

# *Hobie* **HOTLINE**

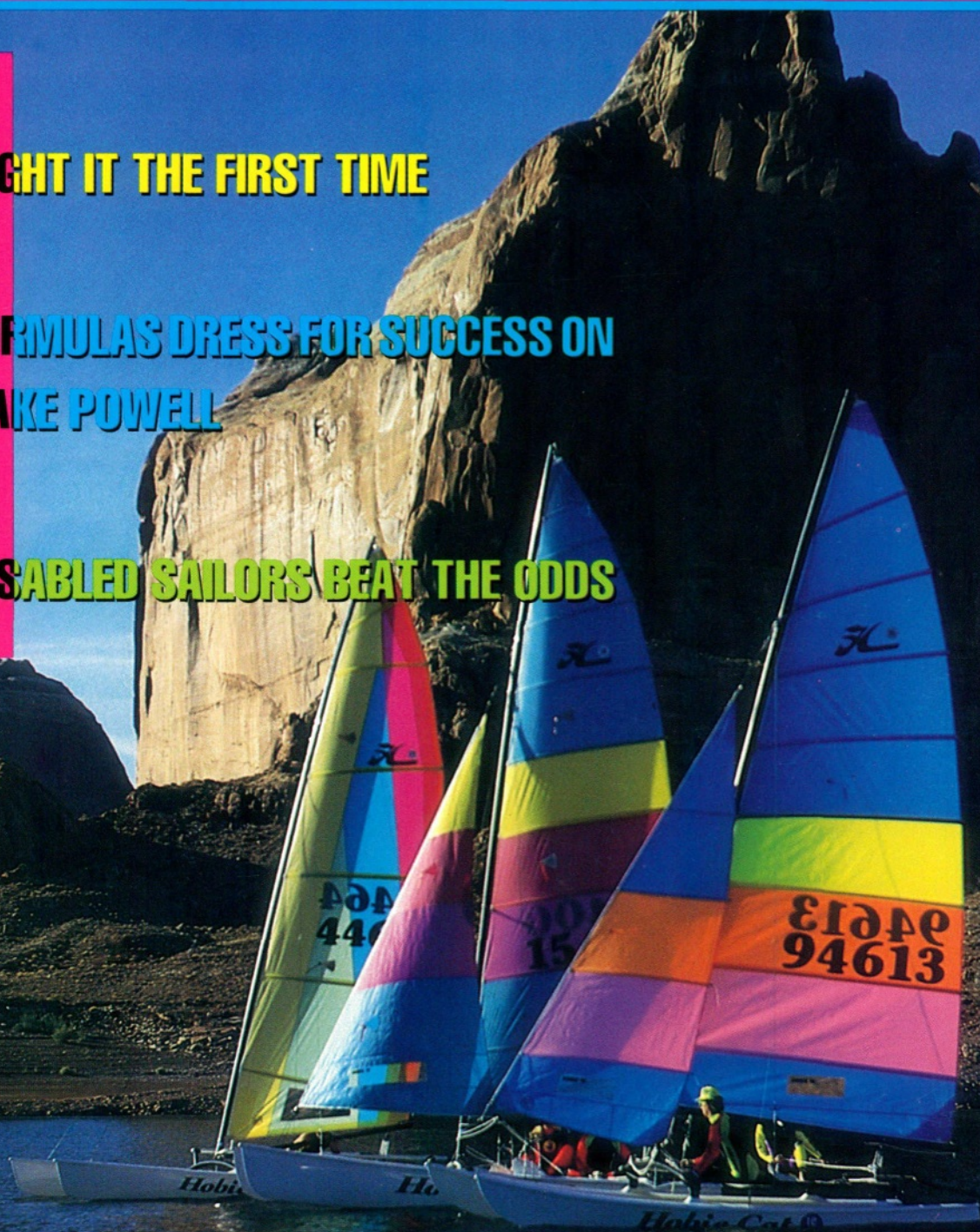
JANUARY/FEBRUARY 1990

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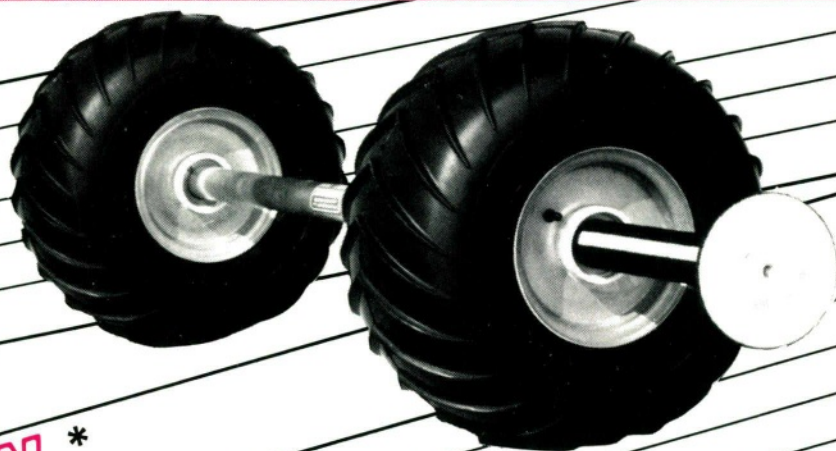
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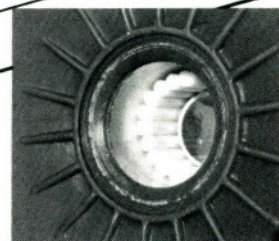
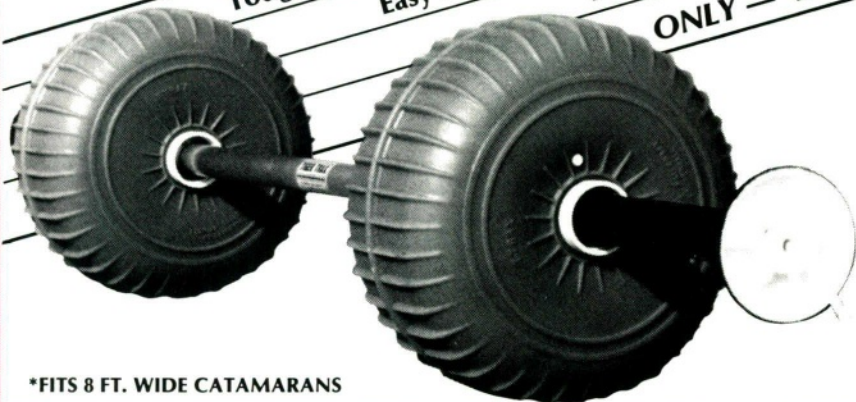
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Lake Powell set the stage for Patrick McDowell's photography.



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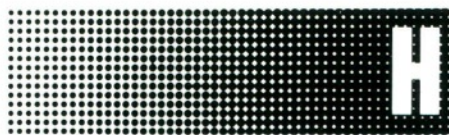
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# OFF WITH THE OLD AND ON WITH THE NEW

**N**ew Year's resolutions are always full of promises of "changing our ways." Or, giving up something (or someone) that we feel we'd be better off without. If you're like me, your list of 1990 resolutions could be the beginning of a short story, or even a lengthy novel.

Well, I have one more for you to add to your list; getting rid of an old, bad habit: sailing without a COMPTIP™.

You're probably thinking - not again. You're wondering why we're devoting valuable space in your magazine to rehashing an already hashed-over and controversial subject. You wish we'd just leave you and the subject alone. Well, we will after this (for a while at least).

Just as the seat belt issue was a major controversy, so has become the COMPTIP. And as seat belts became mandatory, so has the COMPTIP, for Hobie Cat racers.

On one hand, I too like having choices. I don't want to be forced into doing anything! And I'm sure that's the way a lot of you feel. But, I also dislike having, for example, my auto insurance rates and taxes raised because some people refuse to be responsible for their own safety.

Most important - this is a life or death matter. The dangers from a sailboat mast coming in contact with an overhead power line are very real. It does happen. It can happen to anyone. And when it does happen, it does things to the human body that are just too graphic for print.

I'm proud to be associated with a company as public-minded as Hobie Cat. No other boat manufacturer has made the commitment that Hobie Cat has to really doing something about making their boats safer and saving lives. We all know of industries which at best do not discourage and at worst actually encourage behavior not in the best interests of the people it exists to serve. Organizations such as these sadly seem more interested in having its customers keep their company alive than in their company keeping its customers alive. Your company and my company, Hobie Cat, to its credit, has taken action to call attention to and remedy a dangerous situation — at considerable expense to itself and even at the risk of alienating its (more foolhardy and less foresighted?) customers.

As stated in "The COMPTIP Controversy" article in this issue: "It saddens us at Hobie to lose you as a subscriber and participant, but it would sadden us more to lose you altogether because of what we think are your misguided notions on the COMPTIP."

Is Hobie Cat justified in its decision? Yes, saving one life is justification enough!

Where does this leave other sailboat manufacturers? Are mandatory non-conductive masts on all sailboats that far into the future? I don't think so.

Get 1990 off to a safe start — ring out the old mast and ring in the new COMPTIP.

Cheers!





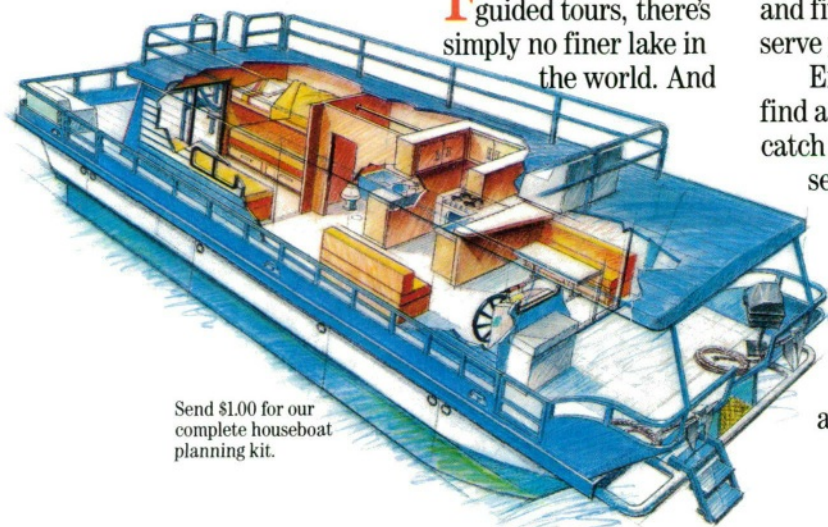
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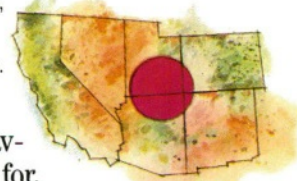
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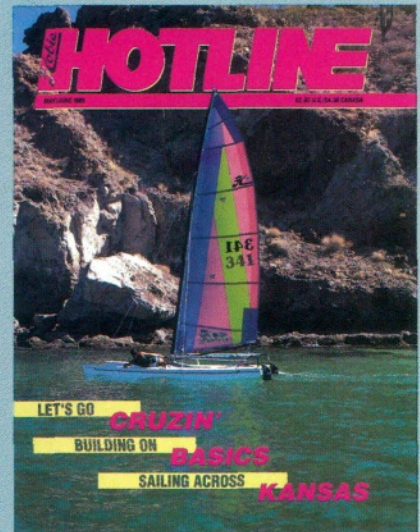
  
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## THE POSSIBLE DREAM

**HOBIE CAT  
CONQUERS  
THE NORTHWEST PASSAGE**

STORY BY JEFF MACHING  
PHOTOS BY LANCE BODWELL

**O**nce it's over, it's a relief. "One can't see the horizon," says the crew of the Hobie Cat, "but the horizon is there. It's just a little bit further away." The crew of the Hobie Cat, a small sailboat, is on a mission to sail the Northwest Passage. The journey is long and difficult, but the crew is determined to succeed. They are facing many challenges, including ice, storms, and a lack of supplies. But they are also facing a great reward. If they succeed, they will have completed one of the most difficult sailing trips in the world.

**A 400-YEAR-OLD DREAM**

As the crew of the Hobie Cat sails the Northwest Passage, they are also sailing a dream that has been around for 400 years. The Northwest Passage is a route through the Arctic Ocean that has been sought by many explorers for centuries. It is a route that is both dangerous and rewarding. The crew of the Hobie Cat is the latest in a long line of explorers who have attempted to sail this route. They are the first to do so in a small sailboat.

The crew of the Hobie Cat is made up of four people. They are all experienced sailors and are well-equipped for the journey. They have a lot of supplies and a lot of determination. They are ready to face whatever challenges come their way. They are ready to sail the Northwest Passage.

NOVEMBER/DECEMBER 1997

# THE

**DRAMA, HUMOR,  
TECHNIQUE, TRAVEL,  
ADVENTURE, INSPIRATION,**

# SOURCE

**COLOR, HOW TO'S, HOT MOVES, STYLE, NEWS,  
INFORMATION, AND INNOVATION.**

## SAIL CUTS AND KINDS

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

**STORY BY DAVID CALVERT  
ILLUSTRATIONS BY DONALD DUNN**

Many sailboat sailors are familiar with the term "sail cut." It's a term that refers to the shape of a sail. The shape of a sail is important because it affects the way the sail performs. A sail that is cut correctly will perform better than a sail that is cut incorrectly. There are many different types of sail cuts, and each one has its own advantages and disadvantages. The most common types of sail cuts are the "standard" cut, the "racing" cut, and the "cruising" cut. Each type of cut is designed for a specific purpose, and the sailor should choose the cut that best suits their needs.

**LET'S TALK SAILCLOTH**

Sailcloth is the material that makes up the sail. It is important to choose the right type of sailcloth for the job. There are many different types of sailcloth, and each one has its own characteristics. The most common types of sailcloth are Dacron, Mylar, and Kevlar. Dacron is a synthetic material that is strong and durable. Mylar is a synthetic material that is lightweight and strong. Kevlar is a synthetic material that is very strong and lightweight. The sailor should choose the type of sailcloth that best suits their needs.

**FIGURE 1  
LOAD LINES**

When you're looking at a sail, you'll notice that it has a number of lines running across it. These lines are called "load lines." They are important because they help the sailor to know how much weight the sail can handle. The load lines are usually marked with numbers, and the sailor should follow these numbers when loading the sail. If the sailor loads the sail with too much weight, it could become damaged or even torn. So it's important to follow the load lines.

**MYLAR VS. DACRON**

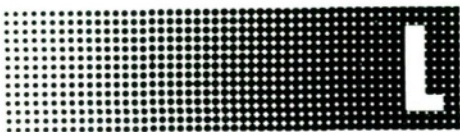
When it comes to choosing between Mylar and Dacron, there are a few things to consider. Mylar is a synthetic material that is lightweight and strong. It is also resistant to UV light, which means it won't fade or become brittle as quickly as Dacron. Dacron is a synthetic material that is strong and durable. It is also resistant to UV light, but it is heavier than Mylar. So if the sailor is looking for a lightweight sail, Mylar might be the better choice. If the sailor is looking for a strong and durable sail, Dacron might be the better choice.

**DACRON SAILCLOTH**

Dacron is a synthetic material that is strong and durable. It is also resistant to UV light, which means it won't fade or become brittle as quickly as other materials. Dacron is a good choice for a sail that will be used for a long time. It is also a good choice for a sail that will be used in harsh conditions. Dacron is a reliable material that can be trusted to perform well.

**SUBSCRIBE TODAY !**





# LETTERS

## Love That Calendar!

I'm writing this letter to let you know how much your calendar means to my friends and me.

The people with whom I work have the beautiful Hobie Cat pictures hanging in their offices. Several order the calendars and everyone shares the pictures.

We had a Hobie Cat for a lot of years. We loved our boat but sold it to help get my husband into his own business. We have always subscribed to the HOTLINE and always will.

My son is 9 years old. We have had a calendar every year it was made. My son's history is recorded on a Hobie calendar; such as his first word, when he crawled, when he turned over, when he took his first steps, etc.

Thank you for your great and important Hobie Calendar Creations. We hope they will be around for our enjoyment always.

Jan Grover  
Tampa, FL

## Does He Have A Deal For You!

Would you consider putting in your Letters to the Editor that a Hobie Cat sailor of Boulder, Colorado, would love to trade some Californian a snow skiing trip for a trip to the Midwinter's West 1990 at San Felipe, Baja California, Mexico?

I usually only sail on Boulder Reservoir and Lake McConaughy, Nebraska, and during the winter dream of the warm weather sailing on the Baja which your magazine always features! If someone were willing to pick me up at the San Diego airport and take me along on their trip down to the Midwinter Hobie Cat outing in February, I would provide them with a great winter visit to Colorado snow country. I am not as interested in racing as in just being around the Hobie group and getting in deep water sailing in that area. In return, I would pick up a person or couple at the Denver Airport, at their convenience in late February or March, transport them to a lovely A-frame cabin near Breckenridge and provide them with ski visits to Copper Mountain, Keystone and Breckenridge where their only expenses would be lift tickets and meals.

I suppose this is a bit unusual, but since we just pulled the Hobie out of our reservoir after a lovely month of fall sailing and will not get to sail anymore until next May, I am already thinking

what fun it would be to visit the Baja with Hobie types.

I've enjoyed your HOTLINE and all those great articles about sailing around the world. Maybe someday you will feature an article on Lake Dillon (deep in ski country) or Boulder Reservoir with its lovely Long's Peak/mountains backdrop.

I am an older IBM engineer, good skier, and non-racing Hobie Cat sailor who enjoys the best of summer sports - sailing - and the finest of winter activities - snow skiing. Thanks for any effort you might make in pinning this on a group board or giving it to a California club if it's not possible to get it in the magazine.

David M. Webster  
Boulder, CO

*Anyone interested in this unique trade-off can contact David by writing to him at 2550 Balsam Drive, Boulder, CO 80304. Or call, 303-443-9799. -Ed.*

## A Weighty Subject Addressed

The recent Hobie 16 Women's Worlds and Open Nationals featured some discussion regarding rule changes concerning increasing the minimum boat weight from 320 to 340 pounds. This change would mean that boats under 340 pounds would have to add dead weight to be class-legal, irrespective of crew weight. I feel that this potential rule change is not in the best interest of Hobie 16 racing.

The object of one design racing is to nullify the effects of boat design, to ensure the skill of the crew determines the race outcome. The Hobie 16 is an excellent one design racer, but it is extremely weight-sensitive. Thus, boats that are minimum weight and sailed by crews at class minimum (including added weights if necessary) of 285 pounds, are at a distinct advantage over heavy crews with heavy boats (the worst combination).

Now some of you might be saying "What's all this hullabaloo over a few pounds?" Well, as a rule of thumb, a Hobie 16 plus crew, sailing in ten knot average wind should lose one boat length per nautical mile for each ten pounds over minimum (assuming all else is equal). This result is considerably worse in lighter air with choppy seas.

Now, one boat length per mile doesn't seem like much, but if the average course is ten miles (five marks), the difference at the finish would be ten

boat lengths. If the boat and crew are 50 pounds over minimum, then we're up to a 50-boat-length difference, or 800 feet. How would you like to start a race in which you spotted other boats by nearly three football fields?

Now that we understand that weight is a big issue, how should the rules be changed? My suggestion is that if boats are going to be weighed, then the class rules should provide for a combined minimum weight for crew and boat.

For example, using the present minimums expressed in the class rules, we would have a minimum weight of 320 pounds (boat) plus 285 pounds (crew), which equals 605 pounds. If a boat were heavy, then the crew could be lighter than 285 pounds. This rule would tend to equalize everyone to the same combined weight for minimum weight crews. Unfortunately, heavy crews with heavy boats would be further penalized.

One way to get around this would be to increase the combined weight of boat and crew; then all racers would approach a common weight. For example, if we raise the combined weight to 625 pounds (340 boat, 285 crew), heavier crews could sail a lighter boat and still make a minimum weight. Now we've equalized the effects of weight, which allows for more competitive racing.

If boats are not going to be weighed, then leave the rules as they stand, or increase the minimum crew weight to, say, 300 pounds, so heavy crews and/or boats are more competitive.

One change that wouldn't make any sense is to increase the boat weight minimum, weigh the boats, and then add boat weight on light boats to bring these boats to minimum. This further exacerbates the problem for heavier crews with light boats (but admittedly does help light crews with heavy boats).

I hope I've made my point. Greater than minimum weight on a Hobie 16 does make a big difference. In order to create a more competitive and fairer class for racing, we must consider both the boat AND crew weight.

Marv Gantsweg  
Marina Del Rey, CA

## Picture Perfect

We own two Hobies - 16 and 18 - love them both. Your magazine is great. Love getting each copy! More pictures please! Thanks!

Bruce L. Williamson  
Charlotte, VT



# WAVE LINES

## McNett Strikes While the Iron is Hot

McNett Corporation has introduced Iron Mend™, an iron-on repair for wetsuits. Constructed with a waterproof inner layer that provides flexibility and abrasion resistance for increased suit life, Iron Mend is easy to apply using an ordinary household iron.

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For more information on Iron Mend contact McNett Corporation; 1405 Fraser Street; Bellingham, WA 98227; (800)221-7325.

## SOS or \$O\$?

SOS, the international signal for distress, currently means send help (Save Our Ships). The currently may soon turn into currency, however, thanks to U.S. Senator Ted Stevens (R-Alaska) and the Senate Commerce Committee.

Under this Senate proposal, the Coast Guard would develop a "Support of Services" (SOS) stamp at an as-yet-undecided "modest" price. The stamp would serve as a form of insurance for boaters, who would not be charged additional fees for Coast Guard services such as non-emergency tows. Boaters who choose not to purchase the stamp will risk having to pay high non-emergency service fees.

The Boat Owners Association of the United States (BOAT/U.S.) expresses skepticism about the benefits and effectiveness of the proposal, which is being decided as this issue goes to print. Notes BOAT/U.S. president Richard Schwartz, "While this may sound reasonable, their proposal specifically states that the Coast Guard is under no obligation to provide any service to anyone even if they have purchased the SOS stamp."

As anyone who has eaten chipped beef on toast is aware, the letters SOS stand for many things. We all hope "Stamp Out Sailing" will never be one of those meanings.

## Do-it-yourself Protector

*This tip is courtesy of David Hough of Cary, NC. -Ed.*

Here is an inexpensive, easy-to-make protector for the Hobie 17 wing trampoline where the tiller (Hotstick) rubs the vinyl on which the tiller frequently rests. I have seen some 17s with plastic strips screwed on the tube for the tiller to rest, but my invention does not require the use of screws.

The material for the protector is light-

weight, 1.5 inch PVC drain tubing. It can be purchased at most hardware or building supply stores in ten-foot lengths for under \$5.00. Be sure to get the lightweight tubing, as the PVC does come in two-wall thickness. Cut the ten-foot length into two five-foot lengths. Then cut about a one-inch width lengthwise out of the tubing. I used a sabersaw, but it also could be done with a table saw or radial arm saw, for a straighter cut.

After cutting the tubing, sand the ends and the lengthwise cuts until they are smooth and rounded. To install the protectors on the wing, start at the stern and spread the opening at one end of the tubing wide enough to fit over the wing tube. Work your way forward, spreading the tubing and slipping it over the wing tube. The wider the lengthwise cut in the PVC tubing, the easier it will fit over the wing tube. Be careful, however; if the cut is too wide, it will not stay in place well.

This protector would also work well on the 18 Magnum and the 21 wings.

## NAME GAME CORNER

### Let's Play The Name Game

*Remember those great sail names Bruce Baker showed and told us about in "Name Game" in the July/August '89 HOTLINE? As he explained, often sail names reveal a lot about the Hobie owner (e.g., Ruth Less; Campbell's Sloop; Paw's Cat). At the end of the article, we asked readers to send color photos and background on boat names to the HOTLINE so we could publish them. Well, you did and we are! Welcome to the "Name Game Corner," which we hope will be a recurring feature of our Wave Lines section of HOTLINE. Keep those names and photos coming! -Ed.*

We really enjoyed your "Name Game" piece (July/August); so much, in fact, that we decided to send you a photo of "T.C." The boat is a 1984 Hobie 16. It was a total disaster when we bought her two years

ago, but after a winter's worth of work, along with equipment and advice provided by our local dealer, The Boat Store in Massapequa, we are very happy with the outcome. The "Topcat" idea was courtesy of my five-year-old niece (a Top Cat cartoon fan), and the excellent graphics came courtesy of Paul Yip (note the Telo-cat). Pictured in the photo with me is my faithful fiancée/crew, Ellen Yip. Keep up the good work!

Jim Mitchell  
Hicksville, NY

Enclosed is a picture of my boat, "The Pink Panther", as you requested in the July/August issue of the HOTLINE. My name is Mary Meier. I live in Schenectady, New York and am the commodore of the Great Sacandaga Fleet 238 Hobie Club. You may be interested to know that I painted the character of the Pink Panther myself and I am working on a different pose for the other side. Also, I went from "C" Fleet to "A" Fleet in two races. In the background is my fearless crew, Gary Wiley from Lansingberg.



I think it is a great idea to do a section on boat names. There are a lot of interesting ones in Division 16. I will try to take some shots and send them to you. Keep up the good work!

Mary Meier  
Schenectady, NY

## Women's Nationals Scandal

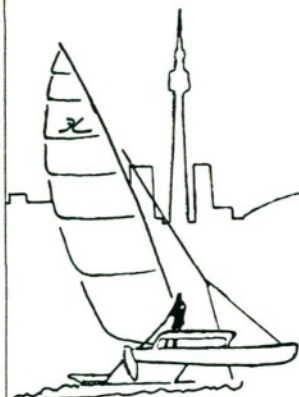
BY DICK BLOUNT

Not being one to spread idle gossip, I nevertheless feel it's my duty to expose corruption, graft and cheating wherever it rears its ugly head. Despite stringent regulations specifically forbidding it, I'm sorry to report that a male sailed in and helped win the 1988 Hobie 16 Women's Nationals in Corpus Christi, Texas.

A full investigation is now underway. The Hobie World Council has been notified, and







# 2nd HOBIE 17 WORLD CHAMPIONSHIPS

TORONTO, ONTARIO  
JUNE 9 - 16, 1990

**Location:** *Etobicoke Yacht Club*

Qualifying Series	<i>June 9, 10, 11</i>
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Accommodation details are not yet finalized  
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☐

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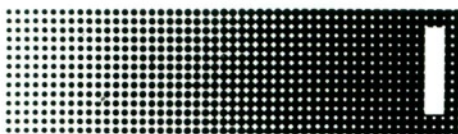
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SINGLE

☐

DOUBLE





## THE RIGHT TOUCH

### *How To Right A Hobie In Any Kind Of Wind*

BY PAUL ULIBARRI

*Paul Ulibarri, who here explains the ins and outs of righting a boat, knows whereof he speaks. He bought his first Hobie in 1969 and has been catting about ever since. One of the original Hobie dealers, Paul (known affectionately to his Hobie friends as P.U.) currently is Director of the North American Hobie Class Association. He is on the USYRU Multihull Executive Council and also is a USYRU judge. In his 'spare' time, Paul serves as Beach Captain at many National and World events. -Ed.*

It's a perfect day, sunny and warm, wind out of the northwest at 20 knots, with some nice rollers working their way down the Straits of Juan de Fuca. It's a perfect day to reach over to Victoria, B.C. We have all the gear: drysuits, booties, gloves, life jackets, full shoulder harnesses and ski hats. Off we go in a building breeze. Midway across we stick it, got carried away I guess. We unhook the righting line, ease the sheets, mast into the wind, hike out on the righting line. Up she comes, and over she goes. Swim it around, move the righting line to the other hull and try again. Up she comes and over she goes. Must be out of shape and it's a little chilly. The water temperature in the Straits is about 50 degrees in mid-summer. Don't want to spend too much time in it. The wind is up a bit now. Some nice gusts blowing the tops off.

After more unsuccessful attempts, we are getting tired, cold and a bit concerned.

#### **Be Prepared**

How do you right a Hobie in high winds and big roller conditions? As with most techniques, it requires some understanding, expertise and practice. Next spring, take an hour off from sailing and practice righting techniques. Get the fleet together and practice righting the boat in a good breeze in a controlled situation with a rescue boat standing by.

First, make sure your Hobie is equipped with a good righting line. Most Hobie dealers have several choices of commercial righting lines available. If they don't, try a soft line 1/2 inch in diameter and 20 feet

long (15 feet for a Hobie 14). If you find yourself without a righting line, which should never happen, unstring the mainsheet and use it instead. Have the righting line easily accessible at all times. The commercial ones are permanently installed.

Most sailors tie the righting line either to the shrouds or the front crossbar. Release the mainsheet and the jib, permitting the sails to spill water and to wind vane when the boat comes to the upright position. Check to see that the sheets are not caught on cornerposts or anything of that nature. If the boat is in a turtle position (mast pointing straight down), square the hulls to the wind. Lead the righting line over the windward hull and stand on the leeward hull. Hike out, applying steady pressure and patience, and the boat should come up onto its side. At this point it's best to stop, catch your breath, ensure the sheets are still clear, and get a new grip on the righting line. Keep the mast pointed into the wind with the bows windward-favored. Walking forward on the hull will move the bows to weather. The idea here is first to allow the wind to blow against the trampoline to help right the boat and second to keep the bows pointed slightly into the wind to help prevent a complete flip-over. Hike out as far as you can with the righting line held high for maximum leverage. Both skipper and crew should be pulling on the righting line. As the mast comes up, wind will fill under the mainsail to right the boat. Unfortunately, in high wind this feature will also cause the boat to flip over, mast to leeward. This is the point at which maneuvering gets a little tricky.

#### **Bigger Wind, Bigger Problem**

In the Can Am Race video, Port Angeles to Victoria B.C. across the straits, a Hobie 16 is seen rolling mast to hulls, mast to hulls, four times in the huge rollers. It's scary. In the first Hobie 18 Worlds at Daytona, Jeff Alter experienced a similar sensation, due to a high wind front that moved in unexpectedly.

How do you right the boat in big air and keep it upright?

In Jeff's case the answer was to stay with the boat and wait until the front blew through before trying to right it. In a steady heavy breeze not likely to diminish, you have to rely on technique. The procedure is a combination of several things. We have already mentioned having the bows pointed

a bit to weather. In addition, as you feel the boat pass the midway balance point, the forward-most person should drop to the new windward hull forward of the front crossbar. (This is the hull on which you have been standing.) Your weight should prevent the boat from going all the way over.

On a 16 or 18 the person standing aft during the righting procedure should go straight for the dolphin striker bar under the front crossbar. This person acts as a counterweight by hanging onto the striker bar. A combination of the two positions, one on the new windward hull, and one hanging from the dolphin striker, should check the boat from going completely over. As the boat comes over, it is natural and safer to drop between the hulls. This maneuver automatically puts you into position to grab the bar and get on the windward bow. As all

this is happening, do not release the righting line until you are positive you will be able to grab some part of the boat. Normally, in winds of this strength, it is not difficult to right the boat. If you are having problems, however, particularly on the 18, it's quite all right to stand on the daggerboard.

The Hobie 21 can be righted by two large people. All the standard

righting procedures are relevant, but in addition, using waterbags and/or helping the wind get under the sail by presenting more of the bow to the wind is essential. Hook up completely on the righting line and both of you move your weight forward to get the bows to windward. Don't move the bows too far forward — just enough for the wind to flow under the mast. As the bows move ahead, the wind will get under the base of the mast. On its side the Hobie 21 mast base is about four feet off the water, which allows wind to build under the mast/sail and lift the tip clear. As the tip starts to clear the water, move your weight slightly aft to present more trampoline area to the wind. As you move aft, be sure to continue hiking out to the maximum. Keep the righting line high. As the boat passes the balance point, drop once again to the new windward hull bow with the aft person grabbing the striker bar to stabilize the boat. One last word on the 21: If you are in a remote area with no other boats around, it's best not to sail on the edge. It will come up, but not easily.

#### **The Radical Right**

What do you do if you find yourself in  
CONTINUED ON PAGE 14



*Rick Whites*  
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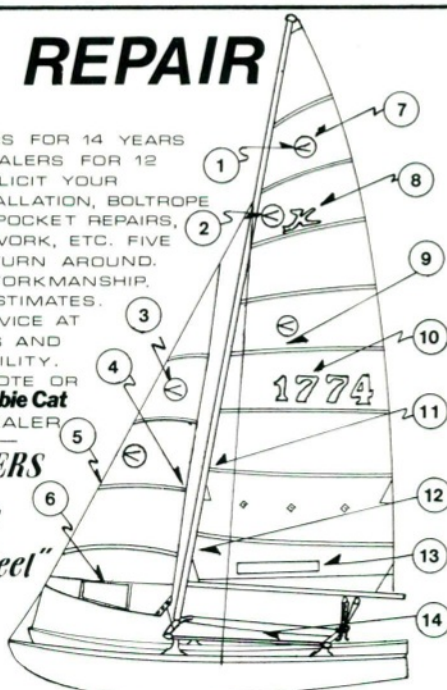
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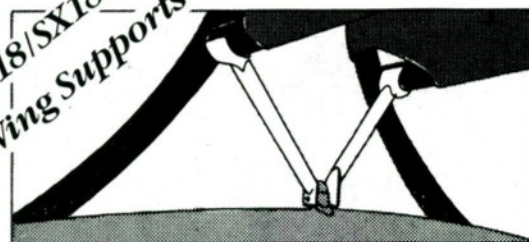
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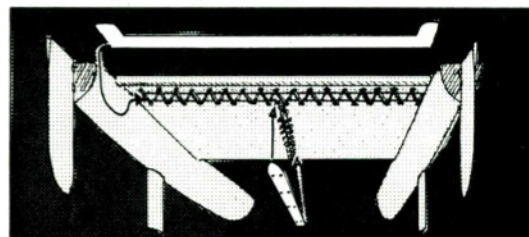
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## IN TUNE CONTINUED FROM PAGE 12

radical conditions and no matter what you do, the boat keeps tumbling to leeward every time you attempt to right it? You can try several options. If you're on a 17 or 18, unhook the outhaul; on all models ease the downhaul. Another effective solution might be to tie a waterbag on the "down" hull front crossbar. If the boat continues to flip over, try dropping the mainsail. With the boat on its side, unhook the halyard and pull the sail down the track. Gather the sail and tie the boom to the boat with the halyard end. Clear all lines and right the boat. A lot of effort is required to do this, so take your time and rest frequently. Under these conditions the jib should give you enough windage to right the boat, but not enough to flip it. Use all normal procedures for the righting action. Once up, either re-hoist the sail or go in on jib alone. In radical conditions such as these, you must remember if you lower the sail, it will not be possible to re-hoist it while the boat is on its side. It is imperative to make sure you have exhausted all other possibilities first.

If you have exhausted all possibilities but are still unable to right the boat, and faced with the possibility of spending all night on the water, you can try one additional alternative; namely, create a life raft. First maneuver the boat into a turtle position with the hull abeam of the wind. Unhook the windward hull shroud at the hull to allow the mast to fall off. (On a 17, be sure to unhook the mast base pin first.) The mast will now be free from the boat but hanging by the bridle and the leeward shroud. In this configuration you will be able to right the boat using normal righting procedures. The boat should come up quite easily by virtue of your not having to lift the weight of the mast. Pull the mast on board and remove the sails from the track. Secure the mast either lashed to the boat or unhook the other shroud so the mast dangles well beneath the boat, eliminating any possibility of puncturing the hull with the mast. Use the sail to form a protective covering or tent to shield yourself from the elements and wait for help.

### Cool And Calm

A crucial factor to consider in this situation is that attitude is everything. Do not panic. Look at it as a problem that needs solving. Don't get in a hurry. Think it out. Rest between phases and keep your body temperature up by staying out of the water as much as possible. If you become chilled and tired, make preserving your strength and body heat a higher priority than righting the boat. (See "HYPOTHERMIA" by Michael Devereux in the November/December '89 issue of HOTLINE.) Feel secure in the confidence that your Hobie Cat in the turtle position makes an excellent life raft. Stay with the boat, remain calm and wait for assistance.

Remember, when you have a Hobie Cat, you have the right touch. 

## WAVELINES CONTINUED FROM PAGE 10

an intensive review is occurring even as we speak. If you recall anything suspicious during the 16 Nationals, you are urged to contact your Class Association representative at once.

How such a thing could have happened is beyond the scope of this reporter's imagination! However, I left no stone untouched in my quest for the truth behind this diabolical crime.

The principals who may have had a hand in this clandestine operation include Ms. Anne Nelson, alleged skipper of the Hobie, Ms. Marci Moore, crew, and Mr. Bruce Nelson, husband of Anne.

Through painstaking research I have been able to confirm the following facts:

1) A male was in fact on board the Nelson/Moore Hobie Cat for every single race of the 16 Nationals.

2) This male was in a position to assist and guide the Hobie 16 on virtually every leg of the course.


3) The fact that the Nelson/Moore team did in fact win the regatta adds to the seriousness of the crime.

Some of the burning questions still unanswered include: Why did none of the other female sailors protest this fraud? How did the race committee let the infraction slip by? Where was Kim Kymlicka, World Hobie Class Director? Wasn't he in Corpus Christi to ensure parity with all teams? Are chromosome tests far away?

The Nelson family has a history of sailing. Parents of the accused have sailed for years and years! In fact, husband Bruce has become one of the leading boat designers in the industry.

The likely scenario was that the "stealth" male played the role of tactician during the racing. Nelson/Moore sailed every shift of the regatta perfectly. When pressed for the truth, Ms. Moore dismissed the charges as preposterous stating, "At no time did I observe a third party on board." (Ms. Moore operates foredeck, which may explain her failing to notice a male aft.)

Ms. Nelson was unavailable for comment. However a definite link has been established between her and the third male crew member who is described as a 7 lb. 11 oz., 21-inch baby boy, born August 3, 1989, better know as Robert Nelson.

Congratulations to Anne and Bruce Nelson from the Hobie family!! 



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## DANGEROUS LIAISONS

### *Hobie Sailor And Novice Wife Share A Hull-abaloo Of A Time*

BY BILL ANDERSEN

I knelt on our Hobie 18's trampoline making final preparations to sail. My wife, Ann, stood on one of the two narrow floating docks jutting out from the Coyote Point launch ramp. She held our light blue Hobie Cat in place between the docks, jibsail furled on its stay, mainsail luffing in the morning breeze. We were in our late thirties, and quite a sight in our cold water-and-wind sailing outfits for San Francisco Bay. Over our swimsuits we wore dark blue wetsuits, with rubber boots to protect us from the cold water. Over that we had donned yellow slickers and pants for protection against the chill of the wind. Red and yellow life jackets were held snugly on us by trapeze harnesses with the blunt stainless steel hook on the front. Yellow baseball caps topped off the outfits. Only our light tan faces, necks and fingers protruding from fingerless leather sailing gloves showed in the late morning sun.

Heavily armored we were; Ann, a large-framed 5 foot 8, and I, at 6 feet 200 pounds, attracted more than a few glances. As a non-sailing spectator in the parking area had said to his friend, not quite out of our hearing, "Those two look like they're ready for anything." As it turned out, ready or not, anything and everything was what we got.

I made a final visual inspection of our boat. After looking astern and seeing no boat traffic, I told Ann, "If you're ready, push her out of the slip and come aboard."

#### **A Perfect Beginning**

With one hand on the shroud Ann walked our Hobie 18 with little effort to the end of the dock and jumped aboard. "Great day for a sail; not too windy," she said, kneeling and taking hold of the jib sheet.

I backed the cat away from the launch ramp docks into the channel between the boat slips and rock jetty. When the clearance was good, I pushed the rudders over, turning the bow of the boat toward midchannel. Ann released the furled jibsail and hauled in the jib sheet. The wind caught the jib and spun the boat around toward the

harbor mouth. Our boat accelerated in the turn and sprinted off, even in the mild 10 knot wind.

Speeding quickly out of the breakwaters and beyond the last channel markers, I said, "As we turn, trim the jib for a beat and get ready to trap." As the boat slowly turned left toward San Francisco and nearer the direction of the wind, we trimmed the sails close to the boat. Ann handed the jib sheet to me and hooked onto the trapeze wire bone. She placed one foot on the edge of the hull. "I'm ready."

I let the boat fall off to gain the full force of the wind. "Now!"

As the boat began to heel over Ann swung out over the water. With both feet spread apart on the gunnel edge, she balanced the cat, its windward hull a few inches off the water, surging ahead at a faster speed. Ann lay back, arms outstretched. "Fantastic! I love it! Look at that blue sky." Then she leaned her head way back and gazed at the San Mateo hills behind her. "Aren't the hills gorgeous from here, all green, brown and gold?"

I looked over my shoulder at the hills. "Yes they are; it's a perfect day for a sail. I'm glad you decided to go with me." Returning my attention to steering, I thought, "In about two hours from now it will be blowing like heck out here; you'd better not push it. Ann hasn't sailed since she got seasick that windless day a year ago, when we drifted on the Pacific Ocean swells off Half Moon Bay. We've had the boat a few years, but Ann's been only an occasional sailor. I want her to enjoy this and sail with me more often." Then I looked back at Coyote Point; the boats and breakwaters were already distant.

We sailed north for about half an hour. Abeam of the Hunter's Point shipyard, with the Bay Bridge several minutes ahead and the wind a little stronger, I called out, "Let's go back. Come aboard."

#### **Changing Of The Guard**

I eased the cat closer to the wind and Ann slid aboard. We came about and set the sails for the broad reach back. The boat was level and a moderate wind came in from the stern quarter. We stretched out on

the trampoline and relaxed, talking about the Hobie, friends, and our two sons. Later I asked, "Would you like to steer?"

"Sure, I'd love to."

I moved forward to make room, and Ann sat beside me, taking the tiller extension and sheet. While Ann steered I lay forward on the trampoline, alternately scanning ahead for direction and obstacles, checking the sails for trim and watching her.

"How am I steering?"

"You're doing a great job. Fun, isn't it?"

"It is. I'll have to do this more often."

"Great," I thought. "She's really enjoying herself."

"Ann, the wind is starting to strengthen, and the waves will get a little bigger. It'll be

harder to keep on course, but don't be concerned. Just keep steering the way you are. You're doing fine."

"No sweat," she responded, all determination and concentration.

"Soon," I thought, "it'll be blowing 20-25 knots; it changes so fast on the Bay in the summer. I should take over, but she's doing so well. No, there's still time; let her steer a few more minutes; she's learning fast."

#### **Oops!**

A minute later our 18 surfed down a wave in a gust of wind and buried its left hull in the preceding wave.

It all happened in a few seconds. When the lee hull buried in the wave, the cat was pulled to the left. Startled by the unaccustomed force, Ann lost her orientation and pulled the tiller extension instead of pushing it, compounding the turn. As I reached for the extension, screaming, "Push it!" the wind caught the back of the mainsail and flung it across to the other side of the boat. Our cat went over in a slamming, crashing capsized that threw both of us into the water between the boom and the hull.

With the instinct of self preservation, Ann had held onto the mainsheet and tiller extension. "Let go of those! Pull yourself around the boat and get up on the daggerboard!" I shouted over the noise of the now strong wind and short nasty waves hitting the boat, as I went to her side. I could see Ann was terrified. Although I had gone over many times in practice and unintentionally, Ann had never capsized before. She had de-

---

**Our cat went over in a slamming, crashing capsized that threw both of us into the water between the boom and the hull.**



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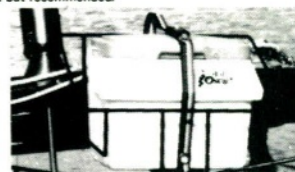


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# DANGER



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

clined practicing it with me when we first got the boat, and I had never dumped it when she sailed with me.

"Are you all right?"

"Yes, I'm OK," Ann said in a dazed voice, releasing her grips and beginning to pull and swim around the boat's stern with me.

I made it to the daggerboard and climbed onto it. I reached over the top of the other hull and pulled the thick righting line from its pocket on the trampoline. Wrapping it around my seat and around itself in front of me, I leaned back to prevent the cat from rolling over completely. Then I helped Ann climb out of the water, her sailing clothes heavy with water. I noticed two of her fingers were rope burned where the mainsheet had slid through her hand. She stood up on the hull holding the forward crossbar.

Our Hobie on its side, the trampoline acted as a sail and tried to turn the boat like a wind vane, to point the mast toward the wind. However, sailing with the wind as we had, positioned the boat in the water so it turned stern first, pushing the submerged mainsail like a large water scope in front of it. Caught in a grip of wind and water, the boat stopped turning and floated, almost stationary.

"Ann, I've got to swim the bow around to get the boat up. Come over here and hold up the boat like I'm doing." Cautiously Ann took the line. I wrapped the line once around her and jumped into the water by the bow. Swimming in a sidestroke it took me five minutes to turn the bow across the wind. When the boat began to blow around in the other direction, I hurried back on board.

"Ann, give me the line and stand by the forward crossbar. When the boat starts to come up, pull yourself over the bar onto the trampoline." Turning bow first, the cat was soon mast into the wind. Almost instantly the strong wind lifted the mainsail and rolled the boat up. Ann waited too long, and I couldn't get past her. With no weight on it, the boat rolled right over on its other side, and we fell into the water between the hulls.

## If At First ...

We climbed aboard the other hull and daggerboard. This time the boat turned in the right direction. I roller furling the jib to slow down the boat's rise. With only moments to spare I turned to Ann. "You had the right idea, but you have to start sooner. Dive and climb over the bar as soon as I say so." Mast again into the wind, I yelled, "Now, dive!" Faster than I thought she would, Ann went too soon, lost her footing, and the cat went over again.

## Try, Try Again

This time after we climbed back aboard, I saw the boat was turning stern first again. "Hang on to the righting line; she's turning the wrong way. I'll wind-vane it the other way." I made my way aft on the hull, lifting the bow from the water to reverse the turn. Too far, I sank the stern. The mast rolled under, and the boat floated upside down. Ann had fallen onto the bottom of the tram-

poline, and I climbed onto it as the boat inverted.

To me, our situation was a serious concern. To Ann, it was the end of the world, her ultimate and final perdition. She mumbled incoherently. I waded across the flooded trampoline and took hold of the righting line. Positioning Ann and myself near the downwind hull, I lay back against the line. Very slowly the other side of the boat rose until it was once again on its side. "Ann, you can do it, I know you can. This time you'll have the timing, not too fast, not too slow."

"I can't do it. I just don't know how. Isn't there another way?"

"No, there isn't. Sure you can do it. It's coming up. Get ready. Now!"

Ann's timing was perfect, but she was so tired she couldn't make it. We went over again.

This time when we got back aboard, Ann sat on the hull, leaning against the trampoline, clutching the lacing down its middle. I looked at my wife. "She's exhausted. We'll never get it up this way. I'm getting tired too. We may only have one more try left. There has got to be another way of doing this." Looking down at the hull it came to me. "Of course, the hull we're standing on will be the windward hull when the cat is righted. Ann doesn't have to dive onto the trampoline."

"Ann, you were right. There is another way. Go back to the stern and lie over the hull. Hang on tight. I'll do the rest."


Ann moved towards the stern, but her finger was caught in the trampoline lacing. She pulled it out, went aft, and lay over the hull. Mast pointed into the wind, the sail lifted the boat. Without Ann in the way, I dove onto the trampoline as the Hobie came up. Ann was tossed off the hull, but clung to it. The cat was upright. On hands and knees I crawled quickly aft and pulled her aboard.

We sat for a few minutes catching our breaths, the Hobie 18 hove to, riding easily in the strong wind and choppy waves. I got the boat squared away and headed for Coyote Point. We ran downwind, and in a few more minutes Ann was fine again.

"I'm sorry I made so many mistakes," she said.

I pressed my shoulder against hers. "Mistakes? Darling, you didn't make any mistakes. I made the mistakes. I let you sail beyond what you were ready for. I didn't make sure you knew how to right the boat. I only knew one way of righting it. And, I didn't stop soon enough and think of another way of getting it up. Besides, you were terrific. You were scared stiff, but you never panicked, and you did everything. It was my fault. I'm sorry."

Later, we discovered Ann had fractured her finger yanking it from the trampoline lacing. Despite the learning-it-the-hard-way lesson, after Ann's injuries healed, she did continue to sail with me.

To paraphrase an old saying, we both learned that three or four wrongs do eventually make a right. 



# THE COMPTIP™ CONTROVERSY

This "feature" — The COMPTIP Controversy, is a departure from the HOTLINE norm in both form and content. It is a collection of articles; some fact, some opinion, on what has become one of the most electrifying topics in catamaran sailing: the COMPTIP. As with any subject of debate, we realize that what we present here will not change the opinions and actions of everyone, but if it helps ANYONE steer away from tragedy, then this series will not have been in vain. -Ed.

## An Open Letter To Hobie Cat Sailors From The Alter Family

*Hobie Alter, Sr. designed and built the Hobie Cat in 1969. He raced for many years and is still actively involved with Hobie Cat. Hobie Jr. and Jeff race in numerous regattas throughout the U.S. and the world. They each sail a wide variety of boats and have contact with many sailors. Paula was editor of the HOTLINE and race director for several years. She has also raced worldwide.*  
-Ed.

As you are probably aware, as of January 1, 1990, the Hobie Class Association has ruled that the COMPTIP is mandatory class legal. At that same time the aluminum mast will no longer be class legal.

We feel that Hobie Cat has made the right decision by doing this and we hope that you sailors will agree with us.

Hobie Cat has determined that the COMPTIP can save lives. Saving a life alone should convince all of you out there to take the time and have your mast retrofitted free of charge. Hobie Cat is striving to keep with my original concept of a fun, safe sport for all to enjoy.

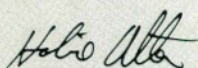
As well as being concerned for our safety, Hobie Cat remains committed to one design class racing. Our strict one design class rules have contributed to the success of our class. The current rules allow two masts: the new COMPTIP and the old all-aluminum mast. This is no longer one design racing. By making it mandatory for the COMPTIP, Hobie Cat will be putting our Hobie class back to where it originated in one design racing.

At the National and World events we have noticed that when Hobie Cat supplies 48 brand new boats (with COMPTIPs), the COMPTIP is not an issue due to the fact that everybody is sailing with the same mast. They may like or dislike it but if everybody has the same mast, it is equal to all sailors.

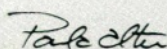
We feel that everybody sailing with one mast is the best thing for a one design class so we agree with Hobie Cat, having chosen the safest mast, the COMPTIP.

The Alter family strongly supports the COMPTIP and good, clean one design racing and sailing. We hope that all of you sailors out there will join in and get your masts retrofitted (at Hobie Cat's expense) and let's go racing and sailing.

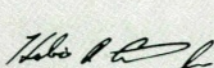
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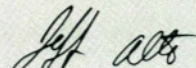
Hobie Alter, Sr.



Paula Alter



Hobie Alter, Jr.



Jeff Alter

## Back To The Future

Excerpts From The Past  
On The COMPTIP

### World Council Votes COMPTIP Mandatory

As a crucial aspect of Hobie Cat's continuing efforts to promote safe sailing and minimize the danger from low overhead power lines, the World Council unanimously voted to set an example for all Hobie Cat sailors. Effective January 1, 1990, the COMPTIP will be required equipment on all North American Hobie Cats racing in International Hobie Class Association-sanctioned events. To make the requirement more palatable and easier to comply with, the company reminds sailors that the free retrofit program is still in effect. In addition, Hobie Cat strongly recommends the COMPTIP retrofit to all sailors, racers and non-racers alike.

### The Shocking Truth

*(Following are important excerpts from "The Shocking Truth" article published in the July/August '89 issue of HOTLINE.)*

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

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

Hobie Cat introduced the COMPTIP on



# Back To The Future

CONTINUED

production boats in 1985. Shortly thereafter, it began a campaign to introduce Hobie Cat sailors to the benefits of the COMPTIP™. At the same time it aggressively pursued a free retrofit program supported by a mass mailing to all registered Hobie Cat owners. The goal was to replace all the conductive masts on existing Hobie Cats with the new, nonconductive COMPTIP. Hobie Cat has not yet reached this goal, although the free retrofit program is still in place.

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

The COMPTIP represents a remarkable achievement and significant advancement in sailing safety. To provide maximum protection, sailors must retrofit their Hobie Cat with the COMPTIP and take the necessary steps to maintain it properly.

Bear in mind the COMPTIP also does not relieve Hobie sailors of their responsibility for their safety on the water. This is especially true when it comes to avoiding overhead power lines. When launching or landing on unfamiliar beaches, approach them cautiously and look up! If you see a power line, don't assume it is high enough.

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

## The Last Words

*A Selection Of Readers' Thoughts On The COMPTIP*

*As clear as it is for the Hobie Cat Company and the HOTLINE that the COMPTIP is the right and only choice, that fact unfortunately is not as apparent to some Hobie racers. Many ardently disagree with the mandatory COMPTIP decision, as you will see with the letters and excerpts to follow.*

*Several sailors are concerned that the COMPTIP ruling will diminish regatta attendance and that the Class Association will die. Hobie Cat is more concerned that sailors who sail without a COMPTIP will die! Our company believes that personal and family safety are an inherent part of the "Hobie Way of Life." Hobie Cats are the safest catamarans on the water.*

*Some readers question why other sailboat manufacturers aren't following Hobie Cat's lead. (Their theory is if no one else is doing it, Hobie Cat must be wrong.) Ironically, boating officials are wondering why, also; why **are** other companies lagging behind an idea whose time has come? Why **did** a competitor's catamaran on which two deaths most recently occurred not have a non-conductive mast? Why hasn't the manufacturer taken advantage of Hobie Cat's offer to supply them with COMPTIPs?*

*With the recent support of USYRU and several sailing publications, a lot more questions will be asked. Hobie Cat won't be the only one for long - you may see COMPTIPs on Edsels yet!*

*Strangely, some readers suggest Hobie Cat has an ulterior motive to all of this: to make old boats obsolete and/or to make more money! Tony Wilson explains in his letter (see page 23) it costs the company over \$100,000 a year for this program. Besides, how could a boat possibly become obsolete when Hobie Cat offers a FREE retrofit with a one-year warranty?*

*As for the concerns raised about maintaining a "one design" class, see the Alters' letter on page 19.*

*To the reader who has decided not to be associated with Hobie anymore because of the COMPTIP we have this to say: It saddens us to lose you as a subscriber and a participant, but it would sadden us more to*

*lose you altogether because of what we think are some misguided notions on the COMPTIP.*

***Please, readers and sailors: Don't make your mast rights your last rites! -Ed.***

### COMPTIP Mast Not OK In OK

My personal feeling toward the mandatory COMPTIP requirement is one of disgust. Local fleets are having a hard time attracting "B" and "C" fleet sailors who generally are sailing the older boats without COMPTIPs. Most do not want to cut off the top section of their mast when they can sail in other regattas (not WHCA-sponsored) that will not require COMPTIPs. Since most of the accidents were not at regatta sites, I feel you are further reducing the potential turnout at WHCA regattas. In this critical period when fleets are having a hard time drawing new sailors into their ranks, this decision could not have come at a worse time.

Boyd Bass  
McAlester, OK

### Council Chairman Votes Affirmative

I have been racing with a retrofitted COMPTIP on an 18 for two seasons and I like it, especially in heavy air. If we are sailing one design, everyone has to deal with the same equipment. As chairman of the USYRU Multihull Council, I wholeheartedly support the safety concept of the COMPTIP.

Gordon Isco  
Carbondale, IL

### Hobie Cat Goes Above And Beyond With COMPTIP Program

I can't believe that someone would bad mouth Hobie. What a company! They take the problem of electrical wires and mast that is not their fault and that seems impossible to fix and come up with a way to help

solve it - to save a life! They don't stop there; they make the COMPTIP available free of charge not only to new buyers, but to anyone who has a Hobie, no matter how old. Now that's going beyond standing behind your product. Hobie is constantly trying to improve their product and answer questions. They even take the electrical wire problem to the electric companies to inform the companies and improve the policies. Most of all, they have been warning the sailor. There's always a chance that you could just forget and not look up.

Ron Brinton  
Jeffersonville, PA

### The 11th Commandment?

As for your liability in electrical accidents, you are in the same boat as the rest of the sailboat industry. Why haven't they followed suit? Maybe because it doesn't work. Why is Hobie the only one, and why are we in North America the only ones who must suffer this decree from our God-like association?

Why should Hobie want to dilute the fleets and classes more than what they already have suffered? Why divide the country? Why destroy a working organization?

Rick White  
Key Largo, FL

### The Sad Reality

The reason for the development of the COMPTIP is safety, and the recent death of Kathy Whittington tragically emphasizes the potential danger to all of us. I realize that the question of whether or not it will affect performance is of concern to the racer, but if everyone has a COMPTIP it doesn't matter. That's what the one design concept is all about.

Alan Egusa  
Manhattan Beach, CA



## There But For My COMPTIP™ Fry I

While enjoying my new Hobie 18 last summer on a lake which I have sailed for the last 10 years, I had the trial by fire of my COMPTIP-equipped mast. The mast of my 18 came in contact with the power line while leaving the shelter of the bay.

The COMPTIP protected our lives and to this day it still carries the scars of our encounter. I can only thank Hobie and Company for this idea and recommend its use to all who sail in the area of power-serviced developments.

Dennis A. Jones  
Carman, Manitoba

## Hobie Out Standing In Its Field

The fact that no other manufacturers have followed suit shows how "left field" Hobie is out in. My fleet and others in Division 16 shall not seek sanctioning of our regattas by the IHCA if Hobie persists in being out in the weeds. If Hobie splits its Class Association, it will surely die. They need us, we don't need them. Most one design classes have many manufacturers making a common boat; the sailors will not be worse off if Hobie goes the way of the Edsel. We'll sail Nacras or Prindles. HOBIE CAT, WAKE UP!

David Block  
Angola, NY

## He Votes Yes

Prior to our recent, near-disastrous voyage, I was a silent opponent to the COMPTIP. After viewing the damage, I concluded that the COMPTIP is well worth the effort. With the added safety factor afforded by the COMPTIP, not to mention the free cost, I recommend any interested sailors have their Hobies retrofitted.

Mike Hempel  
Santa Rosa, CA

## Ultior Motive

Most see the move for what it is: another attempt to make a group of boats obsolete in order to sell more new boats.

It would appear that Hobie has forgotten the fundamental philosophy that made Hobie racing attractive for everyone: that it is supposed to be fun and INEXPENSIVE.

Jon M. Saulsgiver  
Rochester, NY

## He'd Rather Die Than Switch

Being a former Division 16 Chairperson, Fleet 228 founder and Commodore, as well as a participant in many Hobie National Championships, including the 18s in Erie this year, it saddens me to tell you that due to the COMPTIP rule this may be my last year associated with Hobie catamaran racing.

Enclosed please find my check for only one more year.

Chad Klahr  
Erie, PA

## Don't Let Power Lines Reign On Your Hobie Parade

Low power lines and a raised mast almost resulted in tragedy on September 16, 1989. The scene was Fleet 28's regatta in Duxbury, MA. The weather was rain, rain and more rain. Rough ocean waves caused a change of plans midway through the races, with competitors asked to move their Hobies to an inlet down the road apiece.

One racer trailering his catamaran drove right into power lines. Foolishly, he jumped out of his car and dashed to his boat, which was not secured to the trailer, intending to touch it. Just in time, a wise observer yelled at him to stop. Luckily, he did.

The police were called and the utility company shut down power to the line, so the story has a happy ending — but just barely.

Fleet 28's Liz Williams, reflecting on the

close call, penned her thoughts poetically on the nature of the crisis for all HOTLINE readers to ponder:

A sad reminder, lest we forget,  
The lure of a line, like a  
fisherman's net;  
We must not get tangled, we must  
keep our head,  
For if we touch what we see, we'll  
end up dead.

## Division 14 All Wet On COMPTIP Decision

I am very upset and disappointed in Division 14's watering down of the COMPTIP rule set by the Hobie Class Association. Please don't change your position. It is a good rule made with the best interest of everyone at heart.

I have promised the Dallas Board I will protest any boat allowed to sail twice without a COMPTIP. If they throw out the protest, I will appeal it to Hobie Cat.

Jeannie Summers  
Richardson, TX

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# To COMPTIP Or Not To COMPTIP

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## Famous Quotes and Short Stories by Jeannie Summers

### Division 14 Officer:

But if we make everyone get a COMPTIP we won't have as many people to play with! I mean, it may not even save a life!!

### A Sailor:

A new COMPTIP before April!!! That's only a few months away!!! I can't possibly get it done by then! Hey man, I need at least a year!

### Division 14 Representative:

We can't possibly keep track of who raced two regattas without a COMPTIP!!!

### Jeannie Says:

I have never been more disappointed in a group of people or heard more laughable excuses in all my life.

Come on guys! A list of non-COMPTIP sailors from previous regattas is too hard to maintain and review at registration??

Here is what I really believe, based upon my actual life experiences:

Hey hon, I am going out in the yard, pull the boat off the trailer, step the mast and get the boat ready for the regatta.

Watch out for the electrical lines.

What do you think I am? Stupid or something!

Why is the power blinking? What is that smell?.....OH NO, JOHN!!!!

But Officer, how could this happen? Sure

his mast is taller than the electrical line, but the mast never even touched the wire, it just got close.

The End

- Saturday -

Hey Tom, haven't seen you much this year. It sure is good to see you on the race course.

Yeah, good to see you too, glad I am not racing for National points. I would have to get one of those COMPTIPs. Boy, your kids sure are growing!

Aren't they! Stacey's really competitive on the soccer field. She won best player award on her team. Bryan is going to crew for me next year.

- Sunday -

Hey, Stacey, you and Bryan go help your Mom take the tent down while I take the boat down.

OK, Dad.

George, that sure was a great race. The beach is too small for all the boats this year, with all that flooding. Wasn't it good to race against Tom again? Oh look ... Tom's driving with his mast up, right toward that electrical line! ... STACEY, BRYAN GET OFF THE ROAD!! ... GET AWAY FROM TOM'S BOAT!!!!!! ... OH MY GOD, NO!! ... No ... no ...

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**COMPTIP: IT'S A MATTER  
OF LIFE AND DEATH**

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# Understanding The COMPTIP™

## Who, What, Why, Where And How

BY MATT MILLER

*Anyone who enjoyed reading the informative article on gelcoat repairs ("Giving Your Hobie a Facelift") in the September/October '89 issue of HOTLINE is acquainted with Matt Miller, one of Hobie Cat's technical wizards. -Ed.*

The COMPTIP has been a "hot" topic for sailors across the country since its introduction. Questions cover a complete range of concerns: potential durability; comparative performance; even overall safety as compared with an all-aluminum mast. Many of these questions were addressed in an article in the July/August '89 issue of the HOTLINE (see "The Shocking Truth"). The following discussion should answer other questions that have surfaced.

Safety is the "reason for being" of the COMPTIP, making durability and performance key considerations. We tested and compared and tested again until we were sure we had created the best possible alternative to the all-aluminum mast. Hobie Cat Company stands behind the COMPTIP with warranty service through dealers covering virtually all problems owners may come across. The COMPTIP is simple to maintain and is an incredibly durable product. With a little care, your COMPTIP should last for the life of your boat.

To understand the COMPTIP and how to care for it, you should understand how it is made. The COMPTIP is constructed of fiberglass cloth and vinylester resins wrapped around a metal mold or mandrel, similar to the construction used in a sailboard mast. Areas of high stress, such as hardware attachment points, are reinforced with extra layers of cloth.

The mandrel and molded glass "tube" are placed inside another mold coated with a putty mixture, giving the COMPTIP its outer surface contours and track grooves onto which the plastic luff track snaps. The mold is pressed together, pressurized from the inside and heated until the tip has fully cured. This process imparts a mold part line down the front of the tip often mistaken as a seam in the fiberglass.

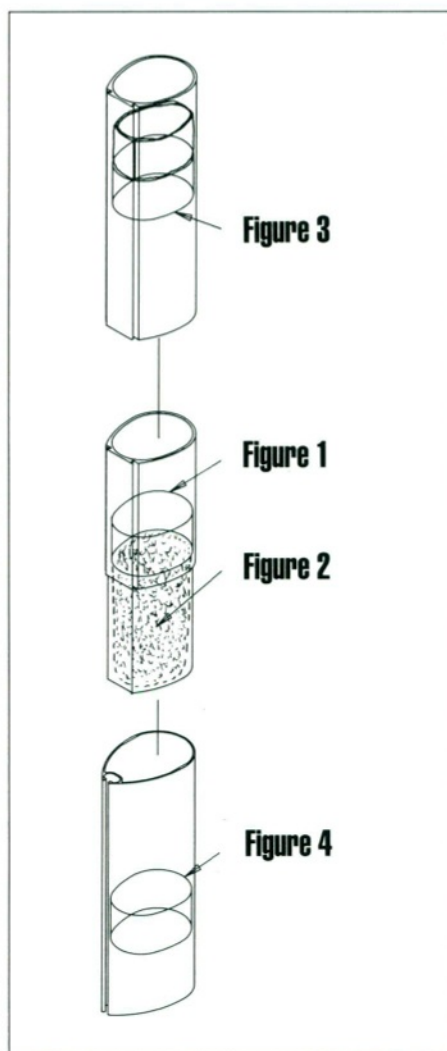
The COMPTIP is fitted with a plug (see Figure 1) approximately 1-1/2 feet above the base. The base area (see Figure 2) is then filled with foam that both seals the mast tip and strengthens the base. Another foam plug (see Figure 3) is set at the top and covered with a fiberglass patch,

creating a solid plug at the head. The plug is a new (Fall 1989) system. Previously, the masthead area was sealed with a small foam plug pressed in and sealed with sikaflex sealant. This technique had caused some tips to leak when the plug shifted due to the heating, cooling and the extreme pressures the mast endured when a boat capsized.

The midsection of the tip remains hollow. We have tested several methods of filling the tip with foam to avoid potential leaking. These ideas were dropped due to the weight of the foams, which makes the boats difficult to right after a capsize.

The masthead casting is fitted into the tip, sealed with sikaflex sealant and fastened. The halyard hook is riveted into the head casting on all models, except the Hobie 14 and 16, in which the halyard hook is riveted into the COMPTIP material only. Fasteners used throughout are sealed with rivet caps placed into rivet drill holes prior to the rivet being added and pulled tight. This procedure completes the sealing of the COMPTIP. A plastic luff track is then fitted and snapped in place.

When the COMPTIP is installed, a plug (see Figure 4) is placed into the aluminum mast section below the deepest point of insertion and sealed with sikaflex sealant.



This plug seals the upper end of the lower mast section from leaks.

The COMPTIP is sanded to fit, coated with an epoxy putty to assure a tight connection when it hardens, and pressed into the lower mast section. The shroud tang is fastened in place through the aluminum and into the COMPTIP material and the job is done.

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## COMPTIP Questions & Answers

### Q How much will a COMPTIP cost me?

A Nothing. The COMPTIP will be installed by your dealer at absolutely no charge to you.

### Q How do I obtain a COMPTIP for an older model boat?

A If your dealer does not have one in stock he will order one for you.

### Q How should I care for the COMPTIP?

A Just as you would care for your hulls. Keep it clean and wax it a few times a year, and cover it when possible. If the surface becomes worn or faded you can respray it with an epoxy paint. Be careful when trailering the COMPTIP. Fasten the mast with the luff track up so that pressure is not placed on the plastic luff track material. Use a pad when a tiedown line may put pressure on the track.

### Q What if the plastic luff track becomes damaged?

A It is replaceable and is simple to install. See your dealer.

### Q What if the mast leaks or appears damaged?

A See your dealer. Hobie Cat will cover the repair service under warranty.

### Q Has the sail been changed because of the COMPTIP?

A No.

### Q How does performance compare with an all-aluminum mast?

A Performance differences are minimal.

### Q Is the COMPTIP mandatory for racing?

A Yes. Effective January 1, 1990, the COMPTIP is required for all International Hobie Class Association-sanctioned events.

**The bottom line is, the COMPTIP does save lives. Protect yourself and anyone who may be sailing with you: GET A COMPTIP.**

**If you have any other questions, please see your dealer or contact us directly. We are here to help. Call the Hobie Cat warranty department at (619) 758-9100.**

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# Mast Mania Mast Mania Mast Mania

## Retrofit Forecast: Morning Flurries Installing COMPTIP's Give Way to Afternoon Fun And Future Safety

BY TOM ORTIZ

*HOTLINE wants to remind readers that all COMPTIP retrofits must be performed by an authorized Hobie dealer. For group or fleet retrofits, contact your dealer first. If there is no local dealer in your area, contact Mike Hammond at Hobie Cat by calling (619)758-9100. -Ed.*

There are reasons and there are excuses. Hobie sailors will use either or both to get together, have fun and help each other. Fleet 48 (Division 5, New Mexico) used both recently and as we expected, the result was enjoyment and success for all.

This past September Fleet 48 organized a mass COMPTIP party. Major contributors to the effort were dealers Don Sanford of Sanford Parts and Sails, Odessa, Texas, and Al Ballschmidt of Continental Motors & Marine, Alamogordo, New Mexico. Don coordinated the acquisition of the COMPTIPs and provided the expertise required to install them. Al supplied refreshments to perk up participants after a day's work and sailing.

It all began at our Memorial Day points regatta at Heron Lake, 100 miles north of Santa Fe (yes, we do have water in New Mexico!). The class legality and approaching COMPTIP deadline issue came up more than once that weekend. As luck would have it, Don (a first timer to our outings) indicated an interest in spearheading a group mast modification effort. A few phone calls and an article in our newsletter later, almost 40 boat owners had signed up to kiss their old mast goodbye and join the modern world of COMPTIPs.

The gathering at Elephant Butte Lake, New Mexico brought together more Fleet 48 members than any fleet event in recent memory. New Mexico is a large state (contrary to what some believe, it is in the United States; no visa required) and the fleet includes El Paso, Texas. All areas of New Mexico, even those requiring considerable travel, were represented.

Throughout the day and night of Friday, September 22, people flocked to Elephant Butte Lake. Early arrivals enjoyed nice steady winds with which to pass the afternoon.

### Getting Down To Business

At 8:15 AM on Saturday, the air horn broke the campground quietness and lured everyone to the COMPTIP staging area. It was quite a sight watching boat owners carry their masts on their shoulders to the work area. The air was thick with the participants' noticeable nervousness and anxiety of beheading their trusted equipment.

The work area was an R.V. site with electricity and tables serving as props for power equipment and work surfaces for some operations. By 8:30 AM Don Sanford had given a brief description of the COMPTIP replacement procedure. Then the actual work began.

Hobie sailors are both resourceful and cooperative when working toward a common goal. This event reflected these traits. In no time at all, owners found a task most suited to their individual skills. The first half dozen or so masts took the better part of the first hour as everyone familiarized themselves with the work station and procedure. Soon a beehive atmosphere developed. Saws, drills, sanders, files, mallets, transporters, record keepers, supervisors, workers ... what an impressive panorama. Even more impressive was the fact that those who wanted to were able to break away from the work station and follow their own mast through the assembly and disassembly lines while being replaced by another willing Hobieite.

And so the work proceeded. In addition to the main activity, some owners took advantage of the occasion to drill out rivets and replace cleats, check blocks and other worn parts, on the 'generous' advice of Hobie dealers present. (Those of you still needing to perform your COMPTIP replacement might also consider it a good opportunity to get rid of old rivets.)

By 12:30 PM most of the work was done, and due to some equipment breakdowns, only the re-riveting of the COMPTIP on half a dozen masts remained. In an incredible four hours, masts had entered the high-tech era of class legal, safer sailing.


### Trying Out The New Equipment

After reviving with a frosty cool one, we moved on to what we all love best (sailing, you ninny). Several skippers went out and raced, while others took advantage of the mild wind to do some pleasure cruising.

As the afternoon turned to evening, we staged another gathering; this time to honor our own Women's World Hobie Class second place finisher Mary Lou Langford (subsequently top U.S. woman champion) and crew Terri Fuller with a surprise party and cake. Videos of the summer's activities were presented while everyone enjoyed a beach cocktail party courtesy of Al

Ballschmidt. Afterward, scattered campfires attracted old and new friends, and the evening ended on a quiet note.

Sunday featured a Hobie tuning clinic hosted by Roger Eckart and Diane Heyer on 18s and Barry and Mary Lou Langford on 16s. Racing enthusiasts and pleasure cruisers listened intently to the expert advice given. Those who remained into the early afternoon enjoyed sailing, beach volleyball and egg tossing contests.

This most unusual weekend was marked by friendship, cooperation and fun. We all got the most out of mast mania, and we'll get even more each time we go sailing. COMPTIPs, forever! 

## Safety At The Top

Why should you retrofit your Hobie Cat with a COMPTIP? The answer is simple: because it is the right thing to do!

I support the retrofit program because it saves lives. I hear sailors say, "It won't happen to me," but the facts prove differently. Every year people die from electrical shock conducted by aluminum masts. To this date not one death has been associated with a COMPTIP!

Some sailors suggest we have concocted a master COMPTIP plot to benefit the Hobie Cat Company. Well, we haven't. Here are the facts:

\* Hobie Cat pays for the retrofit. It costs the company over \$100,000 per year. Why are we doing this? Because it is the right thing to do!

\* The Hobie Cat Company has no legal liability for aluminum masts. We are responsible only for product sold since we acquired the company in January of 1989. All of that product is COMPTIP-equipped.

\* I must confess that yes, we do have an ulterior motive. We prefer our customers alive and breathing. COMPTIPs do save lives.

If you read all the facts and reflect on the benefits of the program, I am confident you too will say, "It is the right thing to do!"

*Tony Wilson*

Tony Wilson  
Owner and Chief Executive  
The Hobie Cat Company



## Ten Days of Strong Racing, Clinics and a Championship Make Sailors' Week

NARRATIVE BY  
RICHARD BLOUNT

COMMENTARY BY  
PETER E. NELSON

PHOTOS BY ED LUTZ

*This article features two great accounts of Lake Quinault Race Week all rolled into one! Dick Blount's description of the Northwest U.S. Championship is enlivened by Hobie 16 sailor Peter E. Nelson's first-hand observations of the ten-day event. Peter's lighthearted comments appear in boxes throughout the narration. All of it is brought graphically to life with the photographs by Ed Lutz. The only thing left for us to tell you is read it, and ENJOY! -Ed.*

It took the Northwest United States Championship to bring together some of the finest Hobie sailors in the western hemisphere. They came from Idaho, Oregon, Colorado, Washington, British Columbia and Canada to race at Lake Quinault, Washington on August 4-13, 1989. The ten-day race week began with the Alter Cup event, followed by five days of racing clinic, concluding with the Northwest Championship.

**Ten days? Huh! Once we punched into "Hobie Time," it could've been ten minutes or ten years. My mind says it was ten minutes but my body swears it was ten years!**

Lake Quinault is anything but a stereotypical light air lake. The deep blue-green lake is located in the heart of the fantastic Olympic National Park rain forest, which receives 143 inches of annual rainfall.

Glacier fed, the lake is situated only 15 miles east of the Pacific Ocean. A reliable ocean sea breeze blasts down through the trees to this circular body of water, owned and governed by the Quinault Indian tribe.

The surrounding hillsides and mountains are full of Douglas fir, Sitka spruce, western red cedar and western hemlock

## LAKE QUINAULT RAINS

# CATS

## AND SAILORS

trees that reach over 300 feet in height and over 60 feet in circumference. You won't find strip cutting (the technique used by foresters to harvest and clear acres of trees at a time) in this part of Washington.

On October 1, 1937, President Franklin Roosevelt visited this pristine area. While enjoying a freshly caught Chinook salmon for lunch he declared, "Gentlemen, let's not look at today. Your children and mine are looking at great trees that are beautiful to them. What about the children 50 years beyond? I think you can definitely depend on my help to give you a national park."

The next year, Olympic National Park was created by an act of Congress. As a result, one can still find over 70 distinct species of evergreen plants as well as ground cover of moss, ferns, occalis, fram flower and lichen. In autumn the area is unsurpassed for mushroom hunting.

The largest herd of Roosevelt elk (so named in honor of the president who helped preserve them) in the Americas as well as deer, cougars, river otters, Douglas squirrels, jumping mice, shrews and bears can be spotted in the forests and lowlands. With all of this, and game fish that are truly out of this world, Lake Quinault attracts more than one million visitors a year.

For those avid Hobie sailors who made the time, in this heaven-like haven, it was also a week-long sailing camp. There were boat tuning clinics, demonstrations, lectures and on-the-water practice races.

**The late mornings at Quinault were filled with clinics. Lee Marshall, resident psychologist, played Tuesday's child and described all of our neuroses and fetishes perfectly. (I wonder how he knows them so well?)**

An entire morning was dedicated to practice starts run on three-minute sequences. A practice race course was set up. The idea was to run numerous starts, but only on a three-minute sequence. All types of Hobie Cats, over 30 in all, began together. The raising of the blue flag signaled a mere three minutes to find the favored side of the start line, get there, and try to start in clean air. Not only does this maneuver help coordinate your teamwork, it also gives you a true feeling for dealing with a pressure cooker type of a start. So often in a race, it isn't your position at the starting gun, but your position a minute into the race that will dictate your position at the weather mark. To be a great racer, one must learn to deal with adversity. Misfortunes such as a bad start aren't necessarily the end of the world. Tacking or footing for clean air can be very important in the early stages of a race.

**Sailing against Jeff Alter for the 24 seconds after the start that we saw him was exhilarating! Initially, the idea of a horizon job on a lake seemed, well, ludicrous. No more!**

The entire event was put on by some of the best Hobie minds available, including Paul Ulibarri, Hobie Alter Jr., and Jeff Alter. It was coordinated and sponsored by the Rain Forest Resort Village at the eastern foot of Lake Quinault.

**The week was filled with little pranks that only good friends would have the lack of decency to pull off.**

Don't get me wrong. It wasn't all work for the sailors. One particular race began at 10:30 on a Friday night at the bar of the host hotel. The "official rules" were simple. With a Le Mans start at the bar the purpose was to find the one and only bottle of tequila, tied to one of the course marks in the lake. The only allowable vehicle was a Hobie Cat. As you can imagine, race 'spirits' ran high. With a lake circumference of 27 miles, the night owls had plenty of lake to cover.

**With no rules, a black flag start at 10:30, and a fifth of the "gold" on the line (or rather somewhere on the lake), this was no race for wimps. At the black flag we pushed off to start the paddle. It took us awhile to figure out why everyone on the beach was laughing so hard and why we were fading so fast — both hulls had been tied with leashes to the bank!!**

There must have been 15 different teams of sailors in the dark of night, looking for the right mark. Several boats

CONTINUED ON PAGE 60







# SHIFTS HAPPEN!

18 NATIONALS GO ERIE-SISTIBLE!



STORY BY BECKY TANN • PHOTO BY DON STUMPF, FLEET 446

# H

ost the 1989 Hobie 18 U.S. Nationals! Who, Division 16? Fleet 228?

The Hobie sales managers have to be crazy! How can we do that?

Just ask Jeff Knoll and Becky Tann. They pulled together a

sleeping Fleet 228 and put on a "Wet and Wild" week of racing.

Hosted by the Erie Yacht Club, the 18 Nationals were held August 20-26, 1989 on Presque Isle Bay in Erie, Pennsylvania. This event coincided with the tail end of "We Love Erie Days," so sailors arriving early could participate in a variety of fun activities daily, including concerts, rides and fireworks.

## FROM CARDBOARD TO 38 HOBIES

On Wednesday, August 9th at 10:00 AM the phone rang, announcing the arrival of 96 large cartons and 38 masts to the Erie Yacht Club. Funny, they weren't supposed to arrive until Friday at noon. No problem, Jeff can handle anything (by this point).

The President of "Team Bald," Paul

Ulibarri, charged in on Friday, ready to rescue and organize Division 16 into a major boat building force. Volunteers from Toronto, Albany, Rochester, Syracuse and the Erie area turned a veritable mountain of cardboard containers into 38 neon Formula 18s (now called the SX-18).

## NEVER TRUST A SHIFTY WIND

From the time the regatta was announced, local sailors sacrificed many a virgin beer to the wind gods hoping to change typical August Erie weather from windless to screaming reaches. Our prayers were answered beginning Day 1 - Sunday.

The race committee, headed by Mike Walker of Toronto, Ontario and Kim Kymlicka, Director of the International Hobie Class Association, was on the water shortly after lunch to set the course for race 1. The day was overcast with 25-knot winds out of the northwest, gusting to over 40. They set what looked to be a perfect course, but with the boats coming off the beach for the white flag ... SHIFTS HAPPEN!

The wind clocked 30 degrees north, and the course was changed. OK, now we're ready to start. The white flag went

up, three boats blew over. Then, wouldn't you know it ... SHIFTS HAPPEN! Back we go, 30 degrees west.

The race was postponed so the course could be changed again. Competitors took advantage of the 15-minute delay by putting the new boats through their paces. Finally, the start sequence resumed, running a course 3.

Kim and Mike soon were kept busy calling chase boats to offer assistance to the many Hobies toppling over in the high gusts. Presque Isle Bay waters, an average 15-20 feet in depth, accounted for many "Mud Hens." At one point the Bay resembled a mass of Hobie drilling platforms.

## AS YOU REAP, SO SHALL YOU SEW

In mid-race a major problem was discovered with the Neil Pryde sails. As the boats tacked in the heavy air, battens flew out of the sails like porcupine quills. When the exhausting 20-minute race was completed, all racers were sent to the beach to assess damages. After a frantic call from Beach Captain Ulibarri, all races for the remainder of the day were cancelled.

Less than half the boats could return to the water, due to batten pockets ripping





out and missing battens. Now what do we do? The local sailmaker, Bierig Sails, was persuaded to give access to their sewing machines to reseat all batten pockets, a task shared by the regatta staff and many competitors. Thank goodness for Belinda Klaase of South Africa and her magic fingers! When we stumbled out of the loft at 2:00 AM Monday morning, we had half the sails repaired - enough for a round robin that took place later that day.

## THIS WIND JUST WON'T QUIT

Tuesday started out as a typical August day - light winds from the northwest and heavy cloud cover. Kim decided to have a fun practice race for the pre-qualified sailors who had not yet sailed these new high-tech Hobies. As the fun race began, the winds started to fill in at 10-12 knots; not a lot of wind, but enough to double-trap in these power machines.

Mr. Wind was going to play games today, though. Right before the start of the first official race of the Final Series ... SHIFTS HAPPEN! Winds clocked almost a complete 180 degrees and began to howl from the east. Once again we were looking at a steady 25 knots and gusts over 40. Mike set a course 3 after a major

mark readjustment, and another quick 20-minute race was off. Needless to say, there were quite a few thrills and chills. Boats were flipping left and right, and pitch poles became the norm in the reach. Finally, the race was over and the exhausted sailors headed in for the race 2 changeover.

While waiting for the turnaround, the race committee kept a keen eye on the weather. Not only did SHIFTS HAPPEN, the wind went wild! It began blowing a steady 30 from all directions, with gusts of 45 plus, as the race 2 sailors left the beach. The chase boats herded them back to shore to wait until things calmed down. Eventually, a heavy squall line and thunderstorms blew through, cancelling not only the rest of the races for the day, but also the volleyball tournament scheduled for that evening between the sailors and a team from a local sponsoring radio station, WJET.

## CRASH WALKER TO THE RESCUE

A legend was born this day of a man who was not only the race committee chairman, but also the skipper of the committee boat (owned and donated by the Erie Yacht Club). When this man realized the weather was getting danger-

ous for the small chase boats, he sent them back to safety in the club. He then braved the high winds, rough seas and lightning (the committee boat is steel) to single-handedly collect all the race marks and tow them to shore. He was attempting to dock the boat downwind at the height of the squall, when the aging vessel stalled. Risking all, Mike put himself between the EYC boat and the other boats he was being blown into. At this point, Kim arrived to lend a hand and they got the boat docked. Mike gets our "Hats Off" for not only saving the boat from damage, but also rescuing the race marks from being blown about in the storm. By the way, Mike is now affectionately called "Crash Walker" by the Nationals' participants.

## THE RACES CONTINUE

Wednesday was perfect for racing. The sun appeared, temperatures climbed to the mid-70s, and the winds blew a steady 18-20 out of the northeast. Mike and Kim were determined to get in five races. Much to everyone's delight, they succeeded.

Not only was it a great day for racing, it also was the 13th birthday of our youngest competitor, Tim Nixon, Jr. of Pittsburgh. Many sailors who found out about

CONTINUED ON PAGE 59





**FOR THE  
WINTER SUN**

**FORMULA**





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Delight in the surprising warmth of the winter sun . . . Capture the moment of twilight's change . . .

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Savor the combined grandeur of two wonders of our astonishing world:

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the drama of Lake Powell and Hobie's new Formula line of cats to enjoy it!

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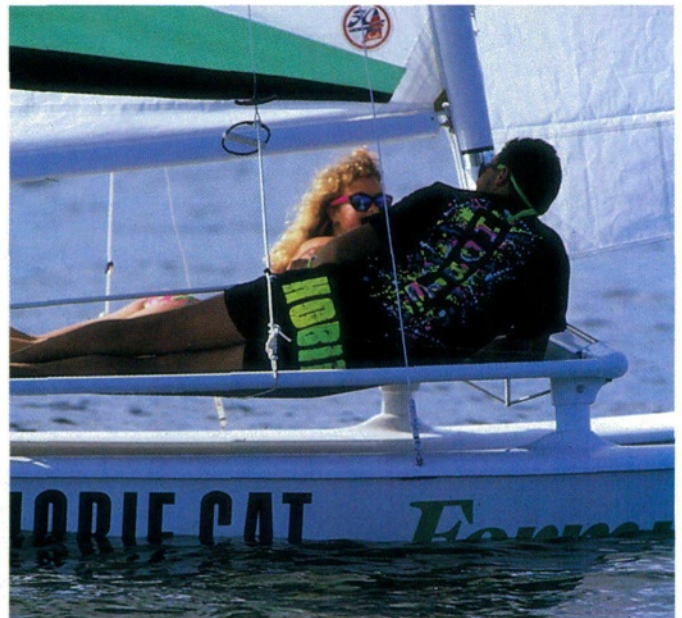
PHOTOGRAPHY BY  
PATRICK McDOWELL











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Sailing into the new decade in style and grace . . .

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Wind and water beckon -- The drama unfolds . . .

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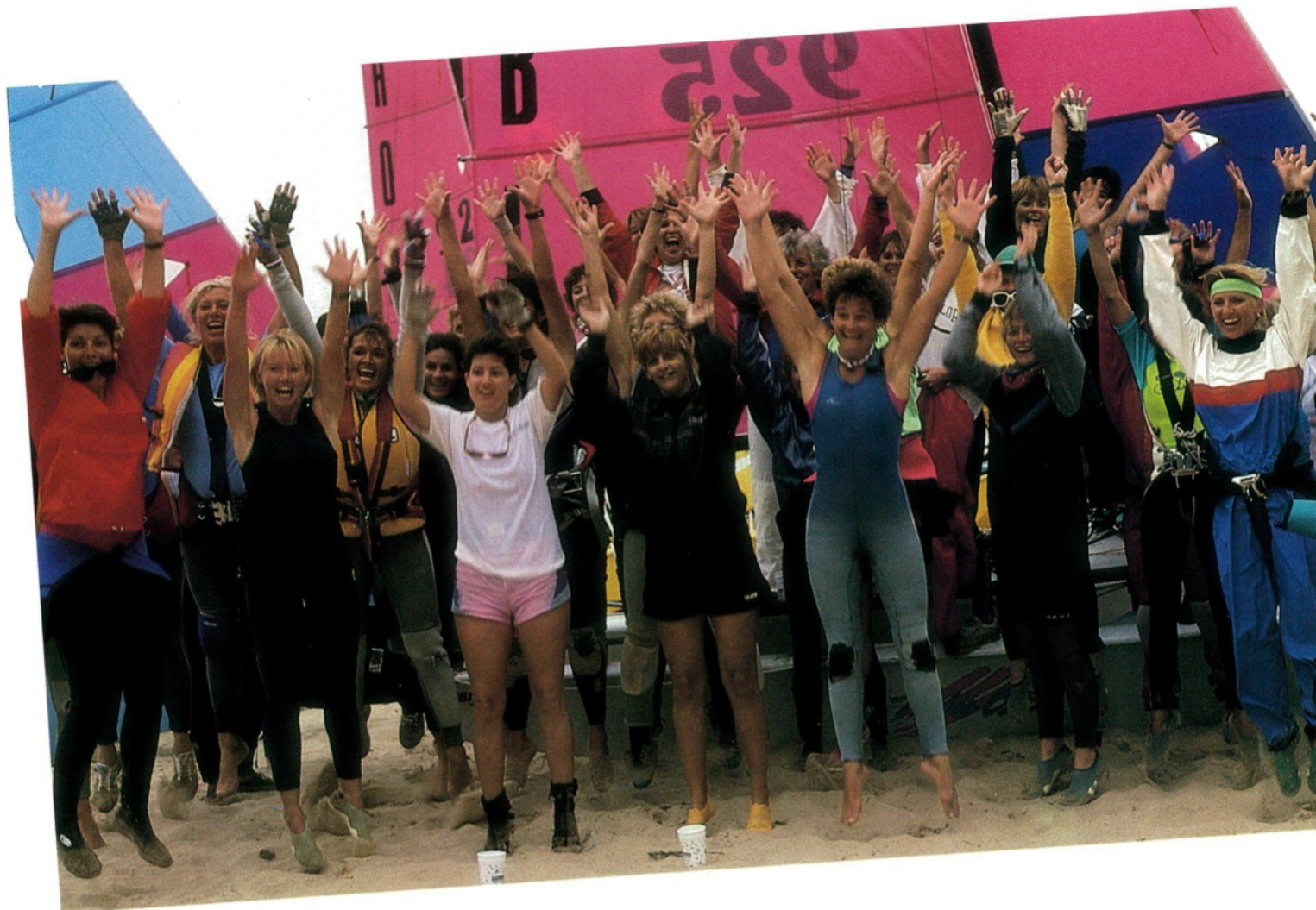
Discover the power and  
balance of basic beauty:  
the exhilarating new  
Hobie Cat amidst the  
timeless nobility of  
Lake Powell. A new  
element among the old:  
Wind Water and Sun.  
Welcome to the world  
of the Formula.



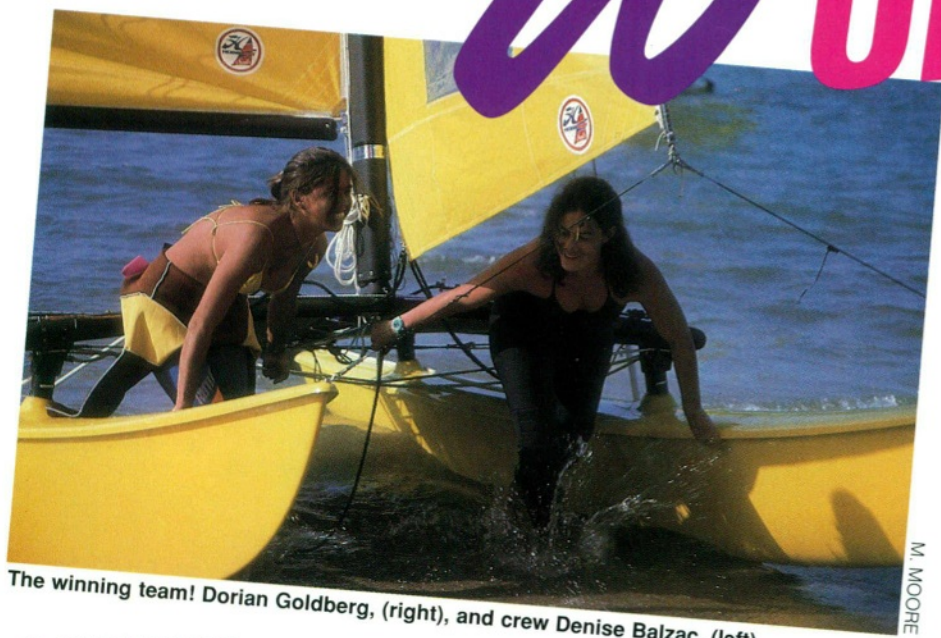


A New Boat for a New Decade. 





# IT'S A WOMAN'S WORLD



The winning team! Dorian Goldberg, (right), and crew Denise Balzac, (left).

M. MOORE





BILL LUKSHA

Let's go racing!

## Chicago Hosts First Women's Hobie Cat 16 World Championship

BY MARCI MOORE

**T**he Windy City made its Hobie debut as it hosted the top female Hobie Catters from around the world for the first Women's Hobie Cat 16 World Championship. This premiere event took place on the great Lake Michigan from August 30th - September 1st, 1989. The lakeshore site was just three blocks from the heart of downtown Chicago. What a town Chicago is - fun, fun and more fun!

The racing weather ranged from light and shifty 1-3 knot winds, to "hike your brains out and hold on tight" 25-30 knot winds with frequent 45 knot gusts - no kidding! San Francisco Bay's winds couldn't hold a candle to this windy

wildness. The water and air temperatures were never less than pleasant, and "the girls" certainly appreciated the fresh lake water over the usual salt crust stuff.

With 58 women representing a total of six countries, this certainly felt like a world event. Two teams from South Africa and one each from Australia, Puerto Rico, Canada, and Great Britain made up the international challengers, who were joined by teams from California, New Mexico, Texas, Oklahoma, Florida, New York, New Jersey, New Hampshire, Minnesota and Michigan. California and Michigan were the most heavily represented, entering four teams each.

### Chicago Is Their Kind Of Town

The race site was conveniently located just across the highway from the Days Inn Chicago, which served as host hotel and race headquarters. The sandy lakeshore where the new Hobies were beached faced a park known as Olive Park. (The Chicago Parks District welcomed the event with open arms.) It was especially breathtaking to sail offshore and look up at the sky-full of buildings towering over us like giants. The famous Sears Tower (the tallest building in the world) topping out at 110 stories, and the John Hancock building at 98 stories, looked over the cats as if they owned them. Thank goodness the winds were blowing onshore and not through that mass of concrete.

John Barnett of Texas, Race Committee Chairman, and Kim Kymlicka, IHCA Director, made it all happen along with the help of Pam Curtis of Oklahoma Fleet 132. Beach Captain Paul Ulibarri, with his expertise and all-around Hobie knowledge, was on hand to help the ladies. John Barnett and his race committee recruits from the local yacht club were dubbed "three men in a tub." The designation came about because the 65-foot yacht to be used as the committee boat never made it to the event. Therefore, John, being the good sport he always seems to be, used a Hobie skiff instead. At times they did look silly, but as it turned out, the races were executed perfectly and without any undesirable incidents. Thanks JB, you're the best!

### Light Fun

The first of three race days planned began Wednesday morning with a practice race. The winds were extremely light with constant 45-90 degree shifts. Yuck. The standard triangle race course was placed just outside the breakwater only one mile offshore. Spectators could take their pick of buildings from which to watch the races. Regardless of the vantage point, a great view of Chicago was enjoyed by all.

Kerry Dautel and Sharon Atkinson of Brisbane, Australia won the light air practice race. Dorian Goldberg and Denise Balzac of Isla Verde, Puerto Rico would

have won, but giving in to the superstition "It's bad luck to win the practice race," they tacked only a boat length away from the finish line and headed back to shore.

After lunch the ladies were hailed off the beach for the first start of the Series. The tension was pervasive as everyone left the lakeshore. The winds remained light throughout the day. Therefore, due to the afternoon start, only two races were scored for Day One. Again Dorian and Denise of Puerto Rico dominated, scoring a first and third. Mary Lou Langford of New Mexico and crew Terri Fuller of Castle Rock, Colorado jumped right into second scoring two keepers, a third and a second. Judy Fuller and Jeannie Summers of Carrollton, Texas won the second race to capture third overall.

That night the women were treated to a special welcome party hosted by a brand new Chicago hot spot known as the Baja Beach Club at North Pier. This ultimate party place was made up of three fun-filled levels. You could play pool or any video arcade game on one floor, dance to the Dixieland piano bar on another floor, and rock 'n roll or disco on the bottom level. The staff went out of their way to welcome the Hobie ladies. We were provided with plenty of good food and drink as well as our own private veranda overlooking the Chicago River. The party was a great opportunity for the ladies to become acquainted with each other. It was nice to see the many new faces in the group as well as the regulars. Linda Leon, who earned a women's Hobie national title in 1986, was there as well as Dr. Ann Karnitschnig, who has sailed in every event since 1978. Julie Renfro, the 1987 Women's Hobie National Champion, made it to the event as well. One of the few regulars missing was Annie Nelson. (Annie and I won last year's Nationals in Corpus Christi, Texas.) She had given birth to a healthy baby boy just weeks prior to this event, and was unable to attend. "See you next year for sure!" she says.

By 3:00 AM as the ladies were leaving the Baja Beach Club, the good news was our beds were only two blocks away. The bad news was we had to be in good enough shape to race in less than six hours.

### A New Day, A New Wind

Day Two the red eyes opened to early morning winds of 15 knots. By 11:00 AM we were all on the water and ready to begin the first race. The sky turned somewhat threatening as dark clouds moved in. John Barnett did a good job monitoring the weather radio. According to the forecast there was no danger of lightning, but there was warning of heavy winds.

The wind-hungry Aussies, Kerry and Sharon, won the first race by a long shot. Belinda Klaase and Desiree Moon of South Africa won the second race. Dorian



and Denise seemed to have gotten lost as they scored a 12th followed by a fourth. After the second race the ladies were instructed to head back into shore for lunch. The wind had been increasing since the start of the first race and had been estimated to be at 20 knots by noon. As we ate our lunches, it was rumored a storm was on its way and we would not be sent out for any more races this day.

Later it was decided that we would go out but we would race within the breakwater rather than outside as before. By the time this decision was made, the winds had increased to a strong 25, with gusts estimated as high as 40 knots! My

***Hooting and hollering sounds filled the race course as the girls probably went as fast as they've ever gone on a sailboat.***

crew Jana Seaman and I were quite impressed to see how 'gung ho' the girls generally were about going back out. Knowing that we would be racing within the breakwater removed the feelings of fear from the ladies' spirits. It was time to go fast and give it our best.

Sure enough, the girls probably went as fast as they've ever gone on a sailboat. Hooting and hollering sounds filled the race course. Everyone stayed together like a swarm of bees, even after the start! Dirty air? Believe me, we were all looking for it! The fact there were only a couple of capsized teams proved these women know their stuff. Only one team had to be rescued by a chase boat and that was because they had demasted.

Four races were scored for Day Two of the Series. The Aussies had no problem going faster than everyone else in the strong winds. The only team to come close to them was that of Belinda and Desiree. Kerry and Sharon earned three firsts and one second, putting them into the lead. The top four teams remained within a few points of each other. Day Three would be the final test.

At the end of the second day, I spoke with Juli Inventasch and crew Janet Jeffers of Syracuse, New York. Having sailed only in a couple hometown regattas, they had decided to come to the event at the last minute. I don't think the two of them weighed more than 210

pounds together. Still, they managed to beat over half the fleet in most of the races. These girls were definitely hooked and felt that more women sailors should go ahead and just do it.

### ***Stormy Weather***

That night the storm finally hit the city with full force. The winds had died back down to 20 knots, but the rains hit hard. Chicago made national news as it received a record total of eight inches of rain between the hours of 8:00 PM and 4:00 AM. At 3:00 AM most of us were awakened by the most dramatic lightning show I had ever seen. It was as if hundreds of strobes were flashing non-

Africans and the Californians. Susan Welch moved into sixth place overall due to her win of the final race. Way to go, ladies! (For complete race results see *Hobie Racing*.)

### ***Women Of The World Unite In Fun***

After a nice awards dinner followed by a toast to all participants and sponsors, it was time to party the Friday night away, Chicago-style. Paul Ulibarri led a bunch of the ladies to Rush Street, where an entire city block was jammed with over 20 clubs. One of the highlights for me was actually getting to say "Follow that cab"



**A view from the top: Chicago's shoreline.**

M. MOORE

stop at an incredibly fast rate per second. What an experience!

By morning things had calmed down considerably. Being the lucky ladies we seemed always to be, while the city was mopping, we were hoisting the sails for the final day of this First Women's World Championship. The winds were still a good 20 knots, but since the forecast indicated they would die down, the race course was moved back to the outside of the breakwater. Sure enough, by the time the first race had started, the winds were down to a light 7 knots.


Dorian had won the first two races, putting her back into the lead over the Aussies. Mary Lou Langford of New Mexico managed to sail every race, earning consistently low scores, to put her into second place overall.

The final race was won by Susan Welch and Carol Burris of Houston, Texas. In the end, Dorian and Denise of Puerto Rico had earned the title of First Women's Hobie Cat 16 World Champion. Mary Lou and Terri were second, followed by the Aussies, the South

to our cab driver.

Our group of 14 partied from one club to another. Belinda and her boyfriend, Colin, also from South Africa, impressed everyone - including the locals - as they stole the dance floor doing their version of the Jitterbug. They were hot! It was 3:00 AM as we left the last club on the row. A vote was taken which led to one more stop: food! Ranaldi's Pizza Parlor was open so we decided to make ourselves at home by filling up on that good ol' Chicago pizza.

Rather than packing up and going home on a Saturday morning, most of the teams had decided to stick around and become more acquainted with the big city. Some headed to the Sears Tower, others toured places such as Wrigley Field. But everyone went shopping! I'm sure damage was done, especially by the ladies seen going into Saks Fifth Avenue!

Next year the women's event will be in Clearwater, Florida. The local fleet promises to make it the best women's sailing event ever. So practice hard and have a safe year. See you there! 





# MAKE MINE CHICAGO

## Elephants But No Bull At Hobie 16 National Championship

*A special thank you goes to Pam Curtis for writing this article on a moment's notice. Another writer scheduled to submit an article on this event gave us the old "check's in the mail" routine up until the very last minute. Pam sent her article to us within 24 hours. Talk about your hard day's night ... Thanks, Pam! -Ed.*

**T** STORY BY PAM CURTIS  
PHOTOS BY ROY KOZ

he traffic on Lakeshore Drive was bumper to bumper, interrupted at regular intervals by sirens screaming by. The Days Inn hotel was not your usual 'resort and sandy beach' retreat with a view of palm trees from the restaurant and bar. During the week we should have packed a lunch to ride the elevators, sometimes 20 minutes per trip, with your three-piece-suit and briefcase crowd. On weekends we shared the equally cramped up-and-down facilities with an eclectic group of baseball fans with CUBS on absolutely everything. So, as you can guess, those of us in Chicago for the Hobie 16 Open National Championship were the odd ones (for a change), traveling with our Hot Sticks, life jackets, trapsuits, wetsuits and drysuits to and from the Days Inn and the beach at Olive Park, just up from Navy Pier.

This year, thankfully, a lay day was scheduled between the Hobie 16 First Women's World Championship races and the Hobie 16 North American Open Nationals. We started the North American Open with Beach Captain Paul Ulibarri putting the boats on which the 72 teams were to compete in tiptop shape. Registration was a very fast and easy process this year with the addition of an updated program and a new laptop computer of which International Hobie Class Association Director Kim Kymlicka is very proud.







## ROUND ROBIN GETS THE BIRD

On Saturday, Kim registered the skippers sailing in the Qualifying Series, and on Sunday the race committee stepped in to put the teams through their paces for the next two days. The round robin format was abandoned after the first two races. Since there were 37 teams and 40 boats, assignments were revamped to put all sailors on the water for all races, providing more races for the sailors during the remainder of the Qualifying Series. Between the round robin and the everyone-on-the-water formats, the racers re-energized themselves with super dogs from Skyline Dogs of Chicago and cold cuts from Carl Buddig. After a brief break, the race committee (RC) went back on the water with the three chase boats and all 37 teams for race three. The winds of the "Windy City" were not as reputed, but enough to move around the course and race.

On Monday, the pre-qualified skippers began their party with Special Export and Special Export Light beer iced down in a bathtub. Meanwhile, back at the Hobie ranch, the registration staff pounded away on the handy computer, signed in folks, and weighed in 51 pre-qualified teams who would begin their races bright and early on Tuesday. The teams attempting to qualify competed in three races amid winds very similar to those on Sunday, 8-10 mph. The sailors had to contend with haze and fog all afternoon, which eventually gave way to rain just as RC sent them in for the day.

Everyone went back to the hotel to shower and get ready for the welcome party. This was a cruise on the ship "Chicago from the Lake" up the Chicago River past many Chicago landmarks, including the Wrigley Building. Seeing Chicago all lit up was quite a sight to behold! We were very glad the rain didn't last too long. Everyone enjoyed Special Export Light, LaCroix Sparkling Water, cheese, crackers and fruit. Kim Kymlicka, Race Captain John Barnett and Paul Ulibarri handed out boat assignments to the 21 qualifying teams who had earned a right to join the 51 pre-qualified entrants and fill out the field of 72 teams for the Championship Series. Mike Shearer and Kathy Ward won the Qualifying Series with 9.75 points. Teams from South Africa, Canada and Brazil made the Open National Championship truly an international affair.

## ON WITH THE SHOW

Tuesday morning dawned with light winds; good news because someone or a few someones had played pranks with the boats. No damage was done, but it's very disconcerting to be awakened at 5:30 AM by a phone call telling you some of your boats are drifting off the beach! After all the boats were rescued and

examined, a skippers' meeting was held and RC sat down to wait out the wind. Soon, RC took off, set a course, and radioed for Paul to call the racers off the beach.

## THE KINDEST CUT OF ALL

Tuesday and Wednesday each saw three races put away, leaving a need for only two races on Thursday. Unfortunately, the winds and other conditions precluded that from happening. With only one race sailed on Thursday, everyone had not yet sailed four races. The instructions clearly mandated the cut not be made until every skipper had raced a minimum of four races. Therefore, one more race had to be raced on Friday. This being the case, Thursday night's cut party was changed somewhat. It became the non-cut cut party.

## This was certainly a new twist to Nationals; the cabbage-heads of Corpus Christi and the elephants of Chicago.

Another event occurring in Chicago the same week as ours was the International Marine Trade Exposition, known to Hobie dealers as the Marine IMTEX Show, the world's largest marine exhibition. Among those attending IMTEX were longtime Hobie associates Miles Wood and Dean Froome and new executives Tony Wilson and Jim Salscheider, who joined our crowd on Thursday night. One sad note breaking through the frivolity that evening was the sudden death of Tom Blackaller due to a heart attack. John Schuch, our chief judge, offered a tribute to Tom followed by a moment of silence in his memory (a scene I'm sure repeated many times throughout the sailing world), before we went on with the business of crowning the 1989 North American Hobie 16 National Champion.

## FROM THE SUBLIME TO THE VARGAS


Friday began with several sailors in a "must win" situation to make the cut. Some did and some didn't. The results were radioed to race central where our computer expert Kim input the scores, determined the cuts, assigned boats and made announcements to the waiting sailors. While all this was going on, Circus Vargus came to Chicago, set up camp and proceeded to bring five elephants with their handlers and dogs to

the beach for a drink and dip after a long trip from their last stop. This was certainly a new twist to Nationals; the cabbage-heads of Corpus Christi and the elephants of Chicago. As everyone snapped pictures of the elephants and ate Skyline Dogs for lunch, the computer was humming away, and a half hour later Kim was on the beach announcing who had made the cut and handing out boat assignments for Friday afternoon and Saturday. Half the group was excited and half disappointed when RC went back out past the elephants and prepared to set courses for the Championship Series.

Saturday greeted the teams with warm air, but clouds on the horizon predicted rain before the day was out. Three teams had their eyes on the Championship. As the day passed, the clouds built and RC came in before the last race just in case foul-weather gear was needed. The teams from the south and west also ran for wet and drysuits, and it's a good thing they did. Those of us on the beach ran for the hotel when the wind shifted with fury and hit us with a 20-degree temperature drop. Conversations on the radio warned of ice and sleet and stocking caps and blue noses. Unfortunately, the best wind of the event didn't even last the entire race and soon laid down to just a little more than what everyone had sailed with all week. The boats hit the beach after the last race. Sails and sticks came down in record time. RC brought in the marks and deflated them. It was becoming obvious even to the novice that the racing was finished, and one last great party awaited the group.

## WINDING DOWN

Saturday night came on with a cold driving rain that made us all glad we were having dinner at our home base, the Days Inn. A pleasant buffet disappeared much faster than it took the kitchen staff to prepare it. As everyone was enjoying the cheesecake and wine, the trophy presentation began. After many thank yous were offered, Kim, assisted by John and Paul, began to hand out the trophies. Qualifying winner Mike Shearer and crew Kathy Ward from Salt Lake City, Utah, were awarded the second place trophy which we soon realized made them the U.S. National Champions. Roberto Pandiani and crew Ursula Heuchter from Sao Paulo, Brazil, won first overall and were crowned the 1989 Hobie 16 North American Open National Champions. With much excitement, Roberto thanked the North American Class Association, Nationals' staff, and competitors for putting on a great Championship Series. Congratulations Roberto!

To everyone who sailed, it was truly a week of patience and work. All who participated helped to perpetuate that Hobie Life we love so much. 

(For complete race results see Hobie Racing.)



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A CHALLENGE FOR THE PHYSICALLY CHALLENGED

# "TWISTED



GREG JACOBS

# SKIPPERS"

BY MIKE STRAHLE

Mike Strahle, inventor of the Hobie 16 Trapseat and commodore of Fleet 537's "Twisted Skippers," was the creator and driving force behind the first Hobie 16 Trapseat National Championship race for disabled sailors held at Whiskeytown Lake near Redding, California in August 1989. A broken neck in 1985 left Mike sitting down but undaunted. He is a shining example to all of us of what survival really means. In his own words: "I'm not a cripple. I'm a sailor." Read more about the accomplishments of Mike and other physically challenged sailors in "This Is Handicapped?" in the November/December 1987 HOTLINE and "Sit Down Sailors" in the November/December 1988 issue. -Ed.

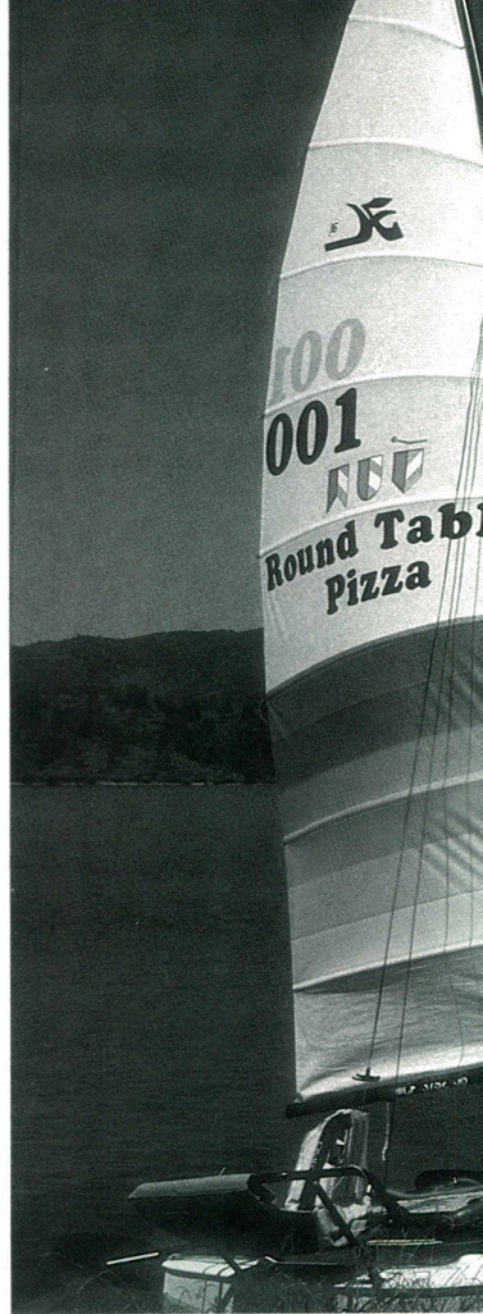
**A**fter surviving a broken neck in a snow skiing accident at Squaw Valley in 1985, my life changed in a big way. When the doctor informed me that I would never again walk or have any grip in my hands, I didn't think there would be much left to do in my life except simply survive.

I was dead wrong. Three months of rehabilitation and the discovery of many people even worse off than I was changed my attitude about how I was

going to live my life.

The day after I got home from the hospital, I dug my Hobie 16 out of storage and went sailing. I quickly found out there was nowhere on the boat for me to sit. All of my stomach and back muscles were paralyzed, making it impossible for me to sit up on my own. I told my friends, "Just throw me on the tramp and let's go!" When we got out on the water, I was yelling, "Sheet in, turn down and let's fly the hull!" With one hull out of the water, my crew was holding onto me with one hand, with the tiller, main and jib in the other.

Getting out on my Hobie again felt great, but I knew that I would have to think of a way to sit up on the boat so I could skipper it. That's when I conceived the idea for Trapseats, and the rest is history. Three weeks later I was racing my Hobie in a local regatta and things began to look up in my life. I patented my idea and opened a small business to market Trapseats. Knowing that the biggest market for Trapseats was the non-disabled casual Hobie 16 sailor who might want to relax while sailing, I soon discovered there were also many



disabled sailors interested in my product. I decided to establish a new world racing class for disabled sailors.

## ■ A CLASS IDEA

During the 1988 San Diego ProSail Classic I challenged some of the best physically challenged sailors to race in a mini-national Hobie Cat regatta. (In this new disabled racing class, the skipper of the boat must be disabled and at the helm at all times, while using an able-bodied crew to run the rest of the boat.) Doug Campbell (former President and General Manager of Hobie Cat) helped me locate a 1977 Hobie 16 National champion from Florida by the name of John Rossduggan. John had broken his neck ten years before in an automobile accident. I also found three other experienced disabled sailors to compete in this unofficial race: Tom Banks from Newport, Rhode Island; Greg Jacobs





(Left) Trapseat inventor Mike Strahle. (Above) Sponsors' logos flew high for first Trapseat event.

from Seattle, Washington; and Dave Felter from Redding, California.

Hobie Cat employees Kim Kymlicka and Jim Stewart made sure that we had enough boats to go around. My friend Brian Reiser and my brother Carl Strahle installed Trapseats on all of the boats. With "a little help from my friends," we all were able to make it for the start.

After the first day of racing, my crew Brian Reiser and I were in first place, followed closely by John Rossduggan and crew. At the finish of the last race, John and I were side by side as Rossduggan squeezed in for a first and won the regatta by 1/4 of a point with myself in second, Dave Felter in third, followed by Tom Banks and Greg Jacobs.

## ■ It's Official

The success of this race inspired me even more to have this "Hobie 16

Trapseat" class officially recognized by the International Hobie Class Association (IHCA). I drafted an official letter to Kim Kymlicka, who presented it to the Association. The board voted unanimously in favor of the new racing class for disabled sailors.

## ■ GETTING ORGANIZED

When I started to organize a national race for the first time, I learned I had no idea what I had gotten myself into. After setting the date for the event and getting permission from the National Park Service to hold the event, my first goal was to round up enough boats for the competition. Knowing I would supply all of the boats myself, I turned to the local Hobie Fleet, Fleet 537 (the Twisted Skippers), for help. When I asked all the Hobie 16 sailors if I could use their boats for the Trapseat Nationals, they were more than happy to oblige. Now that I had boats, I

thought it would be nice to obtain new matching sails. The cost of outfitting each of the eight Hobies with new custom sails and Trapseats came to \$1,200 per boat.

I quickly decided I needed sponsors. I compiled sponsorship packages detailing cost breakdowns and logo examples. I included personalized letters explaining how and why this sponsorship would be beneficial to their business as well as copies of articles published on the new racing class for the disabled sailors.

Once I had the sponsorship packets prepared, I made presentations to potential sponsors. My first target was Round Table Pizza. I explained the sponsorship package to the local franchise owner step by step. He liked everything I had to say and broke the ice by sponsoring the first boat. Other sponsorships fell quickly into place: Best Western Hotel, McDonalds, Day's Hotel, Jaxon Enter-



prises, Crown Motors, Westwood Village Shopping Center and C.R. Gibbs Pub. The largest contributor, Miller Auto Center, sponsored two boats and displayed its logo on the National T-shirts.

I personally invited all HOTLINE advertisers to be a part of the event by donating a prize to be given away at the trophy ceremony. I was surprised at all the goodies I began to receive from the HOTLINE and companies such as Sailing Systems, Murrays Marine, Roleez Wheel

the qualifying round. By July 15th, over a month before the race, 16 teams were pre-registered.

When August rolled around, I was so busy that I didn't even have time to go sailing! I still had sponsor logos to put onto sails, boats to tune up, Trapseats to install and supplies for the five days of barbecuing to pick up. I was also busy setting up boats at the local mall, sidewalk sales, car lots and pizza parlors (as part of the sponsorship promotional agreement). Two days before the race

Competing were: 1) Brent Foote from Vancouver, British Columbia, who broke his neck in an auto accident and sailed mostly in the Burrard Inlet, outside of Vancouver. His crew was Anne Bethune, also from Canada. 2) Sam Sullivan, also from Vancouver, broke his neck in a snow skiing accident and sailed mostly in the Burrard Inlet as well. His crew was Lorin Strahle from Redding, California. These international racers were representing the British Columbia Mobility Society. 3) Alice Tidwell from Sacramento, California,



**Top five finishers, left to right: Mike Strahle/Brian Reiser, Bob Digiulio/Robert Lackey, Brent Foote/Anne Bethune, Alice Tidwell/Kraig Jillson, Joe Bohl/Mike Latin.**

Systems, KISME Products, HOOD Spin-nakers, C Bass, the Cat House, HARKEN and Colorado Kayak. I received special assistance from Kim Kymlicka and Jim Stewart as well as local help from Phil Pearson, Ken Smith and Ken Robertson of Redding, California.

Now that I had all my sponsors, it was time to round up racers. I had already received letters from interested disabled sailors from all around the United States and from Canada, South Africa, Italy, Spain and Australia. I sent entry forms to every disabled sailor and rehabilitation center I knew of, challenging them to come and compete in the first ever official Hobie 16 Trapseat U.S. Open National Championship for disabled sailors. My goal was to find 16 disabled skippers and crew to fill all the spots in

started, I still had three boats to set up in the Mt. Shasta Mall - no easy task, as the ceiling wasn't high enough to raise the mast up all of the way. (Talk about mast rake!)

## **LET'S SAIL!**

By August 28th, 1989 the kickoff day of the race, we somehow had all the boats on location and ready to sail. Without the help of my family, the Twisted Skippers and the Whiskeytown Sailing Club, I never would have been able to pull it off. All I had to worry about now was making sure all of the racers showed up.

By the time we held the skippers' meeting, seven teams had failed to materialize. I was disappointed, but the nine teams present were adequate for the three-day round robin qualifying round.

broke her neck in an auto accident and sailed mostly in the San Francisco Bay. Her crew was Kraig Jillson of Redding, California. 4) Bob Digiulio from Redding, with a broken back from a construction accident, sailed mostly on Whiskeytown Lake with his crew Robert Lackey. 5) Thalia Lazarith from Oakland, California, who broke her back in an auto accident, sailed on Lake Merit with her crew/husband Jim. 6) Joe Bohl from Reno, Nevada, who broke his back in an auto accident, sailed the Reno-Lake Tahoe area, with his crew Mike Latin. 7) Dave Felter from Santa Rosa, paralyzed in a neck operation, sailed mostly on Whiskeytown Lake with his wife Christina for a crew. 8) Greg Jacobs from Seattle, Washington broke his neck in an auto accident, sailed now in the Seattle area,

DAVID FELTER



but had also raced in San Diego. His crew was Jim Ketchum from San Francisco. 9) Finally, myself and Brian Reiser for a crew completed the group.

We split up into two divisions and drew for boats. Division 1 went out first into 8-10 knots of wind, with skippers Bob Digiulio, Sam Sullivan, Joe Bohl, Greg Jacobs and Dave Felter at the helm. Joe Bohl finished first in the first race and first overall. At the end of three days of qualifying, Joe led division 1, with Bob Digiulio in second and Greg Jacobs in third.

In division 2, with skippers Brent Foote, Alice Tidwell, Thalia Lazarith and me at the helm, the wind seemed to hold. In fact, during the second day of qualifying, it picked up to a strong 25 knots at times. My crew Brian Reiser and I dominated our division, with Canadian Brent Foote taking second, and Alice Tidwell in third.

At the back of the pack in divisions 1 and 2 were Dave Felter, Sam Sullivan and Thalia Lazarith. Bob Frost and Ray Profit, the race committee, determined which one of the three teams would not make it to the finals. The team of Thalia and Jim Lazarith were the unfortunate high scorers. Although Thalia *did* not make it to the finals, she received a great wetsuit donated by Murrays Marine for her determination.

## ■ THE FIRST FINALS

The eight national finalist teams each received the traditional Whiskeytown Lake trophies (old-time whiskey jugs on a wooden base, filled with 86 proof straight corn whiskey). Although my crew Brian Reiser was the first to crack open the jug, the Canadians were the first to finish their bottle of whiskey. After everyone on the beach had a small taste of victory, we packed up and returned back to home base to get ready for the next two days of finals.

At the skippers' meeting the next morning, we drew for boats and headed out for the first of the final races. The lake was filled with whitecaps as the wind picked up to 20 knots. As the 10-minute flag went up before the start, the race committee posted a long course for the first race. As we tried to get in good position for the start, the wind began to die. In fact, by the time the gun went off, there was less than 5 knots of wind. Drifting toward the first mark, the first team to arrive was Greg Jacobs, followed by Brent Foote and then me in third. As the committee boat picked up and shortened the course because of light wind, my crew Brian Reiser and I sailed in for a first, followed by Brent Foote and crew Anne Bethune in second, Alice Tidwell and crew Kraig Jillson in third and Bob Digiulio and crew Robert Lackey in fourth.

The wind for the second race picked up to 8 knots, helping us all to a good start. By the third mark, I had increased

an early lead to 2-1/2 minutes. We tacked around the last mark before the finish and sailed out into the middle of the lake toward better wind. Suddenly, the wind clocked around in favor of the other side of the course where the rest of the racers were, opening the first-place spot to Bob Digiulio. Alice Tidwell sailed in second, with me at the helm in third and Brent Foote in fourth.

Now the first Hobie 16 Trapseat class title was up for grabs with only one day of competition remaining.



## I WASN'T SURROUNDED BY A BUNCH OF HANDICAPPED PEOPLE; I WAS SURROUNDED BY A BUNCH OF DEDICATED HOBIE CAT RACERS.

With clear blue skies and 8-10 knots of wind, the first race of the last day got off to a great start. All the racers were determined looks as they battled it out toward the first mark. The first boat to the mark was the Bob Digiulio/Robert Lackey team, which was overtaken immediately by myself and Brian Reiser as we stole their air and sailed off into first place. The wind and our lead held throughout the race. Bob Digiulio came in second; Brent Foote took third; Joe Bohl placed fourth. After the rest of the fleet finished, we headed into shore for lunch and conversation.

## ■ AN EXCITING FINISH

The serious looks on the racers' faces reflected our competitive attitudes as we headed out for the start of the last race, the one that would decide it all. With the wind holding at 8-10 knots, Sam Sullivan jumped out to an early lead from a port

start heading toward the windward mark. As the crowded fleet approached the first mark, it was hard to tell which team would be the first to round the mark. I pulled off some fast tacks to take the lead around the mark, with Bob Digiulio in second, Joe Bohl in third and Sam Sullivan in fourth.

These first four positions held throughout the race ... until right before the finish. At that point, the boats split up, taking different courses and adding to the excitement. Mine was the first boat across the finish line.


The final standings were as follows: Mike Strahle/Brian Reiser; Bob Digiulio/Robert Lackey; Brent Foote/Anne Bethune; Alice Tidwell/Kraig Jillson; Joe Bohl/Mike Latin; Greg Jacobs/Jim Ketchum; Sam Sullivan/Lorin Strahle; Dave Felter/Christina Felter. (For complete race results see Hobie Racing.)

Although some would have liked to have raced a little better, everyone had the time of their lives at this year's event. The most popular phrase after the races were all over was, "I can't wait until next year."

At the trophy ceremony, we gave out all kinds of goodies from our generous co-sponsors. Brian Reiser and I received a set of beach wheels from Roleez and foul-weather jackets from Colorado Kayak for our first-place finish. Water bottles from the Redding Bike Shop and A/P 303 Protectant hats went to all racers. Between the trophies and giveaways, everyone walked (or wheeled) off with something.

After the ceremony, I invited everyone over to my house for a good old California-style deck party. We enjoyed finger food, keg beer and videos of the races.

The smiling faces on all the racers convinced me this year's event had turned out to be a huge success. I wasn't surrounded by a bunch of handicapped people; I was surrounded by a bunch of dedicated Hobie Cat racers. During the whole week of competition, I never heard one person complain about being confined to a wheelchair. They were too busy racing to worry about that.

I have a message to all A fleet sailors. If you know any disabled sailors you might want to team up with as a crew and race in next year's Hobie 16 Trapseat U.S. Open National Championship, don't hesitate to give me a call and sign up early. It's an event you won't want to miss. See you next year! 

For more information contact: Sailing Accessories Inc., 2712 Irwin Road, Redding, CA 96002, 916-221-7197.  
- Ed.







SALEM PROSAIL SERIES CONCLUDES  
SECOND SUCCESSFUL SEASON

# Going Pro

BY LARRY TIBBE

**P**roSail, brainchild of a long-time Hobie sailor from Charlotte, North Carolina, Sid Morris, officially began April 8, 1988 with an event in Tampa, Florida, racing the newly introduced Hobie 21. This event marked the beginning of professional sailboat racing in the United States and, appropriately enough, was won by none other than Hobie Alter, Jr.

Morris, creator of one of the most successful sports marketing agencies in the country, had brought some of the nation's largest corporations into motorsports. Now he wanted to do what he could to popularize his favorite pastime: sailing.

After two more events in San Diego and Detroit, the Hobies were joined by the ProSail-40 Class in Newport, Rhode Island. The 40s were first popularized in Europe as the International Formula 40 Class and, after a few rule modifications to make the class more stable, emerged in this country as an ideal platform, along with the Hobie 21s, for ProSail racing.

Entrepreneur Morris reasoned that, in time, some of the Hobie sailors would move up to the bigger boats as a natural progression within the sport. It is now clear his assumptions were correct. Well-known Hobie sailor John Barnett created his own ProSail-40 team, "Bud Light," along with partner and former Hobie sailor, Don Balthaser. Mark Murray, who competed with Brian Stewart on the 21s last year, is on ProSail-40 "SuperLube" this year. Brett Dryland, who won the Hobie 21 class last year, also sailed with ProSail champion Randy Smyth on "SuperLube" during the Championship event this season. John Wake, designer of the Hobie 17 and contributor to the Hobie 21 design, sails on "Team Annapolis." So does world class Hobie competitor Randy Hatfield. Carlton Tucker helped out on P-40 "Bud Light" in the Chesapeake Bay Cup and Jeff Alter was on "Team Annapolis" during that same event. Hobie sailors Steve Rosenberg, Ed Baird, Larry Suter, Joel Hunter, Sonny Vigeon and Rick Grajirena all aspire to trying on a P-40 for size.

ProSail Hobie 21 racing is relatively easy to get involved in. All you need is a boat, time and resources to travel around the country to attend the events and, for many the most difficult part, sufficient skill and confidence to play with the big boys. You must buy a ProSail license every year and pay event registration fees to compete for the prize money (\$149,000 in 1989; 1990 is expected to be even higher).

To give you an idea of your potential return on investment, in 1989 Pete Melvin won \$24,800; Carlton Tucker, \$17,600; Bill Whitehurst, \$13,825; and Ed Baird, \$11,050. Prize money is paid 20 deep. This year the Hobie 21 class claimed nearly one-fourth of the total \$535,000 in ProSail prize money.

In addition to ProSail prizes, each year Hobie Cat has put up a \$5,000 Hobie Hard Charger award for racers accumulating the most first place finishes of individual heats within the various events.

This season Pete Melvin came out on top with \$2,000, followed by Carlton Tucker with \$1,250, Bill Whitehurst, \$1,000, Ed Baird, \$500 and Larry Suter, \$250.

## THE CAROLINA CUP

The 1989 Salem Prosail Series began in April in blustery conditions at Wrightsville Beach. Executive Director Sid Morris had created a new racing format in which the Hobie 21s would begin at 11:00 AM and race separately from the ProSail 40s starting at 1:00 PM. North Carolina Governor Jim Martin, himself an avid sailor, personally raised the starting flag for the Hobie 21 fleet, and the second year of professional sailing in the United States began. Conditions on Friday were so severe that local Hobie dealer Martin Willard was the only competitor who dared the high winds and seas to go out and practice. Shortly after returning to the beach, his Hobie was blown over in a gust and the mast broken. The next day Governor Martin became a temporary member of Willard's pit crew as he waded into the surf helping



launch the re-rigged "Team Ship's Store" Hobie 21.

High winds on Friday partially blew away "Pateyville," the collection of ProSail VIP, competitor and media tents on the beach named after Drew Patey (former Hobie Cat sales manager). By Saturday, they had calmed to a serene 8-12 knots, giving the light air specialists a chance to excel. A relative newcomer to Hobie sailing, Pete Melvin, along with Steve Rosenberg, did just that, winning the event by two points over Carlton Tucker. Ed Baird was third, with Bill Whitehurst and Larry Suter taking fourth and fifth respectively. That finish order proved prophetic as, despite various gyrations during the course of the year, that is precisely the top five order of finish in the final point standings for 1989. Tony and Holly Wilson sponsored the competitor's tent, keeping it stocked with refreshments which helped to mitigate the rather chilly weather conditions. All participants were warmed by Sid Morris' announcement of increased prize money to the tune of one hundred thousand dollars per event.

The Wrightsville Beach event marked the emergence of a Hobie factory team made up of John Wilson and Jeff Alter with Anne Gardner Nelson helping from the sidelines. After a successful year in 1988 as a ProSail skipper, Annie was pregnant with her first child and was unable to compete in '89. (Annie gave birth to Robert Alan Nelson on August 3, 1989 and hopes to be competing in ProSail again in 1990.)

## ON TO CHESAPEAKE BAY

ProSail made history on May 7, 1989 as 48,000 people, the largest spectator crowd in the history of sailboat racing in the United States, witnessed the Salem ProSail Series at Sandy Point State Park in Annapolis, Maryland, where the Hobie 21s raced within ten feet of the huge crowds on the beach. The Chesapeake Bay Cup was raced in conjunction with Bay Week to benefit the Chesapeake Bay Trust for restoring Chesapeake Bay. Each boat carried the Chesapeake Bay Trust burgee and ProSail contributed \$1,000 plus a percentage of souvenir sales to the Trust. The event was so successful that Dr. Torrey Brown, Secretary of the Department of Natural Resources, invited ProSail back for the next ten years.

Once again, "Pateyville" partially toppled as a fierce storm front moved through the area on Thursday night blowing down tents and felling the huge Salem scoreboard. Quick work by the ProSail staff and many volunteers had the site at Sandy Point State Park back in shape within a couple hours. Carlton Tucker, Bill Whitehurst, Pete Melvin, Ed Baird, Martin Willard and sailmaker Rick Grajirena each won a race and finished in that order, with Carlton winning the event and \$4,500 in first place prize money.

ProSail's new racing format separating the Hobie 21 and ProSail-40 classes enabled Carlton to scramble aboard John Barnett's "Bud Lite" ProSail-40 after his last

race to pull crew duty on the bigger boat.

Four bullets by Pete Melvin and Steve Rosenberg were not enough to get them better than third place, with a disastrous 22nd place finish in Saturday's last race caused by a demasting when their roller furler blew up.

## THE YACHTING MAGAZINE CUP

The Newport Yachting Center was the site of the season's third event, with racing taking place off historic Ft. Adams State Park. Two very important new contributors had joined ProSail for this event: Yachting Magazine as event sponsor and AC Delco division of General Motors sponsoring the "Powerful Performance Award." The Yachting Magazine Cup was televised in August on ESPN; one more step in popularizing sailboat racing by exposing it to a wider audience.

**This year the Hobie 21 class claimed nearly one-fourth of the total \$535,000 in ProSail prize money.**

Racing began on Friday initiating a new three-day racing format for ProSail's Hobie 21s. Carlton Tucker and Bill Whitehurst each won a race in Friday's light breezes. That night the smell of fuel oil pervaded the huge party tent at Newport Yachting Center during the competitor's party, signaling the grounding of the oil tanker "World Prodigy" on Brenton Reef just 2-1/2 miles from the race course. The oil spill created a fair amount of anxiety Saturday morning as the authorities made noises about not racing so as not to interfere with clean-up efforts. After many discussions between Sid Morris and various national, state and local officials, however, the show went on as scheduled.

Carlton Tucker won again and then Larry Suter won his first race of the year sailing under the auspices of Anheuser-Busch. Larry carried a Budweiser bottle on his mainsail that looked so realistic it made you thirsty for a brewski. Bill Whitehurst, despite a leading position throughout the race, got buried at the finish by ProSail-40's "Bud Lite" and "Omega" as they vied for a good starting position in the light air. Most of the Hobie 21 fleet sailed on in as Whitehurst gradually fought his way through to 13th place. That misfortune didn't stop him though; after vindicating himself with a first and two thirds on Sunday, Whitehurst won the Yachting Cup, his first event title, and \$4,500 in event prize money, plus \$200 in contingency prize money from the Delco Voyager "Powerful Performance Award."


We were surprised and concerned to learn that Sonny Vigeon suffered a mild heart attack on Monday after the event and ended up spending several weeks in a Newport hospital before doctors would let him return to his native Texas. The popular skipper showed his mettle when he showed up in San Francisco in September to compete in the championship.

## THE DELCO VOYAGER CHAMPIONSHIP EVENT

At one point deleted from the schedule, San Francisco was reinstated when the AC Delco division of General Motors expressed a desire to sponsor the event. It is a tribute to the dedication of the ProSail Hobie 21 fleet that the entire lineup came to race in San Francisco, with Scott Fox of "Team Maine" traveling all the way from Maine, Bill Finn from Massachusetts, Larry Suter and Chris Steinfeld from New York, Tom King and Martin Willard from North Carolina and nine teams all the way from Florida! In all, a full field of 21 Hobie 21 teams docked in San Francisco for the final showdown of the season. Again, ESPN provided coverage of the event.

The entire ProSail family was shocked and saddened by the untimely death of competitor Tom Blackaller, just days before the competition was to begin. Tom led the field in points in the ProSail-40 class and his team, led by Cam Lewis, went on to take second behind catamaran sailmaker Randy Smyth.

The expected heavy air conditions, typical for September in San Francisco, did not materialize and breezes ranged from 8 to 25 knots for the three days of racing. Pete Melvin and Steve Rosenberg OWNED this event, never finishing worse than second. "We were right on with all the shifts and currents," said Rosenberg, "and through several 'consultants', including John Kos-tecki, we had solid local knowledge." As it turns out, Pete Melvin has never lost a race on San Francisco Bay. Of course, it didn't just happen that way — Melvin and Rosenberg spent as many as four nights a week practicing during the weeks preceding the event. Their efforts brought them the 1989 Salem ProSail Series Hobie 21 Championship, \$24,800 in prize money and the distinction of being the first Americans to win the ProSail Hobie 21 class, which last year was captured by Australian Brett Dryland. Following Melvin was Carlton Tucker in "Aloe Up/Sabre Sails," Ed Baird in "Hood Sailmakers/Big Dogs," Bill Whitehurst in "Sabre Sails" and Larry Suter in "Team Budweiser." (For complete race results see Hobie Racing.)

Now it's 1990. The Hobie 21 and ProSail are each two years old and going strong. They're both pros all the way! 

*Inquiries regarding ProSail competition may be directed to your local Hobie dealer or to ProSail, 301 East Blvd., Charlotte, NC 28203. -Ed.*



# HOBIE RACING

JANUARY/FEBRUARY 1990

HOBIE RACING

## IN THIS SECTION:

*Major Regattas*

*Fleet News*

*Regatta Results*



Dominique Fournioux

## MAJOR EVENTS

### MAJOR REGATTAS

February 23-25

**Midwinter's West**

San Felipe, Mexico

\*March 9-11

**Midwinter's East**

Florida

June 9-16

**Hobie 17 World Championship**

Toronto, Canada

\*June 27-30

**Hobie 21 National Championship**

Falmouth, Massachusetts

\*August 19-25

**Hobie 14 & 17 National Championships**

Hood River, Oregon

\*September 20-26

**Hobie 18 National Championship**

Clearwater, Florida

September 27-29

**Hobie 16 Women's National Championship**

Clearwater, Florida

September 30-October 6

**Hobie 16 Open National Championship**

Clearwater, Florida

November 24-December 1

**Hobie 16 World Championship**

Bahia, Brazil

H.C.A.

(619) 758-9100

Dean Bell

(813) 855-2084

Steve Reid

(416) 731-5825

Steve Ruel

(508) 758-3636

Paul Ulibarri

(206) 364-9938

Jill Nickerson

(813) 595-1611

Jill Nickerson

(813) 595-1611

Jill Nickerson

(813) 595-1611

Klaus Peters

FAX: 011-55-11-255-0611

\*NOTE: Event dates are tentative at press time and are subject to change.



# FLEET NEWS

## Dual Regatta For Charity Fleet 4, Division 2 San Diego, CA September 30- October 1, 1989

Three boats represented Arizona, Tucson specifically, at the Dual Regatta held at Campland on the Bay, Mission Bay on September 30-October 1. Dorothy Dolan and her sister, Cathy Chavez, took the Dolan 16 while Pat Eger, Dawn Stephenson, Shirley Palmer and Sandy Krauss took the Eger and Palmer 18s. Dorothy came away with the honors, winning the 16 novice class, while Palmer and Eger placed 4th and 5th in the 18 open class. (The competition was rough out there! Annie Gardner Nelson took first.)

Pat Eger should get special honors for just surviving her weekend. We made a list while we were waiting for the alternator to be replaced in the Eger truck in Yuma. (That alone should tell you something.) There is not room in this publication to enumerate everything that happened to Pat over the weekend. Murphy was certainly in evidence from Pat's misplacing her gloves on Friday (they did turn up in lost and found on Saturday) to demasting at C mark first race on Sunday to the above-mentioned truck breakdown.

The regatta was a success. Campland is one of the more luxurious regatta sites in the division, rivaling our own Playa Bonita for comfort. The winds were good, allowing for some double trapping (Sandy loved it), and the people are always friendly and helpful. Ask the Krausses how they enjoyed the raffle! Pete joined Sandy for this race, so the Arizona contingent had our own "man in residence!" Thanks, Pete. The next ladies race will be at Lake Castaic October 21-22. Unfortunately, that conflicts with Fleet 66's Fall Series at Roosevelt so the Palmer boat will stay in the state. The Eger boat will be going to Castaic, however, so if any of you ladies are interested in going, contact Pat.

## Crescent Lake Regatta Fleet 94, Division 4

**Crescent Lake, OR**  
September 3-4, 1989  
by Peter E. Nelson

When a young, small fleet makes its first foray into sponsoring a regatta, anticipation usually runs high and expectations a little low. High Desert

Hobie, Fleet 94 (Bend, Oregon) formed just last summer. In the next 12 months, the fleet sponsored a raffle to raise money for marks, but had done little else save for some pre-arranged rendezvous at some of the high mountain lakes in the nearby Cascades.

So when the idea of a Labor Day fun regatta was passed around the campfire earlier this year, the members took to it like wildfire. The Eugene fleet (#193) had historically run a fun regatta at Crescent Lake for many years previously. But fleet participation for them was on the skids and things were looking grim for this year's regatta.

Jerry and Gail Putnam from High Desert Hobie took on the task of organizing the event. But no one in the fleet knew how to put on a race! High Desert Hobie approached the Eugene fleet with the suggestion that both clubs put on the regatta, with Eugene fleet covering the racing. The idea was readily accepted, particularly by John Starr, the Eugene commodore. With a minimal amount of advertising, and a LOT of word-of-mouth, the weekend arrived with 30 boats on the beach. People from all over Oregon — Portland, Eugene, Ashland and Klamath Falls — traveled up to 3-4 hours for the event. The regatta even attracted some sailors from Seattle and Boise!

As it turned out, the weekend was a bust on wind. (Only one race was run Sunday to make it an official "regatta.") But no one seemed to notice or care. Everyone was busy mountain bike riding, playing horseshoes and volleyball, or sitting on the beach or in the campground catching up on old friendships or making new ones.

The evening campfires were oftentimes raucous events. Of course, the usual amount of joke-telling ensued each night after the little creatures had retired to bed. One evening fleet members walked over to the Klamath Falls campfire to put on a lawn chair drill routine. That act was quickly followed with a beautiful and original song the Klamath Falls gang had obviously practiced several times before.

The awards night, Sunday night, was a special moment as all of the crews from all over the state got together around the "party-central" campfire. John and Patty Starr had worked hard to make sure that no one was overlooked when it came to awards. A beautiful, matted

pencil drawing done by John himself was given away to nearly every entrant for nearly every conceivable award. A few "special" prizes assembled by Ron White of Seattle were also awarded for reasons which cannot be explained here. Suffice to say, everyone came away a winner.

High Desert Hobie, in its first regatta ever, had managed to overcome many obstacles and put on a regatta which overshadowed everybody's expectations. On top of that, with the help of Murrays Marine donations, the raffle added much needed money to the coffers for next season's racing and events. But the underlying theme everyone agreed made this regatta a success was the fun.

With the rigid schedule of a points regatta, we were free to do whatever was going to work. And work it we did. The result was some of the best fun all year (despite the wind!), and a great installment on next year's FUN regatta!!

## M.S.A. Redfish Run Fleet 8, Division 6 Redfish Island, TX September 2-3, 1989 by K. Stuck

Multihulls Sailing Association (M.S.A.) held their Annual Redfish Run on the weekend of September 2nd with a pretty fair turnout of Fleet 8 members this year.

Saturday was the race to Redfish Island and back, and the next day was a race around the marks at the Texas City Dike. The day started out with the promise of fair but not strong wind, only to wither away to a floating match between increasingly irritable skipper and crew.

The normal Redfish Run of 3-4 hours turned into an 8-1/2 hour float which saw boats arriving back at the Dike well after dark! Despite the wind, or lack thereof, a good time was had by all. What a learning experience!

Sunday, the race around the marks proved to be a complete turnaround for Mother Nature ... It seemed as if skippers' Saturday prayers for more wind materialized on Sunday. Not being an accurate judge of wind speed, I could only guess at about 15-20 mph and choppy conditions. In all, Sunday proved to be ideal with Fleet 8 doing a fine job. Trophies were awarded to Billy Richnow for 1st Place in 18s and 8th overall. John Mayo took a 1st in 17s, and Earl

Booker secured a 3rd in 21s.

Hopefully, next year Mother Nature will be a little more consistent and generous to us for the next Redfish Run!

## Columbus Day Regatta 1989 Fleet 36, Division 8 Biscayne Bay, FL October 7-8, 1989 by Meg Hooper

Monohulls! Catamarans! Trimarans! Outboard Motor Boats! Inboard Motor Boats! Inflatables! Canoes! Big Boats! Little Boats! Expensive Boats! Cheap Boats! Pretty Boats! Ugly Boats! Any type of boat you could possibly imagine was at the 1989 Columbus Day Regatta October 7-8 out in Biscayne Bay off Elliott Key. Whether you were a racing participant or a spectator, it was great!

I was aboard the second boat to cross the finish line on Saturday, somewhere around 12:00 noon, and there were already hundreds of boats and spectators anchored and partying. We anchored a little while later and within 60 minutes we had at least 10 other boats rafted up with us. Some serious partying went on all afternoon and night, with a quick or lingering dip in the water to revitalize you.

Mother Nature was extremely generous and kind to us. Around 3:00 the sun just kind of disappeared behind some puffy white clouds and stayed there until it was time for a beautiful sunset. Then the stars and moon took over, along with a very nice breeze, until the sun decided to make a grand re-entry Sunday morning. There were quite a few pictures being taken.

Sunday morning proved to be a lot hotter and much more humid. By mid-afternoon the thunder, lightning and pouring rain appeared. (We were lucky; we were docked and in the swimming pool before the rainfall began.)

All in all, I'd say I can't think of a much better way to spend a weekend; on the water, partying with friends (old and new), partying, swimming, partying, having fun, partying, getting some sun, partying, etc. If you missed it, I'm sorry. If you were there, we'd love to hear your stories. For those of you who have never experienced the Columbus Day Regatta, start making plans so that you don't miss it again next year. Everyone should experience it at least once in their lives.

See ya next year!



## Wildwoods Classic Cup '89 Fleet 443, Division 11 Wildwood, New Jersey August 26-27, 1989 by Rob Wagner

This year's regatta was a great success, thanks to all those in the fleet who donated their time and effort. We had 153 registered boats this year. Last year we had 150 boats registered. On the whole, regatta participation for Division 11 was down. So it is to our credit that we have kept our participation up. One thing was obvious; the total number of people who came to enjoy the regatta was definitely up. Cathy Ackroyd has pointed out that the sale of wrist bands (which entitled a person to the dinner on Saturday and free amusement rides) was up five times over that of last year. About 400 total is a conservative estimate of how many came down to enjoy the festivities. Spectator numbers are more difficult to estimate. It would be safe to say we had as many as 400 each day. Doug and I, as your Commodore and Vice Commodore, want to personally thank each one of you for your efforts. The fleet has done this for five years now, and it gets bigger and better every year, the biggest in the division. Thanks again.

## The Powder Point Regatta Fleet 28, Division 12 Duxbury Beach, MA September 16-17, 1989 by Chris Brosco, Sr.

OK! What has two bodies of water, a connecting dirt road, the same people, and the same boats? Answer: The Powder Point Regatta.

Mind you, this wasn't exactly part of the plan for the weekend. How could it have been? There was bright sunshine, 18 knots of wind and heavy surf. Any race committee with half a brain would not even be considering an alternate plan. In fact, it was one of the few regattas, this season, with all the elements in place for a competitive weekend. There was, unfortunately, a screw to be found in the works disguised as the local harbormaster. He informed our race committee that conditions were expected to worsen as the afternoon progressed. Estimates called for an 8-12 foot surf and intensifying wind. That, combined with an incoming tide, would leave virtually no sand beneath our feet by nightfall. Of course, being the sport that he was, he did give us permission

to sail until noon. I glanced at my watch ... 11:00 AM. Oh, heart be still!

Scott and Bruce Baker fielded some questions at the skippers' meeting which focused mainly on ignoring the warning and proceeding with the regatta. Frankly, questions like those are a little immature. After all, a harbormaster's job is to promote boating safety, not break up regattas. It was clear, though, that something had to be done or the day was going to be scrapped.

Scott and Bruce devised a plan. Not a simple plan, but nevertheless, a plan.

Basically, we were on the windward side of this peninsula, so all we really had to do was get into the lee of the land. If we could do this, we'd get our racing in and the harbormaster's blessing at the same time. We could have sailed the boats over to the other side, but that would have taken well over an hour. The simplest plan, if you can believe it, was to load all 71 boats back onto their trailers and make the trek by land. And so our caravan said goodbye to Cape Cod Bay, traveled down the road for about a mile, and said hello to Duxbury Bay. The difference in conditions on this side made one think that we had changed states.

The 52-foot committee boat powered around and by 1:15 Jim Dillon kicked off the second meeting of the day. The course could only be set for starboard roundings, and that became a very unpopular option. So the skippers voted instead to pull B mark and run an A-C course. Within minutes after breaking up the meeting, the sequences were underway.

Scott got in one race, shifted the starting line and committee boat, and proceeded with two more. The biggest negative of the day had to have been the more-than-usual port-starboard confrontations. One such confrontation cost Steve Latham his port hull. His protest, along with one other, would leave the scoring up in the air until Sunday afternoon. Untouched, though, would be Ted Knowlton's bullets in the 17 class and those of Debbie Druan and Alec Torcy in 18B.

The boats were reloaded onto the trailers and hauled back to the original beach parking lot, where they'd stay during the overnight hours. Meanwhile, the move was on to get over to the Common Man Restaurant in Marshfield for what was affec-

tionately called the 2nd Annual Carbo (as in hydrates) Loading Buffet. Here the food and raucous behavior continued 'til around 11:00. L. Knife and Son Distributors provided some ice cold Bud-Light beer to help keep the night flowing (so to speak).

Sunday was more like we in Division 12 had become accustomed to this summer. Skies were gray, the wind approached the breeze category every now and then, and the air was damp and raw. The committee sequenced two more starts before folding shop for the weekend. As the packing chores got underway, protests were heard, and the scoring was finalized.

First place trophies went out to Doug Muth and Terry Langevin in their 21. It was also great to see two of the new SX-18s make their way to this regatta headed up by first place winners John and Ken Kalinowski. Ted Knowlton stayed perfect and took the 17 trophy, while Sam Coes Jr. did likewise with his 14 Turbo. Greg and Mike Ferreira had the honors in 18A while the bullets earned on Saturday along with another on Sunday kept the team of Druan and Torcy at the top of the 18Bs. Venegas and Barrera, 16A; Art and Pat Stanley, 16B; and Smith and Swiniarski, 16C also walked away with top honors.

The members of Fleet 28 extend their thanks to all the members of the division who have supported their points regattas throughout the summer. Scott and Bruce Baker, along with Jim Dillon, thank everyone for their patience during the weekend. We in turn thank them for using their intelligence to keep alive what otherwise seemed a doomed weekend of racing. To L. Knife and Son Distributors of Marshfield, Massachusetts, the fleet's deepest appreciation for their funding of this event and for their generous supply of Bud-Light beer.

Harbormasters beware! We'll be back.

## Connecticut State Championships, "Candlewood Ocean" Fleet 31, Division 12 Candlewood Lake, Brookfield, CT October 7-8, 1989 by V. Gail Vonderweidt

We've witnessed the ebb and flow in Hobie class favorites. 17s are on the rise, 14s are the endangered species, and 16s are a secure first choice. Well,

mark my words ... MAKE WAY FOR THE 21s!

The turnout of Hobie 21s at Fleet 31's Annual Connecticut State Championship Regatta signals a new and significant trend in Hobie racing. Nine Hobie 21ers traveled from New York, Pennsylvania, Maine, Massachusetts and Connecticut to race on "Candlewood Ocean."

Jim McCarthy flew to Candlewood from New Hampshire just to watch friends sail "Team Main;" (Hobie 21 #38). Bobbing just off C mark in his sea plane "Renegade," Jim caught the Hobie enthusiasm and bought a 21 the following week.

Tiny, rural Brookfield witnessed the jingling parade of Hobies as they swung past Fleet 31's traffic control, Jim Bird, forming a double queue at the town park. Barry Burgess and Mike Lynch headed up the beach brigade. Fleet 31's energetic members delivered each participant's boat to the beach site and assisted in rigging the 78 boats at water's edge. The 21s need a little extra beach to assemble boats and park trailers. Mitch O'Hara of Candlewood East Sailing Center and Fleet 31 graciously offered the 21s his beach and a tow to the town park if needed.

Saturday's W/NW winds averaged 16-20 knots with antagonistic gusts at 25. At 10:00 AM, 45 degrees and a wind chill in the low 40s warned racing crews to layer dry over wetsuits, and stuff themselves into woolen hats and full finger gloves. Waving a map of the lake, Cliff McCarty Sr. called skippers together. Pointing out the lake's low water hazards, he answered beginners' questions, and warned of the gustier than usual wind conditions: "If you need assistance to right your boat, you are disqualified."

Saturday's winds blew with a vengeance over the hills and across the race course. Starts were noisy as crews juggled winds, boats, cold and the time clock. Double trapping was difficult, if not impossible in the blustery weather. Regularly unpredictable eddies kept chase boats hustling with dumped crews washing their sails. Have you ever seen a Hobie 21 turtle? Cold and tired crews clung to the two tiny islands between races, soaking up the sun like yellow jackets on honey-glazed donuts. Sunday football can't compete with the gutsy rush I get when sailing hard!

Everyone welcomed Fleet 31's Saturday night dinner at Down



# FLEET NEWS

the Hatch - a cozy place to recount the day's races and to warm toes and spirits in front of the fire with the standard brews.

Sunday races began as Hobie crews cheered a little red biplane flying steep lazy eights and tight spirals in the quiet sky overhead. Flukey, light winds (4-8 knots) from the SW made racing a challenge. Few boats ran the line, but many sailed into the windless black holes. I pounded the deck in frustration on a starboard tack as two boats not 25 feet to port glided past. At least it was a little warmer. Two races on Sunday completed the series of five for the regatta. Only three protests were filed.

Whatever the conditions the "Hobie Way of Life" is infectious. Fleet 31 boasts about our "non-Hobie" catamaran sailors. Judie Haynie, Jerry and Nancy Rabe and Sheila Burgess, who volunteered and skillfully managed registration and served up sponsor Widow Brown's much welcomed HOT chili and hot dog lunch at the awards ceremony on Sunday.

Bill Finn and Mac McCarthy of Quincy, ME won every race for the 21s. Barry Burgess and Mitch O'Hara, Fleet 31ers of Brookfield, took an easy second with Scott Fox and Jim Allen, Team Main, placing third.

No surprise, Fleet 56 of Westport, CT monopolized the top two slots for 18As. Jim Adelman, Westport, CT with Kathy Child of Tiverton, RI accepted trophies for first place and Colin Walklet and Heather Williams, Weston, CT placed second. Pete and Tammy Anderson, Randolph, MA took third.

Here's a series of firsts! Chris Burgess' first-time skippering with first-time crew, Chris Taylor, took first for 18Bs. Burgess has been crewing with brother Barry out of Candlewood East, Fleet 31. While they've been to Nationals together, this was Chris's first try at the helm. Mark and Susan Brooks, Brookfield, CT, more 31ers, placed second. Frank and Nadia Drake of Hawthorne, NY pulled third. Fourth, fifth and sixth place were also won by Fleet 31ers: Bill Schappert, Jim Bird and Josh Mondschein.

Twenty-one 16As made for stiff competition. Cliff McCarty and Jennifer Boatspede, Brookfield, CT won first place for Division 12. Cliff and Jennifer, pride of Fleet 31, placed 5th in this year's Nationals. Dan Kulkowski with Kathy Villa of Sandy Hook, NJ held second while Bill and Janet Jeffers of Newark, NJ sailed

hard for third.

First, second and third place winners for 16Bs were: "Double Jeopardy" Mike Rorick and Jay Blum, Middletown, CT; Mike and Janet Barnard, Keene, NH; and John Smith and Kathy Nichols of Westport, MA.

16C class had 15 boats, their own starts and courses! Barry Coutermarsh, White River Junction, VT with crew Paul Richmond, Enfield, NH proudly accepted their first place trophies. James Riddle, South Easton, MA and John Swiniarski, NH placed second. Husband and wife team Cliff and Vicki Parkinson of Rochester, NH sailed third.

"Sting Ray," Mike Hands, Mechanicville, NY placed first for 17s. He was followed closely by Mick Roberts of Budd Lake, NJ. From Fleet 28, Amherst, NH, Tom Kustes took third.

Al Schadow drove all the way from Ballston Spa, NY to be the only Hobie 14 racing at the Candlewood regatta. Al is thinking about buying a 17, but with trophy in hand he went home happy!

1987 brought a couple of feet of snow for the Connecticut States Regatta. Most remember that weekend well. This year was cold, blustery, flukey and great! Regatta sponsor, Patrick McShane of McGraphics in Bethel, CT followed the fleet's weekly races throughout the season. Patrick's new computer business keeps him pretty busy, but he's beginning to show an interest in Hobie sailing. Perhaps he'll catch the fever too! Colonial Ford/Honda once again supported Fleet 31's annual event. Tons of thanks to our sponsors and to all those who traveled to join in fun ... we couldn't do it without you!

## The 1989 Alter Cup Bayview Yacht Club Detroit, MI

September 26-29, 1989  
by Gordon Isco

The 1989 U.S. Multihull Championship for the Alter Cup was sailed on Hobie 21s provided by the Hobie Cat Company. Bayview Yacht Club in Detroit, Michigan hosted the five day event on Lake St. Clair. One team from each of the ten USYRU areas competed in this no throwout, no alternate penalty regatta. Winds varying from light to 30 knots and a slight current proved a test for the ten competing teams.

High and shifty winds the first day caused seven of the ten teams to capsize during the first

three races. Alan Egusa and Paul Parizeau from area J, with 6 firsts, 2 seconds and a fourth, had a large enough lead to sit out the last race for an eleventh place finish and still win the event. Bob Bergstedt and Martin Touhy from area C sailed a very consistent series to finish second. Tom Crocker and Nigel Pitt from area D came on strong near the end to move into third place.

## European Hobie Cat 16 Hyeres L'Almanarre, France September 26- October 1, 1989 by Bernadette Loffreda

The 16th Hobie Cat 16 European Championship, recognized by the French Sailing Federation and organized by Driveurloc and the French Hobie Class Association, has gathered 103 boats under a beautiful sun worthy of tropics. Thirteen nationalities were represented and the best French and European Hobie Cat 16 teams could not miss this great annual meeting which was highly colored and performed.

Forty-eight European teams were present and pre-qualified by their results obtained during the year. Seventeen teams were added due to their excellent score in the pre-qualifying series of September 26 and 27. So here we are with an eager Hobie Cat 16 A Fleet composed of 65 boats raising all the same pink and purple sails ... fantastic colors matching the blue of the huge Mediterranean Sea so well!!!! Thirty-eight other non-qualified teams were racing in B Fleet for the Euro Cup 89.

While it was not windy enough some days, hopefully, the benevolent sun of the South of France cheered up more than one sailor who came from the cold north of Europe. Of course, sailors from the area are so used to it that they did not even pay attention to it as the sun is an everyday friend.

The Final Series was held on

September 28, 29 and 30 and consisted of five races. The last finals day was shortened due to the lack of wind. All the Hobie 16 sailors were hoping to have a sixth and last race, but the wind did not blow strong enough. The favorite teams were already so well placed, however, they could have won even without racing the fifth race.

Detlef and Reinhold Mohr, twice Hobie Cat 16 European champions and fourth in the overall ranking list at the Hobie Cat 16 Worlds at Scheveningen in '88, won the European Hobie 16 title for the third time.

The Dutch team, Peter Manvis and Frank Boom, took second place, a well deserved place as they gave their best against the "untouchable German team," the Mohr brothers!!! Spain must be proud of herself as the third place goes to Adrian Viudes and Jose Manuel Davo. Fourth and fifth place were respectively won by the Dutch teams of Peter Spijker and Diederick Alessie and Jan Lange and Jacqueline Hazewinkel.

The first French team appeared in sixth place. Laurent Iturbi and F. Dangle had a very good race, and they won the fourth race during the finals which allowed them to score well in the overall results.

In B Fleet the Italian team of Lottini and De Maso won first place, followed by the French team of Ogereau and Vinet who took second. Spain once again took third place in B Fleet with the team of Ladrón De Guevera and Guitierrez.

The next European Hobie Cat 16 Championship will probably be held in Sardinia in late September, 1990, but the site has not yet been decided. The mountain lake of Sivapiana in Switzerland is one of the sites being studied, so may the best one win!!! The top eight from A fleet are already thinking and dreaming about the Hobie Cat 16 Worlds in Bahia-Brazil. Let's meet there!!!



# DANGER

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





# REGATTA RESULTS

## DIVISION 1

1989 HAWAII STATE CHAMPIONSHIP  
FLEET 6, DIVISION 1  
KAILUA BEACH, HI  
SEPTEMBER 16-17, 1989

HOBIE 16A	POINTS
1. Kaan/Horning	5.00
2. Levin/Ackerman	8.50
3. Metzger/Remick	15.00
4. Shranz/Powell	16.00

HOBIE 16B	POINTS
1. Zelko/Shoda	5.00
2. Lemquist/lanetta	10.50
3. Dickey/McFaul	12.00
4. Neff Jones	17.00
5. Marks/Wilcox	24.00

HOBIE 16C	POINTS
1. Kaohi/Kaohi	5.00
2. Johnson/Nardini	9.75
3. King/Wroben	10.75
4. Williams/Landsem	20.00
5. Keough/McCarthy	23.00

## DIVISION 2

DIVISION II CHAMPIONSHIPS  
FLEET 1, DIVISION 2  
DANA POINT, CA  
SEPTEMBER 9-10, 1989

HOBIE 18A	POINTS
1. Kimball/Orton	3.50
2. McGraw/Lili	4.50
3. Lewis/Delatore	9.00
4. Timm/Timm	9.00
5. Parizeau/Gigi	11.00
6. Lindley/Sue	18.00
7. Tschakowsky/Natalie	20.00
8. Forgrave/Moore	22.00
9. Brown/Brown	27.00
10. Claybaugh/Donna	28.00
11. McKee/McKee	30.00
12. Brown/Laura	32.00
13. Yahalom/Zafi	34.00

HOBIE 18B	POINTS
1. Thomas/Novak	3.50
2. Eggen/Eggen	6.75
3. Ybarrola/Jennings	8.75
4. Savage/Burns	10.00
5. Guild/Bachman	11.00
6. Slazerman/Capp	15.00
7. McCurdy/Kaas	18.00
8. Power/Campy	24.00
9. Veenbaas/Reney	27.00

HOBIE 18C	POINTS
1. Parks/Didion	2.25
2. Heather/Ryan	4.75
3. MacIntosh/Ketterer	9.00
4. Smith/Raney	9.00
5. Hamilton/Neuendorf	14.00
6. Colvin/Colvin	18.00
7. Mitchell/Mark	24.00
8. Robert Smith	24.00

HOBIE 17A	POINTS
1. Tom Materna	3.50
2. Roger Jenkins	4.75
3. Steve Leo	10.00
4. Bruce Fields	10.75
5. Erik Bjerring	11.00
6. Jack Linn	14.00
7. Jeff Connor	18.00

HOBIE 17B	POINTS
1. Steve Kerckhoff	3.50
2. Randy Toole	3.50
3. Stoney Douglas	8.00
4. Lloyd Pentecost	11.00
5. Mike Halberstadt	15.00

HOBIE 16 DIVISIONAL  
CHAMPIONSHIPS  
FLEET 3, DIVISION 2  
LONG BEACH, CA  
AUGUST 19-20, 1989

HOBIE 16A	POINTS
1. Alan Egusa	5.50
2. Tom Materna	7.75
3. Jeff Alter	11.75
4. Bob Seaman	17.00
5. Steve Myler	19.00
6. Jeff Newsome	25.00
7. Keith Christensen	21.75
8. Dan Ketterman	37.00
9. MacDonald	41.00
10. Russell	42.00
11. Rendler	44.00
12. Ron Wagniere	49.00
13. Ross Tyler	58.00
14. John Forgrave	64.00
15. Herb Hall	65.00
16. M. Shearer	65.00
17. Dan Delave	69.00
18. Jock McGraw	69.00
19. Darrell Corell	71.00
20. White	71.00
21. William Myler	71.00
22. Linda Leon	71.00
23. 90413	73.00
24. John Hauser	78.00
25. Udo Winkler	80.00
26. A. Shearer	82.00

27. Petron	92.00
28. Mary Gantsweg	94.00
29. Marshall Hammond	96.00
30. Tony Christensen	105.00
31. Hobie Alter Jr.	105.00
32. Dick Blount	105.00
33. Langford	108.00
34. Bill Miebach	111.00
35. Ward	116.00
36. Orton	117.00
37. Shay	118.00
38. Dolan	132.00
39. Paul Ashley	134.00
40. Ziolkowski	135.00

HOBIE 16B	POINTS
1. Sandy Takacs	5.50
2. Charles Froeb	6.50
3. Jason Roberson	12.00
4. Bob Campbell	14.00
5. Team Deupree	21.75
6. Mer Carter	24.00
7. Joseph Greska	27.00
8. Dave Kofahl	28.00
9. Rick Benik	34.00
10. Jeff DeLaurie	35.00
11. Theo Overdevest	38.00
12. Richard Oates	42.00
13. Don Strazzabasco	43.00
14. Rod Clay	45.00
15. Marci Moore	78.00

HOBIE 16C	POINTS
1. Larry Reding	5.50
2. Tod Conover	6.50
3. Clint Saunders	8.75
4. Murray Zichlinsky	18.00
5. Mark Wyborny	21.00
6. Jay McCow	23.00
7. Don Zimmerman	26.00
8. Ian McGraw	28.00
9. Marsha Burns	37.00
10. Jose Cebrina	43.00
11. Chris Cole	43.00
12. Brian Davis	47.00
13. Don Lawery	49.00
14. Robert Coluin	66.00
15. Steve Bulamowicz	71.00
16. Steve Henderson	71.00

BLUE WATER IX  
FLEET 15, DIVISION 2  
VENTURA, CA  
SEPTEMBER 23-24, 1989

HOBIE 18A	POINTS
1. Steve Timm	6.50
2. J. Forgrave	8.00
3. Jock McGraw	8.50
4. Team Gira	12.75
5. Chris Lewis	14.00
6. Roger Brown	23.00
7. Ted Lindley	26.00
8. R. McKee	28.00

HOBIE 18B	POINTS
1. Turk Guild	4.25
2. R. Hansen	5.50
3. Louis Daniel	11.00
4. R. Merrill	15.00

HOBIE 18C	POINTS
1. Chip Norton	3.00
2. Glen Wadsworth	7.75
3. Peter Schoyen	10.00
4. Bill Lingeman	16.00

HOBIE 17A	POINTS
1. Bob Seaman	5.25
2. Steve Leo	9.75
3. Bruce Fields	11.75
4. Eric Bjerring	12.00
5. Roger Jenkins	15.00
6. Bill Myrter	21.00
7. Jeff Conner	27.00
8. Frank Heath	34.00
9. Kirk Wells	35.00
10. Tom DeLong	36.00
11. Jack Linn	36.00

HOBIE 17B	POINTS
1. Brett Dingserson	3.00
2. Greg Doyle	6.75

HOBIE 16A	POINTS
1. S. Myler	4.25
2. T. Materna	10.75
3. Udo Winkler	16.00
4. Jeff Petron	17.00
5. John Hauser	17.00
6. Jeff Newcomb	21.00
7. C. Frobe	22.75
8. Darrell Corell	24.00
9. Ron Wagniere	27.00
10. Marshall Hammond	31.00
11. David Ward	40.00
12. M. McGrath	41.00
13. Jeff Casher	52.00

HOBIE 16B	POINTS
1. Sandy Takacs	3.00
2. Al Mohill	12.75
3. Steve Ashley	15.00
4. Steve Orton	16.00
5. Jeff Perimutter	17.00
6. Jim Williams	17.00
7. Jeff Beller	23.00
8. Curtis Irwin	24.00
9. Ron Bishov	33.00
10. Carl Delfino	35.00
11. Jay Smith	40.00
12. Team Gresha	48.00

HOBIE 16C	POINTS
1. Peter Kuebler	5.50

2. Bill Carver	6.50
3. Joseph Altemys	11.75
4. Gordon Gracia	16.00
5. Earl Landers	18.00
6. J. Winter	19.00
7. D. Greenhaugh	30.00
8. B. Altman	36.00
9. Marty Feducia	36.00

HOBIE 14	POINTS
1. Ron Sousa	3.50

1989 ARIZONA STATE  
CHAMPIONSHIPS  
FLEET 514, DIVISION 2  
PUERTO PENASCO, SONORA, MEXICO  
OCTOBER 7-8, 1989

HOBIE 18A	POINTS
1. Heffernan/Huen	3.00
2. Lindley/Lindley	6.75
3. Eger/Eger	12.00
4. Prosser/Prosser	17.00
5. Hankins/Hankins	18.00
6. Bomberg/Kuhn	23.00

HOBIE 18B	POINTS
1. Stanger/Kopka	3.00
2. Team Palmer	6.75
3. Burke/MacGilaury	11.00
4. Mulay/Mulay	13.00

HOBIE 18C	POINTS
1. Waugh/Robey	3.00
2. Blum/Blum	9.00
3. Marengo/Marengo	10.00
4. Roseberry/Roseberry	18.00
5. Wuelper/Pickett	18.00
6. Jacobson/Jacobson	23.00
7. Beck/Engle	26.00

HOBIE 18N	POINTS
1. George/George	4.25
2. Meder/Meder	7.75
3. Ridyard/Ridyard	8.75

HOBIE 17	POINTS
1. Runyon	3.00

HOBIE 16A	POINTS
1. Moseley/Moseley	5.25
2. Lowe/Lowe	6.75
3. Krauss/Krauss	7.75
4. Haneman/Haneman	16.00

HOBIE 16B	POINTS
1. Ashley/Ashley	3.00
2. McClanahan/McClanahan	9.00
3. McMaster/McMaster	13.00
4. Zimmerman/Zimmerman	14.00
5. Levett/Ferguson	17.75
6. Grandbois/Grandbois	19.00
7. Phelan/Phelan	21.00

HOBIE 16C	POINTS
1. Gilton/Jones	6.50
2. Kirschner/Kirschner	8.75
3. Fields/Hankins	11.00
4. Hornby/Heaton	14.00
5. Youngwerth/Youngwerth	15.75
6. Piraino/Dorr	17.75
7. Smith/Talmadge	27.00
8. Peto/Saunders	30.00
9. Jehring/Jehring	35.00

HOBIE 16N	POINTS
1. White/White	3.00

HOBIE 14	POINTS
1. Wood	3.00

## DIVISION 3

1ST TWISTED SKIPPERS REGATTA  
FLEET 537, DIVISION 3  
WHISKEYTOWN LAKE, CA  
SEPTEMBER 9-10, 1989

HOBIE 18A	POINTS
1. Rayfuse	2.25
2. Cockcroft	7.00
3. Hill	7.75
4. Townley	10.00
5. Hartman	11.00

HOBIE 18B	POINTS
1. Hunt	2.25
2. Gardner	7.00
3. Craft	8.00
4. Apple	10.00
5. Dodd	16.00
6. Wadsworth	16.00

HOBIE 17	POINTS
1. Johnson	3.50
2. Sparks	3.50
3. Baumgartner	9.00
4. Dotson	11.00

HOBIE 16A	POINTS
1. Montague	3.50
2. Tully	4.75
3. Stitt	8.75
4. Arnerich	13.00
5. Strahle	15.00
6. Pluggs	17.00
7. Stark	18.00
8. Sadjak	18.00

9. Webber	19.00
10. Hurd	21.00

HOBIE 16B	POINTS
1. Miller	4.50
2. McMillan	5.75
3. Eggleston	7.75
4. Squire	11.00
5. Gravel	12.00
6. Panattoni	13.00
7. Wignam	13.00
8. Schultenbury	24.00

HOBIE 16C	POINTS
1. Hawthorne	4.50
2. Apple	5.75
3. Powers	5.75
4. Lowenstein	9.00
5. Van Dyke	12.00
6. Larsen	19.00

1989 PRESIDIO INVITATIONAL  
DIVISION III  
SAN FRANCISCO, CA  
SEPTEMBER 30-OCTOBER 1, 1989

HOBIE 18F	POINTS
1. Probst	3.75
2. Wagner	11.00
3. Lawlor	14.00

HOBIE 18A	POINTS
1. Hill	3.75
2. Vahalon	11.75
3. Degaa	16.00
4. Leonard	16.00
5. Harris	22.00
6. Cockcroft	23.00

HOBIE 18B	POINTS
1. Hipley	7.25
2. Wiegman	8.75
3. Hogue	10.50
4. Rogerville	18.00

HOBIE 18C	POINTS
1. Mooneyham	5.00
2. Sparks	14.00
3. Johnson	15.50
4. Levitt	18.00
5. Carney	24.00
6. Donner	25.00
7. Dotson	31.00
8. Thivy	32.00
9. Ketter	37.00
10. Frost	40.00

HOBIE 16A	POINTS
1. Porter	7.50
2. Montague	14.75
3. McDonald	21.00
4. Tully	21.50
5. Katz	22.00
6. Skvarla	27.00
7. Reese	30.75
8. Hess	31.00
9. Ropal	38.00
10. Sajdak	45.00
11. Renfrow	45.00
12. Tully	50.00
13. Douglas	53.00

HOBIE 16B	POINTS
1. Miller	7.50
2. Clacher	11.25
3. Schroyer	13.50
4. Claugher	19.00
5. Hasenguna	20.00
6. Bird	21.00

HOBIE 16C	POINTS
1. Klein	5.50
2. Holloway	5.50
3. Lord	8.00

## DIVISION 4

C.J. STRIKE RESERVOIR REGATTA  
FLEET 105, DIVISION 4  
MOUNTAIN HOME, ID  
SEPTEMBER 16-17, 1989

HOBIE 16A	POINTS
1. S. Stanczak	3.50
2. B. Krumm	6.75
3. C. Hofstetter	7.00
4. R. Chandler	14.00
5. J. Gabiola	16.00

HOBIE 16B	POINTS
1. T. Kiant	6.50
2. J. Fergeson	7.00
3. G. Van Patten	8.75
4. D. Smith	13.00
5. J. Novak	14.00
6. R. Grieser	15.00
7. I. Gayfield	19.00



# REGATTA RESULTS

4. B. Krumm	16.00
5. J. Gabiola	16.75

HOBBIE 16B	POINTS
1. G. Van Patten	5.00
2. J. Novak	8.50
3. J. Ferguson	16.00
4. D. Smith	17.00
5. I. Gayfield	18.00

## C.J. STRIKE RESERVOIR REGATTA FLEET 105, DIVISION 4 MOUNTAIN HOME, ID OCTOBER 21-22, 1989

HOBBIE 16A	POINTS
1. S. Stanczak	1.50
2. B. Krumm	4.00
3. J. Gabiola	6.00

HOBBIE 16B	POINTS
1. J. Ferguson	3.75
2. G. Van Patten	4.00
3. T. Klant	4.75
4. I. Gayfield	8.00

## DIVISION 6

### WILD BILL REGATTA FLEET 8, DIVISION 6 TEXAS CITY, TX OCTOBER 21-22, 1989

HOBBIE 18A	POINTS
1. Snieder/Singley	4.25
2. Richnow/Richnow	6.75
3. Yurinak/Cooke	12.75
4. Costa/Corona	14.00
5. Johnson/Whitley	15.00
6. Young/Osteen	18.00
7. Beach/Beach	19.00

HOBBIE 18B	POINTS
1. Puffer/Colubo	4.25
2. Stuck/Johnson	5.50
3. Thomas/McBride	12.00

HOBBIE 18C	POINTS
1. Boeddecker/Hight	3.00
2. Ackerman/Vazquez	14.00

HOBBIE 18M	POINTS
1. Bolian/Mills	6.75
2. Rigg/Carrol	10.00

HOBBIE 17A	POINTS
1. D. Koons	3.25
2. S. Acquart	7.75
3. J. Mayo	8.00
4. B. Geisler	8.00

HOBBIE 17B	POINTS
1. V. Franklin	3.00
2. S. Hubele	11.75
3. P. Erb	12.00
4. S. Vann	14.00
5. B. Rooney	15.00
6. M. Cart	18.00
7. D. Hennessy	20.00

HOBBIE 16A	POINTS
1. Ralph/Holmes	4.25
2. Davis/Larchar	9.75
3. Kuc/Wyatt	11.00
4. Collins/Baxter	11.75
5. Rourke/Brown	14.00
6. Seta/Mallum	21.00
7. Bach/Brown	32.00
8. Pugh/Bacon	32.00
9. Mallum/Powers	34.00
10. Bacon/Wierschem	34.00
11. King/Nace	36.00
12. Whittington/Williams	42.00

HOBBIE 16B	POINTS
1. Ashworth/Warner	5.25
2. Campbell/Harmon	7.75
3. T.J. Delesandri	8.75
4. Beran/Williams	11.00
5. Urbard/Schmidt	18.00
6. Schiller/Torelli	20.00
7. Betts/Hues	28.00

HOBBIE 16C	POINTS
1. Biggs/Roberts	7.50
2. Warren/Thenhaus	10.00
3. Beuerlein/Head	10.50
4. Sykes/Groweg	11.75
5. Cayer/Meiss	14.00
6. Castillo/Lunt	18.00
7. Reeh/Brown	23.00
8. Turner/Mikel	25.00

HOBBIE 14T	POINTS
1. D. Foreman	3.25

## DIVISION 7

### 15TH ANNUAL 10,000 LAKES REGATTA FLEET 515, DIVISION 7 LAKE MINNETONKA, MN SEPTEMBER 9-10, 1989

HOBBIE 21	POINTS
1. Ness/Jagger	2.25

2. Brozo/Probst	5.75
3. Burdick/Burdick	6.00

HOBBIE 18	POINTS
1. Alekna/Strosin	3.50
2. Glick/Glick	3.50
3. Anderson/Kaus	8.00
4. Wagner/Ostergren	11.00
5. Brachman/Brachman	13.00
6. Wanta/Kronmeyer	14.00
7. Erickson/Erickson	19.00
8. Smith/Gulenchyr	21.00
9. Malm/Malm	26.00

HOBBIE 16A	POINTS
1. Brewer/Brewer	2.25
2. Johnson/Dontje	5.75
3. David/Petes	8.00
4. Condon/Condon	10.00
5. Tarasar/Tarasar	15.00
6. Jackson/Higgs	18.00
7. Carlson/Scanlon	20.00
8. Dupont/Dupont	22.00

HOBBIE 16B	POINTS
1. Segner/Smith	3.50
2. Hartigan/Igo	5.75
3. Skrip/Skip	6.75

HOBBIE 14T	POINTS
1. Schuette	3.00

HOBBIE 14	POINTS
1. Watson	3.00

## DIVISION 8

### 1989 MIDSUMMER REGATTA FLEET 36, DIVISION 8 MIAMI BEACH, FL AUGUST 5-6, 1989

HOBBIE 18A	POINTS
1. Mayo/Mayo	6.50
2. Cook/Ville	7.50
3. Johnson/Johnson	10.75
4. Harper/Nichols	17.00
5. Mondragon/Searan	18.00
6. G. Pecknold/Tolan	19.00
7. Phillips/Phillips	21.00
8. Waters/Crew	27.00

HOBBIE 18B	POINTS
1. Rodriguez/Klimoski	3.00
2. Braun/Guer	6.75
3. Dodson/Haner	12.00
4. Garcia Sr./Garcia Jr.	14.00
5. Bucholtz/Mayorga	19.00

HOBBIE 18M	POINTS
1. Lemley/Witkoff	5.50
2. Werden/Johnson	6.75

HOBBIE 17A	POINTS
1. Scott/McMillen	6.25
2. Cliff/Roche	9.75
3. Dan Heyse	10.75
4. Rich/Schulman	11.00
5. Bobby Bailey	16.00
6. Mark Eglinton	17.00

HOBBIE 17B	POINTS
1. Teri Lusk	3.00

HOBBIE 16A	POINTS
1. Jones/Jones	5.50
2. Corsor/Corsor	8.50
3. Gelatt/Debbie	9.75
4. Miller/Miller	16.00
5. A. Keyser/Nielsen	17.00
6. Niles/L. Keyser	20.00
7. C. Keyser/Nickerson	24.00
8. McPherson/Neilsen	26.00

HOBBIE 16B	POINTS
1. Levine/Levine	5.25
2. Krutek/Krutek	6.75
3. Francis/Garell	7.75

HOBBIE 16C	POINTS
1. Clark/Clark	4.25
2. Moore/Catfee	5.50
3. Alger/Crew	13.00
4. Rozelle/O'Rourke	16.00
5. Rionda/Herender	16.00
6. Lifshutz/Lifshutz	21.00

## DIVISION 10

### ALUM CREEK REGATTA FLEET 85, DIVISION 10 ALUM CREEK RESERVOIR, OH SEPTEMBER 16-17, 1989

HOBBIE 18A	POINTS
1. Stuart/Creebree	9.50
2. Tom Tannert	12.50
3. Greg Ferre	14.00
4. Jim Frederick	16.75
5. Rick Ruten	20.75
6. Gordon/Isco	26.00
7. Ray Deucher	27.00
8. Judy Szabe	35.00

HOBBIE 18B	POINTS
1. John Frey	5.00
2. Bruce McConkey	9.50
3. Doug Wilkins	12.00

HOBBIE 16A	POINTS
1. Paul Garlick	7.50
2. Craig Burwell	8.25
3. Matt Bounds	16.75
4. Jamie Diamond	18.00
5. Phil Wadsworth	25.00
6. JB Vanmeter	28.00
7. Greg Endew	30.00
8. Glen Koenigbauer	30.00
9. John Wargo	43.00

HOBBIE 16B	POINTS
1. Eric Jensen	8.00
2. Steve Amador	12.75
3. Rick Overbaugh	15.00
4. Paul Wild	16.00
5. Karren Kovach	16.75
6. Linie Zumberger	24.00

HOBBIE 14A	POINTS
1. Shila Hensel	5.00
2. Gloria Traylor	7.50

### MUDDY WATERS REGATTA FLEET 123, DIVISION 10 CARLYLE LAKE, MO SEPTEMBER 23-24, 1989

HOBBIE 18A	POINTS
1. Longueville	3.50
2. Ferree	4.75
3. Isco	4.75
4. Reed	12.00
5. Burrows	14.00
6. Finkes	15.00
7. Murphy	17.00
8. Einecker	23.00
9. Fischer	27.00
10. Amrhein	31.00
11. Rose	32.00

HOBBIE 17A	POINTS
1. Briggs	3.50
2. Allen	4.75
3. Burch	6.75
4. Reed	11.00
5. Waugh	13.00
6. Carter	18.00

HOBBIE 16A	POINTS
1. Brewer	2.25
2. Wadsworth	7.00
3. Harkness	10.00
4. Reed	11.00
5. Stahl	13.00
6. Meter	18.00
7. Jaeger	19.00
8. Davis	21.00
9. Disano	30.00
10. Verch	30.00

HOBBIE 16B	POINTS
1. Donaldson	2.25
2. Appelbaum	5.75
3. Lambert	7.00
4. Reed	11.00
5. Lueck	14.00
6. Kasperrek	24.00
7. Karl	24.00
8. Antonacci	24.00

## DIVISION 12

### THE LONG POND REGATTA FLEET 28, DIVISION 12 FREETOWN/LAKEVILLE, MA AUGUST 26-27, 1989

HOBBIE 18A	POINTS
1. Godbey/Stinson	4.25
2. Thompson/Leone	6.50
3. Erickson/Goodwin	13.00
4. White/Butler	13.00
5. Beckwith/Robbins	17.00
6. Prouty/Gifford	18.00
7. Finn	28.00

HOBBIE 18B	POINTS
1. Norton/Williams	5.50
2. Paulding/Paulding	7.75
3. Druan/Lucia	9.50
4. Lech/Yergeau/Drew	14.00

HOBBIE 17	POINTS
1. Pickett	6.25
2. Dillon	8.00
3. Smith	13.00
4. Freeman	13.75
5. Daniotti	14.75
6. Finn	16.00
7. Warren	23.00

HOBBIE 16A	POINTS
1. Venegas/Venegas	5.50
2. Baker/Hotte	8.75
3. Snyder/Snyder	11.00
4. Yates/Podal	12.75
5. Stalter/Stalter	18.00
6. Dias/Bosworth	18.75
7. Rees/Rees	24.00
8. Child/Child	25.00
9. Lorranger/Lorranger	36.00

HOBBIE 16B	POINTS
1. Johnson/Pellerin	5.25
2. Garbero/Schmitt	6.75
3. Larocque/Larocque	8.75

HOBBIE 16C	POINTS
1. Gardner/Garvey	5.25
2. Borchers/Guisinger	9.50
3. Valente/Debye	14.00
4. Yogis/Fitzpatrick	15.00
5. Robilar/Gelaznik	17.00
6. Parkinson/Greaney	20.00
7. Hopkins/Hopkins	24.00
8. Nadeau/Pastore	28.00
9. Pape/Whalen	30.00
10. Carlson/Carlson	30.00
11. Miller/Garsky	37.00
12. Winograd/Markson	47.00

### THE POWDER POINT REGATTA FLEET 28, DIVISION 12 DUXBURY BEACH, MA SEPTEMBER 16-17, 1989

HOBBIE 21	POINTS
1. Muth/Langevin	3.00
2. Valente Jr./Vandenoever	6.75
3. Mahers/Chuck	12.00

HOBBIE 18F	POINTS
1. Kalinowski/Kalinowski	3.00
2. Norton/Norton	8.00

HOBBIE 18A	POINTS
1. Ferrara/Ferrara	5.25
2. Adelman/Selden	7.75
3. Shea/Luzuriaga	10.75
4. Barber/Lee	12.00
5. Godbey/Stinsen	17.00
6. Manganello/Barry	24.00
7. Beckwith/Robbins	26.00
8. Erickson/Goodwin	31.00
9. Bartlett/Bartlett	43.00
10. Hart/Hart	45.00
11. Harwood/Corbin	46.00
12. Anderson/Anderson	47.00
13. White/Butler	50.00
14. Latham/Latham	56.00
15. Finn/Finn	60.00

HOBBIE 18B	POINTS
1. Druan/Torcy	3.00
2. Baker/Nichols	6.75
3. Simmons/Grant	14.00
4. Cook/Stocum	15.00
5. Gibbons/Hutchins	18.00
6. Paulding/Peterson	20.00

HOBBIE-17	POINTS
1. Knowlton	3.00
2. Pickett	9.75
3. Garrett	11.00
4. Dillon	12.00
5. Smith	20.00

HOBBIE 16A	POINTS
1. Venegas/Barrera	6.75
2. Najar/Najar	9.75
3. Coale/Bond	15.00
4. Yates/Mazlish	17.75
5. Baker/Stilerman	18.75
6. Rook/Rook	18.75
7. Reed/O'Rourke	20.00
8. Patey/Patey	24.00
9. Rees/Rees	37.00
10. Stanzione/Stanzione	42.00
11. Child/Child	44.00
12. Lengyel/McGoulet	46.00
13. Loranger/Kuechler	46.00
14. Kustes/Grunwald	47.00
15. Boulay/Boulay	47.00
16. Larkin/Williams	58.00

HOBBIE 16B	POINTS
1. Stanley/Stanley	6.50
2. Barnard/Barnard	11.00
3. Garbero/Schmitt	11.50
4. Driscoll/Thompson	13.75
5. Stillerman/Stillerman	16.00
6. Pneau/Riddle	18.00
7. Franklin/Hill	23.00
8. Grant/Caliri	29.00
9. Gardner/Garvey	29.00

HOBBIE 16C	POINTS
1. Smith/Swinarski	6.25
2. Borchers/Yogis	8.75
3. Perry/Dickson	12.00
4. Hawley/Hawley	13.00
5. Parkinson/Parkinson	25.00
6. Nadeau/Pastore	26.00
7. Gilcoine/Healy	29.00
8. Cataldo/Cooper	29.00
9. Bush/Schultze	31.00
10. Mahoney/Burt	39.75
11. Fornaro/Looby	46.00
12. Winograd/Pardy	52.00
13. Lathrop/Fleming	52.00

<u>HOBIE 14T</u>	<u>POINTS</u>
1. Coes Jr	3.00



# REGATTA RESULTS

4. Ferrara/Ferrara	12.75
5. Barber/Lee	14.00
6. Burgess/Burgess	14.75
7. Barnes/Pease	27.00
8. Beckwith/Robbins	29.00

HOBIE 18B	POINTS
1. Marra/Trish	3.00
2. Drake/Drake	8.75
3. Gifford/	9.00
4. Bird/Wanderwe	16.00
5. Schappert/Schwa	22.00
6. Brooks/	26.00
7. McNeela/McNeela	28.00

HOBIE 17	POINTS
1. Mike Garrett	4.25
2. Eric Witte	5.50
3. Mick Roberts	13.00
4. Milton Dinhofer	17.00
5. Michael Burley	18.00
6. Tom Kustes	19.00
7. Steve Halpern	30.00
8. Michael Kiddon	32.00

HOBIE 16A	POINTS
1. McCarty/Boat	3.00
2. Kagan/Novak	10.00
3. Fecowicz/Verruto	20.00
4. Boulay, Michele	21.00
5. Snyder/Snyder	24.00
6. Baker/Purnell	24.75
7. Najjar/Najar	26.00
8. Venegas Barrera	26.00
9. Baker/Hotte	27.00
10. Coale/Ladd	31.00
11. Lynch/Barzetti	35.00
12. Franco/Benoit	37.00
13. Yates/Yates	44.00
14. Ferrara/Bachman	49.00
15. Mirylees/Alain	58.00
16. Driver/Bliss	64.00

HOBIE 16B	POINTS
1. Hoefler/Lee	3.00
2. O'Keefe/Love	10.00
3. Maynard/Pritchard	11.00
4. White/Maynard	12.75
5. Cuseo/Thomas	17.00
6. Latham/Latham	22.00

HOBIE 16C	POINTS
1. Keyes/Howard	7.75
2. Nadeau/Pastore	7.75
3. Pasquantonio/Magin	8.50
4. Morgan/Giovanoni	15.00

HOBIE 14	POINTS
1. Robert Kuhsel	3.50

## DIVISION 14

1989 DALLAS REGATTA  
FLEET 23, DIVISION 14  
LAKE TEXOMA, TX  
OCTOBER 7-8, 1989

HOBIE 18A	POINTS
1. Norris Palmer	2.25
2. John Curtis	6.00
3. Bill Davenport	10.00
4. Pat Kuntz	10.00
5. Vaughn Costa	10.75
6. Joe Jacobi	14.00
7. Tom Liggett	21.00
8. Scott Beach	23.00

HOBIE 18B	POINTS
1. Sid Cannon	4.50
2. Andy Stone	4.75
3. Wayne Might	6.75
4. Kevin Baker	9.00
5. Norman Cole Jr.	10.00
6. Steve Jarboe	16.00
7. Gary Griffin	17.00

HOBIE 18C	POINTS
1. Ned Piper	3.50
2. John Garrison	7.75
3. Rick Hartin	8.00
4. Istvan Boeddecker	9.75
5. Dan Tye	10.00
6. Erik Jacobs	15.00

HOBIE 17A	POINTS
1. Steve Chaples	3.50
2. Jane Sherrod	5.50
3. Pete Pattullo	8.00
4. Jon Tiger	8.00
5. Russ Mower	12.00
6. Debbie Taylor	17.00
7. Stefan Vann	18.00
8. Tom Slettebo	24.00

HOBIE 16A	POINTS
1. Mark Ralph	6.50
2. Don Balthaser	7.00
3. Phil Collins	10.00
4. Boyd Bass	13.75
5. Roy Shaw	18.00
6. John Kuc	18.75
7. Judy Fuller	19.00
8. Fred Hess	20.00
9. Phil Trotter	22.00
10. Dennis McCredie	22.00
11. Mark Regester	29.00
12. Rob Vockrodt	30.00
13. Andrew Bach	32.00
14. Ron Means	33.00
15. Russell Lindsey	36.00
16. Robert Cummings	39.00
17. Tom Loeffelholz	43.00
18. Bob Bridgman	46.00
19. Fred Etnier	50.00
20. Zeev Saggi	54.00

HOBIE 16B	POINTS
1. Garey Wolfe	2.25
2. Robert Keeler	8.00
3. Martin Brown	8.75
4. Terry Kirkpatrick	12.00
5. Joe Deupree	12.00
6. Paul Stroh	16.00
7. Mark Saneman	16.00
8. Guillermo Corona	18.00
9. Dennis Cheatham	20.00
10. Keith Duggan	20.00
11. Jake Smith	29.00

HOBIE 16C	POINTS
1. Sherry Northum	5.75
2. Gary Richards	8.00
3. Mark Cody	9.50
4. Darryl Denny	14.00
5. Terry Whitehead	16.75
6. George Sudermann	17.00
7. Bruce Riley	18.00
8. Marvin Morris	21.00
9. Jack Smith	21.00
10. Matt Marshall	23.00
11. Tom Evans	25.00
12. Thomas Kizer	25.00
13. Noe Garza	33.00
14. Troy Lee	34.00
15. Donny Ward	38.00
16. Don Hawkins	48.00
17. Gene Woods	51.00

HOBIE 14A	POINTS
1. Billy Hodge	3.50
2. Bob Schwartz	3.50
3. Richard Fruland	7.00

HOBIE 14T	POINTS
1. Tommy Lital	3.50
2. Larry Jones	4.75

SHORT MOUNTAIN SHOOTOUT  
FLEET 145, DIVISION 14  
SALLISAW, OK  
SEPTEMBER 16-17, 1989

HOBIE 18A	POINTS
1. Curtis/Curtis	2.25
2. Troutman/Oats	6.00
3. Jacobi/Spens	9.00

HOBIE 18B	POINTS
1. Jarobe/Burris	3.50
2. Night/Lewis	5.75
3. Allen/Allen	8.00

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MONDAYS**  
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after hours

HOBIE 17A	POINTS
1. Jon Tiger	6.50
2. Jane Sherrod	9.75
3. Pete Pattullo	11.00
4. Steve Chaples	12.00
5. Russ Mower	12.00
6. Tom Slettebo	16.00
7. Debbie Taylor	19.00
8. Doug Hamman	21.00
9. Doug Drullinger	27.00

HOBIE 16A	POINTS
1. Loeffelholz/Grissom	7.50
2. Regester/Regester	9.00
3. Allen/Janeak	15.00
4. Trotter/Trotter	16.75
5. Nigus/Starita	18.00
6. McIntosh/McIntosh	18.00
7. Vockrodt/Fuller	19.00
8. Bordelon/Hockenbury	20.00
9. Means/Means	26.00

HOBIE 16B	POINTS
1. Wolfe/Wolfe	4.50
2. Carter/Carter	6.00
3. Marchessault/Marchessault	6.75

HOBIE 16C	POINTS
1. Tribett/Tribett	5.50
2. Smith/Files	5.75
3. Richards/Richards	8.00
4. Kizer/McCormick	12.00
5. Junker/Junker	14.00

HOBIE 14C	POINTS
1. Dick Fruland	2.25

## DIVISION 15

MUSIC CITY REGATTA  
FLEET 249, DIVISION 15  
NASHVILLE, TN  
SEPTEMBER 16-17, 1989

HOBIE 18A	POINTS
1. Chuck Jones	3.00
2. Bill Jones	6.75
3. Lynn Olson	10.00

HOBIE 18B	POINTS
1. Chuck Trotter	3.00
2. Kevin Gillingham	7.75
3. Doug McRae	9.00
4. John Sheridan	15.00
5. Gary Lamborn	20.00

HOBIE 17	POINTS
1. John Alden	3.00
2. Steve Sutterfield	6.75
3. David Montgomery	12.00
4. Otis Carter	14.00

HOBIE 16A	POINTS
1. Kenny McDonald	4.25
2. Billy Crider	9.75
3. Chandler Owen	14.75
4. Andy Humphries	15.00
5. David Joyce	20.00
6. Steve Rooks	23.00
7. Craig Dooley	24.00
8. Perry Larimer	28.00
9. Bill Hart	30.00
10. Jimmy McCasky	34.00
11. Travis Roach	38.00
12. A.L. Flance	44.00
13. David Nelson	45.00
14. Del Soles	48.00

HOBIE 16B	POINTS
1. Charles Wilder	7.75
2. Darren Reed	9.00
3. Jerre Buckingham	13.50
4. Kim McGill	13.75
5. Jim Wilkinson	20.75
6. Mike McCasky	21.00
7. Henry Edwards	25.00
8. Charlie Miller	25.00
9. Marc Dickenson	28.00
10. Rick Fussell	32.00

HOBIE 16C	POINTS
1. Brian Myruski	4.25
2. Jim Horton	9.00
3. Kelly Culpepper	9.50
4. Bobby Scott	12.00



# REGATTA RESULTS

## NATIONALS

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

#### FINALS

SKIPPER/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. Snider/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. Mondragon/Searan	FL	197.00

#### CHAMPIONSHIP

SKIPPER/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. Marschack/Marschack	OR	17.75
9. Shea/Simmons	CT	17.75
10. Bass/Saneman	OK	19.00
11. White/Rodriguez	FL	22.00
12. Pitt/Pitt	GA	26.00
13. Snodgrass/Klahr	OH	27.00
14. Adams/LsForest	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. Ferrara/Adleman	CT	43.00
22. Yahalom/Yahalom	CA	43.00
23. Cunningham/Cunningham	FL	45.00
24. Caster/Pesane	NY	47.00
25. Snider/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. Ross/Ross	OH	59.00
34. Gamble/Gamble	NY	59.00
35. Mondragon/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. Taulbee/Leonard	NJ	89.00
53. Isco/Shoemaker	IL	91.00
54. Flaherty/Deaton	SC	98.00
55. Zaleski/Zaleski	MI	98.00
56. Claxton/Busko	PA	99.00
57. Mergott/Christensen	NJ	100.00
58. Frederick/Graeff	OH	103.00
59. Armbruster/O'Malley	NJ	104.00
60. Farrar/NA	TX	109.00
61. Kraut/Shatto	PA	110.00
62. Snider/Howell	TX	120.00

### HOBIE 16 U.S. OPEN NATIONAL CHAMPIONSHIP CHICAGO, ILLINOIS SEPTEMBER 3-9, 1989

#### FINALS

NAME	STATE	POINTS
1. Pandiani/Heutcher	BRA	44.00
2. Shearer/Ward	UT	44.75
3. Myrter/Debievre	CA	53.75
4. Egusa/Brown	CA	55.50
5. McCarty/Fenton	CT	60.75
6. Myers/Santorelli	NJ	70.75
7. Eddington/Drum	TX	71.75
8. Trotter/Trotter	OK	72.00
9. Dautel/Atkinson	AUS	79.00
10. Seaman/Seaman	CA	80.50
11. Alter/Kelly	CA	82.50
12. Findlay/Palace	IL	88.00
13. Bounds/Bounds	MI	93.75
14. Newsome/Williams	CA	95.00
15. Hess/Hess	CA	97.00
16. Porter/Robertson	CA	107.75
17. Grant/Thomas	IL	110.00
18. Klaase/Renfro	SA	114.00
19. Shay/Shay	UT	114.00
20. Glanden/Edwards	DE	114.00
21. Petron/Eichenberger	CA	115.00
22. Collins/Collins	OK	126.00
23. Loeffelholz/Grisson	OK	135.00
24. Humphrey/Graves	TX	140.00
25. Smith/Kellogg	MI	140.00
26. Camp/Archer	GA	142.00
27. MacDonald/Hill	CA	148.00
28. White/Tuckett	CO	150.00
29. Froeb/Froeb	CA	153.00
30. Carpenter/Kasley	PA	157.00
31. Rendler/MacDonald	CA	157.00
32. Mohny/Mohny	MI	157.00
33. Junco/Goldberg	PR	158.00
34. Shearer/Olson	UT	160.00
35. Simpson/Marcus	CO	190.00
36. Sterling/Kavanaugh	NJ	193.00

#### CHAMPIONSHIP

NAME	STATE	POINTS
1. Egusa/Brown	CA	6.50
2. Myrter/Debievre	CA	7.75
3. McCarty/Fenton	CT	9.75
4. Shearer/Ward	UT	11.75
5. Collins/Collins	OK	13.00
6. Pandiani/Heutcher	BRA	14.00
7. Porter/Robertson	CA	15.00
8. Seaman/Seaman	CA	15.50
9. White/Tuckett	CO	16.00
10. Newsome/Williams	CA	18.00
11. Findlay/Palace	IL	19.00
12. Eddington/Drum	TX	19.00
13. Shay/Shay	UT	21.00

14. Trotter/Trotter	OK	23.00
15. Dautel/Atkinson	AUS	25.00
16. Petron/Eichenberger	CA	26.00
17. Loeffelholz/Grisson	OK	28.00
18. Glanden/Edwards	DE	29.00
19. Camp/Archer	GA	29.00
20. Humphrey/Graves	TX	30.00
21. Klaase/Renfro	SA	31.00
22. MacDonald/Hill	CA	33.00
23. Rendler/MacDonald	CA	33.00
24. Mohny/Mohny	MI	35.00
25. Smith/Kellogg	MI	36.00
26. Myers/Santorelli	NJ	37.00
27. Grant/Thomas	IL	40.00
28. Bounds/Bounds	MI	41.00
29. Junco/Goldberg	PR	42.00
30. Froeb/Froeb	CA	43.00
31. Alter/Kelly	CA	44.00
32. Shearer/Olson	UT	44.00
33. Simpson/Marcus	CO	46.00
34. Carpenter/Kasley	PA	47.00
35. Sterling/Kavanaugh	NJ	48.00
36. Hess/Hess	CA	48.00
37. Ralph/Holmes	TX	49.00
38. Baker/Hotte	MA	49.00
39. Keyser/Nickerson	FL	49.00
40. Yates/Yates	MD	50.00
41. Cochran/Cochran	MI	50.00
42. Shaw/Shaw	TX	52.00
43. Burwell/McCune	CAN	52.00
44. Garlick/Garlick	CAN	53.00
45. Field/Whisenhunt	MI	54.00
46. Ketterman/Ketterman	CA	54.00
47. Poteat/Poteat	NC	55.75
48. Davis/Larchar	TX	56.00
49. Swanson/Swanson	MN	57.00
50. Shearer/Shearer	UT	60.00
51. Whitehead/Moon	SA	60.00
52. Sohn/Utterback	IA	63.00
53. Kulkoski/Villa	NJ	63.00
54. Payne/Kelly	NJ	63.00
55. Ayscuse/Moody	NC	63.00
56. Wythes/Canavan	HI	65.00
57. Jeffers/Crowley	NY	65.00
58. Wagniere/McLeod	CA	65.00
59. Peter/Bodi	BRA	66.00
60. Liebel/Liebel	FL	69.00
61. Larocque/Sorys	MI	70.00
62. Williams/Williams	MI	70.00
63. Becraft/Pelkaus	NY	75.00
64. Preller/Palazzolo	KS	75.00
65. Rodal/Duncan	CA	76.00
66. Goodman/Hines	FL	79.00
67. Keyser/Keyser	FL	79.00
68. Brock/Adams	AL	80.00
69. McDonald/Luger	NE	88.00
70. Gantsweg/Mohill	CA	90.00
71. McDonald/Humphries	TN	97.00
72. Jameson/Jameson	SD	99.00

### HOBIE 16 TRAPSEAT U.S. NATIONAL CHAMPIONSHIP WHISKEYTOWN LAKE, CA AUGUST 28-SEPTEMBER 1, 1989

#### FINALS

NAME	STATE	POINTS
1. Strahle/Reiser	CA	2.25
2. Digulio/Lackey	CA	5.75
3. Foote/Bethune	CAN	9.00
4. Tidwell/Jillson	CA	10.00
5. Bohl/Latin	NV	12.00
6. Jacobs/Ketchum	WA	16.00
7. Sullivan/Strahle	CAN	20.00
8. Felter/Felter	CA	20.00



Dominique Fournoux



# REGATTA RESULTS

## INTERNATIONAL

EUROPEAN HOBIE CAT 16  
HYERES L'ALMANARRE, FRANCE  
SEPTEMBER 26-OCTOBER 1, 1989

### FINALS

NAME	COUNTRY	POINTS
------	---------	--------

#### HOBIE 16A

1. Mohr/Mohr	Ger	9.75
2. Manvis/Boom	NL	11.75
3. Viudes/Davo	Sp	22.00
4. Spijker/Alessie	NL	30.00
5. Lange/Hazewinkel	NL	30.75
6. Iturbide/Danglade	Fra	35.75
7. Jonsson/Ohrn	Swe	36.00
8. Bardram/Olsen	Den	48.00
9. Stoll/Bindseil	Ger	50.00
10. Robert/Laisney	Fra	50.00

#### HOBIE 16B

1. Lottini/De Mase	It	15.75
2. Ogereau/Vinet	Fra	16.75
3. De Guevara/Guitierrez	Sp	20.50
4. Reverbel/Cummins	Fra	26.00
5. Backes/Backes	Ger	27.00
6. Svendsen/Brint	Den	28.00
7. Scicluna/Scicluna	Fra	29.00
8. Loy/Congia	It	32.00
9. Grange/Luthy	Swi	34.00
10. Destremeau/Daubois	Fra	34.75

## WORLDS

HOBIE 16 WOMEN'S CHAMPIONSHIP  
CHICAGO, ILLINOIS  
AUGUST 30-SEPTEMBER 1, 1989

### FINALS

NAME	COUNTRY	POINTS
------	---------	--------

1. Goldberg/Balzac	PR	29.25
2. Langford/Fuller	USA	34.00
3. Dautel/Atkinson	AUS	35.25
4. Klaase/Moon	S.A.	44.75
5. Leon/Katterman	USA	45.00
6. Welch/Burris	USA	61.75
7. Renfro/Kiel-Deans	USA	62.00
8. Pesane/Taylor	USA	63.00
9. Fuller/Summers	USA	63.75
10. Sherrod/Eichenberger	USA	70.00
11. Defuria/Kavanaugh	USA	73.70
12. Carlick/Smith-Murra	CAN	82.00
13. Provoyeur/Rabinowitz	S.A.	89.00
14. Larocque/Lenczicki	USA	104.00
15. Pryor/Halvorsenn	USA	112.00
16. Iventasch/Jeffers	USA	115.00
17. Niles/Keyser	USA	125.00
18. Stubenvoll/Stafford	UK	134.00
19. Kroupa/Carlson	USA	137.00
20. Moore/Seaman	USA	142.00
21. Villa/Villa	USA	148.00
22. Knight/Chamberlain	USA	154.00
23. Karnitschnig/Dulka	USA	166.00
24. Akert/Rubino	USA	170.00
25. Dickerson/Klaase	USA	180.00
26. Duncan/Hill	USA	184.00
27. Haff/Mitchell	USA	190.00
28. Baker/Alexander	USA	195.00
29. Larkin/Williams	USA	204.00

## USYRU

HOBIE 21 USYRU ALTER CUP  
DETROIT, MICHIGAN  
SEPTEMBER 26-29, 1989

### FINALS

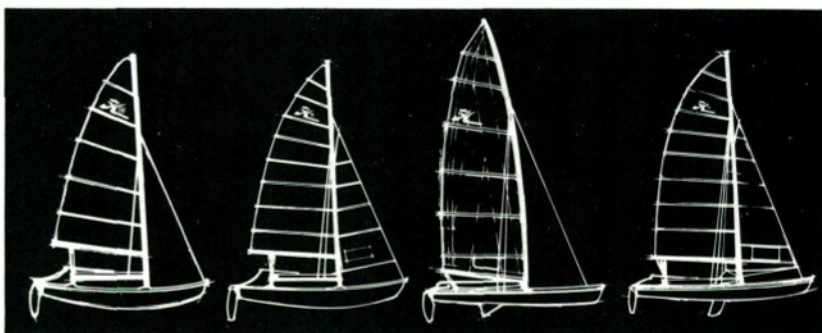
NAME	STATE	POINTS
------	-------	--------

1. Egusa/Parizeau	CA	23.25
2. Bergstedt/Touhy	NJ	31.00
3. Crocker/Pitt	AL	39.75
4. Sample/Freeman	AR	40.25
5. Porter/Mooneyham	NV	45.00
6. Corrie/Marshack	WA	58.00
7. Feree/Isco	IL	70.00
8. Liston/Liston	MI	79.00
9. Vandenoever/Cherry	MA	82.00
10. Manganello/Stock	CT	91.00

## PROFESSIONAL

SALEM PROSAIL SERIES 1989

Name	Wrightsville	Annapolis	Newport	San Francisco	Total Points
1. Pete Melvin	51	49	50	51	201
2. Carlton Tucker	50	51	48	50	199
3. Ed Baird	49	48	49	48	194
4. Bill Whitehurst	48	50	51	44	193
5. Larry Suter	47	45	46	49	187
6. Martin Willard	44	47	44	46	181
7. Clive Mayo	43	44	42	42	171
8. Mike Kelley	42	43	47	39	171
9. Kevin Smith	40	42	40	41	163
10. Jimmy Deans	37	40	43	40	160
11. Bill Finn	39	39	39	37	154
12. Scott Fox	38	41	37	34	150
13. George Vandervort	41	38	35	33	147
14. Joel Hunter	35	37	38	32	142
15. Chris Webster	33	33	36	38	140
16. Tom King	34	35	33	35	137
17. Sonny Vigeon	32	32	32	31	127



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# Attention Fleet Officers!

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

Regatta Dates	Due Dates	Issues
9/1 to 11/3 are due	11/9 will appear in	Jan/Feb
11/4 to 1/5 are due	1/12 will appear in	March/April
1/6 to 2/27 are due	3/7 will appear in	May/June
2/28 to 5/5 are due	5/11 will appear in	July/August
5/6 to 7/7 are due	7/13 will appear in	Sept/Oct
7/8 to 8/31 are due	9/7 will appear in	Nov/Dec

Please note that this schedule is subject to change.

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

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.

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

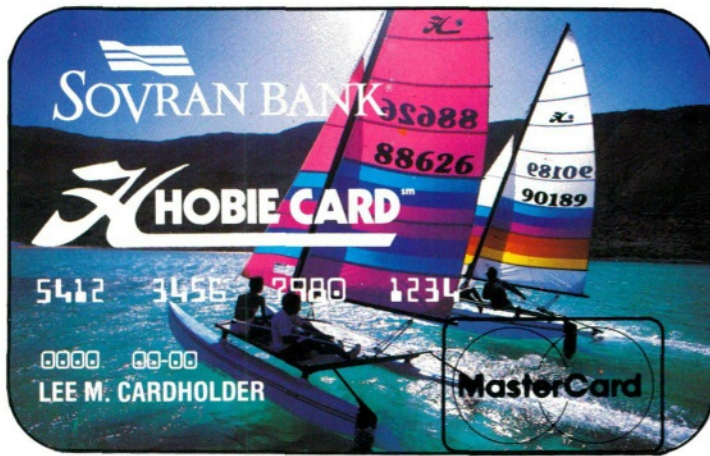
Photos should be 5x7 or 8x10 black and white prints. Please write a short caption identifying the people in the photo, and/or the regatta on a separate sheet and tape the caption to the back of the print. Photos cannot be returned so please send a duplicate print.

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

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

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\*APR Current through June 30, 1988  
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Annual Fee

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

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2% initial **FINANCE CHARGE**

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Annual Fee

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Other Charges

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

Grace Period

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

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# DANGER



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

# DANGER

Continued from page 27

Tim's birthday brought him cakes, milkshakes, sundaes and assorted treats. I'm sure Tim will remember this birthday (and so will his dentist)!

Day 4 was completed with Bar Night at the Elephant Bar and Restaurant. The exotic theme of the bar and its special drinks helped everyone relax and really get to know one another.

## IF THIS IS ERIE, IT MUST BE WINDY

By Thursday, the steady winds were beginning to take their toll on some racers. A few of the lighter-weight teams were almost sorry to see another day of east winds of 20 knots plus.

Mike was able to fit five races into the day by running courses 3 and 4. Each race still only took about 20-30 minutes and required double-trapping. The reach, which came very close to the spectator wall at the Yacht Club, provided viewers with some fabulous camera shots.

Another "Death Defying Act" occurred in race 6. As Dave Duke and Dan Espinoza were about to cross the finish line in first place, Dan spun 180 degrees on the wire and crossed the line doing a handstand off the side of the boat! On one hull no less!

Race 9 proved that even though the competitors were out for blood they still looked out for each other. In this course 3 reach, one of the boats pitch poled, and the crew member was separated from her craft by a great distance. Relinquishing their 13th place in the pack, Roger and Kim Brown of Laguna Hills, California stopped to render assistance to Val Lyons, who was trying to swim to her boat. Her skipper, Scott Reninger, was attempting to right the boat with the assistance of a chase craft. The Browns scooped Val out of the water and returned her to the beach. For their Good Samaritan efforts, Roger and Kim were given 13th place in the final standings for the race.

## TIME OUT FOR A PARTY

The cut party Thursday night was a blast!! We enjoyed a great cookout on the patio of the Yacht Club, and dancing after the cuts and awards were made.

Nigel Pitt of Georgia and Sean Flaherty of South Carolina manufactured a designer hat for the Master of Ceremonies, Kim, to wear for the cut presentation. They tied knots in the corners of the red linen napkins (which really resembled a protest flag), and turned them into pirate hats. Now, in order to speak or accept your cut, you had to wear one of these Pitt/Flaherty specials. By the end of the evening, even the waiters and waitresses were "pirates."

We were sorry to say goodbye to quite a few sailors who did not make the cut and could not stay for the final two days. We hope you all had fun and enjoyed not

only the racing, but Erie too.

## FUN AND GAMES VANISH

As usual at the finals, the best competitors were on the line; no more Mr. Nice Guy. The tension resulted in general recalls at the start of all three races. Once again the winds were out of the east at a steady 20-22 knots, and very shifty toward the shores. It took a seasoned sailor to read the shifts in these winds and waves. Clive and Jan Mayo of Miami, Florida took a bullet in race 10, with Colin Whitehead of South Africa right on their tail. Colin and his crewmate, Belinda Klaase, took the next race, followed by Boyd Bass and Mark Saneman of McAlester, Oklahoma in the 12th. Race 13, the final race of the day, was won by Dave Duke and Dan Espinoza of Orlando, Florida. Dan had suffered an accident the night before, crushing his finger in a car door. Although it required Emergency Room treatment, the injury didn't stop him for a minute. He could still SHEET IN AND GO!


The last day of racing was beautiful, with sunny skies, warm winds of 20 knots, and the ever-present waves. An awesome number of local boaters circled the course in their crafts to watch the event and cheer their favorite teams.

Mike was in a bit of a playful mood when he called a course 7 twice around for the first race, number 14 of the Series. After much moaning from the racers and two general recalls, the race began. One hour and 45 minutes later, Tim Stater and Pat McCambridge of Arlington, Virginia crossed the finish line, followed by Clive and Jan Mayo in second place, and Dave Duke and Dan Espinoza in third.

The final race of the Regatta, a course 3 twice around (Mike really wanted everyone to remember Day 7!) began about 12:30 PM after only one general recall. Dave Duke and Dan Espinoza were victorious by half a leg, capturing the crown for the 1989 Hobie 18 U.S. Nationals.

At the awards dinner/dance later that evening, Kim awarded handcrafted sand sculptures to the top 15 teams.

He also presented awards of appreciation to our major sponsors, without whom we could not have had this ERIE-sistible event. They included Labatt's Blue, U-Haul, Erie Yacht Club, and the El Patio Motel. Awards also were given to the chase boat skippers, two of whom were EYC Junior Sailors. Thanks again Chad, John, Pete and Eric. A special thanks also to Fred and Fritz Curtze for providing such luxurious spectator boats.

From all the members of Fleet 228 and the city of Erie, Pennsylvania, thank you Hobie Cat for bringing this event to us. It awakened a fresh interest in Hobie sailing throughout the entire area. To the competitors, all our new friends: If you're ever in the area, stop by to say "HI." We miss you already! 



# HOTLINE

## BACK ISSUES

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

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

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1/90

continued from page 25

**We all knew we had experienced something which would stay with us the rest of our lives ... and for those ten days we enjoyed the ultimate in Hobie bonding.**

had as many as seven people on them. The team that found the bottle brought it back to the bar several hours later ... empty!

Saturday's racing, the first day of the Northwest U.S. Championship, was fierce. For those in the know, the right side of the lake paid all day. The starting line was difficult, to say the least. Twenty-eight Hobie 16As on a tight start line in 12 knots are not for the faint of heart. The yachtsmen had to be very aggressive and skilled just to get off the line.

To make matters worse, after a decent starboard start you still had to somehow find a hole to get back on port toward the favored side of the course. If you were brave enough and had a very good insurance plan, a port start would be the ticket. Trying to come from behind on this lake was next to impossible. That situation made the early stages of a race that much more critical.

A sad lesson was learned by most of the 18B fleet. In the race instructions for the race, course 6 was changed from S-A-B-A-B-C-A-C-F to a safe and sane S-A-C-A-C-F. (We used to call course 6 the Hobie dealer course. Having boats go from A to B and back to A on a reach created many head-on situations at high speeds, destroying more boats than any other course.) The majority of the 18Bs didn't read the race instructions and sailed the old course. Much to their displeasure, they were scored DNF.

Saturday's schedule featured three medium air races with the last race finished by 5:30 PM, in plenty of time for the fun to follow. One tradition of this regatta is having the 16A fleet host a Saturday night cocktail party. These dedicated A fleeters provided all the spirits and tunes to drown out even the worst finish results.

The lake on Sunday had the look of most every lake I have ever seen. Calm! Flat! No wind! Plus, as you'd expect in a rain forest, it rained.

**That last Sunday we held a small market at kitchen central to sort out whose was whose. Things started**

**going cheap — especially the pots that hadn't been cleaned since mid-week!**

By mid-afternoon the clouds had burned off enough to start a race. The only drawback was trying to set and reset proper marks in a lake where the depth went from 250 to 400 feet. With a race committee staff that included the talented John Norwood, Doug Reed, Michaele Clark, yours truly and "Mokes," the running of the races went smoothly.

With an S-A-C-A-C-F course to sail, the racers were doing fine. Then on the second lap at C mark, the wind died.

With a freshening breeze another race was called. The final race of the Series was to be a sprint S-A-C-F. If the starts were hard before, this one would certainly separate the heroes from the also-rans.

Every class was still up for grabs. As the red flag was hoisted, the wind reverted to its old self. Those who got to the right side of the course first could put this race in the bank. The wind was so strong that the Hobie 21s needed only 23 minutes to navigate the course. A perfect ending to a fantastic ten days!

**We all knew we had experienced something which would stay with us the rest of our lives ... and for those ten days we enjoyed the ultimate in Hobie bonding.**

I for one would like to thank all those Fleet 14 and 95 members for the warm hospitality. In addition, a special thanks goes out to Larry, the local Quinault Indian representative, whose "special contribution" on the race committee boat did not go unnoticed.

**To Paul Ulibarri, the Rain Forest Resort Village, Dick, Jeff, Junior, and especially each and every person who showed up for all or part of the Quinault Race Week, a sincere thank you for making it happen. See you next year! **



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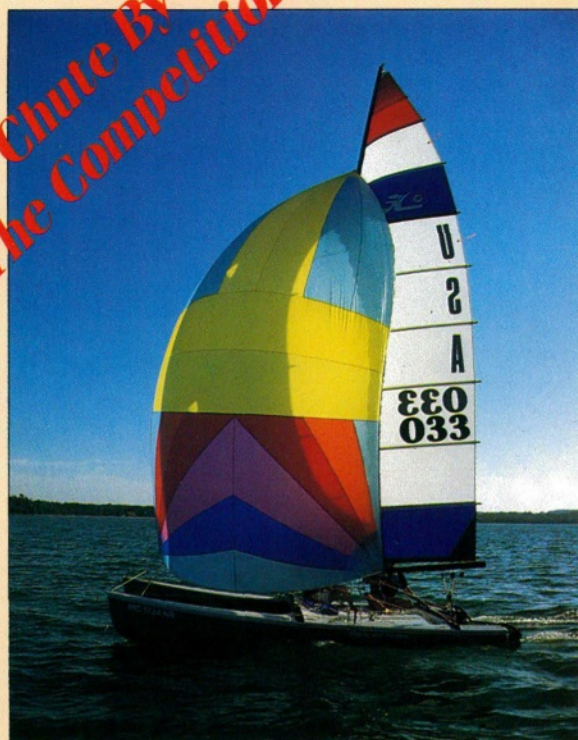
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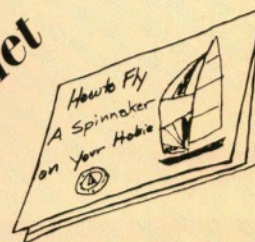
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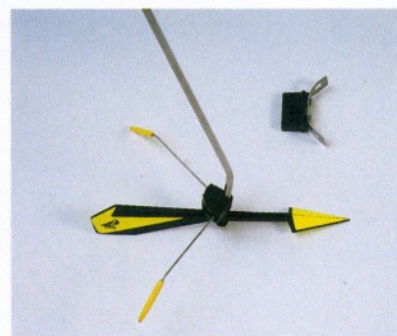
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