 403 | Jim Trask | Beverly, MA | 12 |
| 404 | Mark Arena | Angola, NY | 16 |
| 405 | Shaun Burgess | Boroko Papau, NG | Int'l |
| 406 | Mark Fueler | Rockton, IL | 10 |
| 407 | Gary Joyce | Humble, TX | 6 |
| 408* | | | |
| 409* | | | |
| 410* | | | |
| 411 | Dick Wilkinson | Dubai, ARAB EMERATES | Int'l |
| 412 | K. G. Ansell | Jeddah, Saudi Arabia | Int'l |
| 413 | Wayne Fischer | Green Bay, WI | 7 |
| 414 | Bill Jorden | Meadville, PA | 11 |
| 415 | John Koedt | Tali Bch. PHILLIPINES | Int'l |
| 416 | G. Jeremy Cummin | Wayne, PA | 11 |
| 417 | Grant McDonald | Nova Scotia, CANADA | 11 |
| 418* | | | |
| 419 | Kenneth McKinney | Peoria, IL | 10 |
| 420 | Juan De Orbaneja | Mijas, SPAIN | Int'l |
| 421 | Ricardo Rovira | Calafate, SPAIN | Int'l |
| 422 | Alvarez Del Manzano | Vilafortuny, SPAIN | Int'l |
| 423 | Joan Nuviola | Castelldefels, SP. | Int'l |
| 424 | Esteve Pujula | Rosas, SPAIN | Int'l |
| 425 | Felipe Bellini | Port Pollensa, SP. | Int'l |
| 426 | Ramon Pino | Puebla Farnals, SP. | Int'l |
| 427* | | | |
| 428 | Pedro Garcia | Sanlucar de BDZ. SP | Int'l |
| 429 | Antonio Munoz | Calas de Guisando, SP | Int'l |
| 430 | Antonio Onol | Sotogrand, SV, SPAIN | Int'l |
| 431 | Jose Ignacio Asendi | Madrid, SPAIN | Int'l |
| 432 | Shirley Parma | Ponca City, OK | 14 |
| 433 | Larry Walker | Columbia, MO | 7 |
| 434 | Don Campbell | Lake Arrowhead, CA | 2 |
| 435 | Steve Fangio | Amarillo, TX | 14 |



Eric Schlegel

| | | | |
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| 436 | Mike Cooper | Mammoth Lakes, CA | 2 |
| 437 | Andy Knoll | Asheville, NC | 9 |
| 438 | Manoma, BAHRAIN | Int'l | |
| 439 | Thomas Lang | Mt. Vernon, NY | 12 |
| 440 | John Friesz | Hampton, VA | 9 |
| 441 | Chris Walker | Burlington, Ont. CAN | 16 |
| 442 | Pedro Colon | Mayaguez, PR | 13 |
| 443 | Doug Akroyd | Town Bank, NJ | 11 |
| 444 | Brian Nelson | Spicer, NM | 7 |
| 445 | Peter/Gene Mulligan | Geneva, OH | 10 |
| 446 | Keith Hern | Calgary, Alb. CAN | 4 |
| 447 | Hunter Fry | Fox Lake, IL | 10 |
| 448 | Michael Lemme | W. Greenwich, RI | 12 |
| 449 | A. J. Pope | Pinelish Park, FL | 10 |
| 450 | Walter Goodell | Whitmore Lake, MI | 10 |
| 451 | Bonnie/Larry Howard | Klamath Falls, OR | 4 |
| 452 | Frank Bearley | Barneget Bay | 11 |
| 453 | Paul Polock | Queensal, BC CANADA | 7 |
| 454 | Mark Tryggstad | Amery, WI | 7 |
| 455* | | | |
| 456* | | | |
| 457 | Cindy Heard | Brownwood, TX | 14 |
| 458 | Luis Lardo de Tjada | Mares, SPAIN | Int'l |
| 459 | Salvador Barrachina | Castellon, SPAIN | Int'l |
| 460 | Carlos Hernandez | Sevilla, SPAIN | Int'l |
| 461 | Raul Mareira | PORTUGAL | Int'l |
| 462* | | | |
| 463 | Ron Rowton | Titusville, FL | 8 |
| 464* | | | |
| 465 | Everett Thompson | Elizabeth City, NY | 9 |
| 466 | David Adams | Chicora PA | 16 |
| 467* | | | |
| 468 | Boyd Bass | McAlister, OK | 14 |
| 469 | Poncho Limon | San Felipe, MEXICO | Int'l |
| 470 | Peter Skarstedt | Whitefish, MT | 4 |
| 471 | Nicky Guy | Christchurch NZ | Int'l |
| 472 | Mark/Melody Coyne | Sun Prairie, WI | 7 |
| 473 | Dieter Bromkamp | East Lyme | 12 |
| 474 | David Buckingham | Spirit Lake, IA | 7 |
| 475 | Scott Russell | Storm Lake, IA | 7 |
| 476 | Jim/Mary Murray | Leesling, IN | 10 |
| 477 | Debbie Blackburn | Tahoe City, CA | 3 |
| 478 | Mike Stevens | Walker, MN | 7 |
| 479 | Gary Doty | Kahului, Maui, HI | 7 |
| 480 | Chuck Druckenmiller | Whitefish, IL | 7 |
| 481 | James Walrath | New Lisbon, WI | 7 |
| 482 | Miguel Soldevila | Puget Sound, WA | 4 |
| 483 | Bruce T. Johnson | Alicant, SPAIN | Int'l |
| 484 | Dane Brown | Montgomery, AL | 15 |
| 485 | Jan Wisdom | Elkhart, IN | 10 |
| 486 | Dan Wisdom | Abilene, TX | 14 |
| 487 | J. De Groot | Seria, BORNEO | Int'l |
| 488* | | | |
| 489 | Randy Reiman | Manitowoc, WI | 7 |
| 490 | Ubaldo Tacconelli | Edo Nueva Esp. VEN | Int'l |
| 491 | Will Pulsford | Trinidad, W. INDIES | Int'l |
| 492 | J. L. Marti | REP. OF SINGAPORE | Int'l |
| 493 | F. Peter Harwood | Muscat, GULF OMAN | Int'l |
| 494 | John Griffith | Doha, QATAR | Int'l |
| 495 | Dwayne Tuttle | Longview, TX | 14 |
| 496 | Thomas Stanzione | Bradford, MA | 12 |
| 497 | Rick/Ron Tinga | Trenton, Ont. CAN | 16 |
| 498 | Masahiko Ozeki | Kanagawaken, JAPAN | Int'l |
| 499 | Maryasu Murase | Saitama-ken, JAPAN | Int'l |
| 500 | Yves Germain | Libreville, GABON | Int'l |
| 501 | Aijiro Hirayama | Tokyo, JAPAN | Int'l |
| 502 | Fred Sponsel | Brigantia, NJ | 11 |
| 503 | John Smal | Athens, GREECE | Int'l |
| 504 | John McKellop | Cadillac, MI | 10 |
| 505 | Hank Kazmier | Ogden Dunes, IN | 10 |
| 506 | Craig Findley | Caringbah, AUS | Int'l |
| 507 | Masami Kozuge | Kanagawa, JAPAN | Int'l |
| 508 | Paul Ricketts | N. Myrtle Beach, SC | 9 |
| 509 | Marc Dickenson | Malvern, AR | 14 |
| 510 | Dennis Patterson | El Dorado, KS | 14 |
| 511 | Brian Withers | Abu Dhabi, ARAB EM | Int'l |
| 512 | Gavin Harford | Wellington, NZ | Int'l |
| 513 | Friedrich Niederquell | Korbach, GERMANY | Int'l |
| 514 | Shirley Palmer | Tucson, AZ | 2 |
| 515 | Charles Leekley | Excelsior, MN | 7 |
| 516 | Thomas Yorty | Pohick Bay, VA | 11 |
| 517 | Brian Hughes | Turkey Pt. Ont. CAN | 16 |
| 518 | Max Westwater | Cheung Chau, HK | Int'l |
| 519 | David J. Stiensma | Portage, MI | 10 |
| 520 | Buz Moore | Hartsville, SC | 9 |
| 521 | Tom Bailey | Valdosta, GA | 8 |
| 522 | Eugene Zaler | South Haven, MI | 10 |
| 523 | Scott Aman | Roanoke Rapids, SC | 9 |
| 524 | Steve Rudmann | Huntington Sta., NY | 12 |
| 525 | Bob Anderson | Regina, Sas., CAN | 4 |
| 526 | Ron Phinney | Midland, TX | 6 |
| 527 | Robert Laurendeau | St. Romuald, Que. CAN | 12 |
| 528 | Taylor Kaough | Lake Charles, LA | 6 |
| 529 | Darlene Johnson | Moses Lake, WA | 4 |
| 530 | Robert Page | Al-Jubail, SA | Int'l |
| 531 | Brendon Whitley | Taviranga, NZ | Int'l |
| 532 | Stephen Hoetzer | Bismark, ND | 7 |
| 533 | Kirk Sharp | Waveland, MS | 15 |
| 534 | Steve Gronka | Avalonia, NJ | 11 |
| 535 | Pete Beaumont | Quincy, WA | 4 |
| 536 | John Green | Australia | Int'l |
| 537 | Bob Frost | Redding, CA | 3 |
| 538 | Robert Jensen | Sydney Aus | Int'l |
| 539 | John Vaughn | Australia | Int'l |
| 540 | George Groves | Australia | Int'l |
| 541 | Dick Sherwell | Australia | Int'l |
| 542 | Michael Wohl | Meran, ITALY | Int'l |
| 543 | Jean Wery | Bruxelles, BEL | Int'l |
| 544 | Lingear Meluin | Aldershot Hants, GB | Int'l |
| 545 | Siegfried Neil | Griedrichshafen, WG | Int'l |
| 546 | Thursty Nietz | S'Shields Tyne & Wear, GB | Int'l |
| 547 | J. Jacques DeKeyser | Parc Du Vieux, HAL | Int'l |
| 548 | Graham Sawyer | Stapleford Notts, GB | Int'l |
| 549 | Roy Forth | Wiltshire, GB | Int'l |
| 550 | Marino Sando | Pescara, ITALY | Int'l |
| 551 | Laurent Bonnet | La Rochelle, FRANCE | Int'l |

* = INACTIVE

REGATTA SCHEDULE

DIVISION 1

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|------------------|--------------------------------|------------------------|-------------------|------|--------------------|---------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 6 | Mar. 18-19 1989 | Froomes Regatta | Kailua Beach Hawaii | | | Kailua Beach Park | Mike Metzger | 808/235-2855 |
| 6 | April 15-16 1989 | Pink Cadillac Campout | Kualoa Beach Hawaii | | | Kualoa Beach Park | Mike Metzger | 808/235-2855 |
| 6 | May 6 1989 | Buffalo Bill's Regatta | Kailua Beach Hawaii | | | Kailua Beach Park | Mike Metzger | 808/235-2855 |
| 6 | June 17 1989 | H.I.C. Regatta | Kokokahi Marina Hawaii | | | Kokokahi Marina | Mike Metzger | 808/235-2855 |
| 6 | July 8-9 1989 | Pepsi-Cola Regatta | Bellows Beach Hawaii | | | Bellows Beach Park | Mike Metzger | 808/235-2855 |
| 6 | July 30 1989 | Island Snow Regatta | Kailua Beach Hawaii | | | Kailua Beach Park | Mike Metzger | 808/235-2855 |
| 6 | Aug. 26-27 1989 | Semper Peratus Regatta | Kaneohe Bay Hawaii | | | Kaneohe MCAS | Mike Metzger | 808/235-2855 |
| 6 | Sept. 16-17 1989 | Steinlager State Championships | Kailua Beach Hawaii | | | Kailua Beach Park | Mike Metzger | 808/235-2855 |

DIVISION 2

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------|---------------------------------|--|----------------------------------|---------------------------------|---|----------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 66 | Mar. 4-5 1989 | Iles de March | Puerto Penasco Mexico | By Feb. 15 16/18-\$25 14/17-\$20 | No Shirts | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Dave Baker | 602/969-5601 |
| 180 | Mar. 18-19 1989 | Castaic Regatta | Lake Castaic California | By Feb 25 16/18-\$20 14/17-\$17 | 16/18-\$25 14/17-\$22 | Fleet 180 10045 Babbitt Ave. Northridge, CA 91325 | Jeri Bowen John Beck | 818/363-0418 805/523-7154 |
| 30 | Apr. 1-2 1989 | Lake Perris Regatta | Lake Perris California | By Mar. 17 16/18-\$23 14/17-\$20 | No Shirts 16/18-\$28 14/17-\$25 | George McCurdy 408 Granite Lake Elsinore, CA 92330 | George McCurdy | 714/674-8508 |
| 66 | Apr. 8-9 1989 | Spring Series I & II | Lake Pleasant Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85305 | Lee Prosser | 602/863-2615 |
| 3 | Apr. 22-23 1989 | Hurricane Gulch | Long Beach California | By Apr. 7 16/18-\$28 14/17-\$23 | No shirts | John Binnall 46096 Via La Paloma Orange, CA 92669 | John Binnall | 714/639-1774 213/944-6344 |
| 66 | Apr. 29-30 1989 | Spring Series III & IV | Lake Pleasant Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 51 | May 6-7 1989 | 5th Annual Las Vegas Grand Prix | Lake Mead Nevada | By May 1 \$23 | \$28 | Fleet 51 P.O. Box 735 Searchlight, NV 89046 | A.C. Douglas | 702/798-1915 702/297-1340 |
| 3 | May 13 1989 | Fleet 3 Race Clinic | Long Beach California | \$10 | | Udo Winkler P.O. Box 2204 Running Springs, CA 92382 | Udo Winkler | 714/867-2864 |
| 15 | May 20-21 1989 | Cachuma Invitational | Lake Cachuma California | By May 8 16/18-\$25 14/17-\$20 | | Dexter Ploss 877 W. Ballina Ct. Newbury Park, CA 91320 | Dexter Ploss | 805/498-0285 |
| 514 | May 27-29 1989 | Memorial Day Cruise | San Carlos Sonora Mexico | | | Mike Saunders 4537 E. San Carlos Pl. Tucson, AZ 85712 | Mike Saunders | 602/881-1566 |
| 4 | June 10-11 1989 | San Diego Classic | Silver Strand State Park San Diego, CA | By May 29 16/18-\$27 14/17-\$18 | No Shirts | Fleet 4 4670 Clairemont Dr. San Diego, CA 92117 | Scott Wentworth | 619/272-4959 |
| 66 | June 17 1989 | Hobie Day | Lake Pleasant | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 434 | June 24-25 1989 | Big Bear Hobie Cup | Big Bear Lake California | By June 11 16/18-\$11 14/17-\$13 | \$16/18-\$16 14/17-\$13 | Pine Knot Landing P.O. Box 1621 Big Bear Lake, CA 92315 | Udo Winkler Larry Cooke | 714/867-2864 714/866-2628 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------------------|---|--|--|---------------------------------------|--|-------------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 167 | July 8-9 1989 | Woffard Heights Points Regatta | Lake Isabella California | By June 23 16/18-\$25 14/17-\$20 | 16/18-\$30 14/17-\$25 | Bob Cargill 722 Francis St. Bakersfield, CA 93308 | Bob Cargill | 805/393-5431 |
| 514 | July 15-16 1989 | Boys & Girls Club Weekend | Roosevelt Lake Arizona | | | Mike Saunders 4537 E. San Carlos Pl. Tucson, AZ 85712 | Mike Saunders | 602/881-1566 |
| 30 | July 22-23 1989 | Lake Perris Women's Regatta | Lake Perris California | By July 10 \$20 | \$25 | George McCurdy 408 Granite Lake Elsinore, CA 92330 | George McCurdy | 714/674-8508 |
| 4 | Aug. 5-6 1989 | Todos Santos | La Jolla Beach Ensenada, Mexico | By July 22 16/18-\$21 14/17-\$17 | No Shirts 16/18-\$26 14/17-\$22 | Todos Santos P.O. Box 23017 San Diego, CA 92123 | Frank Mardel | 619/277-5152 619/277-6415 |
| 3 | Aug. 19-20 1989 | Hobie 16 Divisional Championships | Long Beach California | \$28 | \$32 | Fleet 3 15892 Standish Ln. Huntington Beach, CA 92647 | Dave Kofahl | 714/898-7056 |
| 66 | Aug. 26 1989 | Ladies Race | Lake Roosevelt Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 66 | Aug. 27 1989 | Dog Days | Lake Roosevelt Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 1 | Sept. 9-10 1989 | Hobie 17 & 18 Division II Championships | Dana Point California | By Aug. 18 18's-\$18 17's-\$13 | No Shirts 18's-\$20 17's-\$15 | Kirk Wells 27726 Emerald Mission Viejo, CA 92691 | Kirk Wells Lloyd Pentecost | 714/364-2386 714/492-2486 |
| 66 | Sept. 16-17 1989 | Fall Series I & II | Lake Roosevelt Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 15 | Sept. 23-24 1989 | Blue Water IX "The Big Blue" | Ventura Marina California | By Sept. 9 16/18-\$25 17's-\$20 | | Dexter Ploss 877 W. Ballina Ct. Newbury Park, CA 91320 | Dexter Ploss | 805/498-0285 |
| 4 | Sept. 30- Oct. 1 1989 | Dual Regatta for Charity | Campland on the Bay, Mission Bay San Diego, CA | By Sept. 16 Sat. \$18 Sun. \$10 2 Days \$23 | No Shirts | Dual Regatta P.O. Box 23017 San Diego, CA 92123 | Kaysie Nemes | 619/277-5152 |
| 514 | Oct. 7-8 1989 | Arizona State Championships | Puerto Penasco Sonora Mexico | 16/18-\$25 14/17-\$20 | | Mike Saunders 4537 E. San Carlos Pl. Tucson, AZ 85712 | Mike Saunders | 602/881-1566 |
| 180 | Oct. 21-22 1989 | 6th Annual Women's Castaic Regatta | Lake Castaic California | By Oct. 1 \$15 | \$20 | Fleet 180 10045 Babbitt Ave. Northridge, CA 91325 | Jeri Bowen John Beck | 818/363-0418 805/523-7154 |
| 66 | Oct. 21-22 1989 | Fall Series III & IV | Lake Roosevelt Arizona | \$5/day | | Rick Kilebrew 4450 W. Westcott Dr. Glendale, AZ 85308 | Lee Prosser | 602/863-2615 |
| 514 | Nov. 4-5 1989 | Assault on Rocky Point | Puerto Penasco Mexico | By Oct. 5 16/18-\$25 14/17-\$20 | No Shirts | Shirley Palmer 4935 N. Calle Esquina Tucson, AZ 85718 | Shirley Palmer | 602/299-0609 |
| 1 | Nov. 4 1989 | Annual Picnic and awards | Dana Point Doheny State Park | | | | Udo Winkler | 714/867-2864 |

DIVISION 3

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|---------------------|----------------------------------|-------------------------------------|--------------------------|--------------------------|--|--------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 20 | Apr 1-2 1989 | San Luis Windbash | San Luis Reservoir California | To Be Announced | | Dee Brenny 1255 Crossgates Lane San Jose, CA 95120 | Scott Parker | 415/449-7674 |
| 17 | April 15-16 1989 | Breakaway Regatta | Folsom Lake Dyke 8 California | 16/18-\$20 14/17-\$15 | 16/18-\$25 14/17-\$20 | Dave Collier 4443 Las Encinitas Dr. Fair Oak, CA 95624 | Dave Collier | 916/965-5617 |
| 222 | April 29-30 1989 | Otter Regatta | Monterey California | 16/18-\$25 14/17-\$20 | No Late Fee | Marsha Heberer #3 Paso Honda Carmel Valley, CA 93929 | Bart Goodell | 408/722-6409 |
| | May 6-7 1989 | Hobie 18 Worlds Boat Building | Monterey California | | | | Al Leonard Paul Pasco | 415/828-9448 415/343-2380 |
| 203 | May 27-28 1989 | Silver State Invitational | To Be Announced | To Be Announced | | Kim Brown 301 North Walsh Carson City, NV 89701 | Kim Brown | 702/883-0538 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|------------------|-----------------------------|---|---|--------------------------|----------------|--|-------------------------------------|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 21 | June 10-11 1989 | Wet'n Wild Regatta | Woodward Reservoir California | To Be Announced | | Steve Keefer 423 Fawn Court Manteca, CA 95336 | Steve Keefer | 209/239-5416 |
| 62 | June 17-18 1989 | Commodore's Open Multihull | Huntington Lake California | To Be Announced | | Fleet 62 P.O. Box 11411 Fresno, CA 93773 | Tom Howard | 209/877-2452 |
| 194 and 87 | June 24-25 1989 | Round Treasure Island | Crown Beach Alameda California | To Be Announced | | Jim Sajdak 1301 Tennessee St. Fairfield, CA 94533 | Jim Sajdak Bettyarlene Duncan | 707/429-2959 408/973/1974 |
| | July 15-16 1989 | Hobie 16 Women's Divisional | Union Valley Reservoir California | To Be Announced | | Division 3 | Laurie Robertson Al Leonard | 916/525-6191 415/828-9448 |
| 20 | July 22-23 1989 | Roaring 20's Regatta | Coyote Point San Mateo California | To Be Announced | | Dee Brenny 1255 Crossgates Lane San Jose, CA 95120 | Scott Parker | 415/449-7674 |
| 62 | Aug. 12-13 1989 | Mike High Regatta | Huntington Lake California | To Be Announced | | Fleet 62 P.O. Box 11411 Fresno, CA 93773 | Tom Howard | 209/877-2452 |
| | Aug. 26-27 1989 | Division 3 Championships | Crown Beach Alameda California | To Be Announced | | Al Leonard 7752 Barn Hollow Ct. Dublin, CA 94568 | Al Leonard | 415/828-9448 |
| 537 | Sept. 9-10 1989 | 1st Twisted Skippers Points Regatta | Whiskeytown Lk. Brandy Creek Marina, CA | 16/18-\$20 14/17-\$15 | | Bob Frost P.O. Box 894 Project City, CA 96079 | Bob Frost | 916/244-3042 |
| | Sept. 30- Oct. 1 1989 | Presidio Invitational Regatta | Chrissy Field San Francisco Bay, CA | To Be Announced | | Mike Bender 2516 Lincoln Ave. Belmont, CA 94002 | Mike Bender | 415/592-0525 408/974-6813 415/592-0525 |
| 222 | Oct. 21-22 1989 | Turkey Regatta | Monterey California | 16/18-\$25 14/17-\$20 | No Late Fee | Marsha Heberer #3 Paso Hondo Carmel Valley, CA 93929 | Bart Goodell | 408/722-6409 |

DIVISION 4

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|---|--------------------------------|-------------------|------|--------------|---------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 95 | Apr. 29-30 1989 | Sandpoint 89 | Seattle Washington | | | | John Corrie | 206/236-1329 |
| 195 | May 6-7 1989 | TumbleweedTack | Tri City Washington | | | | Tony McKarn | 509/943-8391 |
| 72 | June 3-4 1989 | Rooster Rock Race | Rooster Rock State Park, OR | | | | Ken Marshack | 503/661-6114 |
| 95 | June 10-11 1989 | Ft. Warden | Pt Townsend Washington | | | | Tod Filer | 206/747-3348 |
| 72 | June 17-18 1989 | Yale lake Blowout | Cougar Washington | | | | Debbie Marshack | 503/661-6114 |
| 446 | June 17-18 1989 | Alberta Provincial HC Championship | Alberta Canada | | | | Keith Hern | 403/239-4278 |
| 193 | June 24-25 1989 | Larry Simpson Memorial | Fernridge Lake Eugene, OR | | | | Kathy Leach | 503/942-4774 |
| 214 | June 24-25 1989 | Jericho Beach | Vancouver, B.C. Canada | | | | Ted Blaha | 604/588-4411 |
| 95 | July 1-2 1989 | Home Valley Regatta | Home Valley Washington | | | | Greg Ursich | 206/883-8860 |
| 95 | July 8-9 1989 | Holmes Harbor Whidbey Island | Freeland Washington | | | | Doug Skidmore | 206/678-4415 |
| 193 | July 8-9 1989 | Bohemian Mining Days | Dorena Lake Eugene, OR | | | | Kathy Leach | 503/942-4774 |
| 37 | July 15-16 1989 | Sudden Valley | Bellingham Washington | | | | ZOP | 206/733-3291 |
| 72 | July 22-23 1989 | Division 4 Championship | Skamokawa Washington | | | | Jim Severs | 503/289-9011 |
| 446 | July 22-23 1989 | Windermere H Regatta & Lobster Boil | Alberta Canada | | | | Keith Hern | 403/239-4278 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|-------------------------------------|-----------------------------|--------------------------|--------------------------|---|---------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 14 | Aug-5-6 1989 | Alter Cup Eliminations Area H | Lake Quinault Washington | \$30 | \$35 | Paul Ulibarri 10559 Evanston N. Seattle, WA 98133 | Paul Ulibarri | 206/364-9938 |
| 14 | Aug. 7-11 1989 | Race Week Clinic | Lake Quinault Washington | | | Paul Ulibarri 10559 Evanston N. Seattle, WA 98133 | Paul Ulibarri | 206/364-9938 |
| 14 | Aug. 12-13 1989 | U.S. Northwest Championship | Lake Quinault Washington | 16/18-\$25 14/17-\$15 | 16/18-\$25 14/17-\$15 | Paul Ulibarri 10559 Evanston N. Seattle, WA 98133 | Paul Ulibarri | 206/364-9938 |

DIVISION 5

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|----------------------------------|---|-----------------------------|--------------|---|------------------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 61 | Apr. 9 1989 | Ski/Sail Regatta | Breckenridge Ski Area Cherry Creek Res. | \$30 | \$35 | John Schnackenberg P.O. Box 1262 Littleton, CO 80160 | John Schnackenberg | 303/795-7067 |
| 201 | May 13-14 1989 | Lake Pueblo Classic | Pueblo Res. Pueblo, CO | 16/18/21-\$25 14/17-\$16 | | Shelby Franks 3640 Queensland Pl. Colo. Spgs., CO 80920 | Rudi Hammer | 719/594-9122 |
| 48 | May 27-28 1989 | Memorial Day Points Regatta | Heron Lake New Mexico | \$20 | \$24 | Reid Hester 5223 Zurich NE Albuquerque, NM 87111 | Reid Hester | 505/292-5678 |
| 61 | June 3 1989 | Hobie Learn To Sail Day | Cherry Creek Reservoir | \$10 | \$10 | John Schnackenberg P.O. Box 1262 Littleton, CO 80160 | John Schnackenberg | 303/795-7067 |
| 61 | June 17 1989 | Craig Rehab Hospital Sail Day | Cherry Creek Reservoir | -0- | | John Schnackenberg P.O. Box 1262 Littleton, CO 80160 | John Schnackenberg | 303/795-7067 |
| 61 | June 24-25 1989 | Mountain Madness Regatta | Lake Granby Colorado | \$30 | \$35 | John Schnackenberg P.O. Box 1262 Littleton, CO 80160 | John Schnackenberg | 303/795-7067 |
| 61 | July 1-4 1989 | Bun Burner Regatta | Lake MacConaughy Nebraska | \$25 | \$25 | John Schnackenberg P.O. Box 1262 Littleton, CO 80160 | John Schnackenberg | 303/795-7067 |
| 156 | July 15-16 1989 | Hobie Hoe Down Regatta | Glendo Wyoming | \$28 | \$33 | Judy Valdez 2140 Valcaro Road Casper, WY 82604 | Judy Valdez Jean Fowkes | 307/234-0175 307/234-4967 |
| 61 | July 28-30 1989 | Rocky Mountain Marine Regatta | Lake Dillon Colorado | 16/18/21-\$34 14/17-\$22 | \$38 \$26 | Rocky Mountain 5411 Leetsdale Drive Denver, CO 80222 | Geof Chappel John Schnackenberg | 303/399-2824 303/795-7067 |
| 61 | Aug. 12-13 1989 | Hobie Race Day Regatta | Boyd Lake Colorado | \$25 | \$28 | John Schnackenberg P.O. Box 1262 Denver, CO 80160 | John Schnackenberg | 303/795-7067 |
| 201 | Aug. 26-27 1989 | Ladies Divisionals | Pueblo Res. Pueblo, CO | 16/18-\$20 | | Cathy Wittrup 305-C Juanita Colo. Spgs., CO 80909 | Cathy Wittrup | 719/578-9911 719/683-2834 |

DIVISION 6

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|---------------|---|-----------------------------|--------------|---|------------------------------|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 407 | Mar. 4-5 1989 | Ides of March | Banana Bay Lake Conroe Texas | | | Gary Joyce 1613 Avenue N Huntsville, TX 77340 | Gary Joyce | 409/291-8166 409/443-1364 |
| 9 | Mar. 18-19 1989 | Deep South | Lake Charles Yacht Club Louisiana | \$20 | \$25 | David Doyle Rt. 11 Box 802 Lake Charles, LA 70611 | David Doyle Dennis Teddic | 318/855-6871 318/478-7320 |
| 64 | Apr. 8-9 1989 | Hill Country | Lake Buchanan Yacht Club Buchanan Dam, TX | 16/18/21-\$25 14/17-\$20 | \$30 \$25 | Steve Gray 3543 Greystone #1118 Austin, TX 78731 | Barry Marcella Judy Betts | 512/343-8375 512/327-1936 512/288-0058 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|-------------------------|---|---|-----------------------------|---|---|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 99 | May 6-7 1989 | Olympic | Corpus Christi Bay, Texas | | 16/18/21-\$25 14/17-\$20 | Jason Powers P.O. Box 6495 Corpus Christi, TX 78466 | Jason Powers Gene Marksbury Jim Mason | 512/993-7674 512/850-8177 512/853-6827 |
| 128 | May 20-21 1989 | Longneck Park | Jacobs Creek Park Canyon Lake, TX | Before May 16/18/21-\$22 14/17-\$17 | \$25 \$20 | Brad Shaw 510 Woodcrest San Antonio, TX 78209 | Brad Shaw | 512/822-6289 |
| 102 | June 10-11 1989 | Windjammer | South Padre Island Sunrise Texas | 16/18/21-\$25 | \$25 | C. Whittington 206 W. Redsnapper #102 CL2-30 S. Padre Island TX 78597 | C. Whittington | 512/761-2045 512/546-3731 |
| 8 | June 24-25 1989 | Wayward Winds | Galveston Texas | | 16/18/21-\$25 14/17-\$20 | Alan Davis 880 Tully #49 Houston, TX 77079 | Tim Sneider Alan Davis | 713/460-3257 713/682-5833 713/497-6504 |
| 64 | July 15-16 1989 | Mid-Summer Classic | To Be Announced | | | Rob Whittington 206 W. Red Snapper #102 CL2-30 S. Padre Isle, TX 78597 | Rob Whittington | 512/546-3731 512/761-2045 |
| 99 | July 29-30 1989 | Sand Dunes Gulfcoast | Port Aransas Texas | | 16/18/21-\$25 14/17-\$20 | Jason Powers P.O. Box 6495 Corpus Christi, TX 78466 | Jerry King Jim Mason Jason Powers | 512/949-7226 512/853-6827 512/993-7674 |
| 8 | Oct. 21-22 1989 | Wild Bill | Texas City Dike Texas City, TX | | 16/18/21-\$25 14/17-\$20 | Alan Davis 880 Tully #49 Houston, TX 77079 | Tim Sneider Alan Davis | 713/460-3257 713/682-5833 713/497-6504 |

DIVISION 7

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------------------------|---|---|-----------------------------|--------------|--|---|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 475 | June 3-4 1989 | Slobs Regatta | Storm Lake Iowa | \$30 by 5/15 | \$35 | Phil Redenbaugh P.O. Box 1284 Storm Lake, IA 50588 | Phil Redenbaugh | 712/732-1873 712/732-3986 |
| 103 | June 17-18 1989 | South Dakota Centennial Games | Lewis & Clark Lake Yankton, SD | | | Dick Jamison 3712 S. Cliff Ave. Sioux Falls, SD 57103 | Dick Jamison | 605/336-6686 |
| 59 | June 17-18 1989 | Ozark Mountain Cat Encounter | Crab Tree Cove Lake Stockton Missouri | 16/18-\$35 14/17-\$20 | | Eric Peterson 1706 E. Elm Street Springfield, MO 65802 | Eric Peterson | 417/862-7893 |
| 192 | June 24-25 1989 | Mid-Eastern Championships | Branched Oak Lake Lincoln, NE | \$45 \$35 by 6/8 | \$55 \$45 | Ed Switek 5500 Warwick Ct. #19 Lincoln, NE 68516 | Ed Switek | 402/423-1416 |
| 525 | July 8-9 1989 | 49th Parallel Challenge | Rowans Ravine Regina, Sask. Canada | \$30 | \$45 | Kim Berhns 27 Stern Bay Regina, Sask. Canada S4R 7T7 | Kim Berhns | 306/924-0853 |
| 52 | July 7-9 1989 | Minn- State Catamaran Championships | Lake Superior Duluth Minnesota | | | Ron Swanson 2343 Dorland Court Maplewood, MN 55119 | Ron Swanson | 612/738-1976 |
| 297 | July 15-16 1989 | 12th Annual Madcatters | Melvem Lake Kansas | 16/18-\$30 14/17-\$18 | | C & H Sailcraft 18 N. Evergreen Chanute, KS 66720 | C & H Sailcraft John or Christy | 316/431-6056 |
| 532 | July 22-23 1989 | No. American Hobie Championships | Lake Sakakawea North Dakota | \$30 | \$35 | Hobie Fleet 532 P.O. Box 1876 Bismarck, ND 58502 | N.D. Tourism Dept. 1-800-472-2100 North Dakota | Out of State 1-800-487-2077 Canada 1-800-538-8879 |
| 149 | July 22-23 1989 | Hulls Angels | Lake Perry Kansas | 16/18/21-\$35 14/17-\$15 | | Greg Hausman 8822 W. 106 Terrace Overland Park, KS 66212 | Greg Hausman | 913/642-1205 |
| 515 | July 22-23 1989 (Tentative) | USYRU Area K Alter Cup Qualifier | Lake Minnetonka Minnesota | | | Charles Leekley 2670 Marshland Rd. Wayzata, MN 55391 | Charles Leekley | 612/473-8448 |
| 291 | July 29-30 1989 | Old Timer's Regatta | Lewis & Clark Lake Yankton, SD | \$25 | \$35 | Jim McCulloch P.O. Box 335 Vermillion, SD 57069 | Jim McCulloch | 605/624-4262 |
| 227 | Aug. 5-6 1989 | 1989 Governor's Cup | Lake Oahe Pierre South Dakota | \$25 by 8/1 | \$30 | Bob Schneider 210 N. Highland Pierre, SD 57501 | Bob Schneider | 605/224-7169 605/773-5526 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------|----------------------------------|----------------------------------|----------------------|--------------|--|---------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 84 | Aug. 12-13 1989 | Division 7 Championships | Saylorville Lake Des Moines Iowa | \$35 \$20 | \$40 \$25 | Kim Brittain 3104 40th Des Moines, IA 50310 | Kim Brittain | 515/277-8523 |
| 198 | Sept. 2-3 1989 | Labor Day Regatta | Lake Angostura South Dakota | | | Ken Harrison 2429 Clower Lane Rapid City, SD 57702 | Ken Harrison | 605/343-9451 605/348-4500 |
| 515 | Sept. 9-10 1989 | 15th Annual 10,000 Lakes Regatta | Lake Minnetonka Minnesota | \$40 \$30 by 8/15 | \$50 \$40 | Charles Leekley 2670 Marshland Road Wayzata, MN 55391 | Charles Leekley | 612/473-8448 |
| 273 | Sept. 30-Oct. 1 | Missouri Governor's Cup | Alton Lake St. Louis Missouri | \$15 | \$20 | Tom Burrows 430 Waterford Florissant, MO 63033 | Tom Burrows | 314/837-5823 |

DIVISION 8

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------|-------------------------------------|-------------------------------|--------------------------|--------------|--|-----------------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 11 | Mar. 18-19 1989 | Disney World Regatta | Disney World Orlando, Florida | 16/18-\$20 14/17-\$15 | | | Jim McCann Sailing Store | 305/291-2345 |
| 42 | Apr. 1-2 1989 | Midwinters East | Tampa Florida | \$20 \$15 | \$25 \$20 | Dean Bell 6718 Leeward Tampa, FL 33615 | Dean Bell | 813/855-2084 |
| 92 | Apr. 1-2 1989 | Yankeeetown Cedar Key Cat Challenge | Yankeeetown Florida | \$20 | Not Allowed | Dave Karably Route 34 Box 676 Gainesville, FL 32609 | Dave Karably | 904/374-4633 |

CATAMARAN WEEK KEY LARGO, FLORIDA

RACING / SAILING SEMINAR AND CLINIC
5 DAYS - APRIL 9 TO 14

Based on the highly touted Ontario Sailing Association's Sailing School and Captain Rick White - author of *Catamaran Racing*, with guest expert:
Randy Smyth - "Yachtsman of the Year"

- * Beginner, Intermediate & Expert Levels
- * Room and Board included - complete with water and classroom training.
- * Bring your own cat or Hobie Rentals are available for \$200 / 5 days.

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Address _____

City _____ State _____ Zip _____

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

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|---|-----------------------------------|-----------------------------|------|--|---------------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 39 | Apr. 29-30 1989 | First Union Bank Bradenton Beach Points Regatta | Bradenton Florida | 16/18-\$20 14/17-\$15 | | Tracy Scott 2405 7th Ave. W. Bradenton, FL 33505 | Tracy Scott | 813/746-4961 |
| 44 | May 13-14 1989 | The 16th Annual Cat 44 Hobie Regatta | Ft. Lauderdale Florida | 16/18/21-\$20 14/17-\$15 | | | Rich Schulman Terri Lusk | 305/755-3965 305/921-4049 |
| 45 | May 27-28 1989 | 16th Annual Jetty Park Ocean Regatta | Cape Canaveral Florida | 16/18/21-\$20 14/17-\$15 | | | Chris Broomfield Action Sail | 407/632-4351 407/242-2628 |
| 111 | June 10-11 1989 | 5th Annual Hobie Cat Points Regatta | Jacksonville Beach Florida | 16/18/21-\$20 14/17-\$15 | | | Buddy Kellum | 904/249-9071 |
| 112 | June 24-25 1989 | Windbreaker Points Regatta | Lido Beach Sarasota Florida | 16/18/21-\$20 14/17-\$15 | | Allan R. Santor 5102 Sandi Cove Ave. Sarasota, FL 34242 | Allan R. Santor | 813/349-7705 |
| 112 | June 24-25 1989 | Suncoast Offshore Grand Prix Festival Points | Sarasota Florida | 16/18/21-\$20 14/17-\$15 | | Allan R. Santor 5102 Sandi Cove Ave. Sarasota, FL 34242 | Allan R. Santor | 813/349-7705 |
| 11 | July 8-9 1989 | Orlando Points Regatta | Lake Harris Orlando, FL | | | | Rusty Goodman | 305/869-5554 |
| 5 | July 22-23 1989 | Fleet 5 Points Regatta | Clearwater Florida | 16/18/21-\$20 14/17-\$15 | | Sheraton Sand Key Resort | Jill Nickerson | 813/595-1611 |
| 36 | Aug. 5-6 | Miami Points Regatta | Miami Florida | | | | Andy Newitt | 407/382-4027 |
| 80 | Aug. 26-27 1989 | Division 8 Championships | Daytona Beach Florida | 16/18/21-\$20 14/17-\$15 | | Treasure Island Inn 2025 S. Atlantic Daytona Beach Shores, FL 32018 | Charles Bird | 904/258-6892 |
| 71 | Nov. 25-27 1989 | Keys Cat Challenge | Key West Florida | | | Lenny Carey 909 Catherine St. Key West, FL 33040 | Lenny Carey | 305/294-0326 |

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REGATTA SCHEDULE

DIVISION 9

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|---|--|--------------------------|------|--------------|--------------------------------|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 520 | Mar. 18-19 1989 | Hartsville Points Regatta | Hartsville South Carolina | | | | Buz Moore | 803/332-6103 |
| 164 | Apr. 1-2 1989 | Bare What You Dare Regatta | West Carolina Sailing Club Lake Hartwell, SC | | | | Norman Ellis Rick Harper | 803/654-1235 803/882-1038 |
| 141 | Apr. 8-9 1989 | Pam Walker Memorial Regatta | Lake Murray Columbia, SC | | | | Jim Humphrey Mike Osmundson | 803/781-7798 803/736-3705 |
| 12 | Apr. 15-16 1989 | Gone With The Wind '89 | Lake Lanier Atlanta, GA | | | | Gene Barrington | 404/889-1080 |
| 92 | Apr. 22-23 1989 | Lake Norman Points Regatta | Lakeview, C.C. Lake Norman Charlotte, NC | | | | Danny Myers | 704/825-4252 704/892-4368 |
| 97 | May 6-7 1989 | N.C. Hobie Championships | Kerr Lake Henderson, NC | | | | Doug Miller Rick Lehner | 919/662-0357 919/851-2727 |
| 217 | May 13-14 1989 | Chattanooga Points Regatta | Chickamuga Lake Chattanooga, TN | | | | Bill Jones Mike Merritt | 615/842-9069 615/894-0229 |
| 294 | May 20-21 1989 | Savannah Points Regatta | Econo Lodge Tybee Island, GA | | | | Bob Berry Tim Harden | 912/897-4194 912/897-4081 |
| 53 | June 3-4 1989 | Sandlapper Regatta | Citadel Beach House Isle of Palms, SC | | | | Rick Flack Barry Blackburn | 803/767-1566 803/884-5083 |
| 32 | June 10-11 1989 | Atlantic Coast Championships | Ocean Island Motel 3174 Page Avenue Virginia Beach, VA | | | | Bernie Kania | 804/481-7586 |
| 221 | June 17-18 1989 | Virginia State Championships | Strawberry Banks Motel, Strawberry Banks, Virginia | 16/18-\$23 14/17-\$20 | | | Mark Richard Ron Magee | 804/739-7179 804/649-4164 804/281-7713 |
| 508 | June 24-25 1989 | Division Nine Championships | Grand Strand Sailing Club Myrtle Beach, SC | | | | Tim Salmon | 803/365-0219 803/238-4655 |
| 101 | July 15-16 1989 | Wrightsville Beach Offshore Regatta | Holiday Inn Wrightsville Beach, NC | | | | Tom Cox Richard Sharpe | 919/256-5577 919/256-4376 919/799-7785 |
| 100 | Aug. 12 1989 | Cannonball Run | Atlantic Beach North Carolina | | | | Caird Vandersloot | 919/728-6929 |

DIVISION 10

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|--|---|--------------------------|--------------------------|--|---------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 219 | Apr. 21-23 1989 | Shack N Sail Points Regatta | Kentucky Lake Kentucky | 16/18-\$45 14/17-\$35 | | David Nelson 134 Rebecca Drive Paducah, KY 42001 | David Nelson | 502/443-7408 502/443-6851 |
| 199 | Apr. 29-30 1989 | Sunbake '89 Regatta | Crab Orchard Lake Carbondale, IL | To Be Announced | | Scott Burch RR #2 Box 333 Carbondale, IL 42001 | Scott Burch | 618/549-7821 |
| CRAM | May 6-7 1989 | Cass Lake Regatta | Cass Lake Pontiac, MI | | | Roger Cochran 841 White House Dr. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 47 | May 6-7 1989 | May Day Regatta | Cowan Lake Wilmington, OH | To Be Announced | | George Fecher 6 Hamlin Drive Cincinnati, OH 45218 | George Fecher | 513/772-8833 |
| 58 | May 13-14 1989 | Voodoo Winds Points Regatta | Clark Lake Jackson, MI | To Be Announced | | Terri Baker 514 S. Bowen Jackson, MI 49203 | Terri Baker | 517/782-1132 |
| 519 | May 20-21 1989 | Austin Lake Domino's Pizza Regatta | Austin Lake Public Access Portage, MI | 16/18-\$25 14/17-\$20 | 16/18-\$30 14/17-\$25 | Jim Kuk 9714 East Shore Dr. Portage, MI 49002 | Jim Kuk | 616/327-4905 |
| CRAM | May 20-21 1989 | Sterling State Park Regatta | Sterling State Park Monroe, MI | | | Roger Cochran 841 White House Dr. Highland, MI 48031 | Roger Cochran | 313/887-8120 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|---------------------|--------------------------------|--|-------------------------------------|-------------------------------------|--|--------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 108 | May 27 1989 | Boat Launching Party | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| 300 | June 3-4 1989 | Dam Regatta VIII | Hoover Reservoir Columbus, OH | 16/18-\$22 14/17-\$15 | 16/18-\$27 14/17-\$20 | Rob Flucke 127 S. High Street Pataskala, OH 43062 | Rob Flucke Jerry Haas | 614/927-0456 614/882-4801 |
| CRAM | June 10-11 1989 | Caseville Regatta | Caseville Michigan | | | Roger Cochran 841 White House Dr. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 108 | June 11 1989 | "B" Mark Beer Regatta | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 619/949-1530 |
| 519 | June 17-18 1989 | Clementine's Saloon Regatta | Lake Michigan South Haven, MI | 16/18-\$30 14/17-\$25 21-\$40 | 16/18-\$30 14/17-\$25 21-\$40 | ALCA 1618 John Street Portage, MI 49002 | Alan Bourdo | 616/383-0719 |
| 108 | June 25 1989 | Turtle Time Regatta | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 619/949-1530 |
| 276 | July 8-9 1989 | Metro Beach Regatta | Lake St. Clair Mt. Clemens, MI | To Be Announced | | Keith Schwark 20578 25 Mile Road Mt. Clemens, MI 48044 | Keith Schwark | 313/749-3260 |
| CRAM | July 8-9 1989 | Ippenwash Regatta | To Be Announced | | | Roger Cochran 841 White House Rd. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 108 | July 9 1989 | Pray For Winds Special | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| 218 | July 15-16 | North Coast Regatta | Mentor Headland State Park Lake Erie, MI | | | | Judy Szabo | 216/521-7188 |
| 218 | July 22-23 1989 | Tawas Bay Regatta | Tawas Point State Park Tawas, MI | 16/18-\$22 14/17-\$18 | 16/18-\$26 14/17-\$22 | Duane McDaniels 1445 Grinnell Pontiac, MI 48063 | Roger Cochran | 313/887-8120 |
| 108 | July 23 1989 | Row Your Boat Regatta | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| 519 | Aug. 5-6 1989 | Ludington Regatta | Lake Michigan Ludington, MI | 16/18-\$25 14/17-\$20 | 16/18-\$30 14/17-\$25 | Dave Stiemsma 9128 E. Long Lk. Dr. Scotts, MI 49088 | Dave Stiemsma | 616/327-2822 |
| 108 | Aug. 13 1989 | August Special | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| CRAM | Aug. 19-20 1989 | Traverse City Regatta | Traverse Bay Traverse City Michigan | | | Roger Cochran 841 White House Rd. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 108 | Aug. 27 1989 | No Name Triangle | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| 108 | Sept. 4 1989 | Off-Shore Survival Race | Pere Marquet Bch Muskegon, MI | \$3 | | Dave Veneman 1744 Woodcliff Grand Rapids, MI 49506 | Dave Veneman | 616/949-1530 |
| 85 | Sept. 9-10 1989 | Alum Creek Regatta | Alum Creek Reservoir | To Be Announced | | Jamie Diamond 1652 E. Pacemont Rd. Columbus, OH 43202 | Jamie Diamond | 614/262-2621 |
| CRAM | Sept. 9-10 1989 | Higgins Lake Regatta | Higgins Lake South Higgins Lake State Park | | | Roger Cochran 841 White House Rd. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 123 | Sept. 23-24 1989 | Muddy Waters Regatta | Lake Carlyle Carlyle, IL | To Be Announced | | Terry Lambert 16 Woodside Drive Belleville, IL 62223 | Terry Lambert | 618/398-1087 |
| CRAM | Sept. 23-24 1989 | Elk Lake Regatta | Elk Lake Elk Rapids, MI | | | Roger Cochran 841 White House Rd. Highland, MI 48031 | Roger Cochran | 313/887-8120 |
| 199 | Oct. 7-8 1989 | Cheap Thrills Regatta | Crab Orchard Lake Carbondale, IL | To Be Announced | | Scott Burch RR #2 Box 333 Carbondale, IL 62901 | Scott Burch | 618/549-7821 |

REGATTA SCHEDULE

DIVISION 11

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|---------------------|---|--|--------------------------|------|---|--------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 137 | May 6-7 1989 | Ice Breaker | Lake Hopatcong New Jersey | 16/18-\$25 14/17-\$18 | | | Pete Laue | 201/770-2786 |
| 271 | May 13-14 1989 | Delaware State Championship | Rehobeth Delaware | 16/18-\$25 14/17-\$18 | | | Ric Raphael | 302/478-1232 |
| 54 | May 20-21 1989 | Mid-Atlantic Championship | Gunpowder Fall State Park Maryland | 16/18-\$25 14/17-\$18 | | Ron Kvech 12150 Route 99 Marriottsville, MD 21104 | Ron Kvech | 301/442-5587 |
| 65 | June 6-7 1989 | | Shore Acres New Jersey | 16/18-\$25 14/17-\$18 | | | Read Hayward | 201/577-9537 |
| 267 | June 10-11 1989 | | Spray Beach New Jersey | 16/18-\$25 14/17-\$18 | | | Paul Tarditi | 609/492-5209 |
| 24 | June 17-18 1989 | Division 11 Championship | Ocean City New Jersey | 16/18-\$25 14/17-\$18 | | | Wally Myers | 609/390-8182 |
| 416 | June 24-25 1989 | | Cape May New Jersey | 16/18-\$25 14/17-\$18 | | | Jim Giannini | 215/262-8849 |
| 73 | July 8-9 1989 | | Pleasantville New Jersey | 16/18-\$25 14/17-\$18 | | | Bill Hiller | 609/652-8165 |
| 54 | July 15-16 1989 | Northern Bay Regatta | Elk Neck State Park Maryland | 16/18-\$25 14/17-\$18 | | Ron Kvech 12150 Route 99 Marriottsville, MD 21104 | Ron Kvech | 301/442-5587 301/465-5200 |
| 54 | Aug. 12-13 1989 | MD Special Olympics Sailing Regatta | Elk Neck State Park Maryland | | | | Alison Babb Ron Kvech | 301/642-3532 301/642-3532 |
| 443 | Aug. 26-27 1989 | | Wild Wood New Jersey | 16/18-\$25 14/17-\$18 | | | Doug Ackroyd | 609/861-5674 |
| 250 | Sept. 16-17 1989 | NJ State Championship | Sandy Hook New Jersey | 16/18-\$25 14/17-\$18 | | | John Maddox | 201/872-0442 |
| 452 | Sept. 9-10 1989 | | Barneget Beach New Jersey | 16/18-\$25 14/17-\$18 | | | Chris Crane | 201/548-0210 |

DIVISION 12

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|------------|--|------------------------------------|--|--|------|--|----------------------------|------------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 109 | Every Sat. & Sun. May 18- Sept. 17 | Manhasset Bay Consortium | Manorhaven Beach Manhasset Bay Long Island, NY | Season Fee \$50 plus \$1.50/ft. of boat | | Milt Dinhofer 32 Skillman Street Roslyn, NY 11576 | Milt Dinhofer | 516/621-5591 |
| 448 | May 20-21 1989 | Folly Landing | Goddard State State Park Rhode Island | 16/18-\$25 14/17-\$20 | | Bruce Cathcart 14 Burwell Street Lincoln, RI 02865 | Mike Lemme Brian Franco | 401/397-4836 401/273-5396 |
| 28 | June 3-4 1989 | Cape Cod | Red River Beach Harwich Port Massachusetts | 16/18-\$25 14/17-\$20 | | Cape Water Sports 337 Main Street Harwich Port, MA 02646 | Dave Nolan | 508/432-7079 |
| 496 | June 10-11 1989 | Hampton Beach | Hampton Beach New Hampshire | 16/18-\$25 14/17-\$20 | | Kim Kirk 4 Lynwood Street Plaistow, NH 03865 | Tom Stanzione | 617/374-7050 |
| 28 | June 24-25 1989 | Nahant Beach | Nahant Massachusetts | 16/18-\$25 14/17-\$20 | | Art Simms 114 Elmwood Road Swampscott, MA 01907 | Art Simms | 617/599-5946 |
| 109 | July 8-9 1989 | Independence Weekend Regatta | Manorhaven Beach Manhasset Bay Long Island, NY | \$5 | | Milt Dinhofer 32 Skillman Street Roslyn, NY 11576 | Milt Dinhofer | 516/621-5591 |
| 231 496 | July 8-9 1989 | Ogunquit | Ogunquit Beach Maine | 16/18-\$25 14/17-\$20 | | Ruth Larkin 71 Lovering Road N. Hampton, NH 03862 | Ruth Larkin | 603/964-5344 |
| 143 | July 22-23 1989 | Northeastern Championship | Heckscher State Park E. Islip, NY | 16/18-\$25 14/17-\$20 | | Peter Fraker 125 Meroke Lane E. Islip, NY 11730 | Peter Fraker | 516/277-6035 |
| 28 | July 29-30 1989 | The Buzzard | New Bedford Massachusetts | 16/18-\$25 14/17-\$20 | | Steve Latham 823 Brock Avenue New Bedford, MA 02744 | Steve Latham | 617/993-0867 |

REGATTA SCHEDULE

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------------------|-----------------------------|---|--------------------------|------|---|---------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 231 | Aug. 12-13 1989 | Old Orchard | Old Orchard Maine | 16/18-\$25 14/17-\$20 | | John O'Donnell 20 Jamestown Ct. S. Portland, ME 04106 | John O'Donnell | 207/879-0024 |
| 28 | Aug. 26-27 1989 | Long Pond Regatta | East Freetown Massachusetts | 16/18-\$25 14/17-\$20 | | Steve Latham 823 Brock Avenue New Bedford, MA 02744 | Steve Latham | 508/993-0867 |
| 109 | Sept. 16 1989 | Seafood Festival Regatta | Lido Beach Long Beach Long Island | | | Milt Dinhofer 32 Skillman Street Roslyn, NY 11576 | Milt Dinhofer | 516/621-5591 |
| 28 | Sept. 16-17 1989 | Powder Point | Duxbury Massachusetts | 16/18-\$25 14/17-\$20 | | Scott Baker 39 Damon Avenue Melrose, MA 02176 | Scott Baker | 617/665-2219 |
| 56 | Sept. 23-24 1989 | Long Island Championship | Compo Beach Westport, CT | 16/18-\$25 14/17-\$20 | | Colin Walkiet 8 Hogan Trail Westport, CT 06880 | Colin Walkiet | 203/454-7360 |
| 136 | Sept. 30- Oct. 1 1989 | Madison Regatta | Madison Surf Club | | | Douglas White P.O. Box 969 Westbrook, CT 06498 | Douglas White | 203/399-9322 |
| 31 | Oct. 7-8 1989 | Candlewood Ocean | Candlewood Lake Connecticut | 16/18-\$25 14/17-\$20 | | Cliff McCarty 21 Oak Grove Road Brookfield, CT 06804 | Cliff McCarty | 203/775-0081 |

DIVISION 14

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|---------------------|--|--|--------------------------|------|---|-----------------------------|-----------------------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 91 | Apr. 15-16 1989 | Cowtown Cats National Points Regatta | Ft. Worth Texas | | | Wayne Might 3401 Summer Hill Bedford, TX 76021 | Wayne Might | 817/571-6169 |
| 457 | Apr. 22-23 1989 | Texas Blowout | Sandy Beach Pk Lake Brownwood Texas | 16/18-\$25 14/17-\$20 | | Mike Blagg 1804 14th Street Brownwood, TX 76801 | Mike Blagg | 915/643-3922 |
| 25 | Apr. 29-30 1989 | Tulsa Catfight | Sequoyah Bay State Park Ft. Gibson Lake, OK | | | | Richard Bordelon | 918/438-1311 |
| 63 | May 13-14 1989 | Thundering Hulls Division Championship | Little River State Park Lk Thunderbird, OK | | | | Phil Trotter | 405/329-8337 |
| 23 | May 27-28 1989 | Mid Americas | Cedar Mills Lake Texoma, OK | | | | Peter Pattullo | 214/422-0025 |
| 27 | June 10-11 1989 | Prairie Regatta | Lake Cheney Wichita, KS | | | Robert Harvey 1305 Sunset Wichita, KS 67212 | Robert Harvey | 316/722-3203 |
| 468 | July 15-16 1989 | Arrowhead Cup | Arrowhead State Park Lake Eufaula, OK | | | | Boyd Bass | 918/426-4745 |
| 27 | July 29-30 1989 | Wildcat Regatta | Lake Cheney Wichita, KS | | | Robert Harvey 1305 Sunset Wichita, KS 67212 | Robert Harvey | 316/722-3203 |
| 27 | Aug. 19-20 1989 | Cat Chase Regatta | Lake Cheney Wichita, KS | | | Robert Harvey 1305 Sunset Wichita, KS 67212 | Robert Harvey Russ Mower | 316/722-3203 316/799-258 |
| 145 | Sept. 16-17 1989 | Short Mtn. Shootout (for 1990 Points) | Applegate Cove State Park Robert Kerr Res., OK | | | | John Swanson | 501/474-5644 |
| 23 | Oct. 7-8 1989 | Dallas Regatta (For 1990 Points) | Hobie Point Lk. Lewisville, TX | | | | Peter Pattullo | 214/422-0025 |

REGATTA SCHEDULE

DIVISION 15

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|-----------------------------|---|--|--------------------------|------|---|--------------------------------|--|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 41 | Mar. 25-26 1989 | New Orleans to Slidell to New Orleans | Pontchartrain Beach New Orleans, LA | \$15 | | At Event or 158 Cameron Drive Gretna, LA 70056 | Steve Lewis | 504/394-9909 504/394-2715 |
| 235 | Apr. 8-9 1989 | 11th Annual Dixie Invitational | Ross Barnett Res. Jackson, MS | 16/18-\$20 14/17-\$15 | | Steve Essig 15 Peppermill Drive Madison, MS 39110 | Steve Essig | 601/856-2769 |
| 41 | Apr. 15-16 1989 | Crescent City Points Regatta | Lk. Pontchartrain New Orleans, LA | 16/18-\$20 14/17-\$15 | | Steve Lewis 158 Cameron Drive Gretna, LA 70056 | Steve Lewis | 504/394-9909 |
| 43 | Apr. 29-30 1989 | Stephen C. Smith Memorial Regatta | Shell Point Bch Tallahassee, FL | 16/18-\$20 14/17-\$15 | | | Richard Hale | 904/386-2729 |
| 41 | May 6-7 1989 | Maypole Regatta | Lk. Pontchartrain New Orleans, LA | 16/18-\$18 14/17-\$20 | | At Event or 158 Cameron Drive Gretna, LA 70056 | Steve Lewis | 504/394-9909 |
| 120 | May 6-7 1989 | Batten Buster Regatta | Panama City Bch Florida | 16/18-\$20 14/17-\$15 | | | Robert Self | 904/763-7539 |
| 178 | May 20-21 1989 | Hog's Breath Regatta | Leeside Park Ft. Walton Bch Florida | 16/18-\$20 14/17-\$15 | | | Pat Tye Joe Barker | 904/862-8374 904/837-2825 |
| 134 | May 27-28 1989 | Division 15 Championships | Lake Arkabutla Hernando, MS | 16/18-\$20 14/17-\$15 | | Andy Humphries 1560 Central Ave. Memphis, TN 38104 | Andy Humphries Gerry Wilder | 901/725-1432 901/523-5576 901/755-5464 |
| 533 | June 10 1989 | Slip to Ship Regatta | Long Beach Yacht Club Long Beach, MS | | | Coast Catamaran Club c/o Long Beach Yacht Club Long Beach, MS 39560 | Tom Greiczek | 601/388-1480 |
| 76 | June 10-11 1989 | Battle of the Bay Regatta | Mobile Mob Cats Fairhope, AL | 16/18-\$20 14/17-\$15 | | | Joanne Gaston | 205/342-4300 |
| 41 | Aug. 26-27 1989 | Gulf Coast Regatta | Lk. Pontchartrain New Orleans, LA | \$18 | \$20 | At Event or 158 Cameron Drive Gretna, LA 70056 | Steve Lewis | 504/394-9909 504/394-2715 |
| 249 | Sept. 16-17 1989 | Music City Regatta | Hermitage Landing Nashville, TN | 16/18-\$22 14/17-\$17 | | | Pete O'Briant | 615/367-0086 |
| 41 | Sept. 30- Oct. 1 1989 | Lake Pontchartrain 50 | Lk. Pontchartrain New Orleans, LA | \$15 | | At Event or 158 Cameron Drive Gretna, LA 70056 | Steve Lewis | 504/394-9909 504/394-2715 |
| 484 | Oct. 7-8 1989 | Po' Oi' Kowaliga | Dixie Sailing Club Lake Martin, AL | \$15 | \$20 | | Bruce Johnston | 205/244-9600 |

DIVISION 16

| FLEET | EVENT DATE | EVENT NAME | EVENT LOCATION | REGISTRATION FEES | | REGISTRATION | INFORMATION CONTACT | |
|-------|--------------------|-----------------------------------|--|-------------------|------|--|---------------------|--------------|
| | | | | PREPAID | LATE | | NAME | PHONE NO. |
| 204 | May 19-21 1989 | Madcatter Regatta | Oneida Shores Park Brewerton, NY | \$20 | | Mimi Appel 7192 Buckley Road Liverpool, NY 13088 | Mimi Appel | 315/452-0273 |
| 183 | June 9-11 1989 | Martini Challenge | Etobicoke, Y.C. Toronto, Ontario Canada | \$20 | | Stuart Crabbe #1101-3620 Kanef Mississauga, Ontario | Stuart Crabbe | 416/272-1198 |
| 172 | June 17-18 1989 | Catnip '89 | Portsmouth Olympic Harbour Kingston, Ontario | \$20 | | Wayne Morris 24 Richdale Crescent Kingston, Ontario | Wayne Morris | 613/546-3491 |
| 119 | July 7-9 1989 | Wendt Beach Regatta | Angola, NY | \$20 | | Dave Block 412 Lakeside Avenue Angola, NY 14006 | Dave Block | 716/549-3628 |
| 295 | Aug. 4-6 1989 | 11th Annual Ontario Open | Hamlin Beach State Park Hamlin, New York | \$20 | | Martha Cameron 51 Sunderland Trail Rochester, NY 14624 | Martha Cameron | 716/247-5172 |
| 238 | Aug. 18-20 1989 | The Great Sacandaga Regatta | Northampton State Campground Northville, NY | \$20 | | Mary Meier 1029 Forest Road Schenectady, NY 12303 | Mary Meier | 518/372-7054 |
| 404 | Sept. 8-10 1989 | Fleet 404 North Americans | Hamburg New York | \$20 | | Mark Arena 33 Ridgeview Lane Glenwood, NY 14069 | Mark Arena | 716/549-2463 |

REGATTA MATERIAL REQUEST FORM

DATE MATERIAL REQUIRED _____

NAME _____

FLEET# _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER _____

| PART# | QUANTITY | DESCRIPTION | PRICE EACH |
|-------------|----------|---|------------|
| 81200000 1B | _____ | Regatta Windsock Set | \$37.95 |
| 83580100 | _____ | W.H.C.A. Sweater/small | \$70.00 |
| 83580200 | _____ | W.H.C.A. Sweater/medium | \$70.00 |
| 83580300 | _____ | W.H.C.A. Sweater/large | \$70.00 |
| 8358040 | _____ | W.H.C.A. Sweater/x-large | \$70.00 |
| 84430101 | _____ | VHS Hobie 17 Nationals | \$26.95 |
| 84430101 | _____ | VHS Moments Glory & Sharing the Wind | \$26.95 |
| 86101000 1B | _____ | Insignia Flag | \$14.95 |
| 86102000 1B | _____ | Starting Flag/Red | \$14.95 |
| 86102100 1B | _____ | Starting Flag/White | \$14.95 |
| 86102200 1B | _____ | Starting Flag/Blue | \$14.95 |
| 86103000 1B | _____ | Missing Mark Signal Flag | \$14.95 |
| 86104000 1B | _____ | Abandon Race Signal Flag | \$14.95 |
| 86105000 1B | _____ | Shorten Course Signal Flag | \$14.95 |
| 86106000 1B | _____ | Individual Recall Flag | \$14.95 |
| 86107000 1B | _____ | Life Jacket Signal Flag | \$14.95 |
| 86108000 1B | _____ | Code & Answering Pennant Flag | \$14.95 |
| 86109101 1B | _____ | Protest Flag | \$ 6.50 |
| 86110000 1S | _____ | Course Chart Decals | \$.50 |
| 86120000 1S | _____ | Flag Decals | \$ 1.00 |
| 86120100 | _____ | Course Chart Literature | FREE |
| 86130000 1S | _____ | Fleet Membership Cards | \$.15 |
| 86130010 | _____ | Bi-Annual Officers Report Form | FREE |
| 86130020 | _____ | Bi-Annual Members Address Form | FREE |
| 86130100 | _____ | Minimum Fleet By-laws | FREE |
| 86140000 1S | _____ | Fleet Patches | \$ 1.50 |
| 86180000 1S | _____ | Hobie Class Assoc. Racing Rules | \$ 2.00 |
| 86180100 | _____ | Order of Finish Form | FREE |
| 86180200 | _____ | Protest Form | FREE |
| 86180300 | _____ | Regatta Checklist (pre-race arrangements) | FREE |
| 86180400 | _____ | Scorecards | FREE |
| 86180500 | _____ | Regatta Material Request Form | FREE |
| 86180600 | _____ | Standard Sailing Instructions | FREE |
| 86190000 1S | _____ | W.H.C.A. Decals (inside window) | \$ 1.00 |
| 86200000 1S | _____ | W.H.C.A. Decals (outside window) | \$ 1.00 |
| 86211400 | _____ | H14' Registration/Entry Card | FREE |
| 86211600 | _____ | H16' Registration/Entry Card | FREE |
| 86211700 | _____ | H17' Registration/Entry Card | FREE |
| 86211800 | _____ | H18' Registration/Entry Card | FREE |
| 86212100 | _____ | H21' Registration/Entry Card | FREE |
| 86240000 | _____ | Press Kits | \$ 3.00 |

CHECK# _____

AMOUNT ENCLOSED: _____

ALL ITEMS MUST BE PAID FOR IN ADVANCE!!

Attention Fleet Officers!

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

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

Regatta Dates

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

Due Dates

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

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.

Please note that this schedule is subject to change.

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.

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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.

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!!

AIRLINE AND CAR RENTAL:

Special airline and car rental discounts of 5%-40% have been arranged by CAN-AM Tours with American Airlines and Avis Rent A Car, for service into Monterey, San Jose, San Francisco or Oakland. Just call the American Airlines Convention Desk at 1 (800) 433-1790 and ask for the Hobie 18 World's Star File #S1159U4 to arrange your rental car and book the lowest fare from anywhere in the United States, including Hawaii and Puerto Rico, and Canada. Act fast because the low fares are limited. Your air fare may be paid for with either a credit card or you may request payment by invoice. Participants from outside the U.S. may call Avis International Desk toll-free at (800) 331-8000 to reserve a rental car.

Tickets, boarding passes and rental car confirmation will be sent to you by CAN-AM Tours, 6308 West Coast Highway, Newport Beach, CA 92663. For further information or assistance in making your reservations call CAN-AM Tours at (714) 645-7171.

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

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE # _____ FAX TELE # _____

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.

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☐ Charge \$ _____ to my:

☐ AM. EXPR. ☐ M/C ☐ Visa

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NUMBER _____

EXPIRATION DATE _____ MONTH _____ YEAR _____

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SIGNATURE _____

For more details or additional assistance,
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January/February 1989
HOTLINE.



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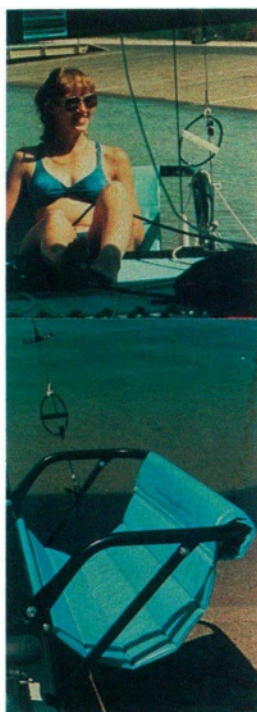
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KENTUCKY CREEK SAILING!

BY RAY TUCKER
Calvert City, KY

*This month's Hot Spot is another place we'd love to visit. Our readers are really giving us a variety of locations to choose from and, as one of you noted, this is almost like a travel guide for sailors. We've been to the East Coast, the West Coast, to the Caribbean and this month we're going to the mid-South. There must be other fantastic Hot Spots out there, folks. Let's hear about the inland lakes and the foreign ports, the quiet beaches and the exotic locales you love to sail to. We want more! Grab your camera, shoot some slides and tell us all there is to know about your special spot. **HOTLINE** will pay \$25 to anyone who shares their special Hot Spot with us. It's time to hoist our sails for new ports-of-call. Make sure you include your name and address. -Ed.*

Listen up because I'm going to tell you about a secret sailing spot that's known to only a few Hobie sailors. In the western part of Kentucky there are two lakes with a combined shoreline of 3600 miles and 220,000 surface acres of water. These lakes are connected by a canal that make them the largest man-made body of water in the world.

Since I've only been sailing in the area for five years, and that's just not enough time to explore all the shoreline, coves and creeks in the area, I can only talk about the Kentucky Lake portion of this man-made wonder. Starting at the power dam you can sail over forty miles into Tennessee and pass only one bridge at the 22 mile mark.

Johnathan, Big Bear and Sled Creek are just a few of the creeks I've explored and they're larger than many of the lakes I have sailed and raced on. These creeks, as they're called here, are actually back waters formed by the hills and valleys when the land was flooded by the huge power dam.

There are a few ground rules to follow when you're sailing in the area. The natural and beautiful shoreline is lined with large, sharp, Hobie eating rocks and beaching your boat takes a little more care than just running it ashore. Your best bet is to find someone from local Fleet 219 to show you around. They've recently worked out a sailing beach inside the Kentucky Dam Marina and they'll be glad to share their lake knowledge with you and let you in on a few other sailing tips at the same time. You can find out where the commercial barge lanes are and how to avoid them, and what the local fleet is planning so you can get in on any races, camp outs, or other Hobie events that take place at the Kentucky Dam Village Motel or the Wooden Wave Beach Shop, both of which are located in the Kentucky Dam Village State Park.

There is a lot more than sailing in the area. Separating the two lakes is the Tennessee Valley Authority's Land between the Lakes, a 170,000 acre national recreation area filled with plenty of camping spots, hiking, trails and four major activity centers. If you camp you will find plenty of camp sites ranging from the really deluxe to the very primitive. Non-campers will delight in the wide variety of motels, resorts and cottages in the area.

The night life is pretty quiet in the "dry" counties surrounding the lake and, while some sailors might consider this a benefit, others will not. If it's evening entertainment you're after, there's plenty to do in Paducah, only twenty-five minutes from the lakes. Paducah offers horse racing, package stores, night life and several malls and theaters.

So don't just sit there with your trailer tongue hanging out, hook up and come inland. We'll be waiting for you!

For more information send a large self-addressed envelope to: Ray Tucker, P.O. Box 42, Calvert City, Ky. 42029.

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

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

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