

Hobie **HOTLINE**

JULY/AUGUST 1989

\$2.95 U.S./\$4.50 CANADA



OKINAWA ■ 18 WORLDS ■ SAN JUAN ISLANDS
SHOCKING TRUTH ■ NAME GAME

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

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

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

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

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

The SSI TOY BOX



\$240

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

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

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

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

Ask your Dealer for The SSI Toy Box.

Available in the West
through:

Murray's Marine
6389 B. Rose Lane
Carpinteria, CA 93013
(805) 684-8393

A Treasure Chest for Sailing Toys, and the Best Friend Your Sails Ever Had!



Sailing Systems, Inc.
4815 Amy Drive
Crystal Lake, IL 60014

(815) 455-4599
FAX (815) 455-9381

GEAR YOU CAN TRUST



Hobie 17 Roller Furling Jibs and Reachers will turbo charge the off-the-wind performance. Choice of color.
60sf Dacron Jib & Hwd. \$440.00
75sf Mylar Reacher & Hwd. \$640.00
Not class legal.



Murray's Full Harness emphasizes comfort and value. Fully padded, the unique fitted lower section provides extraordinary comfort. Sizes S-L. Order hook separately. \$65.00



All-Weather Suit by Douglas Gill features heat reflecting liner, taped seams, "breathable" upper body and a soft, lined collar. Hood optional. Sizes: XS-XL. \$118.00 each regular price \$99.95 each special price at participating dealers



Reef Runners by Omega Corp. are the best thing since bare feet; so cool, so light and so comfortable, you'll forget you've got them on. Protect your feet from beach hazards while improving your footing.
Adult Sizes XS-XL \$32.95
Child Sizes XS-XL \$29.95



Cold Water Boots by Refugio feature thick (5mm) neoprene, side zippers for easy entry, extra reinforcements and laces for a secure and comfortable fit. Textured sole provides excellent traction. Sizes 5-12 \$41.50 per pair.

The Cool Cat Cooler by Elwood Safety is a soft-sided insulated cooler with water proof liner that snaps to the trampoline. Holds two 6-packs and ice. Available in orange and blue. \$24.95 each regular price at participating dealers.



Products that meet your need for comfort, convenience and safety...since 1969.

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

1st WOMENS' WORLD CHAMPIONSHIP

August 30, 1989 -
September 1, 1989



1989 HOBIE 16 NATIONAL CHAMPIONSHIP

Qualifying Round - September 3 - 4
Round Robin - September 5 - 7
Finals - September 8 - 9

In the WINDY CITY gales - set your sails!! Don't miss the 1989 Hobie 16 National Championship and the 1st Womens' World Championship in phenomenal Chicago, Illinois. From August 30 through September 9 the Chicago coastline will be host to the Hobie event of the summer. The "fresh" water of huge Lake Michigan and the "warm" water temperatures of 65 degrees in late August will make it a pleasure to "Fly The Hulls"!!

ACCOMMODATIONS:

The race headquarters hotel will be the Days Inn Chicago/Lake Shore

Drive. Located within walking distance of Lake Michigan beaches, offering all the comforts of home, plus a spectacular view of Chicago. Set in the heart of all the action in the exciting Windy City. Please reserve your room before July 29, 1989!

REGISTRATION:

All pre-qualified skippers, whether pre-qualified or not must pre-register. Pre-qualified skippers must send their registration and entry fee to the I.H.C.A. prior to July 1st 1989 in order to guarantee your pre-qualified spot.

ENTRY FEES:

WOMENS WORLDS	H-16 OPEN
BEFORE JULY 1, 1989	
\$110.00	\$130.00
AFTER JULY 1, 1989	
\$160.00	\$180.00

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!! All money must be in U.S. currency. Foreign money orders must be drawn on U.S. bank.

REGISTRATION FORM

1ST WOMENS WORLD CHAMPIONSHIPS

A N D

1989 HOBIE 16 NATIONALS

Mail to: I.H.C.A. SECRETARY
WOMENS WORLDS/HOBIE 16 NATIONALS
P.O. BOX 1008
Oceanside, CA 92054
Phone: (619)758-9100
FAX: (619)758-1841

Skippers
Name _____

Address _____

City _____ State _____ Zip _____

Telephone Number () _____ FAX () _____

Crew's
Name _____

Address _____

City _____ State _____ Zip _____

Local Newspaper
Name _____

☐ OPEN I am pre-qualified from (Division) _____

☐ WOMENS I wish to attempt to qualify from (Division) _____

HOTEL RESERVATION

(All reservations must be made prior to July 29)

Mail to: Days Inn Chicago/Lake Shore
644 North Lake Shore Drive
Chicago, Illinois 60611

Name _____

Address _____

City _____ State _____ Zip _____

Telephone () _____

Arrival Date _____ Departure Date _____

Single Occupancy _____ \$75.00 & applicable taxes

Double Occupancy _____ \$80.00 & applicable taxes

IMPORTANT:

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

☐ I have enclosed a check made out to Days Inn Chicago/Lake Shore for \$ _____

☐ Charge \$ _____ to my: ☐ Am. Expr. ☐ M/C
☐ Visa ☐ Other _____

Account
Number _____

Expiration Date: Month _____ Year _____ Authorized
Signature _____

For more details or additional assistance please call: (312)943-9200

Hobie **HOTLINE**

JULY/AUGUST 1989

Volume 18 Number 4



PATRICK MC DOWELL

FEATURES

16/A New Skipper Takes the Helm

Meet the man who liked the boat so much he bought the company.

19/In the Beginning...

You just bought a Hobie. Now what?

22/Shocking Truth

The Comptip™ is something Hobie sailors can easily learn to live with but may not be able to live without.

25/Paint Your Sail

It was a tough job but here are our top three sail contest choices.

26/Name Game

What's in a boat name? To a Hobie sailor, whatever you want!

28/Winging It...

The debut for this Hobie 18 is Magnum P.I. (Plenty Interesting!).

32/Circumnavigating Okinawa

An Air Force officer's tour of duty was enhanced by an exciting island sailing adventure.

REGATTA REVIEW

36/California, Here They Come!

Monterey played host to the Fifth Hobie 18 World Championship, California's first world event.

DEPARTMENTS

6/Hobietorial
10/Letters
11/Briefs
12/Hot Tips
41/Hobie Racing
62/Hot Spot

ON THE COVER



Experience the drama of Monterey's Hobie 18 World Championship through the spectacular photography of Patrick McDowell.

BY BONNIE HEPBURN

PUBLISHER
Bonnie Hepburn**EDITOR**
Marilyn Campbell**CONTRIBUTING EDITOR**
Dick Blount**ART DIRECTOR**
Miles Burke**HOBIE RACING DESIGN**
Craig Libuse**ADVERTISING MANAGER**
Kelly Mesko**CIRCULATION MANAGER**
Carol Kensler**OFFICE ASSISTANT**
Pat Powell**CONTRIBUTORS**Bruce Baker · Wilma Qualman
Steve Dalquist · Dick Bolitho
B.J. Winbald · Mike Wilson
D.J. Answine · Lee Ward
Dwight Wanahala · Patrick McDowell**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Kim Kymlicka, Director Hobie Racing

PRINTER

American Web Offset, Denver

The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$18 in the United States, \$36 in all other countries. Send check or money order to: HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92054. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The HOTLINE cannot accept responsibility for unsolicited material.

Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

SERIOUS MATTERS

Statistics reveal that over 50% of boating fatalities are alcohol related. As a consequence, the combination of drinking and boating is now being taken as seriously as drinking and driving. Although the Coast Guard Authorization Act of 1984, which makes operating a vessel while intoxicated a specific offense has been in effect for five years, it was not strictly enforced until 1988. The delay was due to budgetary constraints and the necessity of properly training personnel to enforce the law. This law gives the Coast Guard the right to board any vessel within U.S. Territorial waters, (and they don't need probable cause) and to conduct a "field sobriety test." Breathalizers are also being tested by the Coast Guard in some locations. If you are asked to "Please step off your boat," and take a sobriety test, and you don't pass, you are in for an even bigger surprise. You will be taken to shore where the local authorities, who have been called by the Coast Guard, will be waiting to incarcerate you - take you to the closest jail - no different than an intoxicated driver on our highways. For a civil penalty, the fine is \$1,000. Criminal penalties can cost up to \$5,000 in fines and one year in jail.

It seems that sometimes Hobie sailors forget that they are not exempt from the laws of our waters since they are under sail power rather than motor power. Know that the same laws apply to all Hobie sailors as to any other boaters. Realize as well that in most states, state sailing laws closely parallel federal laws. Local enforcement agencies such as the Harbor Patrol and Sheriff's Department can and will enforce drinking and boating laws. If you do choose to drink and sail, be aware of the serious and perhaps fatal consequences.

Another somber boating issue, mast contact with power lines, is discussed in Michael Devereux's "Shocking Truth" article found in this issue. You may be sick of hearing this, but - if you don't have a Comptip™ on your boat, get one! Even the most experienced sailors can at times be careless and forget to look up, or possibly get into a situation that is beyond their control. Although the Comptip is not a 100% guarantee, it could save your life.

Also in this issue are two articles depicting the sailing adventures of several Hobie enthusiasts. Although

we love reading about such excursions and are delighted that these adventures were great fun with no serious tragedy befalling either writer, a reminder is necessary. Hobie Cats are made to sail within sight of land, and neither Hobie Cat nor the HOTLINE endorses or encourages such long-distance Hobie sailing. In other words, don't attempt it except under controlled conditions with extraordinary safety measures taken.

On a less serious note, the Hobie 18 World Championship also covered in this issue was a tremendous success. Unfortunately, circumstances beyond my control kept me from attending this first world event for California. From all I hear, it was definitely my loss. There's lots more in this issue that I'll let you discover for yourself.

Last, but not least, have a safe, happy, fun-filled summer of sailing. See you next fall!



NEW! CAT TRAX *

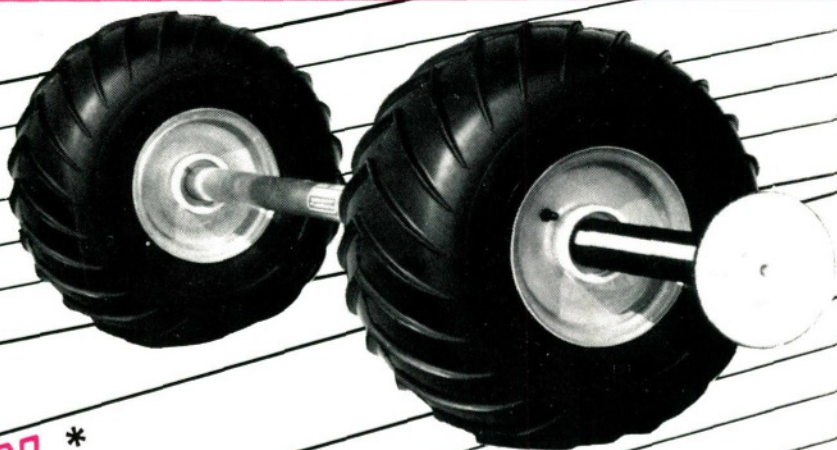
Most Popular Dolly Since 1977

BIG RUBBER 2-PLY ATV TIRES
Go Anywhere - Over Soft Sand & Rocks

New Aluminum Wheel Rims

Acetal Plastic Roller Bearings

BEST QUALITY! — \$379⁰⁰ + Frt.



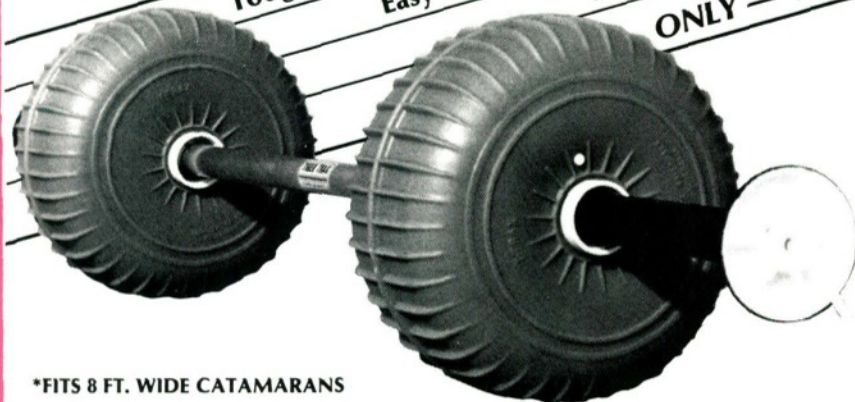
ECONOMICAL! TIGER TRAX *

Tough Polyethylene Wheels — Regatta Blue

Easy Rolling on Firm Sand & Smooth Ground

Plastic Roller Bearings

ONLY — \$279⁰⁰ + Frt.



WHAT'S SO GOOD ABOUT OUR ROLLER BEARINGS?

- Acetal plastic is proven best for marine bearings.
- Sand & salt can't hurt them.
- They will turn freely under heavy loads even after years of rugged service.

*FITS 8 FT. WIDE CATAMARANS

HOBIE 21 CAT TRAX

— CUSTOM BUILT TO FIT THE HOBIE 21

— CAT CRADLES INCLUDED — \$489⁰⁰ + Frt.



These new wheels are terrific!

They stand up tall under the 21 and carry it easily over pavement, rocks or deep sand.

Take it easy — Get a CAT TRAX!



CAT CRADLES - \$129⁰⁰/Pair

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

TRAX HANDLE — 8 foot T-handle with roller connector for easy single-handed loading — \$108⁰⁰

AXLE EXTENDER — Adds 6" to length — \$29⁰⁰

Hobie 21 Axle Conversion — \$45⁰⁰

SAIL TRAX — Guides sail smoothly into track, easy to install — \$15⁹⁵ (including postage)

See your local **HOBIE CAT** Dealer for **FLORIDA SAILCRAFT** Products or contact us:

FLORIDA SAILCRAFT, INC.
1601 N.E. 18th AVENUE
FT. LAUDERDALE, FL 33305

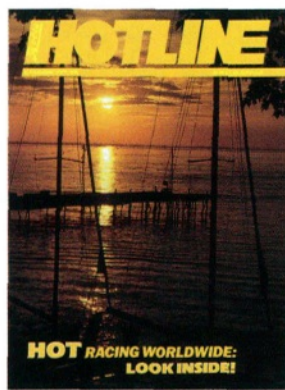
CALL FOR INFORMATION OR TO ORDER
WITH VISA OR MASTERCARD

1-(800) 292-9777 OR (305) 561-9777

6% FREIGHT — IN FLORIDA ADD 6% TAX

SIX-PACK !

Order a six-pack that lasts all year. Six issues of the **HOTLINE**, delivered to your door. The best thing that can happen to a Hobie sailor!



SUBSCRIBE NOW
and save off the cover price.
Use the convenient post-paid envelopes
in each issue of the Hobie **HOTLINE**!

HOTLINE Dealer Menu

ARIZONA

Ship's Store
Tucson (602)795-4857

AUSTRALIA

Coast Catamaran Australia
Erina 61.43.891085

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178

Murray's Marine
Carpinteria (805)684-5446

Hobie Sports Center
Dana Point (714)496-1251

Sailing Center
Friant (209)822-2666

Windy Sails
Van Nuys (818)997-6494

Action Sailing Center
Newport Beach (714)645-2062

Marina Del Rey (213)827-2233

Inland Sailing Co.
Sacramento (916)454-3966

Hobie Sports Center
San Diego (619)483-6760

Wind and Sea Sports
San Diego (619)268-4787

The Windline
San Jose (408)436-0422

San Luis Water Sports & Marine Supply
San Luis Obispo (805)543-7245

Wind Toys
Santa Rosa (707)542-7245

Watersports
Ventura (805)643-9463

CANADA

Peter's Adventure Sports
Regina, Sask. (306)522-5509

Northern Sail Works
Winnipeg, Manitoba (204)957-0770

Catamarine, Inc.
Toronto, East Ontario (416)368-2287

COLORADO

Rocky Mountain Marine
Denver (303)399-2824

CONNECTICUT

Candlewood East Sailing Center
Brookfield (203)775-2253

The Boat Locker
Westport (203)259-7808

DELAWARE

Spirit Marine
Milford (302)422-7835

FLORIDA

Club Paradise
Key Biscayne (305)361-2585

Cycle Marine
Bradenton (813)758-3854

Daytona Yacht Sales
Daytona Beach (904)255-3715

Caribbean Watersports
Key Largo (305)451-3113

Playground Sails
Fr. Walton Beach (904)244-2722

Key Sailing
Gulf Breeze (904)932-5520

Pensacola Beach (904)934-3465

Ultimate Sail
Pompano Beach (305)946-2080

Surf and Sail
Jacksonville (904)260-4226

Ocean Connection II, Inc.
Jensen Beach (305)334-1515

Tropical Sailboats
Key West (305)294-2696

Sailing Store
Orlando (407)291-2345

Sandpiper Marine
Panama City (904)234-0023

G and R Sailboats
South Naples (813)793-2012

Wind Sport, Inc.
Miami (305)651-6556

The Cycle Shop
Tallahassee (904)576-6326

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

GEORGIA

Sailing, Inc.
Smyrna (404)792-0462

Dunbar Sails, Inc.
St. Simons Island (912)638-8573

HAWAII

Fraume's Sailing Co.
Kailua (808)261-2961

ILLINOIS

Carlyle Sail and Surf
Brees (618)526-4770

Marine Mart, Inc.
Downers Grove (312)968-6477

INDIANA

Dayne's Marine Service
Portage (219)762-7622

Sailboats, Inc.
Westfield (317)896-2686

IOWA

Jim's Sailing Center
West Des Moines (515)255-4307

KANSAS

C & H Sailercraft
Chanute (316)431-6056

Heritage Yachting Center
Overland Park (913)649-6430

MAINE

Seabog Hobie
North Windham (207)892-4009

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079

MARYLAND

Backyard Boats
Annapolis (301)263-2900

MEXICO

Veleros S.A. De C.V.
Mexico D.F. (905)540-3047

MICHIGAN

Sail Place
Cedar Springs (616)696-0250

Summit Haus of Michigan
Jackson (517)787-7080

The Sailor's Choice
Saginaw (517)790-6600

Sailboats, Inc.
Mt. Clemens (313)468-6622

Torch River Bridge Sailboat Shop
Rapid City (616)322-6180

T J Sales Co.
Pinckney (313)426-4155

The Harbor Boat Shop
Traverse City (616)922-3020

MINNESOTA

Hi Tempo Ski and Sail
White Bear Lake (612)429-3333

Seven Seas Yachts
Minneapolis (612)879-0600

MISSISSIPPI

Sea Shore Sails
Long Beach (601)863-2826

MISSOURI

St. Louis Sailing Center
Bridgeton (314)298-0411

Sailing the Wind
Springfield (417)865-4230

NEVADA

Unicorn Sailing Center
Henderson (702)564-3700

NEW HAMPSHIRE

Wilderness Sail
Amherst (603)673-4563

New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Hockenjos Boat Company
Lake Hopatcong (201)663-7100

Cranford Boat and Canoe
Cranford (201)272-6991

Dasil's Sport Center
East Keansburg (201)787-0508

Bayview Marina
Ocean City (609)398-3049

South Shore Marina
Hewitt (201)728-1681

NEW MEXICO

Apache Marine
Albuquerque (505)266-6296

NEW YORK

4 C's Sailing Center
Angola (716)549-5060

Slide and Glide Outfitters
Barneveld (315)896-2392

Ballpat Marine
East Patchogue (516)286-8368

The Boat Store
Massapequa (516)799-5968

Boat Works
North Syracuse (315)458-8523

Sailing Center
Rochester (716)342-9580

NEW ZEALAND

Performance Sailercraft NZ
Takapuna 596.925

NORTH CAROLINA

Skyland Sailercraft
Arden (704)684-2296

Marsh's Surf-N-Sea
Atlantic Beach (919)726-9046

Greenville (919)355-6680

Boats-For-Sail
Charlotte (704)596-4533

Sailboats, LTD.
Greensboro (919)852-4433

Sports South Sailboats

Sanford 1-800-444-5516

Ships Store
Wilmington (919)256-4445

NORTH DAKOTA

Scheels Sporting Goods
 Fargo (701)232-8903

OHIO

Sailing Spirit
Peninsula (216)657-2030

Strictly Sail, Inc.
Cincinnati (513)984-1907

Dayton (513)984-1907

OKLAHOMA

Tulsa Sailercraft
Tulsa (918)663-2881

OREGON

Windjammers West
Portland (503)289-9011

PENNSYLVANIA

Wind & Water Boat Works
Butler (412)586-2030

Clews and Strawbridge
Frazer (215)644-3529

PUERTO RICO

Valeria Caribe Cat, Inc.
Isle Verde (809)727-4628

RHODE ISLAND

Megrews Boats
Charlestown (401)322-1150

SOUTH CAROLINA

Timeout's Sailing Center
Charleston (803)577-5979

The Sailing & Ski Connection
Myrtle Beach (803)626-7245

Valk Sailboat Center
Columbia (803)798-0550

TENNESSEE

Rooke Sails
Memphis (901)744-8500

TEXAS

The Sail and Ski Center
Austin (512)258-0733

Sailboat Shop
Austin (512)454-7171

Houston (713)645-5010

San Antonio (512)657-2222

Mariner Sails
Dallas (214)241-1498

Fr. Worth Sail and Marine
Fr. Worth (817)732-2202

Gulf Coast Sailing Center
Kemah (713)334-5505

Simpson's Sailboat Shop
Tyler (214)561-2810

UTAH

Utah Sail and Sport
Salt Lake City (801)487-7952

VERMONT

Chiot Marine
Burlington (802)862-8383

VIRGINIA

Backyard Boats
Alexandria (703)548-1375

Trail'n Sail
Richmond (804)262-7931

Trafton Marine
Virginia Beach (804)460-2238

WASHINGTON

Hobie Sports
Kirkland (206)827-8080

Sports and Sail
Richland (509)735-8557

Sports Creel
Spokane (509)924-2330

WISCONSIN

Spitzer, Inc.
Middleton (608)831-7744

WYOMING

Mountain Sports
Casper (307)266-1136

Rental Operators

**Cape Water Sports/
Club Watersports**
337 Main Street
Harwichport, MA 02646
(617) 432-7079

Hobie 14, Hobie 16, Holder 14, Full
line of Alpha boards, seven beach
locations.

G. R. Sailboats Inc.
1949 Davis Blvd.
Naples, FL 33942
(813) 793-2012

Hobie Cats 14/16, Holder 12, Alpha
Sailboards with roof carrier
included.

Wind Sport Florida
610 NW 167th Street
Miami, FL 33169
(305) 651-6556

Caribbean Watersports
M.M. 104 and M.M. 97 Overseas Hwy.
Key Largo, FL 33037
(305) 451-3113

Hobie Turbo, Hobie 16, Hobie 17,
Hobie 18, Holder 14, Alpha 230,
Alpha 215, Alpha 180

West Maui Sailing School
2805 Highway 30
c/o Maui Kaanapali Villas
Lahaina, Maui, HI 96761
(808) 667-5545

Located on North Kaanapali Beach
Hobie 14, 16 and 21
Alpha 160 and 230
Rentals and lessons available.

LETTERS

DANGER

Love to Hate Issue Gets More Praise

Your March/April '89 issue was one of the best ever. I appreciated your spreads on regatta schedules and general data base on everyone involved. The editorial and graphics were great too! Keep it up! Bob Heyer
Newport Beach, CA

An Open Letter to HOTLINE Readers

In the spring of 1988 our Hobie 16 sails #67568 were stolen from the Greater Richmond Sailing Association. The main is blue, yellow and white. The jib is solid blue.

If you see the above number in fleet races or anywhere you sail, please call the local police or Ralph Jones at 804-794-8302 or 800-241-3669. There is a reward.

If possible, I would also appreciate it if the fleets that have a newsletter would mention it.

Maybe we can prevent this from happening to other Hobie owners. Thank you for any help.

Ralph Jones
Richmond, VA

On the Band Wagon

When I bought my Hobie I wanted to read and learn everything I could about my new toy. So, I got a subscription to the HOTLINE, lots of back issues and read each one cover to cover and over and over. I learned a lot!

To get to the point, it makes my blood boil when I read some of the letters you print. Where do these people get off complaining about everything - too much racing, too little racing, no photo credits, not enough photos, more tips, more pages - more, more, more. And all of them must be in your business since they tell you how you can do it better. It also seems to me the fleet people are your biggest complainers! I don't belong to a fleet and if that's the type of people that are in the fleets I don't know if I want to belong.

I think the HOTLINE is terrific! It's a top quality magazine. Thank you.
B. Mathew
Apopka, FL

Reader input, whether negative or positive, is very important to us. Although letters like yours are a lot easier to swallow, the HOTLINE belongs to the readers, not the staff. We'd much rather hear the complaints than have a reader who just quits subscribing to the HOTLINE. The bottom line is, no matter what you have to say, let us hear from you. -Ed.

Hot Under the Collar Commodore


After reading your letters column (May-June '89, page 12) I checked my own listing under the Fleet Directory and found it to be wrong AGAIN! Normally I'd just say - so what - but I was put off by your reply to the writer that seemed to lay most of the blame on the fleets. I guess it's possible you get some bogus information, but I've sent you three notices in the last year informing you of your errors and even though you finally got it right in the March/April issue, it's wrong again! This time you added a new twist and even gave me a new name! I further agree with the writer - re-organize the list format. He suggested by state. I'd like to further advance that to organize the list by division since those are the "states" of the Hobie Union. See page 33 of the March/April edition. I think you should re-publish that map with the fleets marked, or at least just by division. Let me remind you that Wick Smith just gave final approval for the western 1/3 of PA, including the Pittsburgh area, to move to Division 16 - a three-year process. So your map will need to be corrected also.

You might get more "letters" if you'd print a clearly defined address for that department right at the end of that column. And you also should indicate specifically to whose attention different types of information such as this should be sent.

David Adams
Chicora, PA

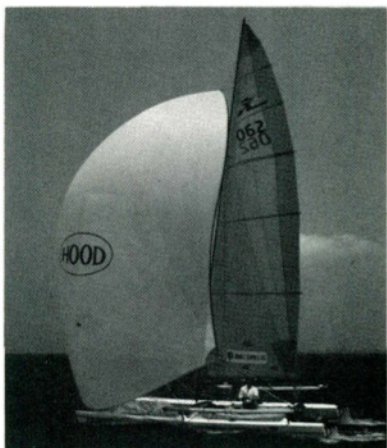
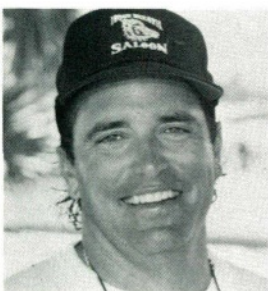
We apologize. Somehow we ended up with your name as Daniel in our records. Same address too. We also agree that our response to "Merci Bien and Get a Life, Man!" implied that all the problems were resulting from the fleets not providing HOTLINE with current information. Although this seems to be true in many instances, combinations of situations can result in no information or incorrect information getting printed in the HOTLINE Fleet Directory. Obviously, we can make mistakes due to human error. If fleet information is not sent directly to HOTLINE, or if obsolete information or none at all is sent, problems can ensue. I'm sure there are other situations that are not as obvious. Communication is the key. To avoid most of the problems, HOTLINE and the fleets must work to keep lines of communication open. In this issue we have printed a new Fleet Directory by state, but not by division. We will look into that possibility. As for a new division map, HOTLINE has not been provided with one as yet.

The address for letters or any correspondence regarding HOTLINE is: HOTLINE, P.O. Box 1008, Oceanside, CA 92054. Keep the letters coming.-Ed.



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

"On or off the wind, Hood gives me the crucial edge. Hood's jib and mainsail tune-up and new Maxi Spinnaker make me realize just how fast is fast! No matter what size Hobie you sail, Hood will help you go



faster. Believe in the Hood Advantage, it pays off at the finish line."

Carlton Tucker



107 15th Avenue S.E., St. Petersburg, FL 33701

813-823-3392

Marblehead
617-631-8000
Connecticut
203-375-1145
Costa Mesa
714-548-3464
Ft. Lauderdale
305-522-4663

Great Lakes
313-822-1400
Hawaii
808-537-4884
Maryland
301-268-4663
Rhode Island
401-683-4660

San Diego
619-223-1249
San Francisco
415-332-4104
Toronto, Canada
416-364-9111
Victoria, Canada
604-385-9022

HOBIE BRIEFS

Richard Blount Appointed USYRU Judge

Richard Blount, a contributing editor to HOTLINE and a veteran Hobie sailor, was recently appointed to the prestigious position of a USYRU judge. The USYRU (United States Yacht Racing Union) bases its selection on the fulfilling of a comprehensive list of criteria.

Not only do prospective judges have to devote considerable time and effort to the sport in order to qualify for certification; once they attain the position they will have to devote even more in carrying out their unpaid responsibilities. When questioned about his motivation for becoming a judge, Blount explained, "I do it out of the love for sailing as well as to pay back the sport that has been so good to me."

HOTLINE, Hobie Cat and all who participate in the sport benefit from Richard Blount's expertise, enthusiasm and integrity. Congratulations, Dick!

"FREE" to Hobie 18 Owners

A new crossbar reinforcement kit for Hobie 18 owners is now available free of charge. This new kit, which is standard equipment on all Hobie 18 new production boats, dramatically strengthens the connection between hull and crossbar. Hobie Cat strongly recommends that all Hobie 18 owners have this kit installed.

Shroud anchor plate kits are still available, free of charge, to owners of Hobie 18s manufactured prior to 1982. Inspect your shroud anchor area to ensure that the plate is in place.

See your local Hobie Cat dealer for more details.

Hobie Cat and Stars & Stripes Team Up To Win

Hobie Cat was the official sponsor for Dennis Conners' Stars and Stripes catamaran in the Newport to Ensenada Race that took place April 28-29, 1989. Not surprisingly, Conners' famous cat took first place. Even more exciting for Hobie Cat, the company's own Hobie 21 Stars and Stripes model, an unofficial entrant, came in sixth out of over 500 boats competing.

Helicopters, video cameras, race committee personnel, support boats and spectators abounded as the boats started the 125-mile sail from Newport Beach, California to Ensenada, Mexico in the 42nd running of the annual race. "The only thing in short supply," related an observer, "was the wind." Conners had hoped to break the elapsed time record of 10 hours, 31 minutes, 2 seconds, but as a result of conditions ranging from light wind to no wind, he completed the race in 16 hours, 15 minutes. This time was still excellent, however, surpassing the second place finish by 5 hours, 16 minutes.

New Hobie Cat president Tony Wilson joined Dennis Conners for the race on the official Stars and Stripes entry, while Tony's son, John, sailed with Hobie Cat founder Hobie Alter's son, Jeff, on the unofficial Hobie 21. Stars and Stripes and Hobie Cat: an unbeatable team!

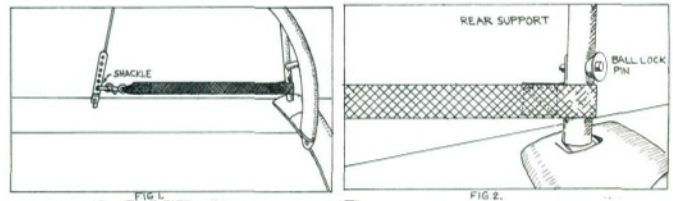
HOBIE HOT TIPS

Hobie 18 Hiking Straps

Here is a rough sketch of a simple, inexpensive way to add Hiking Straps to a Hobie 18 Magnum. The original idea is not mine, but this is my approach to adding them and may be of interest to **HOTLINE** readers. I have never seen the straps used in any photos, but find them super in helping keep an 18 down in higher winds, if you choose not to use the trapeze. They also provide a feeling of security as the boat gains speed in rough water. They are easily fabricated from two-inch webbing and two pieces of hardware. The greatest expense is the shoemaker's labor in sewing loops into each end.

The straps are made to fit between the shroud chainplate and the rear support brace on the magnum wings (Fig. 1). The parts needed are: 1) a shackle sized to fit at the chainplate; and 2) a length of two-inch webbing cut so that the straps fit snugly over the wing support brace. A quick release pin to normally secure the wing keeps this loop from sliding up the brace when being used (Fig. 2). During storage, it is simply unclipped from the chainplate and clipped to the lacings under the wing seat. The looped end stays on the wing brace. The system is not race legal, but the average sailor tooling around on a windy day may find that the extra security and leverage provided here could make the difference between a great ride and an unexpected swim.

D.J. Answine
Apollo, PA



Lacing Hobie 21 Wings

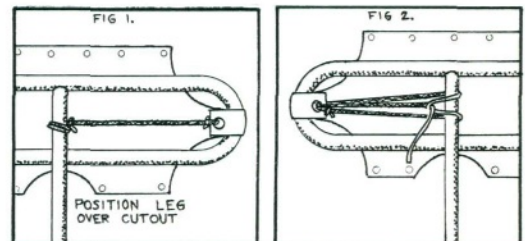
One of the hardest tasks I've found recently was lacing the Hobie 21 wings so that they didn't end up looking like a couple of washboards. No matter what I did, the wrinkles just ran in another direction. After some experimentation, I finally came up with a method for lacing the wings without wrinkles.

You will need three pieces of line to make this system work. First, take a small piece of line and tie it to the front tab of your wing tramp. Position the tramp so that the leg cutouts are centered over the legs and tie the other end of the line to the front wing leg. Go around the leg two or three times before finishing off the knot so that the line will not slide along the leg and get off-center.

Next tie off the back tab with a longer piece of line as shown so you can use it as a trucker's hitch to really pull the tramp tight.

After you've pulled the tramp tight, front and back, then run the side-to-side lacing and you will get a great-looking, wrinkle-free, tight fit.

B. J. Winbald
Vista, CA



Quick Cleating

Harken exit blocks fit Hobies of all sizes. Downhauls, cunninghams and halyards are conveniently located on this strong stainless steel pivoting block with ball bearing sheave and Cam-Matic cleat. The 140 with aluminum cam is ideal for halyards and hi-load controls. The 141 with plastic cam is perfect for lightly loaded control lines such as the downhaul or cunningham.

Make your Hobie hotter with Harken.



1251 E. Wisconsin Ave., Pewaukee, WI 53072; Telephone: 414-691-3320



Serving Catamaran Needs Since 1983

Virtually
EVERYTHING
For Your Boat!

- ✓ NO Backorders
- ✓ NO Delays
- ✓ NO Uncertainty
- ✓ NO Surprises
- ✓ NO Excuses

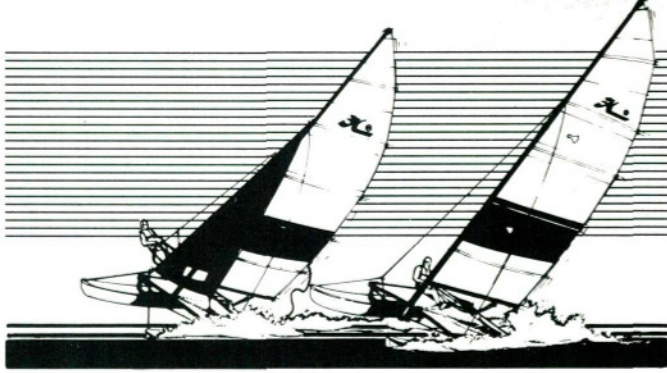
*The DIFFERENT Company with
Simply Better Products & Services*

KISME MARINE ENGINEERING

118 Millridge Road
Universal City, Texas 78148
(512) 659-4258

8am - 5pm Monday-Friday (CST)





Set sail with the Hobie® Card

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

I wish to apply for a (check one):

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

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

Please see below for terms and conditions on each account.

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

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

Variable Rate Account

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

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

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

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

Grace Period
No **FINANCE CHARGE** is imposed on purchases of goods and services if payment in full of the unpaid balance is received prior to the next billing date. At least 25 days is provided for such payment.

Fixed Rate Account

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

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

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

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

Grace Period
No **FINANCE CHARGE** is imposed on purchases of goods and services if payment in full of the unpaid balance is received prior to the next billing date. At least 25 days is provided for such payment.

Credit approval is subject to normal credit qualifications and policies of Sovran Bank. The actual credit limit on your account is assigned by the bank based on verifiable income.

Rev. 5/88

MasterCard is a registered service mark of MasterCard International, Inc. used pursuant to license.

Code: H100

Every time
you make a retail purchase,

HOBIE® CARD

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

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


It's the MasterCard® that lets
you talk Hobie sailing
whenever you use it.

Be it a cat, board or monohull,
Carry the card that shouts
"I sail the best!"

Plus providing you and your fellow
Hobie® fanatics with more sailing
activities every time you use it, as a
cardholder you receive these benefits
at no extra charge!

- No annual fee for the first two years.
- Competitive variable interest rate tied to prime.
- Free \$200,000 common carrier accident insurance when tickets purchased with your Hobie® Card.
- Cash advances worldwide at over 115,000 locations.
- Acceptance by over 4 million merchants in 140 countries worldwide.
- Free second card for co-applicant.
- Skip-payment option allows qualified cardholders to skip payments during designated months.
- Discounts on rental cars from National Car Rental.

Apply for yours today!

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



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS

PERMIT NO. 901

NORFOLK, VA

POSTAGE WILL BE PAID BY ADDRESSEE

Hobie® Card

Sovran Bank, N.A.
Bank Card Center
Post Office Box 2060
Norfolk, VA 23501

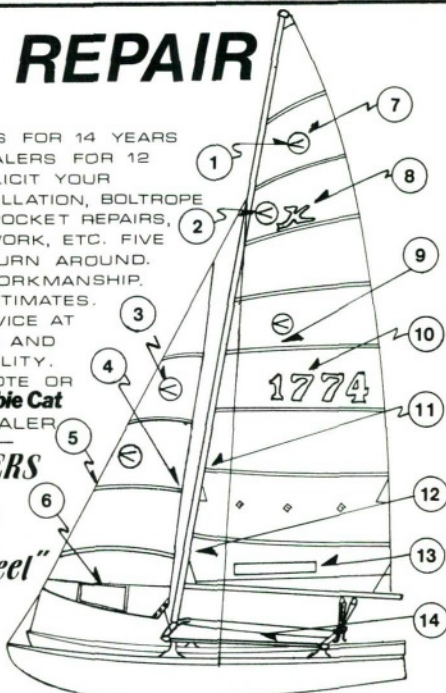


SAIL REPAIR

AS SAILMAKERS FOR 14 YEARS AND HOBIE DEALERS FOR 12 YEARS, WE SOLICIT YOUR WINDOW INSTALLATION, BOLTROPE AND BATTEN POCKET REPAIRS, TRAMPOLINE WORK, ETC. FIVE TO TEN DAY TURN AROUND. EXCELLENT WORKMANSHIP. INSURANCE ESTIMATES. 48 HOUR SERVICE AT DOUBLE RATES AND TIME AVAILABILITY. CALL FOR QUOTE OR SEE YOUR **Hobie Cat** OR **HOLDER** DEALER.

ALSO
HOLDER COVERS

Hobie Cat
"Banana Peel"
covers



"Banana Peels" are designed to fit the hulls snugly by utilizing delrin zippers along gunwale and zippers/velcro for sidestay closures allowing for mast-up storage or mast down towable without disconnecting the bridle or sidestays. Hobie 16 "Banana Peels" are \$295.00 a set and \$95.00 for the trampoline cover. The Hobie 18 "Banana Peel" is one-piece, covering the entire hulls and tramp and prices at \$389.00. Prices are for our stock colors of white or blue. Add 10% to quoted prices for colors: red, yellow, green or tan; allow additional 14-day delivery for special colors. All orders prepaid will be shipped UPS freight paid. All other orders will be shipped UPS, COD including freight. For price guide on sail repairs and info on other manufactured items, contact:

Chris Rooke
(901) 744-8500

ROOKE SAILS

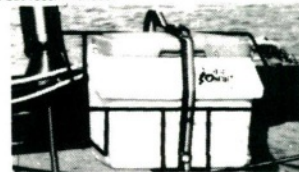
1744 Prescott So.
Memphis, TN 38111

The portable

HOBIE® MAST-CADDIE®

TAKE THE GUESSWORK OUT
OF TRANSPORTING YOUR
MAST

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



The **AQUA-CADDIE** holds coolers up to 10 1/4 x 14 3/4 and also is great for weather gear, etc. Crossbeam mounting helps keep basket out of water and eliminates deforming dolphin striker as when wave hits striker mounted product. Cooler not included. Model for Hobie 18 (mast mounted), all other cats; Holder 12, etc.

Midwest Aquatics

8930 DEXTER-PINCKNEY
PINCKNEY, MI 48169
(313) 426-4155

or
MURRAY'S MARINE DIST
P.O. BOX 490
CARPINTERIA, CA 93013
(805) 684-5446

One Year Warranty

- ☐ C.O.D. (U.S. only)
- ☐ Check Enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)

AQUA-CADDIE

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

MAST-CADDIE

- ☐ Stern Only \$47.95
- ☐ Bow Only \$44.95

Indicate Model of Boat:

SEE YOUR LOCAL DEALER or order direct:

SHIPPED IN USA VIA UPS (no P.O. Box #'s please)

Name _____

Address _____

City _____

State _____ Zip _____

Account number _____

Expiration Date _____

☐ Please send more information **U.S. Patent Pending *Reg. U.S. Pat. Off.**



PATENT PENDING

EZ STEP™

STEP YOUR MAST WITH EASE & SAFETY

Raise and lower mast single handedly - Attaches quickly without tools - Stabilizes mast completely - No modification to boat - uses winch on trailer or block and tackle off trailer (optional at extra charge) - Adjusts to fit any Catamaran - Rust proof aluminum and stainless steel.

See your dealer
or order direct.

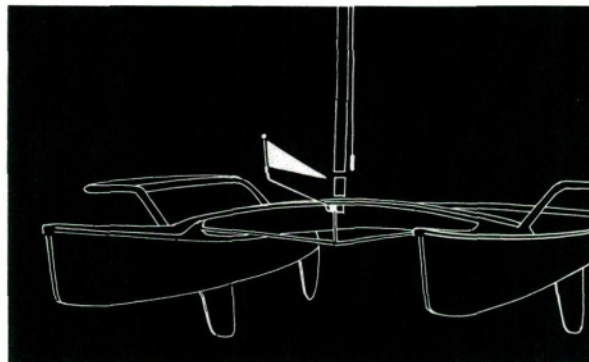
\$95.50 F.O.B. Factory
3.50 Freight & handling

BASS Products

1232 E. 2nd Street
Tulsa, Oklahoma 74120
(918) 584-3553

KNOW THE WIND

NOW YOU CAN HAVE BRIDLE VANE SENSITIVITY
FOR YOUR HOBIE-17



CM7703H7 HOBIE-17 BRIDLE VANE WITH WIN'TENNA REFERENCE ARMS \$11.95
CM7737 DOLPHIN STRIKER ADAPTER \$4.50



320 EAST WALNUT AVENUE
EL SEGUNDO, CA 90245
(213) 640-8838

ORDER DIRECT, OR

SEE YOUR DEALER

CA RESIDENTS ADD 6 1/2% SALES TAX



Tony Wilson

A NEW SKIPPER TAKES THE HELM

He's the antithesis of the high-pressured, inaccessible and intimidating top executive, but in spite of, or, more likely, because of his low-key approach to business Tony Wilson is an inspiring success. His first-hand knowledge of the marketplace, commitment to providing a quality sailing experience for both recreational and racing enthusiasts, and firm belief in the "Hobie Way of Life" will be a boon to the company, its employees, and most importantly, to anyone who now enjoys or ever will enjoy the sheer fun of sailing a Hobie.

His style of dress is the first clue that here is a man who well might appreciate the message of the bumper sticker that declares: "I'd rather be sailing." Sporting khaki pants, madras plaid shirt and dock shoes, Tony Wilson reflects the Hobie lifestyle built into each boat his company produces.

Not unlike the man who admired the razor so well he bought the company, Tony owned one of the original Hobie 14s, the result of Hobie Alter's first foray into the catamaran market. A hardworking, up-and-coming entrepreneur with a growing business and a growing family, Tony little dreamt that 20 years hence he and Hobie Cat would be reunited in fun and profit. During those two decades, the Tulsa-born businessman built up the lubricant blending and manufacturing company he established in Houston into a \$20 million plus concern. Ultimately, after the hard climb up, he relates, "Money ceased to be a motivator." He sold the company, South Coast Terminals, remaining in an advisory capacity as Chairman of the Board, and began to search for an involvement that would provide challenge, excitement and fun. What better company to captain than the very one whose products are designed specifically to provide challenge, excitement and fun?

Here are excerpts from a conversation

with Tony, which took place just three months after he began tacking into his new responsibilities as Chief Executive and owner of Hobie Cat.

Why did you acquire Hobie Cat?

I wanted to be associated with a product line I could be proud of, something specifically in the marine category. I was searching for a company that sustained a high-class quality image. The Hobie Cat Company, at that time the Coast Catamaran division of the Coleman Corporation, fit my criteria better than anything else. Hobies are probably the best-known sailboats in the U.S. Much like Kleenex or Xerox, the word Hobie has become synonymous with catamaran.

**Tony Wilson
reflects the
Hobie lifestyle
built into
each boat**

Has the transition from an industrial, business-to-business market to a retail recreational market been difficult?

Very definitely yes. Previously, I was involved in an engineering-oriented industry in which we determined what the customer wanted before the manufacturing process began. At Hobie, we use careful market scrutiny to help us predict the needs of consumers and then invest in R & D, marketing and advertising, all in hopes of attracting customers.

For myself as a professional, I left an industry in which I had become a recognized leader in the field. I moved into an area in which I will have to earn my spurs

with the employees, dealers, customers and the entire industry. If I can't win their respect, I've failed. I must add that I do enjoy the challenge.

What are your goals for the company?

First and foremost, to maintain the positive image we hold in the minds and hearts of people across the United States and around the world. Second, by building on the idea that sailing a Hobie is unique -- it's fun, fast and simple -- we hope to expand the circle of potential users.

What changes, if any, will you make?

As to location, I purposely looked for a company on the West Coast; Southern California has always intrigued my wife and me as a place in which we'd like to live. Besides, experience has shown me that the most important ingredients in a company's recipe for success are not bricks and mortar, but the people who make the plant run. Those people are already here in Oceanside. I estimate the employment longevity in our plant averages 10 years; that's phenomenal for a 20-year-old company. We probably will be adding strength on our marketing side; the rest of the areas are covered quite well already. We have a great team.

In regard to product innovation, as a privately held company, we're in a better position to free up R & D; to let the sunshine in, so to speak, allowing the team to have its head without restriction.

Speaking of products, what do you have on the drawing board?

We are presently testing one boat on the water. We also have acquired three small motor boats (13', 15', 19') once manufactured by Hobie. Two other projects currently in the design and development stages, with possible production in Spring 1990, reflect an

A CONVERSATION WITH NEW HOBIE CAT OWNER AND CHIEF EXECUTIVE



Tony and his family "fleet" on first Hobie 14.



Tony (R) and Dennis Connors (L) teaming up for recent Newport to Ensenada race.

ROB BROWN

attempt to reach both ends of the marketplace. One consists of an entry level trainer cat that is lightweight, simple-to-handle and inexpensive. The other is a large, high-tech, leading edge monohull that will be a definite challenge on the water. We intend to maintain our appeal to all sizes, sexes and classes of sailors by providing boats with special appeal to each segment of the market.

We always have to remember the cyclical nature of our industry and look over the long horizon of product offerings. The field no longer is dominated only by water skis, monohulls and catamarans. Today, water "toys" abound: jet skis, sailboards, sea kayaks, sculling boats. The competition for the recreational water enthusiast's dollar is constantly growing. It's a challenge ... but a rewarding challenge.

What is your perception of current Hobie Cats?

The Hobie 14, my first cat, although it was most assuredly a breakthrough boat, was not just a boat. It opened up a whole new life for all of us fortunate enough to partake. It exemplified the entire laid-back, free-spirited California lifestyle of the late sixties and early seventies. That measure of excitement can never be recreated; we're 20 years older and the country -- the whole world -- has become more homogenous. Although we can't reinvent the wheel, we intend to continue coming up with boats that break through the wave of convention in other ways.

Look at the phenomenal success of the Hobie 21, for example. It's a credit to the engineering/design team, and incor-

porates a number of significant breakthrough ideas which were managed through the development and production stages quite well. The 21 is an excellent blend of the trade-offs (strength, weight, durability, speed, comfort and safety) required in building a quality sailboat.

**The Hobie 14,
my first cat,
was a breakthrough...
It opened a whole
new way of life**

What are your thoughts on Hobie Fleets?

First off, let me confess I did not belong to a fleet. I had my own: our five children.


Fleets were established for a multitude of great reasons: to celebrate an informal beach lifestyle; to serve as a focal point for outdoor family entertainment; to provide an opportunity for easy-access, low-intensity racing. There was an openness in which people from all walks of life were invited to participate. The free-wheeling, democratic atmosphere was a refreshing change from the more staid and aloof yacht clubs of that era.

My hope today is that with attention increasingly focused on the natural

excitement of racing and the undeniable appeal and involvement of top-notch racers in their midst, the fleets remember from whence they came and not lose that special informality and camaraderie that made them initially popular among sailors of all categories.

What key elements in your prior business successes will you incorporate to benefit Hobie?

I have very strong beliefs which have helped me succeed in the past and on which I intend to continue to rely, in an effort to help Hobie Cat realize its full corporate potential. The first is that quality is the cornerstone of a company's foundation. Without it, nothing will hold together. Hobie has always stood for quality. My second belief is that the customer always comes first. It is our desire and our responsibility to always be responsive to the needs of the customer. Remember, the customer is Hobie Cat. Finally, I believe that recognizing the self-worth of individuals is of paramount importance. Everyone must be treated with dignity.

Tony Wilson is a man who is comfortable with himself and the roles he plays in life: Husband, father, and Hobie Cat owner and Chief Executive. He is able to define and respond to the Hobie market because in many ways he is the market. Witness his parting instruction to an overseas Hobie salesman venturing on a sales call to a customer: "Raise a mug of beer for me!" 

In The Beginning...

Learning The Ropes Is A Breeze

BY RICHARD BLOUNT

Congratulations!! You are now the proud new owner of a Hobie Cat catamaran. It looks great in the driveway. Now what?

Who is going to help you rig it? Who is going to teach you to sail it? How will you learn the tricks of the trade? Can you right it if it flips over? Do you want to race it? What about replacing or upgrading parts? Have you ever tried to rewire a boat trailer? Do you know how to sail safely? Have you taken any Coast Guard safety classes?

I'm asking these questions because I, like every other person who owns a Hobie Cat, was once in your position. Catamarans look great skimming along faster than any other sailboat on the water. The problem is: how do you learn to sail both fast and safely?

Perhaps if I tell you about my first sailing experiences, it will help you learn through my mistakes, which were many and often. I still remember the first time I took my father sailing, and forgot the drain plugs. You can't imagine the look he gave me as we flipped over in light wind and light seas.

Then there was the time I used Lux liquid soap to make the mainsheet "super travel" go quicker, which it did. If a little is good, a lot is better, right? Wrong!! After 30 minutes of sailing, the back of the boat was shrouded in a massive lather of soap that kept growing and heading ominously toward me, like something out of a horror movie. It was unbelievable. I ended up slipping off the side rail and flipping.

Buying Your Hobie

I had been eying Hobie Cats for some time from my home on the beach in Southern California. It seemed that on

any weekend, rain or shine, a multicolored Hobie would go flying by just past the breakers at speeds well over twenty miles an hour.

Not knowing anyone who owned a Hobie, I couldn't sneak a ride on one. My only option was to find a Hobie dealer in the yellow pages. Luckily for me there was a dealer close by. Steve Curren, as are most Hobie dealers, was GLAD to give me a FREE ride to see if I wanted to buy one. It took about 30 feet for me to decide if I liked it. The answer was an emphatic YES!!

Since I couldn't afford a new Hobie, which was all the dealer had available at the moment, Steve advised me to call Bruce Fields. Bruce, he said, owned a Hobie 14 and could possibly help me find a good used Hobie 14. After my call, Bruce immediately started checking through his sources: men and women who raced in his fleet. In just two weeks he came up with several used Hobies for sale. I bought a gold Hobie 14 from a

lady who had won it on a game show. It had only been used a few times and cost just \$1000.

Trying Your Hobie

Of course I had to try it right away. My only problem was not knowing how to sail a boat with only one sail, let alone a catamaran. I took my first excursion on a pretty windy day in Redondo Beach. The two things I remember the most were that it was a fast ride and my hands hurt from holding the tiller. (I didn't know that rudders lock down.) I quickly learned never to attempt to take down a sail unless the boat is facing into the wind. (The sail wouldn't budge.)

Impatient to continue my education, I called Bruce for

some sailing advice. He set me on the right path, inviting me to join his Fleet 57 friends. They sail every Thursday at 5:00 p.m., he explained; adding, they even race.

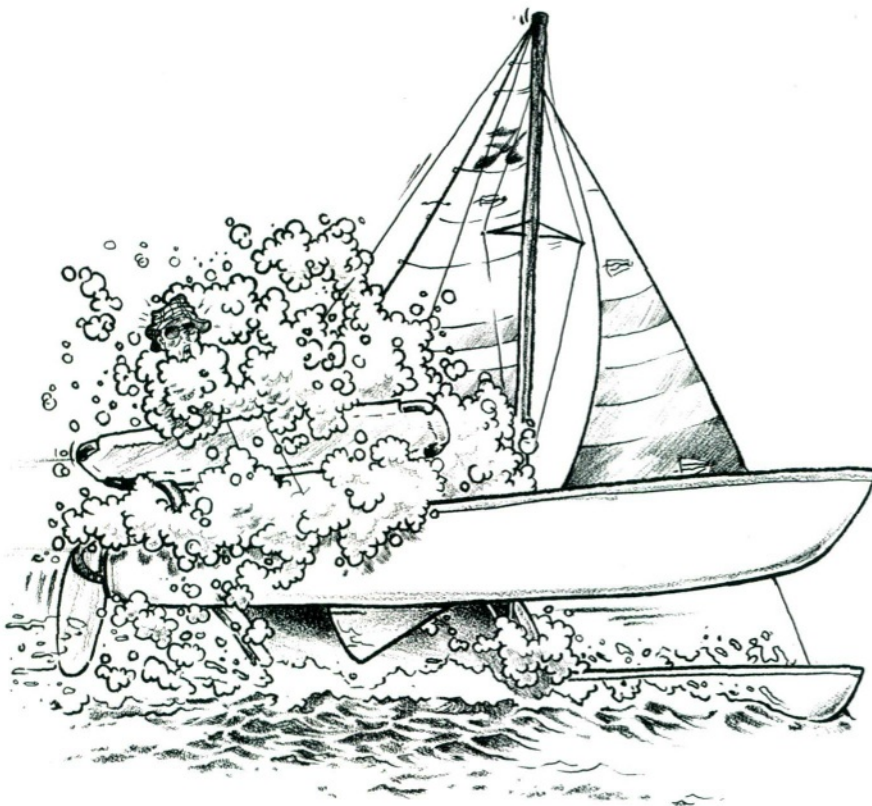
Meeting The Fleet

Right from the start I was surrounded by great people who really enjoyed their Hobies: men such as Bruce, Mac Wright, Jack Lynn, Ron Wangiere, John Cockrell, Bob Seaman, Dave Crocker, Paul Garnet and Warren Walker. They all truly cared about me and were eager to share their Hobie expertise. The tips were free for the asking.

I quickly learned that a fleet is a group of people who enjoy being with others who like to sail. We're talking about a fleet that welcomes the rich, poor, married, single, kids, pets and almost anything else you can name. A fleet will give you all the responsibility you want, or none if you so choose. The cost to join a



ILLUSTRATIONS BY DWIGHT WANHALA



fleet is minimal -- around \$15.00 -- one of the truly good buys left in the world. The money is used to offset the mailing cost of newsletters and other related expenses to keep members informed.

The intrepid seamen of Fleet 57 sail from 5:00 p.m. till dark, put away their boats and go to the nearby Hobie dealer for fleet meetings (barbecues) inside. These weekly meetings would always bring up something new. They were always fun and usually included discussions about Hobies from different viewpoints. Typical topics covered were boat upkeep, tuning sails, fiberglass repair, replacement of worn parts, wiring boat trailers and boating safety. There would be films, guest speakers and above all FUN.

These people were selling me something, but I didn't know it at the time. They were selling me a new way to enjoy my leisure time that was a lot more fun than anything else I've ever done. It's called the "Hobie Way of Life." They always had an activity right around the corner: sailing, racing, group outings, learning clinics, trips.

Racing Your Hobie

Even if you don't have a competitive bone in your body, I urge you to witness at least one fleet race. The reason is simple: sailors who race know how to make a Hobie Cat go fast ... safely. They know how to repair a ding, replace worn or damaged parts. All the advice is free.

Don't get me wrong. Hobie dealers

know all there is to know about boat repairs, dings and replacement parts, too. Also, of course, sailors should support their local dealers. Hobie dealers more often than not go out of their way to help a fleet member, sometimes even through discounts on parts. They sponsor races, provide chase boats and offer expert knowledge "for free ... parts are a little bit more." If you support your dealer, he will support your fleet. All of this said, however, there is nothing wrong with buying the parts from your dealer and installing them yourself to further your education about your boat.

If you don't wish to compete in the fleet races, there still is a need for help. Even though you are a beginner, you can be quite helpful on a chase boat; scoring the finishes or helping with marks and logistics. If all else fails, there is always a need for someone who knows how to tap a keg properly.

You don't even have to own a boat to join in the fun. Quite often, crews are needed to assist those sailors more experienced than yourself. Crewing is a great way to observe first hand how a racer controls his boat and his sails. You can pick up invaluable tips by carefully watching a skipper during a race.

You just might add to your sailing vocabulary while you're at it, too. In addition to routine boat jargon, there are many "special words" to describe success or failure on a race course. For example, "That *!#!*! guy just tacked in front of us!" ... or: "Can you believe how *!#!*! great we are sailing together!"

Regattas: The Main Course

The next logical step after fleet races is to attend a Hobie regatta. Even though it sounds like an exotic pasta, it's really an Italian word for a sailing battle on the water. A regatta consists of a group of fleets getting together over a weekend to race. There are several categories in any event, in accordance with the size of your boat and your skill level. If you own a Hobie 18, for example, you race only against other Hobie 18s.

Here is a rundown of the different sailing skill levels in Hobie racing.

FLEET	PROFICIENCY / REQUIREMENTS
A	Experts Only
B	Placed highly in C fleet regattas
C	Competed in three or more regattas
Novice	Never sailed in a regatta

Skippers in a Hobie 16C or 18C fleet advance to the "B" fleet upon earning one first place, two second places, three third places, or two third places plus one second place in division points regattas during one racing season. A 16B, 17B or 18B fleet skipper who finishes first in one division points regatta and finishes among the top three in a second regatta moves up to "A." Results in Hobie 16 fleets with fewer than ten entrants, in 18 fleets with fewer than seven entrants, and in 17 fleets with fewer than five entrants do not count toward advancement.

Regattas are similar to fleet races, in that if you don't feel comfortable racing that's OK. You can still enjoy a great time by taking part in many regatta functions; a great need for help always exists. Pick and choose the activity that appeals to you.

Participating provides an opportunity to make new friends and learn the ins and outs of a regatta. Close observation will give you a much greater understanding of how to sail your own boat faster, not to mention the chance for a bird's-eye view of the hottest sailors in your area in action against other top-rated competitors. It all makes for great fun; and why not, it's the "Hobie Way Of Life."

For those of you who have never attended a regatta, here's what happens. Follow along with the chart. The race course consists of three floating marks: A, B, and C. Mark A always is placed directly into the wind, approximately 1-1/2 miles away from Mark C. Mark A's position determines the layout of the entire course. It -- and consequently the course -- would change along with any major fluctuation in wind direction. This rule ensures that all competitors are

racing under similar conditions as far as wind direction is concerned. Mark B is placed 3/4 of a mile away to the left of A, when facing the wind. The Start/Finish line is situated about 1/2 mile up from C toward A, between a race committee boat and an orange buoy.

Given the stationary position of the three marks, several race courses can be sailed. A typical course might be: START > A > B > C > A > C FINISH. The course is decided by the race committee; the length of the course is determined by the wind strength. The intent is that each race lasts 1 to 1-1/2 hours.

Skippers time their starts from the race committee signals. The first signal given is a warning, designated by the raising of a white flag and the sound of a horn, meaning "Ten Minutes Until START." After four minutes, the white flag is lowered. One minute later, the horn sounds and a blue flag is raised to indicate "Five Minutes Until START." Four minutes later the blue flag is lowered. After another minute, a red flag goes up, signaling "START."

The winning Hobie is the one that completes the course correctly and crosses the finish line first. First place is awarded 3/4 points; second, 2 points; third, 3 points; and so forth. The lowest overall series score wins.

Moving Up

When your skill level and desire to learn increase, you may want to consider national and world competitions. Nationals are held in different places around the country. They are moved randomly to minimize travel burdens. In addition, each boat size has its own nationals; in other words, only Hobie 16s take part in a Hobie 16 National.


World events are organized along the same lines as nationals, except the skill level equals that of Olympic class sailors. Each country is allowed to fill a specific number of slots. Unlike Dennis Connors of Stars and Stripes and his two-boat match racing, worlds and nationals usually have 36 or more Hobie Cats on the starting line at one time. The competition is fierce.



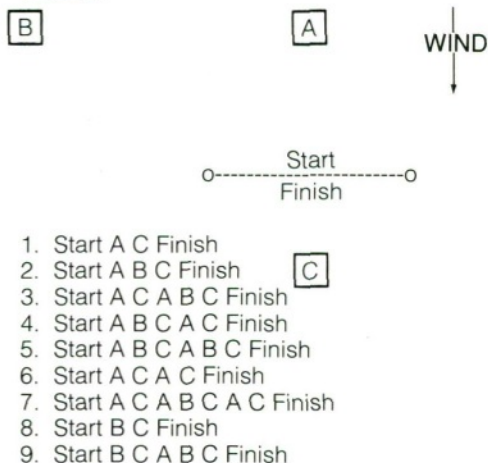
Many of us have been able to plan our vacations around championship events. These national and world races are usually held in great sailing and recreational locations, making it possible to take the whole family with you and have a ball.

Over the years I have had the good fortune to race Hobies in the Philippines, Fiji, Puerto Rico and Canada as well as in Florida, Texas, Kansas, Oklahoma, Nevada, the Carolinas, New Jersey and up and down the coast of California. I always look forward to attending the big races, where I know I will enjoy seeing my many friends and watching their families grow year by year.

This year I am looking forward to racing in California, Washington, Nevada, Oklahoma, Chicago and Brazil. Make it a point to get to one of these great upcoming events. If you do, look me up. I'll buy you a cold one and we can talk about all

the dumb sailing stuff I've done over the years. 

STANDARD COURSE AND COURSE CHART



How And Why To Join A Fleet

Today, there is more support than ever before for those of you who want to learn about your Hobie. Fleets can be the single most effective way to gain knowledge about Hobies. If you don't know anyone who sails Hobies or anyone in a fleet, you have a few options:

1) In most every HOTLINE there is a clip-out ad that's called "Join A Fleet." Fill it out and mail it to The Hobie Class Association. I promise they will give you the names and numbers of the fleet officers in your area as quickly as possible.

2) Contact your nearest Hobie dealer and ask him for the Hobie officers in your area. He will be glad to get that information for you.

3) If there are no fleets in your area, the Hobie factory can provide you with all the information to start your own. Just call the friendly folks at (619) 758-9100.

Several great books have been written on the subject of Hobie sailing fleets. I recommend "Welcome to A-Fleet" and "Welcome to A-Fleet, Part Two," both authored by Jack Sammons. Although written some time ago, they are head and shoulders above anything else on the subject. These books and others probably are available from your Hobie dealer.

Fleets have monthly get-togethers to talk about events important to the group, such as county, state and federal laws that may affect the local day sailing area, upcoming races and regattas and other issues germane to the fleet. Often on the agenda are sailing films or guest lecturers exploring general-interest topics; for example, wind and how to use it. If it concerns Hobies, it eventually will be covered.

THE HOBIE HOTLINE

BY MICHAEL DEVEREUX

If we honestly admitted the whole truth about ourselves, most of us would admit to being careless; not dangerously careless, but at least a bit careless and not only on but off the water as well.

When was the last time you "forgot" to wear your seat belt on a short trip around town? Do you always use your turn signal to let the guy behind you know what you're doing? Do you ever neglect to wear a PFD when you're on the water? When was the last time you checked for overhead power lines when sailing?

Most of the time we're lucky; our carelessness doesn't cause a problem. Unfortunately, past actions don't guarantee the future. You can't take it for granted that because you never have run into a power line, you never will. Power lines in a marine environ-

ment represent a clear and present danger. Any sailor can hit a power line, especially if he or she is careless and not looking for them.

Each year the sailing industry records from 10-15 boating accidents that result in death or serious injuries causing amputations. The accidents are almost always spectacular, catastrophic ... and avoidable. All result from one specific cause and involve some degree of negligence on the part of the sailor.

The contact of a sailboat's mast with an overhead power line is often serious and even fatal. Mast contact with an overhead line can happen to anyone, even to the most experienced and careful sailors, who fail to check their rigging, launching, sailing and beaching areas for dangerous lines. It can happen on unfamiliar lakes or beaches. It can happen on familiar bodies of water. It can even happen in your own backyard.

Hobie Cat Goes To Bat For Safe Sailing

Since the early seventies, Hobie Cat has been at the forefront of the safe sailing campaign, waging a vigorous and active war to have dangerous lines removed. It regularly publishes cautions about this problem, and was the first boat manufacturer to introduce warning labels that could be attached to the mast. These stickers are intended to make sure sailors are aware of and avoid the dangers of a mast power line contact. The company has led in the development of a mast component minimizing the dangers of mast contact with a power line: the COMPTIP™.

In addition to incorporating the COMPTIP on all new Hobies produced, the company sponsors a free retrofit program for existing Hobie Cats in the interest of providing every Hobie Cat owner with the highest level of protection and safety.

However, no matter how many precautions Hobie Cat builds into its products and no matter how zealously the company promotes safe sailing, the only sure way to eliminate the problem completely is for sailors assiduously to avoid all contact with a power line. Ultimately, Hobie Cat sailors are responsible for their own safety.

A Lot Of Power Is A Dangerous Thing

Overhead lines are not designed to guard against accidental contact. Most carry about 7200 volts. Lines that are near water potentially combine three crucial factors better left uncombined: high voltage, water, and an excellent conductor -- a metal mast.

Utility companies attempt to prevent accidents by placing high voltage lines on poles at heights that make accidental contact extremely difficult. Exactly what height is a safe height, however, is the subject of discussion in the electrical industry.

The American National Standards Institute publishes a National Electrical Safety Code that designates MINIMUM standards for overhead wire clearances. In some states these recommendations are incorporated into law; other states follow the recommendations

without making them mandatory. Still other states write their own guidelines which may or may not follow the national specifications. In some instances, state guidelines make no mention of height requirements around water.

The Institute bases its recommendations on the usage of the area where the pole is installed and, for water installations, the size of the body of water. Both the amount of voltage the line carries and the span between poles is considered. The Institute recommends utility companies compensate for higher voltage or an abnormally long distance between poles by increasing the height of the poles.

Generally, the Code calls for power lines to be placed between 17-40 feet above the ground. The height of the line is proportional to the size of the body of water. In launching and rigging areas, the Code calls for the line to be raised an additional five feet to allow for boats on trailers. In residential areas, where some experts feel the number of mast/line contacts might be under-reported, the lines usually are located 20 feet off the ground.

Incorrect Assumptions Can Lead To Disaster

There are several problems with the basic assumptions of the Code. The first is the assumption that sailors will not sail on a body of water that is too small. Actually, sailors sail anywhere they want to as long as, in the skipper's opinion, there is enough room to have fun. If a utility engineer thinks a lake is too small to sail on, the Code allows him to run a wire across the lake 17 feet above the water. A Hobie 14 skipper, who thinks the lake is adequate for sailing, runs the risk of running into that line with a 24-foot mast.

The second problem with the Code is that it assumes that everyone involved with the placement of lines around and through a body of water can accurately assess the surface area of a lake. Unfortunately, this is not the case.

In the late seventies, during a revision of the Code, Hobie Cat submitted a paper opposing existing guidelines. Considering the sailors' tendency to sail where they want to, and the utility companies' tendency to underestimate the size of a body of water, Hobie Cat recommended that all lines over or near any body of water be raised to a minimum height of 40 feet.

Failing in this proposal, Hobie Cat continued an active campaign to identify and have moved lines hazardous to the sailing public. As the number of recreational sailors grew, so did the number of catastrophic mast/power line contacts. Hobie Cat initiated the "Bounty Program," enlisting the nation's sailors in an all-out effort to identify dangerous power lines in recreational areas and have the power company move them before they cause injury or death to unsuspecting sailors.

Hobie Cat sailors were asked to scout their sailing areas to find lines presenting a hazard to the sailing public. Scouts were requested to notify in writing the power company that owned the line, explaining the problem and asking what the company

intended to do about it. Copies of the letters were sent to Hobie Cat, who also then raised the issue of the outlaw line with the appropriate power company. The "Bounty Program" has proven to be extremely successful in its pursuit of a safe sailing environment.

In conjunction with this innovative program, the HOTLINE began to publish cautionary reminders and articles warning of the dangers of sailing, placing considerable emphasis on the problem of mast contact with a power line.

Hobie Cat realized, however, that the "Bounty Program," albeit successful, would not eliminate outlaw power lines completely.

The Search For A Solution

While power companies carry the primary responsibility for these accidents, they take the position that sailors and boat manufacturers bear a crucial responsibility as well. In the early seventies, the power companies tried to shift more of the accountability to boat manufacturers, their goal being to broaden the financial responsibility for the payment of damages to injured sailors. They attempted to show that with minor changes to the mast, injuries could be lessened or avoided entirely.

The utilities proposed, through an electrical engineer with limited sailing experience, that a wooden plug inserted in the mast would safeguard sailors. They hoped that this (pseudo) solution would prove to juries that boat manufacturers refused to avail themselves of a simple remedy to a dangerous problem, thus failing to protect the consumer by not incorporating this protection into the manufacturing process.

In examining this proposal, the Hobie Cat Research and Development team found the plug to be even more dangerous than the problem it purported to solve. It destroyed the integrity of the mast and added a lot of weight to the boat, making it more difficult to right. In addition to increasing the dangers from hypothermia and drowning, the plug also failed to address the problem of a power line making contact with stainless steel shrouds and other conductive portions of the boat.

Hobie Cat took the lead in evaluating other potential solutions. The first problem facing the staff was to resolve a dispute among the electrical experts. Some felt the best method of protection was intentionally grounding the boat. They proposed connecting the metal parts of the boat and running the connection to an

Ultimately,

Hobie Cat

sailors are

responsible for

their own

safety.



Hobie Cat's
"Bounty
Program" has
proven to be
extremely
successful in
its pursuit of a
safe sailing
environment.

underwater metal plate, based on the theory of allowing the electricity to run harmlessly through the boat to the underwater ground.

The company was quick to reject this method due to a number of immediately apparent reasons. Foremost among them was the fact that the electrical path cannot be controlled or guaranteed in a marine environment. In fact, the electricity establishes its own collateral paths in addition to the intended one.

Equally serious was what the electrical charge does after it hits the underwater ground. The electricity creates a potentially lethal field in the water around the boat, which makes grounding the boat a dangerous idea.

With grounding eliminated as a viable alternative, Hobie Cat tried to find a way to insulate the mast. The easiest method was simply to replace the metal mast with one made from a nonconductive material. After much discussion and research, the R and D staff came to the conclusion that it was not possible to produce a mast that would be strong, flexible, light and nonconductive. Fiberglass was considered, but a prototype fashioned without the addition of carbon fiber to strengthen it could not be manufactured. Carbon fiber is an excellent conduction material whose incorporation would defeat the purpose of using fiberglass.

Finally, after examining a wide variety of other ideas, ranging from insulating the base of the mast to using explosive links in the forestay that would detonate if any electrical charge was sensed, Hobie Cat developed a viable solution.

Hobie engineer Jerry Pollard had been working on an Epoxy process that would allow the manufacture of stiffer boat hardware. The sophisticated molding process he developed resulted in the Hobie EPO rudders. Hobie Cat management asked if the same technology could be used to help solve the problem of a mast/power line contact accident. The answer was yes. In accordance with research confirming that most accidents involved contact with the top portion of the mast, Pollard designed what came to be called the COMPTIP™.

Hobie Cat introduced the COMPTIP on production boats in 1985. Shortly thereafter, it began a campaign to introduce Hobie Cat sailors to the benefits of the COMPTIP. At the same time it aggressively pursued a free retrofit program supported by a mass mailing to all registered Hobie Cat owners. The program was explained in depth and well publicized in the

HOTLINE. The goal was to replace all of the conductive masts on existing Hobie Cats with the new, nonconductive COMPTIP. Hobie Cat has not yet reached this goal, although the free retrofit program is still in place. (Details on the retrofit program are available by contacting your local Hobie Cat dealer or by writing to the HOTLINE. -Ed.)



Wise Sailors Avoid Power Trips

Some sailors resist using the COMPTIP, believing it contributes to a loss of performance in medium wind, especially on the Hobie 16. In fact, the performance loss is minimal; it would be non-existent if all Hobie 16s sailed with a COMPTIP. On other production Hobie Cats, notably the Hobie 18, the COMPTIP actually improves sailing performance.

The COMPTIP represents a remarkable achievement and significant advancement in sailing safety. The COMPTIP minimizes the danger of a contact incident. It is not a one hundred percent guarantee against injuries or fatalities. In a marine environment, there is virtually no way to ensure total safety. The only true solution to potential power line disasters is an aware and careful sailing population. Sailors must take the responsibility to report dangerously situated lines, demanding action to have them removed or raised.

To provide maximum protection, sailors must retrofit their Hobie Cat with the COMPTIP and take the necessary steps to maintain it properly. Maintenance is a necessity. The tip functions at its best when it is clean and dry. If the surface or luff track become soiled by dirt, salt, moisture or another contaminant, some of the benefit of the tip is negated by allowing it to conduct an electrical charge.

After a sailing excursion, the fiberglass tip should be cleaned and rinsed with fresh water to prevent the buildup of harmful deposits which will compromise its effectiveness. If fresh water will not remove the surface film or dirt, try washing it with soap and water. **DO NOT USE SOLVENTS!** Acetone or similar solvents will damage the tip and the luff track.

Make sure your COMPTIP is protected from harmful ultra-violet rays. Do not leave it in direct sunlight for extended periods. Cover it when it is not in use.

Bear in mind the COMPTIP also does not relieve Hobie sailors of their responsibility for their safety on the water. This is especially true when it comes to avoiding overhead power lines. A line that was high enough last year might have stretched because of winter ice storms. Poles that were visible last month might now be hidden by foliage. When sailing, remember to watch for lines stretching across the water with the same care you use in watching for other boats. Power lines are a lot harder to see and can be much more dangerous.

When launching or landing on unfamiliar beaches, approach them cautiously and look up! If you see a power line, don't assume it is high enough. Don't try to measure it to find out. Stay away from the line and tell the power company about the hazards the line represents. Write to us and tell us where the line is.

Most importantly, if you aren't sailing with a COMPTIP, get one! COMPTIPs don't win or lose races, skippers do. All Hobie sailors can learn to sail with a COMPTIP, but they may not be able to live without one. *RC*

Paint Your Sail

CONTEST WINNERS

It was a tough decision, but here are the winners of the "Paint Your Sail" contest.

Every time we have one of these contests the staff forgets how difficult it always is to pick the winners. This contest proved to be no different. There were literally hundreds of entries and as usual ... you guys are good!

You're so good in fact, that all entries have been passed on to a special Hobie Sail Color and Design Committee for possible selection and evaluation of production feasibility. Who knows, your sail design may end up on the water yet.

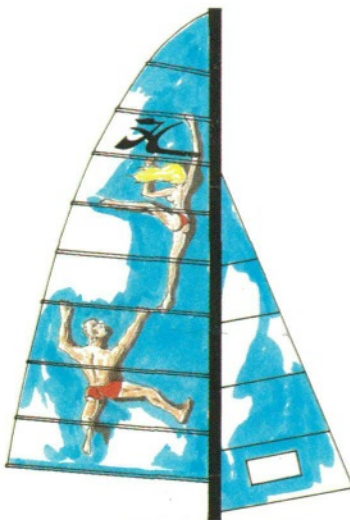
Congratulations to the winners and a special thank you to each and every entrant.

Publisher's Choice



ENTRY FORM
NAME
FORREST G. WRIGHT

Most Imaginative



ENTRY FORM
NAME
Vinie Adelman

Best Color Combination



ENTRY FORM
NAME
Audie Bell

STORY AND PHOTOS BY BRUCE BAKER

Naming a boat is one of those special events not unlike naming an offspring, but in contrast to a child the process doesn't have to be done on Day One for hospital records.

In addition, you can change the name without a court order; though it must be noted that if the re-christening is not done in a certain ritualistic (read: liquid refreshment) manner, a disaster could befall the craft. Some of you know the name even before you purchase that new boat. For instance, if it took a lot of preliminary effort to convince a spouse this was the recreational investment to make, you may decide to name your new Hobie "Fore Play." Fellow sailors might assume you just can't spell or that you're into advertising.

Owners may have a surname that lends itself to naming their Hobie. For example, Mr. Campbell may decide his new Hobie should be "Campbell's Sloop." Still others may be subtle, or not so subtle, letting you know what they do for a living. A good example would be an optometrist who decides "Double Vision" is just right for his Hobie. Events might dictate what the name should be; consider: "Mom's Mink." It may even be that you have to sail your Hobie for a period of time before selecting an appropriate name, such as "Turtle." In my own case, I spent a long time coming up with an appellation for my Hobie 18 that seemed to fit (see below), but I'm already thinking it may have to be changed.

Prior to racing at Duxbury, MA on September 17, 1988, I took a few minutes to ponder some of the names and graphics on various boats. Here are my photos and observations. Please note the comments are mine and may or may not reflect the owners' thinking.

First is my own Hobie 18, *Paw's Cat*. As one of the elders of Hobie sailing I wanted a name to reflect my status within the sailing community and one that had dignity. Other factors that had to be considered were my two sons' own attendance at regattas. Now when someone asks "Where's your father?" they can reply, "Paw's Cat is over there." See, it saves a lot of words. It also is a very nautical name, cat paws, and one befitting a CATamaran. The graphics also were intended to reflect an appropriate personal image. I wanted a laid back cat with hearing and vision impairment. The message is yell loud, I may not have seen you on starboard. Due to circumstances beyond my control, I now may have to add the word "Grand" at the start of the name to fit my recently acquired status.

Wire Nut is owned by Scott Baker of Melrose, MA. Scott, a master electrician, may be telling us his occupation; or possi-

NAME



bly it's a form of advertising entitling him to take a tax write-off on all his sailing activities. If not, perhaps he is explaining he prefers to spend his time on the Hobie and on the wire. Frequently, after a heavy air series when everyone else is ready to hit the beach, Scott and his crew can be seen traveling toward the horizon on a pleasure sail, double trapping of course. He and his fiancée, Melissa Hotte, are definitely wire nuts.

Ice Man is owned by Jim Dillon of

Duxbury, MA. Jim tells me his son suggested the name after seeing the movie "Top Gun," in which the star top gun was called Ice Man. It's a very appropriate name; we all would like to be the top gun and now Jim is every time he sails. The graphics are of course very appropriate for the name and New England sailing conditions.

Ruthless was formerly owned by Mac MacCarthy of North Hampton, NH. That is the kind and gentle image of Mac in the

GAME



photo. Mac is one of those unfortunate souls whose wife does not sail with him. If Mac were a ruthless person it would explain why his wife won't sail with him. But look carefully at the name. See the separation between "Ruth" and "less"? Aha, it's the Hobie that's without Ruth. Wife Ruth can be found skippering her own Hobie at most regattas. As you can see from the graphics, Garfield is cautiously testing the waters. Now, just what does that mean, Mac?

Buzzards Bear is owned by Ted Knowlton

of Lincoln, MA. Ted is a former 16 skipper, but now sails a Hobie 17 with excellent results. Ted confines much of his sailing to the Buzzards Bay area of Massachusetts, which undoubtedly accounts for the first part of his boat's name. From the picture of Ted all will agree that this is truly an angelic face, so where does the bear come from? According to Ted's wife, Annie, "He's as cuddly as a Teddy Bear." Most of us, however, remember Ted's numerous efforts to instill fine competitive sailing to his


host of crews over the years. Ted's a real bear! The true story of how he came to name his boat is not known to me and I didn't ask him since I had settled on a meaning in my mind. This brings up the other side of a name; how it is perceived by others. If I ever found out that Ted had named his boat for a teddy bear he secretly carries with him, it would completely destroy my illusion.

Still Cat Nappin' is a Hobie 18 owned by Steve Latham of New Bedford, MA. Steve is the commodore of Fleet 28. In addition to this boat, Steve has a Hobie 16 named *Cat Nappin'*. If you guessed the 16 preceded the 18, you're very perceptive. Other than the size differential and a slight variation in nomenclature, the boats are virtually twins. Each is the "cat fever" model and each has the same sail number. Steve carries through on the name and color scheme with a custom sail box in matching colors. In addition, he and his crew are often seen in "Still Cat Nappin'" T-shirts. Now this is one of those name situations that I didn't want to find out too much about. I do know, and can tell you, that Steve is the owner of Latham Funeral Home in New Bedford. I drew my own conclusions; you can draw yours.

Pink Panther is owned by Cliff McCarty of Brookfield, CT. Cliff has been the top 16 sailor in Division 12 (you can also find his name at the upper end of the Nationals and Worlds) for the last several years and may owe some of that success to his boat's name. Let's face it, you think, any guy who sails a boat with pink sails and dresses up in a matching pink life jacket can't be taken too seriously on the race course. Sure, and then you get out there and discover the pink pussycat is a real tiger. The only thing missing on Cliff's boat, in pink of course, are graphics of that elusive panther.

Halloween is owned by David Shear of Schenectady, NY. Shown here is "Oakie" O'Connell of Cambridge, MA, who filled in for Dave in the picture, and crew Lynn Hassenger of Albany, NY. The Halloween theme is carried through very nicely. In addition to the orange trampoline and sail, the skipper and crew wear orange life vests. The sail number, 10/31, is displayed on the sail box.

This collection of interesting specimens is what I discovered on just one weekend in September. Many other good names and graphics abound within Fleet 28 and around Division 12 and probably in your sailing area as well. I would like to see some color photos and background on names from your part of the world; how about sending your discoveries in to HOT-LINE and maybe we can get a "Names Corner" started.

What's in a name? Sailing minds want to know! 

**DEBUT CRUISE
AROUND THE
SAN JUAN
ISLANDS ON A
HOBIE 18 MAGNUM**

Wingin

BY WILMA QUALMAN

It is perfectly normal to wonder what we have planned for ourselves, I think, as I watch the swells and rip tide currents flow around our safe, compact Hobie 18. The rock walls are nearly vertical. Those photographers on the Deception Pass bridge look mighty small to me. But this is not the time for modeling. This is the first time ever in these treacherous currents. I really do not want anything more to go wrong. The small motor we attached seems more interested in drinking salt water than in guiding our Hobie through the pass.

The first attempt had been so well planned. We were at the pass on time with the change to ebb tide. Making our way into the pass, La Motor, as I affectionately learned to call her, got drunk and sputtered silent just when we needed her most. We were forced back to shore for an hour's delay as we learned the first lesson of motors and salt water: keep the spark plug dry!

Actually, the next six days will be a lesson in our ever-expanding sailing adventures on our Hobie 18 with Magnum wings. There is nothing finer than sailing this boat. We have used all of her capacities in many conditions and in several bodies of water; from lake fun to ocean swell riding to sloshing around on the Puget Sound and on our home waters of the Hood Canal.

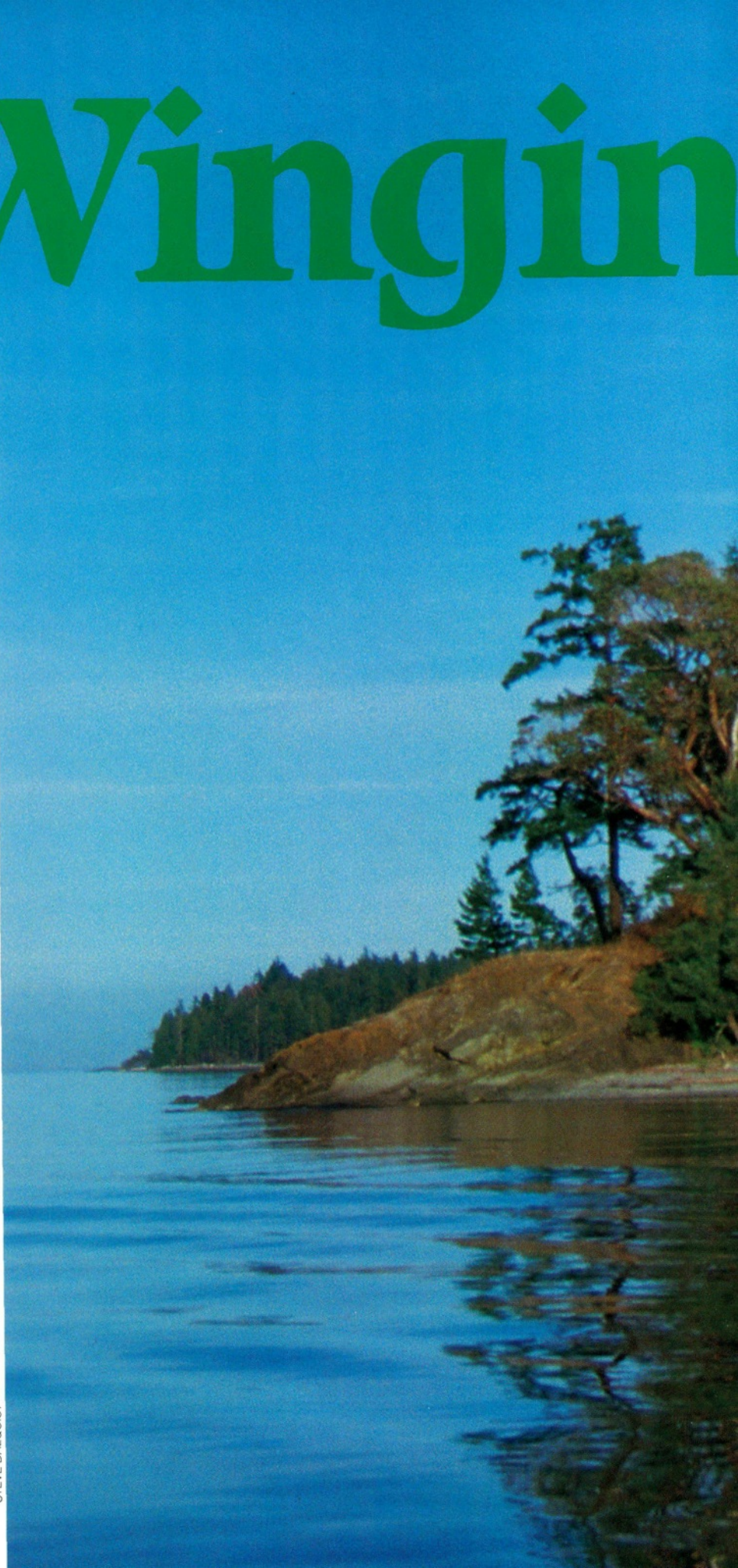
Canoe Pass was our exit route from Skagit Bay. At last we are on our way to explore the San Juan Islands. On our native Seattle's warmest day of the year our weather here is exceptional. Thank you for the high pressure again.

What a decision we made when we decided to go for it. Do this trip on a Hobie 18. Do it as our first nautical charting adventure. Do it with a captain, a navigator, and a mascot dog named Nikki. He's been called the Hobie Dog on a Hobie Cat! We all have life jackets, wetsuits, and natural or applied sunscreen, so let's go.

APPEARANCES CAN BE DECEIVING

Once out of Deception Pass we set sail for a northern route. To our surprise, the winds were off our port, giving us a running wind. Our Hobie is heavy, but it

STEVE DALQUIST



g it...



has sufficient food, clothing, water and safety equipment to hold us together for six days. Last night's stay, on Hope Island in Skagit Bay, seemed a blessing to our trip. We hope to have the best cruise possible.

Getting to the first night's goal puts me to wondering again. Here in Rosario Straits on the south end of Cypress Island, the wave action gives us all a good soaking, but we still have plenty of time until dark. Not until later do I learn this area is called the "Devil's Hell Hole." Great, just great!

We choose Strawberry Island to call home for Day One. The guide book says a small beach can be found on the southern end. I've got it in my sight through the binoculars, and yes, it is small but surely there is room for this modest craft. Approaching with a running sail filled with 20 knots of wind is much too dangerous and too fast for soft landings, so we veer to the right, lower the main and proceed to tack with just a jib. The procedure is easier said than done. How does ol' Neptune know when to make the winds and waves increase just when you need it the least? We enjoy a smooth landing on a beach of worn pebbles and rocks.

We share this 11-acre island with three kayak people who share our adventurous spirit. We are now 14 miles into this cruise. We will have traveled 120 miles when we conclude.

THE FOG DOGS LITTLE CAT FEET

Morning fog keeps us landlocked until well into early afternoon. We have a quick walk over the island, then it is time to pack up our camp gear and get ready to meet the day. At last the sun and blue skies appear, but still the fog clings to the south of us. We launch and again are on a run. It seems we are literally running from the fog, for it soon envelops the tiny island just departed. The navigator checks charts and scans the surroundings, eagle-eyed for an escape route should that pesky thick fog catch us. Orcas Island shadows the wind and also the fog, so La Motor slowly starts and we ease into a course for Natia Island. Barnes and Clark Island slide by as we maneuver past them in calm waters and easy winds.

Matis is landfall for the night, so La Motor chauffeurs us into Rolfe Bay when we no longer have any wind. Most of the anchored and docked boat owners look upon our mini-cruiser as an apparition. They hardly believe someone would travel in such a vessel. Or is it our mascot Nikki that fascinates their imaginations?

Day Three is cloudy and cold, but we push on in our cruise of the islands. Sucia Island, the next blotch of land, has a multitude of anchored crafts in a wide variety and style. I catch a soaring eagle

in view and think this, too, is a symbol of our adventure. Finally our afternoon is sunny and warm. Has my hymn to the sun helped it shine?

Stuart Island is the next destination on our list. Off the western shore of Waldron Island, the crew argues with the captain as he gets his islands confused and insists on heading for Saturna or Pender Island, Canada. I, of course, use compass readings and the charts to prove the direction needed to get us to Stuart. Bless the navigator!

We have only a few other boats for company on this latest leg of the journey, but I am content eating cookies and sitting on my throne, a 30-quart cooler. We enjoy soft winds on our first tack into the wind as we take a heading of 230 degrees. Near the middle of the crossing of this large area of water, a swell of several large crests passes under us; later we learn a submarine has passed Haro Straits on its way to Nanomo, Canada.

Stuart Island is a favorite. It is here we replenish our water supply. The campground is nearly empty, so we pick the spot that overlooks Provost Harbor. The guide book says a beach here can accommodate small boats. We arrive at high tide, which simply has covered most of this "beach." Also, I am learning that Washington's definition of beach differs from the meaning of that word in our former California homeland. Climbing steep cliffs to get our "gear" to camp is an effort. I wish Nikki could pitch in and carry his share.

DAY-O. DAY-AY-AY-O. MORNING WIND COMES AND WE WANT TO GO HOME.

The two-day stay on Stuart Island, due to the weather, will put us a day late in our schedule. Those at home may worry at our delay. The wind has blown so strong. I watch puffs and gusts hit the water surface and explode... and this is still in the harbor. We realize this is not a safe day to pack up, so it is time to explore the island. We spy a few large boats motoring across the entrance of the harbor. They rock from crest to crest. The waves remain too large and the wind too great for sailing. We are landlocked for the entire day. The radio mentions the passage of the low pressure front. This must be the result.

Throughout the day we listen and watch the weather; the wind does not seem to diminish at all. That evening we plan our agenda, laying plans to reef the sail should these winds continue with us tomorrow. We really need to get to Friday Harbor. We know a reef in our Hobie sail should take much of the punch out of those gusts and make our passage somewhat safer. We take comfort noticing the Coast Guard helicopter making its circuit over the islands. This

has been a rough day for sailors.

Morning brings a beautiful sunrise that we watch over coffee. Camp is broken quickly. We are motoring out of the harbor as those clouds swallow up that lovely sunshine. It is 9:00 a.m. No wind, no swell, no fun. We must push on; it is La Motor's time again. Our fuel is low; we had taken less than a gallon on board. As it sputters empty, we think it would have been wise to burn a few ounces from a fellow sailor, but it is too late now. We are at the eastern edge of Spieden Channel, a sort of crossroads, as we ponder where to refuel. Roche Harbor is much too far away. The guide book shows Deer Harbor to have a marina. Would we have enough reserve fuel to get there? We go for it.

It is very cold and I am not happy! It is now one mile to the marina. La Motor spits her last effort and shuts down. Paddling our boat has never been hard, but we have never had to fight the tide. Sitting on the front port hull is my station as the captain tries to nudge the motor to its last drop. It is a battle, but at last tying up to the dock is accomplished.

We are definitely ready for some land amenities. The store gives us fuel and food stuffs. The restaurant feeds us lunch. The sun breaks through. It is warm and pleasant and we are ready for another afternoon adventure to the Friday Harbor area. Our destination is Turn Island.

ONE GOOD TURN DESERVES ANOTHER

We actually leave dockside under sail. It is a trick to turn the boat around and hoist the sail in the security of the dock. We drift backwards to a possible crash into a 35-foot cruiser yacht, because the jib is furlonged and I had tied a knot in its line which now refuses to release. At the very last minute it releases, the jib unfurls, fills with wind and glides us away into the afternoon.

How the weather changes in these islands. Under blue skies and increasing winds we partake of one of the most pleasant sails on the entire trip. We even hike a little out on the mag wings. Not until the last 30 minutes do we start the motor again. Turn Island is small and we have it almost all to ourselves. I think the hemlock, cedars and madronas reflect the personality of these islands. Talking to the captain of an anchored sailboat, we find he has an appreciation for our mode of travel. He does not think us crazy as most people do. We talk and praise our vessel until it is time for him to return to his boat.

Nighttime is the most rewarding. The star lights go on forever, it is so clear. As the last Friday Harbor ferry goes past our island, it excites those zooplankton to phosphorous. We become enthralled playing with them as the ebb tide

continues to strand them on shore.

At bedtime we douse the fire and creep into our sleeping bags inside the tent. The dew caresses everything. The night creatures roam at will, eating our leftovers. Their antics soon set Nikki to barking. We slip him into the tent to silence him. The brazen raccoons soon discover fresh water near the tent. I am finally sinking into light sleep when I hear the soft lapping tongues of three raccoons drinking Nikki's water. He, inches away, listens also. It is a late night listening and watching the raccoons in the beam of the flashlight, so morning comes early.


It is the last day of the cruise. We have to return home.

TOO CLOSE FOR COMFORT

The day greets us with high clouds, sunshine, and a gentle southwest wind. We tack on toward Cattle Point and a date with drama. At 11:00 we switch on the motor to fight the flood tide as we pass Goose Island and Deadman Island. It takes one hour to pass Deadman Island. The current must be seven knots as we drift eastward, passing uncomfortably close to the island. The captain decides to just sail straight ahead, with whale rocks on the right and mummy rocks on the left. Rip tides and upwellings push and twist our Hobie. With hindsight, I would have taken a different route. Today, however, we do not realize the full importance of rip tides on the nautical charts. We are going where few sailboats ever travel.

The wind begins to decrease and we rely on La Motor, who so sputters and imbibes salt water we are not sure how much longer she will guide our way. Long Island slips by and the rip tides lessen, the wind increases and the motor runs out of fuel. We are on our own again. It is not until Iceberg Point is passed that I know we are out of danger. Homeward bound at last. It is 3:00 in the afternoon and we have a running wind out of the south.

The final crossing of Rosario Straits provides large swells that we surf down. It is time to end this adventure. We refuel La Motor, but she petulantly refuses to start. I captain the Hobie for the first time on this trip as the Captain fusses with the wet sparkplug. The motor runs ... sporadically. We definitely have had enough of rip tides, so we sway into landing at Bowman Bay. We thumb a ride back to the parked truck, load the boat, lower the mast for the first time in seven days and say goodbye to a wonderful adventure that will be with us forever.

Thanks, Hobie 18 Magnum, for a great first cruise! 



STEVE DALQUIST



WILMA QUALMAN

OKINAWA

CIRCUMNAVIGATING



Aharen Beach at nearby Kerama Islands close to Okinawa

STORY AND PHOTOS BY MIKE WILSON

Second Time's a Charm ... ing Cruise

The minute I set foot on the island of Okinawa, Japan, that summer day in 1984, I knew the Air Force had sent me to the right place. With beautiful blue-green crystal clear water, and warm temperatures year around, it was a sailing paradise! It wasn't long before I was able to get my hands on a used Hobie 16 that had been shipped in from Hawaii a few years before.

Soon after, a guy named Don Weitz appeared at Kadena Air Base. Don, a civilian Air Force employee, turned out to be a great crew and sailing partner. We began sailing the Hobie every chance we got -- just ask Carol and Unsun, our wives! Having moved here from the very active Fleet 128 in San Antonio, Texas, I was disappointed in the lack of organized racing in Okinawa. But the "pure sailing" was absolutely spectacular. Big swells and deep blue water offshore; it was the kind of sailing all of us dream about.

We soon chalked up a lot of local experience, sailing 15-20 miles up and down the west coast of Okinawa and offshore as far as 30 miles to the nearby Kerama Islands. Gradually, the idea of sailing the Hobie 16 all the way around the island began taking shape in our minds. Okinawa is about 65 miles long and 15 miles across at the widest point, so total sailing distance measured about

170 miles. Don and I determined we could do it in three days...with favorable winds. Our plan was to sail counterclockwise from the Kadena Marina around the south tip of Okinawa, stopping first at White Beach, a U.S. Navy Base and recreational area about 50 miles away. Next, we planned to sail north up the east side of the island around the northern tip, Hedo Point, then 12 miles south to the Air Force recreational area of Okuma, for a total distance of 65 miles. The third day would take us on the 55-mile final leg down the west side of the island around the Motobu Peninsula, and back to Kadena Marina.

After studying a number of long distance Hobie events, such as the Worrell 1000 and the Hog's Breath 1000, we decided covering 50-65 miles each day should present no problem. We were somewhat concerned about accounts of rough conditions where the water swirls around the northern and southern tips of the island. As much of the shoreline consisted of cliffs and coral reefs, the lack of viable places to go ashore was also a potential problem. Nevertheless, Don and I were confident we could make it.

First Time Around ... Almost But Not Quite

We set out in the summer of 1985. Thanks to a wind blowing from the south-east at 12-18 knots, the sail from Kadena

Marina to the south tip was fast in smooth water. However, as we rounded the south tip and left the shelter of the island, the wind and the story changed. The waves became big, steep, and close together, making it desolate and a little scary. Both of us trapezed initially, but after almost getting knocked off the boat twice, I came back on board to maintain better control. Two endless hours of sailing brought us into a large bay with smooth water and an easy two-hour sail on into White Beach. The total time was six hours; not quite what we had planned, but not too bad for 50 miles of fluctuating sailing.

The next day the wind was out of the north with rain, so we opted to wait for better weather before continuing. By the time the weather did clear, however, we learned a typhoon was heading toward Okinawa, so we elected to trailer the boat home. Thus ended our first "around the island" attempt.

Close Encounters Of The Sailing Kind

I made no attempt during the summer of 1986; a trip to the states, bad weather and job commitments kept me busy. My friend Ken Oberholtz and I did share one adventure, however. While on a "short" local sail, a fitting (bow tang) broke and the mast came down leaving us stranded offshore all night, until we were finally spotted by a Japanese Maritime Service

WVA



Mike Wilson resting up on Minna Island after a morning sail



Mike Wilson's Hobie 16

Helicopter 15 miles northwest of the Kadena Marina. An exciting part of that ordeal was being nearly run down by a freighter. Having a huge ship bear down on you at night when you are disabled will certainly get your attention! They never did see us, but somehow missed us by 200-300 yards by sheer luck. The wind continued to blow from the east at 15-20 knots all night, preventing us from making any headway back toward Okinawa with our jury-rigged sail. When the helicopter found us the next morning, we were sailing west (downwind) toward the Kerama Islands, determined to go ashore somewhere.

Since that night Ken and I spent adrift in the ocean, I have thought a lot about what else we could have done to make the boat sailable. We did tie the top of the jib to the front of the starboard hull and hold up one corner of the sail with the tiller extension. That ploy works great for reaching or running, but the jury rig just wasn't effective beating windward against a good breeze and choppy seas. Trying to step the mast was an idea we considered. The only thing broken on the boat was the bow tang. We figured if we could step the mast, we could solve the problem of attaching the end of the bridle to the broken bow tang, but the combination of choppy seas and the possibility of one of us getting hurt in the process decided us against the attempt. I still wonder if stepping a mast on the water is feasible. Has anyone ever done it?

Another catamaran sailor did attempt to sail around Okinawa that summer. Charlie McDermott, sailing with Gloria Navarro and another friend, left the Kadena Marina heading north up the west side of the island on Charlie's new catamaran. Long on enthusiasm but a bit short on experience, they set out. Several capsize and less than ideal weather forced them to abandon the attempt. At one point, when the boat was on its side, Charlie became separated from the craft by several hundred yards. Fortunately, Gloria and the other crew member were able to right the boat and locate Charlie, who was becoming very difficult to see amongst the waves. Here is yet another example of why it's essential always to stay with the boat, especially if you are some distance offshore as they were.

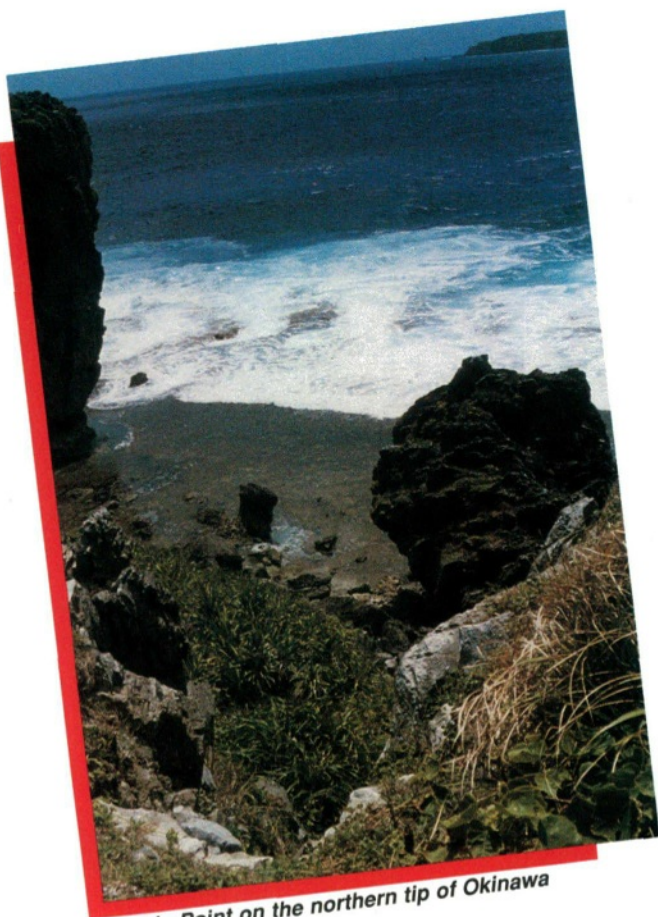
The near catastrophe didn't dampen their enthusiasm for sailing in general or the "around-the-island" idea in particular. Charlie and Gloria continued to sail at every opportunity, gaining confidence and experience. It was inevitable that Charlie and I would decide to join forces, do some serious planning and resolve to make another attempt in the spring -- the second try for both of us.

If At First You Don't Succeed ...

During the previous winter I had sailed with an enthusiastic young sailor

Having a huge ship
bear down on you
at night when you
are disabled will
certainly get your
attention

named Delane who also was looking for something new and different to do. On April 11, 1987, Charlie, Gloria, Delane and I set out on two boats from the Kadena Marina to circumnavigate the island. Our first stop was Moon Beach, about 15 miles up the coast. With a fine southwest wind behind us, we completed the run in less than one and one-half hours. Knowing bad weather was predicted for the next few days, we left the boats anchored in a Japanese fishing harbor near Moon Beach and waited for the weather to clear. We used the time to double-check our supplies and safety equipment; signal flares, a strobe light, extra boat parts, and a mini-EPIRB (an emergency radio beam transmitter) for each boat. I had all of those things when



Hedo Point on the northern tip of Okinawa



Gloria exploring the beach at Kudaka Island

Ken and I spent the night on the ocean the summer before. That time, unfortunately, since we were only planning a short local sail, I left them in the trunk of my car! There has to be a lesson to be learned there!

On Saturday, April 18, after waiting almost a week, the weather finally cleared and we decided to press on. The wind was from the wrong direction, 14-18 knots from the northeast, but the sky was blue and we decided we could sail the 38 miles from Moon Beach and arrive at Okuma before dark. With the temperature in the mid-'70s, it was a great sailing day as we tacked up the west side of the island against a good breeze. Our first landmark was Minna Island, which lies about 13 miles north of Moon Beach. Minna is a picturesque coral island often celebrated on postcards. Offering white sand, coral reefs and warm sun, it was a great place for lunch after a two and one-half hour sail. We were tempted to linger on shore, but with the tide going out, we were concerned about getting the boats over the coral, so within 45 minutes we were back in our wetsuits and sailing.

The sun was bright and hot on shore, but beating against the wind in the open water made wetsuits and sailing jackets imperative. The sail between the Motobu Peninsula and Ie Island was absolutely beautiful, featuring smooth, blue-green water and all the interesting sights of the 1975 International Ocean Exposition

(Expo '75) on our right. After rounding Cape Bise and venturing into open ocean, however, we became exposed to the full force of the northeast wind. The heavy chop caused hard but uneventful sailing until we came under the lee of the main island of Okinawa. After that, we enjoyed smooth sailing into Okuma, arriving about 6:00 p.m. Charlie and Gloria hit the beach about twenty minutes before Delane and I, who had sailed the other track and wound up on the wrong side of an evening wind shift.

We checked into our cabins and revived ourselves with hot showers. None of us felt any ill effects from the long hours in the trapeze. After breaking out dry clothes that we had packed in plastic, we were ready for a cold beer or two and a good steak. Later on, we began to give serious thought to the next day's sailing, the 65-mile run around the northern tip of the island (Hedo Point), down the east side around Ikei Island and on around to White Beach. All of us had heard accounts of the rough water everpresent around Hedo Point, but with an east-southeast wind forecast, we knew once we rounded Hedo Point it should be downwind for the 53 miles to White Beach.

Another Great Day On The Way

Fortified with a great breakfast at the

Okuma restaurant, we set sail the next day (Easter Sunday) a little after 10:00 a.m. It was a close reach in smooth water for 12 miles up the west coast, but as we rounded Hedo at 11:30 a.m. and left the sheltered water on the west side of the island to enter the unsheltered Pacific side, we met the turbulent water created by the tides and currents at Hedo Point. All at once the swells became huge, at least 12-14 feet. The water wasn't really rough, just big smooth swells we tacked into. After half an hour of working around the point and heading southwest, we eased the travelers and sheets and found ourselves on a luscious beach. The waves had calmed down to a more normal 4-6 feet and we settled into one of the best sailing days of our lives. Where are those "Wide World of Sports" guys when you need 'em? White water breaking over the coral reefs surrounding Okinawa; beautiful green hills and mountains: the scene was truly breathtaking.

With the wind at 12-15 knots behind us, we surfed the boat downwind for over 50 miles. The Hobie 16 performed admirably in the surfing conditions and I couldn't help but feel this was what Hobie Alter had in mind when he designed the craft. Delane kept saying, "Look at that big wave building behind us!" until I reminded him that they were all like that! Watching Charlie and Gloria on their boat was fun, because it gave us an idea how



we must have looked. Having two boats made all of us feel secure. We rounded Ikei Island at 5:00 p.m. and were on the shore of White Beach at 6:00 p.m. after what had to be a day we will never forget.

After bedding down the boats for the night, we found luck was still with us. Two cottages were available for rent. Located on a high hill overlooking White Beach, the cottages provided a panoramic view of the south tip of the island -- the first leg of our next day's sail. The restaurant was about to close, so we ate supper in our wetsuits without getting cleaned up. The food was great, and if any of the other diners objected to our unusual appearance, they were kind enough not to mention it. After supper, as we did at Okuma, we enjoyed a cold beer or two, talked to other boating people, and most important, called the weather station. Again the conditions forecast for the next day were near-perfect, with winds 12-16 knots from the southeast and fair skies. After a good night's sleep, we were up early the next morning, mainly because they stopped serving breakfast at 7:30 a.m. and we didn't want to miss it!

We ate heartily, checked out of the cabins and rigged the boats. The wind was from the southeast as forecast and starting to pick up. For a while we were concerned it might blow too hard and make our passage around the south tip of Okinawa extremely rough. In fact, at


10:00 a.m. Charlie returned from the marina building, saying he was afraid the Navy was going to post small craft warnings and not let us launch. We eventually did, but still a little concerned, we decided to sail first to Kudaka Island and evaluate the weather before tackling the turbulent water we expected further south. We sailed the ten miles to Kudaka Island in a little over one hour on a close reach. The tide was high enough to enable us to cross the reef, and the island looked so inviting we decided to go ashore.

Kudaka Island is something of a local resort. We were greeted by a number of lovely Japanese girls in bathing suits. Gloria, who spoke a little Japanese, served as translator. The ladies were very interested in our boats and our journey, and we all took pictures of each other and communicated as best we could. Charlie, Delane and I climbed a hill with our charts to be sure we avoided the reefs when we left the island. The wind had become steady and the seas didn't appear rough, so we decided to press on for the Kadena Marina, and home. It was downwind all the way for the remaining 40 miles and a fantastic ride for everyone. This last day was our fastest run; we covered the 50 miles in four and one-half hours.

Looking back on the trip, all of us agree we shared a great three days of sailing; interesting and challenging, but

It's really great to break
out of your normal routine
once in a while and
do something to really
get your juices flowing

not too difficult or demanding to the point that it wasn't fun. The key was planning, taking the right safety equipment and watching the weather carefully. It's really great to break out of your normal routine once in a while and do something to really get your juices flowing. We were, to the best of our knowledge, the first ever to circumnavigate Okinawa on small catamarans. The opportunity was wonderful!

I have been back in the United States for almost two years, stationed at Langley AFB in Hampton, Virginia. It's great to be sailing with Fleet 32 (Virginia Beach) and back in the regatta scene and the "Hobie Way of Life." But sailing the waters around Okinawa provided unforgettable adventures and memories; I hope someday to return. 



*California,
Here They Come!*



PHOTOGRAPHY BY PATRICK MCDOWELL

THE FIFTH HOBIE 18 WORLD CHAMPIONSHIP DOCKS IN MONTEREY

BY DICK BLOUNT

Saturday morning, May 20, 1989, 0900: Five teams are still in the running for the Fifth Hobie 18 World Championship title in Monterey, California. Thirty-one other teams are looking to close the gap. This is the first world championship event held in California. The race course is set in a new radically different kelp and sea lion populated shoreline location. It is appropriately nicknamed by the racers the "Chamber of Commerce Course," because if it were any closer to the sidewalk cafes and shops that dot the historic John Steinbeck Way, sailors could window shop and order food on their way to A-mark.

The day's weather was off to an inauspicious start. The wind was very hard to read and a shifty 10-15 knots. Seas were in the 4-6 foot range. The water was a chilly 50 degrees and the air an uncomfortable 60 degrees.

The race committee's course selection was a #1 twice around. On the way to the first mark on this mind discouraging course, I rolled Gary Metcalfe (who just happened to be winning the entire championship at that point) halfway up to A-mark, wondering what was he doing back here in the toilet with me? We were in the middle of the fleet and our prospects for breaking away and saving the race were slim. My boat finished 18th, while Mr. Metcalfe found a way to win that race too!!! To do so he had to sail past the likes of Pierre Moerch, Mark "Biff" Laruffa, Jeff Alter and Carlton Tucker (to name a few).

From the first race to the last, Gary Metcalfe sailed as though he were the only guy with a Hobie 18, and the rest of us had no sails. He came from behind and rolled Hobie Alter Jr. downwind in one race, going from 6th through the fleet to win in yet another. All week Gary had his boat dialed in to a speed higher than anyone else's. How fast was he? His throwout race at the cut was a 2!

Be that as it may, 55 teams from Australia, Holland, Italy, Canada, England, France, Switzerland, New Caledonia and the USA drove, flew, sailed or walked to get to this 18 World Championship. The qualifying rounds were open to anyone with a checkbook and a willingness to be cold on the water.

The qualifying rounds took place on Sunday and Monday, May 14-15. The only thing one wants to do in this first

series is sail cleanly and make the cut. The trouble is participants never know exactly how many spots are available to enter the next round. The organizers know, but they keep it a secret until the cut party. In previous big events 10-15 spots have been the norm. In the back of your mind, there is the constant fear of not getting to the semifinals.

To make matters worse, there were plenty of quality sailors trying to fill those few top spots. The mark roundings in these early races were less than friendly. Any slight overlap or hesitation for authority was quickly filled. The universal language in such situations was visible more often than not; a 10 x 10 protest flag in bright red.

The flying of the protest flag was certainly no indication that someone was going to do two 360s. Once the flag was pulled, further discussions regarding the



"alleged incidents" were surely required. Often, finger and hand gestures were used to bring home a point regarding one's rights.

The protest jury, led by Kim Kymlicka, Jeanine Ryan, William Ryan, John Dinsdale, Paul Pascoe and Gary Russell, was ready for the task. One of the rules that was strictly enforced dealt with any boat contact on the water witnessed by a jury member.

In other words, third party protests were in force. If a member of the jury saw someone hit a mark or commit any other sailing violation, that boat suffered the scorn of the protest committee. More than a few boats were booted out of the races for just such violations.

Several unresolved protests carried into the late hours during Tuesday night's "Welcome Party." With that, the prospects of some teams' hopes and dreams were to vanish in the early morning light.

In spite of the expected but somewhat unwelcome protests, those who missed the event missed a truly remarkable night. The party was held at the world famous Monterey Bay Aquarium.

The 50 million dollar non-profit aquarium was founded by the Packard family of Silicone Valley. To stroll among

the 525 species of fish, mammals, sharks, invertebrates and plants indigenous to the Monterey area is quite a humbling experience. With 90-foot clear tanks, one can watch, feel and touch these creatures in their natural habitat.

One of my favorite exhibits was the sardine tank, where a school of about 5000 sardines was swimming...all in the same direction. If one touched the surrounding glass, it would cause the fish to go in 5000 different directions one moment, then back in a normal clockwise swimming rotation the next. It reminded me of one of our starts earlier in the day. All the while, a great dance combo played beautiful music as we consumed plates of hors d'oeuvres (dinner to a Hobie sailor) and drank from a full bar. No sushi of course!

With the blessing and mixing of the waters of the world from the different countries by Father Downs, the racers joined together to race in "friendly" competition. The only snag in the evening was created by an over-zealous computer operator whose name is being withheld to protect the innocent. This self-promoting programmer had caught a "VIRUS" in his system. As a result, the scores of the last two days of sailing were added improperly.

The wait for the proper results was not a total loss. As it turned out, a whopping 37 spots were open. Sailors who were told they were "in" received a bottle of Christian Brothers champagne plus a boat assignment good for three more days of sailing. Three teams found out the hard way that they in fact did not make it to the next level. At the same time, three other teams, who thought they were out, learned they were back in the hunt.

With a round robin format for the next three days, each sailing team now had the opportunity to sail head to head against one another. The plan called for ten races, which meant that each team competed in five races and was allowed to throw out its worst score. The goal is to make it to the next round: the finals.

The team of Ted and Sue Lindley got to spend their boat deposit in their very first race. It seems as if there was a slight miscalculation in a port/starboard situation. Ted's port bow was moved about four inches from where it was first built. It also had a 12-inch rip through both sides of the hull. The boats hit so hard that the rubber slip deck from the starboard boat was permanently wedged into the other hull. Luckily, no one was hurt.

With 10-12 foot seas and strong winds, more than a few spectators, sailors and chase boat operators felt green around the collars. Seasick dots or no dots behind the ears, nothing was a match for the rough waters on which the racers battled. It got so bad that even the race committee boat, Team O'Neill's

giant 65' catamaran, couldn't stay anchored. You see, the water was only 400 feet deep in the area we sailed. Imagine moving the start line by 10 degrees and relocating the mooring. The committee boat's rudders were seen coming out of the water at anchor because of the severe pitch and roll and as a result it was forced to bow out of some races.

The competitors, however, were treated to the finest downwind sailing they'd ever seen. One would round A-mark heading for C-mark in 15-20 knots of wind with a giant following sea. The standard procedure, of course, is to position ourselves sitting on the boat as far forward as possible for maximum speed. This gets the front of the hulls lower and helps the boat to surf better. If we'd had any brains we wouldn't have done it. The waves were so big that you didn't catch them; THEY caught YOU. Once a wave got you, wow, you were "TOOK" until the wave decided it was done with you. What a feeling.

The hull speed was such that the jib would simply go limp! You had the feeling that the little boat you were riding on was merely flotsam as far as the waves were concerned. The exaltation of being launched from the top of a mammoth roller coaster-like wave to the bottom of the ocean without the security of a seat belt, rosary beads or other necessities was worth the price of admission. Boats near you would all but disappear in the trough of the swollen seas. What a ride!

As the winds would die, so would the hopes of the various sailors. The reason was, it turned into a one-way course. If you didn't get a "great start," your chance for catching up was pretty much nil. The optimal course was to go about 100 yards past the leeward pin on starboard, bang the corner and get lifted all the way to A. Then you would work the middle of the course downwind. At C you had to go about 100 yards, bang that corner off to port, sail to the leeward pin and tack to the lifted port tack up to A. It sounds so simple, yet it is hard to do. The teams that performed well did this time after time.

People used a number of means to stay warm despite the terribly cold water. Several setups are worth noting. Team USA (the top ten Hobie 18 teams from the previous 18 Nationals) was the envy of all. Members were provided with brand-new, one-piece black, green and red full drysuits, complete with built-in booties. The suits also came with a full one-piece Arctic fleece undergarment. All this was courtesy of OS Systems. You might recall OS Systems is the company that provided drysuits for the 1988 USA Olympic Sailing Team.

Those of us who were not fortunate enough to be clothed by OS tried one-piece wetsuits, two-piece wetsuits, even

wetsuits with polypropylene underneath. Personally, I wore two layers of 100% polypropylene top and bottoms, a sweatshirt and a Murrays drysuit with a wool hat. When a good cold wind blast hit me, which was often, I was still cold.

One of the stops on the evening party tour was the Old Whaling Station. It was just one of the many beautiful historic buildings from the old whaling days of Monterey. This particular building was the very first brick structure made in California. I wished my house would look so good. With free wine, compliments of the William Hill Winery, cheese provided by the California Co-op Creamery and tables of giant strawberries from the farm of Rob Nixon, a filling and festive time was had by all.

With the assistance of Paul Pascoe, Laurie Robertson, Jan Houser and many



hard working helpers, the racers received a daily newsletter, lunches, race and information sheets, and all the hot gossip. Without their great help we would not have been able to enjoy several of the local hot spots, such as the Monterey Peninsula Yacht Club, Hagios Club, Cuz's Sports Bar and the Doubletree Inn.

The "Finalist Party" took place on a cold evening. It was held outside at another historic site called the Pacific House. It's hard to believe, but although 240 guest tickets were collected, and enough food was prepared to serve 270 people, we still ran out of food. Perhaps we all needed to eat more just to stay warm. Along with the food, we were treated to a terrific night which included a juggler named Jonathan Parks from the American Dream who made great fun of several of our sailors.

With so many great sailors in the final rounds, the sailing was aggressive and exciting to watch. The Holland delegation had Alwin Van Daalen and Onno Van Der Plaats competing for top spots, the Canadians had Melodie Gummer (I believe the first lady skipper in a world's who was in striking distance for the top

ten), and the Swiss had Pierre Moerch whose great scores landed him in 13th place. Australians and Americans captured the top 12 spots.

One of the lighter moments that took place on the water involved the "Team Short" flag. It seems it was stolen several days earlier at a party only to turn up again. Alan Egusa and Ross Tyler were on their way to start a race. As they unfurled their jib, much to their surprise the "Team Short" flag was attached to their sail. Now who would have done a sneaky thing like that?

As in any sport, the best teams seem to respond when the pressure is turned up a notch. Such was the case here. Sailing the "Chamber of Commerce Course" was such a mind bender that it took every bit of concentration to figure it out. Although you might think covering the fleet would be a smart move, that wasn't the case here.

Covering meant being in different air than the guy five boat lengths away. It also meant not making the mark on starboard because of another wind shift. It meant thinking you were in the top five heading for C-mark and rounding the mark in 23rd. It was a true test. The guys who did well in that stuff were the ones who shined all week. There is no substitute for time and practice on the water, especially in shifty air.

The "Awards Banquet" was great in several respects. It was wonderful to finally see everyone dry and warm at the same time, and Pat McDowell's slide presentation of the sailing action was superb.

Several memorial trophies were handed out by Ross Tyler to people who did some unusual things. Honored were people such as Wayne Mooneyham who helped build the boats. His job was to attach the spreaders to the masts. He really did a great job. It was too bad that he put all the spreaders on backwards. He was awarded a miner's hat with a pair of spreaders mounted backwards.

Frank Bjerring and Frank Mardell received the "Golden Wiener" awards for cooking Oscar Mayer hot dogs for the sailors all week, not to mention their terrific help with the boats on the beach. Laurie Robertson was awarded a plate of empty clams and shrimp shells for planning the dinner in which we ran out of food.

Hobie Alter Sr. was in attendance and received a standing ovation as he spoke to the delight of the Hobie Crowd. He introduced Tony Wilson as the proud new owner of Hobie Cat Company. Mr. Wilson is a long-time Hobie Catter himself, having bought one of the first Hobie 14s produced in 1971. We all should be grateful to have one of our own at the helm of Hobie Cat.

It's rare that I get to do anything but report on the different events around the world. On this occasion, however, I was



privileged to pay a farewell address to Doug Campbell, the former president of Hobie Cat.

Doug came on board Hobie Cat in 1976 at the Newport Beach Yacht Club. Sheldon Coleman, the owner of Hobie Cat at the time, presented a professional looking Canadian gentleman with an Ivy League three-piece suit. It took us a while, but we finally got that suit off Doug and put him into a pair of Khaki pants and a Hawaiian shirt.

With Doug's leadership, the Hobie 14 Turbo, Hobie 17, Hobie 18, Hobie 18 Magnum, Hobie 21, Hobie 33, Holder monohulls, and Alpha sailboards were created. We owe Doug more than we can ever repay. On behalf of the entire Hobie Family, I want to wish Doug fair sailing and good winds in his new career.


For the first time ever, a division put on a Hobie world's race. It was accomplished by not just one fleet, but by a small army of fleets. Led by the extremely dedicated and hard working Paul and Jenny Pascoe, they put together one heck of a week of top notch racing.

Kim Kymlicka, the International Hobie Class Director, provided his experience, guidance, bicycle delivery service, jury capabilities and his penchant for always being there when a hand was needed. Mike Montague, the Race Committee Chairman, organized six great races during the qualifying rounds and 15 more during the semifinals and finals. Gary Russell and Jim Stewart, who helped build all 36 watertight boats, led a chase boat team subjected to seas so rough every sailor on board had to hang his head over the side.

Enough can't be said about Mr. Paul Ulibarri, our Beach Captain of "Team Short" fame. He and his co-worker, Caroline Russell, not only helped build the boats; they kept them together even with 10-12 foot seas, and winds to 20 knots.

The comments most often heard from the sailors were that all the boats were identical making the racing fair and that the boats held up great. None of the boats took on any water and I might add there was not one equipment failure, even though the boats were used collectively for over 870 races.

All the helpers from Division 3 had a single purpose: to give, to help, and to make all racers feel as comfortable as they could while in their part of the world. People like Paul and Maryann Hess, Al and Jan Houser, Phil and Marsha Heberer, Richard and Betty Griffith, Bill and Jeanine Ryan and Jack and Jackie Hill deserve a round of applause. Those of us who attended the Fifth Hobie 18 World Championship came away with a great respect for the terrific job that was done.

The event should open the eyes of other divisions around the world. If Division 3 can put on a world class event, how about the division in your area? 

A CONSISTENT WINNER

BY LEE WARD

On May 20th, 25-year-old Gary Metcalfe of Queensland, Australia won the Hobie 18 World Championship. This in itself was truly a commendable feat, achieved after five days of racing against the world's best on the clear cold waters off Monterey, California. What adds to the glory and fascination is learning that Gary has won national and world titles over and over as have his brothers, Chris and Michael. Behind this trio of winners is their dad, Keith Metcalfe, a good natured man (who describes himself as "ruling the roost like a little Hitler") totally dedicated to encouraging his sons to excel.

It was a peculiar delight to watch 36 catamarans bearing graphics and sail colors especially created for this friendly duel among Australians, Canadians, French, Swiss, New Caledonians, Italians, Dutch, English and Americans. They flew between marks in a kaleidoscope of changing light, hue and pattern as if the most exquisite butterflies had converged to chase sunshine. It was an equal pleasure getting to know Gary and his father, Keith. This is a family of high achievers not only on the water, but also in school, in the business world and in their personal relationships. "How did you manage to raise your boys so well?" I asked Mr. Metcalfe. "I attribute it all to 'sigh-ling' (Australian for sailing)," he confided. "I looked for something to keep them off the streets. As they improved, they learned to work together, to use their minds. As boys, they sailed against highly competitive men who did not give an inch and they learned from it. Also, this made for great family togetherness."

The story began on the Gold Coast of Queensland (Australia's Miami Beach) when Gary, Michael and Chris at 12, 9 and 6 years respectively built their first boat out of four-gallon drums bought at the dump, assorted planks, a creative mast and rag sail. So began a love affair with wind, water and speed. Not long after that, their dad bought them a "gaffer" in exchange for sailing lessons from the seller. The two older boys progressed so quickly, they were asked to become junior instructors. A problem soon surfaced. Instead of teaching, they only wanted to race each other. They were called "race-mad." They joined the sailing

squadron at the Southport Yacht Club. In 1977, the family purchased a Hawk catamaran, made in Perth, and sailed it for a year.

At this point, father Keith got so interested in sailing technique that he immersed himself in studying every aspect while becoming convinced that class racing was the only way to go. So began the investment of time and dollars in Hobies. He jockeyed the boys, sometimes as a pair, sometimes alone, according to weight. Keith bought several Hobies at a time, shouted directions from the shore with changing tactics to see what would make one boat go faster than the identical one by its side. He became an expert tuner.

They began to win a few more races. At 17 years old, Gary won fourth place in the Hobie 14 World Championship races in Brazil. He was young and the pressure was hard to handle, but he kept at it. Gary, Michael and Chris have sailed Hobie 14, 16, 17 and 18 catamarans to top placings in the Philippines, Fort Walton Beach, Fiji, the South Pacific, New Guinea and New Caledonia. Gary won the Hobie 18 World Championship for the first time at Port MacQuarrie, Australia in 1985. In 1987 he won the Australian selection trials for the Olympics. In Pusan, Korea, he placed 9th in the pre-Olympic trials.

Gary is a handsome, unassuming young man, happy to share how his "full time hobby" that began at the age of 12 has affected his life. He still sails only because he really likes to. When he doesn't enjoy it anymore, he declares he will stop. He is married to Nikke and the proud father of 15 month old Nicholas. During the week, he is the project manager of a high-rise building. He sails every weekend. When asked what makes a truly good sailor, he immediately replied: practice and more practice, a good crew that works well together, frequent competition, flexibility, willingness to learn from mistakes. He thinks Hobie competition is superior. He likes the people. They have good fun, a good time. Their fellowship is special. What are his goals? He would like his son to feel free to choose what he would like to do, be it sailing or golfing or running. And he would like to win a gold medal at the Olympics.

With his winning ways both on the water and off, it appears that Gary Metcalfe just can't lose.

HOBIE RACING

JULY / AUGUST 1989

IN THIS SECTION:

Major Regattas
Professional Circuit
Regatta Schedules
Fleet News
Fleet Directory
Regatta Results



Patrick McDowell

MAJOR EVENTS

MAJOR REGATTAS

June 28-July 1

Hobie 17 U.S. National Championship

Oklahoma City, Oklahoma

I.H.C.A.

(619)758-9100

July 17-22

Hobie 17 European Championship

Gromitz, Germany

I.Y.R.U.

44.01.235-6221

July 26-28

Canadian National Hobie Cat Championship

Bay of Beauport, Quebec City, Canada

Richard Carrier

(418)659-3501

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 1st Womens' World Championship

Chicago, Illinois

I.H.C.A.

(619)758-9100

September 3-9

Hobie 16 National Championship

Chicago, Illinois

I.H.C.A.

(619)758-9100

September 15-20

Hobie 18 European Championship

Crozon Morgat, France

I.Y.R.U.

44.01.235-6221

September 23-29

Hobie 16 European Championship

South of France

I.Y.R.U.

44.01.235-6221

PROFESSIONAL CIRCUIT

September 6-10

San Diego, California

Contact Val Bolick (704)376-0736 for all ProSail events.

September 13-17

San Francisco, California

October 25-29

Miami, Florida

REGATTA SCHEDULE

DIVISION 1

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
6	July 8-9 1989	Pepsi-Cola Regatta Bellows Beach, HI	Mike Metzger	808/235-2855
6	July 30 1989	Island Snow Regatta Kailua Beach, HI	Mike Metzger	808/235-2855
6	Aug. 26-27 1989	Semper Peratus Regatta Kaneohe Bay, HI	Mike Metzger	808/235-2855
6	Sept. 16-17 1989	Steinlager State Championships Kailua Beach, HI	Mike Metzger	808/235-2855

DIVISION 2

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
434	June 24-25 1989	Big Bear Hobie Cup Big Bear Lake, CA	Udo Winkler Larry Cooke	714/867-2864 714/866-2628
167	July 8-9 1989	Woffard Heights Points Regatta Lake Isabella, CA	Bob Cargill	805/393-5431
514	July 15-16 1989	Boys & Girls Club Weekend Roosevelt Lake, AZ	Mike Saunders	602/881-1566
30	July 22-23 1989	Lake Perris Women's Regatta Lake Perris, CA	George McCurdy	714/674-8508

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME LOCATION	NAME	PHONE NO.
4	Aug. 5-6 1989	Todos Santos La Jolla Beach, Ensenada, Mex	Frank Mardel	619/277-5152 619/277-6415
3	Aug. 19-20 1989	Hobie 16 Divisional Championships Long Beach, CA	Dave Kofahl	714/898-7056
66	Aug. 26 1989	Ladies Race Lake Roosevelt, AZ	Lee Prosser	602/863-2615
66	Aug. 27 1989	Dog Days Lake Roosevelt, AZ	Lee Prosser	602/863-2615
1	Sept. 9-10 1989	Hobie 17 & 18 Division II Championships Dana Point, CA	Kirk Wells Lloyd Pentecost	714/364-2386 714/492-2486
66	Sept. 16-17 1989	Fall Series I & II Lake Roosevelt, AZ	Lee Prosser	602/863-2615
15	Sept. 23-24 1989	Blue Water IX Ventura Marina, CA	Dexter Ploss	805/498-0285
4	Sept. 30- Oct. 1 1989	Dual Regatta for Charity Mission Bay, San Diego, CA	Kaysie Nemes	619/277-5152
514	Oct. 7-8 1989	Arizona State Championships Puerto Penasco, Sonora, Mex	Mike Saunders	602/881-1566
180	Oct. 21-22 1989	6th Annual Women's Castaic Regatta Lake Castaic, CA	Jeri Bowen John Beck	818/363-0418 805/523-7154
66	Oct. 21-22 1989	Fall Series II & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615
514	Nov. 4-5 1989	Assault on Rocky Point Puerto Penasco, Mex	Shirley Palmer	602/299-0609
1	Nov. 4 1989	Annual Picnic and awards Dana Point Doherty State Park	Udo Winkler	714/867-2864

REGATTA SCHEDULE

DIVISION 3

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
194 and 87	June 24-25 1989	Round Treasure Island Crown Beach Alameda, CA	Jim Sajdak Bettyarlene Duncan	707/429-2959 408/973-1974 408/973-1974
	July 15-16 1989	Hobie 16 Women's Divisional Union Valley Reservoir, CA	Laurie Robertson Al Leonard	916/525-6191 415/828-9448
20	July 22-23 1989	Roaring 20's Regatta Coyote Point, San Mateo, CA	Scott Parker	415/449-7674
62	Aug. 12-13 1989	Mill High Regatta Huntington Lake, CA	Tom Howard	209/877-2452
	Aug. 26-27 1989	Division 3 Championships Crown Beach, Alameda, CA	Al Leonard	415/828-9448
537	Sept. 9-10 1989	1st Twisted Skippers Points Regatta Whiskeytown Lk. Brandy Creek, Marina, CA	Bob Frost	916/244-3042
	Sept. 30-Oct. 1 1989	Presidio Invitational Regatta Chrissy Field San Francisco Bay, CA	Mike Bender	415/592-0525 408/974-6813 415/592-0525
222	Oct. 21-22 1989	Turkey Regatta Monterey, CA	Bart Goodell	408/722-6409

DIVISION 4

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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, WA	Greg Ursich	206/883-8860
95	July 8-9 1989	Holmes Harbor Whidbey Island Freeland, WA	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, WA	ZOP	206/733-3291
72	July 22-23 1989	Division 4 Championship Skamokawa, WA	Jim Severs	503/289-9011
446	July 22-23 1989	Windermere H Regatta & Lobster Boil Alberta, Canada	Keith Hern	403/239-4278
14	Aug. 5-6 1989	Alter Cup Eliminations Area H Lake Quinault, WA	Paul Ulibarri	206/364-9938
14	Aug. 7-11 1989	Race Week Clinic Lake Quinault, WA	Paul Ulibarri	206/364-9938
14	Aug. 12-13 1989	U.S. Northwest Championships Lake Quinault, WA	Paul Ulibarri	206/364-9938

DIVISION 5

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
61	June 24-25 1989	Mountain Madness Regatta Lake Granby, CO	John Schnackenberg	303/795-7067
61	July 1-4 1989	Bun Burner Regatta Lake MacConaughy, NB	John Schnackenberg	303/795-7067

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
156	July 15-16 1989	Hobie Hoe Down Regatta Glendo, WY	Judy Valdez Jean Fawkes	307/234-0175 307/234-4967
61	July 28-30 1989	Rocky Mountain Marine Regatta Lake Dillon, CO	Geof Chappel John Schnackenberg	303/399-2824 303/795-7067
61	Aug. 12-13 1989	Hobie Race Day Regatta Boyd Lake, CO	John Schnackenberg	303/795-7067
201	Aug. 26-27 1989	Ladies Divisionals Pueblo Res., Pueblo, CO	Cathy Wittrup	719/578-9911

DIVISION 6

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
8	June 24-25 1989	Wayward Winds Galveston, TX	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	512/546-3731 512/761-2045
99	July 29-30 1989	Sand Dunes Gulfcoast Port Aransas, TX	Jerry King Jim Alason Jason Powers	512/949-7226 512/853-6827 512/993-7674
8	Oct. 21-22 1989	Wild Bill Texas City Dike Texas City, TX	Tim Sneider Alan Davis	713/460-3257 713/682-5833 713/497-6504

DIVISION 7

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
192	June 24-25 1989	Mid-Eastern Championship Branched Oak Lake, Lincoln, NE	Ed Swotek	402/423-1416
525	July 8-9 1989	49th Parallel Challenge Rowans Ravine Regina, Sask., Canada	Kim Berhns	306-924-0853
52	Jul 7-9 1989	Minn-State Catamaran Championship Lake Superior Duluth, Minnesota	Ron Swanson	612/738-1976
297	July 15-16 1989	12th Annual Madcatters Melvern Lake, Kansas	C & H Sailcraft John or Christy	316/431-6056
532	July 22-23 1989	No. American Hobie Championship Lake Sakakawea, ND	N.D. Tourism Dept.	Out of State 1-800-487-2077 Canada 1-800/472-2100 1-800-538-8879
149	July 22-23 1989	Hulls Angels Lake Perry, KA	Greg Hausman	913/642-1205
515	July 22-23 1989	USRYU Area K Alter Cup Qualifier Lake Minnetonka, MN	Charles Leekley	612/473-8448
291	July 29-30	Old Timer's Regatta Lewis & Clark Lake, Yankton, SD	Jim McCulloch	605/624-4262
227	Aug. 5-6 1989	1989 Governor's Cup Lake Oahe Pierre, SD	Bob Schneider	605/224-7169 605/773-5526
84	Aug. 12-13 1989	Division 7 Championships Saylorville Lake, Des Moines, IA	Kim Brittain	515/277-8523
198	Sept. 2-3 1989	Labor Day Regatta Lake Angostura, SD	Ken Harrison	605/343-9451 605/348-4500
515	Sept. 9-10 1989	15th Annual 10,000 Lakes Regatta Lake Minnetonka, MN	Charles Leekley	612/473-8448
273	Sept. 30-Oct 1 1989	Missouri Governor's Cup Alton Lake, St. Louis, MO	Tom Burrows	314/837-5823

REGATTA SCHEDULE

DIVISION 8

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
112	June 24-25 1989	Windbreaker Points Regatta Lido Beach Sarasota, FL	Allan R. Santor	813/349-7705
112	June 24-25 1989	Suncoast Offshore Grand Prix Festival Points Sarasota, FL	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, FL	Jill Nickerson	813-595-1611
36	Aug. 5-6 1989	Miami Points Regatta Miami, FL	Andy Newitt	407/382-4027
80	Aug. 26-27 1989	Division 8 Championships Daytona Beach, FL	Charles Bird	904/258-6892
71	Nov. 25-27 1989	Keys Cat Challenge Key West, FL	Lenny Carey	305/294-0326

DIVISION 9

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
508	June 24-25 1989	Division Nine Championship 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, NC	Caird Vandersloot	919/728-6929

DIVISION 10

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
108	June 25 1989	Turtle Time Regatta Pere Marquet Beach Muskegon, MI	Dave Veneman	619/949-1530
276	July 8-9 1989	Metro Beach Regatta Lake St. Clair Mt. Clemens, MI	Keith Schwark	313/749-3260
CRAM	July 8-9 1989	Ipperwash Regatta To Be Announced	Roger Cochran	313/887-8120
108	July 9 1989	Pray For Winds Special Pere Marquet Beach Muskegon, MI	Dave Veneman	616/949-1530
218	July 15-16 1989	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	Roger Cochran	313/887-8120
108	July 23 1989	Row Your Boat Regatta Pere Marquet Beach Muskegon, MI	Dave Veneman	616/949-1530
519	Aug. 5-6 1989	Ludington Regatta Lake Michigan, Ludington, MI	Dave Stiermsma	616/327-2822
108	Aug. 13 1989	August Special Muskegon, MI	Dave Veneman	616/949-1530
CRAM	Aug. 19-20 1989	Traverse City Regatta Traverse City, MI	Roger Cochran	313/887-8120
108	Aug. 27 1989	No Name Triangle Pere Marquet Beach Muskegon, MI	Dave Veneman	616/949-1530

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
108	Sept. 4 1989	Off-Shore Survival Race Pere Marquet Beach Muskegon, MI	Dave Veneman	616/949-1530
85	Sept. 9-10 1989	Alum Creek Regatta Alum Creek Reservoir	Jamie Diamond	614/262-2621
CRAM	Sept. 9-10 1989	Higgins Lake Regatta Lake State Park South Higgins	Roger Cochran	313/887-8120
123	Sept. 23-24 1989	Muddy Waters Regatta Lake Carlyle Carlyle, IL	Terry Lambert	618/398-1087
CRAM	Sept. 23-24 1989	Elk Lake Regatta Elk Lake Elk Rapids, MI	Roger Cochran	313/887-8120
199	Oct. 7-8 1989	Cheap Thrills Regatta Crab Orchard Lake Carbondale, IL	Scott Burch	618/549-7821

DIVISION 11

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
416	June 24-25 1989	Cape May, NJ	Jim Giannini	215/262-8849
73	July 8-9 1989	Pleasantville, NJ	Bill Hiller	609/652-8165
54	July 15-16 1989	Northern Bay Regatta Elk Neck State Park, MD	Ron Kvech	301/442-5587 301/465-5200
54	Aug. 12-13 1989	MD Special Olympics Sailing Regatta Elk Neck State Park, MD	Alison Babb Ron Kvech	301/642-3532 301/642-3532
443	Aug. 26-27 1989	Wildwood, NJ	Doug Ackroyd	609/861-5674
250	Sept. 16-17 1989	NJ State Championship Sandy Hook, NJ	John Maddox	201/872-0442
452	Sept. 9-10 1989	Barneget Beach, NJ	Chris Crane	201/548-0210

DIVISION 12

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
28	June 24-25 1989	Nahant Beach Nahant, MA	Art Simms	617/599-5946
109	July 8-9 1989	Independence Weekend Regatta Manorhaven Beach Manhasset Bay, Long Island, NY	Milt Dinhofer	516/621-5591
231	July 8-9 1989	Ogunquit Ogunquit Beach, ME	Ruth Larkin	603/964-5344
143	July 22-23 1989	Northeastern Championship Heckscher State Park, E. Islip, NY	Peter Fraker	516/277-6035
28	July 29-30 1989	The Buzzard New Bedford, MA	Steve Latham	617/993-0867
231	Aug. 12-13 1989	Old Orchard Old Orchard, ME	Jhn O'Donnell	207/879-0024
28	Aug. 26-27 1989	Long Pond Regatta East Freetown, MA	Steve Latham	508/993-0867
109	Sept. 16 1989	Seafood Festival Regatta Lido Beach Long Beach, Long Island	Milt Dinhofer	516/621-5591
28	Sept. 16-17 1989	Powder Point Duxbury, MA	Scott Baker	617/665-2219
56	Sept. 23-24 1989	Long Island Championship Compo Beach, Westport, CT	Colin Walklet	203/454-7360
136	Sept 30- Oct 1 1989	Madison Regatta Madison Surf Club	Douglas White	203/399-9322
31	Oct. 7-8 1989	Candlewood Ocean Candlewood Lake, CT	Cliff McCarty	203/775-0081

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
468	July 15-18 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	316/722-3203
27	Aug. 19-20 1989	Cat Chase Regatta Lake Cheney, Wichita, KS	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, Lake Lewisville, TX	Peter Pattullo	214/422-0025

Sandpoint 89 Regatta Fleet 95, Division 4 Lake Washington, Washington April 29-30, 1989 by Greg Ursich

Clear skies and 80 degree temperatures greeted 74 Hobie Cats on April 29 and 30 on Lake Washington in Seattle for the first Division 4 points regatta of the season. However, the winds were not so cooperative with a fluky breeze from the east and north. Because of the sunshine, the Hobie sailors were also given a good bath in the "Lake Washington Washing Machine" due to heavy powerboat traffic.

The racing was challenging and exciting in the large "A" fleets that turned out. The Hobie 17 class, a one-person high performance catamaran, exploded in size with 17 boats on the start line. Last year there were only 8 Hobie 17s racing, maybe a sign that more skippers on the 16s and 18s are saying "forget the crew". Paul Ulibarri had consistent finishes in the shifty winds and won the 17s. Bill "Flat Cat" Orth and Doug Skidmore were close behind in second and third.

In the Hobie 16A fleet, Lee and Janice "Double Trouble" Marshall stayed out of trouble and in first place. Steve Jung/Kelly McNeil and Greg Knight/Donna Hewitt, both from Vancouver, B.C., were close behind in second and third.

In the Hobie 18A fleet, Tom "King" Ling and wife-to-be Norma Fulton ruled the competition. Stan Breed/Debbie Zukerman of Portland, Oregon came in second with Scott and Corrine Davis in third.

Racing was also tight in the Hobie 14 fleet with Dave "Speed" Wilder edging out John Rueter and Brian Klein. The 16B fleet saw Shane Koreman/Sue Thornthwaite in first. The large 16C fleet was taken by Neil Parker/Nettie Adams, with Kim and Suzy McCullough one quarter point behind. Jeff and Denise Wagner were the winners in the 18B fleet.

In addition to racing, Hobie Fleet 95 sponsored a great BBQ with homemade salads and desserts at the University of Washington Yacht Club. Tall tales were told over cups of Henry Weinhardt beer and the one and only protest of the weekend was heard.

A raffle was also held on Sunday at the awards ceremony with great items from our wonderful sponsors: Hobie Cats Northwest, Fisheries Supply, Harken, Murrays Marine, Prism Boat Names, Rush Sails and Tillicum Village. Everyone then packed up for the trip home with the first great Hobie weekend of the year behind them.

The 16th Annual Disney Points Regatta Fleet 11, Division 8 March 18-19, 1989 by Rusty Goodman

Within the shadow of Cinderella's Castle, the 16th annual Disney World Points Regatta took place with light air and fluky winds to test everyone's racing skill and patience. Fleet 11 came through in fine style by winning most of the trophies. In fact, we could have opened up a scrap metal shop with all of the trophies that we collected. As

expected, Jim McCann, John Duke, and Julie Renfro all finished in the top five in the Hobie 17 class. You could tell in the 16C class who sailed in the Winter Series races and who didn't as Curtis DiPasqua, Bill Fulton, and Mark Chaffee all came in the trophy spots. In their first race together, Bob Mackey and Patty Flynn took second in the 16B class. In the 16A category, two pros, Robbie Brice and John Ross-Duggan were in the top three. Clayton Garrison came through for the fleet by taking second in the 18 Magnums. Within the 18B fleet, Tom Hopkins and new fleet member Lonnie Cahoon finished in the top three slots. Not to be outdone, Dave Seward took home a trophy by coming in third in the 18As.

Throughout the race, the racers were entertained with music from a DJ, and as usual Pluto and Goofy skied across the lake after the race to hand out the trophies.

I would like to thank Sylvia Braun, June Green, Cathy Henderson, and Terry Gott for taking care of the registration tent. The Disney people were just great; they really pull out the stops in putting on a fine regatta. Hal Downing, the Race Committee Chairman, ran a good race under poor wind conditions. Once again, everyone's effort paid off, with the race turning out to be a success.

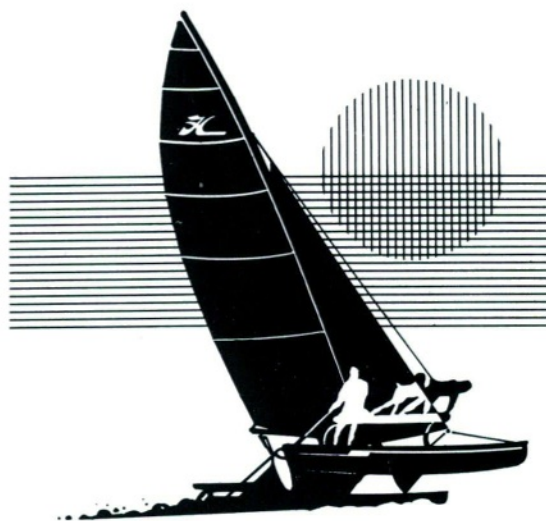
Ides of March Fleet 66, Division 2 March 4-5, 1989 by Tom Banks

"I was drifting on Lake Pleasant, a desert reservoir near

Phoenix, one afternoon not long ago and my mind began to wander a bit. This was one of those dead days when even the waterbugs seem to be laughing at the speed I was attaining on my high performance catamaran. My thoughts were of 20 knot winds blowing across crystal blue warm seas, double trap to 'A' mark, blistering reaches to 'B' and 'C', white beaches that seem to stretch forever into cool blue skies. The hot afternoon made a cold Corona or Pacifico sound much better than the canned light beer I had in my cat cooler. Oh, and how a couple of 'Fajitas' would taste with those Mexican beers."

My daydreaming might sound like a fantasy in paradise or a vacation to Puerto Vallarta, but the truth is I was reminiscing about my weekend in Mexico at Puerto Penasco where Fleet 66 holds their annual points regatta the 'Ides of March'. All the wonderful things described above that would make any Hobie Cat sailor salivate were experienced by those who attended the March 4 & 5 event. Fleet 66 has always put on an excellent points regatta that has always included plenty of wind, good weather and great food. The people of Fleet 66 want to thank those who did attend. Those who continue to choose not to make the trip will miss an even better regatta next year. The 'Ides of March' committee will keep you posted.

"As I floated and finally came back to reality, I could only dream of 'Ides of March' 1990 and the great time awaiting me next March."





In our 5th year and now
the largest regatta in Division 11

**The Fifth Annual Wildwoods Classic Cup
Saturday and Sunday, August 26th & 27th, 1989**

Presented by the Morey Organization and Fleet 443

Free T-shirts and Free Amusement Passes
to over 50 rides, compliments of your
sponsor, Morey's Pier & Mariner's Landing.

Fees: \$25 (Hobie 16, 18 & 21)
\$18 (Hobie 14, 17)

Schedule: Saturday, August 26
8:00 a.m. Registration
10:00 a.m. Skipper's Meet
Sunday, August 27
9:00 a.m. Skipper's Meet

Location: 7100 Ocean Avenue, Wildwood Crest, NJ

Directions: From South— Lewes Ferry to Cape May,
signs to Garden State Pkwy., Exit 4B,
East to Ocean Ave., South (right) to
Primrose Rd.
From North— Garden State Pkwy, Exit 4B,
East to Ocean Ave., South (right) to
Primrose Rd.

Information & Pre-Registration: Doug Ackroyd
(609) 861-5674

Free parking lot at site; motels and camping nearby.
Call for additional lodging information. Lunches will be available.

FLEET DIRECTORY

WORLD HOBBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

FLEET COMMODORE	LOCATION	DIVISION
ALABAMA		
76 Chance/Jo Gaston	Mobile, AL	15
226 Steven/Viki Tubbs	Anchorage, AL	4
277 Warren Humphries	Birmingham, AL	15
484 Bruce T. Johnston	Montgomery, AL	415
ARKANSAS		
241 David Nigus	N. Little Rock, AR	14
509 Marc Dickenson	Malvern, AR	14
ARIZONA		
66 Linda/Rick Hankins	Scottsdale, AZ	2
88 William Pawlowski	Lake Havasu City, AZ	2
514 Michael R. Saunders	Tucson, AZ	2
CALIFORNIA		
1 Bill Krull	Dana Point, CA	2
2 Dale Apple	Nevada City, CA	3
3 Larry/Atti Reding	Long Beach, CA	2
4 Mike Chee	San Diego, CA	2
7 Stan Nagle	Pasadena, CA	2
15 William H. Johnson	Ventura, CA	2
16 Philip J. Hamilton	Corona Del Mar, CA	2
17 David Collier	Sacramento, CA	3
20 Scott Parker	San Jose, CA	3
21 Ed Montague	Modesto, CA	3
29 Julian Levin	Merced, CA	2
30 George McCurdy	Riverside, CA	2
57 Bob Garland	Los Angeles, CA	2
62 Joyce Swanson	Fresno, CA	3
77 Jerry Bussey	Vail Lake, CA	2
81 Ron Bishow	Carpenteria, CA	2
87 Deanna Link	San Rafael, CA	3
163 John Hartman	Shasta, CA	3
166 Michael Halberstadt	Vista, CA	2
167 Jay Smith	Bakersfield, CA	2
180 Les Luby	Woodland Hills, CA	2
194 Peter/Anne King	Vallejo, CA	3
205 Michael Coutches	Richmond, CA	3
222 Jack/Jackie Hill	Pacific Grove, CA	3
240 Richard J. Grewohl	Boulder Creek, CA	3
259 J. Dan O'Donnell	Arroyo Grande, CA	3
280 Roger Schrum	Stockton, CA	3
281 Dee Doyle	Sebastopol, CA	3
434 Don Campbell	Lake Arrowhead, CA	2
436 Mike Cooper	Mammoth Lakes, CA	2
447 Neal Houx	Tahoe City, CA	2
537 Bob Frost	Redding, CA	3
COLORADO		
50 Theresa Reid	Fort Collins, CO	5
61 John Schnockenberg	Denver, CO	5
201 Rudi Hammer	Pueblo, CO	5

FLEET COMMODORE

CONNECTICUT

31 Barry Burgess	Brookfield, CT	12
56 Raymond Marra	Westport, CT	12
136 Beverlee Jonson	Niantic, CT	12
186 Stanley Pastore	Rowayton, CT	12
208 Drake Barber	Fairfield, CT	12
473 Dieter Bromkamp	East Lyme, CT	12

DELAWARE

271 Bill Pagels	Newark, DE	11
-----------------	------------	----

FLORIDA

5 Jean Niles	St. Petersburg, FL	8
11 Rusty Goodman	Orlando, FL	8
34 Walt Philipson	North Palm Beach, FL	8
35 Rick White	Pensacola, FL	15
36 Andy Newitt	Miami, FL	8
39 Treacy Scott	Bradenton, FL	8
42 Dave Coffee	Tampa, FL	8
43 Richard Hale	Tallahassee, FL	15
44 Bill Stoldberg	St. Petersburg, FL	8
45 Frank/Melanie Martin	Fort Lauderdale, FL	8
71 Leonard Carey	Cocoa Beach, FL	8
80 Mike Chase	Key West, FL	8
111 Buddy Kellum	Daytona, FL	8
112 Allan Santor	Jacksonville, FL	8
116 John Craig	Sarasota, FL	8
120 Robert Self	Lakeland, FL	15
127 Don Bergman	Panama City, FL	8
153 David Karably	Fort Pierce, FL	8
169 Mike Brown	Gainesville, FL	8
178 Joseph Barker	Fort Myers, FL	8
188 Mike McGinnis	Fort Walton Beach, FL	15
260 Michael Harrison	Tampa, FL	8
249 A.J. Pope	Jensen Beach, FL	8
463 Ronald Rowton	Pinellas Park, FL	10
	Titusville, FL	8

GEORGIA

12 Gene Barrington	Atlanta, GA	9
152 Stephen McClung	St. Simons Is., GA	8
154 Robin Hood	Macon, GA	9
294 John Harden	Savannah, GA	9
521 Tom Bailey	Valdosta, GA	8

HAWAII

6 Michael Metzger	Kailua, HI	1
479 Mike Stevens	Kahului, Maui, HI	1

IDAHO

105 Ski Stanczak	Boise, ID	4
------------------	-----------	---

IOWA

10 Larry Staynor	Clear Lake, IA	7
84 Kim Brittain	Des Moines, IA	7
215 Gary B. Recker	Cedar Rapids, IA	7
474 David C. Buckingham	Spirit Lake	47
475 Scott Russell	Storm Lake, IA	7

LOCATION

DIVISION

FLEET COMMODORE

LOCATION

DIVISION

ILLINOIS

115 Thomas Hartman	Wilmette, IL	10
151 Naomi Clark	Decatur, IL	10
158 James Kelly	Springfield, IL	10
199 Scott/Dawn Burch	Carbondale, IL	10
225 Scott Rankin	Mattoon, IL	10
406 Mark Fueiler	Rockton, IL	10
419 Kenneth McKinney	Peoria, IL	10
447 Hunter Fry	Fox Lake, IL	10
480 Gary Doty	Cordova, IL	7

INDIANA

26 Donald Zimmer	Indianapolis, IN	10
89 Michael Griffie	Mishawaka, IN	10
104 Paul Stedman	Muncie, IN	10
126 Chris Sprague	Chesterton, IN	10
216 Gary Gotsch	Marion, IN	10
255 Samuel Applegate	New Albany, IN	10
485 Jane Brown	Elkhart, IN	10
505 Henry Kazmier	Ogden Dunes, IN	10

KANSAS

27 Ernest Mower	Wichita, KS	14
297 Rodney Schamie	Emporia, KS	7
510 Dennis Patterson	El Dorado, KS	14

KENTUCKY

114 Keith Moore	Morehead, KY	10
142 Daniel Kioenne	Louisville, KY	10
219 David Nelson	Paducah, KY	10

LOUISIANA

9 Dave/Ava Doyle	Sulphur, LA	6
41 Steve Lewis	New Orleans, LA	15
55 Jeannine Geiger	Baton Rouge, LA	15
93 Clayton Dailey	Lafayette, LA	15
401 Jay Terrell	Shreveport, LA	6
528 Taylor Kaough	Lake Charles, LA	6

MAINE

231 Dwight/Susan Hawkins	N. Monmouth, ME	12
--------------------------	-----------------	----

MARYLAND

54 Carlos Wharry	Baltimore, MD	11
------------------	---------------	----

MASSACHUSETTS

28 Stephen Latham	Natick, MA	12
197 Stan Patey	Rockport, MA	12
403 James Trask	Beverly, MA	12
496 Tom Stanzione	Branford, MA	12

MICHIGAN

18 Roger Cochran	Highland, MI	10
40 Joe Kuchenbuch	Battle Creek, MI	10
58 Mark Melling	Clearlake, MI	10
108 Rich/Helen Devon	Muskegon, MI	10
117 Jake Taber	Gun Lake, MI	10
144 Ric/Margaret/Balesky	East Lansing, MI	10
155 Gerald Knerim	Brooklyn, MI	10

Attention Fleet Officers!

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

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

Regatta Dates

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

Please note that this schedule is subject to change.

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.

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

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

FLEET DIRECTORY

FLEET COMMODORE	LOCATION	DIVISION	FLEET COMMODORE	LOCATION	DIVISION	FLEET COMMODORE	LOCATION	DIVISION
171 Steve Amador	Ann Arbor, MI	10	PENNSYLVANIA			324 Etienne Moutte	Marseille, FRANCE	Eur
202 Doug Schmidt	Escanaba, MI	7	140 Richard Owen	Levittown, PA	11	328 Frederic Beauchene	Bayonne, FRANCE	Eur
210 Roger/Sandy Bristol	Olivet, MI	7	149 Charles Meyers	Bethlehem, PA	11	338 Alain Blum	Cap D'age, FRANCE	Eur
248 Robert Herrada	Union Lake, MI	10	176 W. Edwin Ogden	Mohnton, PA	11	339 Jacques Budet	Palafas, FRANCE	Eur
258 David Niles	Holland, MI	10	228 Jeff Knoll	Erie, PA	16	340 Bruno Sollier	Beaufort en Vallee, FRANCE	Eur
276 Richard Mette	Roseville, MI	10	267 Hal Savage	Philadelphia, PA	11	344 Jacques Serviere	La Napoule, FRANCE	Eur
282 Scott Brubaker	Birmingham, MI	10	268 Charlie Stout	Lubbock, TX	14	347 Bernard Lion	Ajaccio, FRANCE	Eur
287 Jim Brisbois	Saginaw, MI	10	414 Bill Jordan	Meadville, PA	11	354 Marcon Louis	Martigues, FRANCE	Eur
288 Dennis Henderson	Marquette, MI	10	416 Jim Giannini	Northampton, PA	11	355 Robert Rivers	Toulouse, FRANCE	Eur
292 Albert Balazovic	Traverse City, MI	10	466 David Adams	Chicora, PA	16	357 Raymond Descatoire	Bondues, FRANCE	Eur
450 Walter Goodell	Whitmore Lake, MI	10	PUERTO RICO			363 Francois Sangiardi	Paris, FRANCE	Eur
504 John McKellop	Cadillac, MI	10	133 Julio Reguero	San Juan, PR	13	379 Jacques Simon	La Vallette, FRANCE	Eur
519 David Stiermsma	Portage, MI	10	RHODE ISLAND			392 Pierre Laird	Frejus, FRANCE	Eur
522 Eugene Zaler	South Haven, MI	10	448 Michael Lemme	W. Greenwich, RI	12	809 Laurent Bonnet	La Rochelle, FRANCE	Eur
MINNESOTA			SOUTH CAROLINA			323 Colin White	Plymouth, GREAT BRITAIN	Eur
49 Tom Creed	Clear Lake, MN	7	53 Mike Groshon	Charleston, SC	9	364 Gordon Edwards	Surrey, GREAT BRITAIN	Eur
52 Tom Turcharber	White Bear Lake, MN	7	83 Steve Faile	Rock Hill, SC	9	370 Barry Tieman	Poole Dorset, GREAT BRITAIN	Eur
165 Ollie Fredrick	Mahtomedi, MN	7	141 Pat O'Cain	Columbia, SC	9	372 Peter Howard	Clevedon-Avon, GREAT BRITAIN	Eur
206 Ken Fitzek	St. Paul, MN	7	164 Bill English	Simsionville, SC	9	802 Linegar Meluin	Aldershot Hants, GREAT BRITAIN	Eur
246 Wayne Thorson	Grand Rapids, MN	7	174 Charlie Pelissary	Myrtle Beach, SC	9	804 Thursty Neil	S' shields Tynes & Wear, GREAT BRITAIN	Eur
254 Robb Naylor	Bemidji, MN	7	244 Charles/Ann Power	Myrtle Beach, SC	9	806 Graham Sawyer	Stapleford Knotts, GREAT BRITAIN	Eur
444 Brian Nelson	Spicer, MN	7	269 Robert McCroskey	Greenwood, SC	9	807 Roy Forfitt	Wiltshire, GREAT BRITAIN	Eur
478 Debbie Blackburn	Walker, MN	7	508 Paul Ricketts	N. Myrtle Beach, SC	9	346 Manglis Pallas	Rhodos, GREECE	Eur
515 Charles Leekley	Excelsior, MN	7	520 Buz Moore	Hartsville, SC	9	503 John Small	Athens, GREECE	Eur
MISSISSIPPI			523 Scott Aman	Roanoke Rapids, SC	9	285 G. J. deVries	Curacao, HOLLAND	Eur
70 George Zorn	Ocean Springs, MS	15	SOUTH DAKOTA			304 Rob Van Deursen	Zandvoort, HOLLAND	Eur
235 Stephen Essig	Jackson, MS	15	103 Steven Bechtold	Sioux Falls, SD	7	305 Bram Lussenburg	Rotterdam, HOLLAND	Eur
433 Larry Walker	Columbia, MO	7	125 Roger Bommersbach	Lake Poinsett, SD	7	307 Nol Eltens	Katwijk, HOLLAND	Eur
533 Kirk Sharp	Waveland, MS	15	198 Ken Harrison	Rapid City, SD	4	308 Jan Van Spellen	Den Haag, HOLLAND	Eur
MISSOURI			227 Noel Chicoine	Pierre, SD	7	308 Jan Wijker	Egmond, HOLLAND	Eur
59 Louis Griesemer	Springfield, MO	7	291 James McCulloch	Yankton, SD	7	316 Martin Schuitema	Wassenaar, HOLLAND	Eur
149 Pat George	Kansas City, MO	7	TENNESSEE			325 Wim Bongers	Noordwijk, HOLLAND	Eur
273 Thomas Burrows	Florissant, MO	7	96 Newsom Baker	Maryville, TN	9	343 Bram Van Straalen	S-Gravezande, HOLLAND	Eur
NEBRASKA			134 Gerald Wilder	Memphis, TN	15	353 Hans Kersseboom	Naarden, HOLLAND	Eur
192 Michael Brindisi	Omaha, NE	7	217 David Carter	Chattanooga, TN	9	378 Nico Olthof	Gutrecht, HOLLAND	Eur
NEVADA			249 Brooks Stockman	Nashville, TN	15	380 Kees Snijders	Beverwijk, HOLLAND	Eur
51 Albert Douglas	Las Vegas, NV	2	TEXAS			382 Ernest Szikler	Assen, HOLLAND	Eur
203 Randy Duncan	Reno, NV	3	8 Timothy Snieder	Houston, TX	6	390 Robert Heilbron	Wassenaar, HOLLAND	Eur
NEW HAMPSHIRE			23 Michael Sullivan	Dallas, TX	14	391 Milko Berben	Rotterdam, HOLLAND	Eur
209 Thomas Sullivan	Gilford, NH	12	64 Barry Marcella	Austin, TX	6	392 Giancarlo De Marinis	Rome, ITALY	Eur
NEW MEXICO			91 Vic Franklin	Fort Worth, TX	14	331 Eduardo Colosetti	Varedo, ITALY	Eur
48 Reid Hester	Albuquerque, NM	5	99 William Liles	Corpus Christi, TX	6	332 Danieli Dalli	Marina di Pisa, ITALY	Eur
NEW JERSEY			102 Robert Whittington	Brownsville, TX	6	337 Paolo Span	Aurisiana, ITALY	Eur
24 Doug Ruth	Ocean City, NJ	11	110 James Frank	Victoria, TX	6	345 Gabriele Loy	Cagliari, ITALY	Eur
65 Keith Lebroeuf	Shore Acres, NJ	11	118 Chuck Raney	Tyler, TX	14	358 Maurizio Juris	Venezia Lido, ITALY	Eur
73 William Hiller	Northfield, NJ	11	128 David Eller	San Antonio, TX	6	359 Domenico De Toro	Rome, ITALY	Eur
135 Robert Buchman	Hewitt, NJ	12	146 Rick Bush	Burkburnett, TX	14	375 Domenico Foschini	Desenzano, ITALY	Eur
137 Peter Laud	Denville, NJ	11	161 Harvey Hawkins	Bryan, TX	6	383 Antonio Nocca	Gaeta, ITALY	Eur
140 Richard Owen	Trenton, NJ	11	162 Ray Murray	Waco, TX	14	384 Maurizio D'Amico	Palermo, ITALY	Eur
190 Warren Kaplan	Linwood, NJ	11	177 Ernie Luce	Hitchcock, TX	6	389 Giovanni Minetto	Genova, ITALY	Eur
234 Winston/Pam Trevarthen	Dividing Creek, NJ	11	232 Dennis McNally	Beaumont, TX	15	800 Michael Wohl	Meran, ITALY	Eur
250 Jonathan Maddock	Sandy Hook, NJ	11	407 Gary Joyce	Humble, TX	6	808 Marino Sandro	Pescara, ITALY	Eur
267 Hal Savage	Bloomfield, NJ	11	435 Steven Fangio	Amarillo, TX	14	810 Roberto Peragallo	Castiglione, ITALY	Eur
443 Douglas Ackroyd	Town Bank, NJ	11	457 Cindy Heard	Brownwood, TX	14	367 Cato Knem	Oslo, NORWAY	Eur
452 Frank Breakley	Barnegat Bay, NJ	11	486 Dan Wisdom	Abilene, TX	14	461 Raul Mareira	PORTUGAL	Eur
502 Fred Sponsel	Brigantine, NJ	11	495 Dwayne Tuttle	Longview, TX	14	420 Juan De Orbaneja	Mijas, SPAIN	Eur
534 Steve Gronka	Avalona, NJ	11	526 Ron Phinney	Midland, TX	6	421 Ricardo Rovira	Calafeli, SPAIN	Eur
NEW YORK			UTAH			422 Alvarez Del Manzano	Vilaforuny, SPAIN	Eur
86 Thomas Doud	Elmira, NY	16	67 Dave Brems	Salt Lake City, UT	5	423 JoanNuviola	Castelldefels, SPAIN	Eur
109 Milton Dinoffner	Great Neck, NY	12	VERMONT			424 Esteve Pujula	Rosas, SPAIN	Eur
119 David Block	Angola, NY	16	184 Stephen Treadwell	Milton, VT	12	425 Felipe Bellini	Port Pollensa, SPAIN	Eur
124 Jim Judge	Sayville, NY	12	VIRGINIA			426 Ramon Pino	Puebla Farnals, SPAIN	Eur
143 Peter Fraker	Islip, NY	12	32 John Frazee	Virginia Beach, VA	9	428 Pedro Garcia	Sanlucar de BDZ, SPAIN	Eur
204 Martha Mollach	Clay, NY	16	196 Cleveland Englehardt	Washington, D.C.	11	429 Antonio Munoz	Calas de Guisando, SPAIN	Eur
224 Jack McAllister	Penn Yan, NY	16	200 Barry Barnes	Norfolk, VA	9	430 Antonio Oriol	Sotogrand, SV, SPAIN	Eur
229 Dean Willis	Remson, NY	16	221 Stewart Walker	Richmond, VA	9	431 Jose Ignacio Asendi	Madrid, SPAIN	Eur
238 Mary Meier	Albany, NY	16	290 Vernon Sheppard	Union Hall, VA	9	458 Luis Lerdo de Tjada	Mares, SPAIN	Eur
243 Jane Kleindinst	Grand Island, NY	16	440 John Friesz	Hampton, VA	9	459 Salvador Barrachina	Castellon, SPAIN	Eur
256 Sharon Chamberlin	Grand Island, NY	16	516 Thomas Yorty	Pohick Bay, VA	11	460 Carlos Hernandez	Sevilla, SPAIN	Eur
295 Dave Dasso	Rochester, NY	16	VIRGIN ISLANDS			483 Miguel Soldevila	Alicante, SPAIN	Eur
404 Mark Arena	Angola, NY	16	182 Wendy Albade	Kingshill, St. Croix	13	326 Oten Nilsson	Hollivskans, SWEDEN	Eur
439 Thomas Lang	Mt. Vernon, NY	12	WASHINGTON			368 Sven Olofsson	Enskede, SWEDEN	Eur
524 Steve Rudmann	Huntington Station, NY	12	13 Ralph Weir	Spokane, WA	4	371 Doug Lumey	Hisinga Karra, SWEDEN	Eur
NORTH CAROLINA			14 Paul Uilbarri	Seattle, WA	4	387 Gunnar Haraldsson	Vasteras, SWEDEN	Eur
92 Danny Meyers	Davidson, NC	9	37 Angelo Zopolos	Bellingham, WA	4	310 Dominique Ardin	Thonex, SWITZERLAND	Eur
97 Richard Lehnner	Durham, NC	9	95 John Corrie	Bothell, WA	4	322 Thomas Muhliethaler	Zurich, SWITZERLAND	Eur
100 Ray Vallecillo	Salterpath, NC	9	195 Curt Lewis	Richland, WA	4	341 Werner Wittwer	Denger, SWITZERLAND	Eur
101 Richard Johnson	Wilmington, NC	9	482 James Walrath	Puget Sound, WA	4	301 M. Dangel	Wolfrathshusen, GERMANY	Eur
175 Charlotte Morse	Albermarle, NC	9	529 Darlene Johnson	Moses Lake, WA	4	317 Detlef Mohr	Hamburg, W. GERMANY	Eur
191 Kenneth Keller	Greensboro, NC	9	535 Pete Beaumont	Quincy, WA	4	318 Bernd Beiluf	Laatzen, W. GERMANY	Eur
257 Becky McRoy	Washington, NC	9	WISCONSIN			319 Mathias Stender	Kohn, W. GERMANY	Eur
437 Andrew Knoll	Asheville, NC	9	223 Thomas Zalewski	Wausau, WI	7	327 Andreas Szameitat	Eutingen, W. GERMANY	Eur
465 Everett Thompson	Elizabeth City, NC	9	413 Wayne Fischer	Green Bay, WI	7	334 Peter Jannack	Hamburg, W. GERMANY	Eur
NORTH DAKOTA			454 Mark Tryggstad	Amery, WI	7	342 Gunther Konig	Morun/Syit, W. GERMANY	Eur
532 Stephen Hoetzer	Bismarck, ND	7	472 Mark/Melody Coyne	Sun Prairie, WI	7	348 Wolf Ossner	Muenchen, W. GERMANY	Eur
OHIO			481 Chuck Druckenmiller	New Lisbon, WI	7	349 Klaus Zuchel	Kohn, W. GERMANY	Eur
47 George Fecher	Cincinnati, OH	10	489 Randy Reiman	Manitowoc, WI	7	350 Rainer Kellermann	Velbert, W. GERMANY	Eur
60 Michael Simpson	Sandusky, OH	10	WYOMING			351 K. Kuhlisch	Herdecke, W. GERMANY	Eur
68 Charlie Birkline	Lorain, OH	10	156 Jean Fowkes	Casper, WY	5	352 Michael Schwindt	Huenstetten, W. GERMANY	Eur
85 John Schirtzinger	Columbus, OH	10	EUROPEAN			356 Peter Bezold	Erlangen, W. GERMANY	Eur
218 Richard Roten	Cleveland, OH	10	315 Helmut Jakobowitz	Vienna, AUSTRIA	Eur	360 Fritz Von Dornick	Kalkar, W. GERMANY	Eur
239 Doug Keller	Akron, OH	10	335 Friedrich Schiebel	Vienna, AUSTRIA	Eur	361 Jandeck Hartmunt	Berkamaman, W. GERMANY	Eur
279 Larry/Susan Van Tuyl	Ann Arbor, MI	10	336 Eric Minarik	Graz, AUSTRIA	Eur	362 Stefan Griesmeyer	Feldafing, W. GERMANY	Eur
283 Ann Galluzzo	Springfield, OH	10	376 Miro Zornija	Vienna, AUSTRIA	Eur	366 Dirk Praetorius	Hemmingen, W. GERMANY	Eur
284 Robert Ryan	West Liberty, OH	10	381 Harry Michel Peter	Knokke Heist, BELGIUM	Eur	373 Peter Mueller	Mendig, W. GERMANY	Eur
300 Jerry Haas	Westerville, OH	10	393 Olivier Verdustel	Auderghem, BELGIUM	Eur	374 Peter Janson	Wuppertal, W. GERMANY	Eur
400 John/Marci Yerman	Toledo, OH	10	394 Francis Maes	Ostende, BELGIUM	Eur	377 Thomas Stange	Bremen, W. GERMANY	Eur
445 Peter/Gene Mulligan	Geneva, OH	10	397 Benoit Tieffry	Coxoyde, BELGIUM	Eur	388 Folker Zinke	Borkum, W. GERMANY	Eur
OKLAHOMA			801 Jean Wery	Brussels, BELGIUM	Eur	395 Dieter Brandt	Dusseldorf, W. GERMANY	Eur
25 Rick Holmes	Tulsa, OK	14	386 Barry Jenkins	Brussels, BELGIUM	Eur	398 Friede Noack	Berlin, W. GERMANY	Eur
60 Michael Simpson	Norman, OK	14	ISLANDS			513 Frieder Niederquell	Korbach, W. GERMANY	Eur
131 Deborah Taylor	Oklahoma City, OK	14	330 Dan Rasmussen	Kobenhavn, DENMARK	Eur	803 Siegfried Tietz	Friedrichshafen, W. GERMANY	Eur
145 Susan Langston	Sallisaw, OK	14	333 Erik Olsen	Midelfart, DENMARK	Eur			
432 Shirley Parma	Ponca City, OK	14	385 Mogens Hoigaard	Arhus, DENMARK	Eur			
468 Boyd Bass	McAlister, OK	14	396 Nils Dulum	Rungsted Kyst, DENMARK	Eur			
OREGON			369 Heikki Loukasmaki	Heisinki, FINLAND	Eur			
19 John/Patti Lefler	Ashland, OR	4	303 Bruno Delahiaie	Rennes, FRANCE	Eur			
33 Keith Fuller	Portland, OR	4	309 Christian Peres	Toulon, FRANCE	Eur			
72 Ken Marshack	Portland, OR	4	311 Jean F. Bockell	La Baule, FRANCE	Eur			
94 Cal Bucholz	Bend, OR	4	312 Gerard Fulgoni	Huyeres, FRANCE	Eur			
193 John Stahr	Eugene, OR	4	313 Stan Sobczyk	Le Havre, FRANCE	Eur			
251 Tom Neisewonger	Lawton, OK	14	320 Jean Pierre Blaise	Ludres, FRANCE	Eur			
451 Bonnie/Larry Howard	Klamath Falls, OR	4	321 Albert Roturier	Merignac, FRANCE	Eur			
480 Gary Doty	Cordova, IL	7						

FLEET DIRECTORY

FLEET COMMODORE	LOCATION	DIVISION	FLEET COMMODORE	LOCATION	DIVISION	FLEET COMMODORE	LOCATION	DIVISION
INTERNATIONAL								
79 Bill Hyman	Pago, Pago, AM. SAMOA	Int'l	261 Robert Woodward	Victoria, BC CANADA	4	499 Mariyasu Murase	Saitama-ken, JAPAN	Int'l
506 Craig Findley	Caringbah, AUSTRALIA	Int'l	263 Ron Rubadeau	Kelowna, BC CANADA	4	501 Ajiro Hirayama	Tokyo, JAPAN	Int'l
536 John Green	AUSTRALIA	Int'l	278 Lionel Conacher	Cambridge, Ont. CANADA	16	507 Masami Kozuge	Kanagawa, JAPAN	Int'l
702 Robert Jensen	Sydney, AUSTRALIA	Int'l	293 Dave Chick	Bathurst, NB, CANADA	12	233 Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
704 John Vaughn	AUSTRALIA	Int'l	298 Dave Milne	Ottawa, Ont. Can	16	469 Poncho Limon	San Felipe, MEXICO	Int'l
707 George Groves	AUSTRALIA	Int'l	299 Bill Cabel	Pickerington, NB	10	405 Shaun Burgess	Boroko Papua, NEW GUINEA	Int'l
710 Dick Sherwell	AUSTRALIA	Int'l	417 Grant McDonald	Nova Scotia, CANADA	11	46 Murray Davidson	Auckland, NEW ZEALAND	Int'l
438 Age de Vries	Monoma, BAHRAIN	Int'l	441 Chris Walker	Burlington, Ont. CANADA	16	69 Doug Hislop	NEW ZEALAND	Int'l
122 Walter O. Cabral	Freeport, BAHAMAS	Int'l	446 Keith Hern	Calgary, Alb. CANADA	4	471 Nicky Guy	Christchurch, NEW ZEALAND	Int'l
487 J. De Groot	Seria, BORNEO	Int'l	453 Paul Polock	Quesnal, BC CANADA	7	512 Gavin Harford	Wellington, NEW ZEALAND	Int'l
122 Walter O. Cabral	Fortalexa, BRAZIL	7	497 Rick/Ron Tinga	Trenton, Ont. CANADA	16	531 Brendon Whitley	Tavranga, NEW ZEELAND	Int'l
22 Patrick McMaster	St. Albert, Alb. CANADA	4	517 Brian Hughes	Turkey Pt. Ont. CANADA	16	402 Charlie Cronhel	Lagos, NIGERIA	Int'l
38 Paul Harvey	Nova Scotia, CANADA	12	525 Bob Anderson	Regina, Sas. CANADA	4	274 Peter Capotosto	Manila, PHILIPPINES	Int'l
82 Les Bibby	Ontario, CANADA	10	527 Robert Laurendeau	St. Romuald, Que.	12	415 John Koedt	Tail Bch. PHILIPPINES	Int'l
90 Charles Anderson	Winnipeg, Man. CANADA	7				494 John Griffith	Doha, QATAR	Int'l
98 Lamont George	Clear Lake, Man. CANADA	7	289 Octavio Jorge	Santo Dom., DOMINICA REPUBLIC	Int'l	253 Brian Dunloy	Dhahran, SAUDI ARABIA	Int'l
129 Glenn Withenshaw	Thunder Bay, Ont. CANADA	7	252 Noel Kilner	Tami, FIJI	Int'l	412 K. G. Ansell	Jeddah, SAUDI ARABIA	Int'l
130 Brian Machtaler	Pemticton, P.C. CANADA	4	500 Yves Germain	Libreville, GABON	Int'l	530 Trevor Page	Al-Jubail, SAUDI ARABIA	Int'l
150 Dave Sarvis	Orilla, Ont. CANADA	16	75 James Hoist	Tamuning, GUAM	Int'l	492 J. L. Mari	SINGAPORE	Int'l
172 Nick Eliot	Kingston, Ont. CANADA	16	189 Tony Stearns	Saipan, GUAM	Int'l	107 Michel Le Galvic	Papeete, TAHITI	Int'l
183 Stuart Crabbe	Toronto, Ont. CANADA	16	138 Juan E. Maegli	Guatemala City, GUATEMALA	Int'l	148 Hans Weidmann	Bangkok, THAILAND	Int'l
185 Marcus Lamb	London, Ont. CANADA	10	493 F. Peter Harwood	Muscal GULF OMAN	Int'l	411 Dick Winslison	Dubai, UNITED ARAB EMIRATES	Int'l
187 Denis Renaud	Montreal, Que. CANADA	12	179 Gordon Leilson	HONG KONG	Int'l	511 Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
214 William Holder	Vancouver, BC CANADA	4	518 Max Westwater	Cheung Chau, HONG KONG	Int'l	490 Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l
237 Rob Miller	Sarnia, Ont. CANADA	10	132 Neil Carter	Tiemure, INDONESIA	Int'l			
242 Dennis Sollosy	Saskatoon, Sask. CANADA	4	365 Didier Constant	Abidjan, IVORY COAST	Int'l			
247 John Harden	Rondeau Bay, Ont. CANADA	10	498 Masahiko Ozeki	Kanagawaken, JAPAN	Int'l			



Patrick McDowell



DANGER

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



PRE-SALE

1989 HOBIE 18 NATIONALS

DIVISION 16

T-SHIRTS

Only \$12.50

(Includes U.S. Postage)

CONTACT: Jeff Knoll
3108 Ellsworth Ave.
Erie, PA 16508
(814) 868-0635

REGATTA RESULTS

DIVISION 2

HURRICANE GULCH
FLEET 3, DIVISION 2
LONG BEACH, CA
APRIL 22-23, 1989

HOBIE 18A POINTS

1. Stretch Kimball	5.75
2. Steve Timm	7.75
3. Paul Parizeau	8.75
4. Chris Lewis	11.00
5. Roger Brown	14.00
6. Jock McGraw	14.75
7. David Crocker	19.00
8. David Smith	24.00
9. John Bauldry	25.00
10. Corky Aucreman	27.00
11. Ted Lindley	27.00
12. Craig Wright	31.00
13. Ron McKee	33.00
14. Glenn Gira	34.00
15. Chuck Brown	34.00
16. Doug Hosford	35.00
17. Jeff Newsome	36.00
18. Greg Claybaugh	47.00

HOBIE 18B POINTS

1. Tom Acuna	2.25
2. Jim Engel	7.00
3. Mark Michaelson	10.00
4. Andy Dubman	12.00
5. John Charleston	14.00
6. Turk Guild	14.00
7. Jim Savage	17.00
8. Todd Cowley	19.00
9. Dave Powder	21.00
10. Mike Harper	22.75
11. Bill Ryan	29.00
12. Christy McCurdy	35.00
13. John Bowen	38.00

HOBIE 18C POINTS

1. James Fischer	2.25
2. Dan Veenbaas	4.75
3. Tom Mitchell	9.00
4. Robert Smith	12.00
5. George Martin	13.00
6. William Johnson	16.00
7. Steven Stanger	16.00
8. Jack Carter	21.00
9. Pablo Alvarez	30.00
10. John Beck	30.00

HOBIE 17A POINTS

1. Roger Jenkins	7.75
2. Steve Leo	7.75
3. William Myrter	7.75
4. Jeff Conner	10.75
5. Wayne Schafer	11.00
6. Bruce Fields	14.00

7. Erik Bjerring	14.00
8. George Hicks	15.00
9. Jim Legge	25.00
10. Jack Linn	28.00

HOBIE 17B POINTS

1. Kirk Wells	2.25
2. Marc Yates	4.75
3. Randy Toole	8.00
4. Don Howarth	8.00
5. Peter Parich	13.00

HOBIE 16A POINTS

1. Steve Myrter	2.25
2. Jeff Alter	9.00
3. Alan Egusa	10.75
4. Jeff Casher	11.00
5. Tom Materna	13.00
6. Don Oltmans	16.00
7. Bob Seaman	17.00
8. Dan Ketterman	18.00
9. Jeff Petron	20.00
10. Lee Dockstader	30.00
11. Herb Hall	30.00
12. Dan Delave	33.00
13. Ron Wagniere	37.00
14. Bill Sanders	40.00
15. Billy Rendler	40.00
16. Udo Winkler	40.00
17. David Ward	46.00
18. Mary Lou Langford	46.00
19. Marshall Hammond	49.00
20. John Forgrave	49.00
21. Marv Gantweg	54.00
22. Marty Stitt	55.00
23. Dennis Key	57.00
24. Mark Livingood	68.00

HOBIE 16B POINTS

1. Bill Miebach	5.75
2. Jim Howard	9.00
3. Scott Towle	14.00
4. Jason Roberson	14.75
5. David Mensing	15.00
6. Paul Schalte	17.00
7. Dave Kofahl	17.00
8. Jeff Perlmutter	17.75
9. Joseph Greska	22.00
10. Paul Ashley	23.00
11. Clark Davis	26.00
12. Robert Campbell	27.00
13. Mark Christoffels	27.75
14. Donald Decurtis	30.00
15. Sandy Takacs	31.00
16. John Evans	42.00
17. Theo Overdevest	49.00

HOBIE 16C POINTS

1. Bob Lake	5.50
2. Tod Conover	5.50
3. Jay McClow	8.00
4. Peter Kuebler	15.00
5. Don Strazzaboslo	15.00

6. Martin Feducia	15.00
7. Rick Gillett	15.00
8. Roy Thouvenell	18.00
9. Andrew Frasier	23.00
10. Rob Purciel	26.00
11. Curtis Irwin	32.00
12. Chris Begg	33.00
13. Randy Lewis	37.00
14. Bob Kiemel	39.00

HOBIE 14 POINTS

1. Burt Sherriff	0.75
2. Jim Lantz	2.00
3. Bob Heyer	3.00

LAKE PERRIS REGATTA
FLEET 30, DIVISION 2
PERRIS, CA
APRIL 1-2, 1989

HOBIE 18A POINTS

1. Timm/Timm	4.50
2. Parizeau/Blount	5.75
3. Wright/McGraw	8.00
4. Kimball/	8.75
5. Lindley/Lindley	11.00
6. McGraw/Lill	17.00
7. Brown/Brown	19.00
8. Aucreman/Barbara	20.00
9. Gira/Gira	20.00
10. Bauldry/Schupferling	24.00
11. Crocker/Crocker	30.00
12. McKee/McKee	35.00
13. Halberstadt/Rodgers	37.00
14. Newsome/Tyler	38.00
15. Grimes/Alicia	41.00
16. Blakanja/Blakanja	57.00
17. Brown/Brown	57.00
18. Brown/McGraw	57.00

HOBIE 18B POINTS

1. Hosford/Hosford	5.75
2. Guild/Backman	6.00
3. Mark/Mark	9.50
4. Ybarrola/Jennings	12.00
5. Bowen/Bowen	14.00
6. McCurdy/Chalk	14.00
7. Charleston/Mo	16.75
8. Harper/Harper	17.00
9. Bartholomew/Green	20.00
10. Engel/Hullet	23.00
11. Ryan/Ryan	25.00
12. Campbell/Marshall	37.00
13. Daniel/Norris	42.00

HOBIE 18C POINTS

1. Swanson/Swanson	2.25
2. Veenbaas/Hansen	7.75
3. Parich/Parich	9.00
4. Donnelly/Reed	10.00
5. Martin/Crew	13.00
6. Beck/Beck	13.00

7. Ryan/Ryan	17.00
8. Maybeno/Michael	22.00
9. Kronmeyer/Lynch	27.00
10. Nichols/Harper	33.00

HOBIE 17A POINTS

1. Roger Jenkins	4.50
2. Dexter Ploss	4.75
3. William Myrter	6.75
4. Erik Bjerring	13.00
5. Steve Leo	13.00
6. Jack Linn	15.00
7. Jeff Conner	17.00
8. Bruce Fields	19.00

HOBIE 17B POINTS

1. Marc Yates	2.25
2. Steve Kerckhoff	6.75
3. Kaysie Nemes	8.00
4. Randy O'Toole	8.00
5. Judy Colvin	18.00
6. Chester Pollok	24.00
7. Don Howarth	24.00

HOBIE 16A POINTS

1. Egusa/Brown	7.75
2. Team Katterman	8.50
3. Dockstader/Wong	9.00
4. Materna/Materna	9.75
5. Sanders/Miller	12.00
6. Hauser/Richards	13.00
7. Casher/Gail	14.00
8. Wagniere/McLeod	20.00
9. Gantsweg/Mohill	28.00
10. Winkler/Winkler	30.00
11. Hammond/Brenden	31.00
12. Langford/Berry	31.00
13. Hall/Crew	32.00
14. Forgrave/Moore	33.00
15. Key/Goddard	46.00
16. Brooks/Brooks	54.00
17. Seaman/Seaman	54.00

HOBIE 16B POINTS

1. Leon/Leon	3.50
2. Dixon/Dixon	5.75
3. Towle/Daily	12.00
4. Miller/Huberts	13.00
5. Boles/Medina	16.00
6. Evans/Gonzalez	16.00
7. Wennnerstrom/Scott	16.75
8. Greska/Greska	19.00
9. Ashley/Ashley	20.00
10. Rathbun/Rathbun	23.00
11. High/High	25.00
12. Scholte/Scholte	29.00
13. DeCurtis/DeCurtis	35.00
14. Putman/Boatman	35.00
15. Clay/Clay	37.00
16. Saunders/Burnett	39.00
17. Frasier/Wilkinson	54.00



Sept. 29-30
October 1

HOBIE 16 • HOBIE 18
• HOBIE 21

1989 CAROLINA COASTAL DASH

HOBIE 16 • HOBIE 18 • HOBIE 21

THREE FUN DAYS OF HOBIE SAILING
AT ITS BEST!

HEADQUARTERED IN
MYRTLE BEACH, S.C.

DAY 1 • MYRTLE BEACH TO LITTLE RIVER
JETTY AND BACK

DAY 2 • MYRTLE BEACH TO LITCHFIELD
AND BACK

DAY 3 • MYRTLE BEACH TO LITTLE RIVER
JETTY AND BACK

(EACH LEG IS BETWEEN 45-55 MILES)

CONTACT: BOATS FOR SAIL

6608 REAMES RD.

CHARLOTTE, NC 28216

704-596-4533

FOR MORE INFORMATION

Join a Fleet

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

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

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

Name _____

Address _____

City _____ State _____ Zip _____

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

REGATTA RESULTS

HOBIE 16C POINTS

1. Takacs/Walker	4.75
2. Christoffels/O'Day	9.75
3. Paasch/Restivo	11.75
4. Kuebler/Kuebler	12.00
5. Feducia/Feducia	16.00
6. Hornby/Wagner	18.00
7. Lesley/Lesley	20.75
8. Frasier/Wilkinson	26.00
9. Purciel/Purciel	26.00
10. Team Overdeest	27.00
11. Ludwig/Ludwig	29.00
12. Jeffries/Gaynor	31.00
13. Aguirre/Padilla	34.00
14. Twomey/Bell	35.00
15. Freeman/Freeman	39.00
16. Bouck/Sanders	40.00
17. Palanco/Palanco	49.00
18. Gonzales/Molina	49.00
19. Molina/Molina	55.00
20. Slocum/Hickert	55.00
21. Aleman/Wennekam	59.00
22. Burns/Burns	61.00
23. Boles/Medina	78.00
24. MacDiarmid/Hess	78.00
25. Irwin/Irwin	78.00

HOBIE 16N POINTS

1. Weir/Backus	2.25
2. Jones/Bentz	6.00
3. Pencil/Pencil	16.00
4. Aleman/Wennekam	20.00
5. Havard/Lance	21.00
6. Hendrix/Paddock	22.00
7. Purciel/Purciel	27.00
8. Ewell/Ewell	27.00

HOBIE 14T POINTS

1. Bob Heyer	3.00
2. Joe Altamus	8.00

LAS VEGAS GRAND PRIX FLEET 51, DIVISION 2 LAKE MEAD, NV MAY 6-7, 1989

HOBIE 18A POINTS

1. Alter/Alter	2.25
2. Timm/Timm	4.75
3. Heffernan/Norinsky	12.00
4. Lewis/Delatore	12.00
5. Bauldry/Schupferling	14.00
6. Blaicanja/Blaicanja	14.00
7. Lindley/Lindley	15.00
8. Gira/Gira	16.00
9. Claybaugh/Claybaugh	17.00
10. Thieking/Thieking	25.00
11. Knipp/Fellows	33.00

HOBIE 18B POINTS

1. Charleston/Charleston	2.25
2. Cowley/Assalone	8.00
3. Veenvaas/Veenvaas	9.00
4. McCurdy/McCurdy	9.75
5. Ray/Ray	10.00
6. Bowen/Bowen	11.00
7. Hankins/Hankins	20.00
8. Power/Ursin	21.00
9. Urban/Garland	26.00
10. Ryan/Ryan	30.00

HOBIE 18C POINTS

1. Partch/Partch	2.25
2. Palmer/Palmer	7.00
3. Sparks/Koper	7.75
4. Smith/Donnelly	8.00
5. Cummings/Grennier	13.00
6. Burke/Burke	16.00
7. Ryan/Ryan	21.00

HOBIE 18N POINTS

1. Simpson/Simpson	2.25
2. Hamilton/Hamilton	8.00
3. Hinds/Hinds	9.00
4. Mire/Mire	12.00

HOBIE 17A POINTS

1. Ploss	3.50
2. Jenkins	4.50
3. Bjerring	6.00
4. Fields	11.00
5. Jeff	15.00
6. Yates	16.00

HOBIE 17B POINTS

1. Wells	2.25
2. Halberstadt	4.75
3. Kerckhoff	7.00
4. Nevendorf	11.00
5. Colvin	16.00
6. Douglas	18.00

HOBIE 16A POINTS

1. Myrter/Hurter	2.25
2. Seaman/Harris	7.00
3. Hauser/Brown	9.00
4. Oltmans/Seaman	15.00
5. Winkler/Winkler	15.00
6. Petron/McGlothlin	16.00
7. Shearer/Shearer	17.75
8. Sanders/Miller	18.00
9. Harper/Garrison	21.00
10. Gantsweg/Almohill	24.00
11. Berens/Parrish	29.00
12. Hall/Hall	29.00
13. Ziolkowski/Ziolkowski	32.00
14. Ward/Ward	36.00
15. Shearer/Olson	43.00
16. Livingood/Atkins	48.00
17. Brooks/Brooks	54.00
18. Foregrave/Moore	54.00

HOBIE 16B POINTS

1. Miebach/Miebach	5.75
2. Jones/Jones	6.75
3. Hensler/Berger	6.75
4. Prusa/Price	7.75
5. Boles/Medina	12.00
6. Brubaker/Miller	15.00
7. Hurst/Hurst	16.00
8. Spencer/Spencer	22.00
9. Decurtis/Decurtis	22.00
10. Campbell/Simpkins	29.00
11. Hoffman/Hoffman	36.00
12. Gerska/Gerska	36.00

HOBIE 16C POINTS

1. Ashley/Ashley	5.50
2. Smith/Smith	7.50
3. Feducia/Feducia	8.00
4. Carver/Barker	10.00

5. McClanahan/McClanahan	12.00
6. Polly/Polly	14.00
7. Thouvenell/Daily	17.00
8. Aleman/Wennekam	18.00
9. Henslee/Logan	22.00
10. Purciel/Purciel	26.00
11. Frasier/Buckman	29.00
12. Logan/Logan	32.00
13. Kerstetter/Kerstetter	32.00
14. Greer/Roskelley	37.00
15. Freeman/Freeman	39.00
16. Gremar/Parks	42.00
17. Crook/Bissel	48.00
18. Jeffries/Jeffries	54.00

HOBIE 16N POINTS

1. Attard/Froman	2.25
2. DeRyk/DeRyk	7.75
3. Altmus/Altus	8.00
4. Ware/Ware	13.00
5. Hendrix/Paddock	16.00
6. Pencil/Pencil	18.00
7. Stumpf/Handorf	21.00
8. Obney/Obney	23.00
9. Lewis/Bybee	28.00
10. Wiley/Faust	36.00
11. Kiemel/Hesse	36.00
12. Bishop/Bishop	36.00

HOBIE 14T POINTS

1. Bob Heyer	2.25
2. Randall Thomas	8.00
3. Roy Thomas	9.00

IDES OF MARCH REGATTA FLEET 66, DIVISION 2 PUERTO PENASCO, MEXICO MARCH 4-5, 1989

HOBIE 18A POINTS

1. Brown/Montgomery	4.25
2. Heffernan/Jones	5.50
3. Lindley/Lindley	11.00
4. Knipp/Mulay	16.00

HOBIE 18B POINTS

1. Hankins/Hankins	4.25
2. Fischer/Fischer	12.50
3. Prosser/Kissell	13.00
4. Burke/Haneman	15.00
5. Mulay/Mulay	16.00
6. Ray/Ray	19.00
7. Hester/Donahue	22.00
8. Douglas/Campbell	30.00
9. Stanger/Alexander	33.00

HOBIE 18C POINTS

1. Bomberg/Killebrew	3.00
2. Mire/Bartels	7.75
3. Palmer/Palmer	14.00
4. Roseberry/Soule	14.00
5. Commings/Parker	19.00
6. Jacobson/Jones	22.00
7. Partch/Partch	22.00
8. Wuelper/Jones	28.00
9. Greenwalt/Lohmar	33.00
10. Staten/Ferguson	36.00
11. Beeck/Cunningham	36.00

HOBIE 16A POINTS

1. White/Winternitz	4.25
2. Winkler/MacGillivray	7.50
3. Dolan/Dolan	12.00
4. Ferrell/Ferrell	15.00

HOBIE 16B POINTS

1. Lowe/Lowe	4.25
2. Ashley/Weimer	6.25
3. Waugh/Kersher	9.75
4. Banks/Hankins	14.00

HOBIE 16C POINTS

1. Saunders/Cermak	3.00
2. Piraino/Dorr	10.00
3. Hornby/Wagner	16.00
4. Phelan/Phelan	21.00
5. Wallschlaeger/Fontaine	23.00
6. Jehring/Jehring	24.00

DIVISION 3

WINDLINE WINDBASH FLEET 20, DIVISION 3 SAN LUIS RESERVOIR, CA APRIL 1-2, 1989

HOBIE 18A POINTS

1. Probst/Stamos	7.50
2. Yahalom/Yahalom	9.00
3. Goodell/Vaughan	9.75
4. Reyluse/Schneider	13.75
5. Leslie/Reiser	16.00
6. Johnston/Johnston	17.75
7. Cockroft/Cockroft	21.00
8. Sajdak/McManus	29.00

HOBIE 18B POINTS

1. Soehnen/Soehnen	3.00
2. Gardner/Ashley	8.00
3. Hermann/Herman	9.75
4. Robinson/Parton	13.00

HOBIE 17A POINTS

1. Mooneyham	6.75
2. Riddle	10.75
3. Johnson	12.00
4. Sparks	12.75
5. Kitowski	18.75
6. Levitt	23.00
7. Sprague	29.75
8. Bender	30.00
9. Baumgartner	34.00
10. Dotson	42.00
11. Wagner	42.00
12. Williams	44.00

HOBIE 17B POINTS

1. Thiry	6.50
2. Lantz	10.75
3. Balsamo	11.75
4. Keller	12.00
5. McMillan	16.00
6. Kelbert	20.75
7. Tirey	26.00
8. Rogerville	28.00
9. Frost	29.00

1989 HOBIE 14 WORLD CHAMPIONSHIP

Mark Your Calendar!

WHEN: November 5-11

WHERE: Noumea, New Caledonia

RACE HQ: Club Med

RACE INFO: I.H.C.A.

(619) 758-9100

(619) 758-1841 (FAX)

OFFICIAL AIRLINE: UTA -The French Airline

RESERVATIONS: Can Am Tours

Jodi

6308 West Coast Hwy.

Newport Beach, CA

92663

(714) 645-7171

(714) 646-6991

More Information to Follow in the Next Issue of Hotline

REGATTA RESULTS

HOBBIE 16A POINTS

1. Tobie/McDonald	8.50
2. Porter/Robertson	9.75
3. Montague/Hill	11.75
4. Katz/Lovsletten	15.00
5. Russell/Russell	17.00
6. Peterson/Mullane	23.00
7. Hess/Hess	25.00
8. Tully/Tully	28.00
9. Mathews/Mathews	33.75
10. Tully/Schraishuhn	39.00
11. Murphy/Sheek	39.00
12. Arnerich/Arnerich	41.00
13. McKee/McKee	42.00
14. Rodal/Duncan	45.00
15. Renfrow/Shahinfar	54.00
16. Weber/Schroyer	56.00

HOBBIE 16B POINTS

1. Schroyer/Schroyer	6.75
2. Heberer/Bevelouqua	8.25
3. Panatoni/Schaner	10.75
4. Eustace/Scott	17.00
5. Bailey/Townsend	18.00
6. Schroyer/Hodgkins	18.00
7. Couches/Garfield	22.00
8. Weigman/Alameda	25.00
9. Tully/Tully	33.00
10. Lyles/Hoist	35.00

HOBBIE 16C POINTS

1. Rumbaugh/Leal	2.25
2. Miller/Hansen	4.75
3. Hogue/Tenzel	10.00
4. Grimaldi/Grimaldi	10.00
5. Byrd/Peterson	16.00
6. Smith/Fisher	17.00
7. McGhee/McGhee	18.00
8. Schulerburg/Schulerburg	20.00

HOBBIE 14A POINTS

1. Scott	5.50
2. Herland	7.50
3. Fikes	9.75

BREAKAWAY FLEET 17, DIVISION 3 FOLSOM LAKE, CA APRIL 15-16, 1989

HOBBIE 18A POINTS

1. B. Baker	8.75
2. V. Chaney	10.00
3. R. Yahalom	10.00
4. W. Weber	14.00
5. M. Skvarla	14.75
6. P. Degaa	16.00
7. B. Leslie	16.75
8. R. Cockcroft	22.00
9. P. Butler	22.00

HOBBIE 18B POINTS

1. L. Stamos	4.50
2. D. Dillier	6.00
3. D. Hunt	10.75
4. B. Gardner	13.00
5. J. Renning	13.00
6. C. Borris	16.00
7. G. Hansen	20.00
8. M. Smith	24.00

HOBBIE 18M POINTS

1. D. Collier	2.25
2. N. Alexander	6.00

HOBBIE 17A POINTS

1. D. Johnson	3.50
2. W. Mooneyham	5.75
3. C. Dotson	8.00

HOBBIE 17B POINTS

1. S. Kieffer	2.25
2. B. Frost	7.00
3. K. Lantz	8.00

HOBBIE 16A POINTS

1. M. Montague	3.50
2. P. Tobie	12.00
3. W. Tully	14.00
4. P. Porter	14.00
5. G. Russell	14.00
6. P. Hess	21.00
7. H. Peter	22.75
8. D. Hinds	23.00
9. M. Arnerich	27.00
10. R. Katz	28.00
11. P. Pasco	31.00
12. M. Stitt	31.00
13. D. Littlefield	34.00
14. J. Sajdak	38.00

HOBBIE 16B POINTS

1. P. Young	10.75
2. B. Duncan	11.00
3. B. Jonk	11.75
4. J. Eggleston	13.75
5. M. Mitchell	15.00
6. G. Rail	19.00
7. R. Hogue	22.00
8. J. Gallagher	23.00
9. K. Weigman	24.00
10. M. Couches	24.00
11. J. Hasegawa	24.00

HOBBIE 16C POINTS

1. F. Tilt	5.75
2. D. Gamble	10.00
3. L. Gray	10.75
4. Thompson	11.00
5. D. Stone	18.75
6. Hookey	19.00
7. F. Schulerburg	23.00
8. C. Hawthorne	27.00

OTTER REGATTA FLEET 222, DIVISION 3 MONTEREY, CA APRIL 29-30, 1989

HOBBIE 18A POINTS

1. Mike Rafuse	7.00
2. Steve Timm	7.75
3. Roger Neathery	8.00
4. Rafi Yahalom	12.75
5. Jim Sajdak	14.75
6. Team Division II	14.75
7. Ken Marshack	15.00
8. Roger Brown	16.00
9. Phil DeGaa	25.00
10. Bob Leslie	25.00
11. Robert Cockcroft	27.00
12. Jack Hill	30.00
13. Rainer Soehnen	31.00
14. Al Leonard	34.00
15. Louis Stamos	34.00
16. Lloyd Wagner	42.00
17. Wes Weber	45.00
18. Bill Timms	46.00

HOBBIE 18B POINTS

1. Don Diller	6.75
2. Bob Gardner	7.75
3. Phil Heberer	8.00
4. Pat Hopley	8.75
5. J. Oyer	9.75
6. Tony Bindel	12.00
7. Bud Robinson	13.00
8. Paul Rogerville	24.00

HOBBIE 17 POINTS

1. Doug Johnson	2.25
2. Bill Carney	6.00
3. David Baumgartner	9.00
4. Steve Kieffer	11.00
5. George Spain	14.00
6. Bob Frost	17.00
7. Jae Lauderback	20.00
8. Rich McMillan	25.00
9. Gary Walden	28.00
10. Dennis Sullivan	31.00

HOBBIE 16A POINTS

1. Pat Porter	5.75
2. Paul Pascoe	6.50
3. Will Tully	8.75
4. Larry Peterson	10.00
5. Paul Tobie	10.00
6. Van Parseghian	18.00
7. Doug Sloan	19.00
8. Eric Rodal	24.00
9. Paul Hess	24.00
10. Mike Duane	29.00
11. Denny Renfrow	30.00
12. Mark Skvarla	32.00
13. Hans Peter	32.00
14. Jean Tully	37.00
15. Paul Young	38.00
16. Rick Grewohl	42.00

HOBBIE 16B POINTS

1. Richard Cantu	3.50
2. Gary Rail	6.75
3. Allan Houser	7.75
4. Kit Wiegman	8.00
5. Ron Bishop	16.00
6. John Schroyer	16.00
7. Mike Walker	18.00
8. Rick Hogue	22.00
9. Jim Hasegawa	22.00
10. Stephan Panattoni	28.00
11. Joe Wall	31.00
12. Dick VanOutryve	34.00
13. Ed Tully	36.00
14. Bob Pettersen	45.00

DIVISION 4

SANDPOINT 89 REGATTA FLEET 95, DIVISION 4 SEATTLE, WA APRIL 29-30, 1989

HOBBIE 21 POINTS

1. Martin/Crowe	3.00
-----------------	------

HOBBIE 18A POINTS

1. Ling/Fulton	3.00
2. Breed/Zukerman	7.75
3. Davis/Davis	10.00
4. Courter/Courter	19.00
5. Blaha/Farris	21.00
6. Jolibois/Jolibois	21.00
7. Aunger/Clausen	22.00

HOBBIE 18B POINTS

1. Wagner/Wagner	7.50
2. Norton/Ruoff	10.00
3. Faubion/Faubion	10.75
4. Elliott/Elliott	11.75
5. Quigley/Quigley	12.75
6. Thomas/Weltkamp	21.00

HOBBIE 17 POINTS

1. Paul Ulibarri	5.50
2. Bill Orth	12.00
3. Doug Skidmore	12.75
4. Paul Carter	14.75
5. Ted Cross	20.00
6. Tom Tarleton	23.00
7. Scott Cohn	25.00
8. Dan Carpenter	29.00
9. Maggie Skidmore	30.00
10. Greg Ursich	35.00
11. Steve King	43.00
12. Jon Vurik	43.00
13. Lonnie Byers	46.00
14. Bob Whisler	47.00
15. Caleb Tarleton	49.00
16. Kurt Johnson	56.00
17. Gil Coughlin	60.00

HOBBIE 16A POINTS

1. Marshall/Marshall	8.75
2. Jung/McNeil	10.50
3. Knight/Hewitt	16.75
4. Ruggles/Trout	18.00
5. Petranek/Janders	20.00
6. Stewart/Osborn	21.75
7. Skene/Hanson	23.00
8. Eaton/Buthcart	27.00
9. Dingle/Shaitel	32.00
10. Roundy/Steele	33.00
11. Nelson/Haviv	36.00
12. McCombs/McCombs	38.00
13. Pappin/Sid	41.00
14. Robinson/Rob	44.00
15. White/Barb	48.00
16. Holford/Reed	57.00
17. Lin/Burke	60.00
18. Smith/Snyder	64.00

HOBBIE 16B POINTS

1. Koreman/Thornthware	7.50
2. Morris/Lane	8.75
3. Albrecht/Foley	9.75
4. Arneson/Lane	9.75
5. Young/Young	17.00
6. Wazuni/Reitiger	21.00
7. Stucky/Rawlins	23.00

HOBBIE 16C POINTS

1. Parker/Adams	6.25
2. McCullough/McCullough	6.50
3. Spoor/Spoor	12.00
4. Matau/Catlin	18.00
5. Cunningham/Dan	23.00
6. Coxon/Jackson	25.00
7. Rasmussen/Rasmussen	27.00
8. Lilley/Lilley	29.00
9. Jinks/Scheyer	32.00
10. Eiken/Norris	37.00
11. Payton/Lewis	38.00
12. Hunter/Myer	40.00
13. Watson/Wiley	42.00
14. Duran/Belanich	45.00
15. Lien/Rizza	51.00

HOBBIE 14 POINTS

1. Dave Wilder	4.25
2. John Rueter	6.75
3. Brian Klein	9.75

LAKE LOWELL REGATTA FLEET 105, DIVISION 4 LAKE LOWELL, ID APRIL 15-16, 1989

HOBBIE 16A POINTS

1. M. Bowen	5.00
2. B. Krumm	8.50
3. D. Reiss	19.00
4. M. Kircher	20.00
5. C. Hofstetter	25.00
6. R. Schinnerer	27.00
7. J. Gabiola	29.00

HOBBIE 16B POINTS

1. K. Dixon	3.75
2. G. VanPatten	12.00
3. I. Gayfield	12.75
4. J. Novak	19.00
5. D. Herbert	23.00

C.J. STRIKE RESERVOIR REGATTA FLEET 105, DIVISION 4 C.J. STRIKE RESERVOIR, ID APRIL 29-30, 1989

HOBBIE 16A POINTS

1. M. Kircher	3.00
2. C. Hofstetter	9.00
3. R. Chandler	10.75
4. J. Gabiola	14.00

HOBBIE 16B POINTS

1. K. Dixon	3.00
2. I. Gayfield	6.75
3. G. VanPatten	14.00
4. J. Novak	19.00
5. D. Herbert	24.00

DIVISION 6

HILL COUNTRY REGATTA FLEET 84, DIVISION 6 LAKE BUCHANAN, TX MARCH 7-8, 1989

HOBBIE 21A POINTS

1. Sanford/Richards	3.00
---------------------	------

HOBBIE 18A POINTS

1. Bass/McAlister	6.75
2. Snieder/Singley	7.50
3. Costa/Costa	8.50
4. Davenport/Davenport	17.00
5. Young/Mattingly	17.00
6. Eller/Crew	19.00
7. Yurinak/Cooke	25.00
8. Simonsen/Offley	32.00
9. Beach/Beach	42.00
10. Farrar/Crew	43.00
11. Huber/Huber	44.00

HOBBIE 17A POINTS

1. Acquart	4.25
2. Bonner	9.00
3. Hamilton	10.75
4. Mayer	11.75

HOBBIE 16A POINTS

1. Collins/Collins	6.75
2. Davis/Larchar	11.75

3. Kuc/Wyatt	13.75
4. Rourke/Brown	16.75
5. Seta/Gleason	21.00
6. Drake/Drake	21.00
7. Hardy/Smith	24.75
8. Welch/Laws	28.00
9. Bach/Brown	31.00
10. Fitch/Fitch	34.00
11. Pugh/Pugh	36.00
12. Rourke/Ford	37.00
13. Hamilton/Hamilton	39.00
14. Ferrell/Ferrell	50.00
15. Mallum/Crew	54.00

HOBBIE 16B POINTS

1. Lewis/Anderson	7.75
2. Rice/Rice	7.75
3. Attrip/Horton	11.75
4. King/Powers	13.75
5. Fielder/Patton	18.00
6. Corona/Crew	25.00
7. Frye/Lewis	37.00
8. Miloy/Easley	39.00
9. Bacon/Bouzigard	39.75
10. George/Roberts	46.00
11. Betts/Betts	47.00
12. Mason/Sykes	49.00
13. Gray/Tanner	52.00

HOBBIE 16C POINTS

1. Beran/Beran	10.50
2. Deckard/Kleespies	10.75
3. Attrip/Horton	11.75
4. Walsh/Stevens	14.00
5. Laverne/Laverne	18.00
6. Eiland/Sanford	18.00
7. Sykes/Sykes	20.00
8. Carson/Evans	23.00
9. Long/MacInnes	24.00
10. Gorrell/Gorrell	25.00
11. de Nicolas/Reysa	27.00
12. O'Neal/O'Neal	34.00
13. Hutchins/Crew	37.00
14. Landry/Bristol	37.00

HOBBIE 14T POINTS

1. Eberle	4.25
2. Colby	7.75
3. Mial	17.00
4. Gleason	20.00
5. Hunt	20.00

DIVISION 8

WALT DISNEY REGATTA FLEET 11, DIVISION 8 BAY LAKE - DISNEY WORLD, FL MARCH 18-19, 1989

HOBBIE 18M POINTS

1. Bergman/Bergman	3.50
2. Garrison/Garrison	6.75
3. Dewitt/Rodgers	10.00
4. Worman/Worman	11.

REGATTA RESULTS

HOBBIE 16B	POINTS
1. Avant/Reboja	6.50
2. Mackey/Flynn	6.75
3. Francis/Garell	8.00
4. Chase/Slater	8.00
5. Caffee/Fox	9.00
6. McPherson/Niles	13.00

HOBBIE 16C	POINTS
1. Van Enige/Heather	2.25
2. Dipasqua/Dipasqua	4.75
3. O'Neal/Sands	10.00
4. Fulton/Fulton	11.00
5. Chaffee/Smith	11.00
6. Stevens/Pick	18.00
7. Torchia/Levine	19.00
8. Conrad/Conrad	21.00
9. Gilland/Cory	27.00
10. Sutterfield/Baldwin	27.00
11. Kimball/Stanley	32.00
12. Moore/Danielson	35.00
13. Case/Fossett	35.00

HOBBIE 14	POINTS
1. Bill Brooks	2.25
2. Vel Dekreek	2.25
3. Allan Santor	4.75
4. John Nelson	6.00
5. Bill Wetly	8.00

DIVISION 9

PAM WALKER MEMORIAL REGATTA
FLEET 141, DIVISION 9
COLUMBIA, SC
APRIL 9-10, 1989

HOBBIE 18A	POINTS
1. Myers	3.50
2. Stater	8.00
3. Pitt	9.75
4. Jones	11.00
5. Estapa	18.00
6. Crocker	19.00
7. Barrington	25.00
8. Graham	25.00
9. Yates	26.00
10. Whiteside	27.00
11. McClure	37.00
12. Englishbe	37.00
13. Kiemele	37.00
14. Frets	38.00

HOBBIE 18B	POINTS
1. Duran	4.75
2. Owens	6.75
3. O'Shields	8.00
4. Lawrence	11.00
5. Hatley	14.00

HOBBIE 17	POINTS
1. Corney	6.00
2. Weatherford	6.75
3. Aiden	7.75
4. Poplin	10.00
5. Neal	14.00

HOBBIE 16A	POINTS
1. Ayscue	4.50
2. O'Cain	10.00
3. Humphrey	10.75
4. Potter	16.00
5. Graves	16.00
6. Watts	19.00
7. Joyce	20.00
8. Nordhaus	21.00
9. Osmundson	23.00
10. Robinson	24.00

HOBBIE 16B	POINTS
1. Jarrett	5.75
2. Morton	6.75
3. Allen	8.75
4. Rollins	11.00
5. Meriwether	12.00
6. Watts	18.00

HOBBIE 16C	POINTS
1. Weis	3.50
2. George	4.75
3. Ayers	10.00
4. Potter	12.00
5. Whitmire	14.00

HOBBIE 14T	POINTS
1. Merrell	2.25
2. Craig	7.00
3. Campbell	9.00
4. O'Connell	11.00

BARE WHAT YOU DARE REGATTA
FLEET 164, DIVISION 9
GREENVILLE, SC
APRIL 1-2, 1989

HOBBIE 18A	POINTS
1. Jones/Alexander	7.50
2. Toney/Brooking	14.75
3. Estapa/Estapa	17.00
4. Crocker/Crocker	18.75
5. Pitt/Pitt	21.75
6. Harper/Harper	23.00
7. Dingman/Dingman	26.00
8. Meyers/Lowrance	28.00
9. Wooten/Wooten	31.00
10. Graham/Graham	34.00
11. Whiteside/Whiteside	34.00
12. Kiemele/Taylor	35.00
13. Barrington/Rousey	36.00
14. McClure/Johnson	38.00
15. Englishbe/Englishbe	39.00

HOBBIE 18B	POINTS
1. Duran/Duran	6.50
2. Russell/Russell	6.75
3. Owens/Owens	9.50
4. Hoopes/Newton	14.00
5. Longanecker/Longanecker	14.00

HOBBIE 17	POINTS
1. Smith	3.00
2. Weatherford	6.75
3. Ellis	11.00
4. Zimmer	15.00
5. Poplin	16.00
6. Loftes	29.00
7. Jordan	30.00

HOBBIE 16A	POINTS
1. Ayscue/Ayscue	4.25
2. Humphrey/Carter	9.75
3. O'Cain/Reynolds	18.00
4. Graves/Handley	18.00
5. Robinson/Lindsay	19.00
6. Percy/Eagan	20.75
7. Joyce/Joyce	25.00
8. Dalba/Dalba	26.00
9. Richtsburg/Richtsburg	27.00
10. Conkling/Lefthich	28.00
11. Nordhaus/Plant	30.00
12. Hill/Hill	39.00

HOBBIE 16B	POINTS
1. Lennard/Wengstrom	7.75
2. Morton/Halthcock	12.50
3. Jarrett/Egan	13.00
4. Allen/Allen	18.75
5. Forbis/Holland	21.00
6. Hunt/Farrenkopf	22.00
7. Glover/Glover	23.75
8. Price/Russell	25.00
9. Jarrett/Hoke	27.00
10. Kendrick/Yongue	28.00
11. Brown/Box	34.00
12. Hermann/Hermann	42.00

HOBBIE 16C	POINTS
1. Holt/Holt	4.25
2. Dehart/Ehrman	11.75
3. Blackwell/Dunaway	16.00
4. Smith/George	18.00
5. Mulkey/Mulkey	19.00
6. Niemeyer/Wamsley	19.75
7. Chandler/Chandler	21.00
8. Eldredge/Crew	22.00
9. Smith/Malone	23.00

10. Case/Fossett	40.00
11. George/Crew	46.00

HOBBIE 14T	POINTS
1. Hefner	4.25
2. Price	8.75
3. Merrell	10.75
4. Craig	15.00
5. Campbell	15.00
6. Dionne	17.00
7. O'Connell	25.00

DIVISION 10

MAYDAY REGATTA
FLEET 47, DIVISION 10
COWAN LAKE, OH
MAY 6-7, 1989

HOBBIE 18A	POINTS
1. Ross	3.50
2. Frederick	5.75
3. Tannart	6.75
4. Isco	11.00
5. Campbell	18.00
6. Kiwig	18.00
7. Kinney	18.00
8. Roten	18.00
9. Huber	23.00
10. Szabo	24.00
11. Suhan	33.00

HOBBIE 16A	POINTS
1. Garlick	2.25
2. Rocks	6.00
3. Demetry	11.75
4. Wadsworth	14.00
5. Fecher	14.00
6. Maynard	15.00
7. Diamond	16.00
8. Molleran	17.00
9. Davis	27.00

HOBBIE 16B	POINTS
1. Williamson	4.50
2. Overbaugh	4.75
3. Camden	5.75
4. Brunotts	10.00
5. Tacosik	12.00

KENTUCKY LAKE REGATTA
FLEET 219, DIVISION 10
GILBERTSVILLE, KY
APRIL 22-23, 1989

HOBBIE 18A	POINTS
1. Brian Ross	5.50
2. Jim Frederick	8.50
3. Greg Ferree	8.75
4. Gordon Isco	13.00
5. Mike Murphy	17.00
6. Thomas Campbell	20.00

HOBBIE 17	POINTS
1. John Alden	3.00
2. Otis Carder	7.75
3. Scott Burch	10.00

HOBBIE 16A	POINTS
1. Jerry Mohoney	9.50
2. Frank Lemaitre	12.50
3. Mark Andrews	14.00
4. Craig Burwell	16.75
5. Marc Gramont	20.00
6. Joe Kuchenbuch	23.00
7. Daniel Brewer	26.00
8. Jim Mencin	29.00
9. Al Bourdo	34.00
10. Andy Humphries	34.00
11. Billy Crider	39.00
12. Phillip Wadsworth	44.00
13. Jeff Davis	45.00
14. Trey Collier	47.00
15. Brent Nelson	47.00
16. David Nelson	49.00
17. Alan Flake	51.00
18. Bobby Parks	59.00
19. Steve Rooks	59.00

HOBBIE 16B	POINTS
1. Bill Hart	7.50
2. Rebecca Schruck	10.75
3. Darren Reed	10.75
4. Dan Appelbaum	12.75
5. Mike McCaskey	15.00
6. Ray Tucker	19.00
7. Bob Hickoc	22.00
8. Joe Corey	28.00
9. Dan Middleton	31.00
10. Joe Kasperak	33.00

DIVISION 14

1989 TULSA CATFIGHT
FLEET 25, DIVISION 14
LAKE FORT GIBSON, OK
APRIL 29-30

HOBBIE 18A	POINTS
1. Curtis/Beeler	5.50
2. Bass/Moss	7.75
3. Troutman/Oats	9.75
4. Young/Mattingly	10.75
5. Blanchat/Blanchat	20.00

HOBBIE 18B	POINTS
1. Stowe/Stowe	4.25
2. Selke/Ellison	9.75
3. Griffin/Griffin	12.00
4. Cannon/Cannon	13.75
5. Boeddecker/Kellogg	16.00
6. Allen/Allen	18.00

HOBBIE 17A	POINTS
1. Anderson	4.25
2. Pattullo	7.75
3. Sherrod	13.75
4. Tiger	15.00
5. Chaples	18.00
6. Mower	20.00
7. Bracken	21.00
8. Taylor	23.00

HOBBIE 16A	POINTS
1. Ralph/Holmes	6.50
2. Trotter/Trotter	10.00
3. Collins/Collins	10.75
4. McCredie/Abbott	12.75
5. Loeffelholz/Grissom	23.00
6. Hess/Hess	26.75
7. McIntosh/McIntosh	27.00
8. Fuller/Hasty	27.00
9. Means/Means	31.00
10. Sparks/Burris	34.00
11. Allen/Hockenbury	36.00
12. Coht/Coht	39.00
13. Preller/Palazzolo	47.00
14. Bridgman/Means	53.00
15. Loewen/Kirkpatrick	55.00
16. Etnet	57.00
17. Regester/Regester	59.00

HOBBIE 16B	POINTS
1. Brey/Stump	7.25
2. Dewey/Hill	7.50
3. Carter/Carter	12.00
4. Wolfe/Wolfe	14.00
5. Harvey/Hill	14.00
6. Lee/Swanson	20.00
7. Riedt/Dolph	21.00
8. Johnson/Allen	29.00

HOBBIE 16C	POINTS
1. Denny/Denny	5.50
2. Duggan/Gillum	7.50
3. Northum/Files	8.50
4. Richards/Richards	14.00
5. Kempthorne/Kempthorne	21.00
6. Dickerson/Fuss	24.00

HOBBIE 14T	POINTS
1. Hadley	3.00

HOBBIE 14A	POINTS
1. Schwartz	4.25
2. Shirley	8.00

WORLDS

HOBBIE 18 WORLD CHAMPIONSHIP
MONTEREY, CA
MAY 19-20, 1989

FINALS

NAME	COUNTRY	POINTS
1. Metcalfe/Stephens	Aus	26.75
2. Laruffa/Byrne	Aus	33.75
3. H. Alter/Burch	USA	40.00
4. J. Alter/Ward	USA	44.00
5. Tucker/Purcell	USA	45.00
6. Luxton/Butler	Aus	64.75
7. Owen/Woodrow	Aus	73.00
8. Egusa/Tyler	USA	74.00
9. Timm/Timm	USA	80.00
10. Materna/Jenkins	USA	82.00
11. Kirkpatrick/Dukes	Aus	93.00
12. Seaman/Oltmans	USA	102.00
13. Moerch/Girardo	Swz	106.00
14. Parizeau/Blount	USA	115.00
15. Stater/McCambridge	USA	127.00
16. Gummer/Reid	Can	128.00
17. Van Daelen/Al	Hol	130.00

18. Mooneyham/Sajdak	USA	134.00
19. Porter/Hess	USA	136.00
20. Wright/McGraw	USA	142.00
21. Kimball/Thomas	USA	142.00
22. Stater/Gowdey	USA	143.00
23. Van Der Plaat/Lange	Hol	145.00
24. Maltagliati/Sicenzi	Ita	150.00
25. Bent/Sims	Aus	151.00
26. Rayfuse/Trevey	USA	160.00
27. Annels/Annels	Eng	161.00
28. Rendler/Owen	USA	166.00
29. Frei/Bachet	Nou	170.00
30. Howes/Mitchell	Can	173.00
31. Ferrara/Ferrara	USA	174.00
32. Cope/Cope	USA	175.00
33. Brown/Brown	USA	181.00
34. Tobie/Loose	USA	181.00
35. Hopper/Stark	Can	181.00
36. Heffernan/Norinsky	USA	193.00

CHAMPIONSHIP SERIES

NAME	COUNTRY	POINTS
1. Metcalfe/Stephens	Aus	3.00
2. Tucker/Purcell	USA	4.25
3. J. Alter/Ward	USA	5.25
4. Laruffa/Byrne	Aus	12.00
5. H. Alter/Burch	USA	15.00
6. Owen/Woodrow	Aus	20.00
7. Luxton/Butler	Aus	23.00

8. Van Der Plaat/Lange	Hol	23.00
9. Materna/Jenkins	USA	25.00
10. Van Daelen/Al	Hol	26.00
11. Seaman/Oltmans	USA	28.00
12. Parizeau/Blount	USA	30.00
13. Rayfuse/Trevey	USA	31.00
14. Timm/Timm	USA	32.00
15. Moerch/Girardo	Swi	32.00
16. Kirkpatrick/Dukes	Aus	32.00
17. Egusa/Tyler	USA	36.00
18. Heffernan/Norinsky	USA	37.00
19. Gummer/Reid	Can	41.00
20. Wright/McGraw	USA	41.00
21. Mooneyham/Sajdak	USA	43.00
22. Porter/Hess	USA	45.00
23. B. Fleet Billy/Owen	USA	47.00
24. Annels/Annels	Eng	47.00
25. Stater/McCambridge	USA	48.00
26. Kimball/Thomas	USA	48.00
27. Bent/Sims	Aus	53.00
28. Brown/Brown	USA	53.00
29. Stater/Gowdey	USA	53.00
30. Cope/Cope	USA	54.00
31. Ferrara/Ferrara	USA	55.00
32. Howes/Mitchell	Can	60.00
33. Hopper/Stark	Can	60.00
34. Tobie/Loose	USA	61.00
35. Frei/Bachet	Nou	61.00
36. Maltagliati/Sicenzi	Ita	66.00



NEW CATEEZ!
\$329.00 + Shipping



Others say their catamaran dollies work well on soft sand, mud, rocky beaches, **WE GUARANTEE IT...** At last, the catamaran carrier you have been waiting for! Easy to load, easy to unload. In most instances, one person, even lady sailors, can move a 14 to 18 foot catamaran across level sand, mud, or uneven terrain by themselves.

Though the Cateez can carry large boats, disassembled it is small enough to fit in a car trunk or compact car back seat. (Disassembles in seconds without tools)
Axle length—adjustable depending upon boat width (extra long axles available for wider cats)
Weight - 39 lbs. Capacity - 600 lbs.

Dynamite customized unit for Hobie 21's!

Ask our users...even one person can pull a Hobie 21 across soft level sand. (\$369 + shipping)

For more information Call:

(804) 461-1122

5711A Seliger Drive, Norfolk, VA 23502

POLEEZ
WHEEL SYSTEM
Norfolk, VA 23502

UPS C.O.D.



Dealer inquiries invited; VA Residents add 4.5% Sales Tax FAX: (804) 461-0383

DANGER



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

DANGER



GRIFGRABERS
PATENT PENDING

The One Most Pro Sailors Prefer!

HARNESS COVERS BAGS

LOOK FOR US AT
YOUR LOCAL DEALERS

SEND FOR FREE CATALOG

Special Rate on duty tax

(817) 282-2812
1-800-848-JIBE

SAILING ACCESSORIES
P.O. BOX 1724/HURST, TEXAS 76053
(817) 282-2812

TRAILLEX

**ALUMINUM TRAILERS PERMIT
HOBIE® SAILORS MORE TIME TO
ENJOY THEIR BOATS AND LESS TIME
MAINTAINING THEIR TRAILERS**

3 YEAR GUARANTEE
ON ALL ALUMINUM PARTS

Model TX-1100 HC 21
Pictured

— Made in America —

- Lightweight
- Strong
- Never Rusts
- Anodized



TRAILLEX aluminum trailers are also available for EXPORT.

Our 26th Anniversary Year

TRAILLEX manufactures aluminum trailers for all Hobie models

TRAILLEX also manufactures a lightweight aluminum trailer
for transporting sailboards.

*Ask your dealer about obtaining one of our aluminum
trailers for your Hobie Cat.®*

Or contact TRAILLEX for further information.

TRAILLEX, INC.

Box H, 60 Industrial Park Drive, Canfield, Ohio 44406-0553, Phone (216) 533-6814

The Original Aluminum Trailer

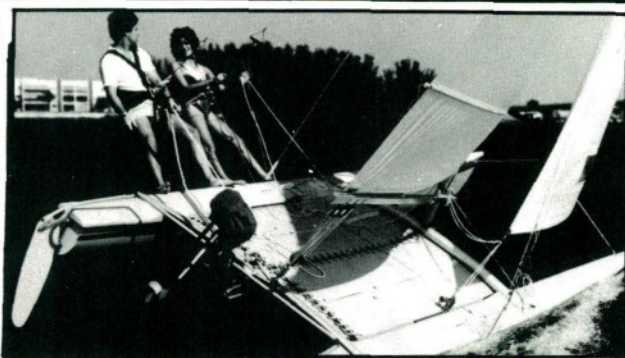
GRAB A HOTSTICK!

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



The HOBIE
HOTSTICK
when
total
control is
a must.

AVAILABLE AT YOUR HOBIE DEALER



The First Outboard Motor Bracket for Hobie, 14, 16, 17, 18, and 21

Propels to speeds in excess of 6 knots using the **TANAKA 120**
(1.2 H.P.) outboard motor. Provides safe sure momentum against
currents. Makes docking easy when winds are becalmed. Motor and
bracket weigh less than 17 lbs. Installs in minutes. Removes in
seconds for racing. Both sailing and motoring positions clear the
boom and tiller.

* Brackets also available for other catamarans. For prices send for
FREE brochure or see your local dealer.

Cheata Outboard Motor Bracket

P.O. Box 1234

Hobe Sound, FL 33455

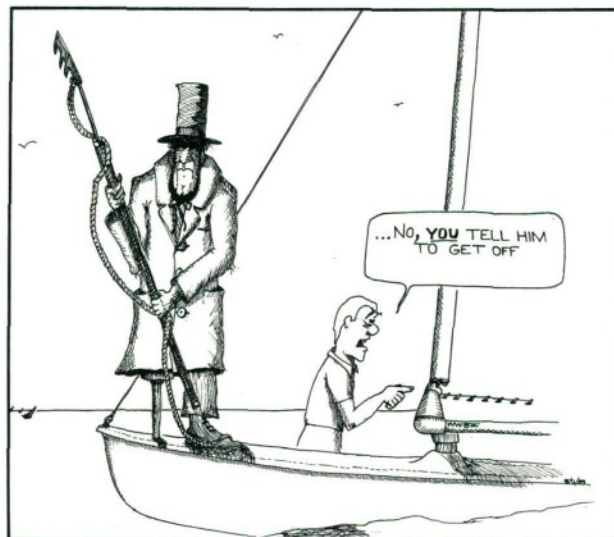
305/746-0479



CHEATA
THE PERFECT MATE FOR YOUR CAT

Dealer
inquiries welcome.
U.S. PAT NO. 4227480

BALDWIN'S CORNER



Catamaran Parts & Accessories

THE CAT HOUSE

*"The Best Little
Hobiehouse
in California"*

Summer Special
New for 1989
"...Best Little
Hobiehouse..."
T-Shirts.
Now only \$10⁹⁵



Sponsor
1989 Division II
Ladies Championship
Regatta Series

C' Ya
at the Division 2
Regatta's

FREE FREIGHT (UPS ONLY) ON ALL
ORDERS OVER \$50.00 (tax not incl.) Call
(619) 268-8864 or Write for Free Catalog
THE CATHOUSE • 9726-D Aero Drive • San
Diego, Ca 92123. Send check, money order,
Visa or MasterCard number with expiration
date. Add \$3.50 for postage and handling.
California residents add 7% sales tax

W thru F
10 am-6 pm (PST)
Saturday 10 am-5 pm
Sunday 11 am-4 pm
**CLOSED MONDAYS AND
TUESDAYS**
Message phone
after hours



SKIP ELLIOT SAILMAKERS
870 PRODUCTION PLACE
NEWPORT BEACH, CA 92663
(714) 645-6697

RECUTS REPAIRS
SPECIALIZING IN HOBIE CATS®

Mainsail Racing Recut
with Teflon Boltrope \$115.00
Jib Reshape Seams \$ 95.00
Pie Shape Tell-Tale Window \$ 15.00
Vision Windows
Mainsail \$ 30.00
Jib \$ 25.00

TRI RADIAL SPINNAKERS

³/₄ OZ.
Hobie 14 \$495.00
Hobie 16 \$560.00
Hobie 17 \$560.00
Hobie 18 \$717.00
Hobie 21 \$888.00

All shipments via U.P.S. freight collect C.O.D.
Prices subject to change without notice.

FREE

**World, National
and Division
information exclusively for
HOTLINE subscribers.**

Subscribe today!
Don't miss out.

From
SSI



All Purpose Catamaran Covers

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

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

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

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

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

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



Manufactured and distributed by:



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

Available in the west
through:

Murrays Marine
6389 B. Rose Lane
Carpinteria, CA 93013
(805) 684-8393



ERIESISTIBLE®

1989 HOBIE 18

U.S. NATIONAL CHAMPIONSHIP

August 20-26
Erie Yacht Club • Erie, Pennsylvania

TRAVEL INFORMATION

Can-Am Tours have arranged for a special discount on air travel and car rental for this event.

You can obtain an additional 5% off the lowest airfare available or 40% off First Class or Full Coach fares on U.S. Air.

You can rent a Ford Escort (4 dr.) with unlimited mileage at \$105.00 for 5, 6, or 7 days a week. Advanced reservations and registration are required! Cars are limited.

For full details call collect: Can-Am Tours, 6308 W. Coast Highway, Newport Beach, CA

92663, (714) 646-6991 between 7:00 am-midnight PDT, or (714) 645-7171.

ERIE STORY

"On America's North Coast there lies a place catamaran sailors dream of. Miles of warm sandy beach, water temperatures over 70 degrees, stiff breezes, friendly people, and beautiful sunsets. The site of the 1989 Hobie 18 National Championship, Presque Isle State Park, in historic Erie Pennsylvania offers all this and more!"

THE RACES

Races: The race format for the 1989 Hobie 18 U.S. National Championship will be a round robin competition. Thirty-six identical race-ready Hobie 18s especially equipped with taller masts and Mylar sails will be provided by the I.H.C.A. A minimum of 10 spots will be available for qualifying.

Registration will be on Saturday, August 19th, 1989. Racing will start on Sunday, August 20th, 1989 and will continue till Saturday, August 26th, 1989.

Note: Non-qualified teams must submit their resume showing Hobie 18 sailing experience.

Apply now!!

ACCOMMODATIONS RESERVATIONS: (814) 838-9772

The **EL PATIO**
MOTEL

2950 W. 8th St. and Peninsula Dr. • Erie • PA 16505

Cut-off Date: August 1st
Rates: \$50-\$75

RACE INFORMATION

Jeff Knoll
3108 Ellsworth Avenue
Erie, Pennsylvania 16508
(814) 868-0635

OR

I.H.C.A. NATIONALS
P.O. Box 1008
Oceanside, CA 92054
(619) 758-9100
FAX: (619) 758-1841

Labatt's Blue
U-HAUL

1989 HOBIE 18 U.S. NATIONAL CHAMPIONSHIP RACE REGISTRATION FORM

*THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 1, 1989.

MAIL TO: I.H.C.A.

HOBIE 18 NATIONALS
P.O. BOX 1008
OCEANSIDE, CA 92054
FAX: (619) 758-1841

- ☐ I AM PRE-QUALIFIED FROM DIVISION _____
☐ I WISH TO QUALIFY FROM DIVISION _____
(PLEASE SEND YOUR SAILING RESUME IF YOU ARE ATTEMPTING TO QUALIFY.)

REGISTRATION FEE: \$130.00 BEFORE
AUGUST 1, 1989
\$180.00 AFTER
AUGUST 1, 1989

MAKE PAYMENT U.S. CURRENCY CHECK OR
MONEY ORDER DRAWN ON U.S. BANK.

SKIPPER'S NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

DAY PHONE () _____

EVENING PHONE () _____

FAX NUMBER () _____

CREW'S NAME _____

LOCAL NEWSPAPER NAME _____

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!! All money must be in U.S. currency. Foreign money orders must be drawn on U.S. bank.

Hobie
16 Owners



Now you can have STORAGE for LESS!

- Provides storage for valuables, life jackets, wet suits, paddles, and other accessories.
- 2 piece construction simplifies mounting to boat with rust proof hardware.
- No alterations to the boat are required.
- Has minimal influence on boat's handling.
- Made of durable polyethylene.
- Recessed can holders for KatBox™ can coolers.
- U.P.S. shippable.

\$189 90

**For details see
your local
Hobie 16
dealers.**

Spin-Cast Plastics, Inc.
739 College Street • South Bend, Indiana 46628
(219) 232-8066 FAX (219) 232-6036



If you own a catamaran, you need a . . .

! CAT WALKER



CAT WALKER

dollies make boat launching
simple, fast and easy.

And, CAT WALKER is quality. Durable and lightweight. Innovative and proven tread design for superior rolling. Extra tough 21" high, 12" wide polyethylene (non-pneumatic — won't go flat) tires. Stainless steel shaft. Hull protectors. Tie-down system.

Standard Unit fits 14'-18' (12' and 19' units available by request)

\$279.95

plus \$17.50

shipping and handling in continental
U.S.A. Shipped UPS C.O.D. Mastercard VISA

SEE YOUR CATAMARAN DEALER
ANYWHERE IN THE WORLD
or order direct by calling: **CATWALKER**

P.O. Box 1260
Carrollton, GA 30117
404-834-7792

HOTLINE is where the buyers are.

Where can you find thousands of willing buyers for your watersports related products? **HOTLINE!** Advertisers, for more information write or call **HOTLINE** P.O. Box 1008, Oceanside, California 92054. 619-758-9100 Ext. 261.

HOTLINE

KICK BACK

WHILE YOU SAIL



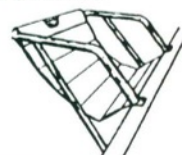
HOBIE 16 with **TRAPSEATS**

- LIGHTWEIGHT
- CUSTOM COLORS
- EASY INSTALLATION
- HINGED FOR TRANSPORTATION
- VISA or MASTERCARD

ORDER NOW

\$585.00 per set
PLUS \$15.00 UPS

SAILING ACCESSORIES INC.
2712 IRWIN RD.
REDDING CA 96002
(916) 221-7197



PROTECTION for LESS

FEATURES:

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



\$139⁹⁰

For details see your Catamaran dealer.

Spin-Cast Plastics, Inc.
739 College Street • South Bend, Indiana 46628
(219) 232-8066 FAX (219) 232-6036

HOTLINE

BACK ISSUES

Back Issues:
\$3.50 per issue
(Foreign: \$5.00 per issue)

- | | | |
|------|-----------------------------------|---|
| 1982 | <input type="checkbox"/> Sep/Oct | The Components of Winning |
| 1983 | <input type="checkbox"/> Jan/Feb | Hypothermia |
| | <input type="checkbox"/> Nov/Dec | The Second Language of Sailors |
| 1984 | <input type="checkbox"/> May/Jun | Understanding Rules I |
| | <input type="checkbox"/> Jul/Aug | Understanding Rules II |
| | <input type="checkbox"/> Sep/Oct | Understanding Rules III |
| | <input type="checkbox"/> Nov/Dec | Dry Suits |
| 1985 | <input type="checkbox"/> Jan/Feb | Comfort is Key |
| | <input type="checkbox"/> Mar/Apr | Flying the Magnum |
| | <input type="checkbox"/> May/Jun | Lessons Learned |
| | <input type="checkbox"/> Jul/Aug | The Hobie Traveller |
| | <input type="checkbox"/> Sep/Oct | Flying the Super 18 |
| | <input type="checkbox"/> Nov/Dec | Evolution of Hobie 17 |
| 1986 | <input type="checkbox"/> Jan/Feb | Comptip™ Mast Information |
| | <input type="checkbox"/> Mar/Apr | Hobie Parts List |
| | <input type="checkbox"/> May/Jun | Prescription for Vacation Fever |
| | <input type="checkbox"/> Jul/Aug | Surviving a Summer Storm |
| | <input type="checkbox"/> Sep/Oct | How to Select the Right Wetsuit |
| 1987 | <input type="checkbox"/> Jan/Feb | When to Sheet, When to Travel |
| | <input type="checkbox"/> Jul/Aug | Hobie 14 Tips for Champions |
| | <input type="checkbox"/> Nov/Dec | Regatta Management Part II |
| 1988 | <input type="checkbox"/> Mar/Apr | The Dawn of a New Era—Hobie 21 Introduction |
| | <input type="checkbox"/> May/Jun | Parts & Accessories Guide |
| | <input type="checkbox"/> Jul/Aug | Foam Sandwiches: Inside Hobie Hulls |
| | <input type="checkbox"/> Sept/Oct | Hobie 21 Spinnaker Tips |
| | <input type="checkbox"/> Nov/Dec | Crib Notes for 16 Performance |
| 1989 | <input type="checkbox"/> Jan/Feb | The New Sailor Dictionary |
| | <input type="checkbox"/> Mar/Apr | I'd Rudder Be Sailing |
| | <input type="checkbox"/> May/Jun | 1989 Division Book |
| | | Pleasure Sailing |
| | | Hobie 21 Update |

Name _____
Address _____
City _____ State _____ Zip _____

Mail form along with a check or money order to: HOTLINE
Subscriptions, P.O. Box 1008, Oceanside, CA 92054

7/89



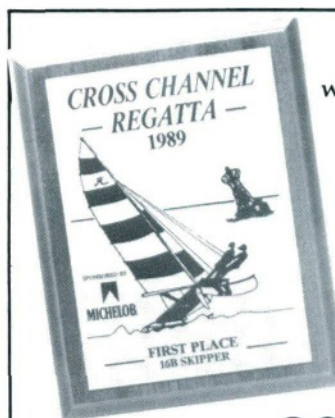
EXPOSURE
APPAREL

Step into a new threshold of comfort

Stohlquist

(800) 535-3565

Free color catalog and dealer list. P.O. Box 3059 Buena Vista, Colorado 81211



PLAQUES
with REGATTA GRAPHICS
AT A GREAT PRICE!



MARBLEHEAD, MA 01945

ASK FOR OUR CATALOG

FAST SERVICE

800-343-0710

MOVING?

Let us know six weeks in advance so you won't miss an issue. Just attach your mailing label and write out your new address.

Attach Mailing Label Here.

New Address _____

City _____ State _____ Zip _____

Mail to: **HOTLINE**, P.O. Box 1008,
Oceanside CA 92054

7/89

HOT SPOT

Sailing in the Sierras

by Dick Bolitho
Escondido, CA

This month's Hot Spot takes us back to the West Coast and a popular winter vacation area. When winter turns to summer, however, that means here come the sailors. We know there are many more lakes, bays and coves that Hobie sailors visit regularly. We want to add all of them to our travel guide for **HOTLINE** sailors. So get those slides out and send them to us! Be sure to tell us all about your favorite sailing spot; where it is; what you can do; and what you can expect when you get there. Include your name and address and we'll send you \$25.00 for your contribution to our expanding list of Hot Spots. -Ed.

Just up the road a few hundred miles north and east from where the first Hobie Cat sailed, lies a well-known lake that is ideal for a summer sailing vacation.

Lake Tahoe is a freshwater lake that sits on the border between California and Nevada. Located 6,225 feet above sea level, Tahoe is ringed by the Sierra Nevada mountains and their numerous natural wonders.

The lake sits in a fault basin and is fed by mountain streams. It measures twenty-two miles north to south and twelve miles east to west. The seventy-one mile shoreline encompasses two hundred square miles of water. Tahoe is the largest lake in the Sierra Nevada range and ranks fifth in the world in mean depth. The lake is dotted with bays and coves that highlight the unique mountain beauty of the Sierra Nevada mountains.

Summer visitors to this scenic spot can take part in a wide variety of outdoor activities; sailing, fishing, swimming, hiking or just hanging out in one of the most beautiful areas in the United States.

There are private campgrounds, resorts and motels, as well as state and federal parks and beaches that meet the needs of any budget. Public facilities include hiking trails and visitor centers for those who wish to explore the surrounding countryside.

The south shore of the lake is more heavily populated than the north shore and includes Emerald Bay, Tahoe's famed scenic attraction. The drive around the bay is a trip that visitors shouldn't miss.

With its unique and breathtaking vista, the Nevada Beach Recreational Area is a favorite spot for day users. Several smaller resorts cater to swimmers and boat renters. The Nevada side of the lake also offers legalized gambling and headline entertainment for those who want to see a different type of star.

Lake Tahoe does present some challenges for sailors. The lake's high elevation requires that sailors get acclimated to the thin air. The lake, which is fed by mountain streams, is quite chilly. Tourists used to smaller lakes might find it downright freezing. Dumping a boat will land Hobie catters in cold water. Hypothermia could be a real problem, so remember to pack your sailing suits. As the lake is deep and large, sailors should keep the shore in sight when sailing. Summer storms can make for rough sailing. Skippers are well advised to head for the beach if the weather starts to turn nasty.

Because Lake Tahoe is a popular recreation spot, it's a good idea to plan ahead if you're going to visit. Information about reservations and activities is available from a wide variety of sources, too numerous to mention. A good place to start is your local library. The travel section will have a wide variety of books and guides that pinpoint the natural beauty of the area and give good advice on where to go, how to get there and who to contact for reservations. The National Park Service, along with the National Forest Service, also will be happy to provide you with information on the area and how to go about getting reservations.

Rick White's

Cat Seminar

NOVEMBER 12-17, 1989

**AT PLANTATION YACHT HARBOR RESORT
In The Florida Keys**

Guest Expert: CARLTON TUCKER

ONLY \$550 per person

Food, Room, and Gratuity Included
(\$100 deposit to reserve a spot)

For Info Call: 305-451-3287 (1st)
or Caribbean Water Sports
852-4707 • 451-3113

**BOAT HANDLING • BOAT TUNING • RULES • DAILY VIDEOS
STARTS • TACTICS • TACKS • JIBES • UPWIND/DOWNWIND**

**ALSO: PRE NATIONALS SEMINAR
AUGUST 13-18**

Week Prior To The Hobie 18 Nationals at Erie PA

For Info Call David Adams • 412-445-2149 (eves)
ALL CATAMARAN CLASSES WELCOME AT BOTH EVENTS

The Best Seat *in the house*



NEW

The Ultimate Harness

SSI's crotchless harness was a best seller in its first season. This year it's even better!

The NEW foam padded leg straps attach at the lower back, and the curves of the seat bottom are now tucked to match YOUR curves. These NEW features keep the harness from creeping up your back.

Available in Full-Back or Half-Harness Styles

Our half harness offers simplicity and freedom of movement while still providing support through the small of the back. The full-back crotchless harness is SSI's best! It offers superior back and shoulder support for these long rides out on the wire. The wrap-around shoulder straps are fully padded and feature a simple easy-release buckle.

The Ultimate in Comfort and Performance

The SSI Ultimate Harness is available in your size and is highly adjustable. You don't even need to wear a wetsuit to be comfortable in the Ultimate Harness. It's the best seat in the house!



 **Sailing
Systems**

ALPHA
SAILBOARDS

HOLDER
MONOHULLS

Hobie
...ANY WAY
YOU WANT IT!



P.O. Box 1008 Oceanside, California 92054
FAX: (619) 758-1841 • TELEX: 910-322-1395
Phone: (619) 758-9100