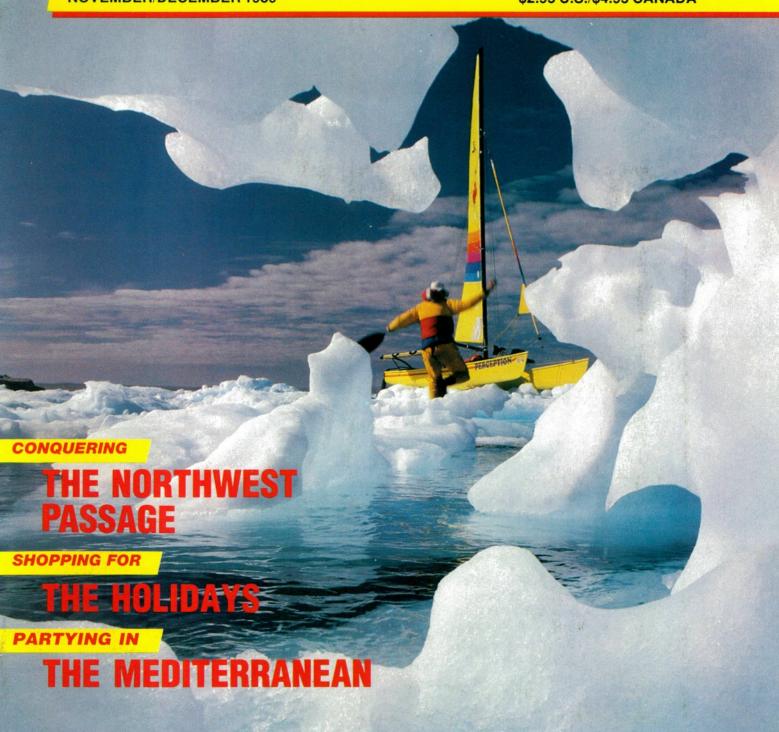
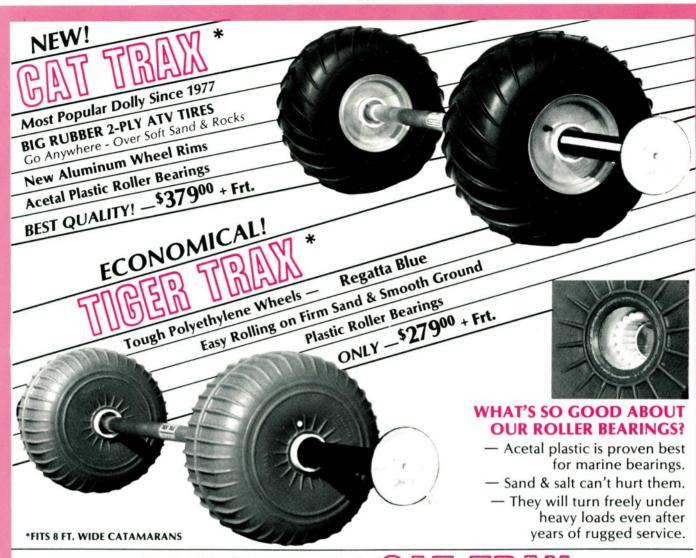


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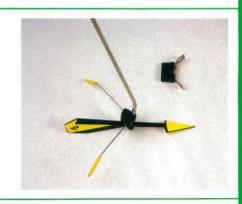
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### HOTLINE

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**NOVEMBER/DECEMBER 1989** 

**VOLUME 18 NUMBER 6** 



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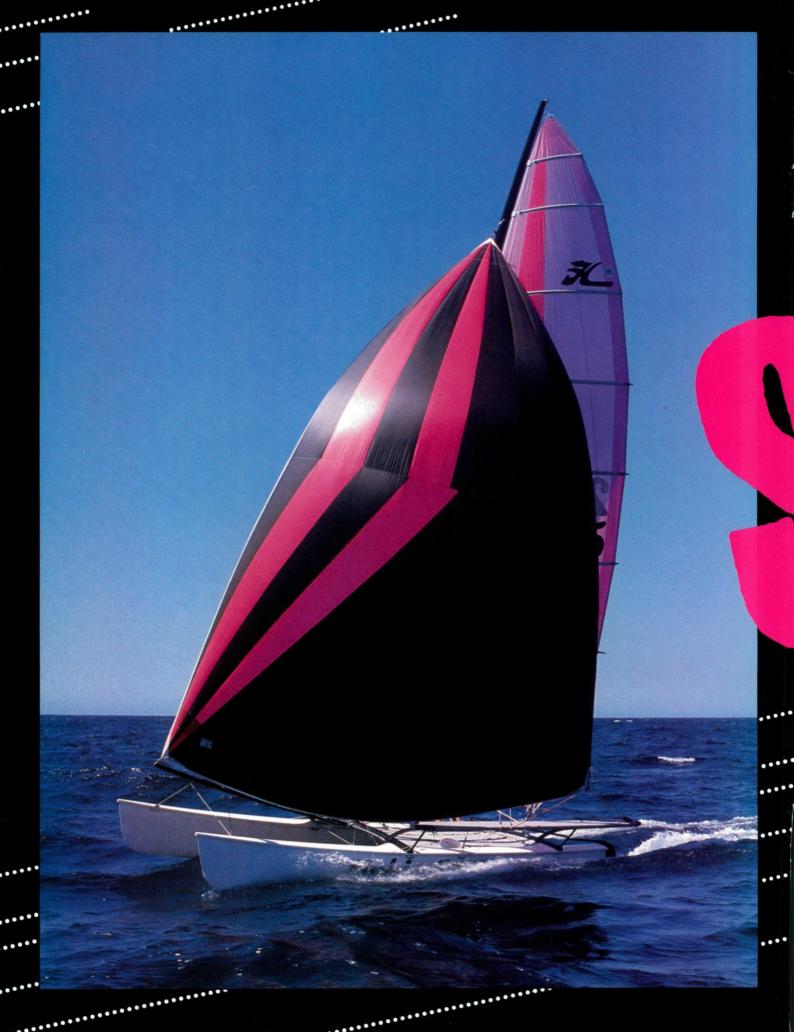
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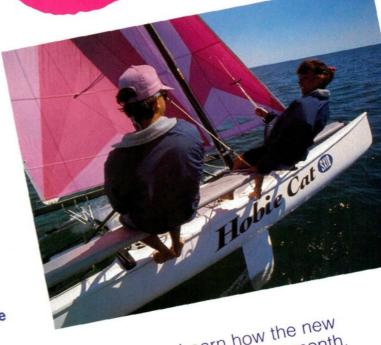
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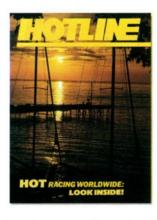
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#### **PUBLISHER**

Bonnie Hepburn

#### **EDITOR**

Marilyn Campbell

#### CONTRIBUTING EDITOR

Dick Blount

#### ART DIRECTOR

Miles Burke

#### HOBIE RACING DESIGN

Craig Libuse

#### ADVERTISING MANAGER

Kelly Mesko

#### CIRCULATION MANAGER

#### OFFICE ASSISTANT

Pat Powell

#### CONTRIBUTORS

Jeff MacInnis • Mike Beedell • Myke Holford Michael Devereux • Hyman Rudoff Dwight Wanhala • Dave Calvert Bill Baldwin • Will Gibson • Patrick McDowell • Mary O'Reilly • Craig Libuse • Guy Motil David Resnick • Jordi Adzerias Dean Zimmerman

#### INTERNATIONAL HOBIE CLASS ASSOCIATION

Kim Kymlicka, Director Hobie Racing

#### PRINTER

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### CATCHING THE HOLIDAY SPIRIT

Since production on this issue starts in August, the middle of your peak sailing season, I'm thinking "Deck the Halls" while most of you are singing "Hot Fun in the Summertime."

That's okay though, because I love the holidays. I mean the whole bit - shop 'til you drop; charge, charge, charge; decorating; parties; cooking and eating; friends and family - all of it!

So, I'm in the holiday spirit! So what if it's 90 degrees outside and going for a sail sounds like it would be the ticket of the day. I'm ready for Santa!

I don't know if the cover of this issue makes you think of holidays or not, but one thing is for sure - it definitely depicts the right season. There's an amazing story of how a Hobie 18 could end up in a world so vastly different from its normal element. Jeff MacInnis relates his and Mike Beedell's adventure in the article "Possible Dream." Read it, but don't try it!

To get you in the holiday mood we've put together in this issue another great guide full of perfect Christmas gifts - something for everyone on your list. The selection is superb, and we've made it easy to order too.

There's lots more in this issue, but just like a gift, I won't spoil the surprise.

The holiday season is a time to reflect on all the many things that we seem to take for granted - a roof over our heads, food on the table, health, friends and family, and the involvement with a product and activity as fun and exciting as Hobie Cats and sailing.

You, as our HOTLINE reader and Hobie Cat owner, are a vital part of what makes Hobie Cat sailing the great sport that it is. Without the sailors there would be no Hobie Cat, no HOTLINE. Thank you.

In return for your support, we wish you success, happiness, peace, friendship, and lots of fair wind! Have a wonderful and festive holiday season ... and a safe one, too.

See you next year --



## \_\_\_\_\_\_ETTERS

#### **Kid Stuff**

One of the most important functions of a sailing association should be its junior sailing program. After all, that's what establishes the next generation of competitors and leaders. So why not the World Hobie Class Association? Throughout the divisions, we all can attest to the lack of new members and dwindling numbers of oldtimers. At local fleet and division meetings as well as at the national and world events, we discuss ways to attract new Hobie sailors, but not once have I heard the suggestion to develop our junior sailors. As a former junior sailor myself, I can attest to its success.

What can kids learn through a junior program? Answer: how to swim, the parts of a sailboat, wind, weather patterns, tides, and importantly, how to sail. Junior sailing programs emphasize safety, which should be our number one concern. Often, a novice sailor is so thrilled with the speed of a Hobie that safety concerns are cast aside, resulting in tragic accidents.

If everyone agrees that junior sailing programs are important, where should we start? We want our children to enjoy the sport of sailing as much as we do, and the way to achieve this is by allowing them to participate. Perhaps the World Hobie Class Association can set guidelines to be handed down to dealers and fleets. What can we offer? For toddlers, some on-the-beach activities that encourage children to feel comfortable around sailboats and water. The children could learn the parts of a sailboat, get sailboat rides, go swimming and enjoy beach games such as sand castle building contests and relay races. Perhaps parents could take turns and volunteer each weekend to run a program rather than racing.

For older children, offer sailing lessons. Designate a good beginning boat that is stable, say the Hobie One-12 (formerly Holder 12) or Hobie 14. An experienced skipper can take small groups out and let each take a turn at the helm.

As the children become more proficient, encourage them to crew or even hold races on separate courses during the main regattas. We could even create new regattas just for junior sailors as we do for the women. There has been talk on reviving the Hobie 14 class. Throw away the weight and number requirements and let two or more junior sailors sail together on the boat.

Perhaps Hobie also could offer junior sailing camps in various regions of the country, as other one design classes do, taught by our veteran Hobie sailors. I feel many families would be interested in sending their children to such a camp.

By properly teaching and encouraging

our children the fun of The "Hobie Way of Life," we will help keep the Hobie class alive, competitive and prosperous.

Ann Tully Elk Grove, CA

We agree! A junior sailing program would be a natural extension of the existing regatta program which, we might add, is the largest and most competitive catamaran racing class in the world. Hobie Cat and the International Class Association fully realize the benefits and growth potential of such an enterprise.

Although no organized Class Association junior sailing program currently exists we know that Fleet 131 in Oklahoma City has been working with youngsters through the Sea Scouts program for the last three years. The Class Association is presently investigating this successful, growing program with the possibility of its extension nationwide.

Our one major concern is safety. Any youth program must require safety measures far above existing safety rules, requirements and precautions taken at our adult regattas.

The complete success of a junior sailing program would depend not only on Hobie Cat's commitment and International Class Association implementation, but also, critically, on the involvement and full support of the divisions and fleets.

As for removing the weight limit on the Hobie 14 class, that question was discussed at the last World Council meeting in June and presented to HOTLINE readers in the September/October 1989 issue (see page 10 of that issue). Responses are coming in both pro and con. We need more input. Responses will be tabulated and presented to the World Council in Toronto in June 1990. At that time a decision will be made. -Ed.

#### Thumbs Up On Masts Down

Having just completed the 1989 Ski-to-Sea race in Bellingham, WA for the second year, I was reminded of an ugly experience which may be of interest to you.

The day after last year's race, we decided to go sailing on my brand new (three hours on the water total) Hobie 16. We set up our boats in a huge parking lot at the Fairhaven boat launch just down the hill from downtown Bellingham. It's a huge parking lot, and since the area just above the boat launch is only big enough to turn a boat around, it looked like the perfect spot.

What we didn't realize until too late was that between the parking lot and the boat launch are some railroad tracks, and above

the tracks some power lines. I proceeded to drive my brand new Cat into the power lines!!

It took almost four hours to extricate the Hobie from the power lines, which included calling the railroad to send an engineer to shut down power to the lines. Thank God no trains were due that day!

The whole event bent my mast, tweaked my boat trailer, and placed a friend of mine in jeopardy. (She jumped on the bows to save the boat from rolling off the trailer, unaware of the lines above.)

As it turned out, the lines are low voltage — probably 24 volts. But to have them in between a too-small boat ramp and an ever-so-inviting parking lot is begging for trouble. I can't be sure, but I think the tracks belong to Union Pacific.

Anyhow, there's one for the books ... and one I'd just as soon forget.

Peter E. Nelson Bend, OR

Your letter brings up two points near and dear to the HOTLINE. The first is that the Hobie Cat "Bounty Program" is still alive and kicking (see page 48 of the September/October 1989 issue for full details). In return for identifying and working to remedy the existence of dangerously low power lines, successful Bounty Hunters such as yourself receive a special Hobie goodie along with the satisfaction of helping make the waters safer for all sailors.

An equally important point raised by your letter is the description of the predicament created by the position of your mast. The HOTLINE wants to remind all sailors that you should NEVER trailer your boat with the mast up — even for a short distance. Any distance can be a dangerous distance where masts and power lines are involved. So, for safety's sake, keep those heads up and those masts down! -Ed.

Letters to the editor, with the writer's name, address and daytime telephone number, should be sent to: LETTERS Editor, HOTLINE, P.O. Box 1008, Oceanside, CA 92054. Letters may be edited in the interest of space and clarity.

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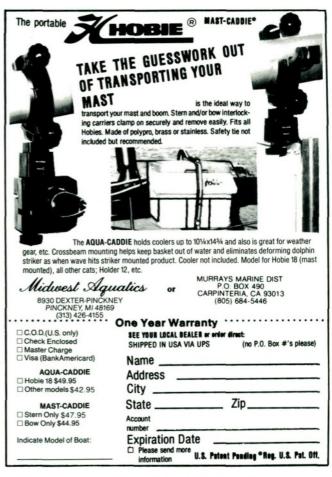
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#### Hobie Sailor Saves Life - Goes On To Win Race

When Fleet 27 Hobie 17 skipper Russ Mower was preparing for the first race of the MadCatter's Regatta at Lake Melvern near Wichita, Kansas, he didn't realize that within minutes he'd be saving the life of a woman who had shot herself in the chest. But when Russ, a certified Emergency Medical Technician (EMT) heard the call for help, he revived the unconscious victim and stabilized her condition by the time the ambulance and emergency helicopter arrived.

Then, as reported in Fleet 27's newsletter, Righting Lines, "Russ hurried back to the regatta area, jumped on his 17, and sailed out to the start line with only seconds to spare. Russ won the race. 'Yeah, I always like to save a couple lives before noon,' he joked."

Russ's work as a fire chief, investigator and EMT, his penchant for sailing and his happening to be in the right place at the right time certainly helped make that weekend a success in more ways than one.

#### Hobie SX-18 Spinnakers Now On Sail

In an effort to make cat sailing as high-performance and low-hassle as possible, Hobie Cat has introduced a new factory-supplied spinnaker and pole designed specifically for the Hobie SX-18 (formerly called the 18 Formula). According to Hobie Cat New Product Development spokesman John Wilson, "Besides keeping this boat pure in one design, the spinnaker will help the average 'cat with a kite' sailor by eliminating the need for numerous sails in accordance with changing wind conditions, as well as the problem of updating sails to the latest cuts."

UK Sailmakers will be making the new spinnaker. The Houston-based company, recognized throughout the industry as a manufacturer of premium 50-foot and 70-foot monohull spinnakers and of asymmetrical ultimate 30-foot spinnakers, was chosen for its strong track record of quality cut, solid warranty and service.

If you now own or are considering the purchase of the Hobie SX-18 catamaran, by all means check out this latest addition to the Hobie Cat optional equipment line.

#### Zippy Lube

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zippers on hundreds of items including gear bags, neoprene boots, tents, clothing and outdoor gear. It is non-greasy and will not collect sand, dirt or grit which may cause zipper damage.

It is also heat stable, able to withstand high temperatures without melting. Packaged in a convenient plastic case with reclosable lid, MAX WAX fits easily in a gear bag or accessories box. For more information, contact McNett Corporation, 1405 Fraser Street, Bellingham, WA 98227. Or call (206)671-2227.

#### Diamonds On the Water

BY JIM ADELMAN

For Warren Crunden, avid cat sailor and friend, who gave his life attempting to save another.

Why do they affect me so? They often appear on a sunlit afternoon, at the end of a day's racing, as body and mind are drained from the commitment of concentration. They awe me with their brilliance. Each time their luster and intensity overwhelm me. The moment always draws me inside and humbles me as the diamonds on the water sparkle and work their magical charm.

Suspended over the liquid facets by a thin wire, I work to keep the hull kissing crystal wave tops. Sometimes a puff flies me high in celebration. My bow slices through the ever-moving structures, transforming them into clouds of billowing spray that hiss as they rise and fall to meet in the rainbow of froth. The sight and feeling take my breath away.

Those diamonds on the water surround me, talk to me, soothe me, rejuvenate me as they submit to my passage. This is the moment of reflection, to the times and friends who preceded me, who touched me along the way. Much of the pleasure of competition comes from sharing with so many of these special people. Events spin in my mind, not as details, but as a whole.

Why do they affect me so? Because I am fortunate and blessed that the diamonds on the water allow me to feel their power, comfort me in their serenity, and bond me forever with all those who do the same.

#### More Beaches Making Way for the "Hobie Way of Life"

The city of North Wildwood, New Jersey has just opened some of its beaches to Hobie Cats and other small sailboats, with 20 permits per year being issued on a first come, first served basis. This relaxing of re-

strictions is not unrelated to the permitting of sailboats by the neighboring tourist-seeking communities of Stone Harbor and Cape May; nor is it merely coincidental with the successful 17 Nationals Championship conducted in North Wildwood in June 1988. The Nationals not only brought in eagerly sought visitor dollars but also revealed the color and excitement of Hobie Cats skimming the water in all their splendor. Thanks to the continuing efforts of fleets around the country and of the Hobie Class Association, we hope that changes in beach access will become the wave of the future.

#### TrenTec Introduces Super Goose → - The Fairest Fowl of Them All

TrenTec offers its new Super Goose as a replacement part for the stock Hobie Cat gooseneck (vertex) on Hobie 18s and 21s. Machined from a solid block of 6061-T6 aluminum and coated with a special black "hard as steel" hardkote anodizing for a durable and lasting finish, TrenTec guarantees the Super Goose "for as long as you own your boat." According to the company, another advantage of the new gooseneck is that it permanently attaches to the mast, eliminating potential loss. In addition, it is guaranteed not to bend, even under extreme conditions. The Super Goose may be ordered from your local Hobie dealer, Sailing Systems, Murrays Marine or directly from TrenTec. The suggested retail price is \$17.95.

#### USYRU Approves Policy On Professional Racing

As an indication of strong support of one of the immediate needs of professional sailing, the U.S. Yacht Racing Union approved a new policy concerning amateur status for sailors who wish to enter professional sailing and win money.

Sailors interested in racing professionally while maintaining amateur status can obtain more information by writing to Robert J. LeFort, Sr., President, United States Professional Sailing Association, 3394 Southeast Fairway, East Stuart, FL 34997. You also may call Robert at (407)220-3328.



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## N TUNE

#### AGING GRACEFULLY

#### HOW TO REMEDY HULL SLOP

BY DICK BLOUNT

As your Hobie 14 or 16 gets older, it goes through its own change of life. An area often overlooked is your hulls. To be specific, the hulls get sloppy. The cause of the slop is wear and tear on the pylon posts (also known as stanchions) and the castings that house the posts. After many years of use, the waterproof grease originally covering the posts wears out. The grease should be checked periodically and replaced. In the case of my aging Hobie, the grease disappeared completely. The constant rubbing of two metals on one another eventually wore down both.

A sure-fire way to tell if your boat is getting sloppy is to check it yourself. With the mast off the boat, lift one hull off the ground from the outside and middle of the hull. As you do, look at the opposite hull on the ground. Does it wiggle from side to side (back and forth) as you put pressure on it? Does the boat wiggle at the connection between the pylon and the casting? Repeat the test on the other side.

A little movement is nothing to worry about. A lot of play, on the other hand, begs for attention to be paid. If you are unsure whether your boat has hull slop, consult your local Hobie dealer, who is always glad to help.

THIS ONE'S
FOR YOU!

JAYHOBIE HOTLINE

If you are like me, you always want the boat to sail to its potential. Any slop means a slightly slower boat. Here is what I did in response to my sloppy Hobie's plea for help.

#### What Not To Do

When I first heard about hull slop in the 1970s, I learned of a few way-out solutions to remove it. I'll tell you about them, but I don't recommend any.

The first method was using epoxy resin to glue the boat together at the post and casting. Sure enough, when that resin hardened it was really glued tight. The boat couldn't get any tighter. The bad news was the boat could never come apart again, either. If you had to replace a casting, you were out of luck. I knew of several guys who subjected their Hobie 14s to this fate when the craft was considered the most popular boat afloat. They would do anything for more boat speed. I strongly urge you not to use epoxy.

Another fad that came and (thankfully) went was cross wires. In fact, the Hobie Class Association made cross wires illegal several years ago. Cross wires are actually wire cables attached from your starboard front casting to your port rear casting with a turn buckle to adjust the tightness. The port front casting would then be connected to the starboard rear casting. In effect, the crisscross cable pulled the hulls together and thus tightened the boat.

Cross wires were banned due to the safety factor. The wires hang below the tramp about six inches. Because of the size of the wire and the speeds at which the Hobie travels, hitting something with the cross wires could cut it badly. In addition, if

you turtled the boat, the cross wires would severely hamper your ability to walk safely on the bottom side of the trampoline.

#### What To Do

The technique I recommend has been very successful for me. As a bonus, it's also inexpensive.

- 1. Remove the trampoline from the boat, or at least loosen the tension on the trampoline.
- 2. Remove the hull bolts that hold the castings to the posts on the sloppy hull.
- 3. If your hulls are as loose as mine, they should practically fall apart when you lift the side bar and trampoline up. When this happens, the hulls should separate from the casting. If

they are stuck and don't come apart, use a rubber mallet to hit the casting away from the hull. DON'T USE A METAL HAMMER!

Try to remove the front and back castings evenly. This maneuver will keep them from pinching and making the process harder than need be.

- 4. Once the castings are apart, inspect them for wear.
- 5. Check the foam chunk in the post to be sure it's intact. That piece of foam helps keep your hull watertight. Replace any worn away areas.
- 6. Trim the top and bottom of an aluminum soda can with scissors. Cut the can into one continuous piece of aluminum. Slide the aluminum piece between the pylon post and foam approximately halfway down the can. The foam helps keep the aluminum from slipping down inside the post completely.
- 7. Bend the aluminum over the post. (It should look like a "U" at this point over the top of the post.) The objective is to fill the gap from the worn parts with aluminum shims, which I have learned will not rust or chafe the post or casting.
- 8. With the aluminum bent over the post, see if the casting bolts are still clear. If not, trim around the aluminum so the bolts will go through without interference.
- Repeat the process (steps 5-8) for the other post on the same hull.
- 10. Put a thin layer of waterproof grease around both posts to help prevent further chafing.
- 11. Line up both posts and castings and slowly put the two parts back together. If you followed the directions properly, it will be more difficult to put the hull back together. Don't despair, that's a good sign; it means you have removed the slop. You may have to use the rubber mallet to get the casting all the way down in line with the bolt holes.
  - 12. Install and tighten the hull bolts.
- 13. Lift the opposite hull now and check for slop. If your repair was correct, the slop should be greatly reduced.
- 14. Repeat the entire procedure on the

Before I performed the repair, the starboard hull moved about four inches back and forth and the port hull moved more than three inches. After my repairs to both sides, I'm happy to report that the port hull doesn't move at all. The starboard hull still moves about an inch, but considering how bad it was before, that's acceptable.

I might add the entire project took one hour, one friend, one lawn and four cans of soda. Drop me a line and let me know if it worked as well for you.

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## F AT TALK

## THE HOBIE UNIVERSE

#### A FAMILY AFFAIR

BY MYKE HOLFORD

It's cold. The leaves have dropped from the trees and we are left with memories of a season past. Surrounded by snow and freezing temperatures, the Hobie seems out of its element, not unlike a sunglasses salesman in Seattle.

Like many of you hard-core racing enthu-

siasts, I've done a lot of traveling to various points regattas this past season, logging over 2,000 miles and countless hours staring at the highway rolling under the Banana Mobile. Since I don't have a stereo or radio that works, I have had plenty of time to ponder the guestion: "Why do we do this?" What is it that motivates us to get off work Friday evening, hook up the boat, hop into our vehicle previously stocked with provisions, drive through the night, race all weekend, arrive back home in the wee hours and spend the next two days at work comatose? Is it the excitement of competitive racing? Maybe the camping ... getting away from the house and all the repairs and maintenance that patiently await our return? Could it be the trophies? Or the challenge of doing well in local and divisional standings ... getting out of C and moving to B- and A-fleet? Working for a slot in a National competition? Perhaps it's simply a good party. A regatta

is always a great excuse to pack up the camper and kids to enjoy hot, leisurely summer days lying in the sun; basting in suntan lotion while sipping a cool one.

#### The Answer Is ... All Of The Above!

The common denominator and unifying ingredient is the PEOPLE! Hobie people aren't like most other people. If they were, they wouldn't have a Hobie Cat. Instead, they would choose a macho muscle power boat that accelerates from 0-80 in 12 seconds with a decibel level of 10. Those "other" people are the ones we pass by on the way to the lake. They are the ones with waxpaper skin, standing in their perfectly manicured yards with a weed sprayer in hand. A Hobieite is more likely to live in a maintenance-free condo, a brick bunker

with a graveled yard spray painted green, or a house with a yard that resembles the grasslands of Zambia with tire trails and a brown spot where the boat sits - the kind of person mowing the lawn at 8:00 p.m. on a Wednesday evening.

Hobieites are an independent sort, preferring an intimate involvement with their sport. The skipper, the boat and the wind become one. The energy level of the Hobieite swings the full gamut, from bop till you drop to acoustic campfire music. Typical Hobieites relish the edge; always pushing the limits of their strength, skills and equipment ... in addition to the patience of their crew. The perennial search for "balance" extends from the boat to the beach competition/fun, and to our lives - work/

play. The Hobieite approaches sailing with the dedication and zeal of a religious fanatic; taking weekend sabbaticals, searching for the "perfect wind." We function on HOBIE TIME, where clocks have no relevance beyond a 30-minute countdown. Minutes are seconds and seconds are hours.

#### Metamorphosis

People once close to the Hobieite begin to notice the transformation shortly after the purchase of that first boat. The Hobieite begins to speak in a foreign tongue; words such as shackles, chainplates and whipping rope raise eyebrows. Comments such as "You sit on your tack," and "First I got lifted, then I got headed" tend to heighten the anxiety of listeners. Conversations in

code shroud the Hobieite in sheets of furling main, further alienating non-sailing (soon-to-be) ex-friends and relatives. The plaintive remarks of neglected associates have a familiar refrain: "We never see him anymore. He doesn't call or write. It's like we no longer exist."

The complaints reveal a definite rift. "It got to the point where I went to one of his regallias, or whatever you call one of those silly races. It was crazy, all those hobbie cats sailing all over the lake. You never know who is in front, or even where they are going." "I did manage to talk to him for about two minutes when he came to the beach. I did all the talking, he was too busy stuffing food and water in his face. I don't think he said more than ten words

and he was off running down the beach to that boat." Our non-sailing winter friends feel like they are being jibed when they hear us promise, "We'll have to get together next weekend (translation: if there is no regatta, no wind, and it's snowing)."

#### A Breed Apart

Indeed, Hobieites are a different breed, dedicated to the cause. I've personally witnessed a skipper and crew travel 500 miles one-way through the night, provisioned only with a case of beer and a package of hot dogs, heading toward a weekend regatta. This summer, as I followed the Division 4 campaign trail, Hobieites Bill and Denise Seaman of Vancouver, Washington opened their hearts and home to this wayward sailor. They felt the common bond we all share. My crew, Rick Horton, hitched a ride from Salem. Oregon to Portland, but he missed his connection. He traveled the

remaining 60 miles in the middle of the night by taxi, in search of our campsite in the mountains around Mt. St. Helens. Why? The Division 4 Championships were the following day, and he said he'd be there. Hobieites migrate half a continent each year looking forward to a new season and a family reunion. What dedication ... what commitment!

commitment!

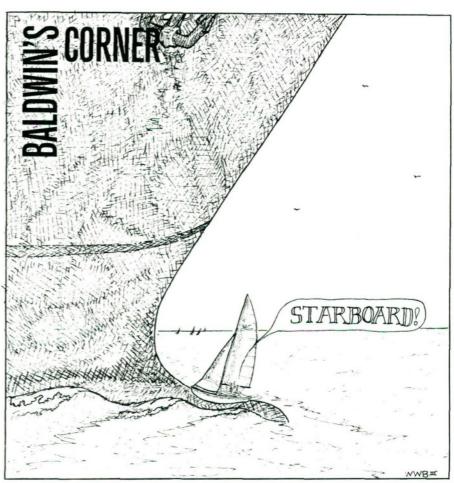
What is it that draws people of a certain nature to a Hobie, transforming their lives? It's hard to put a finger on it, but you can see it happen the first time you take someone "new" out on the boat and raise a hull: their knuckles turn white, their eyes grow three times their size, a smile fills their face and lifts their heart. Are they a little crazy? YES, but "crazy" runs in the family. Hope to see you at our next reunion!

## HOTLINE

#### BACKISSUES







## **G** AT TALK

## ALWAYS IN SEASON

## HOBIE SAILING: THE MORE THE BETTER

BY MICHAEL DEVEREUX

alendars are handy things to have around. They remind us of birthdays, anniversaries, appointments and things to do. The calendar says December and we go Christmas shopping. In April it reminds us to sharpen our pencils and figure out our taxes. For many of us, it advises when to put our boat in the water and when to take it out and put it away for the winter. What would happen if we threw away the calendar when it came to the sailing season? We simply would start sooner and finish later.

Sailing is considered to be a warm weather activity. When the temperature soars, it's the perfect time to shove off and catch the breeze. Flying hulls through warm water with the spray cooling our hot bodies ... what better way to spend the summer months? Summertime water fun makes the living easy. Unfortunately for Hobie sailors, everyone knows it.

Summertime is vacation time and the

## Starting sooner and finishing later would redefine the sailing season.

water isn't exclusive Hobie Cat property. Flying hulls and billowing sails share the water with overpowered power boats captained by underexperienced pilots. Bass boats with stickers on the stern reading "Insured by Smith and Wesson" compete with Hobie Cats for dock space. Adolescents on jet skis prove their machismo by roaring through the starting line seconds before the flag drops. Sometimes our summer sailing fun just isn't.

Fortunately for sailors, most water sports enthusiasts are calendar-driven. They know it is time to put the boat away when August succumbs to September. School starts and the daring young men on their water toys turn their attention to soccer, football

and, occasionally, homework. They, along with their older playmates, forget their outdoor water play until Memorial Day when the thermometer starts rising and vacation planning begins.

Most Hobie Cat sailors follow this summer-only pattern, too. Many Fleet and Class Association activities are planned for the summer months when it is assumed sailors - only then - have the time and opportunity to travel. Just for a minute, however, let's see what Hobie living could be like without the seasonal restrictions.

#### Prolonging The Pleasure

Starting sooner and finishing later would redefine the sailing experience. It would mean sailing in less crowded waters; fewer and perhaps more responsible boaters. The serenity of a quiet afternoon sail wouldn't be broken by the insistent roar of an outboard motor bearing down on the starboard tack. Soft summer zephyrs would give way to invigorating spring and fall winds.

Does all this sound like an intriguing possibility? The first step is simply making up your mind that sailing is a good weather sport, rather than a warm weather sport. What is good weather? It's any weather that allows you to sail your Hobie Cat in a safe, sane and enjoyable manner. Neither the calendar nor the season defines good weather. It does not arrive on Memorial Day and depart on Labor Day. Good weather shows up whenever conditions are right. Missouri folks enjoy days in January when the air is warm, the sky blue and everyone is in shirt-sleeves. Southern Californians see days when the only people without overcoats are tourists from New York City. If you prepare properly, any season can be sailing season.

#### Safety First

Safety is an integral part of preparation. Dumping your Hobie or having equipment malfunction is a serious matter any time of the year. During the summer, however, other boaters sharing the water with you are

### Wind Chill: Perceived Vs. Real

BY HYMAN RUDOFF

Skiers are pretty familiar with windchill factors and wind-chill numbers. In fact, many meteorologists report wind chill routinely all winter long. Sailors may not think they need to be as concerned with this topic as skiers are. They may be mistaken.

A person may perceive any actual temperature as lower than it really is. Significantly, the body is affected by this lower perceived temperature as if it were the actual thermometric value. The number, called the wind-chill temperature, depends primarily on the velocity of the wind. Note that this temperature is necessarily approximate, since it is affected also by the relative humidity, the clothing worn, the amount of bare skin exposed, and even one's physical condition. Nevertheless, there is a general way of determining wind chill, as shown in the table.

Why should sailors bother? We aren't going to sail through a blizzard. Nor are we likely to suffer frostbite.

The answer is that during spring and fall and even on a pleasant summer evening, the temperature we feel may be much lower than the temperature on the thermometer, making us unnecessarily miserable. Wind chill can dampen the fun of night sailing. That's why we have prepared the table (right) based on the Weather Almanac, Third Edition.

Use the data to help you choose appropriate clothing, especially hats because the head is the human body's largest single heat radiator. A nice, warm head helps the whole person feel more comfortable. (Hmm-that makes a good case for the old woolen watch cap...)

Since your lungs also remove quite a lot of heat from the body with each expired breath, you will lose less heat if you don't move about too much when it's a bit chilly at night. On the other hand, hard work warms everything up, so maybe those night sail changes are good for you!

#### WIND CHILL TEMPERATURES

Wind Velocity, Knots			Ambie Tempe Farent	erature,		
	70°	60°	55°	50°	45°	40°
5kn	67°	57°	53°	47°	42°	45°
10kn	64°	52°	46°	42°	35°	28°
15kn	61°	49°	42°	32°	29°	24°
20kn	59°	47°	40°	30°	25°	14°
30kn	56°	45°	36°	27°	20°	12°
		1	Wind C	hill		

\*All of the figures are rough approximations; those for 70 degrees are the least reliable.

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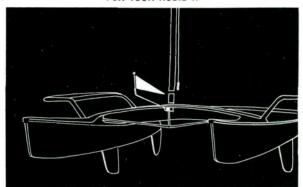
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on hand to help in an emergency. Even if you're not delighted with their noise or wakes, it sure is nice to have them around when you need a tow. Lengthening your sailing season might mean less people around to hassle with, but it also means less people around to help if you find yourself in a iam.

Strict adherence to good sailing practices is absolutely necessary. Wearing PFDs should never be optional, but it is especially important when lengthening your sailing season. Never sail by yourself and always set your course to stay in sight of the shore. Late fall and early spring are not the times to practice righting your boat. If you're not adept at this important maneuver, learn the technique before sailing off into an autumn sunset. Follow the class association guidelines for righting equipment; make sure it is in good shape, ready to use and on board before setting sail. Tell someone on shore to notify the authorities if you don't come back on time. Above all, sail within your limits. Do not overextend yourself or your sailing skills. Accidents can befall anyone.

#### Welcome To Wind Chill

Spring and fall sailing requires personal protection from the weather. Air and water temperature are critical elements of offseason sailing. Wind speed, combined with the ambient air temperature, will make the actual temperature feel colder. This is the wind-chill factor.

Wet Hobie sailors can quickly find themselves in deep trouble from hypothermia, a lowering of the body's core temperature. Numbness, lack of flexibility, chattering teeth and a decrease in mental alertness are some symptoms of this dangerous condition. The first line of defense is recognizing the hazards involved.

The second line of defense is dressing properly. Investing in a good sailing suit or drysuit will provide needed comfort and protection. Adding layers of clothing (a thermal undershirt or sweatshirt) will aid in conserving body heat. Topping your clothing with a layer (foul weather gear or a rainsuit) will keep the water away from both your clothes and your body.

Being prepared for sailing also means that your cat and equipment are properly maintained. Before starting early, go over your boat from bow to stern. Check the fittings, lines, hulls and sails for any problems that need to be repaired. Clean and lubricate all moving parts and make sure that everything is in good working order. In short, do everything that you normally do for a summer sailing season but do it earlier. To finish later, take care of your boat during the summer. When a line frays or a fitting sticks, attend to it right away rather than putting it off until your winter maintenance routine.

#### How Early Is Early? How Late Is Late?

Redefining your season means determining how soon you can get onto the water and how late you can stay. Northern sailors

might think they are stuck with summer sailing. Southern sailors might want to sit back and enjoy their mild winters. For all groups, investigation might uncover alternatives to the climatic status quo. Northern sailors could look south to find areas where winter's onslaught begins just a little later. Southerners might look north to find different sorts of sailing challenges or new scenery. If you've been strictly a hometown sailor, take the opportunity in the spring or fall to explore other parts of the country without the hassles of summer vacationers. Instead of being homebound, look for sailing spots a little further away.

State Park Departments, agricultural extension services and the reference department of your local library are good resources. They can help you identify air and water temperature for different locations. They will be able to tell you if a particular geographic location is a feasible location for fall and spring sailing. Contact Hobie fleets in other parts of the country. Tell them you are lengthening your sailing season and they'll be happy to fill you in on the sailing conditions in their area.

#### Be A Weather Watcher

With your mind made up, your cat ready to go and some idea where you're going, the only unknown is the weather. With the advent of satellites, 24-hour weather channels and accurate cross-country weather

## Sailing is a good weather sport, rather than a warm weather sport.

pictures, even the weather shouldn't be a problem. Knowing the traveling conditions and state of weather at your destination can assure a pleasant and relaxing weekend, as well as warn you of potentially unsafe sailing conditions that might pop up unexpectedly. Weather conditions, especially in the transitional seasons, are extremely changeable. The goal is to lengthen the sailing season, not risk your life getting caught in a storm. Checking the forecast for the route you will be traveling is helpful, also. Warm, sunny weather at home and at the lake is no help if you're caught by a snowstorm in between.

#### Give It A Try

Starting sooner and finishing later is part of the great Hobie experience. Like many Hobie activities, it isn't difficult to do. It just requires that sailors make up their minds that Hobie sailing isn't just for summertime fun. With the proper information and Hobie spirit, previously summer-only sailors can cast off and tie up throughout the entire year. Extended sailing season? Try it; we bet you'll like it!

## *HYPOTHERMIA*

#### The Chill That Can Kill

Hypothermia presents sailors with a potential hazard no matter when they sail. In cool weather the sailing hazard is more apparent. Even summer sailors, however, face a risk every time they expose themselves to wind and water.

You may have read about dramatic examples of hypothermia causes and cures, but for most sailors, hypothermia happens slowly and often in warm weather. It is important for all Hobie sailors to recognize the symptoms and remedies of hypothermia.

A hypothermia victim loses the heat necessary to maintain normal physical and mental functions. The body reacts to the reduction of core heat by assuming a defensive reaction called the Mammalian Diving Reflex. This reflex acts as a thermostat by restricting the flow of blood to the skin and extremities. The blood flows to the vital organs in an attempt to maintain a minimally life sustaining environment.

As the body shuts down the blood flow, a hypothermia victim will experience mental sluggishness, chattering teeth and numbness. As the victim's temperature continues to drop, loss of consciousness may ensue as the body further reduces the blood flow to the brain.

You can be a victim of hypothermia at any time in any season. All of us should know how to prevent mild cases of hypothermia from developing into dramatic events that threaten our safety and that of our friends.

The best preventative is dressing appropriately for the wind and water. If you're a competitive sailor, make sure you have a suit that will keep you dry and warm during the racing. If you're a day sailor, make sure you have extra clothing that will help you stay dry and warm on board. If you forget the extra clothes, change your itinerary from a four-hour cruise to a short trip.

If you find yourself in the water for an extended time, you can do several things to delay hypothermia. Of course, wearing a PFD will not only keep you afloat but also provide added insulation. Crossing your arms over your chest and bringing your knees up to a fetal position will conserve body heat. If you find yourself in the water without a life jacket, tread water. This action will keep your head up and out of the water, somewhat slowing the loss of body heat. If two or more people are in the water, grab onto each other and maintain as much body contact as possible to decrease loss of body heat. Above all, keep a positive attitude. Keep your mind alert and concentrate on keeping your body temperature up. People who have survived hazardous situations credit their will to survive as a crucial factor.

Proper treatment of hypothermia victims is extremely important. If you find someone exposed to severe conditions for any length of time, assume that they are suffering from hypothermia - regardless of what they say. Since a loss of mental function is a symptom, victims sometimes are not aware of the severity of their condition. Hypothermia victims should be warmed slowly, from the inside out. They should be brought ashore and kept quiet. If they are wet, get them out of their clothes and into warm, dry ones. Do not shock their systems with violent exercise to "get the circulation going" or with hot liquids to "warm up their insides." Victims should be given lukewarm liquids.

One brief article cannot fully cover hypothermia. Check with your doctor; do some research on your own; ask your fleet members what they know. Find out if your sailing partner(s) can take proper care of you if you suddenly land in cold water. If they can't, make sure you tell them what to look for and what to do.

Hypothermia can put the chill on any sailing excursion. Please protect yourself and your friends.





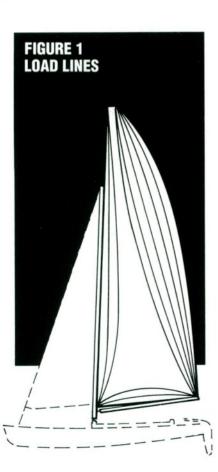
be fatal!

## SAIL CUTS SAND KIND

#### There's More To Choosing A Sail Than Meets The Eye

### STORY BY DAVE CALVERT ILLUSTRATIONS BY CRAIG LIBUSE

Dave Calvert has been making sails since 1972. He established Calvert Sails in Islamorada Florida Keys in 1979. The company specializes in state-of-the-art racing sailboard sails as well as sails for large and small multihulls. Dave has won national and world titles in windsurfing racing. -Ed.



Your old sails are starting to complain. The leech flutters, the nice smooth shape that was once there won't return, no matter what the trim. To make matters worse, a friend whom you often sail against appears on the water with a bright new set of sails and smiles as he motors by you to windward.

Visions of new sails dance in your mind. What's new and hot in sails? What about mylar? Is it very expensive? You want something that will last. How important is the sailcloth?

#### LET'S TALK SAILCLOTH

Once the sailmaker has decided on the outline profile and threedimensional shape of a sail, he/she must decide what sailcloth and cut to use. Often as much time and consideration are involved in selecting the proper cloth for the job as in designing the sail itself. It's fair to say it is easier for an engineer to build the right shape into the wing of an aircraft than it is to build a sail. The wing, which is made of metal, does not change shape in use, so it can be counted on to perform as designed. Sails, on the other hand, are made of material that is not only flexible but also stretches under pressure. The amount of stretch varies from one type of cloth to another. The way the cloth stretches alters sail shape in various wind strengths.

If the wind increases and trim is not altered, a sail ordinarily will become somewhat fuller with more draft aft as a result of fabric stretch. Optimum boat performance in a rising wind would call for a flatter, more draft-forward sail shape; exactly the opposite of what happens!

Nothing can be done about the characteristics of a sailcloth once it has been used in constructing a sail (short of replacing the sail). The sailcloth literally is the sail! Therein lies the importance of selecting the right sailcloth for the job.

#### MYLAR VS. DACRON

Almost all working sails today are comprised of either woven dacron or one of the various mylar laminates. Each of these materials has definite advantages and disadvantages. Let's examine the characteristics of cloths suitable for multihull sails to get a clearer picture of how the two types of cloth are made and how this affects the performance of each.

#### **DACRON SAILCLOTH**

Dacron is extruded out of a round nozzle to create a filament that becomes a dacron yarn. These polyester yarns are woven on large, high-speed looms to construct the basic cloth. The raw fabric is then finished in a number of ways.

Finishing is a complex, multi-step process which extensively alters the fabric. The cloth is chemically cleaned, then treated with resin and heat. The two cloth finishes most used are resin-impregnated and resin-coated. An impregnated fabric has been dipped in a solution of resin prior to heat setting. The resin soaks into the fibers and, during heat setting, chemically bonds the fibers together. An impregnation can be thought of as inhibiting the stretch of a fabric as opposed to trying to eliminate all stretch. Most dacrons used fall into this category.

A coating, instead of seeping into the fibers, is an actual film of resin which sits

on one surface. An example of coating is varn-tempered cloths, the epitome of high-performance dacron. Intended strictly for racing, this fabric has a very hard, firm coating, providing the lowest stretch characteristics available in a dacron sailcloth.

#### **MYLAR LAMINATES**

Mylar-laminated sailcloth is made by laminating a clear mylar film onto dacron or kevlar cloth.

Mylar sailcloth was used as early as 1964, but on its own lacked sufficient tear strength to be usable. In 1977, America's Cup boats experimented with sails of mylar laminated to dacron cloth, but poor adhesion resulted in delamination.

Development of new bonding formulas in 1978 produced the first high-strength. low-weight mylar laminates. Since then, sailcloth manufacturers have been able to laminate mylar films to polyesters, kevlars and sprectra substrates with virtually no delamination problems.

Mylar laminates are available in a wide range of different styles of mylar/dacron and mylar/kevlar laminated cloths. Some are designed for horizontally cut sails and some for vertical or radial cuts. The two most commonly used laminates are scrims and taffetas. Scrims are three-ply laminates of loosely woven substrates (woven yarns) with mylar film laminated to both sides. Taffetas are tightly woven substrates with mylar laminated on one side. Scrims, with a higher percentage of mylar film to fabric, often offer less stretch than single-sided laminates. On the other hand, they may exhibit less tear strength and durability as well.

#### ADVANTAGES AND **DISADVANTAGES**

Now that you have a working knowledge of how dacron and laminates are constructed, let's see how performance characteristics differ from one to another.

Sails for small, performance multihulls usually are made from one of three types of sailcloth: all-purpose colored dacron. yarn-tempered dacron or mylar/dacron laminates. Below is a list of sailcloth specifications for various cloths suitable for use in small cat sails. To determine how sailcloth will perform under load,

Almost all working sails today are comprised of either woven dacron or one of the various mylar laminates.

tests are made to evaluate the amount of stretch. The numbers shown represent hundredths of an inch of elongation at various loads in the warp (the length of the panel), the fill (the width of the material) and the bias (45 degrees to the thread line). Strips of fabric cut from each of these directions are clamped into a tester measuring elongation in hundredths of an inch at ten pound loads.

#### SAILCLOTH SPECIFICATIONS

These comparisons (see chart below) clearly show the significant differences in stretch from one type of cloth to another. The 5.3 ounce all-purpose dacron has by far the most stretch, but offers good durability and a wide range of colors. Yarn-tempered dacrons boast performance characteristics similar to mylar laminates, but suffer from poor tear strength and durability, and are available only in white. Mylar/dacron laminates offer very good stretch and performance, are quite durable and are manufactured in a wide range of constructions and

How do all these facts and figures affect the average sailor of small catamarans? Let's look at the main factors to consider:

Performance--In light air and choppy water, a soft dacron sail may have a slight edge over a firm-finished sail. A bit of stretch in ideal conditions is not a problem. As the wind increases, however, a sail that stretches easily will become fuller and the draft will begin to move aft. This change in the designed

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shape will result in less spee pointing ability as well as mo and weather helm.  In gusty conditions, less st will lack acceleration. As a presails will stretch more, causing to twist and distort. A stable sits designed shape in a puffer the puff into power and acceleration.  Some one-design classes allowed the use of both dacre

FIGURE 2

HORIZONTAL

d and re heeling

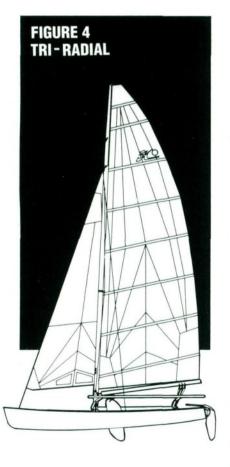
table sails uff hits, the ng the leech sail that holds will convert lerate

have on and mylar. In these cases, sails made with the firm yarn-tempered dacron provide similar top-end speeds to mylar sails. The less stiff mylar sails seem to fill better in light air, yielding slightly better speed than their yarn-tempered counterparts. The 5.3 ounce colored production sails perform poorest, holding their own only in light air, but losing their shape soonest as the wind increases.

Durability -- Durability is certainly a major consideration in buying sails. As with most aspects of sailing, compromises are necessary. Only all-out racers can buy sails for performance alone, without regard to price. The other extreme may be purchasers of sails on boats used for beach rentals. In this case, longevity and price are the deciding factors.

TYPE OF CLOTH	WARP	FILL	BIAS
5.3 oz. colored all-purpose dacron	8.0	0.8	28.0
5.4 oz. firm-finish dacron			
5.4 oz. yarn-tempered dacron		2.0	4.0
4.4 oz. firm-finish dacron		3.0	15.0
4.4 oz. yarn-tempered dacron		2.0	4.0
4.5 oz. colored GTS scrim mylar	3.3	3.8	5.4
4.6 oz. colored GTS taffeta mylar	4.3	4.5	5.7
3.6 oz. Bainbridge 3-ply scrim mylar.		3.0	5.0
4.0 oz. Bainbridge woven mylar	2.5		6.0
3.7 oz. Bainbridge kevlar weave			





Most cat users fall somewhere in between these two extremes. The majority of sailors use their boats for recreational sailing and part-time racing. This niche requires the most compromises among performance, longevity and price.

Key factors affecting sailcloth durability are chafe, effects of ultraviolet rays, and delamination. Soft dacron has good tear strength and resists chafe fairly well. Yarn-tempered dacron is so stiff that if creased, it can break the fibers. Once a tear starts, there's not much to stop it. Most new laminates have good tear strength. Some have heavier threads running in one direction than the other, providing better tear strength across the heavier threads.

Most sail repairs on fully battened mainsails occur at the batten pockets, especially where the sail lays across the shrouds. Dacron here would probably wear better than mylar, although most mylar sails will have dacron batten pockets.

Exposure to ultraviolet rays has very strong effects on all synthetics. Tests made by Howe & Bainbridge, the largest U.S. sailcloth manufacturer, revealed that 6 ounce dacron lost up to 70 percent of its strength after only six months of continuous exposure to the sun in South Florida. Mylar/dacron laminates seem to suffer similar fates, with nylon and kevlar wearing worst. Obviously, minimizing your sails' exposure to the sun is very important, be they mylar or dacron.

Delamination is not a problem with woven dacron cloth, but can occur in laminates. Today's adhesives and laminating techniques have greatly reduced this sort of problem. Heavy, open-weave scrims show very few delamination problems, because the mylar films on each side make contact with each other, greatly increasing the bond.

Some problems may occur in areas of high loads as the sail gets older. Areas to watch are each end of batten pockets, especially the inboard ends, and the inside of corner patches. Excessive downhaul also can cause problems along the luff.

**Price--**Cost is often critical in choosing a new sail. How do sail prices vary from dacrons to laminates? Surprisingly, the price of mylar/dacron cloth is about the same as dacron, and in some cases, even less! Mylar/kevlar, on the other hand, usually costs about one and one-half to three times as much as dacron.

Construction is a key contributor to sail cost. Sails made from laminates may require additional construction techniques. Lightweight scrims need special two-sided reinforcing tape in the seams, windows, pockets and corner patch locations. Complex panel layouts are sometimes used to reduce weight and stretch. These extra steps in construction can add greatly to the price of sails.

Horizontal vs. Vertical Cuts--The term "cut" refers to the panel layout. The three most commonly used cuts are horizontal, vertical and radial.

Why do different cuts exist? To answer this question, we first must understand how sails and sailcloth are loaded when in use.

Sails are not loaded equally across their entire surface. Greater loads occur along the edges of the sail, especially along the leech. The loads follow curvolinear or cantinary-like paths from one corner of the sail to the other. These curved lines create a topographical view of the loads within a sail (Figure 1). Modern sail designs use elaborate panel configurations in an effort to keep the primary yarn direction of the fabric in line with these loads. The better the yarn and

The more complicated, the more performance and expense.

load alignment, the lighter the fabric that can be used.

Most sailcloths have heavier threads or yarns running in one direction than the other. Sailcloth is referred to as fill-oriented or warp-oriented. Fill threads run across the width of the fabric; warp threads along the length. Since the highest loads on a sail are along the leech, care must be taken to align the heaviest cloth yarns in this direction. Sailcloth with heavy fill threads should be used in horizontally cut sails. Care should be taken to lay the panels 90 degrees to the load from head to clew (Figure 2).

When using a vertical (Figure 3) or radial cut, warp-oriented cloth is required. This design uses continuous panels along both leech and luff, aligning the warp yarns with the loads in both directions. The vertical luff seam also is used to position the "draft" (amount of curvature) of the sail.

Composite construction works well in combination with a vertical cut. The leech and center of the sail can be mylar with the vertical luff panel dacron. More stretch dacron luff gives better adjustability to downhaul, as well as helping to keep the draft forward as the wind increases.

The third and most complicated cut is the tri-radial (Figure 4), in which an attempt is made to keep cloth yarns tangential to all load lines. Panels radiate from each corner, following the load lines that radiate in the same direction. This cut minimizes stretch to a point that lighter cloth can be used. It also maintains the designed shape longer. Experience with larger boats, such as the Formula 40, has proven the tri-radial cut the most functional lightweight sail under high loads.

### WHICH CUT IS A CUT ABOVE THE REST?

#### Vertical/Radial Construction

#### Advantages:

- Facilitates alignment of yarns with load lines.
- Reduces number of load bearing seams.
- Vertical luff panel and composite construction helps "lock in the draft."
- · Lighter weight sails.

#### Disadvantages:

 New methods of horizontal sail shaping are required -- either through vertical broadseaming or by inflicting horizontal broadseams after assembly.

#### **Horizontal Construction**

#### Advantages:

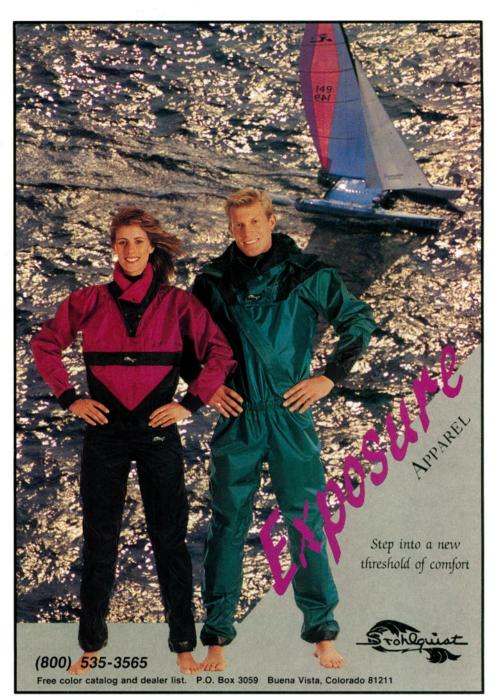
• The only real advantage of horizontal cuts is ease of construction. It is much easier to shape the three-dimensional sections of a sail with horizontal seams. Batten pockets can be made by using extra wide seams, reducing labor and sail cost.

#### Disadvantages:

- Alignment of yarns only with leech loads allows for more distortion and bias stretch
- Heavier or firmer cloth is needed to help reduce the bias stretch.
- More load bearing seams.

In conclusion, modern laminates are becoming widely accepted. They offer an excellent combination of performance, durability and range of colors. The delamination problems have been all but eliminated, and strength has been greatly improved. Dacron still does offer a good choice for economy and durability with reasonable performance. In regard to sail cuts, as a rule, the more complicated the construction, the higher the performance and expense.

The choice is yours. 3



#### SALES REPRESENTATIVES NEEDED

## Colorado Kayak

Manufacturer of watersport specific outerwear including several models of Drysuits, Spray Gear, Pile clothing etc. has several key territories open for Sales Representation. Market targets are the Hobie and Small Boat Sailing retailers. If you currently call on these types of accounts and want a lucrative expanding line contact; C.K.S., Jeff Bevan, Sales Manager, P.O. Box 3059, Buena Vista, Co. 81211.





## HOBIE CAT CONQUERS THE NORTHWEST PASSAGE

STORY BY JEFF MACINNIS PHOTOS BY MIKE BEEDELL

ver the sound of grinding, boatcrushing ice, I shout: "One, two, three; heave! One, two, three; heave!" Inching our fully provisioned 700-pound Hobie 18 forward requires every ounce of our combined strength. Driven by a strong current, this rubble pile of ice is in constant motion. Pausing to rest is impossible; our Hobie would be crushed within minutes. We truly are in a "land that devours ships."

Mike and I struggled for two hours to drag our vessel, Perception by name, across 400 yards of ice. A nightmarish conglomeration of pieces of all sizes, shapes and ages, some rising ten feet out of the water, all of it shifting, creaking and grinding away in the current, threatened to pin our legs if we took a false step. At times the boat's bows would be over our heads as we hauled the craft along on its runners, hoping it could withstand the stresses and strains it was undergoing.

#### A 400-YEAR-OLD DREAM

Across the roof of North America, the Northwest Passage weaves 2,500 miles through the Arctic archipelago. Beginning in the mid-1500s, early explorers searched for a faster route to the Orient and the riches that lay there. The names of Franklin, Davis, Hudson and many other early explorers crowd the maps of the Arctic, where these heroic men tried, failed and often died in their attempts to sail the labyrinth of ice. Roald Amudsen needed three years between 1903 and 1906 to complete the Passage in his motorized sailing vessel, the Gjoa. I hoped we could be the first to sail the Northwest Passage in a solely wind-powered boat. I was not the first to envision this goal; my dream was a dream which is now four centuries old.

Why a Hobie Cat? - was the most frequently asked question. In my mind the Hobie represents all of the outstanding qualities necessary for success in one of the harshest environments on earth. Fast under sail and able to be hauled over the ice, it

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allowed us to adapt to the constantly changing conditions. Knowing the boat was a proven design in more southern latitudes made us confident it would be able to handle other difficult situations.

I first dreamt of sailing the Northwest Passage in 1983. I was on an Arctic expedition of my father's, Dr. Joe MacInnis, to dive the Breadalbane, the northernmost-known shipwreck, that had been crushed by the ice and sunk in 1853. It was with this team of men that called themselves the "Raiders of the Lost Bark" that I glimpsed the world of the early explorers through the haunting images of the Breadalbane, as it rested majestically 330 feet down on the ocean floor.

By combining today's technology and Inuit (Canadian name for Eskimo) ways of working with the environment, it seemed possible the Passage could be sailed. Two years of planning, testing and preparation saw our team of advisers grow to more than 100 people, who helped solve the multi-dimensional problems the Passage presented. Borrowing proven equipment and systems from such diverse areas as diving, mountaineering, aeronautics and sailing, we designed our expedition to respond to the harsh conditions in the Arctic, which demand adaptability in order to survive.

We were fortunate enough to interest almost 30 corporate sponsors in our voyage. Hobie Cat and Labatt's Blue beer were key contributors. Without the support of all these companies, the journey would never have been possible.

One of the most important aspects was choosing the person to crew with me. Four months before departure, I teamed up with Mike Beedell, who had spent the last ten years exploring and photographing the Arctic.

## THE STUFF DREAMS ARE MADE OF

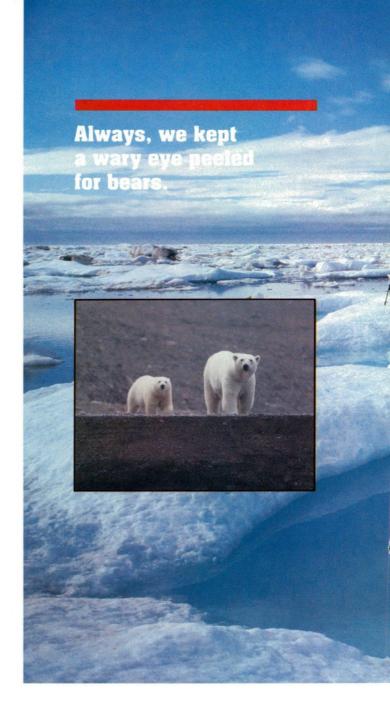
A 4,000 mile drive - from Toronto, pulling the boat - carried us west then north to Inuvik in the Northwest Territories, the farthest north you can go by road in Canada. As most Hobie sailors do, we drove to the end of the road to launch our cat. Ours just happened to be a very long road.

All our survival equipment, camping gear and food had been carefully chosen and placed within the small confines of the boat. Our food consisted of 1.5 pounds per person per day of dried and freeze-dried food. We used specially designed neoprene waterproof bags on the tramp to store some of our equipment and the rest went carefully into the hulls. Our suits were one piece Gore-tex DUI diving drysuits with laytex neck and wrist seals.

On July 21, 1986, Mike and I set out from Inuvik, a town which sits on the edge of the silt brown MacKenzie River. Following the MacKenzie 90 miles down to the Beaufort Sea, we headed east through the ice-infested waters. Much to our dismay, we traversed less than 100 miles of open water before a wall of ice blocked the route ahead. Slowly we progressed against head winds into the maze of ice.

Mike and I settled into a routine we tried to follow throughout our voyage. By rising at 7:00 AM, we could eat, break camp and set sail for at least 12 hours. The distance covered each day ranged from a low of 10 miles, mostly paddling or hauling the boat along the shore when there was no wind, to 100 miles of exciting downwind sailing. Generally, the travel was agonizingly slow. Two-thirds of the time was spent tacking into the wind, which nearly doubled the sailing distance. Months later I learned the headwinds I had cursed all summer had been pushing the ice out of the gulfs and straits into which we sailed.

For safety reasons we always sailed with land in sight. This meant we had to sail deep into three large bays before they could be crossed. Franklin Bay, the largest, was named for Sir John Franklin in 1826 during his second Arctic expedition. On Franklin's third expedition in 1845 in which he attempted to sail the Northwest Passage, his ships became imprisoned in ice off King William Island. Franklin and his entire 129-man crew perished. Reading some of the vivid journals of these voyages



during our journey heightened our respect for and wariness of the Arctic environment.

Our sleeping quarters each night depended on the terrain and availability of fresh water. Cliffs and rocky ground complicated site selection. We also had to be able to haul the cat far enough up on the beach to avoid high tides and big waves. Making camp took time and it was often close to midnight before we hungrily ate our freeze-dried dinner. Plenty of daylight flourishes at that latitude, so the time between when we ate and when exhaustion sent us to our sleeping bags was spent exploring, photographing or writing in our journals. Always, we kept a wary eye peeled for bears.

Snow began to fall in late August, signaling the fast-approaching winter. We spent our last night of the first year pinned down by an easterly storm in a place called Starvation Cove. Appropriately, this was where we broke open the last of our food rations. Stuck in the cove, cold and hungry, we could almost understand how the early explorers would occasionally be driven to eat their leather boots.

The first year we sailed more than 1,000 miles and left the boat at Cambridge Bay for the winter.



#### **AN ICY WELCOME**

We returned to Cambridge Bay in the summer of 1987 and surveyed the horizon. We saw no trees, no open water, only an endless ocean of ice. It looked hopeless, the ice forecasters were right; it seemed there would be no sailing this year.

The ice plagued us all summer. The first 10 miles were spent half-sailing, half-dragging our Hobie across the uneven ice. Hauling the boat was so strenuous that sweat dripped off our bodies despite the sub-zero temperature.

A northwest wind moved the ice just far enough off Victoria Island to allow a narrow opening. The euphoria of making progress kept us traveling for 20 hours that first day.

Our good fortune halted abruptly when we tried to cross Icebreaker Channel. Multi-year islands of ice moved by currents and wind created a labyrinth we could not penetrate. The ice was our constant nemesis, often creating an impenetrable barrier stretching as far as the eye could see. Ascending the mast (not one of the techniques in the Hobie Cat manual), we were able to greatly increase our line of sight. Unfortunately, surveying the

route ahead proved frustrating. For ten days we struggled without success to cross this 30-mile channel. Five nights were spent camped on the shifting pack, our tent erected on the trampoline in case the ice opened beneath us.

Forced off course by heavy fog and ice, we searched endlessly for a passage through the ice. Finally, we sighted land, but it was in the wrong direction. The ice had forced us to make an 80-mile circle, returning us back to where we started ten days earlier. After three more days, we were able to weave a circuitous route across Icebreaker Channel.

The ice trapped us again on the east side of the Royal Geographic Islands. At this point, our best option was to haul the boat across a 100-yard isthmus of land. With great reluctance, we unloaded our gear and grunted our Hobie across the tundra. Further up the island we spent two hours hauling our boat through jumbled house-sized pieces of ice before reaching open water.

An ice-free ocean permitted an easy passage to King William Island. As I scanned the land for the first time, my mind drifted back to the days of Sir John Franklin's last expedition when his

two ships became imprisoned near our present position. Our two expeditions crossed paths almost 150 years apart, but I could still see these brave sailors. Scurvy, hunger and the ice besieged the Franklin expedition until the remaining men abandoned their ships and began a death march south.

Our progress was rapid until we reached the east side of King William Island, where last winter's ice still engulfed most of Rasmusen Basin. Two days and 10 miles of soft, rotting ice later, we arrived in Gjoa Haven. Most of one day was spent hauling our Hobie along the narrow gap between the ice and the shore. Our feet felt like lifeless stumps as we waded through the frigid water, hour after agonizing hour.

North of Gjoa Haven the weather became worse. Veteran Arctic pilot Willie Laserich described the summer of 1987 as the worst he had experienced in 25 years of flying.

Approaching the Tasmania Islands in heavy winds and a violent sea, we sailed past three polar bears, a mother and her cubs, hunting on a large iceflow. We sighted two more polar bears within an hour before being forced ashore due to the extreme winds. Onshore we spotted a seal carcass stripped to the bone. Sharing the same terrain with these polar carnivores made sleep elusive that night.

We progressed rapidly due north running with an approaching storm. Two days later on August 31, as we approached the top of Peel Sound, winds howled at 60 mph, creating waves two stories high. Mike and I were in the middle of a gale on a piece of ice barely large enough to hold our 18-foot Hobie. We were riding an endless roller coaster into destruction. Each swell lifted our tiny island of ice up and over the frothy, wind-lashed crest, only to drop us down the other side. Fog obscured our horizon; we were landless on an ocean of boat-crushing ice.

We were ready for the worst, armored with every ounce of our survival equipment: waterproof Gore-tex suits shielding five pounds of insulating clothing, emergency location devices strapped to our bodies, one-man survival seats tied to our waists, and stomachs stuffed with as much food as time would allow us to consume. Fully equipped, our defenses were nothing in comparison with the white nightmare that engulfed us.

Using all our combined strength plus two mountaineering ice screws driven into the ice, we rode the storm 10 miles across Aston Bay. Finally we crashed into the main pack of ice. After pushing our boat 2 miles over the moving pack we kissed the ground, thrilled to be alive.

For the second year our journey came to a halt. The last day was spent sailing in temperatures of minus 5 degrees Centigrade with the lines and deck covered in ice and our bodies numbed by a wind-chill factor of -20°C. Throughout that night and the next day, a 45 mph snow and wind storm lashed the sky and the low ground where we were huddled. To keep the tent from being destroyed, we built a snow wall. Winter conditions forced us to abandon our Hobie on the tundra just 500 miles away from our goal.

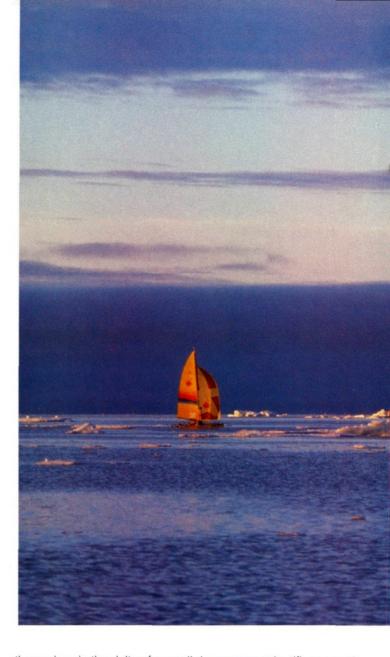
Two months passed before I could fully feel my toes. Nevertheless, we were determined to complete the Passage.

#### THE FINAL 500

Eleven months later we scanned the distant tundra high up in the aircraft returning us to Cape Anne. I wasn't sure if our Hobie would still be where we had left her. During the long winter she had to withstand two months of total darkness with temperatures down to -80°C, and more than one 100 mph windstorm; not to mention the threat of polar bears who eat anything in this harsh land

Much to our delight, the cat was still in excellent shape. After a day of minor repairs, we were off on the ocean again. Sneaking into Cunningham Inlet we were able to sail amongst pods of Beluga whales in their natural setting. An annual pilgrimage of some 1,500 Belugas come to the rubbing areas in this unique shallow inlet to molt and rub off their dead skin. These whales, also called "sea canaries," entertained us with chirps and whistles.

Deep in the Inlet two of the whales had accidentally beached



themselves in the delta of a small river near a scientific research station. The small one, whose age scientists estimated at three months, was whining and trembling between bouts of desperate thrashing movements, clearly traumatized by the beaching. Feeling her distress with poignant clarity, we decided to try to get her back into the water. With great effort, four of us managed to spin her around, and began towing her backward into deeper water. Slowly, we were able to inch the enormous creature back into deeper water until, with one final thrashing movement, she was afloat and quickly swam off. The other whale was simply too big for us to budge, and so she would have to take her chances with marauding polar bears.

As we sailed eastward, huge swells rolling in 200 miles from Greenland forced us to share a rocky beach with polar bears, the world's largest carnivores. It was a fascinating and frightening experience. Often when the ice breaks up during the summer months, the bears are forced ashore, away from their staple diet of ringed seals. Scavenging for food and living predominantly on their fat layers, two bears returned to the same beach, four days in a row, to eat long strands of seaweed thrown ashore by the severe winds.

One morning as we lay trapped in our mummy sleeping bags in our tent, we were startled out of a deep sleep by the hissing and pawing of a polar bear. Towering over us a mere two feet away from our heads was a creature that weighed more than our boat. Our hearts pumped "peanut butter" as seconds



of terror passed while the bear decided our fate. Our third tent mate was a 12-gauge shotgun we brought along as a means of last resort against bear attacks. Fortunately, the bear decided we weren't what he wanted to eat that day.

#### THE DREAM BECOMES REALITY

Sailing past glacier-capped mountains, we approached the end of our 2,500-mile journey. Memories and experiences of the last 100 days flooded our minds. We had been exposed to great hardships, at times terrifying natural forces, that forced us to adapt quickly or perish. From our deck-level perspective, we could intimately glimpse a land of incredible beauty and deadly harshness.

At 5:08 AM on the morning of our 100th day, speeding into Baffin Bay, the spray from our twin hulls made rainbows in the sun as we completed the first sail-powered voyage through the Northwest Passage. We had journeyed through these waters on their terms, moved by the wind, waves and current. The environment was always in control of our destiny; we endeavored only to respond to its challenges in the best possible way. We felt fortunate to have survived these treacherous waters.

In my journal I wrote, "August 17th, 1988, 6:50 AM. I sit here at Button Point snug in the ruins of a Thule Inuit hut that is at least 400 years old; as old, in fact, as the dream of sailing the Northwest Passage. A four-foot wall of rock and whalebone protects

me from the howling wind. The wall next to me is supported by a 100-pound Bowhead whale skull, its powder-white surface cracked and crevassed by time. Orange lichen that takes more than a century to grow creeps over its surface.

"The now open room is about 12 square feet, and I am sitting on the sleeping platform that runs around the perimeter, writing with bare hands, a luxury not often permitted on this voyage. I've been up for nearly 23 hours, but I cannot sleep. The joy and excitement are too great.

"Our Hobie Cat rests on the rocky beach, the wind whistling in her rigging, her bright yellow hulls radiant in the morning sunlight. She was, as I'd hoped, the ideal vessel for this voyage. In light wind she glides along swiftly and in storms she is stable, though frighteningly wet, and she can be beached when the going gets too tough. When ice is an obstacle, she can, with considerable effort, be hauled up and over the ice by her crew.

"In fact, she embodies the very watchword for Arctic survival: ADAPTABILITY."

After 400 years, thanks to Hobie Cat, an impossible dream finally came true. 🔏

Celebration posters of Polar Passage signed and autographed by Jeff MacInnis and Mike Beedell are available for \$12.95 by writing to: Mike Beedell, 792 Harlequin Crescent, Orleans, Ontario, Canada K1E 2P4. Or call 613-824-2124. -Ed.



## DECKTHE HULLS

eck the hulls with Hobie Catters,
Fa la la la la, la la la la.
Our Gift Guide's got the things that matter,
Fa la la la la, la la la la.

Now you can don your drysuit apparel,
Fa la la la la la, la la la.
Charms and gadgets, easy-care all,
Everything you want, la la la.

#### **SOLO ENTRY DRYSUIT**

A breakthrough in comfort and design! Provides coverage for mild to wild conditions. Rugged but lightweight and does not restrict activity. Best of all, you can enter and exit without assistance via unique front entry closures.

Sizes: Men's - S, M, ML, L, XL; Women's - 7/8, 9/10, 11/12. Visa/Mastercard accepted.



Product #5575 \$196.95

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The Gleason Tri-Radial Reacher comes complete with all hardware, fasteners, and line to convert your standard Hobie 16, 18 or 21 into a real screamer.

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Charlevoix, MI 49720 (800) 678-2439



#### **CHARMS**

Looking for that special something for a special someone? This lovely catamaran charm, in 14K gold or sterling silver, is perfect for guys and gals. Cat charm shown in gold. MasterCard and Visa accepted.

14K Gold Sterling Silver \$99.95 each \$39.95 each

#### **Charleys Custom Jewelry**

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#### HOTSTICK

THANK YOU, SAILORS!
For buying over 30,000 HOTSTICKS since '79. Your support and constant improvements have kept us the very best. Now in three sizes, with cork or rubber grip. See your Hobie Dealer or call PMC.

#### PMC

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#### **DRYSUITS**

For the connoisseur of sailing comfort, when the wind starts to blow, the Stohlquist Weather Gear line of drysuits offers maximum exposure protection as well as styling. These attractively styled drysuits are built to take the rigors of Hobie sailing.

"Eri" Two Piece Drysuit \$314.95 suggested retail Tsunami Drysuit \$299.95 suggested retail

Colorado Kayak

P.O. Box 3059 Buena Vista, CO 81211 (800) 535-3565



## ON-BOARD COMPUTER & WIND METER

You can SAIL FASTER! See how different changes in sail trim, mast rake, etc. can affect speed? Swiss made, electronic speedometer is waterresistant, solar powered, and lightweight. It floats! Easy to install and accurate.

#49-3001

\$139.00

#### **Murrays Marine**

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



#### E-Z STEP

The E-Z Step lets you raise and lower the mast on your Hobie with ease and safety. Simple to attach and remove without tools, the E-Z Step has hundreds of satisfied users.

#### **C Bass Products**

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

#### **HOBIE GIFT EMPORIUM**

# IT'S A WIRAIP



#### **1990 HOBIE CALENDAR**

Says Hobie all year long! Beautiful full frame photos are perfect for framing. Large format is ideal for keeping track of those important sailing dates. Great Christmas gift for your favorite Hobie person!

#8944

\$12.95

ive yourself an early Christmas present by shopping for your Hobie friends and family the easy way - through the Hobie Gift Emporium. Make this Christmas extra special for that favorite sailor on your list. And don't forget yourself!

To order call toll free 1-800-456-7787. Be ready to give us your MasterCard or Visa number and expiration date, as well as the numbers of all the items you want to order. We'll ship to you within 24 hours Christmas gifts for everyone on your list.

In keeping with the holiday spirit we throw in "Free" Hobie stickers with every order. Santa Hobie also promises that no matter how many items you order, the shipping and handling charges are only \$5.00.

Sorry, no returns on closeout items.

#### SALE PRICE



#### **SPORTS WATCH**

This terrific heavy-duty watch is a must for sailors. It's water resistant to 1650 feet (500 meters) and features a button control for day/date, stopwatch, alarm, countdown timer and a jogging pacer.

#8904

Only \$37.50



#### **HOBIE HEAVY PILE JACKET**

What's hot when it's cold? Our top-of-the line Hobie wind-resistant, water-repellent heavy pile jacket. Looks great, with the Hobie Cat logo smartly embroidered on the front. Feels great, with a soft Taslancized nylon shell and warm fleece lining of soft non-absorbent synthetic pile which draws away moisture for warmth and comfort. Other features include double-stitched seams, stretch-knit cuffs and waistband, non-corrosive zippers and three zippered pockets.

Navy/Gray	Teal/Gray		
#8905	#8945	Small	\$95.00
#8906	#8946	Medium	\$95.00
#8907	#8947	Large	\$95.00
#8908	#8948	X-Large	\$95.00



The shape of things on top! A bold Hobie logo screened on the flip bill puts this hat a head above the rest. Made of 100% nylon supplex with velcro back adjuster for a sure fit. Brilliant colors! A great stocking stuffer.

**BIKE HAT** 

Shirts

#### HOBIE "DIAMOND BACK" SHORTS AND SHIRTS

Make a statement with clothing that reflects your outlook and active lifestyle. Bold and classic color combinations complement soft, durable fabrics. Hobie Apparel - wear it and "Have a Hobie Day!" Shorts 100% nylon, full elastic waist with drawstrings. Pockets have mesh lining. Hobie logo is screened in diamond shape on back. Shirts 100% jersey cotton, unique stand up in the front ribbed neck with contrast rib piece on sleeves, puff screened. Unisex sizes.

Aqua Yellow Price

Small	#8821	8825	8829	8833	DC.150
Medium	#8822	8826	8830	8834	\$21.50
Large	#8823	8827	8831	8835	\$21.50
X-Large	#8824	8828	8832	8836	\$21.50
0.		-			-
Shorts	Black	Pink	Aqua	Yellow	Price
Shorts Small		8805	8809	Yellow 8813	\$26.00
	#8801				
Small Medium	#8801	8805	8809	8813	\$26.00
Small Medium	#8801 #8802 #8803	8805 8806	8809 8810	8813 8814	\$26.00 \$26.00

Pink

Black

#8888	Black	\$9.95
#8889	Pink	\$9.95
#8890	Yellow	\$9.95

#### SALE PRICE



#### **HOBIE TRAVEL BAG**

Just the right size (20" x 13" x 9") for a weekend's worth of clothes. Doubles as an easy airplane carry-on. Made from durable, heavy-duty nylon pack cloth with a velcro pocket and two zippered compartments. Includes detachable shoulder strap.

#8901

\$25.00



#### **SAILING HAT**

It's a perfect fit for sailing or just cruzin'! This cool, lightweight hat is made of 100% nylon supplex with a velcro back adjuster. Hobie logo is screened on the front panel in a sharp diamond design.

#8885	Black	\$11.00
#8886	Pink	\$11.00
#8887	Yellow	\$11.00



#### SALE PRICE

#### **HULL CAPS**

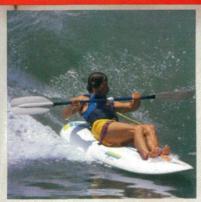
Love to sail your cat off the beach? Are your keels showing the effects? Use this kit to restore your keels to their original shape.

#8926

\$75.00

**ORDER NOW! 1-800-456-7787** 

#### **CHRISTMAS SPECIAL**



#### WAVESKI

A whole new way to ride the waves, waterski or just paddle around for the fun of it! The Alpha Waveski is strong, durable, lightweight, easy to handle and simple to master. Fits easily in most cars. Comes complete with three fin boxes, adjustable footrest with adjustable footstraps and a (\$15 value) instructional Waveski book. We'll even pay for the truck freight to your door. All you'll need is a paddle.

#8902

Sale Price

\$280.00

#### CLOSEOUT PRICE



#### **COOLER RACK**

Convenient, easy and secure. This plastic-coated metal bracket attaches to your crossbars with a plastic clamp. Stops cooler from sliding around on tramp. Saves space. Pick your favorite cooler and strap it in.

#8925 Save 50% \$25.00 (cooler not included)

#### **CLOSEOUT PRICE**

#### **HOBIE TOWELS**

Big, thick, high quality, all-cotton towels. Woven-in graphic design features the ever-popular Hobie 16 in action. Beach with one, bathe with one, frame one. Sold only as a 3-pack.

#8927 Black 3-#8928 Brown 3-

3-pack 3-pack

\$24.95 \$24.95

#### **CLOSEOUT PRICE**



#### SAIL SKIN GLOVES

Comfortable, flexible and warm. Stretch nylon backs and soft simulated leather in a full-finger design. Wraparound velcro wriststrap keeps these gloves really secure. Talk about a "handy" stocking stuffer!

#8917	X-Small	\$15.00
#8918	Small	\$15.00
#8919	Medium	\$15.00
#8920	Large	\$15.00
#8921	X-Large	\$15.00



#### SALE PRICE

#### "HEATWAVE" LIFEVEST

Don't leave shore without it! This greatlooking, lightweight, comfortable vest is rated PFD Type 2 by the U.S. Coast Guard. Easy-wear, easy-care construction, with lightweight vertical nylon strips, two breast pockets, and extra heavy front zipper. Adjustable shoulder straps and waistbelt ensure a snug fit.

#8936 Small/Medium \$30.00 #8937 Large/X-Large \$30.00



#### **HOBIE SUNGLASSES**

Not only are these sunglasses the best for sailing, they're great for driving, skiing, flying - any activity that requires strong glare reduction. Polarized, scratch resistant dark grey glass lens absorbs 100% of ultraviolet rays. All frames are made with a tough nylon material and are virtually unbreakable.

in tuding an	0104114010	C. T. C. S. S. S. S. S. S. S.	
(Middle)			
#8792	Islander	Brown	\$74.00
#8793	Islander	Black	\$74.00
#8794	Islander	Navy	\$74.00
(Top)			
#8795	Alpine	Brown	\$82.00
#8796	Alpine	Black	\$82.00
#8797	Alpine	Navy	\$82.00
(Bottom)			
#8798	Woody	Brown	\$74.00
#8799	Woody	Black	\$74.00
#8800	Woody	White	\$74.00



#### **HOBIE LITE PILE JACKET**

Make yours a lite! Too cool for just a sweater? Try this lighter version of Hobie's heavy pile jacket with the same great features. Water repellent, gray nylon outside, lightweight navy fleece inside. Embroidered pink and turquoise Hobie Cat logo. Two outside and one inside zip pockets. Stretch knit cuffs and waistband ensure a snug, comfortable fit.

Gray/Navy

#8909	Small	\$85.00
#8910	Medium	\$85.00
#8911	Large	\$85.00
#8912	X-Large	\$85.00

#### SALE PRICE



#### **SAILING GLOVES**

Great for sheeting in and maxing out! Leather "no finger" design sailing gloves have heavy padded palms for maximum protection and extra wear. Nylon backs allow hands to breathe, while giving a secure fit. Easy on/easy off velcro strap.

#8913	Small	\$19.00
#8914	Medium	\$19.00
#8915	Large	\$19.00
#8916	X-Large	\$19.00

#### CLOSEOUT PRICE



#### SAILING JACKET

This jacket looks great on any sailor, on or off the water. Pullover design with half zipper, padded collar, double front pouch pocket and breast pocket. Durable navy blue nylon accented with a rust lining for extra warmth. Unisex sizes.

#8930	Small	Only \$25.00
#8931	Medium	Only \$25.00
#8932	Large	Only \$25.00

#### **CLOSEOUT PRICE**



#### RUDDER COVER BLEMS

Protect your rudders from dings, nicks and weathering at an unbeatable price. Padded vinyl with velcro straps holds securely while trailering. Nylon liner makes covers easy to slip on. These covers have cosmetic blemishes, but they work great!

#8944 80% Savings \$6.00 per pair



#### **CLOSEOUT PRICE**

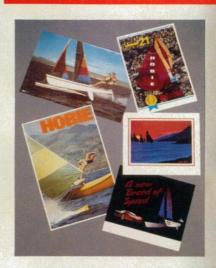
#### WINDSUIT

Waterproof red nylon pants and hooded pullover jacket are screened with white Hobie Cat logo. Folds up small for easy packing. Perfect for blocking the wind, keeping you dry.

#8938 Medium #8939 Large

Only \$30.00 Only \$30.00

#### **SAVE 75%**



#### **HOBIE POSTERS**

Picture this: a selection of five colorful Hobie posters ideal for framing and hanging in your office or room.

#8903

Set of Five \$5.00

ORDER NOW! 1-800-456-7787

#### **CLOSEOUT PRICE**



#### **UNISEX WETSUIT JACKET**

Sail into comfort! Warm, comfortable neoprene body allows freedom of movement. Stretch-cuff sleeves of coated nylon break the wind. Easy-access front zipper allows collar conversion to turtleneck for added protection. Limited quantities. Medium only!

#8929

Only \$30.00

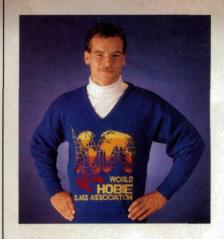


#### **HIP PACK**

Ideal for the active sailor. Carry personal items such as driver's license and money without the worry of keeping up with a bag. Pack is made of lightweight nylon and backcloth. Adjustable black nylon webbing belt features a quick-release buckle and heavy-duty five point zipper. Color it bold with a Hobie logo screened on front. Strap it on, go sailing, and forget it's there!

40004	V-II	010.05
#8891	Yellow	\$12.95
#8892	Pink	\$12.95
#8893	Aqua	\$12.95
#8894	Green	\$12.95

#### SALE PRICE



#### **WHCA SWEATER**

Beautiful and warm! This V-neck sweater is dark blue with a colorful World Class Association logo woven in. Made of 25% wool, 75% acrylic to ensure comfort and easy care. Unisex sizes.

#8933	Small	\$45.00
#8934	Medium	\$45.00
#8935	Large	\$45.00

#### SALE PRICE



#### **CAT HAT**

#0000 White

Heads up on this good-looking corduroy baseball cap embroidered with the colorful Hobie Cat logo. Its durable plastic brim and adjustable-snap back fit all head sizes.

#0922	vvriite	Ф9.00
#8923	Navy Blue	\$9.00
#8924	Lavender	\$9.00
#9012	Pink	\$9.00 Sold out!
#9013	Black	\$9.00 Sold out!

#### HOBIE "GRAFFITI" SHORTS AND SHIRTS

These shirts and shorts are long on style. "Hot" graphics accent Hobie shorts of 100% nylon with full elastic waist and two side pockets lined with cotton sheeting and a grommet. Hobie logo is puff screened in bold letters. Short-sleeved shirts are 100% cotton jersey, with a unique stand up in the front ribbed neck with contrast rib piece on sleeves. Hobie logo is screened in a neon splatter on front and back. Unisex sizes.



Shirts	White	Black	Price
Small	#8877	8881	\$21.50
Medium	#8878	8882	\$21.50
Large	#8879	8883	\$21.50
X-Large	#8880	8884	\$21.50

Sho	orts	Black	Pink	Aqua	Yellow	Red	White	Navy	Gray	Royal	Price
Sm	all	#8841	8845	8849	8853	8857	8861	8865	8869	8873	\$25.00
Me	dium	#8842	8846	8850	8854	8858	8862	8866	8870	8874	\$25.00
Lar	ge	#8843	8847	8851	8855	8859	8863	8867	8871	8875	\$25.00
X-L	arge	#8844	8848	8852	8856	8860	8864	8868	8872	8876	\$25.00

# RACE TO PARTY

t's not just a race, it's an intimate look at the mysterious Spanish shore via a Hobie 16. The only thing I expected as I headed for Barcelona early Thursday morning was a certain victory in the sixth annual Mediterranean Hobie Fun regatta. After all. I would be crewing for veteran racer Tom Materna. As it turned out, we were challenged both on and off the water by our resourceful Spanish competition. The hard

part was staying awake for eight days of continuous fun.

I had already been up for 48 hours as our 747 touched down at Barcelona. Fortunately our generous host and director of Hobie Fun, Damia Vallve, was awaiting us. We packed the car, barely squeezing in five bags of wetsuits, drysuits and other gear we would never use, then embarked on the odyssey. But first we had lunch. Forgetting to have culture shock, we settled right into an elegant, palm-shaded courtyard for a meal of lobster and Spanish wine. For dessert, we enjoyed a tour of the old city of Sitges. Don't try towing your Hobie down those ancient streets.

Tom and I were anxious to set up our new boat as soon as we pulled into Amposta. What? No Hobie! No worries,



Strong Competition
Amid Continuous
Fun Prevails At The
Sixth Annual
Mediterranean
Hobie Fun Event

STORY BY DAVID RESNICK PHOTOS BY JORDI ADZERIAS

we'll be busy sticking our Murrays Marine. Oakley and Matutano decals on our sail, then have a good night's rest. That's what we planned ... before learning we had arrived on the festival of San Juan, the Spanish kickoff to summer. Like our 4th of July, bombs were bursting in air from the twilight's last gleaming until 4:00 AM. At least that's when I crashed: the rest of the town was still dancing to the live band in the village square.

#### Vámanos

Let the races begin. Wait a minute, we don't have our mast up yet! No one was interested in our lame excuses as we launched some four minutes after the official start. We soon learned that accuracy of time is not so important in Spain.

Racing down the Rio Ebro, we found the wind on the lee side and slowly worked our way through the windsurfers and Catalonian-style catamarans. These indigenous cats have no rudders and are skillfully maneuvered by the shifting of the skipper's weight. During one close tack, we stole the air from a windsurfer, causing him to fall directly in front of racer Ray Espinosa. The windsurfer made some remarks, which we later found out questioned the heritage of our

NOVEMBER DECEMBER 1989/39



parents. By the time we rounded the buoy at the end of the river, we had Spanish champ Adrian Viudes quaking in his booties as we dueled for second place. He maintained a close cover on us, preventing a pass to leeward. When we tried passing to windward, he scraped us off on an amorous couple embracing in the surf. While we were dogfighting, Alberto Torne snaked our lead, but ended up fourth because he missed the finish line. Fernando Gil was enjoying a coke on the beach in Ampolla when we crossed the line ten seconds behind Adrian.

Our party had already devoured a sixfoot frying pan full of paella when last place finisher Marti Capdevila arrived one hour, seven minutes after the first place winner, wearing his captain's hat and waving a flintlock pistol. We had heard stories about racers falling asleep or stopping for drinks and pretty señoritas, but Marti had found a bed of mussels and gone shellfishing. Along with a kilo of Amposta rice, he was presented a bridle fly, a special prize for last place provided by Coffey Marine.

Later in the evening, after we got tired of watching Rambo habita Espanol in the two-lane bowling alley, we caught a ride to the Mediterranean, a beautiful open air disco. As we rolled homeward at 3:30 AM, the crowds were just beginning to fill the place. When do the Spanish sleep?

#### Mañana y Mañana y Mañana

We set off for another day of racing under the hot Spanish sun. Although we now had a working traveler car and nonWe had heard stories about racers falling asleep or stopping for drinks and pretty senoritas...

skid sidebars, the light air killed us in our battle with Ricardo Rovira and his light and lovely crew Sara Fola. Fortunately, we were wearing our Oakley Blades for protection as we negotiated the hot water around a local nuclear plant. We zigged when we should have zagged and came into the final mark in fifth place, but superior tacking around a ferry boat in the tight Cambrils harbor gave us a 23-second edge over the Alberti-Diego team for a fourth place finish.

Not to be distracted by a beach full of topless "bacalao" in Cambrils, Tom and I tapered our battens until our new sail had perfect shape. No more excuses ... 'til tomorrow. This night it will be the usual dinner and awards until midnight, then the disco at the legendary Pacha Club until dawn.

On Monday, Damia got wise and blew the horn for the Le Mans start three

seconds early because some people had jumped the gun Sunday. Jet lag ruins your timing, which must be the reason Tom fell asleep at the wheel, flipping our cat in light air. Actually, we were mesmerized by the ancient castles gazing down on us from their magnificent cliffs, but a quick dip in the Med broke the spell. Heading downwind, Tom claimed our heaviness gave the featherweight Rovira team its seven-minute lead into Calafell, but my explanation for our fourth place showing was the far aft rake of our mast.

All the day's tribulations were quickly forgotten when we gathered for a feast and video highlights of the races. The best part of the event for me was the sense of camaraderie that developed among us. Our Spanish friends were particularly amused by our use of the aloe vera growing right in front of the Club Nautique for treatment of their sunburns. They protested, entreated, and cajoled, but we checked in with the sandman at the early hour of 1:30 AM.

Tuesday we paid our dues for going inside as we examined the geology of the coastline up close while Adrian, on the outside, came from miles behind us to a mile ahead. It was a battle of patience between Tom and Alberto as we drifted in the current ever closer to the rocks. "I told you to stay outside," I said as I popped the cold cerveza provided by our faithful chase crew. An unfriendly local zephyr ignored us and blew Alberto right past, erasing our hard won 50-foot lead. We achieved our top speed of the day while being towed from the end of the shortened course to the beach at Gava.

Awaiting us at the beautiful Tropical

Club was a feast of epic proportions. Our hostesses Patricia and Eunice toasted us with so many drinks, I don't remember the ride into Barcelona for a visit to the chic Up and Down disco. The city's beautiful people partied up a storm which outlasted us as we headed for port at 4:00 AM ... all of us except Adrian, that is, who had so much fun he never came back. I never learned what became of him, but whatever happened was probably not as interesting as some of the rumors in circulation.

#### The Fiesta Continues

Wednesday began with great promise; winds howling from the south at 15-20 knots and chunky three-foot waves. The American team, armed with new EPO rudders, reached off on a high-speed launch. Having been warned about the dirty air and water in Barcelona harbor, I strongly advised captain Materna to stick to the outside. Mumbling something about rules and a purported buoy marker in the harbor, he parked us in a nice big hole, while I watched Alberto disappear on the horizon. I opened a Fibar and declared the race over as we were now a solid ten minutes behind.

"He's down!" Tom suddenly exclaimed. Minutes later, the fresh wind that pitched Alberto sent us screaming down on his tail. I abandoned my elbow crouch position on the leeward side for my first ride on the trapeze. With near superhuman concentration, we chased Alberto through the pulverizing waves. Fearing we had strayed into a submarine practice area, we began to think we might be future fish dinners when a large Spanish Navy frigate descended on us, barking something in Spanish. That was our cue to jibe off and beat Alberto by a full eight seconds to Canet de Mar, a charming town with little streets winding around centuries-old buildings.

By now we were developing a pleasant ritual with our Hobie family. Another night, another banquet until after midnight. High octane cafe con leche and foggy conversations start the next morning. Instead of going off to work, we catch a ride to the beach and rig the boat. We exchange candy bars and friendly advice, then sail up more spectacular coastline.

Thursday we got skunked coming out and proceeded to suffer all day. The all too familiar light winds doomed us to a four-minute loss to Alberto, but we were entertained along the way by photographing the pitchpoled Carlos and Carlos team and the awesome sights of the Costa Brava, and last but not least the topless race officialette sounding the finish horn.

The real star of the day was Alberto's German shepherd, Winner. Almost as magnanimous as his owner, Winner frolicked with us in the surf on the golden beach of Platja d'Aro 'til 8:30 PM. The luxurious grounds of the local yacht club



Skipper Tom Materna on left and crew David Resnick on right.

With near superhuman concentration, we chased Alberto through the pulverizing waves.

were the setting of another awards banquet, followed by disco until dawn at the Club Malibu. An early 5:30 in the morning found us driving around looking for more discos and learning Spanish folk songs. We achieved mutually assured exhaustion for the last leg of the race.

#### Conquistadors At Last

The mood was somber Friday morning as I distributed the last of our granola bars to the racers. The curtain was falling on our play, but not without a dramatic climax in the final act. Tom and I started well and drove over Alberto to the first mark, but he smoked us to the second. A 30-knot vortex of wind funneling down a canyon had me scrambling for the trapeze. Okay, Tom, now I believe your theories on coastal topography and wind.

The breeze blew us within striking range of Alberto. Maybe he was asleep, but we moved right into first place and were halfway to France when we heard Damia whistle. Tom reacted violently when he realized Escala was behind us. We shredded back toward the finish on a close reach, double-trapped and flying a hull, but were no match for Alberto's broad reach from behind us. Poetic justice prevailed, and we inched past the stalled Alberto in the dead air at the entrance to Escala for a two-minute victory.

Escala, the prettiest town we had yet encountered, gave us a warm welcome. We drove on a road that literally winds through an outdoor cafe to nearby Ampurias for the world's best sangria on a beach where the Romans played.

On Saturday the famous wind never materialized, but we raced around Rosas Bay anyway. Ricardo Rovira returned to steal the show, but we closed in on him as if he were standing still, until a bit of wind did blow. Nevertheless, we had fun flying hulls for the press photographers.

#### Adios and Goodbye

Back on the beach we faced the depressing task of disassembling our Hobie home-away-from-home. Not one to go out with a whimper, Tom rented a boat, and we water-skied into a hot pink sunset. Then we moved on to the final roundup. We plastered everyone's cars with Oakley stickers and Ray explained the art of carnal seduction. Everyone exchanged addresses and promised to stay in touch.

We scored second in the race, winning a cash prize of 30,000 pesetas (\$260.00) but the ultimate surprise was the "Mas Simpatico" or most friendly person award, which I won. The prize: One week on the island paradise of Ibiza, but that's another story.

Sunday the wind blew 30 knots and our good friend George Sabat ventured out on his new Hobie 16 with a reefed main. Unfortunately he capsized, and the waves pounded the cat and the sailors into the rugged Escala cliffs. After we pulled her up the 25-foot vertical rock, we found only a few small holes in one hull.

Hobie Cat, the only way to go! 3

For the seventh annual Mediterranean Hobie Fun Event next summer, Damia is planning a special package just for American racers. You can write him at:

Damia Vallve MEDITERRANEAN HOBIE FUN. S.A. c./Prat de la Riba, 17 43882 Segur de Calafell Tarragona, Spain Phone: 011-34-77-694909 FAX: 011-34-77-693003

### Hobie Cat Company Renews Bond With Fleets

This message to fleet members is written by James G. Salscheider, Hobie Cat's new President and Chief Operating Officer. Look for more about Jim and other key members of the Hobie Cat team in our special "Who's Who at Hobie Cat" feature in the January/February 1990 issue. -Ed.

On behalf of the new Hobie Cat Company, the International Hobie Class Association and the HOTLINE, I'd like to introduce you to many of the changes we've made since Tony Wilson purchased the company several months ago.

At the time Tony took the helm, sales for the old Hobie Cat Company had been in decline for several years. For that matter, so had the company's support for the International Hobie Class Association. The season that just concluded has been a new experience for Tony and me, and we observed it carefully. We attended the national regattas and some fleet events; talked to the many participants and noted the problems, disappointments and lack of sponsorship. After a thorough assessment of the overall picture, we announced at the National Class Meeting a number of changes for the 1990 season. We are confident these modifications will benefit both the fleets and the company.

Our actions are based on an important premise: the new Hobie Cat Company believes in the International Hobie Class Association and fully intends to support it to the maximum of our capabilities. We respect its origin, its spirit and its purpose. We value our association with the Alter family and have asked founder Hobie and his sons, Hobie Jr. and Jeff, to assist us in revitalizing the relationship between the NHCC and the IHCA.

We enjoy the many friendships and the camaraderie the International Hobie Class Association and the fleet programs bring to the new Hobie Cat Company. We are committed to you, the fleet member and HOTLINE subscriber.

While our continued dedication to the fleets and its members is an essential reality, we cannot support the fleet programs to the extent we would like entirely by ourselves. In order to help us help you, we have initiated a new program for next year: "Sails Across America." Its purpose is to raise \$500,000 in sponsorship support for the fleet program. This type of support is necessary to truly fund the program to the level needed for future growth. We've had a great reaction to the program so far, and hope to announce new developments by the next issue of HOTLINE.

We need your help! One of the difficulties within the International Hobie Class Association, divisions and fleets is a lack of funding. Communicating with four class officers, 16 divisions and hundreds of fleets costs money. Fleet races and programs cost money; money that, unfortunately, the new Hobie Cat Company does not have available. We can solve our funding and other challenges by accomplishing four major objectives:

- 1. The Hobie Cat Calendar. Production of the calendar has always been a non-profit service from Hobie. We have printed it in the past because Hobie sailors and fleet members wanted it. We will not print the ever-popular calendar at a loss to the company, but we will sell the calendar to the fleets at a special price, sending the International Hobie Class Association \$2.00 for every calendar the fleets sell. If all fleet members bought a calendar, significant revenue would result for the class, divisions and fleets.
- 2. The Hobie Cat Credit Card. Out of the estimated 10,000 to 12,000 fleet members to date, only 800 possess a card. To strengthen the card program, we are instituting a membership drive to generate 7,000 cards for fleet members. The income will be divided on a quarterly basis, 50% for the class association, 50% for Hobie Cat. The Class Association is responsible for distributing funds to the divisions, etc. We will use our half to pay for the expenses of the regatta program. Remember, if you use a credit card for anything, use your Hobie Credit Card! It will help support the sport we all love!
- **3. Hobie HOTLINE Magazine Subscriptions.** Currently, barely half of the fleet members subscribe to HOTLINE. Why is that? The HOTLINE is your magazine; it is the way we and the class association communicate with you, and the way you can communicate with us. The staff has worked very hard to make and keep HOTLINE a top-quality, full-fledged publication not simply a glorified newsletter, which is what all other boat classes offer their owners. To keep HOTLINE at the head of its class, we need your input and we need your support!
- **4. Support Your Dealer!** Hobie Cat has not done a great job supporting our dealers the last few years. We are committed to our dealers and we will do our best to strengthen them. We need your support too. A strong, healthy dealer can add the support the fleets need for not only boats and parts, but assistance in supporting fleet events and recruiting new members.

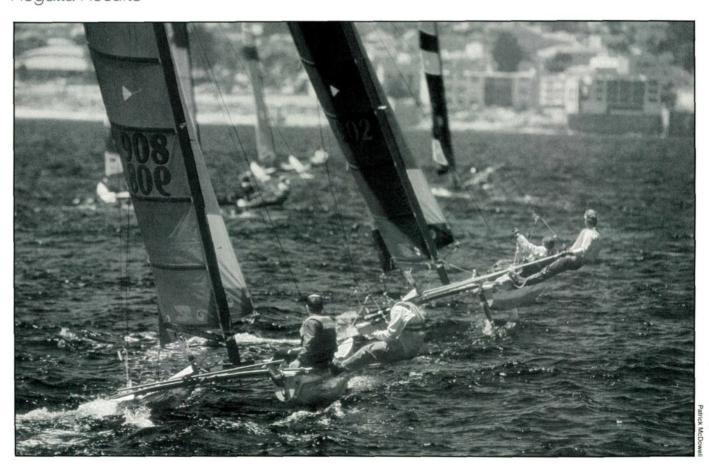
If you, the fleet member, support these four important programs, you will be a key contributor to making the Hobie Cat fleet programs bigger and better than ever! In turn, we pledge our commitment to the fleets and members in achieving our common goals.

## HOBIE RACING

NOVEMBER/DECEMBER 1989

#### IN THIS SECTION:

Major Regattas
Fleet Directory
Regatta Schedule
Fleet News
Regatta Results



### MAJOR REGATTAS

October 31-November 3

November 5-11

Hobie 21 National Championship Ft. Walton Beach, Florida Hobie 14 World Championship New Caledonia Carlton Tucker (904) 244-2722 I.H.C.A. (619) 758-9100

### **FLEET DIRECTORY**

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	COMMODORE	LOCATION DIV	ISIO
ALAB 277 484	Warren Humphries Bruce T. Johnston	Birmingham, AL Montgomery, AL	15 15
ALAS 226	KA Steven/Viki Tubbs	Anchorage, AK	4
ARIZO 66	Linda/Rick Hankins	Scottsdale, AZ	2
88 514	William Pawlowski Michael R. Saunders	Lake Havasu City, AZ Tucson, AZ	2
ARKA 241 509	NSAS David Nigus Marc Dickenson	N. Little Rock, AR Malvern, AR	14
CALIF	ORNIA		
1 2	Bill Krull Dale Apple	Dana Point, CA Nevada City, CA	2
3	Larry/Atti Reding	Long Beach, CA	3 2 2 2 2 3 3 3 3 3 2 2 2 2 3 3 2 2 2 3 3 2 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 3 2 2 3 3 3 2 3 2 3 3 3 3 2 3 3 3 3 3 3 3 3 2 3
7	Scott Dixon Stan Nagle	San Diego, CA Pasadena, CA	2
15	Tim German	Port Hueneme, CA	2
16	Philip J. Hamilton David Collier	Corona Del Mar, CA Sacramento, CA	3
20	Bob Eustace	Sunnyvale, CA	3
21	Steve Keiffner Julian Levin	Antica, CA Merced, CA	3
30	George McCurdy	Riverside, CA	2
57 62	Bob Garland Tom Howard	Los Angeles, CA Fresno, CA	2
77	Jerry Bussey	Vail Lake, CA	2
81 87	Ron Bishow Deanna Link	Carpenteria, CA San Rafael, CA	2
163	John Hartman	Shasta, CA	3
166 167	Michael Halberstadt Jay Smith	Vista, CA Bakersfield, CA	2
180	Jeri Bowen	Woodland Hills, CA	2
194 205	Peter/Anne King	Vallejo, CA	3
222	Michael Coutches Jack/Jackie Hill	Richmond, CA Pacific Grove, CA	3
240 259	Richard J. Grewohl	Boulder Creek, CA	3 3
280	J. Dan O'Donnell Roger Schrum	Arroyo Grande, CA Stockton, CA	3
281	Dee Doyle	Sebastopol, CA	3
434 436	Don Campbell Mike Cooper	Lake Arrowhead, CA Mammoth Lakes, CA	2
447 537	Neal Houx Michael Strahle	Tahoe City, CA Redding, CA	3
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50 61	Theresa Reid John Schnackenberg	Fort Collins, CO Denver, CO	5
201	Rudi Hammer	Colorado Springs, CO	5
31	ECTICUT Mike Lynch	Danbury, CT	12
56 136	John Watson Beverlee Jonson	Weston, CT Niantic, CT	12
186	Stanley Pastore	Rowayton, CT	12
208 473	Drake Barber Dieter Bromkamp	Fairfield, CT East Lyme, CT	12
271	WARE Rik Raphael	Wilmington, DE	11
	Jean Niles	St. Petersburg, FL	8
11	Rusty Goodman Walt Philipson	Orlando, FL North Palm Beach, FL	8
		Pensacola, FL	15
35	Rick White		
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36 36 36 39 42 43 44 45 71 80 1111 1127 1156 1169 178 82 60 447 449 463 463 464 77 122 154 447 149 149 159 169 178 178 178 178 178 178 178 178 178 178	Harry Wheeler Hans Hollinsworth Dave Coffee Richard Hale Bill Stoldberg Frank Martin Leonard Carey Mike Chase Buddy Kellum Allan Santor Joe Beai Robert Self Don Bergman David Karably Mike Brown Joseph Barker Mike McGinnis Michael Harrison Hunter Fry A.J. Pope Ronald Rowton GIA Gene Barrington Stephen McClung Robin Hood John Harden Tom Bailey Mike Brown Mike McGlins Michael Metzger Mike McGlins Michael Metzger Mike Stevens D John Gabiola DiS Thomas Hartman Naomi Clark James Kelly Scott Dawn Burch Scott Pankin Mark Fuelrer Steve Stewart Hunter Fry Gary Doty Gary Doty	Miami, FL Bradenton, FL Tampa, FL Tampa, FL Tallahassee, FL FL Lauderdale, FL Cocoa Beach, FL Key West, FL Daytona, FL Jacksonville, FL Sarasota, FL Viniter Haven, FL Panama City, FL Fort Pierce, FL Gainesville, FL FL Walton Beach, FL FL Walton Beach, FL FL Lauderdale, FL Pinellas Park, FL Titusville, FL Atlanta, GA St. Simons Is., GA Macon, GA Savannah, GA Kailua, HI Kahului, Maui, HI Boise, ID Wilmette, IL Decatur, IL Springfield, IL Carbondale, IL Matloon, IL Mockton, IL	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
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26	NA Donald Zimmer	Indianapolis, IN	10
89	Michael Griffee	Indianapolis, IN Mishawaka, IN	10
104	Paul Stedman	Muncie, IN	10
216	Gary Gotsch	Chesterton, IN Marion, IN	10
255	Samuel Applegate	New Albany, IN	10
485	Jane Brown		10
505 KANS		Ogden Dunes, IIV	10
	Ernost Mouser	Wichita, KS	14
297	Joe Michaels	Emporia, KS	. 7
510		El Dorado, KS	14
KENT		Morehead, KY	10
142	Daniel Kloenne	Louisville, KY	10
219		Paducah, KY	10
LOUIS	Dave Ava Davie	Sulphur I A	6
41	Dave/Ava Doyle Steve Lewis	Sulphur, LA New Orleans, LA	15
55	Jeannine Geiger	Baton Rouge, LA Lafayette, LA	15
93 401	Clayton Dailey Jay Terrell	Shreveport, LA	15
528	Taylor Kaough	Shreveport, LA Lake Charles, LA	6
MAINE		N M # ME	
231 MADY	Dwight/Susan Hawkins LAND	s N. Monmouth, ME	12
		Baltimore, MD	11
	ACHUSETTS		
28	Stephen Latham	Natick, MA	12
197 403	Stan Patey	Rockport, MA Beverly, MA	12
496	Stan Patey James Trask Tom Stanzione	Branford, MA	12
MICH	GAN		
18	Roger Cochran	Highland, MI	10
40 58	Jack Welling	Richland, MI Clearlake, MI	10
108	Rich/Helen Devon	Jenison MI	10
117	Jake Taber	Gun Lake, MI	10
155	Jake Taber Ric/Margaret Balesky Gerald Knerim Steve Amador Doug Schmidt	Brooklyn, MI	
171	Steve Amador	Plymouth, MI	10
202	Roger/Sandy Bristol	Olivet MI	7 10 10 10
248		Union Lake, MI	10
276 279	Richard Mette Larry/Susan Van Tuyl	Roseville, MI	10
282	Scott Brubaker	Birmingham, MI	10
287		Saginaw, MI	10
288 292	Albert Balazovic	Marquette, MI Traverse City, MI	10
450	Walter Goodell	Whitmore Lake, MI	10
504 519	John McKellop David Stiemsma	Cadillac, MI Portage, MI	10
522	Eugene Zaler	South Haven, MI	10
	ESOTA		
49 52	Tom Creed Tom Turchfarber	Clear Lake, MN White Bear Lake, MN	7
165	Ollie Fredrick	Mahtomedi, MN	7 7
206 246	Ken Fitzek	St. Paul, MN	7
254	Wayne Thorson Robb Naylor	Grand Rapids, MN Bemidji, MN	7
444	Brian Nelson	Spicer, MN	7
478 515	Debbie Blackburn Charles Leekley	Walker, MN Excelsior, MN	7
	SSIPPI		
70	George Zorn	Ocean Springs, MS	15
235 433	Stephen Essig Larry Walker	Jackson, MS Columbia, MS	15
533	Kirk Sharp	Waveland, MS	15
MISS	DURI		
59 123	Eric Peterson Jim Antonacci	Springfield, MO St. Louis, MO	7
149	Pat George	Kansas City, MO	. 7
273	Thomas Burrows	Florissant, MO	7
	ASKA	Omeho NE	7
192 NEVA		Omaha, NE	7
NEVA 51	Albert Douglas	Las Vegas, NV	2
203	Handy Duncan	Reno, NV	3
<b>NEW</b> 209	HAMPSHIRE Thomas Sullivan	Gilford, NH	12
200	JERSEY		-
24	Doug Ruth	Ocean City, NJ	11
65 73	Keith Lebroeuf William Hiller	Shore Acres, NJ Absecon, NJ	11
135	Robert Buchtman	Absecon, NJ Hewitt, NJ	12
137	Peter Laue Richard Owen	Landing, NJ Trenton, NJ	11
190	Warren Kaplan	Linwood, NJ	11
234	Winston/Pam Trevarthen	Dividing Creek, NJ	11
250	Jonathan Maddock	Sandy Hook, NJ	11
267	Hal Savage	Bloomfield, NJ Town Bank, NJ	11
443 452	Douglas Ackroyd Frank Brearley	Barnegot Bay, NJ	11
502	Fred Sponsel	Brigantin, NJ	11
534	Steve Gronka	Avalona, NJ	11
48	MEXICO Reid Hester	Albuquerque, NM	5
NEW 1	Thomas Doud	Elmira, NY	16
109	Milton Dinhoffer	Great Neck, NY	12
119	David Block Jim Judge	Angola, NY Sayville, NY	16
	Jim Judge Peter Fraker	Islip, NY	12
204	Martha Mollach	Clay, NY Penn Yan, NY	16
224	Jack McAllister Dean Willis	Remson, NY	16
238	Mary Meier	Schenectady, NY	16
243 256	Jane Kleindinst Sharon Chamberlin	Grand Island, NY Grand Island, NY	16
295	Dave Dasson	Rochester, NY	16
404	Mark Arena	Angola, NY Mt. Vernon, NY	16
439 524	Thomas Lang Steve Rudmann	Huntington Station, NY	

NORT	H CAROLINA		
92	Danny Meyers Richard Lehner	Davidson, NC Durham, NC	9
100		Salterpath, NC	9
101	Richard Johnson Dave Spardella	Wilmington, NC Fayetteville, NC	9
175	Charlotte Morse	Albermarle, NC	9
257	Becky McRoy	Greensboro, NC Washington, NC	9
437 465	Dave Spardella Charlotte Morse Kenneth Keller Becky McRoy Andrew Knoll Everett Thompson	Asheville, NC Elizabeth City, NC	9
NORT	H DAKOTA		
532	Stephen Hoetzer	Bismarck, ND	7
OHIO 47	George Fecher	Cincinnati, OH	10
60 68	Michael Simpson Charles Birkline	Sandusky, OH Elyria, OH	10
85	Dick Armstrong	Worthington, OH	10
239	Dick Armstrong Richard Roten Doug Keller Ann Galluzzo	Cleveland, OH Akron, OH	10
283 284	Ann Galluzzo Robert Ryan Jerry Haas	Springfield, OH West Liberty, OH	10
		Westerville, OH	10
400 445	John/Marci Yerman Peter/Gene Mulligan	Toledo, OH Geneva, OH	10
OKLA	НОМА	T OV	
	Rick Holmes Brian Beeler	Tulsa, OK Oklahoma City, OK Oklahoma City, OK	14
63 131 145 251 432 468	Deborah Taylor Susan Langston	Oklahoma City, OK Sallisaw, OK	14
251	Tom Neiswonger	Lawton, OK	14
432 468	Shirley Parma Boyd Bass	Ponca City, OK McAlister, OK	14
OREG	ON		
19 33	John/Patti Lefler Keith Fuller	Ashland, OR Portland, OR	4
72 94	Ken Marshack Cal Bucholz	Portland, OR	4
193 451	John Stahr	Bend, OR Eugene, OR	4
		Klamath Falls, OR	4
	SYLVANIA Richard Owen	Levittown, PA	11
		Bethlehem, PA Mohnton, PA	11
228	W. Edwin Ogden Jeff Knoll Hal Savage	Erie, PA	16 11
414	Bill Jorden	Philadelphia, PA Meadville, PA	11
416	Jim Giannini David Adams	Northhampton, PA Chicora, PA	11
	TO RICO	0.1100141,111	
133	Julio Reguero	San Juan, PR	13
RHOD 448	E ISLAND Michael Lemme	W. Greenwich, RI	12
SOUT	H CAROLINA		
83	Mike Groshon Steve Faille	Charleston, SC Rock Hill, SC	9
141	Pat O'Cain	Columbia, SC	9
164 174	Pat O'Cain Norman Ellis Charlie Pelissary	Clemson, SC Myrtle Beach, SC	9
244 269	Citatios Ailli Fower	Myrtle Beach, SC Greenwood, SC	9
508	Paul Ricketts	N. Myrtle Beach, SC	9
520 523	Buz Moore Scott Aman	Hartsville, SC Roanoke Rapids, SC	9
	H DAKOTA		
103 125	Steven Bechtold Roger Bommersbach	Sioux Falls, SD Lake Poinsett, SD	7
198 227	Denny Stuck Noel Chicoine	Rapid City, SD Pierre, SD	7 7 4 7
291	James McCulloch	Yankton, SD	7
	ESSEE Nowsom Baker	Managillo TN	9
134	Newsom Baker Gerald Wilder	Maryville, TN Memphis, TN	15
217	David Carter Gary Lamborn	Chattanooga, TN Nashville, TN	15
TEXA	S		
8 23	Timothy Sneider Pete Pattullo	Houston, TX	6
64	Beth Bach	Plano, TX Austin, TX Fort Worth, TX	6
91 99	Vic Franklin Jerry King	Corpus Christi TX	6
102	Mike Hardy James Frank	McAllen, TX Victoria, TX	6
118 128	Chuck Raney David Eller	Tyler, TX San Antonio, TX	14
146	Rick Bush	Burkburnett, TX	14
161 162	Gene Hawkins Ray Murray	Bryan, TX Waco, TX	6
177	Ernie Luce	Hitchcox, TX Beaumont, TX	6 15
268	Dennis McNally Charlie Stout	Lubbock, TX	14
407 435	Ted Turner Steven Fangio	Kingswood, TX Amarillo, TX	6
457 486	Mike Blagg Bob Fielder	Brownwood, TX Abilene, TX	14
495	Dwayne Tuttle	Longview, TX	14
526 UTAH	Dean Eiland	Midland, TX	6
67	Dave Brems	Salt Lake City, UT	5
VERM	Stanban Transferall	Milton VT	12
184 VIRGI	Stephen Treadwell N ISLANDS	Million, VI	12
182	Wendy Alpade	Kingshill, St. Croix	13
VIRGI 32	NIA Bernie Kania	Virginia Beach, VA	9
196	Cleveland Englehardt	Washington, D.C.	11
200	Barry Barnes Stewart Walker	Norfolk, VA Richmond, VA Union Hall, VA	9
290 440	Vernon Sheppard	Union Hall, VA Hampton, VA	9
516	John Friesz Thomas Yorty	Pohick Bay, VA	11
WASI	HINGTON Balah Wair	Snokana WA	4
14	Ralph Weir Paul Ulibarri	Spokane, WA Seattle, WA	4
37 95	Angelo Zopolos Tod Filer	Bellingham, WA Bellview, WA	4
195	Curt Lewis	Richland, WA	4

#### FLEET DIRECTORY

mes Walrath	Puget Sound, WA	4	R364	Gordon Edwards	Surrey, GREAT	Eur	426	Ramon Pino	Puebla Farnals, SPAIN	
rlene Johnson te Beaumont	Moses Lake, WA Quincy, WA	4	370	Barry Tieman	BRITAIN Poole Dorset, GREAT	Eur	428	Pedro Garcia	Sanlucar de BDZ, SPAIN	Eur
IN			372	Peter Howard	BRITAIN Clevedon-Avon,	Eur	429	Antonio Munoz	Calas de Guisando, SPAIN	Eur
omas Zalewski	Wausau, WI	7	312	reterrioward	GREAT BRITAIN	Lui	430	Antonio Oriol	Sotogrand, SV, SPAIN	Fur
ayne Fischer	Green Bay, WI	7	802	Linegar Meluin	Aldershot Hants,	Eur	431	Jose Ignacio Asendi	Madrid, SPAIN	Eur
irk Tryggestad	Amery, WI	7	OOL	Emegai melani	GREAT BRITAIN	201	458	Luis Lerdo de Tjada	Mares, SPAIN	Eur
ris Shaw	Madison, WI	7	804	Thursby Neil	S'shields Tynes &	Eur	459	Salvador Barrachina	Castellon, SPAIN	Eur
uck Druckenmiller	New Lisbon, WI	7	004	maisby iven	Wear, GREAT BRITAIN		460	Carlos Hernandez	Sevilla, SPAIN	Eur
ndy Reiman	Manitowoc, WI	7	806	Graham Sawyer	Stapleford Knotts,	Eur	483	Miguel Soldevila	Alicanta, SPAIN	Eur
		- 1	000	Granam Sawyer	GREAT BRITAIN	Lui	326	Osten Nilsson		Eur
an Fowkes	Casper, WY	5	807	Roy Forfitt	Wiltshire, GREAT	Eur	368	Sven Olofsson		Eur
			001	. 10, 1 0 1111	BRITAIN		371	Doug Lumey	Hisings Karra,	Eur
N	M ALICTRIA	F	346	Manglis Pallas	Rhodos, GREECE	Eur		Doug Lame,	SWEDEN	
Imut Jakobowitz	Vienna, AUSTRIA	Eur	503	John Small	Athens, GREECE	Eur	387	Gunnar Haraldsson		Eur
edrich Schiebel	Vienna, AUSTRIA	Eur	285	G. J. deVries	Curação, HOLLAND	Eur	310	Dominique Ardin		Eur
ch Minarik	Graz, AUSTRIA	Eur	304	Rob Van Deursen	Zandvoort, HOLLAND	Eur	310	Dominique Arani	SWITZERLAND	
ro Zornija	Vienna, AUSTRIA	Eur	305	Bram Lussenburg	Rotterdam, HOLLAND	Eur	322	Thomas Muhlethaler	Zurich, SWITZERLAND	Fur
rry Michel Peter	Knokke Heist,	Eur	306	Nol Eitens	Katwijk, HOLLAND	Eur	329	Walter Steiner		Eur
	BELGIUM		307	Jan Van Spellen	Den Hag, HOLLAND	Eur	323	Walter Stellier	SWITZERLAND	Lui
vier Werdustel	Auderghem, BELGIUM		308	Jan Wiiker	Egmond, HOLLAND	Eur	341	Werner Wittwer		Eur
ancis Maes	Ostende, BELGIUM	Eur	316	Martin Schuitema			341	werner wittwei		Eur
noit Thieffry	Coxyde, BELGIUM	Eur			Wassenaar, HOLLAND		204	M December	SWITZERLAND	F
an Wery	Brussells, BELGIUM	Eur	325	Wim Bongers	Noordwijk, HOLLAND	Eur	301	M. Dangel		Eur
rry Jenkins	Jersey, CHANNEL	Eur	343	Bram Van Straalen	S-Gravezande,	Eur		B = 1111	W.GERMANY	-
	ISLANDS		050	11 M	HOLLAND	-	317	Detlef Mohr	Hamburg, W.	Eur
in Rasmussen	Kobenhavn, DENMARK	Eur	353	Hans Kersseboom	Naarden, HOLLAND	Eur			GERMANY	
k Olsen	Middlefart, DENMARK	Eur	378	Nico Olthof	Gtutrech, HOLLAND	Eur	318	Bernd Beilfub	Laatzen, W. GERMANY	
ogens Hojgaard	Arhus, DENMARK	Eur	380	Kees Snijders	Beverwijk, HOLLAND	Eur	319	Mathias Stender	Koln, W. GERMANY	Eur
s Dulum	Rungsted Kyst,	Eur	382	Ernest Szikker	Assen, HOLLAND	Eur	327	Andreas Szameitat	Eutinger, W.	Eur
	DENMARK		390	Robert Heilbron	Wassenaar, HOLLAND				GERMANY	_
ikki Loukasmaki	Helsinki, FINLAND	Eur	391	Milko Berben	Rotterdam, HOLLAND	Eur	334	Peter Jannack	Hamburg, W.	Eur
uno Delahaie	Rennes, FRANCE	Eur	302	Paolo Orsini	Rome, ITALY	Eur			GERMANY	
ristian Peres	Toulon, FRANCE	Eur	331	Eduardo Colosetti	Varedo, ITALY	Eur	342	Gunther Konig	Morun/Sylt, W.	Eur
an F. Bockell	La Baule, FRANCE	Eur	332	Giuseppe Rotunno	Pisa, ITALY	Eur			GERMANY	
erard Fulgoni	Hyeres, FRANCE	Eur	337	Paolo Span	Aurisiana, ITALY	Eur	348	Wolf Ossner	Muenchen, W.	Eur
an Sobczyk	Le Havre, FRANCE	Eur	345	Gianpaolo Serra	Quartu S. Elena, ITALY	Eur			GERMANY	
an Pierre Blaise	Ludres, FRANCE	Eur	358	Maurizio Juris	Venezia Lido, ITALY	Eur	349	Klaus Zuchel	Koln, W. GERMANY	Eur
pert Roturier	Merignac, FRANCE	Eur	359	Maurizio De Rossi	Rome, ITALY	Eur	350	Rainer Kellermann	Velbert, W. GERMANY	Eur
enne Moutte	Marseille, FRANCE	Eur	375	Andres Dorigoni	Desenzano, ITALY	Eur	351	K. Kuhlich	Herdecke, W.	Eur
ederic Beauchene	Bayonne, FRANCE	Eur	383	Antonnio Nocca	Gaeta, ITALY	Eur			GERMANY	
ain Blum		Eur	384	Claudio Colbertaldo	Palermo, ITALY	Eur	352	Michael Schwindt	Huenstetten, W.	Eur
cques Budet	Palafas, FRANCE	Eur	389	Paolo Sciaccaluga,	ITALY	Eur			GERMANY	
uno Sollier	Beaufort en Vallee.	Eur	800	Michael Wohl	Merano, ITALY	Eur	356	Peter Bezold	Erlangen, W.	Eur
uno Sollier	FRANCE	Eur	808	Sandro Marino	Pescara, ITALY	Eur			GERMANY	
anuas Candara	La Napoule, FRANCE	Eur	810	Roberto Peragallo	Castiglione, ITALY	Eur	360	Fritz Von Dornick	Kalkar, W. GERMANY	Eur
cques Serviere rnard Lion	Ajaccio, FRANCE	Eur	811	Oscar Calzati	Latina, ITALY	Eur	361	Jandeck Hartmunt	Berkamaman, W.	Eur
	Martiques, FRANCE	Eur	818	Anna Maria Rosadini	Arezzo, ITALY	Eur			GERMANY	
arcon Louis			367	Cato Knem	Oslo, NORWAY	Eur	362	Stefan Griesmeyer	Feldafing, W.	Eur
bert Rives	Toulouse, FRANCE	Eur	461	Raul Mareira	PORTUGAL	Eur	002	Oterari Griesine yer	GERMANY	
ymond Descatoires		Eur				Eur	366	Dirk Praetorius		Eur
							500	- Tradition		
							373	Poter Mueller		Eur
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olin White		Eur					277	Thomas Stange		Fin
	BRITAIN		425	relipe bellini	Port Pollensa, SPAIN	Eur I	3//	Thomas Stange	bremen, W. GERMANT	Eur
ancois Sangi cques Simon erre Laird surent Bonnet blin White	ardi	ardi Paris, FRANCE La Vallette, FRANCE Frejus, FRANCE	ardi Paris, FRANCE Eur La Vallette, FRANCE Eur Frejus, FRANCE Eur La Rochelle, FRANCE Eur Plymouth, GREAT Eur	ardi Paris, FRANCE Eur 420 La Vallette, FRANCE Eur 421 Frejus, FRANCE Eur 422 La Rochelle, FRANCE Eur 423 Plymouth, GREAT Eur 424	ardi Paris, FRANCE Eur 420 Juan De Orbaneja La Vallette, FRANCE Eur 421 Ricardo Rovira Frejus, FRANCE Eur 422 Alvarez Del Manzano La Rochelle, FRANCE Eur 423 JoanNuviola Plymouth, GREAT Eur 424 Esteve Pujula	ardi         Paris, FRANCE         Eur         42U         Juan De Orbaneja         Mijas, SPAIN           La Vallette, FRANCE         Eur         421         Ricardo Rovira         Calatelli, SPAIN           Frejus, FRANCE         Eur         422         Alvarez Del Manzano         Castellideties, SPAIN           La Rochelle, FRANCE         Eur         423         JoanNuviola         Castellideties, SPAIN           Plymouth, GREAT         Eur         424         Esteve Pujula         Rosas, SPAIN	ardi Paris, FRANCE Eur 420 Juan De Orbaneja Mijas, SPAIN Eur 1 La Vallette, FRANCE Eur 421 Ricardo Rovira Calafelt, SPAIN Eur 1 Frejus, FRANCE Eur 422 Alvarez Del Manzano Vilafortuny, SPAIN Eur 1 La Rochelle, FRANCE Eur 423 JoanNuviola Castellideflets, SPAIN Eur 1 Plymouth, GREAT Eur 424 Esteve Pujula Rosas, SPAIN Eur	ardi Paris, FRANCE Eur 420 Juan De Orbaneja Mijas, SPAIN Eur 366 La Vallette, FRANCE Eur 421 Ricardo Rovira Calafelt, SPAIN Eur 373 Frejus, FRANCE Eur 422 Alvarez Del Manzano Vilafortuny, SPAIN Eur 373 La Rochelle, FRANCE Eur 424 Esteve Pujula Rosas, SPAIN Eur 374 Plymouth, GREAT Eur 424 Esteve Pujula Rosas, SPAIN Eur	ardi Paris, FRANCE Eur 420 Juan De Orbaneja Mijas, SPAIN Eur 366 Dirk Praetorius La Vallette, FRANCE Eur 421 Ricardo Rovira Calafeli, SPAIN Eur 373 Peter Mueller Frejus, FRANCE Eur 422 Alvarez Del Manzano Vilafortury, SPAIN Eur 373 Peter Mueller La Rochelle, FRANCE Eur 423 JoanNuviola Castellicefelis, SPAIN Eur 374 Peter Janson Plymouth, GREAT Eur 424 Esteve Pujula Rosas, SPAIN Eur	ardi Paris, FRANCE Eur 420 Juan De Orbaneja Mijas, SPAIN Eur 366 Dirk Praetorius Hemmingen, W. La Vallette, FRANCE Eur 421 Ricardo Rovira Calateli, SPAIN Eur 578 Dirk Praetorius GERMANY. GERMANY La Rochelle, FRANCE Eur 422 Alvarez Del Manzano Vilafortuny, SPAIN Eur 373 Peter Mueller Mendig, W. GERMANY La Rochelle, FRANCE Eur 423 JoanNuviola Castellidefiels, SPAIN Eur 374 Peter Janson Wuppertal, W. GERMANY GERMANY.

### **BOUNTY HUNTERS WANTED**

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

### REWARD

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

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

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

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

Send copies of letters to:

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

### BECOME A BOUNTY HUNTER

### 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 inform	nation on how to
contact the fleet clos	sest to me, which,
according to the Fle the HOTLINE, is flee	et Directory listing in et #
☐ I can't find a fleet t	hat is located near m

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

Name			
Address			

State Zip

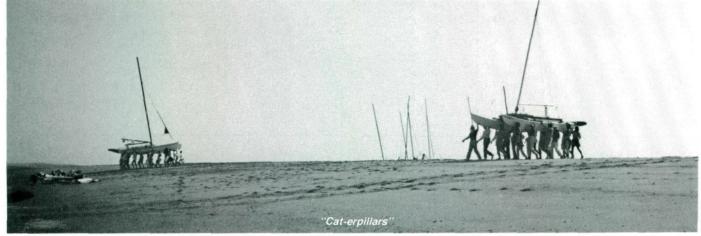
Send to: The Hobie Class Association P.O. Box 1008 Oceanside, CA 92054

#### **FLEET DIRECTORY**

222	F-11	D. I W OFFILMS	_	
388	Folker Zinke	Borkum, W. GERMANY		
395	Dieter Brandt	Dusseldorf, W. GERMANY	Eur	
398	Fiete Noack	Berlin, W. GERMANY	Eur	
513	Frieder Niederquell	Korbach, W. GERMANY	Eur	
803	Siegfried Tietz	Friedrichshafen, W. GERMANY	Eur	
INTE	RNATIONAL			
79	Bill Hyman	Pago, Pago, AM. SAMOA	Int'l	
506	Craig Findley	Caringbah, AUSTRALIA	Int'l	
536	John Green	AUSTRALIA	Int'l	
702	Robert Jensen	Sydney, AUSTRALIA	Int'l	
704	John Vaughn	AUSTRALIA	Int'l	
707	George Groves	AUSTRALIA	Int'l	
710	Dick Sherwell	AUSTRALIA	Int'l	
438	Age de Vries	Monoma, BAHRAIN	Int'l	
	Joe Thompson	Freeport, BAHAMAS	Int'l	
487	J. De Groot	Seria, BORNEO	Int'l	
122	Walter O. Cabral	Fortalexa, BRAZIL	7	
22	Patrick McMaster	St. Albert, Alb. CANADA	4	
38	Paul Harvey	Nova Scotia, CANADA	12	
82	Les Bibby	Ontario, CANADA	10	
90	Charles Anderson	Winnipeg, Man. CANADA	7	
98	Lamont George	Clear Lake, Man. CANADA	7	
129	Glenn Withenshaw	Thunder Bay, Ont. CANADA	7	
130	Brian Machtaler	Pemticton, P.C. CANADA	4	
150	Dave Sarvis	Orilla, Ont. CANADA	16	
172	Nick Eliot	Kingston, Ont. CANADA	16	
183	Chris Ufton	Toronto, Ont. CANADA	16	

185	Marcus Lamb	London, Ont. CANADA	10	
187	Denis Renaud	Montreal, Que. CANADA	12	
214	William Holder	Vancouver, BC CANADA	4	
237	Craig Burwell	Sarnia, Ont. CANADA	10	
242	Dennis Sollosy	Saskatoon, Sask, CANADA	4	
247	John Harden	Rondeau Bay, Ont. CANADA	10	
261	Robert Woodward	Victoria, BC CANADA	4	
263	Ron Rubadeau	Kelowna, BC CANADA	4	
278	Lionel Conacher	Cambridge, Ont. CANADA	16	
293	Dave Chick	Bathurst, NB, CANADA	12	
298	Dave Milne	Ottawa, Ont. CANADA	16	
299	Bill Cabel	Pickerington, NB CANADA	10	
417	Grant McDonald	Nova Scotia, CANADA	11	
441	Chris Walker	Burlington, Ont. CANADA	16	
446	Tim Hughes	Calgary, Alb. CANADA	4	
453	Paul Polock	Quesnal, BC CANADA	7	
497	Rick/Ron Tinga	Trenton, Ont. CANADA	16	
517	Brian Hughes	Turkey Pt. Ont. CANADA	16	
525	Bob Anderson	Regina, Sas. CANADA	4	
527	Robert Laurendeau	St. Romuald, Que. CANADA	12	
289	Octavio Jorge	Santo Dom., DOMIN- ICAN REPUBLIC	Int'l	
252	Noel Kilner	Tami, FIJI	Int'I	
500	Yves Germain	Libreville, GABON	Int'l	
75	James Hoist	Tamuning, GUAM	Int'I	
189	Tony Stearns	Saipan, GUAM	Int'I	
138	Juan E. Maegli	Guatemala City, GUATEMALA	Int'l	
493	F. Peter Harwood	Muscal GULF OMAN	Int'l	
179	Russ West	HONG KONG	Int'l	

518	Max Westwater	Cheung Chau, HONG KONG	Int
132	Neil Carter	Tiemure, INDONESIA	Int
365	Didier Constant	Abidjan, IVORY COAST	Int
498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'
499	Mariyasu Murase	Saitama-ken, JAPAN	Int'
507	Masami Kozuge	Kanagawa, JAPAN	Int'
233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'
469	Poncho Limon	San Felipe, MEXICO	Int
405	Shaun Burgess	Boroko Papua, NEW GUINEA	Int
46	Murray Davidson	Auckland, NEW ZEALAND	Int
69	Doug Hislop	NEW ZEALAND	Int'
471	Warren Guy	Christchurch, NEW ZEALAND	Int'
512	Gavin Harford	Wellington, NEW ZEALAND	Int
531	Brendon Whitley	Tavranga, NEW ZELLAND	Int
402	Nick Daniel	Lagos, NIGERIA	Int
274	Peter Capotosto	Manila, PHILIPPINES	Int
415	John Koedt	Tali Bch. PHILIPPINES	Int
494	John Griffith	Doha, QATAR	Int
253	Brian Dunloy	Dhahran, SAUDI ARABIA	Int
412	K. G. Ansell	Jeddah, SAUDI ARABIA	Int
530	Trevor Page	Al-Jubail, SAUDI ARABIA	Int
492	J. L. Marti	SINGAPORE	Int
107	Michel Le Calvic	Papeete, TAHITI	Int
148	Hans Weidmann	Bangkok, THAILAND	Int
411	Dick Wilsinson	Dubai, UNITED ARAB EMIRATES	Int
511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int
490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	int



### Dean Zimmerm

#### **REGATTA SCHEDULE**



			INFORMA	ATION CONTACT
FLEET	EVENT DATE	EVENT NAME LOCATION	NAME	PHONE NO.
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 Doheny State Park	Udo Winkler	714/867-2864



			INFORM	ATION CONTACT
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
71	Nov. 25-27 1989	Keys Cat Challenge Key West, FL	Lenny Carey	305/294-0326



#### **Division IV Championships** Fleet 72, Division 4 Skamokawa, WA July 22-23, 1989 by Greg Ursich

Forty-nine boats turned out for the Division 4 Championships on July 22-23 at Skamokawa on the Columbia River, near Astoria, Oregon. The winds for the first two races on Saturday were very shifty as they seemed to fill in on one-half of the river. However, the wind picked up to about 15-20 mph in the last two races of the day and provided exciting racing.

On Sunday, one long distance race was held in lieu of two or three shorter races. The course ran 15 miles down the river to Astoria, and 15 miles back to the finish line at Skamokawa. The race was really exciting as it started in 10-15 mph winds which increased to 15-25 mph halfway into the race. providing the highest wind of the year for a Hobie points regatta.

On Saturday night, a wonderful barbecued salmon dinner was prepared by Fleet 72 of Portland for all to enjoy. Beautiful lithographs were awarded as trophies on Sunday afternoon. This regatta site is definitely a winner with lots of nice camping on grass near a sandy beach where the boats are kept.

Thanks to Jim Severs. Windiammers West and the members of Fleet 72 for a great regatta.

#### Columbia Gorge Regatta Fleet 95, Division 4 Home Valley, Washington July 1-2, 1989 by Della Hoag

The Columbia Gorge Regatta at Home Valley, WA will probably go down in history as the most unique regatta of the year for those who attended. Most of us went there expecting and hoping for a real blowout, but on Saturday we were a little disappointed. Things got off to a slow start and the wind

was light, but by the third race we were able to double trapeze. On Sunday we woke up to a beautiful breeze out of the east which the locals predicted would die, but we started racing anyway and sure enough, the locals were right. That first race went from single trap to drifter to a double trapeze finish down wind which confused a few people when it came time to cross the finish line. Now with a more typical Gorge breeze out of the west we were able to get two more races off with the last one being a real screamer. Several people staved around after the committee went in to enjoy the great breeze and some even stayed on until the 4th. Home Valley is a beautiful location for a Hobie regatta and all of us who experienced it hope there will be one there again.

I'm sorry Greg Ursich, but this article would not be complete without mentioning the events that make it so memorable. Saturday night's dinner was looking very promising starting with two kegs of beer at the picnic shelter, but after an hour or so the charcoal briquets and picnic supplies showed up without the food that the sponsor had promised. We waited a little longer and just when we were all getting really hungry, Greg came out and said he would take us all out to dinner!! We crossed the "Bridge of the Gods" into Oregon and had a wonderful dinner at a local specialty burger broiler with a great view of the river. Overall it worked out pretty good, but the real thanks go to his wife. Kathy, who "pulled a rabbit out of the hat" when the sponsor didn't show up with trophies. The winners of this regatta took home a goodsized storage bin for the skipper and a flashlight (complete with batteries) for the crew, both marked with the name of the event and place. Definitely not a trophy that will collect dust on the wall. Thanks to Kathy Ursich for saving the day and Greg for providing a new Hobie regatta side.

#### Holmes Harbor Regatta Fleet 95, Division 4 Freeland, Washington July 8-9, 1989

The picturesque town of Freeland, WA on Whidby Island was the center for the Holmes Harbor Regatta held July 8-9. Their city park is located on the end of the harbor and provided a good launch and beach (especially at low tide). Winds were light to moderate on Saturday with three good races. Sunday was about the same with three more races for a total of six. On Saturday night at the Community Center the most delicious Seafood Stew (sorry-can't spell the correct name) was served along with tossed salad and garlic bread. Videos of that day's sailing were shown plus the drawing for giveaways and raffle were held. Doug and Maggie Skidmore along with family and friends did a wonderful job of putting this regatta together. Thanks for a iob well done.

#### Michelob Rocky Mountain Area Championships Fleet 61, Division 5 Dillon, Colorado July 28-30, 1989 by Marty Gorce

No finer an example of the Hobie Way of Life could be found than this year's Michelob Rocky Mountain Area Championships held in Dillon, Colorado from July 28-30. It all began at the registration table at the Crow's Nest manned by the enthusiastic women of Fleet 156 from Casper, Wyoming. Sailors were warmly greeted and allowed to pick their own pair of Hobie shorts by Hobie Apparel. By 6:00 PM the registration was moved to the Fire Station for a hospitality banquet put on by Michelob and over a dozen Dillon and Silverthorn area restaurants. The feeding frenzy began in earnest as old friends renewed old acquaintances, and old friends made new friends. Over the course of the evening Hobie sailors got

a first-hand view of the complete assembly of the new Hobie SX-18, sent in just for the occasion. Along to help and supervise the assembly were Jim Salscheider, Executive Vice President, Jim Stewart, Western Sales Representative, and John Wilson, of New Products Development. Receiving the biggest hand was Jeff Alter, representing Hobie Design/Apparel, and eailing a Hobie 21 the next sailing a Hobie 21 the next day.

Not only was the weekend an Area Championship race, garnering top finishers extra points, but it was the culmination of a very competitive season, with rankings to be decided on the outcome of this weekend's racing. It was virtually anybody's game in all of the fleets, with sailors from out of the division in to mix things up. Of course, our own nationally competitive sailors, such as Mike and Andy Shearer, were on hand to make sure that too many trophies didn't leave the division. The day dawned dark and threatening, with thunderstorms on all sides, but no lightning, and since race chairman Dave Cross' troops from Fleet 201 had the marks set well, we were off the beach. To sum up the day's sailing, it was rainy, wet, windy and cold, but great sailing otherwise. Everyone ended the day's sailing wishing for Jim Stohlquist's wonderful and colorful drysuits, but the giveaways weren't until Sunday evening - too late!

The Michelob Rocky Mountain Area Championships is an event that is well attended by sailors from Division 5 and surrounding divisions, mainly because it's one of the few lakes in the midwest that has excellent housing, shopping and restaurants right at the lake. It has become popular because friends and family can come along and be comfortable, with plenty to do and see for the non-sailor. For the sailors it is the most central site in the Division, which induces more to come. For all, the residents.

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the tourists and the sailing community, the multi-colored sails against Colorado's legendary blue skies and rugged mountains is a sight unmatched.

Saturday night was the highlight of the weekend, with something going on virtually non-stop for over four hours. First was a great meal of roast chicken, done to a turn, with all of the fixin's. We eat well in Division 5! Then it was Hobie's turn. Jim, Jim and John had brought several videos of early boat development and boat and board construction. Few of us had ever seen these videos, so they were a real treat. Then it was Randy Neubauer's turn. Michelob was the major sponsor for the event, and as Brand Coordinator for Anheuser-Busch's Denver Wholesale Operations, he had dozens of shirts, mugs, and other paraphernalia to give away. While the drawings were taking place, the piece de resistance was being set up. Ron Whiteman from Fleet 198 in Rapid City, South Dakota had been commissioned to put on his fantastic multi-projector slide show. As soon as darkness fell we were swept away by the rolling thunder of a marvelous sound track and an hour's worth of Hobie pictures. Fortunately, we were able to stave off an unexpected attack by interplanetary cinnamon gummy bears.

Sunday found exactly the opposite conditions from Saturday; it was sunny and calm, but prepared for the worst, we put on everything we owned and proceeded to sweat off the night-before's Michelob. While we were waiting for the wind to fill in, Jeff Alter gave a very entertaining and useful ground school on the sand volleyball pit, complete with sticks for Hobies and everything! Soon, though, Event Chairman David Shearer challenged us to sail the light airs, and so sail we did. Sunday the sailors had the time and the desire to have a cold Michelob and several Alpine White Chocolate Nestle's

bars that had been thoughtfully provided by Glenn Maddox of Nestle's Food Corporation.

Since many sailors had 10-12 hour tows ahead of them (welcome to Division 5, home of the far-away races), boats were off the water at a reasonable hour, and people were able to shower and pack in time for the Awards Ceremony and the everanticipated giveaways. The sponsors really pulled out all of the stops for this event, because we had tons of great gifts for both skippers and crews. Jeff, Jim, John and Jim, as well as the mayor were on hand to help distribute prizes and shake the hands of trophy winners. As always, the Michelob Rocky Mountain Area Championships was a smashing

Successful events do not just happen; they are the result of a lot of hard work by dozens of people through several months of planning. Just the logistics of getting trophies, marks, food, beverages, rescue boats, etc. in place and on time is difficult enough. Then there are more people who volunteer their time and services to man registration, rescue boats. committee boats, protest committees and the like. It is indeed a formidable task. A special thanks goes to Brad Seaton for coordinating the whole event, and to Randy Flores for coordinating things at Dillon. Most importantly, the numerous sponsors. We appreciate your support. Thanks again to Jim, Jim, John and Jeff for coming out to see us; don't stay away so long. We'll never forget that SX-18 with Michelob spelled vertically down the sail — ah, the Hobie Way of Life!

Glendo Hobie Hoedown Regatta Fleet 156, Division 5 Glendo Reservoir, WY July 15-16, 1989 by Cheryl Rooney

The "Wild West" lives on! Wyoming's only fleet held

their regatta in true western style!

Friday night was the infamous "Killer Watermelon" welcoming. The traditional black garbage bags were the attire, with cowboy hats and boots along with a covered wagon built on two sets of cat wheels with rocking horses. Once tents were pitched, 'prairie schooners' (motorhomes) leveled on an endless sandy beach and boats unloaded, the remainder of the evening was spent telling Hobie tales. while washing down trail dust with cold brews.

Saturday morning saw great T-shirts by my favorite buckaroo, George, with a Hobie and buffalo design, coinciding with the buffalo on the road leading to the lake. The wind was there, but not the traditional BIG WYOMING WIND, for 108 registered boats and three races. Before vittles there was a Bacardi/O.J. tasting party and Cherry Bombs (151 rum soaked); grub was B-B-Q sandwiches, hot dogs, potato salad, baked beans and a 40th birthday cake for 200 brought from Colorado.

Then RAFFLES! First a raffle (free) from Bacardi of beach towels, coolers and beach rafts, the kids' raffle (free) of beach clothing and toys, then the BIG raffle for hull covers, drysuit, wind suit and on and on! If that wasn't enough to write home about, a spectacular slide show (twelve carousels run by three computers) with giant bags of popcorn.

Sunday morning David Shearer gave a clinic, with little wind and only two races for A sailors and one for all others. The large cottonwood tree marked 'Protest Committee' with a noose hanging from it made for no protests. The 'Team Beef' trophy (winners' combined weight 360 lbs.) and a new trophy The Masters' (winners' combined age 120 years) were hits! Many a cowboy left our sailing rodeo with a hankering to come back!

The Buzzard Regatta Fleet 28, Division 12 New Bedford, Massachusetts July 29-30, 1989 by Chris Brosco

With a Canadian high pressure system hovering overhead, crystal clear skies, low humidity, and unlimited visibility, the Buzzard Regatta was once more ready to deliver another New England weekend of classic Hobie sailing.

Marine forecasts called for a northerly wind of 10-15 knots, yet those who frequent these waters on a regular basis seldom pay attention to such things, as the Buzzard is quite capable of delivering more.

Serving as race chairman, Steve Latham found himself addressing a slightly smaller crowd this year, but nevertheless, they were enthusiastic and ready to race. Steve promised to do everything in his power to serve up four races this day and with that information in hand, the sailors either returned to their boats or attended the beginner's meeting being conducted by Ted Knowlton.

As I glanced over to the beginner's meeting, I noticed a group of youngsters gathered, listening attentively to each word Ted spoke. Though curious about this group, time did not permit me to follow through, and I returned to the beach to finish tuning along with the others.

On the water, it was apparent that this year's course had been set further into the bay allowing for cleaner air and water. Unfortunately, the offshore breeze proved to be a real pain. Gusts, shifts and dead air were just a few of the variables sailors had to contend with this first day. Maybe the Buzzard had swallowed a little "crow"? The wind lightened as the day progressed and water currents became yet another factor facing the competitors. All in all, three races were completed before they were sent back to the beach for the evening

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Approaching the shore, I found several excited adults gathered around two Hobies and their crews. Again I found that same group of youngsters to be the center of attention. I vowed to get the lowdown on this group, but not today. There were good times awaiting!

Saturday evening found some wandering the streets of New Bedford's Historic Waterfront District and taking advantage of the many fine restaurants and taverns. whose locations had been provided by Fleet 28. Others remained at their campsites, enjoying a simpler evening of food, spirits and good conversation. Joe Manganello and John Mason, sailing their 21, and Patrick and Christine Ransley sailing 16B, certainly must have slept a little more soundly that night knowing they had each retired the day with perfect scores.

Sunday morning, and I'm tracking down a group of youngsters trying to get the

inside story on who they are and why they were here. It turns out these guys were from Camp Bournedale in Plymouth, Massachusetts. Simon Parmett, their counselor, had taken two relic Hobies, refurbished the old cats, and began an eight week sailing program for the boys. The program had approximately 14 youths enrolled and each had practiced sailing these Hobies for weeks until Simon felt that it was time to get them involved competitively. After making some calls, he was directed to the organizers of the Buzzard regatta. Arrangements were made, a makeshift trailer was built, and six boys were picked to sail their first saltwater experience. Of the 18 boats registered in 16C, James Nelson, Bradford Paul and Fran Grusso had sailed their boat, "Clewless," into 15th place. Their teammates, Brian Miller, Chris Grosso and Dan Colusuano. were right behind in 16,

sailing "Clewfull." I found myself silently cheering these young men as I walked back to my boat.

On the water, hazy sunshine, and 10 knots of breeze greeted the 86 boats lining up for the start. Having sailed Buzzard's Bay quite frequently as a youngster, I could feel that "something" in the air and I just knew it was going to blow, despite the very conservative forecast. Not long after, Steve Latham found himself serving up three more races in a competitive, southwesterly wind of nearly 20 knots.

The 21 team of McCarthy and French managed to edge out Manganello and Mason for 1st place, in a series that was determined by their throw-outs. Jim Adelman, taking advantage of the wind, moved his 18A from 4th place to a 1st place overall finish for the weekend. Mike Garrett continued his winning ways on his 17 while Cliff McCarty and

Jennifer Boatspede captured a 1st in 16B. Meanwhile Rick and Cindy Pineau took top honors in 16C. Welcome to your new fleets! Tom and Trudi Sullivan got to move up as well, having captured the top spot in 18B.

Fleet 28 extends its appreciation and thanks to the city of New Bedford. This 1989 "All America City," along with its mayor, police and parks departments, pulled together to make everyone feel welcome. Thanks also to Kentucky Fried Chicken for their generosity and the Low Tide Yacht Club for their very affordable food available all weekend long. Special thanks to Westerhall Plantation Rum. These fine folks from the isle of Grenada. besides being Hobie enthusiasts themselves, sent along a few bottles of their smooth, gentle, sipping rum to go along with all the A fleet trophies. Finally, to all the hard working members of Fleet 28 and Ensign Marine. Their

### Attention Fleet Officers!

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

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

**Regatta Dates** 

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

e 1/12 will ap 3/7 will ap 5/12 will ap 7/14 will ap 9/7 will ap

**Due Dates** 

11/10

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

Issues

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

Please note that this schedule is subject to change.

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

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

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

combined efforts always make this event run very smoothly.

By the way, my friends from Camp Bournedale finished the "Clewless" in 14th place while "Clewfull" ended the weekend in 17th. Not bad guys! Hope to see you soon.

Maine State Hobie Championships Fleet 231, Division 12 Old Orchard Beach, Maine August 19-20, 1989 by Chris Brosco

Maine is the kind of place that when you see a welcome sign posted along the state line, you get the feeling someone had painted it just for you. Those who collect tolls along its highways always take a few seconds to say hello as they collect the money, and the air is so clean and crisp it makes you feel good just breathing it. It's no wonder the Maine State Championships, at Old Orchard Beach, has been a favorite Division 12 regatta for so many years.

The Waves Motor Inn served as our home away from home this weekend while the 67 boats stood along the shore between the amusement park and six miles of continuous, sandy beach.

After the usual Saturday morning chain of events and meetings, everyone began preparation for the 11:00 a.m. start. Unfortunately, minutes before that first boat was to hit the water, a light onshore breeze carried in a not-solight fog bank. Of course this came as no surprise to anyone, as just about anything and everything has happened this summer, weather-wise. This delay was merely a follow-up to the previous week at Nahant where inclement weather and thunderstorms canceled all but one race.

With racing delayed for a bit, the reserves (spelled H-e-i-n-e-k-e-n) were brought into action. I must say it tasted mighty good and it was certainly a great way to keep everyone in close prox-

imity for the next three hours, because that was how long it took for the fog to clear.

At 2:00 we were given the green light and shortly thereafter, the first race was underway. A breeze in the 5-7 knot range graced A and C marks while B sat there kind of lonely. No wind, no chop, no nothing! Things improved slightly during the second race. At least the wind had filled in better over the entire course.

Despite the rather lackluster appearance of wind, three teams managed to score a perfect day. They were: Mike Rayfuse and Carol Trevey, 18A; Bill Aja and Deb Pierce, 18M; and Mike Garrett, who is continuing to eat up the pack in 17. 16A had a first place tie between James West and Joe Boulay. Colin Rees led 16B while Greg Yogis maintained a slight lead over John Smith (Team Goose). Bruce Baker had a little breathing room as he headed the fleet of 18Bs, while Scott Fox in his 21 and Sam Coes' 14 ran uncontested.

After a quick change of clothes, many returned to the rear parking area of the Waves for some more Heineken and conversation. Someone lit up a charcoal grill turning the parking lot into what looked like a huge block party. As the night progressed and the sun set, many of the sailors made their way up and down the streets, taking advantage of the many fine restaurants in the area. I even caught a couple of people at the amusement park. What were they riding, you ask? The bumper boats! Some people never give up. In fact I could have sworn I heard one of them yell "starboard" as I was walking away.

After an early morning downpour, Sunday's weather remained cloudy with a light mist in the air. A southerly wind barely averaged 10 knots. It was about 15 minutes prior to the skipper's meeting, and as I looked out of the motel window I noticed that not one mainsail had

been hoisted. Slowly, one by one, people began to gather in the parking lot. I thought of that old Maureen McGovern song and thought that it would have been more appropriately named, Why Has There Got To Be A Morning After?

Much to the satisfaction of the crowd gathered before him, John O'Donnell chose not to use the bullhorn. He told us that the course would be set closer to shore in order to avoid that fog bank, which once again was lurking on the horizon. Plans called for two races and the race committee lived up to it.

As luck would have it, as soon as the committee put this regatta to bed, the wind freshened to a healthy 15 knots and the skies began to brighten. Three or four boats remained on the water, double trapped and flying their hulls for about an hour. After all, this was a deprived group of sailors.

Around 3:30 everyone gathered one last time for the awards ceremony. Division 12 has been trying something new during the past three regattas. You see we wait until the sky becomes very dark and ominous, then we hand the winners these plagues with metal objects attached to them just as bolts of lightning appear in the distant sky. It's our way of cutting down on repeat winners. Needless to say, the awards ceremony went very quickly and the rains came tumbling down. Like I said earlier, not a great summer!

Fleet 231 would like to thank Heineken Beer for their part in providing free beer all weekend long. Thanks are also extended to Shaw's Supermarkets for the gift certificates, and to Sebago Hobie for providing the fleet room and for all their hard work. Carbur's Restaurant kept the beer stored and cold while providing the race committee with their eats. The Waves Motor Inn, on the beach at Old Orchard, was very accommodating to all the participants and should be thanked for allowing us to virtually own the parking lot

and beach area for the weekend. Finally, thanks to O'Tech Systems for their financial support and to all the dedicated members of Fleet 231 for their planning and hard work.

In return, a nice round of applause was given to John O'Donnell. This was John's first attempt at being a regatta chairman and he did a super job.

For those who missed it, make it a point to join in the fun next year. Fleet 231 and the State of Maine have a very unique way of making everyone feel like they're right at home.

Ontario Open 011 Fleet 295, Division 16 Hamlin Beach State Park, NY August 5-6, 1989 by Donna McCrave

Hamlin Beach State Park, thirty miles west of Rochester, NY, was the site for Fleet 295's Eleventh Annual Ontario Open. One hundred twenty Hobie 16s, 17s and 18s and their masters made the trek from New York, New Jersey, Massachusetts, Ohio, Pennsylvania, Virginia and the Province of Ontario to race on Lake Ontario. Our fleet is fortunate to have a great working relationship with the New York State Park authorities and the Coast Guard Auxiliary who supply committee and crash boats for the weekend.

The sailors were welcomed Friday night with a hot dog cookout and Molson on tap. The DJ kept the party hopping. Groggy campers awoke Saturday morning to hot coffee and lots of wind! The big lake beckoned with gentle waves and steady, single-trap breezes. But it was not to be. Just before the 18A start, the wind dropped and continued to fizzle out during the rest of the day. The race committee got the race finished and called it a

The steak dinner that the fleet served up and the wild party with the DJ under the tent that night seemed to make up for the disap-

pointing wind. On Sunday morning, the race committee was ready right on time and got the races going. But did we have wind, you ask? The answer is YES! It was double-trap nearly all day! The rain came down just to make sure the racers could trim without using their tell-tales. Three races were logged that Sunday.

Amazingly, when the racing was over the sky cleared and the day turned hot and sunny. The hot dogs popped and the beer flowed again for the raffle and awards ceremony. Almost everybody left that afternoon with a smile on their face. See you next year at Hamlin Beach, August 4th and 5th, for the Ontario Open 012!

#### **DIVISION 2**

WOMEN'S CHAMPIONSHIP SERIES FLEET 30, DIVISION 2 LAKE PERRIS, CA JULY 22-23, 1989

HO	BIE 18 OPEN	<b>POINTS</b>
1. 2. 3.	Gira/McGraw McCurdy/Claybaugh Chalk/DeCurtis	4.75 10.00 11.75
НО	BIE 18 NOVICE	POINTS
1. 2. 3. 4. 5. 6.	Palmer/Krauss Bowen/Swartzel Ryan/Feducia Savage/Nemies Maybeno/Maybeno Beck/Ogier	6.25 8.50 10.75 22.00 24.00 26.00
но	BIE 16 OPEN	POINTS
1. 2. 3. 4. 5.	Moore/Wong Schiesser/Miller Ketterman/Dohner Materna/Alter Granata/La Grotta	5.00 9.75 11.75 19.00 25.00
НО	BIE 16 NOVICE	POINTS
1. 2. 3. 4.	Cargill/Smith Reed/Dougherty Chavez/Hawkins Frost/Vandehey	5.00 9.75 11.75 22.00
но	BIE 17 OPEN	POINTS
1.	Judy Colvin	4.75

#### **DIVISION 3**

ROARING 20'S REGATTA FLEET 20, DIVISION 3 SAN LUIS RESERVOIR, CA JULY 8-9, 1989

HO	BIE 18A	<b>POINTS</b>
1. 2. 3. 4. 5. 6.	Rayfuse/Trevey Hill/Hill Probst/Stamos Cockroft/Cockroft Yahalom/McManus Soehnen/Soehnen	2.25 5.75 8.00 10.00 11.00 17.00
НО	BIE 18B	POINTS
1. 2. 3. 4. 5.	Collier/Cosgrove Wiegman/Bryon Renning/Renning Hogue/Tenzel Rogerville/Gardner	3.50 5.50 8.00 9.00 12.00
HO	BIE 17	POINTS
1. 2. 3. 4. 5. 6.	Mooneyham Sparks Baumgartner Johnson Kiefter Hill	2.25 4.75 7.00 9.00 16.00 17.00
HO	BIE 16A	POINTS
1.	Porter/Robertson Russell/Russell	4.75

3. 4. 5. 6. 7. 8. 9. 10. 11.		5.75 8.00 16.00 17.00 18.00 24.00 30.00 34.00 35.00
HOBIE 16B		POINTS
1. 2. 3. 4. 5. 6. 7.	Parker/Duane Petersen/Olson Byrd/Peterson Panattoni/Wendrix Schroyer/Hodgkins Glaze/Glaze Clark/Jackson	2.25 4.75 10.00 12.00 14.00 19.00
HO	BIE 16C	POINTS
1. 2. 3. 4.	Grimaldi/Grimaldi Klein/Mike Miller/Pellegrini White/Martinez	3.50 4.75 8.75 12.00

#### DIVISION III CHAMPIONSHIPS FLEET 20, DIVISION 3 ALAMEDA, CA JULY 22-23, 1989

HOE	BIE 18A	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8.	Rayfuse/Trevey Probst/Stamos Yahalom/Yahalom Hill/Hill Bennett/Anderton Cockcroft/Cockcroft DeGaa/DeGaa Wagner/Devinlenzi	10.25 10.75 11.75 18.00 24.00 27.00 32.00 36.00
HOE	BIE 18B	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8.	Hogue/Tenzel Hipley/Kelly Collier/Cosgrove Borris/Borris Heberer/Bebeloqua Wiegman/Clark Rogerville/Goodhue Oyer/Thompson	9.50 14.75 16.75 17.75 17.75 22.00 34.00 35.00
HOE	BIE 17	<b>POINTS</b>
1. 2. 3. 4.	Sprague Johnson Bender Carney	5.25 6.75 7.75 16.00
HOE	BIE 16A	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Porter/Robertson Pascoe Pascoe Hess/Hess Tobie/MacDonald Tully/Tully Katz/Katz MacDonald/Scot Winkler/Winkler Hauser/Hauser Rodal/Duncan Skvaria/Skvaria Burling/Seidner Duane/Glaze Sajdak/Harris	3.75 9.75 20.00 24.00 31.00 33.00 37.00 38.00 44.00 47.00 54.00 65.00
15.	Reese/Reese Renfrow/Shahinfar	70.00 72.00
16.		

#### MILE HIGH REGATTA FLEET 62, DIVISION 3 HUNTINGTON LAKE, CA AUGUST 12-13, 1989

HO	BIE 18A	<b>POINTS</b>
10.	D. Gabbard D. Crocker J. Hill J. Bauldry C. Jackson T. Howard B. Goodell R. Cockcroft A. Leonard S. Murray R. Soehmen R. Yahalom L. Poitras M. Rayfuse	3.00 10.00 12.75 14.00 26.00 26.00 31.00 32.00 41.00 44.00 45.00 56.00
HO	BIE 18B	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	R. Duncanson J. Bowen B. Wainwright J. Renning B. Townsen M. Lambie J. Beck D. Hermann B. Gardner P. Rogerville P. Schoyer D. Frazeur	6.50 6.75 7.50 16.00 18.00 27.00 31.00 34.00 38.00 52.00
HO	BIE 17A	POINTS
1.	D. Ploss M. Sprague	5.25 6.50

3. 4. 5. 6. 7.	R. Kitowski D. Johnson C. Dotson M. Yates V. Thirey G. Waldon	9.00 13.00 20.00 21.00 27.00 33.00
8. HO	BIE 16A	POINTS
1. 2.3. 4. 5.6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.	P. Porter G. Russell P. Tobie P. Hess M. Montague S. MacDonald S. Orton J. Hauser W. Weber M. Stitt C. Miller G. Froeb D. Hinds M. Arnerich J. Sajdak E. Rodal R. Ronemus M. Harris R. Leal	5.50 6.55 9.75 14.00 19.00 21.00 33.00 38.00 38.00 44.00 49.00 50.00 53.00 61.00 67.00
HO	BIE 16B	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	B. Haskins B. Brown B. Peterson J. Olson M. Jones J. Williams J. Smith R. McMillin M. Ensor C. Defitino A. Houser L. Lirette B. Duncan K. Wiegmann J. Schroyer D. Mareau S. Panottoni M. Violet	8.55 10.00 11.50 14.00 17.75 18.00 24.00 36.00 36.00 38.00 42.00 48.00 59.00 60.00 64.00
HO	BIE 16C	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	S. Klein J. Winter T. German J. Jeffryes	4.25 10.77 14.00 17.00 22.00 24.00 33.00 34.00 42.00 46.00 51.00 55.00 60.00 67.00
HO	BIE 16N	POINTS
1. 2. 3. 4. 5. 6. 7. 8.	G. Winheim D. Davis D. Orr J. Pederson M. Thompson C. Nutt T. Fling G. Douglas	6.56 6.75 10.75 11.75 19.00 20.00 27.00 29.00

#### **DIVISION 4**

LAKE QUINAULT REGATTA FLEET 14, DIVISION 4 LAKE QUINAULT, WA AUGUST 12-13, 1989

POINTS

FFA

HOBIE 21

P Mayor

1. 2. 3.	P. Mayge M. Bienvenu D. Skidmore	5.50 6.50 8.75
HO	BIE 18A	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8.	S. Breed T. Ling S. Davis J. Stahr K. Marshack P. Jolibois T. Blaha T. McKarns	5.50 8.75 10.75 15.75 17.00 19.00 25.00 26.00
HO	BIE 18B	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8.	D. Frankenfield	4.25 7.50 8.00 13.00 14.00 19.00 21.00 30.00
НО	BIE 17	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	B. Whisler D. Wilder ZOP C. Tarleton K. Johnson J. Vurik S. Symington	9.50 11.50 13.00 15.00 19.75 20.00 21.00 25.00 31.00 35.00 36.00 43.00

_	BIE 16A	POINTS
0. 1. 2. 3. 4. 5. 6. 7. 8. 9. 0. 11. 22. 3. 4. 25. 26.	G. Baker S. Roundy T. Christensen L. Robinson J. Williams P. Gaddis P. Nelson J. Schenk M. Skene S. Ruggles D. McCombs J. Lowry C. Dingle D. Haller L. Marshall E. Norris G. Knight R. White J. Young J. Egan R. Arneson M. Holford	12.76 14.76 18.00 22.75 24.00 24.75 26.75
27. HOI	B. Seaman BIE 16B	93.00 POINTS
1. 2. 3. 4. 5. 6. 7. 8.	R. Spoor J. Gabiola D. Reiss C. Hofstetter T. Nagy B. Krumm A. Stucky N. Adams G. Hunter R. Chandler	11.75 12.75 13.00 14.75 14.75 18.00 19.00 29.00 38.00
НО	BIE 16C	POINTS
3. 10. 11. 12. 13. 14.	K. McCullough Matau J. Purdie J. Purdie J. VanPatten G. VanPatten C. Reininger T. Klant R. Williams H. Stonebraker R. Dewitt M. Cooper Hewitt M. Cooper Hewitt K. Cunningham K. Geatz D. Brittain P. McDonald P. Osborn C. Rambo R. Meorman	6.50 10.00 14.75 19.75 23.00 23.05 23.75 25.00 35.00 37.00 39.00 43.00 57.00 58.00 59.00 60.00

#### SUDDEN VALLEY REGATTA FLEET 37, DIVISION 4 BELLINGHAM, WA JULY 15-16-1989

HO	BIE 18A	POINTS
1. 2. 3. 4. 5. 6. 7.	Scott Davis Tony McKarns Tom Ling Pete Jolibois Ted Blaha John Courtes Mark Stanley	5.00 13.75 15.75 18.00 18.00 28.00 29.00
HO	BIE 18B	POINTS
1.	Don Mortemore Sam Bircher	4.50 10.00
HO	BIE 17	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9.	Paul Carter Greg Ursich Doug Skidmore Paul Ulibarri Maggie Skidmore Mike Stewart Lee Marshall Bob Whisler Gil Coughin	8.50 12.50 16.00 19.76 21.75 23.00 27.00 32.00 40.00
HO	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Gary Baker Steve Jung John Corrie Makie Skene Pam Petrarek Scott Ruggles Greg Knight Peter Nelson Jim Williams Ron White Rich Arneson Shane Koreman	8.50 14.75 15.75 15.75 20.00 32.75 34.00 43.00 43.00 47.00
HO	BIE 16B	POINTS
1. 2. 3. 4. 5.	Annette Stucky Neal Parker Mike Druet Rober Schlagintweit Ron	7.50 8.50 9.75 22.00 25.00
НО	BIE 16C	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	Roy Jewett John Purdie Rhys Spoor Lewis Griggs Bob Smet Mark Sele Kevin Cunningham Rick Duran Craig Van Houter Kim McCullough Thomas Stevens Randy Stevens	10.50 11.75 16.75 20.75 21.75 26.00 31.00 41.00 45.00 52.00 57.00

13. 14. 15. 16.	Jim Burts Patrick Osborn Craig Lythe Hunter Hodge	65.00 67.00 68.00 76.00
HO FLE WH JUI	LMES HARBOR REGATTA EET 95 DIVISION 4 IIDBEY ISLAND, WA LY 8-9, 1989	
но	BIE 18A	POINTS
1.	Scott Davis	6.25 7.25
3.	Tony McKarns Ted Blaha Sherman Stock	16.00
5.	Rick Parsons	20.00
1.	BIE 18B Erick Weitkamp	POINTS 6.25
2.	Michael Elliott	6.25
	BIE 17	POINTS
1.	Paul Ulibarri Bill Orth	9.25 12.75
3. 4. 5.	Greg Ursich Paul Carter Tom Tarleton	14.75 15.00 25.00
6.	Zop Mike Stewart	30.00 30.75
8.	Bob Whisher	34.00
10.	Stephen King Caleb Tarleton Micajah Bienvenu	37.00 47.00 51.00
12.	Gil Coughlin	56.00
1.	John Corrie	POINTS 10.75
2.	Lee Marshall Todd Christensen	12.50 15.00
5.	Pam Petranek Mark Shavne	19.75
6. 7. 8.	John Hoag Steven Jung Mackenszie Skene	28.00 29.00
9.	Scott Roundy Merv Eaton	30.00 32.75 49.00
11.	Don Mitchell Ron White	50.00 53.00
13.	Stan Carter	56.00
1.	Colanda Wazumi	POINTS 5.00
2.	Colanda Wazumi Annette Stucky Nettie Adams	7.50 13.00
	BIE 16C	POINTS
1.	Rhys Spoor James Matau	6.25 10.50
2. 3. 4.	Brett Lowery John Purdie	11.75 15.00
HOE	LUMBIA GORGE REGATTA LET 95, DIVISION 4 ME VALLEY, WA Y 1-2, 1989	POINTS
1. HOE	Marchack/Marshack BIE 18B	3.75 POINTS
1.	Elliott/Elliott	3.75
2.	Bircher/Evans Gano/Tegeler	9.75 12.00
	BIE 17	<b>POINTS</b>
1. 2. 3. 4.	Paul Carter Bill Orth	6.25 8.50
4.	Scott Cohn Keith Fuller Stephen King	12.75 21.00 22.00
6.	Lonnie Byers Jon Vurik	23.00 36.00
В.	Gil Coughlin	39.00
HOE	Severs/Severs	POINTS
2.	Hoag/Hoag Petranek/Janders	6.25 8.50 10.75
5.	Holford/Annette Haller/Lowe	27.00 30.00
5. 7.	Eaton/Butchart Nelson/Havig	30.00
B. 9.	Dingle/Low Lowry/Hilleary	32.00 34.00 36.00
10.	Gaddis/Tempel Schenk/Schenk	36.00 40.00
	BIE 16B	POINTS
2.	Arnesen/Martinez Nagy/Jenks Morris/Morris	3.75 14.75
3.	Sunagintwett/VierKhoven Toy/Kerr	16.00 18.00 19.00
	Rasmussen/Paasch Jenks/Jenks	27.00 35.00
	IE 16C	POINTS
	Bourinskie/Rhodes	4.00
FLEE	DMERE REGATTA ET 446, DIVISION 4 ERTA, CANADA Y 22-23, 1989	
	IE 18	POINTS
	B. Hobbs	4.25 5.50
3.	B. Timkow L. Rerra	12.00

1	SULI	5
1. 2.3 4. 5. HO 1. 2.3 4. 5. 6. 7. 8. 9. HO 1. 2.3 4. 5. 6.	BIE 17  D. Jamieson J. Moore P. Churchill C. Rucki B. Golonowski BiE 16A L. Robinson E. Frank M. Jones J. Cohe M. Hem F. Stollbert B. Archer T. Hughes BIE 16B M. Sansun R. Kish K. Lester J. Elias N. Beddows R. Gordon DIVISION 5  CKY MOUNTAIN AREA AMPIONSHIP ET 61, DIVISION 5	POINTS 3.00 8.75 10.00 12.00 16.00 POINTS 10.75 12.75
JUL	ET 61, DIVISION 5 (E DILLON, CO .Y 29-30, 1989	
1. 2. 3. 4.	BIE 21 Alter/Wilson Guthrie/Guthrie/Watkins Kruse/Pearce Rindahl/Taylor	3.50 4.75 9.00 12.00
HOI 1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 112. 13. 14. 15. 16. 17.	BIE 18A  Bass/Moos Foust/Jennings Eckhardt/Hyer Hammer/Hammer Clark/Clark Shedd/Puckett Erdmann/Nist Larson/Larson Zabel/Collins Wittrup/Wittrup Henderson/Bauserman Foote/Fuller Simonson/Simonson Snyder/Snyder Aavang/Cooley Seibert/Rindahl Braun/Braun	POINTS 1.50 5.00 10.00 10.00 11.00 13.00 15.00 20.00 20.00 22.00 22.00 22.00 22.00 29.00 33.00 34.00
1. 2. 3. 4. 5. 6. 7. 8. 9.	BIE 18B  Bustamante/Henry Flores/Flores Recker/Recker Wilcoxson/Beck Fowkes/Fowkes Hertzfeldt/Hertzfeldt Lucarelli/Lucarelli Stokes/ Urban/Garland Stohlquist/Stohlquist	2.75 4.75 6.00 9.00 10.00 12.00 13.00 16.00 18.00 21.00
1. 2. 3. 4. 5. 6. HOE	Edwards/Kerr Godwin/Yenter Bills 18C Beauregard/Rapp Childs/Childs Neubauer/Diehl Phipps/Phipps Jacobs/Higby Bills 17A Bryan Frahm John Cox	21.00 23.00 POINTS 2.75 3.75 7.00 8.00 9.00 12.00 POINTS 3.75 3.75
1. 2. 3.	Dan Romcevich Dick Cotter Paul Zink  3IE 17B  Marty Gorce Dave Decker John Burke	6.00 7.00 10.00 POINTS 3.75 3.75 4.00
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	Shay/Shay White/Tuckett Simpson/Marcus Gerblick/Gerblick Jones/Jones A. Shearer/M. Shearer M. Shearer/M. Shear	2.75 8.00 9.75 13.00 14.00 15.00 20.00 20.00 22.00 23.00 24.00 26.00 29.00 29.00 29.00 29.00 30.00 31.00 32.00 31.00 32.00 31.00 32.

HOBIE 16B

Hart/Hart
 Benton/Shaw
 Franks/Franks
 Hughes/Burkett
 Gatto/Grear

POINTS

2.75 5.00 5.75 11.00 12.00

6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	Maddox/Koechler Wiseman/Winternitz Koliha/Schappel Lang/Buckner Emmel/Driesbach Achten/Achten Muller/Muller Shaffer/Flam Nevendorf/Martinez Pasterkamp/DeNooy Brown/Wright Linquist/Zonse Patterson/Shaw Wagner/Robinson	15.00 17.00 18.00 19.00 19.00 25.00 25.00 27.00 35.00 36.00 37.00
20.	Meyer/Meyer	40.00
HO	BIE 16C	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Stephenson/Ed Langway/Langway Brennan/Seydler Hinton/Hinton Day/Day Sather/Enlow Steckel/Steckel Galway/Stover McClure/Kaehn Hayden/Klein Harding/Gilmoore Aldrich/Fredricks	2.75 6.00 6.00 11.75 13.00 13.00 13.00 15.00 20.00 21.00 24.00
HO	BIE 14	<b>POINTS</b>
1.	Roger Beuedict Lowell Martinson	2.75 2.75
_	IVISION :	,

#### **DIVISION 7**

12TH ANNUAL MADCATTERS REGATTA FLEET 297, DIVISION 7 MELVERN LAKE, KS JULY 8-9, 1989

HOBIE 18A

POINTS

1. 2. 3. 4. 5.	Thackery/Clinton Holmes/Hockenbury Blanchat/Blanchat Tanner/Clark Wenger/Simpson	6.25 9.75 10.50 20.00 23.00
НО	BIE 17	POINTS
1. 2. 3. 4.	George Mower Tiger Gilbert	6.25 7.50 13.75 17.00
HO	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8.	Hess/Hess Preller/Preller McIntosh/McIntosh Means/Means Regester/Regester Bridgman/Means Wilson/Wilson Loewen/Kirkpatrick	10.25 11.75 12.75 15.75 20.00 25.00 33.00 35.00
HO	BIE 16B	POINTS
1. 2. 3. 4. 5.	Wolfe/Wolfe Jacob/Jacob Jensen/Jensen Harvey/Hill Landwehr/Michaels	7.25 9.75 14.75 18.00 20.00
HO	BIE 16C	POINTS
1. 2. 3. 4. 5. 6. 7.	Denny/Denny Dickerson/Fuss Sweet/Wommack Blackwell/Southard Stein/Behymar Richards/Richards Lauver/Lauver	8.25 15.00 16.00 16.75 18.75 23.00 33.00
HO	BIE 14T	<b>POINTS</b>
1.	Capes Tiger	5.00 12.00

#### **DIVISION 9**

1989 ATLANTIC COAST CHAMPIONSHIP FLEET 32, DIVISION 9 VIRGINIA BEACH, VA JUNE 10-11, 1989

HO	BIE 21	POINTS
1. 2. 3.	Meijer/Meifer Rhodes/Johnson Donevant/Addy	4.25 7.50 9.00
HO	BIE 18A	<b>POINTS</b>
1. 2. 3. 4.	Stater/Darden Pitt/Pitt Jones/Jones Akers/Akers	4.25 6.75 10.75 14.00
	BIE 18B	POINTS
1.	Macejko/Barrow Armstrong/Armstrong	4.25 5.50
HO	BIE 17	POINTS
1. 2. 3. 4. 5. 6. 7.	W. Smith B. Streiter B. Burris D. Hough E. Bush T. Carney S. Howse G. Holland	3.00 13.00 14.00 16.75 18.00 18.00 23.00 24.00

HOBIE 16A		POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	Poteat/Poteat Bounds/Bounds Payne/Kelly Kleist/Kelist Graves/Graves Ackerman/Ackerman Eason/Haws Glanden/Glanden McCarty/Boatspede Klavenski/Klavenski Ayscue/Frovarp Fecowicz/Verrulo Kulkoski/Virlial Fuentes/Hernandes Orr/Hornyak Koch/Taft Morton/Haltcock Wilson/Wilson Nordhaus/Plaut	5.50 6.50 22.00 24.00 27.00 28.00 29.00 30.00 33.00 43.00 44.00 47.00 56.00 56.00 68.00
HOE	BIE 16B	POINTS
1. 23. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.	Bartlam/Bartlam Bush/Mertz Crompton/Royer Holberger/Holberger Dowell/Cramer Hall/Moore Karnitschnig/Dulka Matzner/Hiebert Covella/ Dixon/Dixon Atwell/Turney Cooke/Needrols Englehardt/Snugden Vinson/Hudgens Collins/Doucharme Grace/Chevis Walker(Walker Lee/ Janzen/Janzen Magee/Montgomery	16.75 17.50 21.00 26.00 39.00 41.00 42.00 43.75 45.00 51.00 55.00 58.00 59.00 74.00 82.00 83.00
HOE	BIE 16C	POINTS
1. 2. 3. 4. 5. 6. 7. 8.	Krause/Buflock Byrd/Byrd Melson/Well Rademacher/Divers Merrell/Neal Neal/Neal Hermes/ Powell/Howard	3.75 11.00 11.75 21.00 23.00 31.00 32.00 39.00
HOE	BIE 14T	POINTS
1.	J. Dionne B. Sagedy	3.75 9.00

#### **DIVISION 10**

VOODOO WINDS POINTS REGATTA FLEET 58, DIVISION 10 CLARK LAKE, JACKSON, MI MAY 13-14, 1989

POINTS
2.25 7.75 9.00 10.00 11.00 15.00 17.00 18.00 26.00 28.00
POINTS
2.25 7.00 15.00 15.00 20.00 20.00 25.00 26.00 29.00 30.00 33.00 42.00 42.00 44.00 47.00 51.00 51.00
<b>POINTS</b>
6.50 7.00 7.75 9.00 10.00 12.75 14.00 24.00 26.00

AUSTIN LAKE REGATTA FLEET 519, DIVISION 10 PORTAGE, MI MAY 20-21, 1989

 HOBIE 18A
 POINTS

 1. C. Sunburg
 6.25

 2. G. Ferre
 8.50

3. 4. 5. 6. 7. 8. 9.	D. Rose R. Lehman G. Martin R. Hutchins M. Melling B. King R. Schulz T. Mellke	12.75 16.00 22.00 28.00 33.00 36.00 37.00 43.00
HO	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 22. 23. 24. 25. 26. 27. 28. 29.	S. Chapman D. Brewer R. Baidas J. Geerligs J. Seelman T. Cronin P. Wadsworth K. Greener B. O'Neil J. Diamond R. Swanson J. Vanmeter A. Bourdo R. Robinson J. Ahlbrand P. Larocque D. Albert	9.50 11.50 14.75 19.00 37.00 37.00 37.05 51.00 63.00 6
HOE	BIE 16B	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	A. Lenczycki B. Hoenes T. Adamowski K. Stiemsma W. Mohney C. Botsis F. Akert B. Travillion D. Dunlap J. Henry G. Koenigbauer T. Pawela J. Gray J. Haff	11.50 18.50 18.75 20.00 22.00 22.75 31.00 36.00 37.00 46.00 51.00 59.00 65.00

DAM REGATTA VIII FLEET 300, DIVISION 10 COLUMBUS, OH JUNE 3-4, 1989

НО	BIE 18A	POINTS
1.	Rose	5.00
2.	Ferree	12.75
3.	Lehman	17.00
4.	Cunningham	19.00
5.	Ross	27.00
6.	Suhan	37.00
7.	Roten	37.00
8.	Deucher	40.00
9.	Adams	40.00
10.	Fort	44.00
11.	Campbell	44.00
12.	Frey	48.00
13.	Tannert	49.75
14.	Nixon	58.00
15.	Szabo	70.00
	BIE 18B	POINTS
1.	Adams	8.50
2.	Kinney	9.25
3.	Mosbacher	17.00
4.	Wilkins	18.00
6.	Anderson Celusnak	21.75
7.	DeCarlo	22.00 23.00
	BIE 16A	POINTS
1.	Bounds	6.25 14.75
3.	Mohney Cochran	14./5
4.		17.00
5.	Diamond Brewer	22.00 24.00
6.	Wadsworth	27.00
7.	Molleran	34.00
8.	Weir	34.00
9.	Teets	43.00
10.	Fecher	44.75
11.	Demetry	51.75
12.	Fecher	56.00
13.	Watkins	61.00
14.	Petersen	64.00
15.	Lawlor	67.00
16.	Williamson	70.00
17.	Wargo	71.00
18.	Leason	82.00
19.	Maynard	95.00
HOE	BIE 16B	POINTS
1.	Overbaugh	3.75
2.	Suttmiller	10.00
3.	Sellers	14.00
HOE	BIE 16C	POINTS
1.	Camden	3.75
2.	Haff	15.00
3.	Yerman	17.00
4.	Unknown	18.00
5.	Prehoda	20.00
HO	BIE 14	POINTS
1.	Traylor	3.75

#### CLEMENTINES SALOON REGATTA FLEET 519, DIVISION 10 SOUTH HAVEN, MI JUNE 17-18, 1989

H	OBIE 18A	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8. 9. 10 11 12 13 14 15 16 17 18	M. Melling T. Campbell R. Schilz G. Duncan B. Bridge C. Thomas R. Hutchins	2.25 5.75 10.00 10.00 15.00 16.00 18.00 30.00 32.00 32.00 32.00 37.00 38.00 47.00 48.00 48.00
H	OBIE 18B	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8.	J. Wallner T. Celvsnak K. Miller T. Mielke A. Bourdo B. King J. Singer J. Southall	2.25 4.75 10.00 10.00 11.00 13.00 21.00 24.00
H	OBIE 17A	POINTS
1. 2. 3.		2.25 4.75 8.00
H	OBIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10 11 12 13	G. Smith M. Bounds P. Garlick D. Howie J. Mohney J. Kuchenbuch R. Baidas S. Field M. Demetry I. B. Williams F. Lengels J. Engels J. Seelman	4,75 11,00 13,00 14,00 14,75 16,00 19,75 23,00 33,75 34,00 38,00 38,00 40,00

22. 23. 24.	J. Diamond K. Schwark B. O'Neil A. Lanczcki J. Paterson D. Stiemsma F. Steffen D. Brewer P. Wadsworth J. Geerligs D. Albert C. Watkins T. Cronin	42.00 45.00 51.00 53.00 54.00 55.00 55.00 62.00 63.00 64.00 65.00 68.00 68.00 88.00 88.00 88.00 88.00
35.	A. Croff	93.00 94.00
36.	S. Chapman	95.00
37.	V. Gassoway	101.00
01.	v. Gassoway	101.00
HO	BIE 16B	POINTS
1.	B. Trovillion	4.50
2.	B. Hoenes	7.75
3.	G. Enders	8.00
4.	S. Amador	8.75
5.	D. Blunden	12.00
6.	B. Mack	17.00
7.	T. Carton	19.00
8.	T. Adamowski	22.00
9.	J. Maletic	24.00
10.	R. Overbaugh	25.00
11.	M. Camden	27.00
12.	D. Dunlap	29.00
13.	B. Hickok	33.00
14.	W. Mohney	34.00
HO	BIE 16C	<b>POINTS</b>
1.	C. Botsis	2.25
2.	G. Koentgbauer	6.75
3.	W. Hensel	8.00
4.	Botim	11.00
5.	L. Osgood	13.00
6.	D. Scott	17.00
7.	F. Willhelm	18.00
8.	J. Haff	24.00
9.	F. Akert	24.00
10.	D. Harroun	26.00
11.	M. Medos	27.00
12.	E. Held	30.00
13.	J. Poor	40.00
14.	S. Linde	40.00
15.	J. Reed	44.00
16. 17.	D. McKay T. Horling	44.00
17.	i. Horling	51.00
HO	DIE 14	POINTS
	DIE 14	POINTS

#### INTERNATIONAL

FLEET		BIE CAT CU	P
PESCA			
		ULY 1-2,	
	T 27, 1		

HOBIE 16		POINTS	
1.	Bovani/Cupido Delfino/Cosentino	6.50 8.50	

3.	Parnazzini/Parnazzini	16.75
4.	Marino/Mancini	20.00
5.	Jacone/D'Ambrosio	21.00
6.	Schiazza/Scanziani	26.00
7.	Cardarelli/Dolci	27.00
8.	Garofalo/Passeri	30.00
9.	Papa/Ricci	32.00
10.	Di Properzio/Cerasoli	35.00
11.	Marra/Marra	47.00
12.	Vanentini	47.00
13.	Santacroce/Tontodonati	51.00
14.	Morelli/Zecca	51.00
15.	De Campli/Morgione	57.00
16.	Consorte/Trave	57.00

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#### METRO BEACH REGATTA FLEET 276, DIVISION 10 LAKE ST. CLAIR, MI JULY 8-9, 1989

НО	BIE 18A	POINTS
1. 2. 3. 4. 5. 6.	G. Ferree D. Rose R. Mette R. Lehman J. Frederick B. Bridge	6.50 7.50 9.75 12.00 14.00 23.00
HO	BIE 18B	<b>POINTS</b>
1. 2. 3. 4. 5.	L. Zaleski T. Celusak A. Bourdo J. Shields J. Singer	4.25 7.75 8.75 14.00 19.00
HO	BIE 16A	<b>POINTS</b>
12.	P. Garlick J. Mohney P. Wadsworth J. Diamond D. Blundon	5.25 15.00 18.75 19.00 24.00 24.00 25.75 27.00 30.00 31.00 38.00 43.00 55.00 60.00
HO	BIE 16B	<b>POINTS</b>
1. 2. 3. 4.	G. Koenibaur C. Shatney J. Maletic J. Bush	5.50 6.50 7.75 16.00
HO	BIE 16C	<b>POINTS</b>
1. 2. 3. 4. 5.	J. Haff J. Aaron S. Nunn J. Fischer J. Blair	8.00 9.75 10.75 15.25 20.00

NORTH COAST REGATTA FLEET 218, DIVISION 10 MENTOR STATE PARK, OH JULY 15-16, 1989

HOBIE 18A		POINTS	
1.	G. Ferree	12.75	
2.	D. Fort	15.00	
3.	D. Rose	15.50	
4.	R. Lehman	16.00	
5.	C. Jones	16.75	
6.	J. Frederick	20.00	
7.	G. Koeth	24.75	
В.	R. Deucher	25.00	
9.	J. Suhan	28.00	
10.		32.00	
11,	D. Adams	36.00	
12.	J. Szabo	41.00	
13.	T. Nixon	43.00	
14.	S. Frederick	47.00	
HOI	BIE 18B	POINTS	
1.	Kinney	4.25	
2.	Ferrell	6.50	
3.	Birkline	10.00	
4.	Klein	15.00	
5. 6.	Anderson	17.00	
7.	Laparo Zion	24.00	
3.	Hotchiss	26.00 34.00	
9.	Tober	34.00	
10.	Sutherland	40.00	
11.	Barnett	40.00	
12.	Kennedy	41.00	
нов	BIE 17A	POINTS	
1.	Warden	5.25	
2.	Shedgrass	6.75	
3.	Rosenburg	7.00	
4.	Jeffers	8.75	
5.	Fecter	15.00	
HOE	BIE 16A	POINTS	
1.	M. Bounds	7.50	
2.	D. Howie	11.75	
3.	F. Lemaitre	14.75	
4.	Becraft	15.00	
5.	Burwell	16.75	
5.	P. Garlick	17.00	
7.	P. Wadsworth	22.00	
В.	Pfender	28.00	
9.	Williamson	32.00	
10.	Fecher Mencin	32.00 36.00	
	BIE 16B	POINTS	
1.	Jeffers	4.25	
2.	Leon	7.75	
3.	Thomas	10.75	
4.	Wild	12.00	
5.	Overbaugh	20.00	
6.	Lammers	21.00	
7.	English	22.00	

**POINTS** 

TAWAS BAY REGATTA FLEET 18, DIVISION 10 SAGINAW BAY, MI JULY 22-23, 1989

HOBIE 18A

_		
2. 3. 4. 5.	J. Fredrick R. Lehan T. Mielka T. Celvsnak R. Hotchins J. Singer	4.25 5.50 13.00 15.00 16.00 21.00
HO	BIE 16A	<b>POINTS</b>
2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	M. Bounds G. Smith J. Seelman R. Cochran P. Garlick J. Michell J. Mohney B. Williams P. Larocque K. Greener B. Trovillion J. Ahlbrand C. Burwell	6.75 10.50 20.00 22.75 23.00 27.00 28.00 36.00 37.00 43.00 52.00
HO	BIE 16B	POINTS
4.	G. Enders R. Koenigbauer C. Botsis S. Amador G. Avery J. Oeinck	5.50 7.50 8.75 12.00 19.00 21.00

### DIVISION TEN CHAMPIONSHIP FLEET 108, DIVISION 10 MUSKEGON, MI JULY 29-30, 1989

HOBIE 21	POINTS
Miller     Heilkria	2.25 6.00
HOBIE 18A	POINTS
1. C. Sunburg 2. R. Mette 3. R. Lehman 4. D. Rose 5. L. Carter 6. B. Thiessen 7. B. Ross 8. G. Martin 10. G. Ferree 11. M. Murphy 12. M. Melling 13. R. Schulz 14. G. Isco	4.75 6.75 8.75 10.00 10.75 12.00 17.00 22.00 29.00 29.00 31.00
HOBIE 18B	POINTS
<ol> <li>R. Reed</li> <li>A. Bourdo</li> <li>T. Celvsnak</li> <li>J. Sheilds</li> <li>R. Devon</li> <li>M. Lingquist</li> <li>M. Kurtz</li> <li>B. Engler</li> <li>J. Czinder</li> <li>J. Singer</li> </ol>	4.50 6.75 8.00 9.75 11.00 15.00 20.00 22.00 24.00
HOBIE 17A	POINTS
<ol> <li>C. Sprague</li> <li>B. Briggs</li> <li>L. Warden</li> <li>H. Burns</li> </ol>	3.50 3.50 9.00 12.00
HOBIE 16A	<b>POINTS</b>
1. G. Smith 2. B. Williams 3. M. Bounds 4. R. Cochrad 5. J. Kuchenbach 6. S. Field 7. B. Findlay 8. F. Lamairte 10. J. Diamond 11. J. Michell 12. J. Monney 14. D. Grant 15. M. Demetry 16. F. Steffen 17. J. Vanmeter 18. J. Engels 19. B. O'Neil 20. A. Lenczycki 21. J. Ahlbrand 22. J. Kuk 23. D. Stemsma 24. B. Trovillion	23 00 23 00 25 00 27 00 28 00 28 00 33 00 33 00 40 00 44 00 51 00 60 00 60 00
HOBIE 16B	POINTS
<ol> <li>M. Mehall</li> <li>J. MaIntic</li> <li>C. Shantney</li> <li>T. Adamowski</li> <li>D. Dunlap</li> </ol>	2.25 6.75 7.00 8.00 14.00
HOBIE 16C	POINTS
<ol> <li>J. Haff</li> <li>J. Aaron</li> <li>J. Gray</li> <li>B. Bates</li> <li>T. Zmolek</li> <li>B. Cavanaugh</li> </ol>	4.50 4.75 4.75 14.00 18.00
HOBIE 14A	POINTS
1 A Tunka	

BAY WEEK REGATTA FLEET 445, DIVISION 10 PUT-IN-BAY, OH AUGUST 1-2, 1989

Н	OBIE 18A	POINTS
2. 3. 4. 5. 6. 7.	R. White J. Frederick R. Roten B. Bliss G. Koeth D. Fort S. Frederick T. Delaney	7.75 11.75 15.75 19.00 25.00 29.00 33.00 38.00
HC	OBIE 16A	POINTS
3.	P. Wadsworth L. Lashaway D. Faumce R. Overbach E. Faidaga	7.75 7.50 14.00 22.00 25.00
HO	BIE HANDIC	POINTS
2.	T. Kinney M. Baer M. Schwinn	3.75 12.00 13.00

### LUDDINGTON REGATTA FLEET 519, DIVISION 10 LUDDINGTON, MI AUGUST 5-6, 1989

HO	BIE 18A	POINTS
1. 2. 3. 4. 5. 6. 7. 8.	G. Ferree R. Mette J. Pasman R. Lehman J. Frederick G. Duncan S. Staward R. Hutchins	11.00 14.50 16.75 17.75 26.75 29.00 34.00
HO	BIE 18B	POINTS
1. 2. 3.	A. Bourdo A. Reed T. Meilke	2.25 8.00 12.00
HO	BIE 16A	POINTS
12.	J. Ahlbrand K. Greener J. Geerling D. Blunden	7.25 8.50 13.00 13.75 24.00 32.00 39.00 44.00 54.00 62.00 67.00 73.00
HO	BIE 16B	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8. 9.	D. Dunlap T. Adamowski C. Botsis K. Stiemsma D. Scott J. Haff K. Cox J. Shangle T. Tooley	4.50 5.75 6.75 7.00 14.00 17.00 19.00 25.00

#### **DIVISION 11**

HOBIE 18

1. Stater/Sullivan

MARYLAND STATE CHAMPIONSHIPS FLEET 54, DIVISION 11 ELK NECK STATE PARK, MD JULY 15-16, 1989

POINTS

3.50

2. 3. 4. 5. 6.	Tyska/Tyska Akers/Akers Grim/Grim Chase/Chase Murphey/Borgh	4.50 6.00 11.00 14.00 15.00
HO	BIE 17	<b>POINTS</b>
1. 2. 3. 4. 5. 6. 7. 8. 9.	Wagner Travis Brown Schmidbauer Ackroyd Beal Holland Blom Burley Ware	4.75 5.75 11.00 13.75 18.75 19.00 20.00 23.00 26.00 30.00
HO	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	Glanden/Edwards Carpenter/CA Carpenter/CA Ayales/Yates Sterling/Kavanaugh MacConnell/MacConnell Krause/Krau	9.75 9.75 10.50 10.75 13.00 15.00 22.00 22.00 23.00 27.00 28.00 30.00

14.	Payne/Kelly	30.00
15.	Strauss/Strauss	45.00
70.	AINSWORN/Yates	45.00
17.	Winthers/Morin	54.00
18.		54.00
19.	Cummin/Cummin	54.00
HO	BIE 16B	POINTS
1.	Matzner/Joseph	2.25
2.	Deitemeyer/Deitemeyer	11.00
3.	Veirs/Veirs	11.00
4.	Andrews/Ireland	12.00
5.	Lynch/Shoemaker	16.00
6.		21.00
7.	Williamson/Hutchinson	21.00
8.	Gryber/Cope	21.00
9.	Wharry/Wharry	22.00
10.		25.00
11.		26.00
12.		27.00
13.		33.00
14.		33.00
15.		39.00
16.	Antonovich/Mike	40.00
17.		45.00
18.	Covella/Connery	46.00
19.		47.00
20.	Dowell/Cramer	55.00
HOE	BIE 16C	POINTS
1.	Flanigan/Dragon	5.75
2.	Simmons/Simmons	10.75
3.	McBrinn/McBrinn	11.00
4.	Gerner/Geilfuss	12.00
5.	Zelst/Zelst	12.00
6.	Matey/Bottner	13.00
7.	L'Altrelli/Bonnie	18.00
8.	Feich/White	21.75
9.	Kast/Kast	23.00
10.	Pelly/Pelly	26.75
11.	Duncan/Harris	35.00
12.	Cole/Cole	38.00
13.	Slavin/Rombold	39.00
14.	Robertson/Robertson	41.00
15.	Smart/Canavan	44.00
16.	O'Conner/O'Conner	47.00

### WILDWOOD CLASSIC CUP FLEET 443, DIVISION 11 WILDWOOD CREST, NJ AUGUST 26-27, 1989

POINTS

POINTS

HOBIE 21

 Moriarty/Moriarty
 Pittig/Calandra HOBIE 18

110	DIL TO	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Burgess / Burgess LeBoeuf Mount Tyska / Tyska Canfleld (Zanfield Cockroft (Cockroft Morey, Morey, Morey Grim / Tava Taulbee   Leonard O'Malley / Armbruster Pallwoda (Comandatore Murphey, Ziegler Chase, Chase Jim Sorie Legler / Ziegler	3.00 9.00 12.00 15.00 16.75 22.00 24.00 27.00 34.00 38.00 41.00 60.00 60.00
	BIE 17	POINTS
1. 2.3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21.	G. Schmidbauer B. Bergstedt J. Travis P. Laue T. Carney Hay J. Krause R. White M. Roberts B. Villa G. Holland C. Beal G. Blom M. Dinholer T. Veirs J. Matthews M. Butter M. Borown B. Muffler J. Sullivan	5.25 5.50 17.00 20.00 21.00 24.00 29.00 35.00 35.00 35.00 47.00 59.00 62.00 77.00 84.00
-	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 17. 18. 19. 21. 22. 24. 25. 26. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Carpenter / Kasley Myers / Santorelli Slerling / Kavanaugh McCarty / Boatspede Schwind / Sweeney Yates / Yates / MacConnell Payne / Kelly Glanden / Edwards MacConnell / MacConnell Payne / Kelly Glanden / Edwards Kagan / Polici Kulkoski / Villa Kagan / Polici Kelst / Kleist Wieger! / Geogee Strauss / Btrauss Rack / Wilbourne Kvech / Crandell McLaughlin / Carvella Sullivan / Dewards Wetty / Strett Hippensteal / Stainbrook Hamilton / Gianni Cronka / Cleveland Lynch / Ditullio Winthers / Morin Yorty / Woodworth Crompton / Swift Hull / Hull	8.75 11.75 11.75 11.75 15.00 26.00 26.00 26.00 29.75 2

_	OBIE 16B	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10 11 11 12 21 13 14 15 16 17 17 18 20 21 22 23 24 25 26 26 27 28 29 20 20 20 20 20 20 20 20 20 20 20 20 20	Meisoni Webb Witti Sedia McVershi Pennie Shimp/ Eustace Shimp/ Eustace Shimlh / Alisson Ruben/ Cope Gracey / Blair Mutter/ Moore Begrow / Conor Hoefer/ Loe Kast/ Kast Deming / Deming Simmons/ Turner Bolton/ Miller Conover/ Scott Richardson/ Appleby Band/ Band	11,75 13,500 13,75 19,000 22,000 22,000 27,000 29,000 39,000 33,75 35,000 39,000 53,000 62,000 62,000 62,000 64,000 77,000 84,000 124,000 124,000 124,000
HO	BIE 16C	POINTS
1.23.45.6678.9.011.123.145.167.189.201.223.245.267.289.301.325.265.336.401.423.445.6467.489.501.523.333.344.445.667.489.501.525.545.56.56.56.56.56.56.56.56.56.56.56.56.56	Stevens/Walker Edwards/Plaff McBrinn McBrinn McBrinn McBrinn Solami/Gragrio Van Zelst/Van Zelst Smart/Canavan Farnham/Wrigley Keyes/Howand Kaplan/Park Lomax/Lomax Montey/Kouletsis Sherm/Mike Finnegan/Finnegan Tice/Lombardo Flanigan/Finomoy Engel/Chamberlin Rinaldi/Girstina McGoughran/Knepper Longo/Babson Butler/Cawthorne Loughran/Death Leonberg/Fanks Carmony/Carmony Chuckran/Meota Freeman/Henry Manners/Gerken Sbrocco/Buruchman Levy/Torzillil Mirsytio/Hides Miller/Miller Azierski/Azierski Baster/Clayton Pepper/Shelikeff Moriarty/Peterson Hicks/Hicks Hidbs/	11.50 11.75 12.75 15.75 15.75 15.75 18.00 21.00 28.00 34.00 44.00 46.00 46.00 46.00 63.00 63.00 63.00 63.00 63.00 63.00 63.00 10.00

#### **DIVISION 12**

THE BUZZARD REGATTA FLEET 28, DIVISION 12 NEW BEDFORD, MA JULY 29-30, 1989

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но	BIE 21	POINTS
1. 2. 3. 4.	McCarthy/French Manganello/Mason Maheris/Wilson Valante/Hiltunen	6.25 6.25 15.00 18.00
HO	BIE 18A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Adelman/Ferrera Shea/Deluzuriaga Ferrera/Adelman Burgess/Burgess Walklet/Williams Simms/Kerman Godbey/Sinson Shear/Hassenger Harwood/Corbin Beckwith/Robbins Erickson/Goodwin Prouby/Allen	9.25 13.75 15.00 15.75 16.75 22.00 31.00 39.00 44.00 49.00 60.00
HO	BIE 18B	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9.	Sullivan/Sullivan Baker/Nichols Drake/Drake Paulding/Paulding Chenette/Bassell Chin/Rolfs Brooks/Brooks Norton/Norton Druan/Walsh	7.50 8.50 11.50 21.00 22.00 26.00 31.00 37.00 42.00

HOBIE 17						
1. Garrett 2. Smith 3. Gable 4. Knowllon 5. Kustes 6. Pickett 7. Dillon 8. Flora  HOBIE 16A 1. McCarty/Boatspede 2. Kulkoski/Villa 3. Saunders/Wright 4. Venegas/Tan 5. Fecowicz/Verrutto 6. Payne/Kelly 7. Baker/Thornton 8. Snyder/Snyder 9. Najar/Najar 10. Boulay/Boulay 11. Baker/Inforton 12. Stanzione/Stanzione 13. Rook/Compton 14. Stalter/Stalter 15. Dian/Bosworth 16. Larkin/Williams 17. West/Hau 18. Bustin/Crook 19. Lemme/Lemme 20. Hamel/Hamel 21. Child/Child  HOBIE 16B 1. Ransley/Ransley 2. Hoefer/Lee 3. Moky/Way 4. Mejier/Wiley 5. Yales/Marone 6. Bromkamp/Fisch 7. Johnson/Gallagher 8. Garbero/Schmitt 9. Frankin/Hill 10. Kalinowski/Garigen 11. Perry/Bowden 11. Perry/Bowden 12. Pineau/Pineau 13. Peaski/Garigen 14. Pineau/Pineau 15. Fineau/Pineau 16. Saunders/Cardozo 17. Anderson/Peck 18. Pasquantionio/Christe 19. Naderson/Peck 19. Naderson/Peck 19. Naderson/Peck 19. Naderson/Peck 19. Pasquantionio/Christe 19. Naderson/Peck 19. Nader/	POINTS 6.00 11.75 15.75 16.00 22.00 23.00 31.00 37.00 23.00 31.00 37.00 POINTS 9.50 10.50	2. Gardner/Gassey 3. Stillerman/Stillerman 4. Gelazink/Sullivan Nelson/Paul 6. Parkinson/Dvorak 7. Pape/Miller 8. Doucot/Doucot 9. Miller/Harris 10. Dickson/Perry  MID-SUMMER CLASSIC FLEET 143, DIVISION 12 HECKSCHER STATE PARK, NY JULY 22-23, 1989  HOBIE 18A  1. Stater/McCambridge 2. Shea/Simmons 3. Ferrara Ferrara 4. Burgess/Burgess 5. Cunningham/Cunningham 6. Palmer/Kameron 7. Piechnik/Binder 7. Piechnik/Binder 8. Piechnik/Binder 9. Cutillo/Kilgannon 10. Walklet/Bucor 11. Beckwith/Robbins 12. Dimatteo/Wallace HOBIE 18B  1. Guardino/King 2. Drew/Latham 3. Judge/Judge 4. Castracani/Muscatt 5. Schappert/Hoogenboom 6. Frake/Vilardo 7. Fioresi/Mayorga HOBIE 17  1. James Travis 2. Chris Beal 3. Milton Dinhofer 4. Eric Witte 5. Jim Matthews 6. Mick Roberts 7. Clark T. Brown 8. Richard Mason 9. Tom Kustes 10. Joseph Carini 11. Steve Halpern 12. Richard Winston 13. Paul Willenbrock HOBIE 16A  1. McCarty/Boatspede 2. Carpenter/CA 3. MacConnell/Morgan 4. Schwind/Sweeney 5. Glanden/Glanden 6. Payne/Kelly 7. Yates / Yates 8. Boulay/Boulay 9. Venegas/Venegas 10. Breuer/Hauman 11. Kulkoski/Villy 12. Becker/Fraker 13. Fecowicz 14. Snyder/Snyder 15. Feore/Davisson 16. White/Tom 17. Yation/Randeo HOBIE 16B	2.00 3.00 3.00 3.00 5.00 6.00 7.00 8.00 9.00 10.	HOBIE 18B  1. Bartlett Jarlett 2. B. Baker/Lavandero 3. Lawson/Means 4. Cherette Bassell 5. Evans/Tibetts  HOBIE 18M  1. Aja/Pierce 2. Erickson/Goodwin 3. Harwood/Corbin 4. Sullivan/Sullivan 5. White/Butler 6. Norton/Norton  HOBIE 17  1. Garrett 2. Kustes 3. Dugglegy 4. Smith 5. Finn 6. Branciforte 7. Freeman  HOBIE 16A  1. West/Hau 2. D. Baker/Johnson 3. Najar/Crawford 4. Venegas/Barreru 5. Boulay/Boulay 6. S. Baker/Johnson 7. Freeman  HOBIE 16A  1. West/Hau 1. D. Baker/Johnson 3. Najar/Crawford 4. Venegas/Barreru 5. Boulay/Boulay 6. S. Baker/Johnson 7. Fitzpatric/Scott 11. O'Donnell/Grivois  HOBIE 16B  1. Rees/Rees 2. Smith_Larson 3. Ciffi McLaughun 4. Henderson/Burns 5. Baker/Johnson 7. Gridener 8. Jasher/Johnson 9. Larkin/Williams 10. Fitzpatric/Scott 11. O'Donnell/Grivois  HOBIE 16B  1. Rees/Rees 2. Smith_Larson 3. Ciffi McLaughun 4. Henderson/Burns 6. Barley/Mark au 7. Garbero/Schmitt 8. Kahn/Wheeler 9. Burton/Urbanski 10. Silverman/Leeley 11. Weeks/Greene 12. Barnard/Coleman 13. Robinson/Robinson  HOBIE 16C  1. Duncan/Hardy 2. Yogis/Fitzpatrick 3. Smith Mood 4. Pierpoint/Pierpoint 5. Borchers/McMullien 6. Chrissis/Johnson 7. Riddels/Swanimar 8. Bowindsrski/Vernon 9. Swindsrski/Vernon 10. Gardner/Garvey 11. Parkinson/Johnson 11. Coes  DIVISION 16  ONTARIO OPEN 011 FLEET 295, DIVISION 16  CONTARIO OPEN 011 FLEET 295, DIVISION 16		4. J. Root 11.00 5. P. Paulson 12.00 6. S. Korz 16.00 7. G. Rosenberg 20.00 8. J. Brake 22.00 9. F. Quall 25.00 9. F. Quall 25.00 HOBIE 16A POINTS 1. Kulkoski/Vilia 3.50 2. Korz/O'Connor 10.00 3. Fecowicz/Verrub 11.75 4. Couatrone/Ahart 15.00 6. Schwind/Sweeney 19.00 7. Hamilton/Jones 16.00 8. Block/McCreany 20.75 9. Stackhouse/Pelkans 24.00 10. Amico/Barden 26.00 11. Jerry/Roth 27.00 12. Caster/Caster 33.00 13. Davidson/Davidson 34.00 14. Jeffers/Jeffers 37.00 15. O'Connor/O'Connor 39.00 16. Magin/Magin 42.00 17. Denninger/Hughes 42.00 18. Perkins/Perkins 43.00 19. Wintzel/Arena 47.00 20. Stanzione/Stanzione 52.00 21. John Perkins 42.00 22. Collucci/Colucci 52.00 23. Appel/Appel 58.00 24. Inventasch/White 59.00 25. McNamara/Bogulski 63.00 26. Plender/Plender 89.00 27. Meier/Wiley 80.00 28. McNamara/Bogulski 63.00 29. Meier/Wiley 80.00 40. HOBIE 16B POINTS 1. Szakmeister/Mutter 3.50 2. Ransley/Ransley 4.75 3. McVeish/Reardon 8.75 4. Knoll/Giewont 14.00 5. Jircitano/Meyer 15.00 6. Galletta/Ramsley 15.00 7. Meier/Wiley 80.00 7. Meier/Wiley 80.00 7. Meier/Wiley 80.00 7. Michamara 80.00 7. Kochwicz/Chapin 27.00 10. Meyer/Chapin 27.00 11. Stubler/Schaefter 29.00 12. Taylor/Taylor 30.00 13. Davidson/Morchower 35.00 14. Hooker/Muldoon 3.50 15. Knight/Chamberlain 39.00 16. Schappel/Schappel 40.00 17. Fregelette/Fregelette 46.00 18. Hacherf/Hacherl 46.00 19. Bustin/Bustin 47.00 20. JC/McNamara 50.00 21. Blocklin/Carhar 60.00 22. Bisesi/Bova 3.50 23. Smith/Taylor 10.00 24. Eleger/Lipske 72.00 25. Coder Perkender 72.00 26. Perkender/Spain 27.00 27. Meier/Wiley 80.00 28. Bisesi/Bova 3.50 29. Bisesi/Bova 3.50 20. Bisesi/Bova 3.50 20. Bisesi/Bova 3.50 21. Blocklin/Carhar 60.00 22. Bisesi/Bova 3.50 23. Smith/Taylor 10.00 24. Blocklin/Carhar 50.00 25. Coder Perkender 72.00 26. Delming 12.00 27. McCarbe/Cappel 50.00 28. Bisesi/Bova 3.50 29. Bisesi/Bova 3.50 20. Lindger/Lindger 31.00 21. Blocklin/Carhar 50.00 22. Bisesi/Bova 3.50 23. Smith/Taylor 10.00 24. Ladier Spain 40.00 25. Coder Perkender 46.00 26. Delming/Demining 12.00 2
1. McCarthy/Baxter 2. Maheris/Wilson  HOBIE 18A 1. Adelman/Giencke 2. Ferrera/G. Adleman 3. Shea/Simmons 4. Walklet/Williams 5. Godbey/Stinson 6. Berber/Lee 7. Beckwith/Robbins 8. White/Butler 9. McCarthy/Dempsey 9. Burgess/Burgess  HOBIE 18B 1. Latham/Arnaud 2. Wood/B. Baker 3. Norton/Connolly 4. Bartletti/Bartlett  HOBIE 16A 1. D. Baker/Thornton 2. Franco/Hancur 3. Becraft/Pelkans 4. S. Baker/Hotte 5. Patey/Patey 6. Venegas/Venegas 7. Jeffers/Jeffers 8. Saunders/Saunders 9. McCarty/Boatspede 10. Boulay/Boulay 11. O'Rourke/Malloy 12. Larkin/Williams 12. Deuellian/Childs 12. West/Hau  HOBIE 16B 1. Yates/Mazlish 2. Franklin/Hill 1. Yates/Marenell 1. Weeks/Chroney 6. Kahn/Banenti 1. Nadeau/Pastore	75 2.00 POINTS 75 2.00 3.00 4.00 5.00 6.00 7.00 8.00 10.00 10.00 POINTS 75 2.00 3.00 4.00 POINTS 75 2.00 3.00 4.00 POINTS 75 2.00 3.00 4.00 POINTS 75 2.00 7.00 8.00 9.00 11.00 12.00 12.00 12.00 12.00 12.00 POINTS 75 2.00 3.00 4.00 POINTS	1. McVeigh/Pennie 2. Kane/Kane 3. Johnson/Zimbelman 4. Hoeferz/Lee 5. Yates/Yates 6. Rosse/Rose 7. Eisman/Isakson 8. Levine/Preins HOBIE 16C 1. Kast/Kast 2. Novak/Accetta 3. Belkin/Wengrofsky 4. Jowns/Accetta 5. Elyme/Preins HOBIE 16C 1. Kast/Kast 2. Novak/Accetta 3. Belkin/Wengrofsky 4. Jowns/Accetta 5. Elyme/Preins 6. Keyes/Rorich 7. Schneider/Sagu 8. Cummings/Cummings 9. Vames/Busby 10. Masor/Cilento 11. Swenson/Rogers 12. McNally/Cummarate 13. Levy/Tortilli 14. Laux/Berscak 15. Maher/Maher  MAINE STATE HOBIE CHAMPIONSHIPS FLEET 231, DIVISION 12 OLD ORCHARD BEACH, ME AUGUST 19-20, 1989  HOBIE 21 1. Fox/Allen 2. McCarthy/French HOBIE 18A 1. Rayfuse/Trevey 2. Beckwith/Robbins 3. Miller/LeDuc 4. Latham/Lech 5. Richmond/Wadsworth 6. Prouty/Prouty	6.75 9.75 12.75 13.00 16.00 18.75 24.00 29.00 POINTS 4.25 7.75 16.00 22.00 22.00 22.00 22.00 22.00 22.00 45.00 45.00 45.00 45.00 45.00 60.00 FOINTS 2.25 8.00 8.00 12.00 9.00 9.00 9.00 9.00 9.00 9.00 9.00	HAMLIN BÉACH STATE PARK AUGUST 5-6, 1989  HOBIE 18A  1. Ogren/Ogren 2. Howes/Howes 3. Hopper/Stark 4. Karaim/McGregor 5. Holgate/Reagan 6. Thompson/Hodgson 7. Barbee/Reagan 8. Cowe/Ralph 9. Dauvergnel Ingraham 10. Yarwood/Yarwood 11. Adams/Adams 12. Snodgyass/Klash 13. Saulsgyer/ac/Crave 14. Nixon/Slickel 16. Moyer/Magin 17. Mixray/Murray 18. Gloin/Chechaik 19. Sumner/Sumner 20. Silattery/McGuire 21. Doud/Doud 22. Meyer/Vorpahl 23. Sowinski/Sowinski 24. Mergenhagen/McNamara 25. Kratz/Kratz HOBIE 18B 1. Eisenschmid/Eisenschmid 2. Shear/Hassenger 3. Pilotti/Garfield 4. Love/Love 5. Anderson/Anderson 6. Stumpf/DeCarlo 7. Castracani/Bawer 8. Mosbacher 9. Mercer/Martin 10. Lund/Jakobsbers 11. Davis/McBuire 11. J. McLauerty 2. P. Duggelby 3. C. Ufton	POINTS  3.50 6.00 6.05 8.75 15.00 18.00 26.00 29.00 33.00 39.00 39.00 40.00 42.00 42.00 42.00 42.00 67.00 67.00 71.00 POINTS	TTH ANNUAL GREAT SACANDAGA

HOE	BIE 18A	POINTS
1. 2. 3. 4. 5.	Sullivan/Sullivan Post/Brady Eisenschmid/Eisenschmid Ferrari/Clark Hill/Hill Mercer/Mercer	5.00 9.75 10.75 21.00 22.00 29.00
HOE	BIE 17	POINTS
1.	Blom Roberts	3.75 8.75
HOE	BIE 16A	POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	O'Connor/O'Connor Ransley/Ransley Meier/Wiley	9.25 15.50 16.75 22.00 32.00 32.00 37.00 38.00 40.00 47.00 51.00 68.00 71.00 75.00 81.00
HO	RIF 16R	POINTS

3.	Laurendeau/Laurendeau McVeigh/Pennie Schappel/Schappel	12.75 12.75 24.00	4. 5. 6.	Bristol/Tierney Gelaznik/Lilly VanAsperen/Mitchell	29.50 31.00 32.00	17. 18.	Robillard/Killius Lowawell/Babcock	70.00 87.00
6. 7. 8. 9.	Kantz/Prairie Davidson Kerr/Weiss Blocklin/Caihar	27.00 29.00 36.00 38.00	7. 8. 9. 10.	Deming/Deming Spencer/Spencer Gaworecki/Gaworecki Loughran/Heremann	34.00 38.00 40.00 50.00	1. 2.	Zydek Pedrick	3.75 10.00
<u>HO</u>	BIE 16C Beautter/Smith	POINTS 8.50	11. 12. 13. 14.	Countermarsh/Richmond Martin/Martin Barkley/Klein Bittner/Meyer	53.00 58.00 59.00 60.00	НО	BIE 14T	POINTS
3.	Wilson/Wilson Sanford/Sanford	24.00 26.00	15. 16.	Crowley/Parry Alessio/Devall	60.00 61.00	1. 2.	Rogowski Schadow	3.75 10.00



#### **NATIONALS**

HOBIE 18 U.S. NATIONAL CHAMPIONSHIP ERIE, PENNSYLVANIA AUGUST 22-26, 1989

#### FINALS

SKI	PPER/CREW	STATE	POINTS
1.	Duke/Espinoza	FL	31.25
2.	Mayo/Mayo	FL	31.25
3.	Whitehead/Klaase	SA	39.50
4.	Rayfuse/Trevey	CA	47.75
5.	Stater/McCambridge	VA	47.75
6.	Karaim/McGregor	ONT	48.75
7.	Hopper/Stark	ONT	53.75
8.	Bass/Saneman	OK	57.00
9.	Ferrara/Adleman	CT	92.00
10.	Hayward/Thompson	NJ	99.00
11.	Marschack/Marschack	OR	101.75
12.	Reid/Smith	ONT	103.00
13.	Schleckser/Schleckser	NJ	116.00
14.	Pitt/Pitt	GA	117.00
15.	Brown/Brown	CA	119.50
16.	Snodgrass/Klahr	OH	122.00
17.	Adams/LsForest	QBC	122.75
18.	White/Rodriguez	FL	126.00
19.	Rose/Rose	MI	129.00
20.	Shea/Simmons	CT	132.75
21.	Gamble/Gamble	NY	139.00
22.	Sneider/Singley	TX	142.00
23.	Thompson/Hodgson	ONT	142.00
24.	Caster/Pesane	NY	143.00
25.	Block/Rosenberg	NY	146.00
26.	Cunningham/ Cunningham	FL	147.00
27.	Crabbe/Garlick	ONT	156.00
28.	Yahalom/Yahalom	CA	156.00
29.	Frederick/Schaefer	OH	163.00

30.	Ferree/Pfeifer	IL	169.00
31.	Saulsgiver/McCrave	NY	178.00
32.	Carlson/Moore	FL	180.00
33.	Mitchell/Mitchell	IA	185.00
34.	Mette/Mette	MI	194.00
35.	Ross/Ross	OH	195.00
36.	Mondgagon/Searan	FL	197.00
	0 0		

HOBIE 18 U.S. NATIONAL CHAMPIONSHIP ERIE, PENNSYLVANIA AUGUST 22-26, 1989

#### CHAMPIONSHIP

SKI	PPER/CREW	STATE	POINTS	
1.	Mayo/Mayo	FL	8.50	
2.	Hopper/Stark	ONT	11.75	
3.	Duke/Espinoza	FL	11.75	
4.	Karaim/McGregor	ONT	14.75	
5.	Rayfuse/Trevey	CA	15.75	
6.	Whitehead/Klaase	SA	15.75	
7.	Stater/McCambridge	VA	16.00	
8.	Marshcack/Marschack	OR	17.75	
9.	Shea/Simmons	CT	17.75	
10.		OK	19.00	
11.	White/Rodriguez	FL	22.00	
12.	Pitt/Pitt	GA	26.00	
13.	Snodgrass/Klahr	OH	27.00	
14.	Adams/LaForest	QBC	30.75	
15.	Schleckser/Schleckser	NJ	32.00	
16.	Rose/Rose	MI	35.00	
17.	Hayward/Thompson	NJ	37.00	
18.	Brown/Brown	CA	37.50	
19.	Block/Rosenberg	NY	40.00	
20.	Saulsgiver/McCrave	NY	42.00	
21.		CT	43.00	
22.	Yahalom/Yahalom	CA	43.00	

23.	Cunningham/ Cunningham	FL	45.00
24.	Caster/Pesane	NY	47.00
25.	Sneider/Singley	TX	48.00
26.	Ferree/Pfeifer	IL	48.00
27.	Frederick/Schaefer	OH	52.00
28.	Carlson/Moore	FL	52.00
29.	Mitchell/Mitchell	IA	53.00
30.	Mette/Mette	MI	55.00
31.	Reid/Smith	ONT	57.00
32.	Crabbe/Garlick	ONT	59.00
33.		OH	59.00
34.	Gamble/Gamble	NY	59.00
35.	Mondgagon/Searan	FL	60.00
36.	Thompson/Hodgson	ONT	61.00
37.	Ogren/Ogren	NY	62.00
38.	Davis/Davis	WA	62.00
39.	Boone/Boone	FL	62.00
40.	Howes/Howes	ONT	62.00
41.	Hill/Hill	CA	65.00
42.	Adams/Adams	PA	69.00
43.	Cockroft/Cockroft	CA	71.00
44.	Jones/Jones	GA	73.00
45.	Fischer/Kittell	WI	75.00
46.	Shear/Hassenger	NY	76.00
47.	Costa/Beach	TX	79.00
48.	Akers/Akers	DE	79.00
49.	Nixon/Nixon	PA	80.00
50.	Lehman/Lehman	MI	84.00
51.	Renninger/Lyons	NE	87.00
52.		NJ	89.00
53.	Isco/Shoemaker	IL	91.00
54.	Flaherty/Deaton	SC	98.00
55.		MI	98.00
56.		PA	99.00
57.	Mergott/Christensen	NJ	100.00
58.		OH	103.00
59.		NJ	104.00
60.		TX	109.00
61.		PA	110.00
62.	Sneider/Howell	TX	120.00

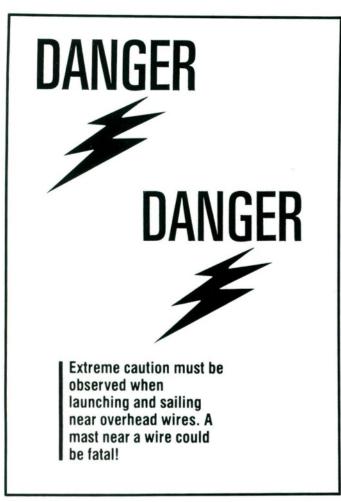
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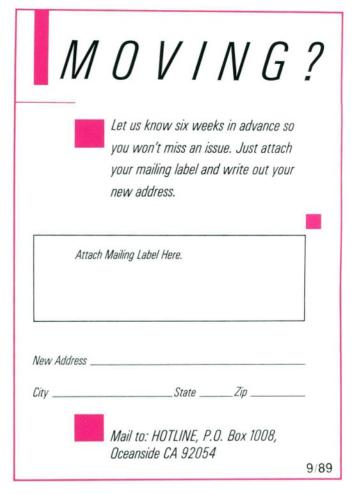
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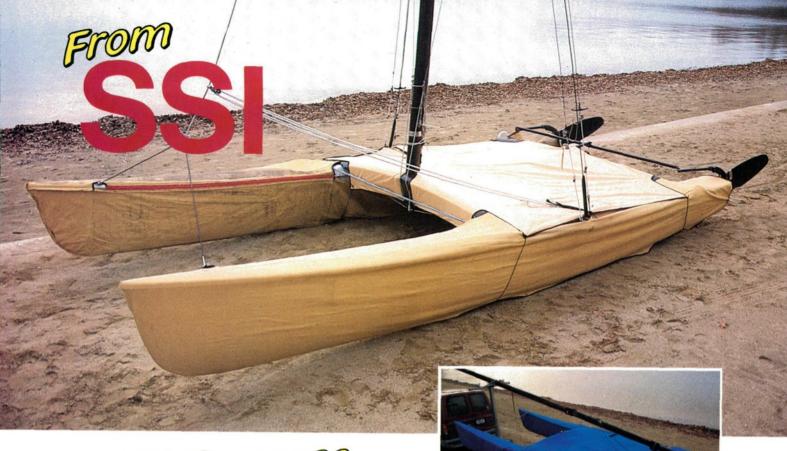




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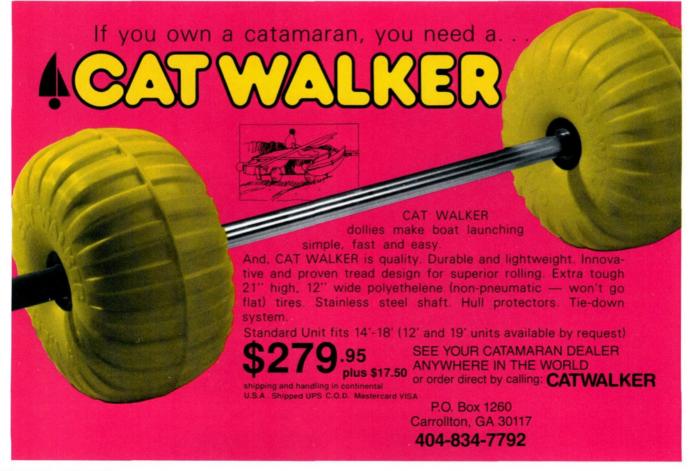
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### **ESTERO BAY**

By Mary O'Reilly Newport Beach, CA

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. We'd love to see slides too! -Ed.

Estero de Punta Banda -- Estero Bay -- has been my ideal Hobie exploration location since I was a kid. The 15-mile inlet waterway is situated about 125 miles south of San Diego, CA on Baja Highway 5, right below the friendly tourist town of Ensenada, Mexico.

Estero Bay also seems to be a favorite of sorts of the massive Pacific Ocean, which has been attempting to seal up and obliterate it for years. Each winter, ravaging storms try to chop away at the beauty of this sailing paradise.

Inside the protective sand spit, Estero Bay is surrounded by clean white sand. The water is a smooth deep blue-green with sufficient fresh ocean breezes to satisfy any salt.

On the mainland side lies the Estero Beach Hotel, which can spoil you to your heart's content. It offers tennis, swimming, boating, fishing, fine dining, horseback riding, and plenty of sand on which to work on that tan line.

Looking for a more primitive holiday? Just load up the Hobie Cat with food and a sleeping bag, sail over to the sand spit and camp under the stars of a peaceful Mexico warm night. I highly recommend this kind of adventure.

The 100-yard-wide sand spit is a rolling collection of sand dunes and shrubs. If the swell is running on the ocean side of the dune, the surf is great. If not, there are plenty of seashells and other forms of marine life to explore.

How is the sailing? On most days the wind is in the 10-20 knot range. If you want to explore the inlet, set sail and go. For more of a challenge, sail out through the inlet into the Pacific Ocean.

To get to the untamed outside, you have to become "narrow-minded" as you navigate a very tricky 75-yard opening. (When I was a kid, the opening was almost a half-mile wide.) The depth of the opening is shallow at low tide so your rudders will most likely not lock down. The waves may be small or large, depending on the swell.

Getting through this opening can be a real adventure in itself. With big surf, it can be hell or the greatest place on earth depending on whether or not you flip. I find it great to sail out tack and reach back in under the power of the waves. (I strongly recommend using nylon rudder pins going in and out of the surf. To be safe, carry several and plan on using them all!!)

Once outside, your sailing choices are endless. You can sail up the coast to Ensenada, journey to the Todos Santos islands some 25 miles offshore or travel along the Punta Banda coastline.

With a fresh ocean breeze and Pacific swell, you won't find a finer place to sail. Screaming reaches were invented down here. The Punta Banda Bay is about 30 miles across, which translates into a 60-mile screaming reach, round-trip.

You have not lived until you have accomplished a Punta Banda "round trip." Imagine warm Mexican water, fresh salt air, a decent swell and 20 knots of air. You get going so fast you want to stop the boat and see if the hulls are on fire from the friction. You go so fast for so long it's amazing the paint stays on the hulls.

The best time to go? Any day of the week, summer, winter, spring or fall. Tired of sailing in the same old place? Head south; you'll never regret it.

To make reservations contact: The Estero Beach Hotel, P.O. Box 86, Ensenada, Baja California, Mexico.



# As Real As It Gets Cold-filtered Draft Beer

Beer Brewed by Miller Brewing Co., Milw., WI

