

# Hobie HOTLINE

JULY/AUGUST 1984

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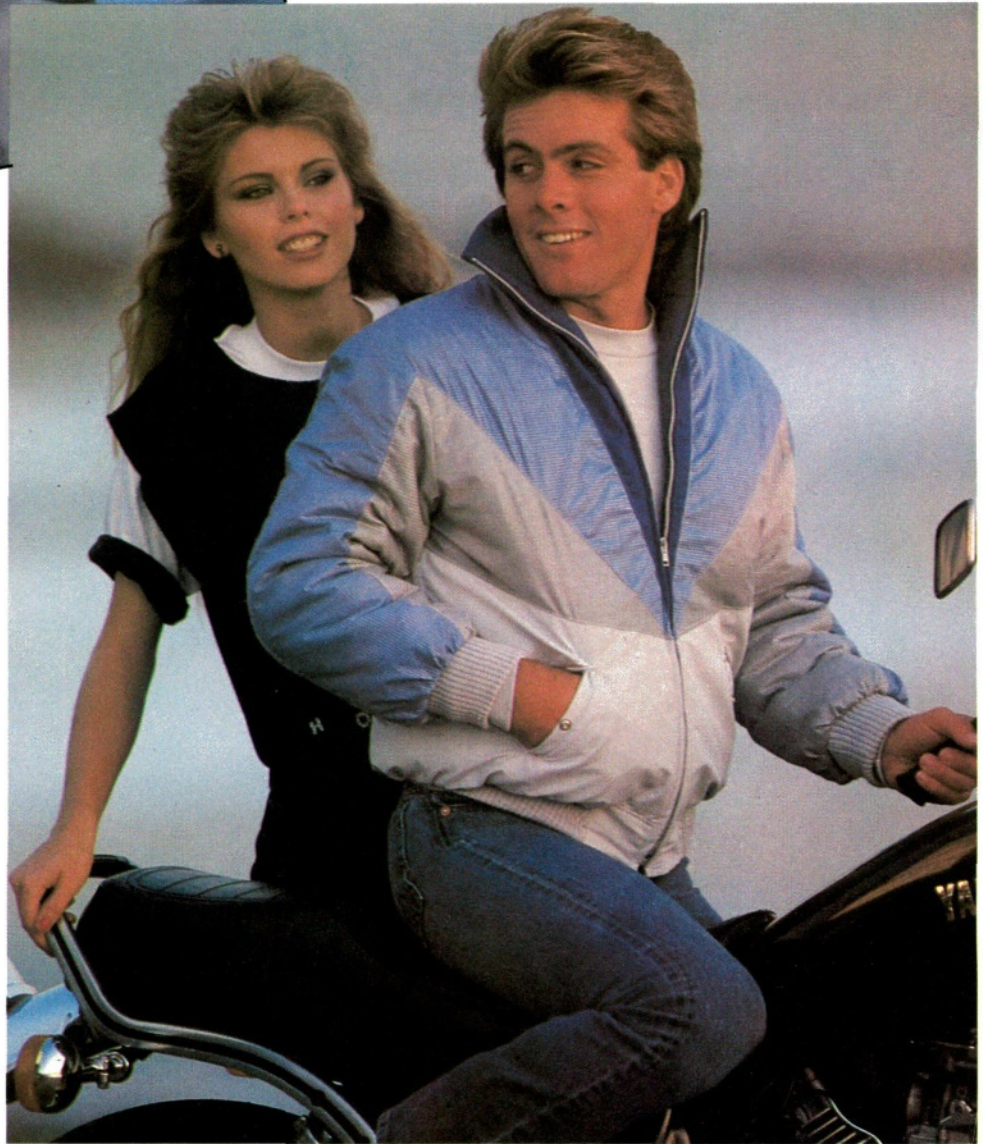


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# Hobie **HOTLINE**

July/August 1984

Volume 13, Number 4



Robert Brown

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## REGATTA REVIEW

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### 44/Midwinters East

The racing was hot in more ways than one.

### 72/E.A.L.H.H.C.F.F.R.R.

That's how Hobie Catters spell fun.

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## FEATURES

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Fleet 44 proves that beach access can be won.

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Can a Hobie sailor teach a desert nomad the sport?

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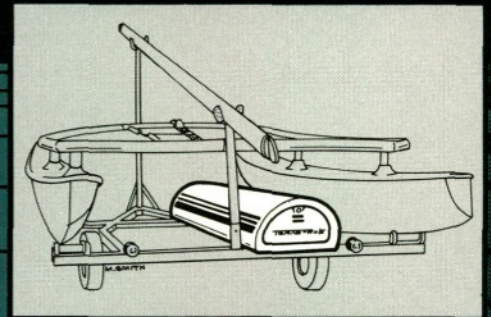
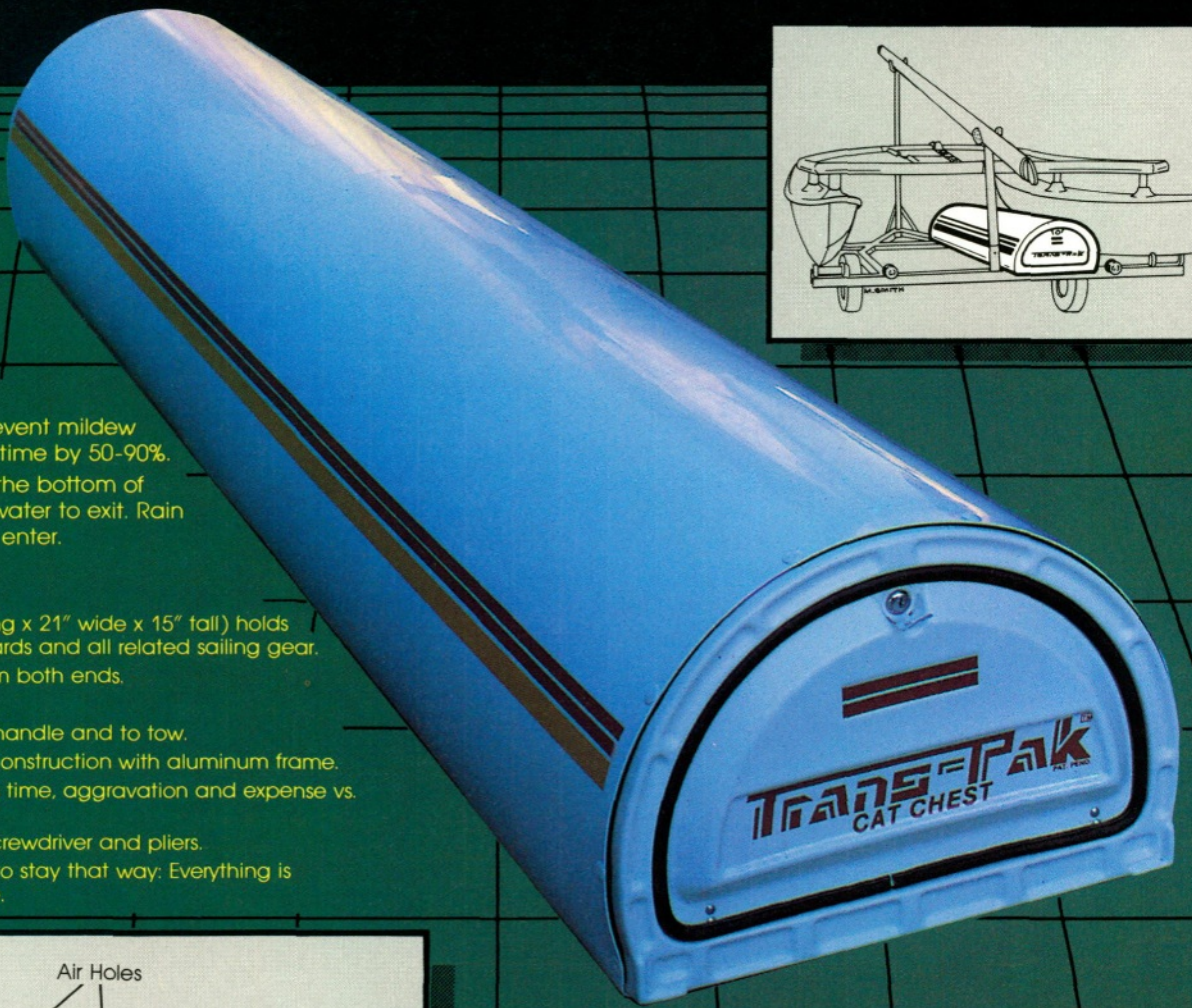
### ON THE COVER



*Robert Brown's cover shot proves summer has gotten off to a flying start. Regattas and outings are taking place all across the country and people are rediscovering the joy of sailing.*

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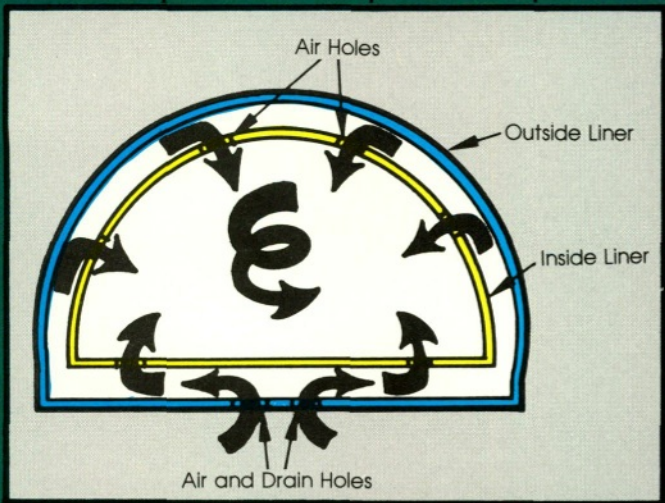


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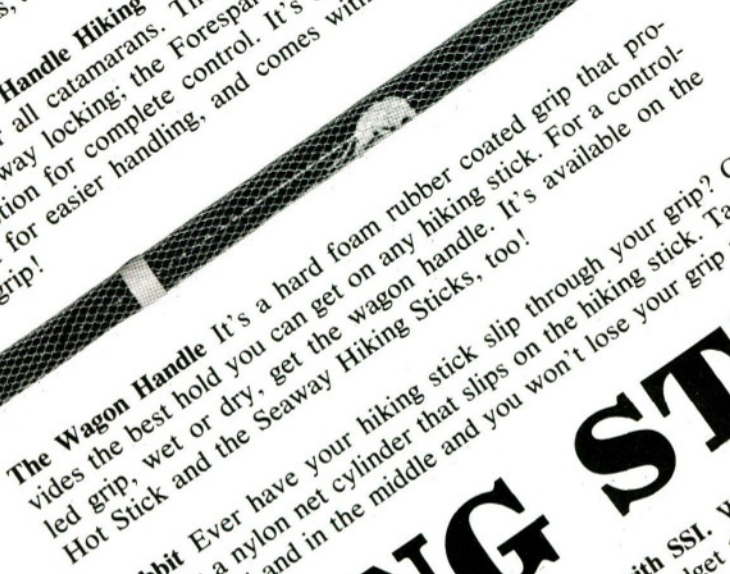
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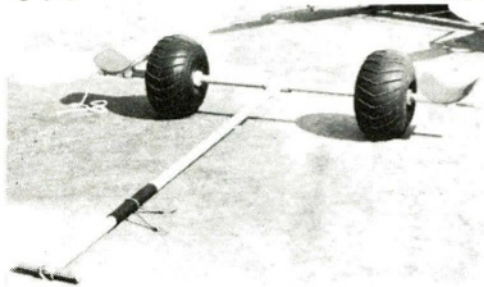
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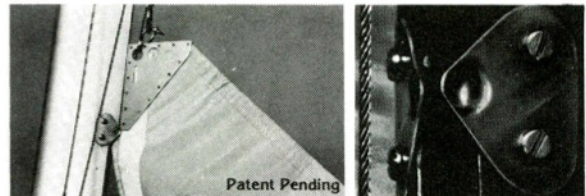
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## For the Racer in All of Us

The past two issues have been devoted to the beginning sailor and the pleasure sailor. Since this is the start of the peak racing season, we dedicate this issue to those of you who shave your blades and taper your battens trying to squeeze out those few extra seconds of speed. This issue is for the racing sailor. Although competitive racing is not for everyone, there is much to be learned about the sport from those who go at it with clenched teeth.

Two such skippers are Keith Christensen and Carlton Tucker. They both know the taste of victory and in a revealing interview, they give some interesting answers to questions on tuning and race strategy. Christensen and Tucker sail in different conditions and their opinions sometimes diverge about the best ways to approach some aspects of the sport.

Tuning seems to be on every Hobie sailor's mind these days. One of the most important aspects of tuning is the rigging of the boat. Seaway Marine founder, Harrison Hine, details some variations that many find effective, and gives some practical advice on choosing the simplest ways to make your cat a go fast boat.

Gary Jobson, Ted Turner's master tactician in the 1977 America's Cup, gives Hobie Cat sailors some good advice to help shoot the boat across the line faster than the other guys. Dave Perry, another world class monohull sailor illuminates some of the more important rules in the second installment of "Understanding the Rules."

A lot of sun but only a little wind greeted the assembled Hobie faithful who gathered in Miami for this year's Midwinters East. Terri Crary has filed a sailor's eye view of the action. Sun was also the predominant weather factor at the Eighth Annual Lake Havasu Family Fun and Recreational Regatta, detailed in this issue. This is one regatta where racing usually takes a back seat to playing.

Five top Hobie sailors are displaying their racing skills in the Tornado Olympic Trials. Dave McFaull, Hobie Alter Jr. with crew Alan Egusa and Jeff Alter with crew Floyd White, are demonstrat-

ing what the excellent competition available through Hobie fleet racing can produce. At press time, they were giving Tornado Champion Randy Smyth a run for his money. For those not familiar with Tornados, the boat is a 20 foot long cat which sports a very technical rig.

Speaking of Olympics, Soling National Champion Robbie Haines, who acts as Hobie Cat's monohull technical director, edged out Dave Perry to earn a berth on the United States Olympic Yachting Team by winning the Soling Olympic Trials. Unfortunately, it seems that ABC is planning only minimal coverage of the yachting portion of the Los Angeles Olympics. Although it is a little late in the game, you may be able to affect this decision by calling your local affiliates and demanding to see more coverage of the sailing events. If you really want to see yachting, call New York. The ABC Sports phone number is 212-887-7777.

Not only can Hobie sailors compete, but they can also instruct. Hobie sailor Tom Cahill writes about his experiences during a stay in Saudi Arabia where he was given the assignment to teach young Saudi naval cadets the art of Hobie Cat sailing.

In our last article on the beach access problem, we urged all Hobie sailors to be aware and concerned. Peggy Manrodt reports on the activities of fleet 44, which has been able to convince the Fort Lauderdale, Florida city fathers that Hobie Catters are a group to be reckoned with. Fleet 44 was successful in its efforts to have a section of beach preserved for recreational sailing and even managed to have tie-downs installed. Fleet 44's story provides a quick lesson on how to save beaches and launching sites in your area.

Well, it's summer. Time for racing, picnicking, camping out and doing all of those things you dreamed of last February while you were sitting in front of the fire. Scoop up some friends and introduce them to your world. Fly a hull. Get wet. Go fast. Have fun . . . Hey, I'm going sailing!

*Paula Alter*

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# LETTERS

## "Where's the Jacket?"

I have owned a Hobie 18 for five years and have enjoyed the boat and the class like no other. I applaud your on-going program of electrical awareness and I'm sure that through your efforts many serious accidents and possible deaths have been avoided.

Naturally, the Hobie is not only a fun boat to sail, it is also very picturesque as proven by the number of times it appears in advertising on both television and magazines. The Hobie calendar has probably the most exciting pictures of the Hobie Cat as sailed by those young, good looking men and women in skimpy bathing suits and **NO LIFE JACKETS!** Pay particular attention to the pictures in the Hobie Cat calendar for January, February, April and October, 1984. Not only are these sailors not wearing life jackets but they don't even have them on board.

I fully realize that the wearing of life jackets is at the sole discretion of the skipper and crew, but having them aboard is the law.

The modern day life jacket is not the cumbersome menace of the past. They are light, comfortable, cool and good looking. Most importantly, if you are in the water, whether conscious or not, they keep you upright and afloat, which in most cases, is synonymous with alive.

I would like to see the Hobie Class Association and the **HOTLINE** promote the wearing of life jackets in its photography, articles and advertising. Perhaps a little reminder in each issue of the **HOTLINE** would not be too much to ask. If it saves one life, it's worth it.

Mark Koch  
Fleet 60  
Sandusky, Ohio

## Is This the Spirit?

I have enjoyed sailing and racing my Hobie 16 for nearly ten years yet have participated in only one organized Hobie regatta. Why? How come? Well, it's precisely due to the experience Rob McClaren raved about in his article (March/April '84) entitled, "Why Should I Join?," except for one essential process.

True, once fleet members realized we knew no one, plus very little about our new machine, they were most friendly and anxious to help, as this regatta which enticed my family to give fleet membership and racing a try was called "What's a Regatta, Regatta."

Continued on page 9

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## WHERE'S THE BEE? HARDWARE?

(An Open Letter To The Fleet)

From



**We admit that we're late!** We really expected our products to be on your Dealer's shelves by mid-March. (Yes Clyde, it is true that two of our major contractors failed to meet production schedules. . . and yes, it's also true, that KISME insists that production models be as good-or-better-than the field tested prototypes). . . but, the simple truth is that our advertising smoked our production at the starting line and we've had to 'luff up' and wait for production to 'catch up'.

Unfortunately, during the delay, many Dealers committed themselves to inventory levels for the summer. Obviously, those inventories did **not** include KISME products because they were not yet available. . . What is worse, the average dealer is very reluctant to stock anything 'new' after the spring buying rush is over! Fully appreciating all of this, the KISME crew decided to go for it anyway-despite our delayed start.

### KISME'S SIMPLE SOLUTION: REMOVE DEALER RISK

All Hobie hardware Dealers who order a minimum sampling of our products before the end of July are guaranteed a 100% refund if our products do not sell. This special "No risk-Get Acquainted" offer should tempt even the most cautious Dealers. By making it easy for the dealers to stock a few samples, we simultaneously make it easy for you to see and examine our products. (Yes Clyde, we hope that the customers will do more than just look!)

### A CANDID COMMENT

. . . You do not have to be an A-Fleet expert (or an engineer) to know what looks best, feels best, works best and has the best guarantee. . . but like this letter says, you do need a chance to see and examine the merchandise. KISME is gambling big bucks on this special Dealer promotion in order to give you that chance. KISME believes that after you see and compare, you will buy our products (yes Clyde, even without 'spring fever'). . .

### A FINAL TACK

**Results, not rhetoric** are what really count---like the upcoming elections, the results are going to be up to you, the people.

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# LETTERS

Continued

All went amazingly well, from launching through the skipper's meeting to getting prepared for our first start (you can probably remember the feeling), then the intimidation and frustration at being yelled at, lied to (bluffed) and cussed at began.

I congratulate those who endure this process and return another day. Obviously, we did not.

The obvious solution is to carry the Hobie attitude through a beginner's first day of fleet races until a level of confidence in rules and racing is achieved. The fleet that is interested enough in new members to sponsor a beginner's no points regatta should also realize that friendly advice and comradeship on the water are also important in a beginner's decision to join or never return.

Keep it simple and fun, offer encouragement and challenge, then stand back because those novice sailors will soon be challenging your A fleet.

Richard A. Shultz  
Chester, CA

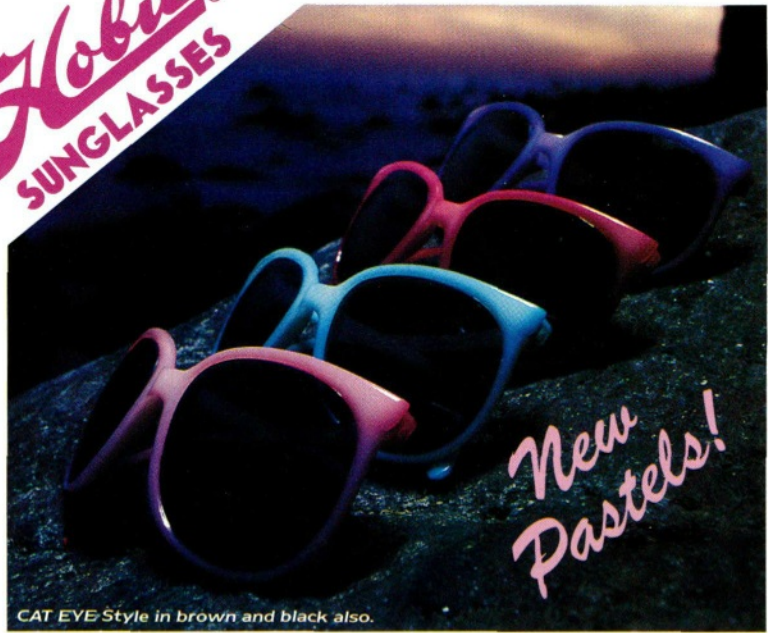
*Editor's Note: There's a fine line between enthusiasm and rudeness in any sporting activity. Fortunately, Hobie Cat racers, although they are tough competitors, can usually tell the difference. Sometimes they can't. If the sport is going to continue to grow, such conduct as described by Schultz must become increasingly rare. The Hobie spirit is meant to be carried out onto the water as well as the beach.*

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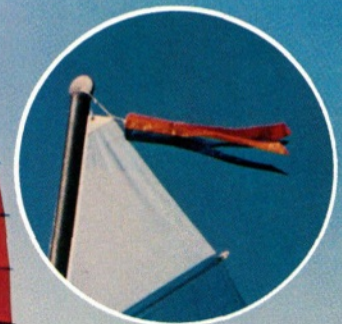
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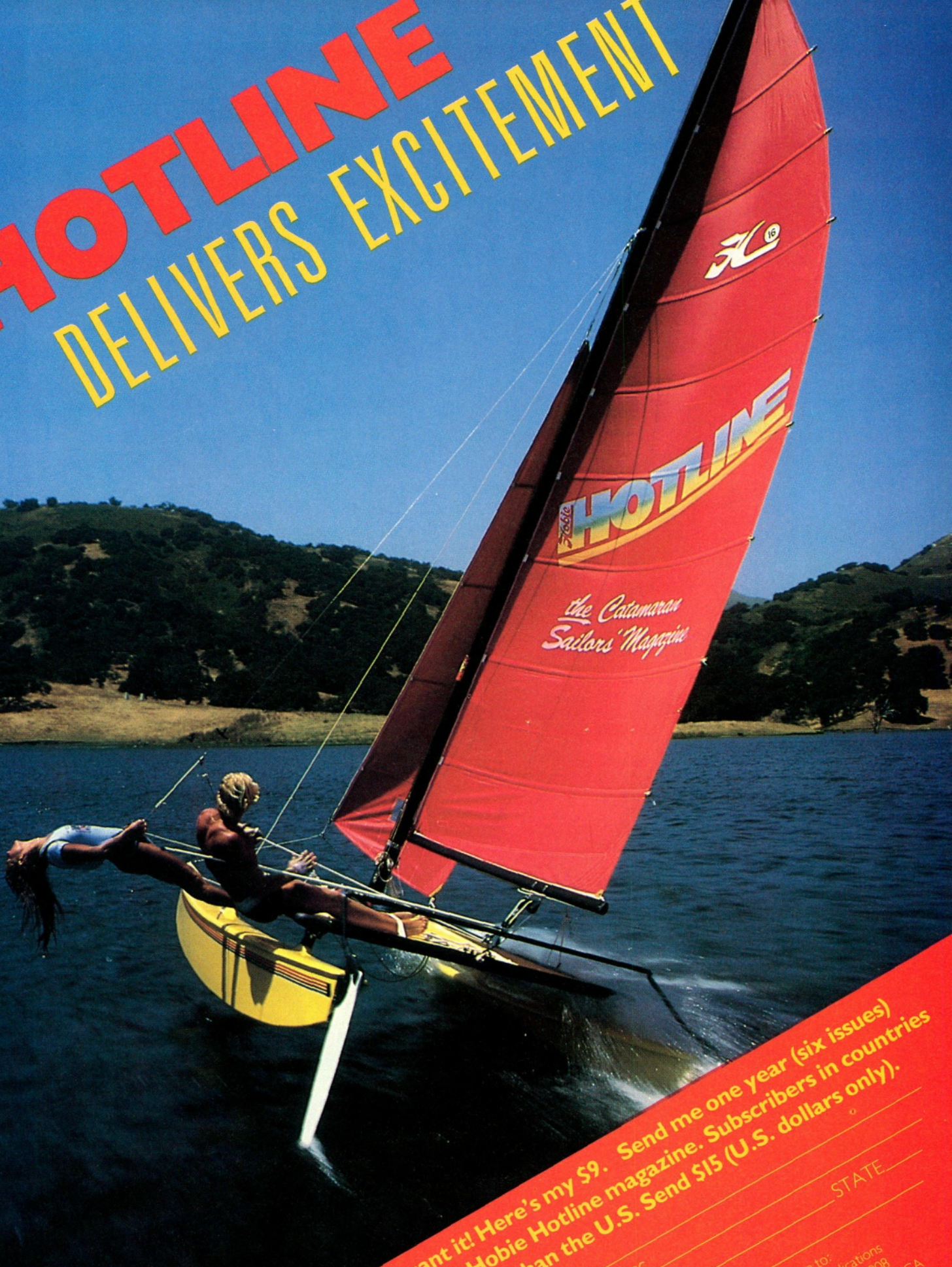
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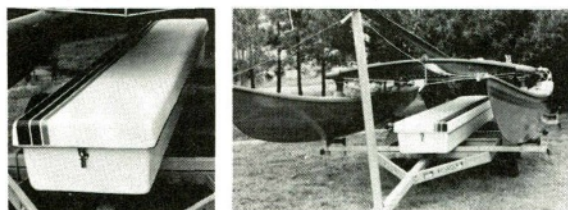
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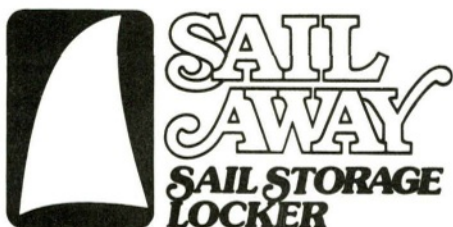


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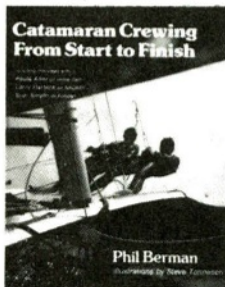
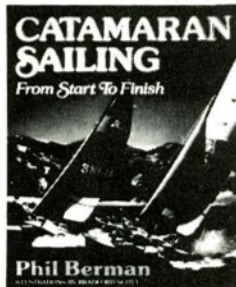
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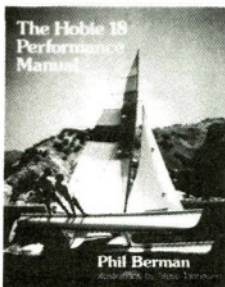
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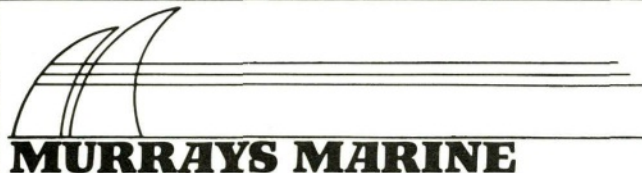
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# BEACH ACCESS: YOU CAN MAKE IT HAPPEN

by Peggy Manrodt

**“L**auderdale OKs Spots for Sailboats on Beach” *Sun-Sentinel*, April 4, 1984, headline . . . The City Commissioners of Fort Lauderdale approved by a 5-0 vote a three part proposal designed to help alleviate overcrowding and traffic congestion at the city’s only small craft launch area.

Although the 5-0 vote may appear that the proposal had a lot of community support, it took three years of meetings, revisions, frustration and perseverance to even get this proposal before the City Commission.

Sailors in Fort Lauderdale, like many other areas, have been gradually losing their beach access. One area in the city, South Beach, was designated as a launch site nearly 15 years ago. The area was closed and re-opened several times in the early '70s. At that time, there was a second site available for use at the foot of Sunrise Boulevard (North Beach), but this was a water access site only. There was no access from State Road A1A (of Jimmy Buffett fame). Boats could be kept on the beach behind private homes north of the public beach, and several of the dead end streets in that area could be used for launching.

In 1975, Gulfstream Sailing Club drafted a proposal to enlarge the facilities at South Beach; this area was becoming a problem even then. This proposal was tabled at one of the various hearings, and never heard of again. Access for launching was steadily declining; a retaining wall and an emergency vehicle lane at South Beach reduced the access by one third; the launch sites at the dead end street were closed and barricaded; the boats on the beach were removed; and the

area at Sunrise was eliminated.

This left a small area at South Beach, which is a highly congested part of the public beach (at the southern end of the Fort Lauderdale “Strip”). Backing trailers onto the beach from A1A can be quite tricky on that highly travelled road.

Tom Wickenhauser, owner of Port Tack Sailboats, and members of Hobie “Cat 44” decided that something had to be done. Fred Halladay set up a meeting with City Commissioner John Rodstrom, Jr., who in turn got them together with Tom Tapp, the City Parks and Recreation Department Director and Gene Bergman, the Beach Patrol Captain.

After several meetings between Parks and Recreation Staff, Cat 44 members, and the Greater Fort Lauderdale Board Sailing Association, a “keyhole” proposal was drafted. This proposal would allow a keyhole where sailors could pull in, drop their boat and gear, and pull out and park cars and trailers. This proposal never made it through the advisory boards and before the City Commission. In November of 1982, Gene Bergman drafted a “band-aid” proposal, but again, it never made it through the committees.

Finally, the proposal that was eventually approved was drafted and started the trek through the committees. The Beach Advisory Board narrowly approved the South Beach portion on a trial basis. The next step was the Parks and Recreation Board, which defeated the proposal on a close vote. The Marine Advisory Board approved the proposal by a close vote, but again suggested that South Beach only be approved on a trial basis. The Fort Lauderdale Board of Civic Associations had

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## Beach Access

*Continued*

been asked by the Parks and Recreation Board to look at the proposal, and their representatives met with Tom Wickenhauser and Cat 44 to discuss it. Their sub-committee recommended approval of the measure, but their full committee defeated the proposal.

With two Advisory Boards behind it (more or less) and one board opposed, the proposal, in its entirety, went before the City Commissioners. After 40 minutes of discussion, the proposal passed as a whole, on a six-month trial basis.

The accepted proposal called for 25 tie-downs at the South Beach location, 25 tie-downs at the Sunrise Boulevard location, and the designation of a permanent regatta site at the north end of the public beach. This designation was important, because there had been talk of installing a sea wall and parking meters along that stretch of beach, which would effectively end beach access there. The permanent tie-downs will be rented by the city at a cost of \$300 per year for city residents, and \$500 per year for non-residents. The idea is to try and eliminate some of the trailer traffic in the South Beach area, and allow that many more boats to utilize the launch site. At Sunrise Boulevard, a lane will be developed to allow sailors to drop off sails and equipment.

This compromise solution to the problem of beach access will not end the beach access problems in Fort Lauderdale, but with cooperation from the sailors and the city, we can establish a working relationship and hopefully solve any future problems before they get out of hand.

Cat 44 and the Board Sailing Association agreed to provide the signage for the area, and the buoys marking the areas. Of course, swimming will be prohibited between the buoys, making an unpleasant incident between bathers and sailors unlikely. It will probably cost each organization \$250 to provide their part of the signs and buoys.

When approaching a city to attempt to work out solutions to your problems, keep in mind that government can be frustrating. A willingness to work with the city and perseverance are musts. Some of the opposition to the proposal came from condominiums in the area, some from the beach conservationists, and from other groups competing for space on the beach. Find out what image your city wants to portray, and use it! Keep in mind that your officials are elected, and they respond to the most vocal and outgoing group.

Mayor Robert Dressler, when asked why he voted in favor of the proposal said: "One of the difficulties we have is different interests competing for space on the beach. This compromise will allow sailors to enjoy Hobie sailing and participation and we'll do everything we can to promote sailing and balance the use of the beach out."

"I think it's going to help get some of the traffic and trailers off the beach. It will be more convenient for Hobie sailors and adds to the picturesqueness of the beach," Commissioner Richard Mills said.

Vice-Mayor Robert Cox said he supported the measure due to the increasing number of sail boarders and sailors in the area. "We've had a tendency to keep the beach only for swimmers. There are plenty of uses for the beach other than swimming. I think that it's high time we had something like this and I think that the Hobies and similar craft are a colorful addition to the beach from a tourist and hotel standpoint. There's plenty of beach for everyone," said Cox.

John Rodstrom, Jr. said that his feelings on why the vote was unanimously in favor of the proposal was that it was "Staffs" proposal, and the Advisory Boards approved it. The City Commission has to depend on staff, because there is simply not enough time to investigate every proposal individually. That's what the staff is there for. He also said that "Fort

*Continued on page 16*



*Go for it!*

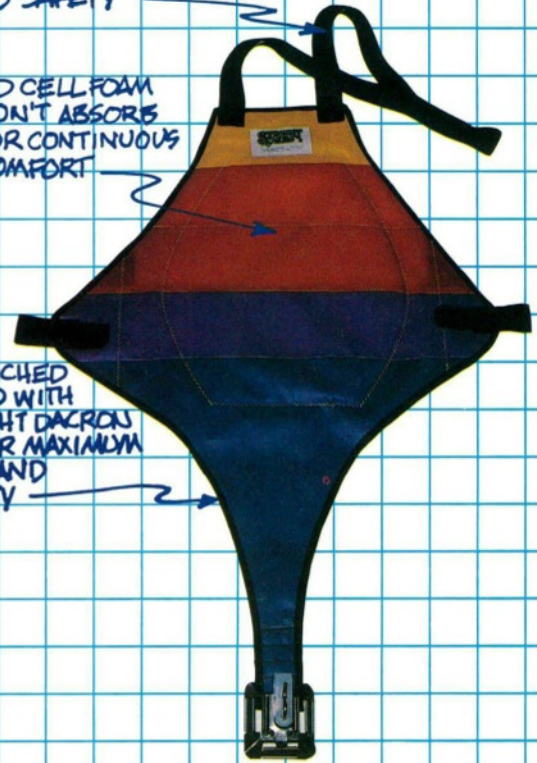
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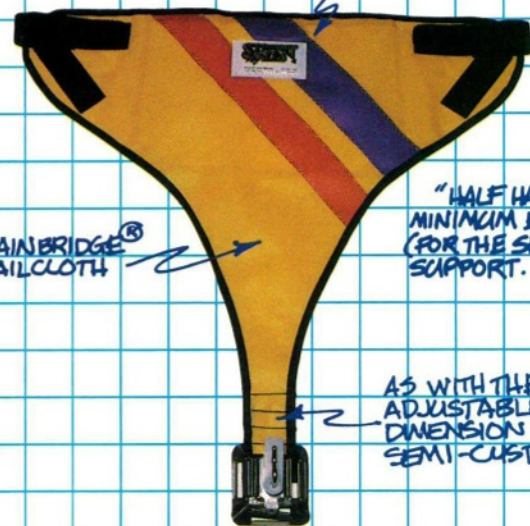
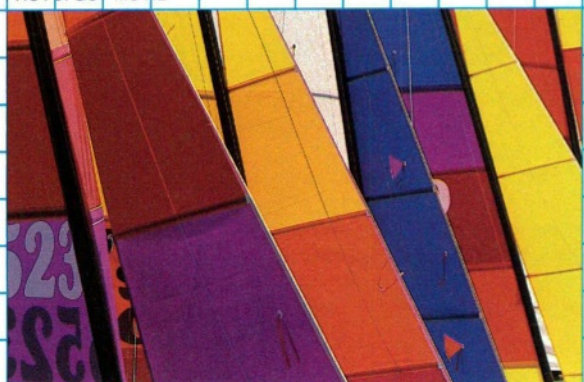


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## Beach Access

*Continued*

Lauderdale bills itself as the Yachting Capital of the World, and recently added the Venice of America to their publicity, isn't it about time they did something to promote boating?"

The opposition to the proposal said that they don't want the noise of clanging masts and halyards or the sight of beached boats across the street from their home. "They're gorgeous when they're sailing, but they're not pretty when they're sitting," said condominium spokesman Herman Ellorntch. It was also feared that the boats on the beach would attract bums to sleep on them, and the crime factor would go up. Another issue that seemed to concern some of the advisory boards was the selling and leasing of the city's most valuable real estate. Mr. Bergman pointed out that the city already leases to a cabana rental business.

When fighting "City Hall" for beach access, find out what your city wants, what its objections are, and work with them to eliminate them. Cooperation with the different agencies involved is essential. If there is a problem with bathers, suggest a separate area; if there is a problem with noise, police yourselves! Leave all your sailing areas clean; if you see someone going into a "forbidden" area — tell them! Exhibit your willingness to work with your government, get interested in politics. Remember, all your officials are elected — vote for pro-boating interests.

Most importantly, according to John Rodstrom, is a large show of support at the various meetings you may have to attend. This doesn't mean creating a shouting match between opponents of an issue — plan your strategy and elect one spokesman before the meeting. A show of temper will hinder, not help, your cause. Investigate all charges made against sailors in general; don't be afraid to ask for specific incidents.


The City of Fort Lauderdale is now making plans to implement the tie-downs at South Beach. The staff of the Parks and Recreation Department have been very cooperative, and have asked for input and suggestions. They want it to work as much as we do, and discussion beforehand will hopefully eliminate most of the problems.

Beach access can be an emotional issue, both pro and con, so let your "cooler heads" do the speaking and representation. Remember that you are in all likelihood going to have to compromise on some parts of your proposals or suggestions. It's better to compromise on one or two points than to lose the whole issue.

Coordinate with other groups in your city; if Hobies lose their access so will other catamarans and possibly board sailors. Find out how large your numbers are and use them; chances are you represent a substantial number of voters in a community. Contact the media in your town to try to get a fair, well rounded article on the issue. Public education on the problem is important. Invite your officials to a fleet meeting, regatta, picnic, or other event; show them that you are not out to take over or destroy the beaches in your area.

Most importantly, remember that gaining any concessions from city government is a long, frustrating struggle. Don't get discouraged and give up; it's important to keep fighting. Establish one person from your fleet or organization to keep in contact with the various city departments; make sure you have one person who will be notified of meetings; and planning sessions. If for some reason the spokesman changes, make sure that there is continuity and that the new spokesman is introduced to all parties involved.

On a personal note, I would like to thank Tom Wickenhauser, Fred Halladay, Rich Robbie, and the Greater Fort Lauderdale Board Sailing Association, and all of the members who attended the meetings and generally lent their support.

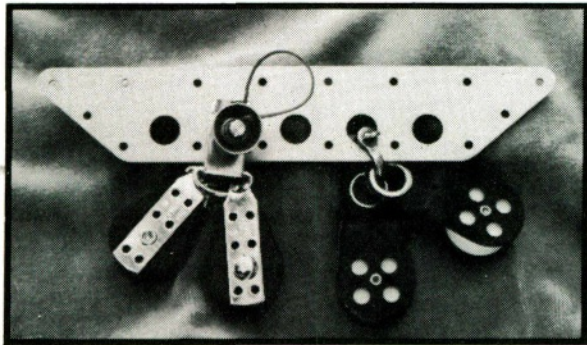
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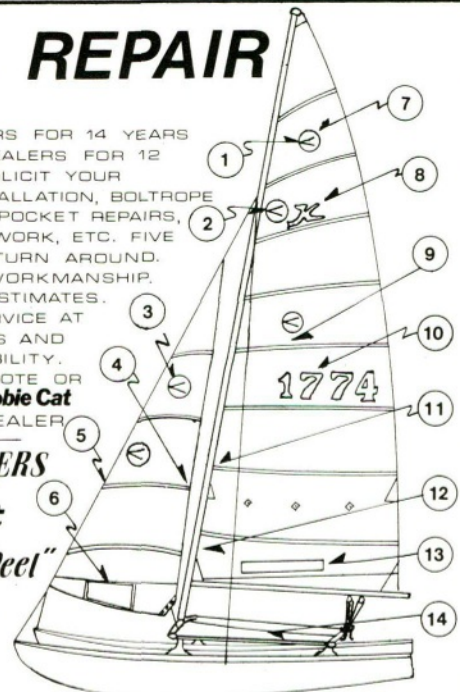
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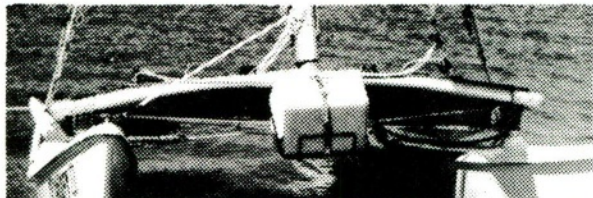
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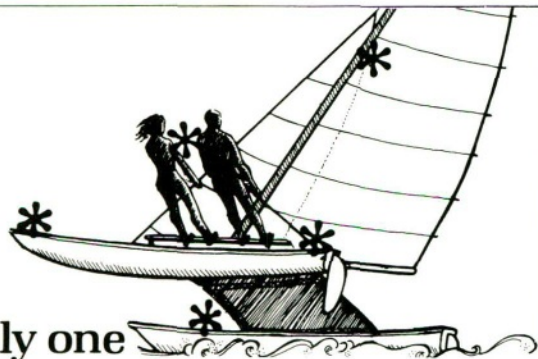
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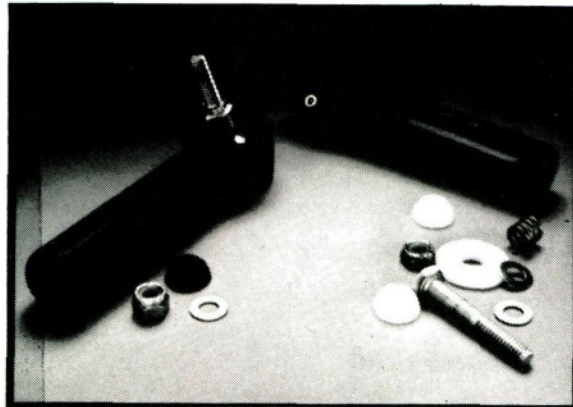


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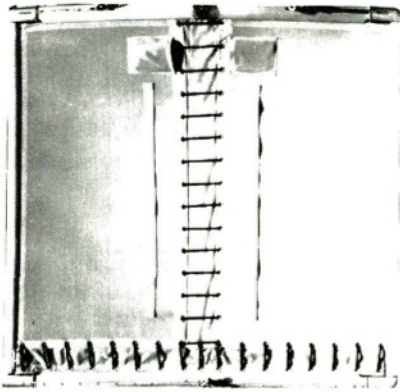
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# FAST STARTS

by Gary Jobson

**F**or many, the most exciting time in a sailboat race is at the starting line. It is here that all competitors have an equal chance and their anticipation of the race is exciting to all. In this game, everyone is a winner. However, once the start horn blows, it is those that have planned carefully that pop out into the lead.

Starting in a big fleet takes careful practice, but by following these rules you should be consistently sailing in clear air near the favored end. You'll have the ability to pass at your choosing and not be forced to tack away.

The most important ingredient is to only sail with maximum boat speed when maneuvering on the starting line. When moving fast you have more maneuverability but when stopped, this maneuverability is gone. When making your approach to the line, use the starting line as a reference to measure how far you are from it. If you have reached away from the line for one minute, you know it will take about one minute to return. It is always important to be aware of the line's location.

Use a range mark on shore by sighting to both ends of the starting line with an object on shore or perhaps an anchored vessel like the line boat. Then, as you are approaching the line you only need to align one end of the start line with the object on shore to tell how close you are to the threshold.

The timed running start, developed by Howard Vanderbilt, is very effective. When the port end of the starting line is favored, I find that a group of boats will constantly sail down the line, each rounding under the leeward hull of another boat. One boat will sit on the line with each boat continuously reaching underneath and luffing up. In this case, a port approach start might be effective as long as you tack onto starboard tack at least one minute before the gun. If the line is too crowded for this kind

of maneuver, the only solution is to join your competitors, however, you can get off the line faster by following several important rules.

1. Always keep your boat on the course you plan to sail. Avoid sitting head to wind, since it takes so long to bear the boat off for acceleration.

2. Keep the boat's leeward hull deeper in the water than the windward hull, since fast acceleration is easier with this configuration.


3. Always keep as much or more speed than your competitors when approaching the line. Never allow yourself to go slower.

4. Keep adjustments slacked off full sail so you can sheet in for extra speed when you need it.

5. When the fleet begins trimming in for the start, always, always be the first boat to trim.

6. Continue to accelerate for the line; never find yourself slowing down as you are approaching the start.

If you are approaching the start on starboard tack and you notice a port tacker attempting to tack underneath you, it helps to bear off and sail right at that boat. Be as intimidating as possible. Hail "starboard" to prevent this boat from tacking in this situation. It would be best for them to sail on beyond you. If, when you are luffing for the line, there is a number of boats around you, the simple rule is to close the distance with boats to windward of you and to open the distance with the boats to leeward. If there is a boat to windward, you want their bow at your stern quarter. If there is a boat to leeward, try to sit with your boats bow to bow. Never allow yourself to sit on a leeward boat's windward quarter. You will never be able to accelerate for speed.

Making a good start is one of life's minor victories, one that can spirit a Hobie team on to victory. 

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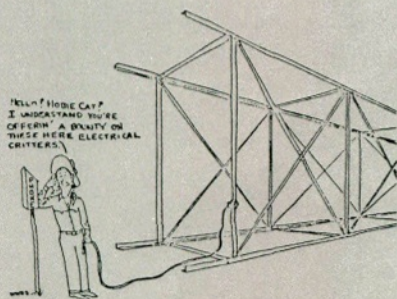
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# HOBIE GOES

# Arabic

BY TOM CAHILL

"Come about!" yelled Terry Hammond, lead instructor of seamanship at the Technical Institute of Naval Studies at Dammam on Saudi Arabia's east coast.

"Pull in the jib! Pull in the jib, Mr. al-Ghamdi," echoed Mike Dajnowski, another instructor on the all-American staff at the institute.

In response, a young Saudi Arabian sailor let loose with a string of Arabic curses designed to show his contempt for the authority of his teachers. al-Ghamdi was not used to being ordered about by anybody. He had only recently come from the desert and left the life of a Bedouin herdsman. Now he found himself at the helm of a sixteen foot Hobie Cat being shouted at by gruff American instructors.

"Speak English and watch the boom!" screamed Gene Wilson, yet another instructor, who threatened the young novice sailor with a "DR" or disciplinary report.

This was the scene I encountered day after day while performing my duties as instructor at the institute. The other Americans and I were given the assignment of helping to shape young naval cadets and teach them proper seamanship.

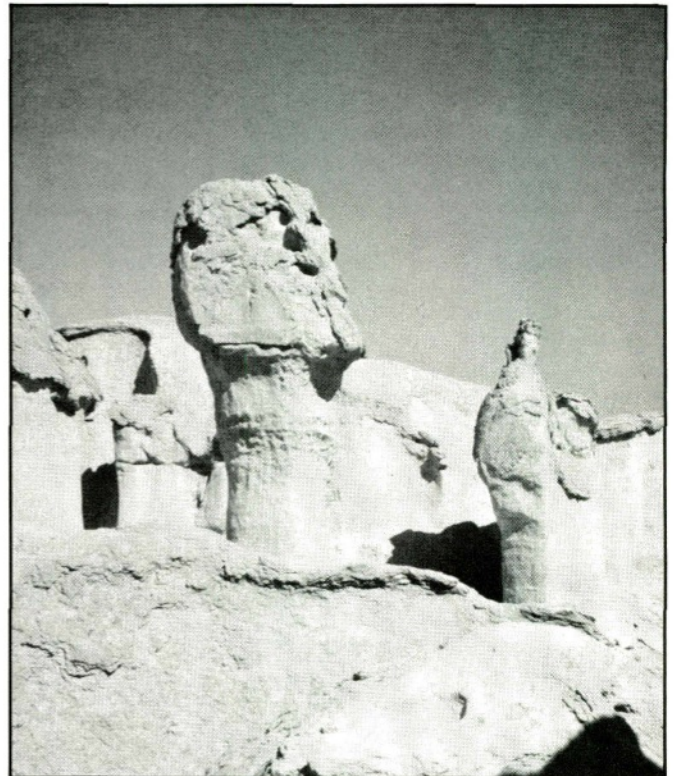
Americans were being used because the Saudis have not been known as a seafaring people and they needed aid in some areas in order to build themselves a navy to keep their shores safe from irate Iranians, snoopy Soviets and rascally smugglers who try to bring forbidden fruit like drugs, Coca-Cola, pornography and alcohol into the Moslem country.

"Please Mister Mike," al-Ghamdi would plead, "let me sail to Bahrain." He would then try to bribe Mike Dajnowski, an ex US Navy chief, with his big, gold Rollex in an attempt to persuade his instructor to allow him to sail to the island kingdom twenty miles off the coast of Dammam where women are not veiled and where alcohol is tolerated.

Learning to live within Saudi Arabian restrictions and teaching young men who may never have seen the water to sail Hobie Cats can be quite a challenge. Such aspects of Saudi life as politics are difficult for the westerner to understand. For instance, Israel does not exist on any Saudi maps and the mention of the Jewish state is forbidden.

Some ancient traits that have carried over to the modern world can cause trouble for sailing instructors. Manual labor, for example, is considered beneath the dignity of many, and some

refuse to perform more menial tasks because they believe the Koran, the Moslem equivalent of the Bible, forbids them. As any member of any branch of the armed forces can attest, manual labor comes with the job. When al-Ghamdi was asked to help clean and disassemble the Hobie Cats he had learned on, he balked at the orders. In a universal gesture, he held out his



The caves of Hofuf. This is the environment that many of the cadets were raised in before they came to learn seamanship at Dammam.





hand palm down and moved it from left to right signifying that he would never do such a demeaning task.

Arabs also have a natural dislike for swimming which can be a definite hindrance when trying to build a navy and teach Hobie Cat sailing. "Water is for drink," was his reply to Ed Poznak's orders to jump in the shallow end of the new swimming complex. The result of this little disagreement was al-Ghamdi's "swim" of the parade ground on his hands and knees. al-Ghamdi just seemed determined to go through seamanship school the hard way.

But despite the aggravation on both sides, seamanship school most often turns out to be a giant stepping stone in the lives of the young cadets. For two years, they study English, science, their choice of mechanics or electronics and seamanship. The seamanship phase is quite comprehensive. It covers such topics as rescue and survival, marlinspike and ground tackle, weather and navigation, and more. For practical on the water experience, the Saudis use Hobie Cats and a former presidential yacht which has been renamed Riyadh.

For many of the cadets, the Riyadh is the first boat they set foot on when they take their orientational cruise around the harbor. Some, like al-Ghamdi (who was in the brig, again, during his scheduled orientational cruise), have their first experience on a Hobie Cat. Despite this total lack of sea-going knowledge however, it only took two weeks to teach al-Ghamdi how to sail anywhere in the harbor he wanted.

All of the instructors were justifiably proud of their participation in al-Ghamdi's training when they saw him tacking figure eights on the video tape shown to visiting VIPs from the Saudi government.

There is no doubt that the time I spent with the Arab youth teaching them to sail Hobie Cats is something I will never forget. Once we got used to each other, and once the cadets got used to sailing the funny looking boats, there were fewer battles of will. The boats themselves gave each side, which came from vastly different cultures, something in common. With a clear vocabulary, we had the basis for a working partnership. Sure there were still conflicts, but at young al-Ghamdi's graduation, he took my hand and told me with all deep sincerity: "Abu shanib (uncle moustache) you know I didn't mean all those bad things I say to you." I think he meant it.



Saudi Arabia is a culture in transformation. The old combines with the new. Hobie Cats are definitely part of the new.

# Two of the Best Talk Tuning and Tactics

Keith Christensen of Long Beach, California and Carlton Tucker of Fort Walton Beach, Florida, are two of the hottest Hobie 16 skippers in the nation. Christensen is the reigning Division Two Champion and placed fourth in the 1983 Hobie 16 National Championship. He has also sailed in the Hobie 14 National Championship.

Tucker is the newly crowned Gulf Coast Champion and is the reigning Atlantic Coast Champion. He has placed second in four National Championships and one World Championship. In all, he has sailed in 12 National Championships.

Hotline asked these two sailors to tell us some of the secrets they have picked up over the past several years and to give beginners and veterans some tips on tuning and racing strategy. Those who feel that tuning the boat is the primary cause of won races will want to pay special attention to these skippers' views on that subject. Those interested in Zen philosophy should read Tucker's tips on finding the "groove."

**HL:** What sort of wind and sea conditions do you usually sail in?

**CHRISTENSEN:** I sail anywhere from no wind at all to, well, it doesn't get over 15 knots very often. I usually sail on lakes and bays and don't get into the ocean very often.

**TUCKER:** Over here in the Southeast, we get a lot of everything. We sail a lot of light air on flat water. Most of the time we sail in moderate breezes from the south or southwest at around 10-12 knots. I make it a habit to sail whenever we have big storms and fronts moving through. The last two days we've had 20-25 knot gusty winds and I've probably put 50 miles on the boat.

**HL:** What percentage of the time do you sail in windy conditions?

**CHRISTENSEN:** It seems like never. Maybe two days a year.

**TUCKER:** If I could take this year as an example; out of the three points regattas I've been to so far, 50 percent of the races were in double trapping weather. It's been extremely windy this spring. Last year was the same thing. In fact, it got so windy and rainy that some races had to be cancelled.

**HL:** How about light air?

**CHRISTENSEN:** It feels like all the time, but it's probably about 40 percent of the time.

**TUCKER:** Out of a five race weekend, we always seem to have at least one race like that. It's usually an early morning race on Saturday. The morning races here in Fort Walton are normally pretty light.

**HL:** What's the most important factor which contributes to winning a regatta?

**CHRISTENSEN:** For me, it's probably being consistent in covering everybody. I don't think the start is as important as everyone thinks it is. You can get out of a bad start. I guess it's just not making any

mistakes throughout the whole race.

**TUCKER:** I think it's probably tactics. The last two or three regattas I've been to, it's not only been with tactics, but also thinking a lot ahead. I think overall strategy and tactics.

**HL:** Tactically, what are your strong points?

**CHRISTENSEN:** I don't think I have any. Really, I think it would be a combination of everything. I don't have one particular area I'm better at.

**HL:** How about you Carlton?

**TUCKER:** Being able to read which side of the course is favored. That and a little bit of luck. I usually manage to steer the right way. You can really hurt yourself if you don't go the right way. I can usually tell when I'm not going the right way and do something about it.

**HL:** What do you do about it?

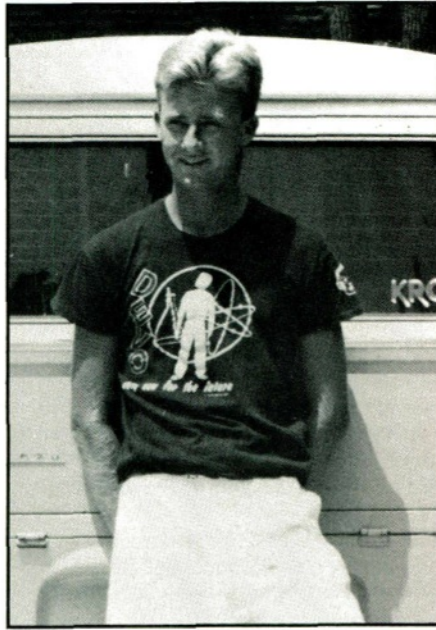
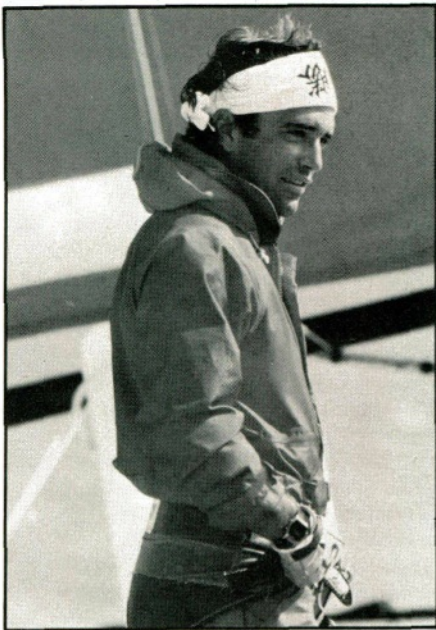
**TUCKER:** Get over to the other side. For instance, if I did make a blunder on the first leg to the weather mark, I'll learn from that and put it into play on the very next downwind leg and then also remember it for the next upwind leg. In other words, I try to recover from my mistakes and not make them again.

**HL:** What's most important to you when you're tuning your boat?

**CHRISTENSEN:** I just think you ought to have a stiff boat and a little bit of mast rake. And straight rudders. It's pretty basic stuff. I think most boats are rigged OK.

**HL:** Do you change the tuning for heavy air?

**CHRISTENSEN:** I don't. I just rig one way and then if I really get overpowered, I'd go high or low. You can always travel out the jib first and then the main. I always rig my boat the same way and never change my mast rake or anything



Floridian Carlton Tucker (left) and Californian Keith Christensen (right) have different approaches to sailing, but both agree that all the boatspeed in the world won't make up for poor strategy.

like that. I rig in a parking lot before the first race. It doesn't matter if it's going to be heavy or light.

**HL:** Carlton?

**TUCKER:** In tuning my boat, well, it's obviously the sails and making sure you don't close the jib slot off too much on any point of sail and just trim the sail on all points of sail. I don't really ever retune my mast rake or anything like that, but I sail with a whole lot of mast rake most of the time. In heavy air, I have a bit looser rig but with as much rake as I can hold and travel out a bit more than usual. Gosh, I really don't have any tricks I can think of.

**HL:** Have you adopted anything from the Aussies for heavy air sailing?

**TUCKER:** Oh yea. In fact, I would have to pat these guys on the back and say that I learned a whole lot from the Australians because there's been Australians living in Fort Walton for about two years. We've got TL (Tony Lewis) and we've had Anthony (Anthony Duchetel) here. I've been sailing with TL and I raced against Anthony for a whole summer and that helped a lot. It didn't take me long to figure out that a lot of the stuff they were doing was right.

**HL:** Like what?

**TUCKER:** Like the mast rake. That sticks out in my mind. Mast rake, and a little something else that I've noticed from a lot of people and was even criticized for by the Australians, and that was, we don't trapeze low enough. That's pretty simple, but I don't think people think about that. To be optimum, you should be parallel with the trampoline.

**HL:** How about you Keith, do you use a lot of mast rake?

**CHRISTENSEN:** The way I do my mast rake is that by the time I'm double

trapped, I want the blocks and the main sheet to be touching. I don't know that I've seen an Australian sail yet, but I can't believe that they use a lot more than I do because I think they'd just run out of power. By the time I'm on the trapeze, I'm two blocked; I'm all the way back. I don't know, I've read the articles on shortening your shrouds and stuff and I don't think that's necessary. If you have it all the way, there's no where else to go.

**HL:** What's your style for heavy air?

**CHRISTENSEN:** Basically out of control. My blocks are together all the time no matter what, but you just travel out as you need it and let off your jib sheet too.

**HL:** There are really two different styles for heavy air, travelling and sheeting flat or more rake and center travelling.

**CHRISTENSEN:** I'm probably more towards the rake and leaving the traveller. I'll travel the jib down right away if I'm overpowered.

**TUCKER:** My style is mostly to really work the boat hard. It's not so much playing with the traveller or getting that set just right or getting the jib set just right. Usually what I'll do is travel out to the point where I can be in the range where I can work the boat. In other words, I'm not travelled out so far that I'll get hurt or in so far that I'm constantly flying the hull. It's probably about halfway out, but I just get it into the range to where I can work the boat hard, steer it and put a lot of emphasis on what I'm doing. Then the sails. I have my crew work the jib a whole lot in heavy air, up to the point where the winds are so heavy that I just kind of flag the jib and work the main hard. I put the emphasis on letting the main do the driving and have my crew work the jib a lot.

**HL:** How about light air?

**TUCKER:** I used to hate light air, but I guess the thing that made the biggest difference for me and let me finally get to where I was able to handle really light air was just my frame of mind. We do sail in it quite a bit over here and I just made up my mind that "Hey, it's not that bad." There was a fellow a long time ago that was exceptionally good in light air and I think a lot of it had to do with his attitude. He seemed to be smiling when everybody else was frowning and I guess I adopted that attitude and made myself believe that, "Hey this is not so bad." At least there's a little bit of a breeze." Just get out there and make the best of it.

**HL:** What's your style of sailing in light air, Keith?

**CHRISTENSEN:** One thing I do in light air, if the crew is on the leeward side, is have the crew come to the weather side right before I tack, to kind of roll the boat around. Once you've tacked, your boat is sitting there with the mainsheet out while you're still on the leeward side. Don't be in a hurry to get over to that new weather side. If it's blowing harder, just stay out on the wire as long as you dare.

**HL:** What changes do you make from heavy air?

**CHRISTENSEN:** My boat would be rigged the same, but I'd use half as much sheet tension. Sometimes I'll start travelling the main down a little bit upwind if it's really light and choppy. I keep the jib kind of loose, even to the point where it is luffing. I'd rather have it luffing than stalling in light air.

**HL:** Carlton, is there anything you change for light air?

**TUCKER:** Just to be real easy with the boat. Instead of having to muscle everything around, you have to work your mind a lot harder and then try to relax

and not get too excited about it. I think that's important. In light air, you can easily sail into a hole and drop five boats. If you get all upset, you're liable to never come back. By the time we got to the weather mark in the Gulf Coast Championships, I was dead last. I had two firsts the day before and needed a good race to stay on top. If I'd gotten upset and blown my cool, which would have been easy to do, because I was about to bump into the mark, and I was in last place, I'd have stayed in the back of the pack. But I didn't blow my cool.

**HL:** What items are necessary to add to a stock boat to make it competitive?

**CHRISTENSEN:** Well, I think you have to have low profile blocks for at least the main. The stock boats are pretty good. I also have fiberglass rudder blades, but the nationals boats worked fine without them. It's kind of nice to have a jib traveller system.

**HL:** Carlton?

**TUCKER:** Extra length on the forestay so that you can put extra mast rake in it. Shortening the shrouds if you have to. Just shorten the shrouds and lengthen the forestay so that you can hold some mast rake in the rig with a fairly taut jib halyard. Of course, the snap back righting system for all the times we turn over. I'm really racing stock right now, except for low profile blocks. That's all I can think of. Oh, double trapeze. I almost forgot about that. So, trapeze, righting system, forestay extension and a shorter shroud if needed. Jib traveller systems are nice. I happen to have one, but I didn't until six months ago. I don't think it's necessary.

**HL:** Keith, is there any way that you tune that might be significantly different than other sailors?

**CHRISTENSEN:** Maybe a little more rake. I think on my rudder alignment I'm toed in a little more than most people. I have about a half inch of toe-in.

**HL:** Why?

**CHRISTENSEN:** Well, I just watch the weather rudder blade and it seems to go straighter so that's where I put it.

**HL:** Any difference you can think of Carlton?

**TUCKER:** Not around here. I've talked with everybody and I help them tune their boats and that's passed on from how Anthony and the Australians taught me to tune my boat, so we're all sailing about the same as far as the rigs. In fact, I've tried to tell people, and if there's anything I'd like to stress, it's this, and that is for people to set up their boats like the people that are going fast, the guys that

are doing well in A fleet, and then not worry about it. There are so many guys that worry themselves too much with little things when they should be worrying about important things like tactics and setting themselves up with strategy before the race starts and working on their boats out there sailing rather than worrying and sitting on the beach measuring stuff. Once again, it comes down to that, "Let's not worry about that stuff, you have too much other stuff to worry about" state of mind. In other words, I'm not a tuner.

**HL:** Most top sailors tend to agree that tuning may be important but that tactics and acquiring a feel for the boat are really more important.

**TUCKER:** Absolutely.

**HL:** How can somebody develop this feel and good tactics.

**TUCKER:** The feel for the boat comes from sailing the boat. I don't think there is any other way you could do it. Get out on the boat other times than just racing. It's kind of hard to explain, but a good way to develop the sense is to sail as if your eyes are closed. Sail at night. Concentrate and actually close your eyes. Try not to be too carried away with the telltales and bridle flies and things like that. Get the feel that will bring your boatspeed up to par over a lot of guys that are still sailing by a lot of little things that are distractions when they should be worrying about what side of the course they're on. Then as far as the tactics, and this is what helped me bridge the gap with these guys that were light years ahead of me like Hobie Jr., I read books and articles by people who knew what to do. In fact, I got kidded and kind of ridiculed on the 747 on the way to my first Worlds because I was reading a strategy book and I was a 17 year old kid. Let's put it this way; I still had a hell of a lot to learn and I knew it. Reading helped me bridge the gap. I'd tell people to read the books by the guys who know what they are talking about, Berman, Sammons, that type of stuff.

**HL:** Keith, is there anything that you do tactically that may be a little different from the way other people sail?

**CHRISTENSEN:** I hear a lot of people complaining about one person sitting on them the whole race. I never let anyone do that to me. I just drive under. You've got to keep going and get clean air no matter what. Just go the right way.

**HL:** Are tactics more important for you too?

**CHRISTENSEN:** Definitely.

**HL:** How long have each of you been

sailing?

**TUCKER:** This will make my tenth year.

**CHRISTENSEN:** Six or seven years.

**HL:** Both of you started on Hobie Cats?

**TUCKER:** I actually started on a big boat and then went to a small boat sailing school. I didn't pass. It almost ended my sailing career right there but then I got inspired again because I saw this Hobie Cat that went so fast. I've been a maniac ever since. As soon as I got one, I was forced to go to my first race, and there I found out that it was exceptionally fun. I guess I had a competitive urge in myself somewhere.

**CHRISTENSEN:** I sailed on a Hobie 14 for two or three years and I think that helped me a lot. And, for a couple of years, Chris Veneman and I borrowed any boat we could find. It didn't matter if it was an 18 or 16, we just sailed them.

**HL:** Is there something about the 14 that made you learn?

**CHRISTENSEN:** I think so. You're just by yourself and it's just you and the main-sheet kind of deal. It seems like the boats are a lot closer in speed so you've got to pay attention. If you'd make a mistake, you'd lose out every time. You couldn't get away with anything. It's the most difficult too, especially if it gets windy.

**HL:** What's the most common tactical error you see in yourself or other sailors?

**CHRISTENSEN:** I think it's probably at the leeward mark. People coming in with an overlap and they can't get the room when they call for it anyway.

**HL:** What do you think they should do in those situations?

**CHRISTENSEN:** Maybe slow down outside or go ahead and take an outside rounding and drive away. It's just a pile up. Incredible sometimes.

**TUCKER:** The most common one I see is not playing the shifts right when the winds are shifty both up and down wind. A lot of people don't give enough attention to the shifts downwind. Then again, there's the things for which there are no excuses, like being late for the start or starting in the second rank or on the wrong end of the line. If you did sail on the wrong end of the course, I can't sympathize with the guy that does it on the second windward leg too.

**HL:** What kind of mainsail and jib shape do you look for?

**CHRISTENSEN:** I don't know anything about sails. I just use my stock sails and put the battens in. Don Oltmans told me they looked OK so I guess they're OK. They're both kind of full.

**HL:** You don't use much batten tension?

**CHRISTENSEN:** Not at all. I usually have wrinkles in every one.

**TUCKER:** I've had guys come up to me and raise the sail up and say, "This thing doesn't look good to me what do you think?" I'll look them square in the eye and say, "It looks fine to me," and it's like he doesn't believe me. I'm serious. The main thing is that you don't want to have diagonal wrinkles from either too much downhaul when you're not sheeting hard on the main or the opposite, diagonal wrinkles when you don't have enough outhaul and you're not sheeting hard on the main. The slot is very important. I guess that's not really part of the sail shape but shape and the slot do affect each other.

**HL:** What are some of the things you do to a new sail once you get it?

**TUCKER:** Raise it up and set the downhaul and the mainsheet like I like it, which is what we do between races all the time, and then adjust the battens even before I raise the sail. I don't usually see the need of turning the boat on it's side if you just put the same amount of torque on the battens. If I raise the sail up and it looks good and doesn't have the start of a dog shape to it or a broken rib that looks like it's sticking way out or something, then I don't ever turn it over.

**CHRISTENSEN:** I've never had a new sail, only used ones. I know my boat doesn't have tapered battens in it. Maybe the top one or two. I think there's too much emphasis on sails. I think they are all pretty close.

**HL:** What's your technique for sailing downwind?

**CHRISTENSEN:** I sail kind of on the low side. If there is anything worth trying to catch as far as waves, I'll try and surf them.

**TUCKER:** I think my technique for sailing downwind is to do the opposite of what works upwind. That's real simple when you think about it. In other words, if the starboard side of the course paid upwind, probably the port side of the course will pay downwind. Everything is kind of the opposite. I think steering downwind is really important. Keeping that boatspeed up is something that takes practice and especially practicing with other boats which usually means racing or match racing with another friend.

**HL:** What's your downwind steering technique?

**TUCKER:** That used to be my weak point, so I tried to read a lot about that. I guess steering downwind is mostly

watching your apparent wind. If there's any time you want to concentrate on your bridle fly, it's downwind. Try to keep your boatspeed up, especially in winds that are over five miles per hour. I think it's imperative that you keep your bridle fly pointing at the leeward bow. Never get it pointed forward.

**HL:** How does somebody find the so called "groove" when sailing to weather?

**CHRISTENSEN:** It helps if there are other boats around. If you're close, you'd match their speed. That's something you can pick out. I don't think there is just one groove. I could sail high for awhile and low for awhile and get there at the same time.

**TUCKER:** I think the way to find the groove is to do a lot of sailing to weather and to do what I said before. Just try to block out the external stimuli. It's like trying to close your eyes and just kind of absorb yourself into what's going on and feel like a part of the boat. Let your hand feel like it's a part of the boat, like it was in the water with the rudders feeling what the boat wants and what the wind's doing, and sail almost as if you're blindfolded to develop a feel for the groove. I don't think people should put on a blindfold and go out there and sail. Just kind of concentrate and not be bothered by the little things. Like you're a race horse and have the blinders on so you don't worry about the fans. Just concentrate and work on it until you get it

**HL:** Keith, are you a fast tacker?

**CHRISTENSEN:** Yea, very.

**HL:** Carlton?

**TUCKER:** Very. It's important to have a crew that practices with you a lot and knows when it's time to backwind and so on because you two have to work together. Above all, it's important to steer through the tack. Don't jam your rudders over. At the last minute, I usually give it a little bit more push on the rudder and I also hesitate getting over and changing sides until the last minute. I'm almost trying to roll tack it. I'll have my crew get off the wire, but I'll stay trapped until my back actually hits the water.

**HL:** What's the first thing a novice should learn?

**TUCKER:** Probably the rules so he doesn't get extremely discouraged and wind up in the protest room and gets disqualified. I think you can lose some novices because of that. Then again, if you put a whole bunch of novices out there together and nobody knows the rules, that's not too bad either. It's just when you have a couple of guys who

know the rules. As far as tuning goes, I'd have the novice set his boat up like the fast guys, like I said before, and then not worry about it. They should start learning the tactics by reading, and read the rule book also.

**CHRISTENSEN:** I don't think the rules matter all that much for the novice. He should just get out and sail. They'll learn the rules if they really want to.

**HL:** In single trap conditions, do you go out on the wire or do you send the crew out?

**TUCKER:** I have them go out first. If it's just single trap conditions, there's usually a lot of going in and out and bending your knees, and I feel that hurts my steering. Once I go out on the wire, I don't like to come back in, so if it changes from double back to single, I'll send the crew in and stay out.


**CHRISTENSEN:** If it's single and stays single, I go out. If it's between single and not at all, then the crew can go in and out, but I really like to stay out on the wire.

**HL:** What do you do to have fun on your boats besides race?

**CHRISTENSEN:** I leave it in the garage. There's not a lot to do with my boat except race.

**TUCKER:** I go out and do things like take girls out and capsize. I must say that I can easily get caught in a rut and leave my boat on the trailer two weeks in a row while I'm working or going to school. But, when I'm out there and not racing, I always make sure to have a real good time. I like taking new people out sailing and exciting them to death. I like to put on a show for myself and others.

**HL:** Is there anything else you'd like to add?

**TUCKER:** Yea, I'd just like to tell everybody that we're gonna have a fantastic Worlds here and to make sure they don't miss it here in Fort Walton Beach. We're gonna put on some real Southern hospitality for them. 

# UNDERSTANDING THOSE RULES... RULES 31 THROUGH 41

By Dave Perry

Dave Perry is a former collegiate all-American and Congressional Cup winner who recently campaigned a Soling in the U.S. Olympic Trials

This is part II in a three part series originally written for Yacht Racing/Cruising magazine. Perry recently compiled 37 of his columns into a book entitled *Winning in One-Designs*.

As I mentioned last time, 95 percent of the rule situations we get involved in are covered in the two pages of Part I of the rule book and the eight pages of Part IV. However, through meeting people in my seminars and through judging, I've noticed that a large majority of people who race, including some of the best racers, haven't carefully read those last ten pages of the new edition of the rule book. My plan in this series on the rules is to go through those ten pages to show how they are carefully worded and how you can answer most of your own rules questions by using the rule book and the USYRU Book of Appeals.

The Book of Appeals contains some 230 cases interpreting rules questions from actual and hypothetical situations, and while each appeal is short and can be read in under five minutes, it is carefully worded and explains *why* the committee made its decision. By reading each rule in the rule book, then consulting the index of the Book of Appeals (it lists the appeals that pertain to each rule), you'll find all the answers to common questions like; "If I'm on starboard and a port tacker is crossing my bow, can I follow a lift and head up?" or; "If the 720 rule is in effect and I hit a boat and a mark in the same incident, do I have to do a 720 and reround the mark?"

It's important when learning the rules to think about and understand *why* the rule is in there, *what* it's trying to accomplish and *how* it makes the game more fun to play. Also remember that, like last issue when I went through the Definitions in Part I, any time a word is *italicized*, it means that it has a special definition in Part I. Also remember that, as it's written in the rule book's introduction, "It shall be understood that the word 'shall' is mandatory, and the words 'can' and 'may' are permissive." This is an important distinction. For the pur-

poses of this issue's discussion, it would be helpful to have last issue's column nearby, as well as a 1981-1984 rule book.

Part IV is separated into three sections: A, B and C. Each has a preamble explaining that section's relationship with the others. The preamble to Section A tells when all the rules in Part IV do and do not apply.

## Section A — Obligations and Penalties

**Rule 31 (Disqualification)** says that the rules in Part IV only apply when you are *racing*. But, you can also be disqualified before *starting* or *finishing* if you interfere with someone else who is *racing*, or violate a rule listed in the sailing instructions (Appeal 99).

**Rule 32 (Avoiding Collisions)** says that in a collision between two or more boats where there is some serious damage, the right of way boat or boats **can** also be disqualified if they didn't make a reasonable attempt to avoid the collision. Here the rule writers are obviously trying to minimize collisions. Though judges will interpret "serious damage" and "reasonable attempt" differently depending on how strict they want to be on collisions, in reading the four appeals on Rule 32, all involving different degrees of collisions and circumstances; none of the right of way boats were disqualified. Clearly Rule 32 is not a good defense for the guy on port who gets nicked by a starboard tacker ducking his stern. (Appeals 12, 80, 140, 159).

**Rule 33 (Rule Infringement)** states that when you know you've fouled someone or violated a sailing instruction, you have the responsibility to drop out of the

race immediately or accept an alternative penalty if one applies. However, for as long as you keep *racing*, you have all your rights. If later you are disqualified for an incident, it only affects the incident, i.e. if someone fouled you in another, separate, incident and dropped out, they would not be reinstated. (Appeals 4, 31).

**Rule 33.2** is the "third party" rule. If two boats hit and neither protests, drops out or takes an alternative penalty if one is in use and a third party brings the incident to the attention of the judges, both boats can be disqualified. This rule has gone a long way toward minimizing fouls on the race course. The price, of course, is that a right of way boat that is hit can no longer say, "Don't worry about it; it didn't affect me." She must protest to protect herself (Appeal 210).

**Rule 33.3** says that if the committee boat is hearing a protest involving two boats that hit, and it is determined that the contact was minor and unavoidable, both boats do not have to be thrown out. In reality however, very few collisions are deemed minor and unavoidable.

**Rule 34 (Hailing)** explains what hails are and aren't required under the racing rules. Rule 34.1 says that any time you have the right of way and intend to change your course in a way that a boat without right of way may not be able to foresee and a collision resulting in serious damage occurs, you **may** be disqualified also if you didn't hail first. Again, the clear idea is to cut down on collisions. But Rule 34.1 has one exception. If you are *luffing* someone up after you have *started* and cleared the starting line (See Rule 38.1), you are not required to hail even if your *luff* will result in serious damage. The rule writers are making it clear that when a *windward* boat is passing close to weather of a *leeward* boat, the *leeward* boat's major defense is a sharp *luff*, and the *windward* boat must anticipate this.

**Rule 34.2** says that you are **not** required to call for buoy room. If you feel you just broke an *overlap*, just got one in time, or if you need room to duck an *obstruction*, etc., you are not required by the rule to call for it. However, this rule highly recommends that you do call it, and that such hails will help you if you get into a protest. Though it's clear that the racing is much better when you do communicate with others, especially when coming into crowded situations, the rule writers had good reasons to minimize the requirement for hails whenever possible. For instance, some voices are louder than others; it's often hard to hear, as in heavy air, or on large noisy boats; these are international rules governing people who speak many

different languages (Appeals 137, 164, 191).

Interestingly enough, there are only five mandatory hails in the entire book: 1. hailing mast abeam under Rule 38.4, 2. hailing when taking someone past a *mark* under Rule 42.1(d), 3. hailing for room to tack at *obstructions* and responding under Rule 43, 4. hailing when anchored under Rule 46.2 and 5. hailing the word "protest" when the 720 rule is in effect, under Appendix 3, Rule 1.1, and when sailboard racing under Appendix 2, Rule 5.

## Section B – Principal Right of Way Rules and Their Limitations

The preamble to Section B states that rules in this section apply unless overridden by a rule in Section C. The preamble to Section C states that rules of Section C override rules in Section B when they are in conflict, except for Rule 35, which always applies.

**Rule 35 (Limitations on Altering Course)** provides the foundation on which we race. It's the common sense rule that says when you're near other boats and you have the right of way, you can't change your course if it prevents the other boats from staying out of your way. This is only fair to the other boats required to keep clear; otherwise it would be a mess out there. "Your course" is your compass or straight line course, not your *proper course* (Appeal 172), so when a port tacker is keeping clear, you can't prevent him from doing so by altering your course even if you are getting lifted (Appeal 157).

There are three exceptions to this rule:

1) If you have *luffing* rights over someone under Rule 38 (which covers *luffing after* you have started and cleared the starting line), you can *luff* as hard and fast as you want. Once again the reasoning is that the *leeward* boat needs protection under the rules to keep a *windward* boat from simply rolling over her. If a *windward* boat chooses to pass close to weather of a *leeward* boat, she has to anticipate a sharp, silent *luff*.

2) If you are racing down the starting line on *starboard*, and there's a *port* tacker who will cross your bow as long as you don't head up, and the gun goes off, the question is "Can you head up *close-hauled* even if it will prevent him from keeping clear?" Yes. Rule 35(b)(i) says you can alter course to assume your *proper course* to start. The reasoning is that a *port* tacker will be able to anticipate your move. But Rule 40 says that before you start and

clear the line, if your *luff* will cause a *windward* boat to have to alter course to keep clear, you have to *luff* up to your *proper course* slowly and give the *windward* boat room and opportunity to stay clear at the beginning of your *luff*.

3) Rule 35 (b)(ii) says you can continue turning around a *mark* until you're on your *proper course*. If you're rounding the weather *mark* to port to start the run, you can go from *starboard tack close-hauled* right off to dead downwind in one turn; any boats coming in on *port tack* to the mark must stay clear (see diagram).

• The key to understanding **Rule 36 (Opposite tacks – Basic Rule) and Rule 37 (Same tack – Basic Rules)**

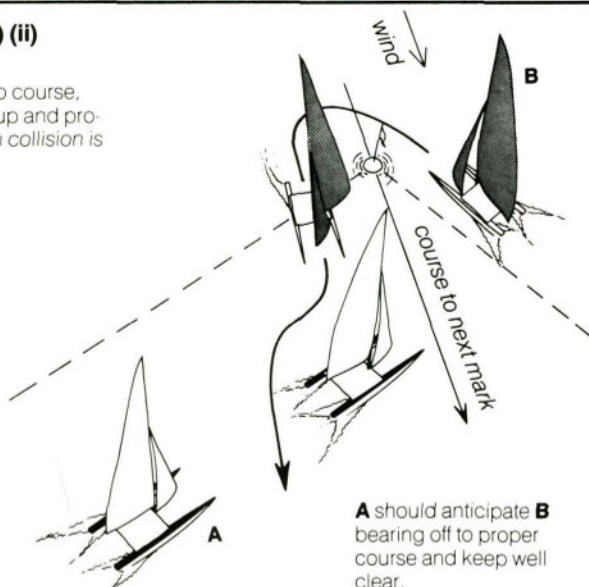
is recognizing that rule 36 only applies to boats on **opposite** tacks and Rule 37 only applies to boats on the **same** tack. Rule 36 says that the *starboard tack* boat has right of way over the *port tack* boat. Rule 37 divides boats on the same *tack* into two categories; either the two boats are *overlapped* or they are not *overlapped*. (See Part I, Definitions, for the correct definition of "overlap."). Rule 37.1 says that when they are *overlapped*, the *leeward* boat has right of way over the *windward* boat. Rule 37.2 says that when they are not *overlapped*, the boat *clear ahead* has right of way over the boat *clear astern*.

Now, when one boat is catching up with another, the *overlap* is established when the bow of the boat behind crosses the imaginary line drawn through the aftermost part of the boat ahead. If I'm aiming to *overlap* you *leeward*, then one second before I cross that line, I'm still *clear astern* and you still have all the right of way. One second later, I cross that line, and now we're *overlapped* and I'm the *leeward* boat. Suddenly, I've got all the right of way. So in the interest of being fair to the boat that was *clear ahead*, Rule 37.3 says that there is a transition period during which a boat that establishes an *overlap* to *leeward* from *clear astern* shall allow the *windward* boat **ample** room and opportunity to keep clear (Appeals 126, 224).

A couple of points: Notice that the phrase "an overtaking boat must keep clear" is not used in the rules. The correct terms to think in are *clear ahead* or *clear astern*. Reading the rule, if before a start a guy is coming up from *clear astern* yelling "Up, up, up!" does the boat *clear ahead* have to start getting out of his way before they are *overlapped*? No. (Appeal 126. See diagram.) Also, seeing the distinction between Rule 36 and Rule 37 makes the answer to a common question clear. "If, on a run, the boat behind, which is on *starboard*, runs into the boat ahead, which is on *port*, who's out?" The port tacker,

## Rule 35 (b) (ii)

**B** bears off to course, then heads up and protests **A** when collision is imminent.



ing her from *luffing* up out of the way.

Rule 38.6 covers a very common situation. In a group of boats, the *leeward* boat can only *luff* if she has the right to *luff* all the boats involved, i.e. if none have "mast abeam" on her. However, if the *leeward* boat does have *luffing* rights on all the boats, then they all must respond, even if, for example, the third boat to windward has "mast abeam" on the second.

It's important to recognize that Rule 38 does not change the fact that the *leeward* boat still has the right of way over a *windward* boat (Rule 37.1). It only puts a restriction on some of the *leeward* boat's actions. When the *windward* boat gets "mast abeam," the *leeward* boat cannot sail **above** her *proper course*; but when the *leeward* boat is on her *proper course*, the *windward* boat must still keep clear.

• **Rule 39 (Sailing Below a Proper Course After Starting)** is one of the most commonly violated rules in the book. A "free leg" of the course is any leg that isn't a beat, i.e. doesn't require sailing *close-hauled* or *tacking* to get to the *mark*. If you are on a free leg, you **cannot** sail below your *proper course* if there is a boat within three boatlengths of you, either to *leeward*, or behind you and aiming on a course to go to *leeward* of you. This is only fair, because when you try to pass a boat to weather, they can prevent you by *luffing*. It would give that boat too much of an advantage if, when you tried to pass them to *leeward*, they could *bear away* on you too. Notice that this rule only applies to free legs; on a beat it is legal to *bear away* to get closer to a boat to *leeward* of you.

• **Rule 40 (Same Tack – Luffing Before Starting)** covers all the rules for *luffing* someone **before** you've started and cleared the starting line. One major difference in *luffing* before starting is that you have to *luff* slowly, and give the *windward* boat room and opportunity to get out of your way. This is because before the start the boats are so close and crowded that it would be too easy for a *leeward* boat to go around tagging everyone out.

The second major difference is the effect of "mast abeam." There is definitely "mast abeam" before the start. If the *windward* boat is in the "mast abeam" position and has called it if it's not obvious, the *leeward* boat can only *luff* to her *close-hauled* course. However, the *leeward* boat does **not** have to break the *overlap* to regain her right to *luff* head to wind. Before the start, it is only the physical relationship between the two boats at any given moment that matters. If the *windward* boat has "mast abeam," then the *leeward* boat can only go to its *close-hauled* course. If the *leeward* boat moves forward enough so that the *windward* boat no longer is in the "mast abeam" position, the *leeward* boat can go head to wind.

• **Rule 41 (Changing Tacks –**

because they are on opposite *tacks*.

• **Rule 38 (Same Tack – Luffing and Sailing Above a Proper Course After Starting)** applies only to boats on the same tack, and covers all the rules for *luffing* someone after you've started and cleared the starting line. "Cleared the line" means no part of your boat is still on the line.

Rule 38.1 says that after you've started and cleared the line, you can *luff* all the way to head to wind and as fast as you want, subject to the proper course limitations found in 38.2.

Rule 38.2, the *proper course* limitations for this rule, says that if at any time while two boats are *overlapped*, the *windward* boat gets "mast abeam" (which is when the skipper of the *windward* boat, when sitting in his normal position and looking directly to *leeward*, is looking at or ahead of the mast of the *leeward* boat), then for as long as those two boats stay *overlapped*, the *leeward* boat **cannot** *luff* as she pleases, she is required to sail no higher than her *proper course* (see diagram). Notice that once the *windward* boat gets "mast abeam," they don't have to hold it; they simply have to stay *overlapped* to prevent the *leeward* boat from sailing above her *proper course*.

The only way the *leeward* boat can regain her right to *luff* as she pleases is to break the *overlap*. Rule 38.3 makes two additions to the definition of "overlap" found in Part I. These additions **only** apply to the *luffing* situation covered in Rule 38.

1) If the boats are more than two boatlengths apart, they are not *overlapped* (even though the bow of one may be over the imaginary line drawn through the aftermost part of the other).

2) If one or both of them *tacks* or *gybes*, it begins a new *overlap*.

So the three ways for the *leeward* boat to break the *overlap* are : go clear ahead or clear astern of the *windward* boat, go more than two boatlengths away from the *windward* boat, or *tack* or *gybe*. Once the *overlap* has been broken, it's a whole new game and you once again refer to rules 36, 37 and 38.

Rule 38.4 gives the *windward* boat's helmsman the right to hail "mast abeam" to curtail a *luff* on the part of the *leeward* boat, because he is in the best position to judge when his boat is at the mast of the *leeward* boat. Notice that the crew can't call "mast abeam." Up until that hail, the *leeward* yacht may assume she has the right to *luff* as fast as she pleases, unless it's obvious that the *windward* boat has it, as in the case where the *leeward* boat comes into *leeward* from clear astern of the *windward* boat. Even if the *leeward* boat thinks the hail is bogus, they have to fall off immediately to their *proper course* and then protest if they want (Appeals 15, 78, 151, 220).

38.5 says that if a *windward* boat allows herself to get so close to a *leeward* boat that she can't respond to a *luff* without hitting the *leeward* boat, she is out, unless she hits a piling, a moored boat, or some other *obstruction* right to weather prevent-



**Tacking and Gybing**) is the last rule in Section B, and it covers all the rules for *tacking* and *gybing*. The basic rule (41.1) states that if you are in the process of *tacking* or *gybing*, you must stay clear of boats on a *tack*.

Rule 41.2 is the rule at the bottom of all the "tacking too close" arguments. For a good analogy (though in no way does this intend to represent actual highway law), suppose you're getting onto a highway in your car; you can't interfere with cars driving down the right-hand lane. If, while you're moving into the right lane, a car hits you or swerves to miss you, you're in the wrong. However, once you get all four wheels across the line, now you are technically in the right-hand lane, and you have the right of way over cars coming up from behind. But those cars are not required to steer to avoid you until you are completely in the lane. If they wait until you're in the lane and then try their hardest to miss you but can't, then you've moved in too close in front of them, and you are still in the wrong.

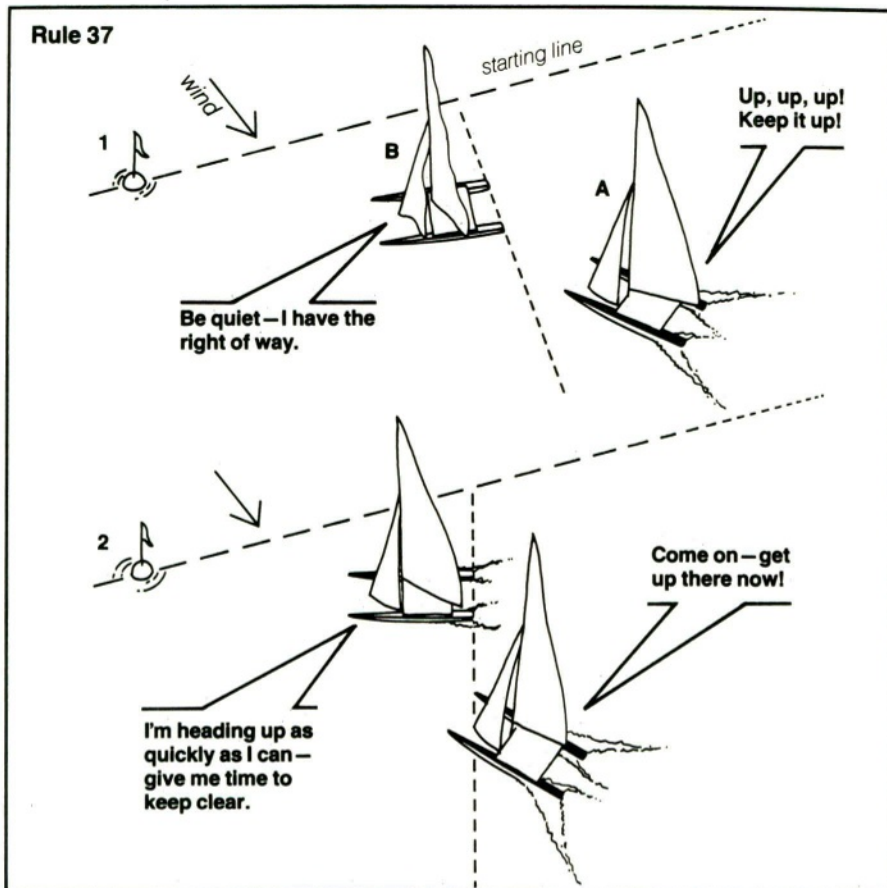
The same is true in sailboats. If I'm on *starboard* and you want to *tack* in front of me, I have the right of way, and you can't make me alter my course to keep from hitting you. If I could hit you before you passed head to wind, you'd be out under Rule 36. If I could hit you after you'd passed head to wind, but before you were aiming on your *close-hauled* course, you'd be out under Rule 41.1. However, the second you are on a *close-hauled* course and you're either *clear ahead* of me or to *leeward*, you are the right-of-way boat and I have to try my hardest to keep clear. (Notice that "full and by" does not exist when *tacking* upwind, and sailors should get out of the habit of using that phrase; completing your *tack* is merely a matter of getting your boat aiming on the course you'll be sailing when *close-hauled*, regardless of whether your sails are full or your boat is moving.) The key is that I don't have to even start to try to keep clear until you've completed your *tack*.

Rule 41.3 says if a *tacking*- or *gybing*-too-close incident goes to protest, the boat that was *tacking* will have to satisfy the protest committee that they were in the right, which is often difficult, especially without a witness, and is a good reason why this situation is to be avoided whenever possible.

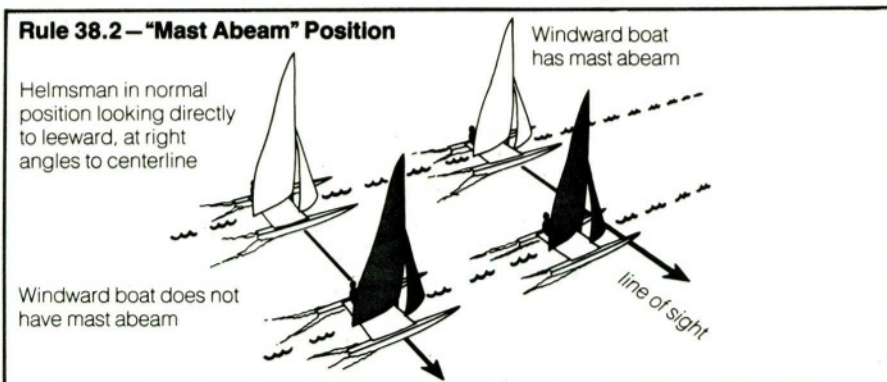
Though Rule 41.4 is functional less often in regular fleet racing than in specialty racing such as team or match racing, the rule says that if two boats are *tacking* at the same time, i.e. they both passed head to wind at the same time, or are *gybing* at the same time, i.e. their booms both crossed their centerlines simultaneously, then the boat on the right has the right of way (Appeal 129).



Next issue: A look at Part IV, Section C.



**A** is clear astern and has no right of way over **B**, who is clear ahead (Rule 37.2) If **A** does overlap **B** to leeward, she has the right of way (Rule 37.1), but she has come in from clear astern and must allow **B** ample room and opportunity to keep clear (Rule 37.3). **B** does not have to anticipate the fact that she may lose her right of way, and does not have to begin to keep clear until the overlap is established and she becomes the windward boat (Appeal 126).



# RIGGING FOR PERFORMANCE

by Harrison Hine

Harrison W. Hine, founder and President of Seaway Supply is a former Tornado Catamaran champion. He has authored numerous articles on sailing and the 'how tos' of rigging which have appeared in every major sailing journal published.

**T**he main concern when rigging catamarans is to keep things as simple as possible without making the crew jump all over the boat to make the needed adjustments. An efficient, simple and clean rig is a necessity. Extra lines must be kept to a minimum as every extra foot of wet line aboard the boat means extra pounds, pounds that lessen the speed potential of the catamaran.

Things happen too fast on a cat to allow the crew to fumble for adjustment lines. If the crew doesn't get the board down, or the mainsail traveler adjusted on a leeward mark rounding, several boats will sail right past you.

## **MAINSHEETS**

The generally stiff mast and heavy sailcloth used in a fully battened catamaran mainsail requires a mainsheet system with tremendous power. The mainsail must be trimmed so flat that the minimum purchase ratio required on the average 16 foot catamaran should be six to one for a strong skipper. Smaller skippers may want to opt for a seven to one purchase ratio.

A ratchet block in the mainsheet system is a must. The ratchet block enables the skipper to hand hold the sheet without cleating and uncleating the mainsheet. This is especially important in close reaching situations where the sheet must be constantly adjusted to keep the boat moving at its best. A ratchet block is not a cleat but it induces friction on the line enabling the user to hand hold heavy loads.

On some boats, such as the Hobie 16, extreme mast rake leads to improved windward performance. The extra mast rake leads to a problem in the mainsheet

system since the system becomes too blocked before the sail is properly trimmed. The solution is to install a low-profile mainsheet system. With this system the sail can be properly trimmed, even with the extra mast rake. You will find that you will be pointing higher and moving faster.

A universally accepted technique for keeping the mainsheet and traveler control lines on the boat is to use one line for both functions. Another trick to reduce the weight of the mainsheet and other lines on the boat is to taper the double braided line past the point where the skipper grips it when the sail is sheeted in. This technique is easily performed by milking the cover of the rope back over the core to the predetermined spot and then cutting the core, unbraiding about two feet of the core and tapering it. The cover is then milked back over the core and sewn off at the transition.

## **JIB SHEET SYSTEMS**

Most catamaran sheet systems have a 2:1 ratio. Because the crew must be very mobile fore and aft on the boat the cleating of the jib is a difficult problem to overcome. If the cleats are set up to cleat properly when beating in normal conditions, they are useless when reaching in windy conditions since the crew must move aft to prevent the bows from pearling.

There are only two practical solutions to this problem:

- 1) Install an efficient ratchet block in the jib sheet system so the crew can hand hold the jib sheet when he moves forward or aft of his "normal" position.
- 2) A swivel cleat may be mounted on the forward crossbeam and the jib sheet run through the swivel cleat. With the cleat able to swivel around 360°, the cleats are nearly always in line with the crew as he moves fore and aft on the boat. The

drawback of this system is the increased friction of running the jib sheet through the bullseye of the swivel cleat.

On Cats such as the Hobie 16, the jib block is mounted on the front crossbeam and the adjustment is merely a function of pulling the jib block outboard along the traveler track. There are several compact ways to accomplish this so that the adjustment can be made by the crew from the weather rail.

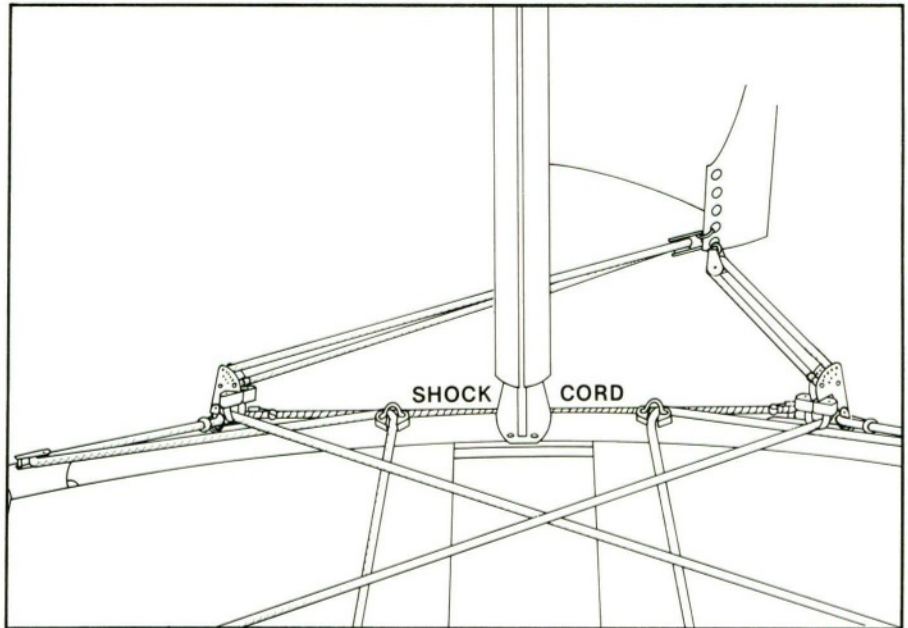
## RIG CONTROLS

1) The outhaul. The outhaul is a very important control. The draft or belly of the mainsail needs to be adjusted as the boat goes from a beat to a reach.

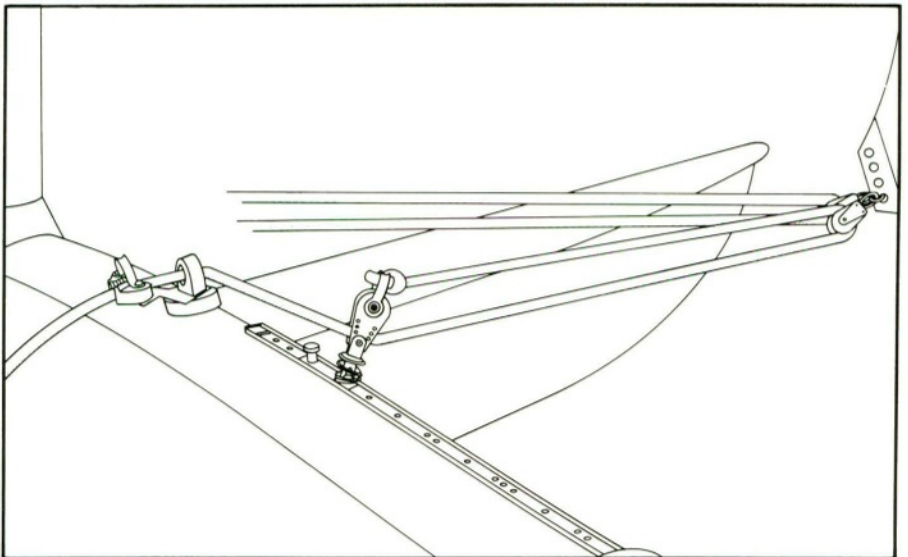
2) The Mainsail Downhaul. Another important control to determine mainsail shape is the downhaul. With light tension, the draft will be aft in the sail. As the downhaul is tightened, the draft is reduced and moves toward the mast. In variable conditions an easily adjusted control can pay off with increased boat speed.

3) The Jib Halyard. Since the jib halyard takes much of the load from the rig, the purchase ratio must be adequate to enable the crew to adjust it while on the water. Many crews just set the halyard tension on the beach and leave it the same throughout the day. The jib can be very sensitive to this adjustment. Here, as on the mainsail, the shape of the jib largely depends on the tension of the jib halyard. Too much tension in light airs and the boat will be under powered. Too little tension in windy weather, and the boat will not point and will be over powered.

4) Trapeze Adjusters. As the crew moves fore and aft to keep the boat in proper trim, the length of the trapeze system must be adjusted to allow the crew to retain the optimum position for maximum rigging effect (low over the water). Due to the width of the cat, there is



A commonly rigged jib trim system uses shock cord to return the stock Hobie 16 jib cars to center and either standard cam cleats or swivel cam cleat with bullseye are used for outhaul control lines.




Used on past Hobie 16 World competition boats, this non-cleating jib block and swivel cam cleat with bullseye makes for an easy working system.

a radical change in the length of the trapeze system as the crew moves about.

The crew can only afford a 2:1 purchase ratio for this system. Otherwise, the crew will become entangled with miles of line. The adjustments must be made quickly with a positive cleating action.

When reaching in heavy conditions the attitude of the boat changes so quickly that the crew must instantly react with changes in trapeze adjustments and jib sheet trim.

Rigging your cat for maximum performance is not as complicated as many people have come to believe. The secret lies in keeping all lines, blocks, halyards, in short, all of your equipment as simple and functional as possible. If it doesn't work 100 percent, it should not be there. Remember, the easier the boat is for the crew and skipper to sail, the more they can concentrate on strategy and tactics. That will translate into more first place finishes. 

*FROM THE OUTSIDE*

# *RACING*





*PHOTOGRAPHS BY PHILIP WALLICK*



*S*mall chess pieces on a watery board moved by the will of the wind, ready to be picked up or knocked down upon the whims of the ultimate gamesman. Destiny is in the hands of Nature which plays the game by its own rules.



*FROM THE INSIDE*

*RACING*



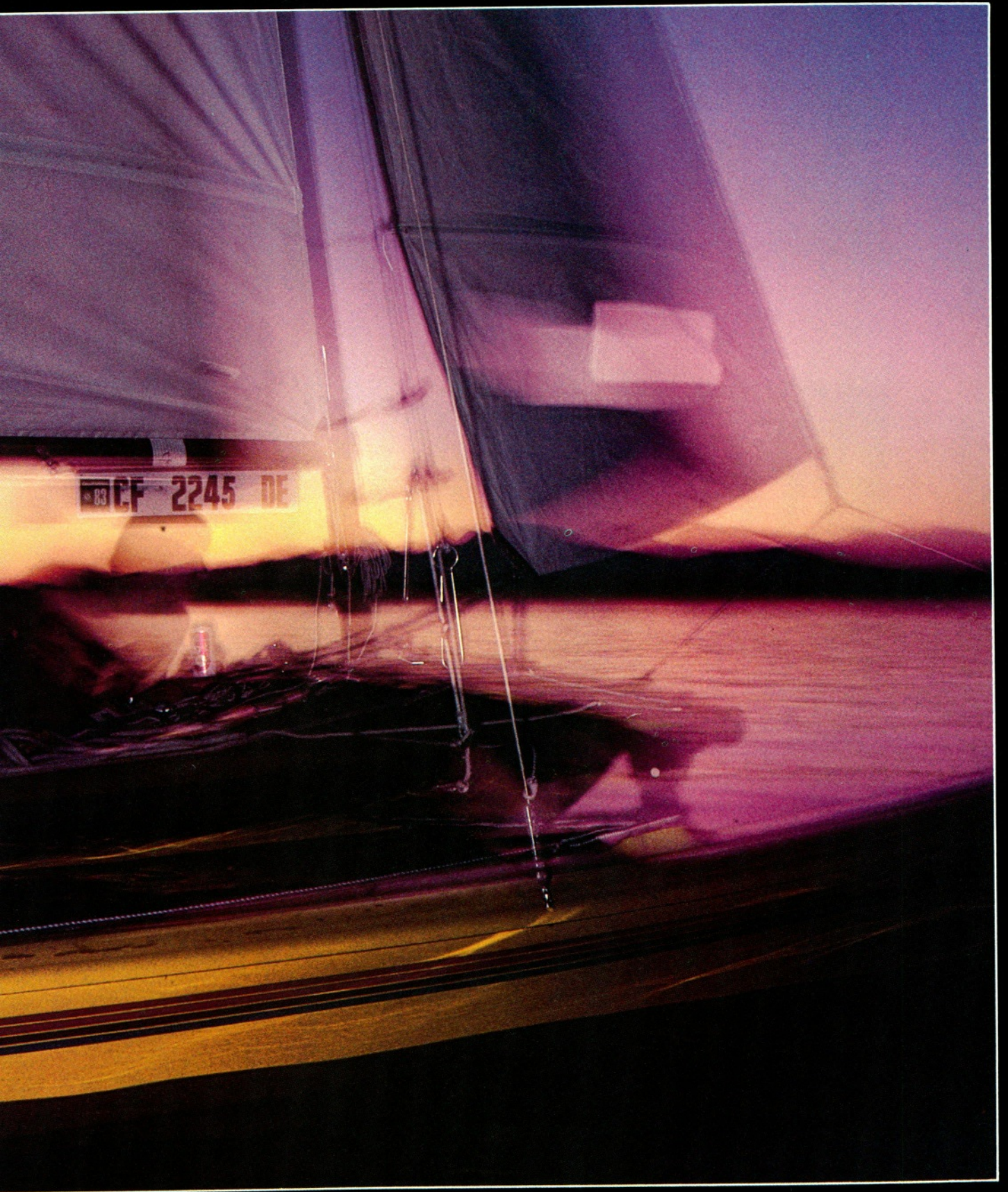




*PHOTOGRAPHS BY ROBERT BROWN*



# HOTLINE







***B**ut man has harnessed the power, used Nature to play games of his own. Rope and fiberglass, Dacron and aluminum, gleaned from the earth's own elements, are used to lasso the wind and cut the waves. The victory lies in the smiles on the faces of those who succeed.*



Norman Ridgely

# M I D W I N T E R S E A S T

# MIAMI TURNS ON THE HEAT



BY TERRI CRARY

**M**idwinters East wasn't held in the middle of winter this year in an effort to skip the freezing cold of last year. The strategy worked. South Florida was plenty hot enough, but the April 30–May 1 scheduling missed heavy wind conditions by three days. Still, with Miami area winds in the five to ten knot range, the 130 boats saw some challenging racing.

Bob Dupree showed his stuff as Supreme Organizer of the well-run event. At the skippers' meeting he had all of the sponsors seated in chairs in the back of a large and shiny 4-wheel drive truck (just one of the many from the local 4-wheel drive club that helped get all the boats on and off the beach). One of the sponsor representatives from the hosting Holiday Inn managed to maintain a smile and extend a truly warm welcome to the sailors as he roasted under the sun in dress clothes, including a tie. It was hot.

In Saturday's races, Miles Wood, Californian-turned-Texan-turned-Floridian (hey, is that legal?), consistently showed everyone which way to go in 16A with finishes of 1-1-2. Darn, but we all wanted brand new Hobie Cats after watching that! When I asked Wood if it was boatspeed, tactics, or luck which gave him the advantage, David Rodgers interrupted



with a smile and said, "He's just hot." Wood agreed that that was a great explanation, but later conceded that he felt he had gone the right way a lot.

Considering the lack of predominant shifts, predictable "turnpikes" or seabreezes, determining the right side was close to impossible. According to Dick Moldt in 14A, where they were playing a tight game of I-win-one, you-win-one, and he-wins-one, it always paid to play the left side. "But," he added, "it's just the opposite in the Turbo class. Seems it pays for them to play the right." Enrique Figueroa, sailing a 16, said, "It doesn't seem to matter whether you go right or left." He had some amazing speed surfing the chop downwind, which he said was unusual. "I'm normally pretty slow downwind," he added. But we all know that Figueroa's definition of slow is a lot faster than most people's.

The chop was indeed a force to contend with. How bad was it you ask? Well, it was so bad that Burrel Frazier, current 16 points leader in Division 8, had to withdraw from a race when his crew got seasick. John Hackney, when it was apparent that his recent domination of the 18 fleet would not continue at this regatta, shook his head in frustration between heats and said, "I HATE this stuff." By the end of the first day in 18A, Dick McKee, Dave Carlson and Terry Parks were duking it out with 2¾ points, 2¾ points, and 3¾ points, respectively.

Meanwhile, over on B course, entertainment was at hand. There was a Magnum on the starting line with the regular 18s, someone managed to find enough wind to flip over, and the chase boats were given strict instructions to help out those sailing in 14C. Anticipating this type of extra action on B course, Bob Dupree had sent the huge, and elaborately furnished press yacht out there. With not only a bar but also a bartender on board I thought a couple of times that it might be a better place from which to cover this regatta than the tramp of a 16 out racing.

But we all got our partying and R & R in at the banquet on Saturday night. Along with Fleet 36's traditional big-rib dinner and free-flowing Strohs beer poolside, there was the added excitement of 100 door prizes. There was full attention as everyone waited for the grand prize give-aways: four free weekends at Holiday Inns and two round trip tickets to anywhere from Delta Airlines. Alex Kirby, a young 14 sailor, won those tickets, valued at up to \$1600. He quickly became the most popular guy. When asked where he would go, Kirby said, "Probably somewhere far from home (Florida) — like California." Also acknowledged at the banquet was

*Over 130 boats crowded the beach for Midwinters East 1984 (right). Cray and David Rodgers take a breather between the races. This was one press boat that did not come with a bartender (below). Dick McKee and crew Cindy Chiaravalotti, accept the honors for winning the 18A class (bottom). The weather was hot and the wind played games with the racers, but the sailing was still challenging and the competition was tight (bottom right).*



Norman Ridgely



Clive Mayo



David Rodgers





Clive Mayo



Tom Bain of Minneapolis, Minnesota for traveling the farthest to Midwinters East. He said that back home the lakes had just started to thaw and he had just put his DN iceboat up to haul out the Hobie 18. "Up there we have to have two sets of wetsuits; one set for cold weather and another for really cold weather," Bain said. In response to which he was using in Miami, he smiled and said, "Neither! Our water never gets this warm." Tim Palmer also traveled a great distance. He came down from Baypoint, New York in hopes of renting a boat to race but didn't find one. He said he was having a heck of a good time anyway.

On Sunday, the wind remained the same but the chop died down. It was a gorgeous day with lots of sun and water so clear you could see the bottom 15 feet down. Race Committee Chairman Clive Mayo rigged a Hobie 18 jib as a shade tent on the committee boat after complaining of getting too much sun the day before. No one felt too sorry for him, though, considering the number of lovely ladies he had on board helping him out.

The competition was stiff. There were at least two people within the grasp of victory in every class except the Turbo class, where Dick Post's finishes of 1-2-1-1 secured his victory without having to sail the final heat. In 14A, Dick Moldt was only 1/2 point behind Fred McIntosh going into the last heat. When both of them sailed their throw-out in that race McIntosh remained in first. In 16A, Wood went the wrong way in Sunday's first heat and took a 16th. With that as a throw-out, though, Wood was still looking very good going into the last race with a light 3 1/2 points. Dave Sloan was also looking good, though, and could take the lead by putting three boats between himself and Wood. Wood progressed up through the fleet, after getting off to a shaky start on port where he had to duck several sterns, to end up finishing fifth, two boats ahead of Sloan, thereby keeping hold of first place.

When Dick McKee, like Wood, was going into the last heat with only 3 1/2 points in 18A, Dave Carlson was too close for McKee's comfort with only 4 3/4 points. Carlson lost his chance to take the lead from McKee when he got buried in the middle of the fleet and took a tenth.

All in all, there was some very good competition and race organization. South Florida is a wonderful place for Midwinters East and I'm sure everyone would welcome coming down this way again next year. Special thanks went out to Delta Airlines, the Holiday Inn Surfside, Monty Trainer's, Party Tyme Sounds, Sailaway Marine Center, the South Florida Four Wheel Drive Club, Tom Norris Place for Ribs, WEZI radio station, and Miami's Fleet 36.



# SAN FRANCISCO TREAT



## T

**HAT'S RIGHT:** For the first time ever, the Hobie 18 National Championship will be sailed in San Francisco Bay below the beautiful Golden Gate. The boats will sail from San Francisco's Aquatic Park, right across the street from historic Ghirardelli Square and down the block from Fisherman's Wharf. The best of all worlds await Hobie teams coming to this event. The best restaurants. The best museums. The best nightlife. And, above all, the best sailing in one of America's windiest sailing locations. Don't miss it.



## T

**HE RACES:** Monday will be the only day of qualifying for those skippers who haven't pre-qualified from their division. In the championship series, skippers may use their own boats, but must use sails provided by WHCA.

There will be a limited amount of Hobie 18s available for rent. These boats will be reserved on a first come first serve basis. The rental fee is \$150.00 for the week.

Those skippers renting a HCA Hobie 18 will be required to put up a \$200.00 refundable boat damage deposit. Do not send this deposit ahead of time, it will be collected at registration. The deposit will be refunded at the end of the event, if no damage is done to the boat. The money will become the deductible in the event of damage or loss of equipment.



## E

**ENTRY FEES:** All teams, whether pre-qualified or not will be required to pay a \$100.00 entry fee. Pre-qualified teams, must pre-register by September 10.



## S

**KIPPERS ARE REQUIRED TO BRING:** Life-jackets, trapeze harness, weights (if necessary) and throwables. Skippers may want to bring bridle flies and protest flags.



## L

**LOCATION:** This year's event will be held in San Francisco, the city of the Golden Gate. The host hotel will be the Holiday Inn in the center of Fisherman's Wharf. Several hotels are near the Holiday Inn. A hotel information packet is available upon request.



## P

### PRE-REGISTRATION 1984 ABSOLUT HOBIE 18 NATIONAL CHAMPIONSHIP

NAME \_\_\_\_\_ CREW \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 CREW'S HOMETOWN \_\_\_\_\_ WEIGHT \_\_\_\_\_  
(skipper & crew)

- I wish to attempt to qualify and need to rent a HCA boat.
- I wish to attempt to qualify and will use my own boat.
- I am pre-qualified from Div. \_\_\_\_\_ and will rent a HCA boat.
- I am pre-qualified from Div. \_\_\_\_\_ and will use my own boat.

All pre-qualified skippers must pre-register by September 10.  
 Mail your entry to: Hobie Class Assc.  
 P.O. Box 1008  
 Oceanside, Ca. 92054



## R

### RESERVATIONS: 1984 ABSOLUT HOBIE 18 NATIONAL CHAMPIONSHIP

NAME \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ DATE OF DEPARTURE \_\_\_\_\_ DATE OF ARRIVAL \_\_\_\_\_  
 CREDIT CARD # \_\_\_\_\_ AMT. OF DEPOSIT \_\_\_\_\_

- Guaranteed NAME \_\_\_\_\_
- Single (1 person) \$80.00 + 9.75% tax
  - Double (2 persons) \$90.00 + 9.75% tax
- Your reservation will be held until 6 p.m. unless guaranteed by credit card number or 1st night deposit in advance.

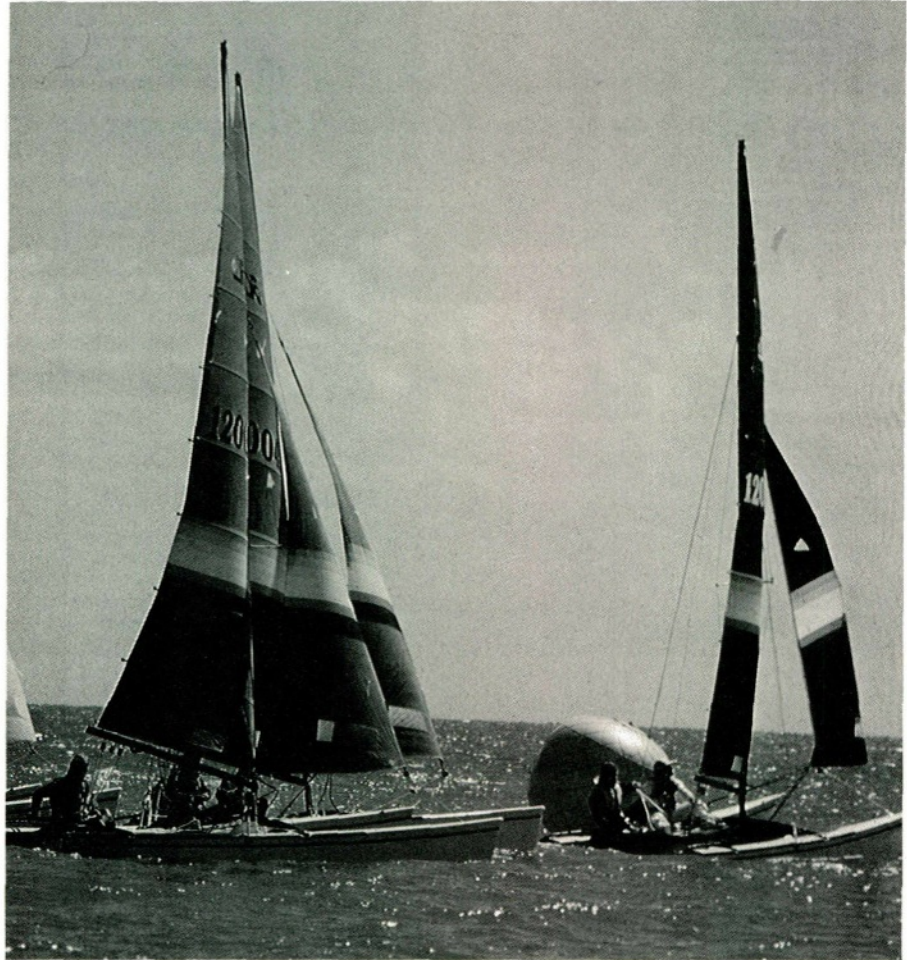
Mail hotel reservation form to: **Holiday Inn**  
 Fisherman's Wharf  
 1300 Columbus  
 San Francisco, CA 94133  
 Attn. Reservations

# HOBIE RACING

JULY/AUGUST 1984

## **IN THIS SECTION:**

*Major Regattas*  
*Regatta Schedules*  
*Fleet News*  
*Regatta Results*



## WORLD HOBIE CLASS ASSOCIATION

*Racing Editor/Michele Krcelic*

*Regatta Schedule/Rose Roberts*

The racing section of the *Hobie Hotline* consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

# MAJOR EVENTS

## MAJOR REGATTAS FOR 1984

<b>July 4-8</b>	<b>Canadian Nationals</b> Venise en Quebec, Canada	Mario Dollan 514/353-4750
<b>July 28-29</b>	<b>Northwest Championships</b> Yale Lake, Washington	Ken Marshack 503/661-6114
<b>August 26- September 1</b>	<b>Hobie 16 U.S. National Championships</b> Isle of Palms, South Carolina	H.C.A. 619/758-9100
<b>September 23-29</b>	<b>Absolut Vodka Hobie 18 U.S. National Championships</b> San Francisco, California	H.C.A. 619/758-9100
<b>October 7-13</b>	<b>Absolut Vodka Hobie 16 World Championships</b> Ft. Walton Beach, Florida	H.C.A. 619/758-9100
<b>October 18-21</b>	<b>Absolut Vodka Hobie 14 U.S. Women's Turbo National Championships</b> Jensen Beach, Florida	H.C.A. 619/758-9100
<b>October 25-28</b>	<b>Absolut Vodka Hobie 14 U.S. Open Turbo National Championships</b> Jensen Beach, Florida	H.C.A. 619/785-9100
<b>October 30- November 3</b>	<b>Absolut Vodka Hobie 14 U.S. Open National Championships</b> Jensen Beach, Florida	H.C.A. 619/758-9100
<b>February 9-17, 1985</b>	<b>Third Hobie 18 World Championships</b> Port MacQuarie, N.S.W., Australia	H.C.A. 619/758-9100

## REGATTA SCHEDULE

\*POINTS REGATTA

### DIVISION 1

July 8	Kailua Beach Regatta Kailua Beach, HI Fleet #6	Robert Foote 808/947-8888
July 21 - 22	Proome's Sailing Company Campout Race Waimanalo, HI Fleet #6	Robert Foote 808/947-8888
August 4 - 5	Hobie 14 States Location to be announced Fleet #6	Robert Foote 808/947-8888
August 11 - 12	Hobie 16 States Location to be announced Fleet #6	Robert Foote 808/947-8888
August 18 - 19	Hobie 18 States Location to be announced Fleet #6	Robert Foote 808/947-8888

### DIVISION 2

*June 30 - July 1	Big Bear Hobie Cup 1984 Big Bear Lake, CA Fleet #16	Steve Prather 714/866-3000
*July 7 - 8	Division 2 Hobie 16 Championships Long Beach, CA Fleet #3	Krist Blakanja 714/548-1241
July 14	Fleet Race - Summer Series #3 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
*July 14 - 15	12th Annual Del Rey Regatta Hermosa Beach, CA Fleet #57	Herb Hall 213/391-4360
*July 28 - 29	Division 2 Hobie 18 Championships Oceanside, CA Fleet #166	Rick Buchanan 619/436-3097
July 29	Fleet Race - Summer Series #4 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
*August 4 - 5	Todos Santos Regatta Ensenada, Mexico Fleet #4	Scott Dixon 619/484-4814
*August 18 - 19	Division 2 Hobie 14 Championships Cabrillo Beach, CA Fleet #57	Bruce Fields 213/540-9629
August 19	Fleet Race - Summer Series #5 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
August 19	First Annual Bathtub Regatta Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
*August 25 - 26	Lake Perris Regatta (1985 Points) Lake Perris, CA Fleet #30	Hobie Riverside 714/656-4793
August 26	Fleet Race - Summer Series #6 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
September 8	Fleet Race - Fall Series #1 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
*September 8 - 9	Hurricane Gulch (1985 Points) Long Beach, CA Fleet #3	Charlie High 213/865-1812
September 15 - 16	4th Annual Mile High Invitational Lake Arrowhead, CA Fleet #434	Jan Woolley 714/337-6379
*September 22 - 23	Wofford Heights Regatta (1985 Points) Lake Isabella, CA Fleet #167	Ron Johnson 805/871-4263
September 23	Fleet Race - Fall Series #2 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
September 23	Fall Series I Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
October 6	Fleet Race - Fall Series #3 Dana Point, CA Fleet #1	Bill Krull 714/493-8025
October 13 - 14	Fall Series II & III Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
November 3 - 4	Arizona Hobie State Championships Lake Pleasant, AZ Fleet #66	Wally Schleisser 602/831-9547
November 10 - 11	17th Annual Ancient Mariner Regatta Newport Beach or Long Beach, CA FT #3	Jim Howard 213/434-9640

### DIVISION 3

June 30 - July 1	Lopez Invitational Lake Lopez, CA Fleet #259	Allan Shinogle 805/937-9858
July 7	Silverado Beach Regatta Clear Lake Park, CA Fleet #205	Susan Farris 415/846-7160
*July 14 - 15	Round Treasure Island Crown Beach, CA Fleet #87	Steve Cary 415/447-5007
July 21	Silverado Beach Regatta Clear Lake Park, CA Fleet #205	Susan Farris 415/846-7160
*July 28 - 29	Roaring 20's & Div. 3 Championships San Mateo, CA Fleet #20	Mike Sowers 415/856-0317
August 4 - 5	Women's 16 Division Championships Union Valley Reservoir, CA	Laurie Robertson 916/525-6191
August 11	Oakmont Regatta Clear Lake Park, CA Fleet #205	Susan Farris 415/846-7160
*August 11 - 12	Mile High Regatta Huntington Lake, CA Fleet #62	Sailing Center 209/431-6261
September 1	Silverado Beach Regatta Clear Lake Park, CA Fleet #205	Susan Farris 415/846-7160
September 2	Annual Awards Potluck & Officers Elec. Clear Lake, CA Fleet #205	Susan Farris 415/846-7160
*November 3 - 4	Turkey Regatta (1985 Points) Monterey, CA Fleet #222	Dave Dunham 408/394-2150

### DIVISION 4

*June 30 - July 1	Fleet #263 Hobie Cat Regatta Kelowna, B.C., Canada	Pat Dandeneau 604/764-8748
*July 7 - 8	Spudcup Regatta Cascade Lake, ID Fleet #105	Dan Rasmussen 208/336-0490
*July 14 - 15	Bohemia Mining Days Regatta Baker Bay Park, OR Fleet #193	Larry Simpson 503/687-0187
*July 21 - 22	Division #4 Championships Lake Whatcom, Bellingham, WA Fleet #37	Gary Baker 206/734-9471
July 22	5th Annual Sea & Prix Portland, OR Fleet #72	Keith Fuller 503/244-2836
*July 28 - 29	Northwest Championships Yale Lake, WA Fleet #72	Ken Marshack 503/661-6114
*August 4 - 5	Fern Ridge Shores Regatta Eugene, OR Fleet #193	Larry Simpson 503/687-0187
*August 18 - 19	Great Montana Luau Regatta (1984 Points) Flathead Lake, MT Fleet #470	Ginny Draeger 406/862-5821
August 19	Northwest Women's Championships Fife Lake, WA Fleet #72	Patty Toews 503/285-6588
*September 1 - 2	Harrison Hot Springs Regatta ('85 pts) Harrison Hot Springs, B.C., Canada	John Lawton 604/925-1839
September 1 - 2	8th Annual Crescent Lake Regatta Crescent Lake, OR Fleet #193	Larry Simpson 503/687-0187

### DIVISION 5

*July 7 - 8	Rocky Mountain Marine Regatta Dillon, CO	Geo. f Chappell 303/99-2824
July 7 - 8	4th of July Regatta Heron, NM Fleet #49	Tom Helson 505/982-6384

# REGATTA SCHEDULE

July 15	Fun Day Lake Pueblo, CO Fleet #201	Mark Witttrup 303/570-6056
*July 21 - 22	Pathfinder Regatta Pathfinder Reservoir, WY Fleet #156	Woody LaValle 307/226-2139
July 28 - 29	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-6384
*August 4 - 5	Bear Lake Regatta Bear Lake, UT Fleet #67	Mary Tuckett 801/254-4303
*August 11 - 12	Boyd Lake Classic Boyd Lake, CO Fleet #50	Bob Kaphammer 303/221-0549
August 18 - 19	Heron Regatta Heron, NM Fleet #48	Tom Nelson 505/982-3898
September 1 - 3	Labor Day Regatta Heron, NM Fleet #48	Tom Nelson 505/982-3898
September 1 - 3	Governors Cup Lake McConaughy, NE Fleet #61	Walt Fite 303/988-3898
September 9	Fun Day Lake Pueblo, CO Fleet #201	Mark Witttrup 303/570-6056
September 15 - 16	Last Gasp Regatta Loveland, CO Fleet #50 & #61	Walt Fite 303/988-3898
September 22 - 23	Elephant Butte Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384
October 6 - 7	Columbus Day Regatta Elephant Butte, NM Fleet #48	Tom Nelson 505/982-6384

## DIVISION 6

*June 30 - July 1	The Windjammer Regatta South Padre Island, TX Fleet #102	Jibber Terheggen 512/943-6125
*July 14 - 15	8th Annual Sand Dune Regatta Corpus Christi, TX Fleet #99	Billy Dornay 512/289-1414
*July 28 - 29	Division #6 Championships Galveston Island, TX Fleet #8	Tommy Delesandri 713/388-1702
*September 15 - 16	The Great Hobie Shootout (1985 Points) Matagorda Bay, TX Fleet #110	Jim Trimble 513/578-7280

## DIVISION 7

June 30 - July 1	A Fun Weekend at Pierre Oahe, SD Fleet #198	Charlie Ellis 605/342-4820
July 1	1st Annual Dominion Fun Day Yankton, SD Fleet #291	Jim Brewer 605/665-4723
*July 7 - 8	Bent Mast Regatta Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029
*July 7 - 8	6th Annual Gladstone Gold Cup Regatta Gladstone, MI Fleet #202	Doug Schmidt 906/428-1463
July 14	Fleet Points Race Lake Madison, SD Fleet #103	Mac Hasvold 605/339-0249
July 14 - 15	1st Annual Full Moon Camp Out Yankton, SD Fleet #291	Jim Brewer 605/665-4723
*July 21 - 22	Hulls Angels Regatta Lake Perry, KS Fleet #149	Steve Tyler 816/228-4099
*July 21 - 22	4th Annual Lake Bemidji Regatta Lake Bemidji, MN Fleet #254	Lanny Cyr 218/751-9746
July 21 - 22	The "Real Women's Regatta" Angostura, SD Fleet #198	Charlie Ellis 605/342-4820
July 22	Fleet Race #4 Yankton, SD Fleet #291	Jim Brewer 605/665-4723
*July 28 - 29	Division #7 Championships Saylorsville Lake, IA Fleet #84	Don Baldwin 515/255-8981
*August 4 - 5	Governor's Cup (1985 Points) Lake Oahe, Pierre, SD Fleet #227	Peter DeHueck 605/224-9644
August 11	Fleet Points Race Lake Madison, SD Fleet #103	Mac Hasvold 605/339-0249
August 11 - 12	Fleet #297 Club Races Melvern Lake, IA Fleet #297	Rod Schanle 800/553-1791
August 12	Fleet Race #5 Yankton, SD Fleet #291	Jim Brewer 605/665-4723
August 18	Fleet Make-up Races Lake Madison, SD Fleet #103	Mac Hasvold 605/339-0249
August 19	Make-up-date for Fleet Races Yankton, SD Fleet #291	Jim Brewer 605/665-4723
*September 2 - 3	4th Annual Black Hills Race (1985 pts) Angostura, SD Fleet #198	Charlie Ellis 605/342-4820
September 8 - 9	Weld State Championships Branched Oak Lake, NE Fleet #192	Rod Phipps 402/572-8029
September 8 - 9	Pitchpolecat Regatta Lake Perry, KS Fleet #149	Tom George 913/788-7676
September 9	Annual Hamburger Fry Yankton, SD Fleet #291	Jim Brewer 605/665-4723
September 22 - 23	Fleet #297 Club Races Melvern Lake, IA Fleet #297	Rod Schanle 800/553-1791

## DIVISION 8

*July 14 - 15	Anna Maria Island Regatta Cortez Beach, Bradenton, FL Fleet #39	Denny Singuefield 813/746-6496
July 22	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026
*August 11 - 12	Division #8 Championships Daytona Beach, FL Fleet #80	Jim Deans 904/253-8592
August 19	Fleet #260 Regatta Stuart Causeway, FL Fleet #260	Charles Benner 305/335-8026
November 11	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
December 9	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
January 13, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515
February 10, 1985	Ocean Connection Speed Trials Jensen Beach, FL	Steve Sargent 305/334-1515

## DIVISION 9

*June 30 - July 1	7th Annual Sandlapper Isle of Palms, SC Fleet #53	Ernie Johnson 803/554-9528
*July 21 - 22	Micholob/Carolina Beach Ocean Regatta Div. 9 Champs - Carolina Beach, NC	Ship's Store 919/256-4445
August 4	Cannonball Run Offshore Regatta Atlantic Beach, NC Fleet #100	Ray Vallecillo 919/728-2025

## DIVISION 10

June 30 - July 1	Fun Regatta University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
July 1	Fleet #210 Regatta Duck Lake, MI	Roger Bristol 517/663-8442
July 8	Fun Race Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 8	Summer Series Fox Lake, IL Fleet #447	Joe Libert 312/653-0686
July 11	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*July 14 - 15	Crane Creek Regatta Crane Creek, OH Fleet #400	Glen Blohm 419/841-4142
July 14 - 15	Summer Series #4 Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 18	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*July 21 - 22	Indiana State Championships Eagle Creek, IN Fleet #26	John Sweeny 317/297-2096
July 22	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 22	Summer Series #4 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
July 25	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 25	Fleet #210 Regatta Duck Lake, MI Fleet #210	Roger Bristol 517/663-8442
July 29	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
July 29	Summer Series #4 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
July 29	Tommy Series Fox Lake, IL Fleet #447	Joe Libert 312/653-0686
August 1	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*August 4 - 5	Wilmette Points Regatta Wilmette, IL Fleet #115	Dave Hutchings 312/729-5816
August 5	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*August 11 - 12	Muskegon Points Regatta Muskegon, MI Fleet #108	Jerry Telchma 616/739-6534
August 11 - 12	Mid-Summer Regatta & Fall Series #1 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
August 12	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
August 15	Summer Series Fox Lake, IL Fleet #447	Joe Libert 312/653-0686
August 15	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
*August 18 - 19	Division #10 Championships Cedar Point, Sandusky, OH Ft #400 & 60	Ron Earls 419/691-1829
August 19	Fall Series #2 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
August 22	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
August 26	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
August 26	Fall Series #3 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
August 26	Summer Series Fox Lake, IL Fleet #447	Joe Libert 312/653-0686
August 29	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 2	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 5	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 9	Third Annual Grand Point Marina Duck Lake, Springport, MI Fleet #210	Roger Bristol 517/663-8442
September 9	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 9	Falls Series #4 University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 12	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 16	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 19	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 22	Clam Bake (no racing) University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 23	Fun Regatta University Heights, OH Fleet #445	Pete Mulligan 216/321-1839
September 26	Wednesday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536
September 30	Sunday Series Sandusky Bay, OH Fleet #60	Tom Harper 419/448-0536

## DIVISION 11

June 30 - July 1	The Mid-Summer Sizzler Barneat Bay, NJ Fleet #452	Frank Brearley 609/698-8677
*July 7 - 8	Atlantic City Classic VIII Atlantic City, NJ Fleet #190	Warren Kaplan 609/822-0053
*July 14 - 15	Northern Bay Regatta Elk Neck State Park, MD Fleet #54	Bill Lippincott 301/366-8636
*July 21 - 22	Sandy Hook Regatta Sandy Hook, NJ Fleet #250	Toni Custara 201/477-3530
August 4	Around the Island Race Brant Beach, NJ Fleet #24	Bob Dee 609/778-9336
August 11	First Annual Women's Div. 11 Champs Hobie Fleet #271	Jean Pagels 302/368-9315
*August 18 - 19	Yacht Club of Pleasantville Regatta Pleasantville, NJ Fleet #73 (1985 Pts)	Bill Hiller 609/641-9083
August 25 - 26	Lake Champlain Regatta Sand Bar State Park, VT Fleet #184	201/477-3530 802/655-1440
*September 15 - 16	This Year's Goombay Smash (1985 Pts) Budd Lake, NJ Fleet #137	Mick Roberts 201/691-9038
September 9	Falls Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 16	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 23	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 30	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
October 7	Fall Series Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530

# REGATTA SCHEDULE

## DIVISION 12

*July 5 - 8	1984 Canadian Nationals Lake Champlain, Quebec, CN Fleet #187	Denis Renaud 514/372-0190
*July 20 - 22	1984 Absolut Vodka Mid-Summer Classic East Islip, L.I., NY Fleet #124	George Duncan 516/567-0720
*July 28 - 29	Buzzard Regatta/Division #12 Champions. Mattapoisett, MA Fleet #28	Steve Ruel 617/742-4629
August 11 - 12	Vineyard Cruise Mattapoisett, MA Fleet #28	Steve Ruel 617/742-4629
*September 8 - 9	2nd Annual Powder Regatta (1985 Points) Duxbury Beach, MA Fleet #28	Joe Driscoll 617/293-5784
*September 15 - 16	Rye on the Rocks Regatta (1985 Points) Rye, NY Fleet #439	Kevin Farrell 212/572-2424
September 15 - 16	Fleet Regatta Lakeville, MA Fleet #28	Steve Latham 617/993-0867
*September 21 - 23	7th Annual Boodles British Gin & Tonic Madison, CT Fleet #136 (1985 Points)	Joe Manquanello 203/421-3614
*September 29 - 30	14th Annual Connecticut State Champs. Candlewood Lake, CT Fleet #31 ('85 pts)	Ward Miles 203/775-9546
*October 6 - 7	1984 New England Championships ('85 pts) Fairfield, CT Fleet #208	Bob Williams 203/259-2449

## DIVISION 13

July 6 - 8	II Copa Mateus Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
July 15	Sunday Series Salpafeura Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
July 21 - 22	II Copa Ray Ban Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
August 4 - 5	II Copa Sperry Topsider Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
*September 1 - 3	Points Regatta Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
September 23	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
October 6 - 8	Culebra Regatta Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
October 28	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
November 11	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
November 26	Elections of 1985 Officers/1984 Awards Puerto Rico Fleet #133	Manuel Berberian 809/757-1010
December 16	Sunday Series Puerto Rico Fleet #133	Manuel Berberian 809/757-1010

## DIVISION 14

July 1	Big Brothers & Sisters/Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876
July 14	Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876
July 15	Racing Series #5 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
*July 21 - 22	Lake Arrowhead Regatta Wichita Falls, TX Fleet #146	Neal Denison 817/691-4166
July 25	Racing Series #6 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
July 29	Powder Puff Series #2 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
*August 4 - 5	Prairie Regatta Wichita, KS Fleet #27	Bob Bridgman 316/788-3994
August 11	Racing Series #7 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
August 12	Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876
August 25	Single Handed Race Tulsa, OK Fleet #25	Fred Hess 918/272-6876
*August 25 - 26	Cheney Cat Chase Wichita, KS Fleet #27	Bob Bridgman 316/788-3994
August 26	Powder Puff Series #3 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 1	Racing Series #8 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 2	Battle of the Hobie Sailors Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 3	Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876
*September 15 - 16	Oklahoma State Championships Lake Eufaula, OK Fleet #468	Boyd Bass 918/426-0211
September 15	Racing Series #9 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 16	Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 29	Racing Series #10 Tulsa, OK Fleet #25	Fred Hess 918/272-6876
September 30	Hobie Day Tulsa, OK Fleet #25	Fred Hess 918/272-6876

## DIVISION 15

June 30 - July 1	Island Hop Ocean Springs, MS Fleet #70	Bruce Record 901/875-7544
July 28 - 29	Hobie for Heart Ft. Walton Beach, FL Fleet #178	Jack Pranzarone 904/244-0971
*August 4 - 5	Division #15 Championships Ocean Springs, MS Fleet #70	Bruce Record 601/875-7544
August 11 - 12	William Gramie Memorial Regatta Palmdale City, FL Fleet #120	Karen Cockcroft 904/265-8140
*September 15 - 16	Poor Ol' Kowaliga Montgomery, AL Fleet #484	Bob Johnson 205/265-0714
October 7	VI Mad Dawg Shell Point, FL Fleet #43	Babe Myers 905/599-3481
October 13 - 14	Jubilee Fairhope, AL Fleet #76	Bill Patton 205/928-1272
*October 20 - 21	Falaises II (1985 Points) Baton Rouge, LA Fleet #55	Al Schweizer 504/291-5811
November 10 - 11	Turkey Trot Poker Regatta Tallahassee, FL Fleet #43	Jacque Myers 904/877-2467

## DIVISION 16

*July 6 - 8	Miller High Life Regatta Wendat Beach, Erie, PA Fleet #119	Gary Kresser 716/874-2392
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July 14	Fleet Olympics Syracuse, NY Fleet #204	Melissa McElroy 315/699-3431
*July 20 - 22	Glenora Cup Watkins Glen, NY Fleet #86	Jim Hoag 607/733-7497
July 28	Fleet Race Syracuse, NY Fleet #204	Melissa McElroy 315/699-3431
*August 3 - 5	Ontario Open Lake Ontario, Rochester, NY Fleet #295	Jeff DeLora 716/458-6600
*August 10 - 12	The Great Sacandaga Open North Hampton Beach, NY Fleet #238	Ron Weiss 518/869-8882
*August 17 - 19	Toronto Cat Club Hobie Points Lake Ontario, Canada O.H.C.A.	Steve Reid 416/665-5960
August 25	Fleet Race Syracuse, NY Fleet #204	Melissa McElroy 315/699-3431
*September 7 - 9	Womens' Divisoin Points II Seneca Lake, Hector, NY Fleet #86	James Hoag 607/733-7497

## INTERNATIONAL

### CLUB DOMINICANO

Julio/Agosto	Meses sin Actividad Puntuable para la Organizacion de Paseos	Escuela de Vela Club Nautico S.D. F.N.Y.
Septiembre 9	VIII Regata Puerto Plata Fleet #289	Luis J. Cabral 688-5838
Octubre 14	VIII Regata Andres, Boca Chica Fleet #289	J. M. Alonso 687-2893
Noviembre 10/11	IX Regata Andres, Boca Chica Fleet #289	Carlos Aguilo 596-2893
Diciembre 7	Entrega de Premios Anuales Cena Tradicional Fleet #289	Polly de Aguilo 565-3823

### ONTARIO CLASS ASSOCIATION - CANADA

July 4 - 8	Canadian Nationals Venise en Quebec, Canada	Mario Dollan 514/353-4750
July 14 - 15	Molson Beach Bum Regatta Burlington, Ont., Canada Fleet #441	Chris Walker 416/632-8296
July 28 - 29	Kingston Regatta Kingston, Ont., Canada	Steve Reid 416/822-8692
August 4 - 5	Rondeau Bay Regatta Rondeau, Canada Fleet #247	Paul Garlick 519/674-0271
August 11 - 12	Trenton Regatta Trenton, Ont., Canada Fleet #497	Rick Tinga 613/392-9464
August 18 - 19	Wet & Wacky Weekend Vineland, Ont., Canada Fleet #183	Gary Francis 416/668-9374
August 25 - 26	Can Am '84 Sarnia, Ont., Canada Fl-et #237	Rob Sinclair 519/86202911

### EUROPEAN CLASS ASSOCIATION

June 30 - July 1	Hobie Regatta Noordwijk, Holland	Martin Schuitema 1751/12 834
July 7 - 8	Point Regatta Katwijk, Holland	Martin Schuitema 1751/12 834
July 13 - 15	Regional Cataluna Calafell, Spain	Juan Nuviola Camps 03/237-63.91
July 13 - 15	Raid Tour des 3 Iles La Rochelle, France	Joel Escarret 56/58 58 61
July 14 - 15	Raid Sant-Malo, France	Joel Escarret 56/58 58 61
July 13 - 14	Oeland Regatta Stockholm, Sweden	Osten Nilsson 40/45 38 01
July 16 - 17	Oeland Regatta Köpingssvik, Sweden	Osten Nilsson 40/45 38 01
July 19 - 20	Oeland Regatta Skanoer, Sweden	Osten Nilsson 40/45 38 01
July 22 - 23	Oeland Regatta Marstrand, Sweden	Osten Nilsson 40/45 38 01
July 21 - 22	Hobie Regatta Hendaye, France	Joel Escarret 56/58 58 61
July 28 - 29	Point Regatta Esmond, Holland	Martin Schuitema 1751/12 834
July 28 - 29	Vilstrallregatta German Association	Ernst Bartling 0221/43 86 04
July 28 - 29	Perienregatta Gardasee Campione, Germany	Ernst Bartling 0221/43 86 04
July 28 - 29	Challenge Ouest Lemanique, Switzerland	Christian Dalgas 022/76 25 87
August 3 - 10	European Championships Hobie 16 Skanoer, Sweden	Osten Nilsson 40/45 38 01
August 4 - 5	Ostseepokal Scharbeutz, Germany	Ernst Bartling 0221/43 86 04
August 5	Hobie Regatta Erquy, France	Joel Escarret 56/58 58 61
August 4 - 5	Imperial Taraco Calafell, Spain	Juan Nuviola Camps 03/237-63.91
August 11 - 12	Hobie Regatta Wassenaar, Holland	Martin Schuitema 1751/12 834
August 11 - 12	Segelommer West Germany Association	Ernst Bartling 0221/43 86 04
August 13 - 15	Raid Tofegrande Stotogrande, Spain	Juan Nuviola Camps 03/237-63.91
August 15	Chausey, France	Joel Escarret 56/58 58 61
August 15	Sabaudia Long Distance 80 km Ponza, Italy	Carlo Lepsky 06/379-12.10
August 18 - 19	Dutch Nationals Katwijk, Holland	Martin Schuitema 1751/12 834
August 19	Rund Fehmarn Ostsee, Germany	Ernst Bartling 0221/43 86 04
August 22 - 28	Sardinia Cup Costa Smeralda	Carlo Lepsky 06/379-12.10
August 24 - 26	International Gardasee Regatta Riva, Italy	Carlo Lepsky 06/379-12.10
August 25 - 26	Kriterium Hobie Geneve, Switzerland	Christian Dalgas 022/76 25 87
August 25 - 27	U.K. Nationals Hobie 16 Eastbourne, Britain	Don Findley 952/77 05 89
August 25 - 26	Gelting Regatta Ostsee, Germany	Ernst Bartling 0221/43 86 04
August 25 - 26	Sommerregatta Dummer, Germany	Ernst Bartling 0221/43 86 04
August 26	Vuelta Saldedines Sanlucar, Spain	Juan Nuviola Camps 03/237-63.91
August 27 - 31	European Championships Hobie 14 Kellenhusen, Germany	Ernst Bartling 0221/43 86 -4
August 30	Austrian Nationals Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78
September 1 - 2	Hobie Regatta Oud Naarden, Holland	Martin Schuitema 1751/12 834

# REGATTA SCHEDULE

September 1 - 2	Trav. Comarruga/Altafulla Comarruga/Altafulla, Spain	Juan Nuviola Camps 03/237-63.91	October 7	Hobie Regatta Oud Naarden, Holland	Martin Schuitema 1751/12 834
September 1 - 2	Kaptn Hahn Cup Sylt, Germany	Ernst Bartling 0221/43 86 04	October 13	Hobie Ausklang Steinuder Meer, Germany	Ernst Bartling 0221/43 86 04
September 1 - 2	Starnberge See Regatta Germany Association	Ernst Bartling 0221/43 86 04	October 14	Les Sablettes Toulon, France	Joel Escarret 56/58 58 61
September 1 - 2	Choatenregatta Selz, Germany	Ernst Bartling 0221/43 86 04	October 20 - 21	Hobie Regatta Grafham, Britain	Don Findley 952/77 05 89
September 8 - 9	Hobie Regatta Oud Naarden, Holland	Martin Schuitema 1751/12 834	October 20 - 21	Tumpel Trophy Zulpicher See, Germany	Ernst Bartling 0221/43 86 04
September 8 - 9	Langstreck-Weiden Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78	October 27 - 28	Ausklang Goldkanal, Germany	Ernst Bartling 0221/43 86 04
September 8 - 9	Freundschaftsregatta Insel Fohr, Germany	Ernst Bartling 0221/43 86 04	October 27 - 28	Oortkatenfeuer Hamburg, Germany	Ernst Bartling 0221/43 86 04
September 8 - 9	10. Int. 2 Lander-Cup Gooimeer, Germany	Ernst Bartling 0221/43 86 04	October 27 - 28	Hobie Regatta Treoule, France	Joel Escarret 56/58 58 61
September 9	Regata Delle rose Lake Bracciano, Italy	Carlo Lepsky 06/379-12.10	October 27 - 29	Cloture Crans, Switzerland	Christian Dulgas 022/76 25 87
September 8 - 11	Trofeo de Plata Castelldefels, Spain	Juan Nuviola Camps 03/237-63.91	November 1 - 4	Trofeo Algarve Vilamoura, Spain	Ernst Bartling 0221/43 86 04
September 15 - 16	Hobieregatta Ammersee, Germany	Ernst Bartling 0221/43 86 04	November 1	Hobie Regatta Frejus, France	Joel Escarret 56/58 58 61
September 15 - 16	Cat Weekend Bienne, Switzerland	Christian Dulgas 022/76 25 87	November 11	Grand Prix Armistice Maubuisson, France	Joel Escarret 56/58 58 61
September 15 - 16	Breitenbrunn Neusiedlersee, Austria	Herbert Gradl 0222/55 21 78	November 17 - 18	Essener Eispokal Baldeneysee, Germany	Ernst Bartling 0221/43 86 04
September 15 - 16	Hobie Regatta Highcliffe, Britain	Don Findley 952/77 05 89			
September 16	Marina Daie des Anges France	Joel Escarret 56/58 58 61			
September 23	Annual Regatta Pisa, Italy	Carlo Lepsky 06/379-12.10	<b>GUAM</b>		
September 23 - 24	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78	July 7 - 8	Cocos Regatta Tamuning, Guam Fleet #75	
September 29 - 30	Herbstregatta Ammersee, Germany	Ernst Bartling 0221/43 86 04	August 18 - 19	Hobie Fleet #75 Championships Tamuning, Guam Fleet #75	
September 29 - 30	Rauhreif-Regatta Chiemeer, Germany	Ernst Bartling 0221/43 86 04	September 1 - 3	Sumay Cove NYC Labor Day Regatta Tamuning, Guam Fleet #75	
September 29 - 30	Hobie Regatta Ronce-les-Bains	Joel Escarret 56/58 58 61	November 4	Turkey Day Tune-ups Tamuning, Guam Fleet #75	
October 6	Annual Regatta Fregene, Italy	Carlo Lepsky 06/379-12.10	November 24 - 25	Turkey Day Regatta Tamuning, Guam Fleet #75	
October 6 - 7	Neusiedlersee Podersdorf, Austria	Herbert Gradl 0222/55 21 78	February 16 - 18 1985	Laguna Regatta Tamuning, Guam Fleet #75	

## FLEET NEWS / AS REPORTED BY THE FLEETS

### DIVISION 1

**Kualoa Campout Regatta**  
Fleet 6, Division 1  
April 14, 15 1984  
Kualoa Beach Park, Hawaii  
by: Thomas Culbertson

Located at the northern end of Kaneohe Bay and nestled in a crook of the Koolau Mountains is picture-postcard, beautiful Kualoa Beach Park, annual site of one of our most popular campout regattas. This year we were blessed with the strong tradewinds Hawaii is famous for, but a little more sun, a little less rain, and yes, at night anyway, a little less wind would have been nice. But complaints were few and far between, and good fun was the order of the day.

In order to accommodate family-style beach activities and a bizarre park closing hour Sunday (4:00 p.m.!) the racing at Kualoa is usually limited to two races Saturday afternoon and two races Sunday morning. The first race was held in 20 to 25 knots of wind, and as usual, our race committee chairman, Jim Fairchild, set up most of the course inside the bay with the weather mark a hundred yards or so outside the surf which separates the bay from the ocean. Needless to say, the starboard lay line was pretty

hair raising when a large set came through. The largest (and some would say the most competitive) fleet was 18A, which saw Dave McFaull and Dave Parkins, home for a short pre-Olympic-trials break, edge out Dean Froome and (brother) Danny McFaull by squeezing past them on the short weather leg between C mark and the finish.

Saturday night featured barbecued hamburgers and plenty of refreshments provided by our generous sponsors, Michelob and Coca-Cola. Despite the freebies at the beach, a few hearty souls ventured up the road to the Texas Paniolo Cafe where one could sample such exotics as Mason Jar Margaritas and Rattlesnake Stew. Parties travelled from tent to tent well into the early hours of the morning, with one condo-sized tent featuring a floating dice game in which vain attempts were made to compromise the integrity of the race committee. The night's activities were of course greatly exaggerated at the breakfast story-telling hour, but nothing could top the tales of two skippers who chose to spend the night on their boats and who were allegedly suddenly awakened when their crafts were eased into the ocean by bands of nocturnal

marauders. Some stories are just too incredible to believe!

Sunday's racing featured more strong wind and stormy seas, plus a new challenge—a mobile A mark. Just as the 18 Fleet approached the weather mark, the waves broke it loose, and boats converged on screaming reaches from both sides of the course, with crews wondering how they overstood the mark *that* much. Meanwhile, Brian Schatz swept 16A, showing that superior boat speed and handling are hard to beat while second place Bill Byrter proved that even a displaced Californian can show Hawaiians a thing or two about heavy-air racing. In 18A, after restoration of the weather mark, McFaull and Froome continued their duel, splitting the two races and giving the Olympic hopefuls a two to one edge for the series.

### DIVISION 2

**Fooled by the Flags**  
Fleet 514, Division 2  
by: Randy Palmer

This month I'm not going to talk about taking care of the boat. I've got something more important! It deals with not knowing what the heck you are doing in your very first Hobie Cat race. I went to the novice

skippers meeting and felt confident that my crew and I could handle it.

Our first mistake was waiting until the last minute to leave the beach. Understand that the weather was fairly cold with very little wind (at the start) and heavy, dark clouds filled the sky overhead. By the time we got out to the race course and figured out which way it went, we were in the way of the 16A start. We couldn't have been too much in the way because we could not hear any of those words you don't say around children. Finally, we got into position behind the starting line and waited.

We waited for quite some time because yours truly misread the flags aboard the committee boat. We saw the different classes being put up on the board and saw the red flag going up and down. I was puzzled because the postponement flag was flying and it appeared they were starting races anyway. I didn't want to show my ignorance so we just sailed around and watched what was going on. We should have checked with the committee boat.

After a while of not knowing what was going on, and, being too proud to ask, we decided to head in to shore. We told ourselves they weren't racing

# FLEET NEWS

because there was no wind. Some beer was definitely needed. I consulted a flag code chart and found that the postponement flag was really the life-jacket flag. Silly me! The postponement flag is red and white striped and the lifejacket flag is red and yellow striped. OK, so I blew it.

Sunday turned out to be the most fun we've had in a long time. We got to the starting line in plenty of time and knew what the flags were for. I guess everyone's entitled to screw up once. It just goes to show that no matter how much you think you know, you can still make mistakes. I'll admit, I don't know that much about racing, but at what point do you know it all?

## **DIVISION 3**

**Hobie Fleet 20  
Fleet 20, Division 3  
San Jose, California**

The election of Fleet 20 officers had taken place about a month earlier as we gathered in the lee of the Golden Gate Bridge for our annual "Day after Christmas" fun sail around San Francisco Bay. The weatherman was not cooperating as we watched the fog move in under the famous span so we enjoyed some hot apple cider and hot dogs. Our retiring Commodore, Jim English, arrived carrying the Fleet 20 archives in a paper sack. Mike Sowers, the newly elected commodore, accepted them on behalf of the incoming administration so it looks like the change of command is now official. The weather continued to be unfit for sailing so we had to satisfy ourselves by reminiscing about our last sail on the Bay, a wet and wild affair. Plans were made to attend the Division III ski weekend at Lake Tahoe and for the annual migration to San Felipe.

Pat Porter, Division III Commodore, hosted the ski weekend at the Homewood Ski Area at Lake Tahoe. The turnout was excellent with the Hobie sailors enjoying great skiing, a fine feed, and much discussion about the forthcoming sailing season. The sailors brought back fine memories of a weekend, a few sore muscles, no broken bones, and plans to head for the warmer climes of San

Felipe, Mexico.

Several Fleet 20 members had participated in the Hobie 14 Nationals at Ventura, California in November and Brian Boschma showed slides of the event at our fleet meeting. We had heard stories of the heavy surf and high winds but had written them off as a bit of exaggeration. After seeing the Hobies busting through the surf and the Hobies perched under the pier, we were convinced it had been an exciting event. Bob Eustace, Fleet 20 and Division III crash boat operator par excellence, provided assistance, food and beverages to many of the participants as they fought the heavy surf. Bob related that he was unable to keep Sandy Banks from departing the crash boat for a swim in the Pacific. If you have ever ridden with Bob on his rubber boat you would understand Sandy's predicament. Bob's motto: "Full throttle or forget it!" Bob and his wife, Charlotte, also went to the Philippines to help with the safety boat duties at the 14 Worlds. Now that is dedication.

The first campout of 1984 was held at Coyote Lake, Gilroy, California, on the last weekend of March. Extensive publicity was generated in an attempt to get the local Hobie sailors to bring their cats out of hibernation. We had a great turnout as the weatherman was on his best behavior. Sunny skies, mild temps and a pretty good wind made for an enjoyable weekend. There are two things that will stir up action at a Hobie campout, the wind starting to blow and the ranger coming around to collect camping fees. Wyatt and Eileen Matthews brought out their new Hobie 16 for the first sail of its entire life. Some champagne was dribbled on the bow and forever more it will be known as "Fast Freddie". About five, make that three, minutes after launch, we had the extreme pleasure of witnessing the "First Flop of Fast Freddie" as Mr. Earp was unable to control his new lightweight machine. Several new Hobie owners showed up and Fleet 20 members attempted to help them sort out all the ropes, wires, etc. we all so fondly remember from our first attempt to rig a Hobie Cat.

Bill Carney, the fun sail

organizer, conducted several races, an egg toss, and made an attempt to have "A Race Through The Sail Wash". The horrible thought of capsizing in the somewhat less than warm water almost resulted in the gang tossing Bill into the lake. After certificates were presented to the participants, we all headed home with our batteries charged for another season of sailing and associating with the fine people that sail a great boat.

Plans are underway for the Fleet 20 Roaring 20's Regatta and Division III Championships to be held at Coyote Point, San Mateo, California, on July 28-29. Coyote Point is on San Francisco Bay just southeast of the San Francisco International Airport. A Boeing 747 going over several hundred feet above the race course can cause one heck of a wind shift. If you are in the Northern California area and would like to enjoy a wet and wild weekend on San Francisco Bay, plan on attending the Roaring 20's. The sun, sailing, and scenery will be great! For more information, contact Mike Sowers at 415-856-0317.

## **DIVISION 6**

**Ides of March Regatta  
Fleet 407, Division 6  
by: Cindy Griffin**

Ides of March was off to a bang with a short Friday evening registration. About forty early-birds wanted to get a head start on the Saturday morning rush. The morning rush was finally over at 10:05 am, when Skipper's Meeting was allowed to get underway. The final count on the number of boats was around 110. The meeting's delay was caused by some Turbo racers who disagreed with the new ruling, but everything was squared away and allowed to begin. With water temperature at 53 degrees, the wind at 10-12, and the partly cloudy weather trying to cooperate, races began right on time in Fleet 407 style. Three good races were held with only one general recall having one third of 16 A's being over early.

Evening festivities started with a good dinner of fried chicken and lots of beer. A lengthy "firey" raffle was held with the grand prize being a

three piece boat cover donated by the Sailboat Shop. Sunday's weather was a little more cloudy with what seemed like a "lot" more wind especially by the end of the last race. The chase boats were given a real workout by rescuing boats and people. Thanks to those guys for a job well done! Race Committee was given a workout trying to figure race results for trophies in a gale force wind while anchored in the middle of the lake!

Trophies were presented to the winners, compliments of Brooks Distributing. There was a lot of Dunking the Skipper until one was really hurt. What a "Welcome to a fleet" for him." See ya'll in the fall at Shifty Winds and watch for the upcoming videos. They do show what the regatta was all about . . . good boats, good wind and good fun!

## **DIVISION 9**

**Gone With The Wind '84  
Fleet 12, Division 9  
April 7-8  
by: Paul Dingman**

Atlanta Hobie Fleet 12 hosted "Gone With The Wind '84" on April 7th and 8th at Lake Lanier. This was the second points regatta on the Division 9 calendar and over sixty boats attended. The series featured plenty of air, good competitive racing, and excellent courses.

The site for the '84 "Gone With The Wind" was the Old Federal Park Campground. Fleet 12 negotiated a lease on the property for the weekend. Consequently, all regatta entries were provided with free camping and all the hookups. Encompassing 75 acres, the Old Federal Park Campground offers easy access to the big water on Lake Lanier. The race committee, headed by John Saunders as racing chairman, took advantage of the site, setting championship courses with long weather legs.

On Saturday, racing began under clear blue skies with winds at 12 to 15 mph. It was going to be a perfect weekend. However, as the wind filled midway thru the first race, C mark went "Gone With The Wind" and Murphy's Law took over. The 18A's were screaming down the first leeward leg of a course seven. The radios went





John Sparks

Mike Percy of fleet 12 (the orange crusher #44106) takes the lead at a 16-A start. He won the contest with two first place finishes on Sunday.

out, and the chase boats were desperately trying to save a near hypothermic 14 skipper overturned in the 58° water. All the while, C mark drifted closer to shore. Wisely, the race committee cancelled the first race and put in two more good races before the end of the day.

Saturday night brought together old friends and new acquaintances with Lowenbrau beer, bar-b-que, and enough giveaways to fill up a Hobie 33. Videos of the day's racing highlights were shown thanks to Marshall Larkin and Showcase Photographics.

In the 18As Lance and Karen Dunn got off to a sluggish start early Saturday but roared back with three bullets in the last three races. They captured first place with 2 1/4 points. In the 16As, Mike Percy and Cindy Bohan of Atlanta, narrowly beat Larry Efirid of Charlotte, N.C. for first place. Fleet 12's newest hot-shot, fifteen-year-old, Kyle Creel, won the 14's in his unrig against a field of turbo's. Last year, he practiced extensively in Puerto Rico racing against Enrique Figueroa. In the field at large, eleven of the eighteen trophies awarded went to Fleet 12 skippers. We graciously attribute this to a very successful '83 summer racing program.

All things considered, "Gone With the Wind '84" was fleet 12's best points regatta to date. We would like to express our sincere appreciation to all who participated as well as to our sponsors: Sailing Inc., Dr. Pepper, Lowenbrau,

Showcase Photographics, Tia Maria, Gainesville Cable, and PoFolks Restaurants.

Last but not least, the fleet would like to invite all who read this to attend the '84 Okhobiefest, October 7th and 8th. It will be Division 9's first points regatta without points. Come race for the fun of it. Call Cary Heefner, 404-993-7307 or Steve Vibert, 404-962-3596 for details.

## DIVISION 13

### Second Dominici Puertorican Cup in Memoriam to Andres Munizaga.

Fleet 133, Division 13  
April 6, 7, 8 1984  
by: Dorian Goldberg

On April 6, 7, 8, 1984 Puerto Rico and the Dominican Republic held the second heat at the Playa Sans Sousci in the Dominican Republic, at the Marina de Guerra Yacht Club. A total of five races were held, one on Friday, three Saturday, and the 6th Copa Marina de Guerra on Sunday. A total of ten Hobie Cats from Puerto Rico were taken to the Dominican Republic. Nine local boats competed. Friday and Sunday's race was won by the Puerto Rican team of Dorian Goldberg and Francisco Maymi, Saturday's races were won by the Dominican Jorge Abreu and crew. The team cup went to the Dominicans. Dorian Goldberg was the only female skipper competing. There was a team from St. Thomas, Laura and Tom Reed, they finished tenth overall.

The third heat is scheduled

for July 6, 7, 8, 1984 at the Isla Verde beach, P.R. St. Thomas, and St. Croix local Hobie fleets are invited to attend.

Word has just been received that our beloved Mr. Frank Amaru passed away on March 30, 1984. He is survived by his wife, Mrs. Mary Amaru, Frank, after helping Puerto Rico with the Pan American Games and the Sunfish and Soling Worlds held in Ponce, was forced to retire in his youth to Orlando, Florida.

Frank is remembered by us as the yellow clothed man that was always helping young sailors learn more and more about the sport and the rules. He made many friends during his stay in Puerto Rico. Many of us remember him well. We will all miss him physically, but not spiritually for he will be with us whenever we see the sport of sailing.

## INTERNATIONAL

### Steinlager 5th New Zealand Hobie Nationals Fleet 46, International Div. by: Mike Hart

Excitement was high on Takapuna Beach, Auckland, New Zealand, the home of host Fleet, 46. The STEINLAGER 5TH NEW ZEALAND HOBIE NATIONALS was about to commence.

The program was to begin with an invitation race on Thursday Feb. 9th, to be followed by three races Friday, three races Saturday, and a final on Sunday. For the first time in New Zealand we welcomed three crews from Australia. Crews also traveled from many parts of New Zealand to join in the major event on the New Zealand Hobie cat calendar.

Three classes were represented; H16, 14, and Turbo. To add excitement, the New Zealand representative for Hobie Cat had arrived on the beach with the country's very first Hobie 18.

#### DAY 1: The Invitation Race:

Conditions were ideal, with winds from the N.E. at 12-15 knots and a good swell, as 45 H16s edged toward the start line. Tension was obviously high, and after two general recalls, the racing was on. The H14 starts were a little more orderly, but the tension was still there.

Pressure from the Australian contingent resulted in AIR NEW ZEALAND backing an INTER-DOMINION championship for H16s, and supplying a magnificent trophy.

The championship was to be sailed as a team event with three boats per team. The championship is to be sailed in alternate countries in conjunction with their National Titles.

The Invitation race results showed N.Z. H16 skippers that they had a chance by taking first and second places.

For the Invitation race, H14s and Turbos raced together, with John Shirliff winning on his Turbo, only to defer to H14 sailor Murray Davidson, on handicap. Back at Fleet 46 Clubhouse over some of our sponsor's fine product, tactics were discussed, rivals noted and the stage was set for the STEINLAGER 5TH HOBIE NATIONALS and the AIR NEW ZEALAND 1ST INTER-DOMINION to commence. **DAY 2: And three championship races to be sailed:**

Conditions were good with 20 knots from the N.E. and lumpy seas. Local sailor Warren Bird made a clean sweep of all three races, but as the result of a protest, was disqualified for a start line infringement from race three. New Zealand H16 sailors fared more favorably against the Australians.

Turbo skipper, John Shirliff, and H14 skipper, Murray Davidson, made it a no contest result in their respective classes by each taking out every race.

#### DAY 3: And three more races:

The conditions were deteriorating. Although the wind strength was still about 20 knots the seas had moved from being lumpy to being very steep. Sailors found that under the pressure to sail at their maximum, at times their boats were all but airborne.

With the seas so steep and the marks so difficult to see, the entire HC16 fleet was led around a wrong mark. This was taken mostly with good humor back at the clubhouse. Only two of three races were sailed.

The H14 sailors did not handle the conditions as well, which resulted in their early race being abandoned. The

# FLEET NEWS



From race headquarters at Takapuna Beach, New Zealand, the view between races was beautiful.

conditions moderated a little by afternoon which allowed them to continue with their race program.

Although the weather conditions were worsening, the social side was certainly not. Hobie sailors, supporters and families all enjoyed a sausage sizzle and Rum night put on by one of our generous sponsors. The talk was "What can the weather do to us tomorrow?"

#### DAY 4: The Finals:

The prospects for New Zealand to take the Inter-Dominion trophy looked good, but with the weather deteriorating even more, the prospect of the final day's racing looked in jeopardy.

With winds gusting over 40 knots, the O.D. decided to set a slightly inshore course for safety reasons. This resulted in a spectacular race for spectators as only Hobie can display. The beach was crowded with aghast onlookers as Hobies battled winds anywhere from five-40 knots, and from fluctuating directions. Upside-down sailing seemed to be the order of the day. It was anyone's race but everyone's fun. A good way to end a challenging regatta.

Although the sailing was over, the festivities were not. Sunday evening saw more than 200 people get together to enjoy a terrific dinner and prize giving function. Our major sponsor, STEINLAGER, provided their very popular liquid refreshments.

The STEINLAGER 5TH HOBBIE NATIONALS were over, new friends made, and the Hobie way of life reinforced.



Steinlager representative, John Mills presents Warren Bird (right) and Jason Morgan with the New Zealand Hobie 16 Trophy.

#### Saipan Hobie Cat Laguna Regatta Fleet 189, International Div.

The 9th Annual Saipan Hobie Cat Laguna Regatta, sponsored by the Marianas Visitors Bureau and the Over-The-Reef Yacht Club (Hobie Fleet 189), brought the toughest competition to Saipan in nine years of sailing this event. The final result was not decided until the completion of the fifth and final race, which ended in a tie for the Hobie 16's. The throwout and the Hull Fly Contest were added to break the tie. Upon the final tally, Steve and Lorie Eichner, the Hobie Dealer from Guam, won the Brass Bat Trophy and a carved storyboard plaque. They were followed closely by Rex and Karen Kosack of Saipan for second and Jim and Amanda Holst of Guam for third place.

For the past two weeks and prior to the races, including the night before, winds were blowing with gusts up to 35 and 40 mph, and we had decided to alter our usual course in the channel and move it inside the reef. But on Saturday morning, the wind

dropped considerably and the regatta got off to a good start. As the races progressed, the wind got consistently better and kept at a steady 15-20 mph.

Invitations were extended to various Hobie fleets and teams from three island nations participated, including Japan, Guam and the Northern Marianas. Hobie 14's and Hobie 16's competed, and boats for the visitors were made available by Over-The-Reef Yacht Club members who were not able to compete.

Saipan, the largest populated island in the Northern Marianas, with a population of about 14,000 people, 24 Hobies, and a Hobie Dealer, sits 1500 miles southeast of Japan and 110 miles north of Guam. Due to the island's isolation in the Northern Pacific, the Dealer is not able to provide new Hobies and many visitors find it difficult to ship their own boats with the exception of Guam. Saipan therefore, does its best to provide good boats for the visiting sailors, and the sailors usually bring their own sails and rigging.

This year had some of the best sailing conditions ever with steady winds averaging 15-20 mph from the NNE with some swells and chop, and warm blue ocean waters. The first race was a 10-mile course in calm waters along the western side of the island to a U.S. Tank from World War II which sits out in the lagoon, then back to the beach of the Inter-Continental Beach Hotel. The course was moved into the channel for race two, with choppy waters, slightly stronger winds and a northerly swell.

Sunday brought more good winds for our two races and the Hull Fly event. Both races were in the channel with legs extending inside or near the reef for the better spectator viewing. In between these two races, the Hull Fly was contested under ideal wind conditions and little chop. The best Hull Fly was done by 16 year old Mike Schick of Saipan with a time of five minutes on his Hobie 14. The Hobie 16 Class winner was Jim and Amanda Holst in their time of two minutes and 20 seconds. Both these times are the best to date for Hull Flying on Saipan.

The final event was a long distance race over 15 miles, starting inside the channel up to a windward mark, then downwind to a five mile buoy and back into the channel. The top six sailors, two each from Guam, Japan, and Saipan, were leading the pack. Each one tried to outguess and outtack his competitor. The race was won by Steve Eichner followed by Jim Holst. This threw the overall lead into a tie, forcing the race committee to go back into other events to determine the overall winner.

The Hobie 14 Class was taken by Mike Schick for the second year in a row. Mike won all his races by good margins, except in the long distance race when Chizuko Nakai was leading the pack up to the outside downwind mark where she was dismasted and had to be towed back to shore. Dan Plummer was second in this race, but was third overall, being beaten by 17 year old John Pailur (Saipan) in the final Hobie 14 standings.

An Awards barbeque at the Saipan Beach Inter-Continental Hotel beachside immediately followed the final race. The top award, the coveted perpetual sculptured Brass Bat (Fruit Bat) Plaque was presented to Steve and Lorie Eichner. Jim Nuss and Roger Allen came all the way from Japan, arriving a day late due to a storm in Tokyo and plane delay, and encountering several equipment failures, still managed to win the Bronze Baseball Bat Award for trying the hardest.

Then, to top off the sailing weekend, Japan's sailors and photographers from SAIL MAGAZINE, were invited for a short cruise on Doug Cushnie's 68-foot Schooner, the NEW WORLD, which will be chartering throughout the Mariana Islands.

Special acknowledgements go to the Marianas Visitors Bureau, Steve DeSmith and his Race Committee, John Sablan and Gary Craft for their boats, and the Beach Crew of Betty Hefner, Evelyn Laureta, and Sue Petersen for their tremendous help, and all members of Fleet 189 for making the 1984 Regatta successful. We especially thank our visiting Hobie Sailors from Guam and Japan for their continued participation.

# REGATTA RESULTS



Cary Heefner

The award winning skippers and crews gather for a final shot at the end of the '84 Gone With the Wind.

## KOKOKAHI REGATTA FLEET #6, DIVISION #1 KANOEHE BAY, HAWAII APRIL 29, 1984

### DIVISION 1

KUALOA CAMPOUT REGATTA  
FLEET #6, DIVISION #1  
KUALOA BEACH PARK, HAWAII  
APRIL 14 - 15, 1984

#### HOBIE 18A

- McFaul, Dave
- Froome, Dean
- Jacobs, Mike
- Driscoll, J. D.
- Rothwell, Mike
- Vandeverg, Peter
- Culbertson, Tom
- Andreson, Herb
- Ching, Al

#### HOBIE 18B

- Goodman, Troy
- Gilbert, Larry
- Blaha, Ted

#### HOBIE 16A

- Schatz, Brian
- Myrter, Bill
- Furukawa, Mike
- Woehl, Roger
- Ching, Dave

#### HOBIE 16B

- Orrick, Jim

#### HOBIE 16C

- Burke, John
- Rodriguez, Tony
- Rothwell, Chris
- Popke, Bob
- Schranz, Ron
- Andreson, Kaleo

#### HOBIE 14

- Tanner, Bob

#### HOBIE 18A

- Driscoll, J.D.
- Jacobs, Mike
- Culbertson, Tom
- Vandeverg, Peter
- Rothwell, Mike
- Crane, Mike
- Ching, Al

#### HOBIE 18B

- Goodman, Troy
- Blaha, Ted
- Foote, Bob

#### HOBIE 16A

- Schatz, Brian
- Myrter, Bill
- Furukawa, Mike
- Lung, Dave
- Harwood, Bill
- Woehl, Roger
- Mailheau, Dean

#### HOBIE 16B

- Coles, Steve
- Crape, Peter
- Orrick, Jim

#### HOBIE 16C

- Burke, John
- Schranz, Ron
- Rodriguez, Tony
- Ogawa, Wes

## DIVISION 2

1984 IDES OF MARCH  
FLEET #66, DIVISION #2  
PUERTO PENASCO, MEXICO  
MARCH 17 - 18, 1984

#### HOBIE 18A

- | Rank | Name            | Points |
|------|-----------------|--------|
| 1.   | Parizeau, Paul  | 4 3/4  |
| 2.   | Timm, Steve     | 6 3/4  |
| 3.   | Wright, Craig   | 8      |
| 4.   | Brown, Chuck    | 9 3/4  |
| 5.   | Lehman, Al      | 12     |
| 6.   | Ruiz, Rick      | 14 3/4 |
| 7.   | Lindley, Ted    | 18     |
| 8.   | Douglas, David  | 18     |
| 9.   | Gilchrist, Rick | 26     |
| 10.  | Bunch, Terry    | 27     |
| 11.  | Burton, James   | 30     |
| 12.  | McCulley, Butch | 32     |
| 13.  | Brown, Rick     | 58     |

#### HOBIE 18B

- | Rank | Name           | Points |
|------|----------------|--------|
| 1.   | Haket, Fred    | 2 1/4  |
| 2.   | Fischer, Jim   | 6 3/4  |
| 3.   | Catalano, Rene | 7      |
| 4.   | Miller Brian   | 8      |
| 5.   | Raphael, Alan  | 14     |
| 6.   | Braun, Jim     | 16     |
| 7.   | Miller, Kim    | 22     |

#### HOBIE 18C

- | Rank | Name            | Points |
|------|-----------------|--------|
| 1.   | Gwinn, Barbara  | 2 1/4  |
| 2.   | Liniger, Dave   | 7      |
| 3.   | Trinkaus, Cliff | 10     |
| 4.   | Crane, Nyles    | 14     |
| 5.   | Duncan, Herb    | 20     |
| 6.   | Eger, Pat       | 22     |
| 7.   | Burns, Ed       | 24     |
| 8.   | Mulay, Scott    | 26     |
| 9.   | Hankins, Rick   | 28     |
| 10.  | Schultz, Dale   | 30     |
| 11.  | Hoyt, Greg      | 33     |

#### HOBIE 16A

- | Rank | Name           | Points |
|------|----------------|--------|
| 1.   | Howard, Ray    | 2 1/4  |
| 2.   | Schafer, Wayne | 6      |
| 3.   | Hauser, John   | 6 3/4  |
| 4.   | Winkler, Udo   | 9      |
| 5.   | Wolcott, Pete  | 12     |

#### HOBIE 16B

- | Rank | Name            | Points |
|------|-----------------|--------|
| 1.   | Hensler, Bill   | 3 1/2  |
| 2.   | Painter, John   | 9      |
| 3.   | DeCosta, Sandy  | 9      |
| 4.   | Corell, Darrell | 10     |
| 5.   | Ashley, Paul    | 10 3/4 |
| 6.   | Levetin, Ron    | 12     |
| 7.   | Allen, Scott    | 14 3/4 |
| 8.   | Stratman, Bob   | 24     |
| 9.   | Koe, Ed         | 24     |
| 10.  | Goeitz, Harry   | 32     |
| 11.  | Gwinn, Charley  | 33     |
| 12.  | O'Haver, Joe    | 33     |
| 13.  | Fields, Bruce   | 42     |
| 14.  | Frankel, Don    | 43     |

#### HOBIE 16C

- | Rank | Name              | Points |
|------|-------------------|--------|
| 1.   | Waugh, Terry      | 4 1/2  |
| 2.   | Runyon, Tom       | 9      |
| 3.   | Baker, Dave       | 9 3/4  |
| 4.   | Lowe, John        | 10     |
| 5.   | Luckow, John      | 14     |
| 6.   | Pope, Reid        | 19     |
| 7.   | Jacobs, Ken       | 19 3/4 |
| 8.   | Haneman, Bill     | 24     |
| 9.   | Condra, Bob       | 38     |
| 10.  | Knipp, John       | 40     |
| 11.  | Greif, Bill       | 42     |
| 12.  | Banks, Tom        | 46     |
| 12.  | Roseberry, George | 46     |
| 14.  | Collinson, Roger  | 51     |
| 15.  | Lesquasi, Peter   | 61     |
| 16.  | McCoy, Joe        | 65     |
| 17.  | Poturski, D.      | 66     |
| 18.  | Wells, Bert       | 70     |
| 19.  | Landeem, Kathy    | 71     |
| 20.  | Jacobs, Cathy     | 72     |
| 21.  | Kessinger, Jim    | 84     |
| 21.  | Coleir, John      | 84     |
| 21.  | Conklin, Barry    | 84     |
| 21.  | Lucht, Gary       | 84     |
| 21.  | Schmidt, Bob      | 84     |
| 21.  | Royal, Robert     | 84     |

#### HOBIE 14

- | Rank | Name         | Points |
|------|--------------|--------|
| 1.   | Bean, Larry  | 7 3/4  |
| 2.   | Taylor, Don  | 9 3/4  |
| 3.   | Coburn, Bob  | 11     |
| 4.   | VanAtta, Tom | 11     |

12TH ANNUAL DANA POINT REG  
FLEET #1, DIVISION #2  
DANA POINT, CALIFORNIA  
APRIL 14 - 15, 1984

#### HOBIE 18A

- | Rank | Name            | Points |
|------|-----------------|--------|
| 1.   | Thomas, Bob     | 7      |
| 2.   | Hicks, George   | 8 3/4  |
| 3.   | Brown, Chuck    | 12 1/2 |
| 4.   | Douglas, David  | 16     |
| 5.   | McGraw, Jock    | 16     |
| 6.   | Parizeau, Paul  | 17     |
| 7.   | Brown, Rick     | 20     |
| 8.   | Aucerman, Corky | 23     |
| 9.   | Wright, Craig   | 23 3/4 |
| 10.  | Kimball, Jim    | 24     |
| 11.  | Blakanja, Krist | 24     |
| 12.  | Hollowach, Mike | 32     |
| 13.  | Furtado, Victor | 34     |
| 14.  | Brown, Roger    | 35     |
| 15.  | Burton, Chris   | 37     |
| 16.  | Timm, Steve     | 38     |
| 17.  | Ruiz, Richard   | 41     |
| 18.  | Rafuse, Scott   | 42     |
| 19.  | Hurwitz, Skip   | 44     |
| 20.  | Lindley, Ted    | 45     |
| 21.  | Burton, James   | 55     |

- | Rank | Name            | Points |
|------|-----------------|--------|
| 22.  | Mande, Wayne P. | 56     |
| 23.  | Mueller, Dick   | 62     |
| 24.  | Costello, Jere  | 71     |
| 25.  | Poitrass, Lou   | 72     |
| 26.  | Grimshaw, Steve | 76     |

#### HOBIE 18B

- | Rank | Name              | Points |
|------|-------------------|--------|
| 1.   | Gwinn, Barbara    | 5 3/4  |
| 2.   | Mark, Robert      | 7      |
| 3.   | Smith, Dave       | 9 3/4  |
| 4.   | McGrath, Mark     | 9 3/4  |
| 5.   | Lewis, Chris      | 11     |
| 6.   | Edgen, Randel     | 12 3/4 |
| 7.   | Liberatore, Alan  | 15     |
| 8.   | Bernbaum, Barry   | 23     |
| 9.   | Cardone, Mark     | 25     |
| 10.  | Grimes, Ed        | 26     |
| 11.  | Nelsen, Dweyey    | 30     |
| 12.  | Renvall, Cinnamon | 32     |
| 13.  | Valasek, Rick     | 39     |

#### HOBIE 16A

- | Rank | Name             | Points |
|------|------------------|--------|
| 1.   | Christensen, K.  | 2 1/4  |
| 2.   | Materna, Tom     | 14     |
| 3.   | Seaman, Bob      | 14     |
| 4.   | Myrter, Steve    | 16     |
| 5.   | Heath, Frank     | 18     |
| 6.   | Fogerty, Fred    | 19     |
| 7.   | Ketterman, Dan   | 19     |
| 8.   | Hauser, John O.  | 21     |
| 9.   | Howard, Ray      | 25     |
| 10.  | Walsh, Geoffrey  | 27     |
| 11.  | Schafer, Wayne   | 28     |
| 12.  | Shearer, Andy    | 29     |
| 13.  | Alter, Jeff      | 34 3/4 |
| 14.  | Dockstader, Lee  | 35     |
| 15.  | Hall, Herb       | 38     |
| 16.  | Forgrave, John   | 39     |
| 17.  | Ward, Scott      | 42     |
| 18.  | Leo, Steve       | 52     |
| 19.  | Egusa, Alan      | 52     |
| 20.  | Newsome, Jeffrey | 53     |
| 21.  | Winkler, Udo     | 54     |
| 22.  | Shearer, Dave    | 58     |
| 23.  | Ward, Dave       | 61     |
| 24.  | Rathbun, Pat     | 67     |
| 25.  | Nash, Wayne      | 67     |
| 26.  | Brown, Grey      | 70     |
| 27.  | Chee, Mike       | 72     |
| 28.  | Harris, John     | 74     |
| 29.  | Bell, Brian      | 75     |
| 30.  | Martinez, Alex   | 81     |
| 31.  | Ensor, Mark      | 85     |
| 32.  | Baggs, Evertt    | 93     |

#### HOBIE 16B

- | Rank | Name             | Points |
|------|------------------|--------|
| 1.   | Sims, Greg       | 10     |
| 2.   | Carlson, Al      | 10 3/4 |
| 3.   | Winterhalter, M. | 11 3/4 |
| 4.   | Day, Rob         | 14     |
| 5.   | Johnson, Ron     | 15     |
| 6.   | Petti, Paul      | 20 3/4 |
| 7.   | Magill, Gary     | 22     |
| 8.   | Miller, Rex      | 27     |
| 9.   | Kurt, Brian      | 29     |
| 10.  | Tyler, Ross      | 29 3/4 |
| 11.  | Hammond, Marshal | 32     |
| 12.  | Payne, Steven    | 33     |
| 13.  | Rodberg, Jon     | 37     |
| 14.  | Harper, Fran     | 39     |
| 15.  | Rendler, Billy   | 41     |
| 16.  | Elter, Ron       | 41     |
| 17.  | Halberstadt, M.  | 44     |
| 18.  | Wentworth, Scott | 44     |
| 19.  | Clements, Mike   | 47     |
| 20.  | McCall, Ken      | 50     |
| 21.  | Tillman, Bob     | 34     |
| 22.  | Ware, John       | 55     |
| 23.  | Shea, Bob        | 61     |
| 24.  | Bloomer, Thomas  | 61     |
| 25.  | Novell, Steve    | 65     |
| 26.  | McDonald, Mike   | 68     |
| 27.  | Mayski, Paul     | 86     |
| 28.  | Johnson, Wayne   | 87     |
| 29.  | Rossetti, Ron    | 90     |
| 30.  | Allington, John  | 96     |
| 31.  | Feher, Ken       | 97     |
| 32.  | Brady, Neil      | 98     |
| 33.  | Drake, John      | 100    |
| 34.  | Dambros, John    | 102    |
| 35.  | Boland, Jim      | 105    |
| 36.  | Weismann, Ray    | 111    |
| 37.  | Flood, Tyler     | 111    |

#### HOBIE 18C

- | Rank | Name              | Points |
|------|-------------------|--------|
| 1.   | Conner, Jeff      | 2 1/4  |
| 2.   | Wagner, Augie     | 8 3/4  |
| 3.   | Martin, George    | 10     |
| 4.   | Graham, Gene      | 13     |
| 5.   | Ritenour, Frank   | 16     |
| 6.   | Halter, John      | 18     |
| 7.   | Cressman, John    | 19     |
| 8.   | Dolan, Dan        | 20     |
| 9.   | Eiserman, Gene    | 21     |
| 10.  | Walden, Brandi    | 28     |
| 11.  | Friedman, Robert  | 28     |
| 12.  | Smith, Hector     | 32     |
| 13.  | Coolley, Richard  | 33     |
| 14.  | Carrroll, Richard | 41     |
| 15.  | Gates, Walt       | 41     |
| 16.  | Williams, Ron     | 48     |
| 17.  | Speth, Steve      | 50     |
| 18.  | Efinger, Dan      | 54     |

#### HOBIE 16C

- | Rank | Name          | Points |
|------|---------------|--------|
| 1.   | Glib, Steve   | 4 1/2  |
| 2.   | Welch, Bo     | 4 3/4  |
| 3.   | Kendall, Rock | 12     |
| 4.   | Paulson, Eric | 13     |

REGATTA RESULTS

5. Simons, Larry 16 3/4
6. Saupstad, Chris 21
7. Roberson, Jason 23
8. Meshot, Mike 23
9. Wennerstrom, M. 29
10. Crider, Mike 33
11. Scott, Michael 33
12. Lehmann, Bert 38
13. Carr, Steven 43
14. Robinson, R. 43
15. Gerkins, Chris 45
16. Berger, John 53
17. Halverson, Denny 55
18. Harscheid, David 56
19. Jacobson, Dave 58
20. Baxter, Charles 62
21. Weast, Rich 63
22. Piper, David 69
23. Ball, George 69

HOBBIE 14 POINTS
1. Fields, Bruce 4 1/2
2. Legge, Jim 8
3. Patterson, Mike 8 3/4
4. Lantz, Dick 10
5. Legge, Mike 11 3/4
6. Sherriff, Burt 12
7. Lantz, Jim 16
8. Bjerring, Eric 23
9. Woods, Dennis 27

HOBBIE 14 Turbo POINTS
1. Brooks, Henry 3/4
HOBBIE 18 Magnum POINTS
1. Eaton, Allen 1 1/2

E.A.L.H.H.C.F.F.R.R.
DIVISION #2
LAKE HAVASU CITY, ARIZONA
MAY 4 - 6, 1984
HOBBIE 18A POINTS
1. Wright, Craig 5 3/4
2. Brown, Rick 8
3. Buchanan, Rick 9
4. Brikanja, Krist 9 3/4
5. Kimball, Jim 11
6. Holowach, Mike 12
7. Timm, Steve 13
8. Brown, Chuck 14
9. Ruiz, Richard 16
10. Grimshaw, S. 19
11. Burton, James 20
12. Lindley, Ted 22
13. Winterhalter, M. 23
14. Mande, Wayne 27
15. Hicks, George 28

HOBBIE 18B POINTS
1. Smith, David 1 1/2
2. May, Rich 5
3. Fffinger, Dan 7
4. Clair, Bob 9
5. Liberatore, Alan 10
6. Eggen, Randal 10
7. Grimes, Ed 16
8. Blackway, Glenn 17
9. Walter, Glenn 17
10. Halloran, Ed 20
11. Wilder, Jack 20

HOBBIE 18NOVICE POINTS
1. Savage, Jim 2 3/4
2. McNeill, Mike 8 3/4
3. Renfro, Lee 11
4. Burns, Ed 12
5. Zimmerman, Gene 16
6. Webster, John 16
7. Hankins, Rick 16
8. Duncan, Herb 16

HOBBIE 18Magnum POINTS
1. Chartier, Richard 1 1/2

HOBBIE 16A POINTS
1. Christensen, K. 1 1/2
2. Mihoky, Doug 7
3. Shearer, Pat 11
4. McCormick, Mike 11
5. Alter, Jeff 11
6. Walsh, Geoffrey 14
7. Shearer, Any 15
8. Wagniere, Ron 16
9. Perrin, Rob 17
10. Forgrave, John 20
11. Alter, Bob Sr. 22
12. Fogerty, Fred 23
13. Casher, Jeff 26
14. Ketterman, Dan 26
15. Crider, Don 30
16. Newsome, Jeffrey 33
17. Schafer, Wayne 38
18. Christensen, T. 40
19. Shearer, Dave 42
20. Hernandez, Craig 42
21. Winkler, Udo 45
22. Chee, Michael 46
23. Sims, Greg 48
24. Bruzee, Rudy 48
25. Hernandez, Phil 49
26. Farquhar, Norm 51
27. Harris, John 52

28. Chisholm, Larry 58
29. Hensler, William 60
30. Shields, Jon 60
HOBBIE 16B POINTS
1. Mayeski, Paul 5
2. Weaver, Greg 5
3. Butchler, Ross 8 3/4
4. Whalen, Mike 10 3/4
5. Monson, Alan 11
6. Brady, Neil 13
7. Rossetti, Ron 13
8. Rendler, Billy 17
9. Harper, Francie 17
10. Shay, Robert 20
11. Pfliman, David 22
12. Gilb, Steve 24
13. Kurt, Byron 24
14. Grimes, Jim 28
15. Bloomer, Thomas 32
16. Anderson, Jeff 34
17. Miller, Rex 35
18. Elter, Ron 35
19. Kanev, Frank 39
20. Munsey, Hartly 42
21. Rogers, Terry 42
22. Petti, Paul 48
23. Drake, John 54
24. High, Charles 64
24. Fujimoto, Criaq 64
24. Kanev, Steve 64
24. Stires, John 64
24. Jones, John 64
24. Corell, Darrell 64
24. Levetin, Ron 64
24. Luckey, Orval 64

HOBBIE 16C POINTS
1. Smith, Steve 5
2. Stordahl, Eric 6 3/4
3. Evans, Spence 7
4. Olson, Tim 12
5. Ryan, Ron 12
6. Piper, David 14
7. Lindberg, Ron 16
8. Oros, Ron 16 3/4
9. Jeffrey, Dave 18
10. Tsutsui, Bill 21
11. Saustad, Chris 22
12. Polanco, Rick 22
13. Striely, Gary 23
14. Elder, Mike 24
15. Simons, Larry 31
16. Adamson, Jim 33
17. Schliesser, Wally 36
18. Racz, Joe 38
18. Stevenson, Lance 38
18. Twomey, Tim 38

HOBBIE 16N POINTS
1. Wright, Richard 2 3/4
2. Hoffman, Ruth 2 3/4
3. Diamond, Mike 9
4. Self, Louis 9
5. Goeckner, C. 15
6. Hurley, Mitchell 16
7. Bentzen, Ray 24
7. Royal, Robert 24
7. Napier, D. R. 24
7. Conrad, Joseph 24
7. Tolmie, Kim 24
7. Wambach, Donald 24

HOBBIE 14A POINTS
1. Legge, Jim 3 3/4
2. Legge, Mike 5
3. Fields, Bruce 6
3. Blount, Dick 6
3. Alter, Paula 6
HOBBIE 14B POINTS
1. Burke, Bob 3 3/4
2. Smith, Craig 3 3/4
3. Kellogg, Robert 4
4. Eichman, John 10
5. Havnice, Petra 12
5. Campbell, Doug 12

HOBBIE 14Turbo POINTS
1. Eggen, Armon 1 1/5
LAKE CASTAIC REGATTA
FLEET #180, DIVISION #2
CASTAIC LAKE, CALIFORNIA
MAY 19 - 20, 1984
HOBBIE 18A POINTS
1. Hicks, G. 6 1/2
2. Timm, S. 15 3/4
3. Brown, C. 17
4. Douglas, D. 17 3/4
5. Parizeau, P. 20 3/4
6. Wright, C. 24
7. Brown, R. 24
8. Thomas, B. 24
9. Smith, D. 25
10. Aucrman, C. 32
11. McGraw, J. 32
12. Brikanja, K. 39
13. Kimball, J. 40
14. Hollowach, M. 44
15. Ruiz, R. 52
16. Brown, R. 53
17. Poitras, L. 60
18. Burton, J. 65

HOBBIE 14A POINTS
1. Patterson, M. 7 1/2
2. Deschamps, P. 8 3/4
3. Legge, J. 8 3/4
4. Blount, R. 8 3/4
5. Goebel, G. 20
HOBBIE 14B POINTS
1. Crocker, C. 4 1/4
2. Bjerring, E. 5 1/2
3. Beck, S. 11
HOBBIE 14Turbo POINTS
1. Hilliard, C. 4 1/4
2. Eggen, A. 6 3/4
3. Johnson, R. 11 3/4
4. Woods, D. 15

19. Furtado, V. 69
HOBBIE 18B POINTS
1. Crocker, D. 7 3/4
2. Bernbaum, B. 12 3/4
3. Lewis, C. 13 3/4
4. Connor, J. 14 3/4
5. Effinger, D. 16
6. Stapp, D. 16 3/4
7. Eggen, R. 23
8. Liberatore, A. 24
9. Grimes, E. 27
10. McFadden, I. 34
11. Martin, G. 37
12. Murray, D. 49
13. Hartmut, W. 51
HOBBIE 18C POINTS
1. Halter, J. 4 1/4
2. Savage, J. 6 3/4
3. Williams, R. 10 3/4
4. Dolan, B. 16
5. McNeil, M. 16
6. Godin, R. 22
7. Godin, R. 28

HOBBIE 18Magnum POINTS
1. Eaton, A. 3 3/4
HOBBIE 16A POINTS
1. Seaman, B. 4 1/4
2. Christensen, K. 6 1/2
3. Materna, T. 16
4. Myrberg, S. 24
5. Heath, P. 25
6. Ketterman, D. 25
7. Hauser, J. 25
8. Forgrave, J. 30
9. Veneman, C. 30
10. Dockstader, L. 33
11. Winkler, U. 34
12. Howard, R. 44
13. Wagniere, R. 45
14. Oltmans, D. 51
15. Newsome, J. 54
16. Dixon, S. 55
17. Sims, G. 65
18. Hall, H. 67
19. Harris, J. 68
20. Nash, W. 74
21. Bruzee, R. 76
22. Casher, J. 80

HOBBIE 16B POINTS
1. Day, R. 9 3/4
2. Stordahl, E. 12
3. Gerblick, B. 13
4. Tyler, R. 14 3/4
5. Rendler, B. 14 3/4
6. Petti, P. 17 1/2
7. Legge, M. 22
8. Dambara, J. 29
9. Barbarika, H. 31
10. Allington, J. 36
11. Hammond, M. 36
12. Bouvier, M. 38
13. Searies, H. 42
14. Hagar, J. 52
15. Rathbum, P. DSQ

HOBBIE 16C POINTS
1. Rounds, T. 5 1/2
2. Harscheid, D. 20
3. Perlmutter, J. 23
4. Lapwood, E. 27 1/2
5. Wennerstrom, M. 28
6. Bender, M. 35
7. Maben, B. 35
8. Perez, M. 36
9. Gaiger, A. 39
10. Nocket, J. 40 3/4
11. Simons, L. 41
12. Stanislawski, C. 42
13. Rissler, T. 43
14. Saupstad, C. 47
15. Piper, D. 48
16. Lundberg, R. 52
17. Collins, M. 57
18. Engel, T. 58
19. Polanco, R. 59
20. Braugh, D. 60
21. Balchette, M. 68
22. Harmon, P. 71
23. Landers, E. 75
24. Rauch, H. 81
25. Jeffrey, D. 93
26. Molnar, L. 97

HOBBIE 14A POINTS
1. Patterson, M. 7 1/2
2. Deschamps, P. 8 3/4
3. Legge, J. 8 3/4
4. Blount, R. 8 3/4
5. Goebel, G. 20
HOBBIE 14B POINTS
1. Crocker, C. 4 1/4
2. Bjerring, E. 5 1/2
3. Beck, S. 11
HOBBIE 14Turbo POINTS
1. Hilliard, C. 4 1/4
2. Eggen, A. 6 3/4
3. Johnson, R. 11 3/4
4. Woods, D. 15

DIVISION 3

SHARP'S/COORS KICKOFF REG
FLEET #240, DIVISION #3
SANTA CRUZ, CALIFORNIA
MARCH 31 - APRIL 1, 1984

HOBBIE 18A POINTS
1. Clacher, Dave 4 1/2
2. Probst, Tony 4 3/4
3. Paxton, Rob 14
4. Neathery, Rod 17
5. Orloff, Misha 18
6. Yahalom, R. 18
7. Penfield, Clark 22
8. Carey, Steve 23
9. Chaney, Vite 28
10. Garrett, Michael 30
11. McFarren, Dick 32
12. Fortune, Jim 38
13. Boren, Doug 38
14. Giguere, Dave 42
15. Bosley, Ken 46
16. Parker, J. R. 49
17. Watters, Brian 51

HOBBIE 18B POINTS
1. Gilbert, Tim 5 1/2
2. Bennett, Rick 7
3. Nixon, Rod 7 3/4
4. Montford, Tim 13
5. Alten, Steve 20
6. Hammergren, Mike 24
7. Altman, Jim 29
8. Pemfer, Roger 30
9. Grant, Steven 31
10. Afridi, Jan 36
11. Campbell, Bill 38
12. Brown, Ken 42
13. Heil, Watler 43
14. Smith, John 45
15. Midstokke, Ted 48
15. Sternitzky, John 49

HOBBIE 18 MAGNUM POINTS
1. Johnson, Jerry 5 3/4
2. Ettle, Mike 6 3/4
3. Wagner, Lloyd 8
4. Russell, Gary 8 3/4

HOBBIE 16A POINTS
1. Poncin, John 5 1/2
2. Porter, Pat 5 3/4
3. Johnson, Doug 19
4. Cronin, Bob 21
5. Hoffman, Howard 24
6. Reese, Ed 26
7. Montague, Ed 27
8. Cole, Dennis 28
9. Montague, Mike 31
10. MacDonald, Scott 32
11. Tobie, Paul 33
12. Hinds, Dave 33
13. Matthews, Wyatt 36
14. Rueden, Morgan 37
15. Crook, Robert 38
16. Mooneyham, Wayne 49
17. Duoss, Dick 51
18. Boshman, Brian 52
19. Fletcher, Greg 63
19. Cooper, John 63
19. Schneider, Bob 63

HOBBIE 16B POINTS
1. Hatfield, Chris 2 1/4
2. Shulthess, John 8
3. Padilla, Bob 12
4. Parseghian, Nan 13
5. Brown, Bob 13
6. Sullivan, Dennis 31
7. Sheehan, Kelly 37
8. Bresee, Gary 37
9. Quinn, Frank 42
10. Amador, Jr. James 44
11. Ryan, James 46
12. Anderson, David 57
12. Bowen, Walt 57
12. Leonard, Allen 57
12. Pusso, Pete 57
12. Starky, George 57
12. Williams, Tom 57
12. Venable, Brad 57
12. Westerterp, R. 57

HOBBIE 16C POINTS
1. Burling, Tom 3 1/2
2. Smith, Rick 16
3. Lewallich, Rick 16
4. Beld, Jeff 17
5. Whittier, Don 31
6. Miller, Chris 34
7. Heberer, Phil 35 3/4
8. Aldrich, Duffy 40
9. Trumbull, Earl 41
10. Cottrell, Mike 43
11. Wetherington, D. 43
12. Matthews, Gary 45
13. Martinez, Frenchy 46
14. Clarke, Michael 52
15. Welch, Paul 62
16. Rentsch, Harvey 63
17. Cottrell, Mike 72
17. Crouse, Robert 72
17. Exberger, Richard 72
17. Parks, Steve 72
17. Parks, Bill 72
17. Rix, Dan 72
17. Seiler, Bill 72
17. Welch, Mike 72

HOBBIE 16 Novice POINTS
1. Sharp, Scott 4 3/4
2. Eastgarter, D. 3 3/4
3. McBride, Jon 16
4. Wilcoxson, Larry 20
5. Couthes, Mike 27
5. Houser, Allan 27
5. LaHaye, Brian 27
5. Lyles, Glenn 27
5. Panatoni, Steve 27

HOBBIE 14A POINTS
1. Beard, Ken 3 1/2
2. Garney, Bill 4 3/4
3. Tantillo, Jim 13
4. Crema, Alice 14
5. Winkle, Donald 15
6. McNeany, Peter 18

HOBBIE 14 TURBO POINTS
1. Hill, Jack 2 1/2
2. Eastgater, Bob 9
3. Collins, Jon 13
4. Walden, Gary 14
5. Billington, Dale 15

BREAKAWAY REGATTA
FLEET #17, DIVISION #3
FOLSOM LAKE, CALIFORNIA
APRIL 14 - 15, 1984

HOBBIE 18A POINTS
1. Clacher, Dave 3 3/4
2. Cary, Steve 4
3. Probst, Tony 4 3/4
4. Garrett, Michael 11
5. Buck, Gordon 11
6. Giguere, Dave 15
7. Stone, Greg 16
8. Johnston, Ron 17
9. Rayfuse, Mike 17
10. Hammar, Bob 19
11. Baker, Bob 21
12. Minasian, Steve 22
13. Jeffries, Kirk 23
14. Fortune, Jim 25

HOBBIE 18B POINTS
1. Peppers, Ron 6
2. Ramper, Roger 8
3. Davis, Scott 8 3/4
4. Beidleman, M. 10 3/4
5. Moncibais, Gordon 11
6. Altman, Jim 12
7. Campbell, Bill 13
8. Diller, Bob 13
9. Riddle, Drew 17
10. Warka, Robert 17
11. DeGaa, Phil 22
12. Reesen, Henry 24
13. Alten, Steve 25
14. Chesmore, Len 26
15. Weldon, John 28
16. Bennett, Rick 32
17. Brown, Ken 35
18. Willa, Mike 37
19. Watters, Brian 38
20. Swotek, Edward 40

HOBBIE 18Magnum POINTS
1. Ettle, Mike 2 3/4
2. Gardner, Lee 2 3/4

HOBBIE 16A POINTS
1. Porter, Pat 2 3/4
2. Montague, Mike 6
3. Tobie, Paul 8 3/4
4. Boschma, Brian 10
5. Peter, Hans 13
6. Mathews, Wyatt 14
7. Johnson, Doug 18
8. MacDonald, Scott 19
9. Poncin, Chuck 20
10. Dotson, Chuck 20
11. Montague, Ed 23
12. Hinds, Dave 24
13. Reese, Ed 27
14. Cronin, Bob 28
15. Holloway, Doug 31
16. Skvarl, Mark 32
17. Cole, Dennis 34
18. Mooneyham, Wayne 34
19. Stitt, Marty 34
20. Feinburg, Burce 35
21. Skupalewicz, C. 40
22. Nicholas, Jeff 42
23. Farris, Dorsei 42
24. Rutledge, M. 44

HOBBIE 16B POINTS
1. Brown, Byron 1 1/2
2. Heath, Russell 8
3. Hess, Paul 10
4. Murnhy, Bob 16
5. Parseghian, Van 17
6. Sylvia, Robert 17
7. Londeree, Mark 17
8. Burling, Tom 18
9. Reiser, Brian 19
10. Duncan, Randy 21
11. Brown, Bob 22
12. Brown, Russ 23
13. Arneizich, Mike 23
14. Bowen, Walt 23
15. Isaacs, Bob 26
16. Eber, Will 32

# REGATTA RESULTS

17. Gibson, Ed	32
18. Webber, Francis	37
19. Fields, Rick	37
20. Leonard, Allen	38
21. Russo, Peter	39
22. Hietala, Gary	42
23. Tomlinson, Kent	47
24. Sullivan, Dennis	49
25. Breese, Gary	50

HOBIE 16C POINTS	
1. Cottrell, Mike	5
2. Russell, Harry	6 3/4
3. Trumhull, Earl	7
4. Choy, Calvin	7 1/4
5. Brothers, Jon	11 3/4
6. Johansen, Chris	13
7. Aldrich, Duffy	15
8. Mosbacher, Mike	24
9. Overzet, Ray	25
10. Walker, Michael	26
11. Englehart, Mark	26
12. Overfield, Dennis	29
13. Baumgartner, D.	31
14. Thompson, W.	33
15. Gray, Steve	34
16. Miller, David	34
17. Balsamo, Tony	35
18. Tully, Ed	35
19. Kraft, Rex	37
20. Ignaut, Brian	37
21. Sutton, Gary	38
22. Ingels, Thomas	39
23. Gray, Leon	40
24. Whittier, Don	42
25. Lewallyn, Rich	43
26. Rix, Dan	45
27. Matthews, Gary	56
28. Walker, Dan	58
29. Cole, Lin	60
30. Satterfield, W.	60

HOBIE 16Novice POINTS	
1. Saks, Stephen	4 3/4
2. Gardner, Stan	5
3. Richardson, Keith	6 3/4
4. DePaoli, Mark	9
5. Houser, Allan	9
6. Barhydt, Ralph	14
7. Witt, Stephen	17
8. Wierenga, Paul	20
9. Manasse, Steve	21
10. Taylor, Terry	22
11. Couthes, Mike	23
12. Wilder, Dirk	23
13. Hendry, Mark	24
14. Coulombe, Rick	24
15. Gilmore, Roger	25
16. Best, Rob	31
17. Vick, Tom	31
18. Tatti, Ronald	37
19. Schroyer, Chuck	38
20. Panattoni, S.	39
21. Nicholls, D. W.	42
22. McCue, Patrick	43
23. Smith, Greg	43

HOBIE 14A POINTS	
1. Kitowski, Ron	1 1/2
2. Allen, Jim	5
3. Crema, Alice	7
4. Gross, Brian	9
5. Carney, Bill	10
6. Aranda, Debbie	13
7. Tantillo, Jim	14
8. Freeman, Ken	15
9. Lantz, Kelly	16
10. Winkle, Donald	19
11. Fikes, Ron	22

HOBIE 14B POINTS	
1. Boyd, Wendy	1 1/2
2. Rempfer, Jeff	4

HOBIE 14Turbo POINTS	
1. Eustace, Bob	3 3/4
2. Hill, Jack	4
3. Collier, Dave	7 3/4
4. Walden, Gary	8
5. Saylor, Steven	9
6. Lord, Timothy	12
7. Walden, Jon	12
8. Williams, D. C.	15

WET 'N WILD REGATTA  
FLEET #21, DIVISION #3  
WOODWARD RESERVOIR, CALIF  
MAY 12 - 13, 1984

HOBIE 18A POINTS	
1. Cary	5 1/2
2. Timms	9 3/4
3. Noathery	10 3/4
4. Probst	13
5. Miwasian	20
6. Rayfuse	26 3/4
7. Baker	29
8. Stone	34
9. Harris	35
10. Orloff	41
11. Yahalom	41
12. Olson	41
13. Fortune	48
14. Altman	48
15. Jeffries	51
16. Pepper	53

17. Johnston	54
18. McFarren	59
HOBIE 18B POINTS	
1. Monicbais	4
2. Riddle	8 1/2
3. Beidleman	14
4. Renning	14
5. King	15
6. Campbell	19
7. Adkins	22
8. Brown	27
9. Zordell	33
10. Schliiser	38
11. Owen	40

HOBIE 18Magnum POINTS	
1. Ettl	3
2. Gardner	8
3. Uecker	12

HOBIE 16A POINTS	
1. Porter	9 1/2
2. Gustin	13 3/4
3. MacDonald	14
4. Poncin	23 3/4
5. Montague	23 3/4
6. Schnerder	25
7. Boschma	32
8. Tobie	33
9. Cole	33
10. Burling	36
11. Mooneyham	36
12. Peterson	38
13. Mathews	40
14. Reese	42
15. Layer	45
16. Skupniwkk	56
17. Grewohl	56
18. Skvarla	58
19. Feiberg	59
20. Steit	61
21. Hinds	61
22. Hoffman	75
23. Lundergan	81
24. Farris	81
25. Brown	90

HOBIE 16B POINTS	
1. Hess	7 1/2
2. Quinn	9 1/2
3. Vick	13
4. Murphy	21
5. Matthews	22
6. Sullivan	23
7. Kleids	24
8. Katz	24 3/4
9. Parseghian	27
10. Williams	32
11. Brown	33
12. Leonard	41
13. Londerere	46
14. Smith	56
15. Isaacs	56

HOBIE 16C POINTS	
1. Brothers	7 1/4
2. Taylor	9 3/4
3. Baily	10
4. Houff	19
5. Matthews	34
6. Wadford	37
7. Englehart	38
8. Sheehan	38
9. Thompson	39
10. Thompson	40
11. Walker	43
12. Quarasma	49
13. Baumgartner	50
14. Brenda	51 3/4
15. Wye	60
16. Miller	61
17. Clarke	67
18. Hardee	69
19. Smith	72
20. Saylor	73
21. Brougher	74
22. Talbot	74
23. Tully	74
24. Sauls	76
25. Theilacker	81
26. Farris	83
27. Smith	86
28. Lea	91
29. Dunlap	93
30. Rix	96
31. Canepa	108
32. Coulombe	116
33. Younger	117
34. Douglas	123
35. Sweetnam	125
36. Trimble	148

HOBIE 16Novice POINTS	
1. Johnson	3
2. Perrenoud	11
3. Sherry	16
4. Zickuhr	21
5. Dowlan	22
6. Finnerty	22
7. Couthes	27
8. Witt	27
9. Cooperider	28
10. Smith	35
11. Kidwell	41
12. Stewart	46
13. Smith	47
14. Lyles	50

15. Hasenkamp	50
16. Finley	64
17. Mercier	76
18. Hasper	76
HOBIE 14 POINTS	
1. Carney	6 1/2
2. Sprague	11 1/2
3. Theiring	13
4. Gross	13 3/4
5. Kitowski	14
6. Tantillo	18
7. Crema	21
8. McFarlane	32
9. Rempfer	33

HOBIE 14Turbo POINTS	
1. Hill	4 1/4
2. Eustace	9
3. Williams	15
4. Lord	19
5. Montague	19 1/2
6. Walden	23
7. Walden	30

## DIVISION 4

1984 SANDPOINT REGATTA  
FLEET #95, DIVISION #4  
SEATTLE, WASHINGTON  
APRIL 28 - 29, 1984

HOBIE 18A POINTS	
1. Salkind, E.	9
2. Ling, T.	9 1/4
3. Woodward, R.	10 3/4
4. Norwood, J.	14
5. Lawton, J.	20
6. Beluga	22 3/4
7. Bonica, J.	29
8. Marshack, K.	31
9. Worsfold, S.	34
10. Skidmore, D.	38
11. Alexander, J.	39
12. Martin, W.	39
13. Gorman, B.	43
14. Carpenter, D.	44
15. Schmidt, W.	45
16. Baggerly, K.	53
17. Olmsted, T.	57
18. Engstrom, D.	65

HOBIE 18B POINTS	
1. Danskin, J.	3
2. Horswill, J.	10
3. Anderson, J.	12
4. Peterson, B.	12 3/4
5. Teutsch, E.	14
6. Lemmon, B.	24

HOBIE 16A POINTS	
1. Thompson, F.	5 1/2
2. Corrie, J.	11
3. Knight, G.	16 1/2
4. Wyant, S.	19
5. Jung, S.	25
6. Allen, D.	28
7. Ruggles, S.	28
8. Carter, P.	28
9. Dickinson, D.	28 3/4
10. Butchart, S.	31
11. Karassowitch, M.	33
12. Marshall, L.	34
13. Carter, S.	45
14. Carter, L.	46
15. Glover, B.	46
16. Kies, N.	47
17. Puller, K.	56
18. Wray, T.	56

HOBIE 16B POINTS	
1. Wilson, S.	3
2. Roundy, S.	12 3/4
3. Nelson, J.	14
4. Trendell, B.	17
5. Grahm, M.	18
6. Rodeheaver, J.	19
7. Linnabary, J.	22
8. Fisher, J.	27
9. Freeman, R.	29
10. Hepple, R.	30
11. Collins, D.	43
12. Kimball, B.	43
13. Holder, B.	44
14. Orme, B.	55

HOBIE 16C POINTS	
1. Benjamin, S.	11 3/4
2. Brown, R.	11 3/4
3. Marx, S.	14 1/2
4. Scovel, M.	21
5. Ingersoll, R.	22
6. Rumsey, D.	24
7. Bonzer, R.	30
8. Blankenship, T.	32
9. Haley, J.	36
10. LaPorte, B.	37
11. Anderson, T.	37
12. Shirley, R.	42
13. Burns, D.	42
14. Ramseyer, J.	47
15. Tochko, S.	48
16. Myrvold, R.	54 3/4
17. Bryant, M.	55

18. Gilday, T.	57
19. Guarno, R.	60
20. Hepple, L.	65
21. Babcock, D.	70
22. Logan, J.	72

HOBIE 14A POINTS	
1. Cross, T.	4 1/4
2. Ursich, G.	5 1/2
3. Johnson, G.	15
4. Amort, T.	17
5. Bynum, S.	20

1984 FT. WORDEN REGATTA  
FLEET #95, DIVISION #4  
PORT TOWNSEND, WASHINGTON  
MAY 12 - 13, 1984

HOBIE 18A POINTS	
1. Salkind, E.	5 1/4
2. Ling, T.	7 3/4
3. Bonica, J.	9 3/4
4. Ulibarri, P.	11
5. Stewart, M.	20
6. Baggerly, K.	21
7. Dunn, M.	26
8. Danskin, J.	29

HOBIE 18B POINTS	
1. Peterson, B.	4 1/4
2. Anderson, J.	6 1/2
3. Horswill, J.	9
4. Sonnenfeld, W.	16

HOBIE 16A POINTS	
1. Karassowitch, M.	3
2. Wyant, S.	6 3/4
3. Ruggles, S.	15
4. Thompson, F.	21
5. Butchart, S.	21
6. Christensen, T.	27
7. Allen, D.	29
8. Dickinson, D.	30
9. Brooks, G.	31
10. Sprague, S.	32
11. Marshall, L.	34
12. Carter, S.	36
13. Carter, L.	36
14. Fuller, K.	40

HOBIE 16B POINTS	
1. Smith, R.	6 1/2
2. Graham, M.	8 1/2
3. Nelson, J.	8 3/4
4. Pilger, B.	12
5. Brown, R.	18

HOBIE 16C POINTS	
1. Scovel, M.	3
2. Burns, D.	7 3/4
3. Smith, D.	11
4. Haley, J.	13
5. Zopolos, N.	21
6. Lasorsa, D.	25
7. Gilday, T.	25
8. Logan, J.	27

HOBIE 14A POINTS	
1. Cross, Ted	3

## DIVISION 5

PUEBLO REGATTA  
FLEET #210, DIVISION #5  
PUEBLO RESERVOIR, COLORADO  
MAY 12 - 13, 1984

HOBIE 18A POINTS	
1. Zabel, Dan	3
2. Cooley, Stephen	10
3. Eckhardt, Roger	14
4. Brown, Parry	17
5. Brabant, Jan	23
6. Foust, Glenn	24
7. Beuregard, John	26
8. Anderson, Steve	27
9. Roll, Lee	29
10. McCrady, Ken	32
11. Witrupp, Mark	33
12. Collins, Fred	38
13. Sutton, Tom	41

HOBIE 18B POINTS	
1. Larson, Thomas	5 1/4
2. Carnell, Steve	7 3/4
3. Glenn, Sean	11 3/4
4. Stiller, Jerry	13
5. Rindahl, Bruce	18
6. Clark, Bryan	24
7. Drummond, Al	25
8. Pearson, William	28
9. Hodges, Will	30
10. Bone, Michael	33
11. Braun, Jim	37

HOBIE 16A POINTS	
1. Shearer, Andy	5 1/4
2. Shearer, Dave	5 1/2
3. Roybal, Mike	11
4. Brown, Jim	16
5. Johnson, Mike	21

6. Adams, Bill	21
7. Gotter, Richard	24
8. Cayle, Tom	28
9. Roybal, Ron	29
10. Danly, Bruce	32
11. Baker, Bruce	33
12. Shedd, Cory	37
13. Bengtson, Paul	44
14. Lutton, Tom	46
15. Leonard, John	48

HOBIE 16B POINTS	
1. Shay, Robert	11
2. Tully, Anne	17 1/2
3. Lindholm, Dale	17 3/4
4. Baphammer, Bob	17 3/4
5. Watt, Rob	19
6. Mueller, Rick	23
7. Fonda, Roger	26
8. Lenz, Marcy	26
9. Lang, Toni	27
10. Hillis, Gary	33
11. Gatto, John	34
12. Bowen, Mike	37
13. Henderson, Larry	38 3/4
14. McLaughlin, Pete	40
15. Ruppert, Bill	41
16. Marsden, Kevin	45
17. Spanier, Allen	45
18. Aleccia, Joseph	54
19. Kray, Glenn	61
20. Gage, Bob	64
21. Puckett, Ernest	66
22. Cross, Dave	77
23. Seitz, Joe	77

# REGATTA RESULTS

15. Johnson, M.	41
16. Goodman, R.	42
17. Wilson, M.	46
18. Young, D.	51
19. Wilson, B.	51
20. Acquart, M.	53
21. Zahorsky, T.	57
22. Choice, B.	63
23. Sparks, S.	69
24. McConathy, S.	69
25. Pershouse, J.	75
25. Krucciak, J.	75

HOBBIE 16B	POINTS
1. Whitener, M.	6 3/4
2. Butler, M.	15
3. Rourke, K.	20
4. Denicola, K.	15 3/4
5. Sloan, S.	18 3/4
6. Hightower, L.	20
7. Rose, J.	20
8. Armstrong, O.	22
9. Smith, J.	26
10. Schnorr, D.	28
11. Bentz, R.	29
12. Hill, W.S.	37
13. Mallum, D.	38
14. Delesandri, T.	41
15. Roland, L.	43
16. Bandemere, L.	45
17. Hamilton, C.	47
18. Miller, E.	54
19. Griggin, S.	57

HOBBIE 16C	POINTS
1. Quinn, J.	7
2. Webster, J.	8 1/2
3. Stinson, R.	14
4. Ziese, D.	20
5. Jacobson, H.	21
6. Bach, A.	25
7. Matson, J.	25
8. Mikulec, M.	27
9. Choice, B.	27 3/4
10. Weissinger, W.	28
11. Young, R.	29
12. Novich, M.	31
13. Quirk, B.	38
14. Lesieux, J.	38
15. Koons, D.	40
16. Hoffman, G.	48
17. Burditt, L.	49
18. Willis, B.	52
19. Rhall, R.	53
20. Strom, M.	56
21. Rugh, R.	56
22. Harrel, J.	62
23. Newman, B.	75
23. Fleming, M.	75
23. Blankenship, J.	75

HOBBIE 16C	POINTS
1. Quinn, J.	7
2. Webster, J.	8 1/2
3. Stinson, R.	14
4. Ziese, D.	20
5. Jacobson, H.	21
6. Bach, A.	25
7. Matson, J.	25
8. Mikulec, M.	27
9. Choice, B.	27 3/4
10. Weissinger, W.	28
11. Young, R.	29
12. Novich, M.	31
13. Quirk, B.	38
14. Lesieux, J.	38
15. Koons, D.	40
16. Hoffman, G.	48
17. Burditt, L.	49
18. Willis, B.	52
19. Rhall, R.	53
20. Strom, M.	56
21. Rugh, R.	56
22. Harrel, J.	62
23. Newman, B.	75
23. Fleming, M.	75
23. Blankenship, J.	75

HOBBIE 14	POINTS
1. White, Charles	3
2. Acquart, Stephen	6 3/4
3. Mayo, Carolyn	12
4. Powell, Craig	13

HOBBIE 14 TURBO	POINTS
1. Dominy, B.	6 1/2
2. Acquart, S.	6 3/4
3. Morrison, R.	9
4. Righnow, B.	10
5. Kuc, J.	10 3/4
6. Deyo, D.	14
7. Donica, D.	16
8. McFarland, J.	19
9. Hausmann, C.	25
10. Zalles, J.	30
11. Rymal, J.	33
12. Warren, B.	37
13. Philpot, Jr. M.	38

**PLEASE NOTE!!!**

There was a mistake made in breaking a tie in the 16A fleet for the Crosswinds Regatta held March 17 - 18 by Fleet #161 in Division #6. The tie was between A. Hoover and R. Whittington. R. Whittington should of had 7th place and A. Hoover 8th place.

**DEEP SOUTH REGATTA  
FLEET #9, DIVISION #6  
LAKE CHARLES, LOUISIANA  
MARCH 31 - APRIL 1, 1984**

HOBBIE 18A	POINTS
1. Bradley, Jason	3
2. Huber, Tighe	6 3/4
3. Borel, Gary	12
4. Smith, Charlie	13
5. Strohm, Bobwire	19

HOBBIE 18B	POINTS
1. Pellone, Kevin	3
2. Yurinak, R.J.	8 3/4
3. McLain, Randy	9
4. Fontenot, Glenn	14
5. Granger, Tommy	20

HOBBIE 16A	POINTS
1. Whittington, Rob	7 1/2
2. Miller, Chuck	8 1/2
3. Choice, Bill	13 3/4
4. Shaw, Roy	17
5. McNam, Dennis	21
6. Teddlie, Dennis	22
7. Teske, Ed	23
8. Eckenroth, Paul	28
9. Eckenroth, Phil	29

10. Zehorsky, Tom	30
11. Caraway, Maurice	31
12. Johnson, Mike	43
13. Irwin, Greg	49

HOBBIE 16B	POINTS
1. Griffin, Steve	11
2. Hamilton, Chuck	12 3/4
3. Hightower, Leigh	19
4. Bentz, Rob	20 3/4
5. Denicola, Kevin	23
6. Armstrong, O.T.	26 3/4
7. Stinson, Richards	27
8. Delesandri, Tom	27
9. Pollendine, Syd	29
10. Trimm, David	33
11. Trahan, Chris	33 3/4
12. Seagraves, Dwight	38
13. Miller, Errol	41
14. Bandemere, Larry	44
15. Rabalais, Keith	44
16. Smith, Jim	54
17. Ashworth, Glenn	56
18. Ferguson, Ira	59

HOBBIE 16C	POINTS
1. Novich, Martin	9 1/2
2. Jacobson, Howard	12 3/4
3. Ziese, Delroy	16
4. Pugh, Robert	21
5. Wilkens, Jan	23 3/4
6. Lesieux, Juan	24 3/4
7. Quirk, Brent	26
8. Wilkins, Mitchell	31
9. Willis, Bob	33
10. Weissinger, Bill	34
11. Bach, Andrew	35
12. Stallcup, Ralph	42
13. Tucker, Watler	43
14. Myers, R. J.	43
15. Latimer, Robert	48
16. Hoffman, Chuck	51
17. Colley, Steve	55
18. Palmer, Ken	57
19. Stine, Dick	59
20. Rueblen, Michael	60
21. Taylor, David	62
22. LaCroix, R.	72
23. Blankenship, J.R.	72

HOBBIE 14 TURBO	POINTS
1. Huber, Tighe	3
2. Bradley, Jason	7 3/4
3. Strohm, Bobwire	14
4. Pellone, Kevin	15
5. Smith, Charlie	18
6. Sloan, Richard	18
7. Shortlett, Tim	26

**HILL COUNTRY 1984  
FLEET #64, DIVISION #6  
CANYON LAKE, TEXAS  
APRIL 28 - 29, 1984**

HOBBIE 18A	POINTS
1. Strange, Doug	5 1/2
2. McClain, Randy	8 1/2
3. Wreyford, Ron	10 3/4
4. Roy, Louis	12
5. Campbell, Walter	15
6. Imbrogno, Bill	23
7. Oyer, James	26
8. Fuller, Gene	28
9. McKee, Robert	30
10. Jameson, MaryBeth	36
11. Taylor, Ken	42

HOBBIE 18B	POINTS
1. McClain, Randy	2 1/4
2. Yurinak, Randy	4 3/4
3. Turner, Mike	8
4. Storvick, Chuck	11
5. Smyth, Richard	13
6. Imbrogno, Bill	18
7. Jameson, MaryBeth	21
8. Granger, Tommy	24

HOBBIE 16A	POINTS
1. Miller, Chuck	3
2. Seta, Ray	9
3. Eckenroth, Phil	13
4. Clark, Rodney	24
5. Teske, Ed	25
6. Whittington, Rob	27
7. Eckenroth, Paul	27
8. Wilson, Butch	27
9. Luce, Ernie	36
10. Choice, Bill	37
11. Taylor, Jocko	39
12. Shaw, Roy	41
13. McGonigle, Robert	44
14. Popejoy, Judy	45
15. Fitch, Jeff	46
16. Wilson, Mike	52
17. Nix, Tom	52
18. Acquart, Michael	68

HOBBIE 16B	POINTS
1. Hightower, L.	4 1/2
2. Krucciak, J.	6 3/4
3. Sloan, S.	10 3/4
4. Nagel, D.	13
5. Smith, J.	15
6. Buck, S.	17
7. Hamilton, C.	18
8. Mallum, D.	20
9. Roland, L.	23
10. Ford, R.	24

11. Hardy, M.	24
12. Schiele, C.	28
13. Putnam, J.	29
14. Scheidt, C.	35
15. Marksbury, M.	39
16. Endres, A.	39
17. Sanchez, L.	43
18. Kellogg, L.	46
19. Webster, J.	50
20. Trimm, D.	52
21. Stinson, R.	57
22. Peterson, S.	58
23. Bandemere, L.	75
23. Gunn, D.	75
23. Smith, J.	75

HOBBIE 16C	POINTS
1. Padon, Frank	2 1/4
2. Bach, Andrew	6 3/4
3. McLondon, Jeff	7
4. Sweetman, Chuck	11
5. Webster, J.	13
6. Thornton, L.	20
7. Rice, Stan	21
8. Loomis, Floyd	25
9. Zuger, Leo	29
10. Merchant, Ken	31
11. Snider, Tim	32
12. Pugh, Robert	33
13. Wilson, Bill	36
14. Ross, Bob	42
15. Large, Kirk	42
16. Gillespie, Bryan	47
17. Mason, James	48
18. Rosell, Karl	49
19. LaCroix, Robin	57
19. Volmert, Jim	57

HOBBIE 14 TURBO	POINTS
1. Righnow, Billy	8 1/2
2. Kuc, John	8 3/4
3. Morrison, Rick	9 3/4
4. Williamson, W.	10 3/4
5. Deyo, Douglas	18
6. Nowlin, Jim	19
7. Colby, Peter	20
8. Tawada, Leanne	33
9. Rose, Jimmy	33
10. Bailey, Jim	36
11. Dominy, Billy	40

**LONGNECK 1984  
FLEET #128, DIVISION #6  
CANYON LAKE, TEXAS  
MAY 12 - 13, 1984**

HOBBIE 18A	POINTS
1. Miller, Chuck	5 1/4
2. Eckenroth, Paul	8 3/4
3. Whittington, Rob	11
4. Seta, Ray	15 3/4
5. Eckenroth, Philip	21
6. Fitch, Jeff	25
7. Teske, Ed	25
8. Shaw, Roy	27
9. Wilson, Butch	30
10. Acquart, Michael	35
11. Buck, Steve	42
12. Wilson, Mike	42
13. McGonigle, Robert	50
14. Irwin, Greg	49
15. Nix, Tom	51
16. Minerva, Mike	52
17. Schaf, Robert	64
18. McConathy, Steve	70
19. Griffin, Steve	80

HOBBIE 16A	POINTS
1. Miller, Chuck	6 1/2
2. Whittington, Rob	7 1/2
3. Eckenroth, Paul	16
4. Choice, Bill	16
5. Seta, Ray	20 3/4
6. Teske, Ed	20 3/4
7. Eckenroth, Phil	24
8. Shaw, Roy	33
9. Kuc, John	34
10. Hightower, Leigh	34
11. Rourke, Ken	37
12. Fitch, Jeff	40
13. Goodman, Rusty	40
14. Acquart, Michael	41
15. Wilson, Mike	50
16. Wilson, Butch	53
17. Seta, Tony	63

HOBBIE 18B	POINTS
1. Yurinak, R. J.	5 1/4
2. Campbell, Walter	6 1/2
3. Applegate, Bill	14
4. Wreyford, Ron	15
5. Imbrogno, Bill	17
6. Fontenot, Glenn	20
7. McKee, Robert	22
8. Melenzyer, C.	33
9. Taylor, Ken	36

HOBBIE 16A	POINTS
1. Miller, Chuck	6 1/2
2. Whittington, Rob	7 1/2
3. Eckenroth, Paul	16
4. Choice, Bill	16
5. Seta, Ray	20 3/4
6. Teske, Ed	20 3/4
7. Eckenroth, Phil	24
8. Shaw, Roy	33
9. Kuc, John	34
10. Hightower, Leigh	34
11. Rourke, Ken	37
12. Fitch, Jeff	40
13. Goodman, Rusty	40
14. Acquart, Michael	41
15. Wilson, Mike	50
16. Wilson, Butch	53
17. Seta, Tony	63

HOBBIE 16B	POINTS
1. Rourke, Ken	8 3/4
2. Schiele, Carl	14 3/4
3. Armstrong, O.J.	20
4. Bandemere, Larry	23 3/4
5. Kopp, Kevin	23 3/4
6. Rose, Jimmy	27
7. Krucciak, James	27
8. Sloan, Steve	27
9. Mallum, Dan	29
10. Taylor, Jocko	37
11. Smith, Jim	44
12. Peterson, Stan	45
13. Marksbury, Gene	50
14. Hardy, Mike	51 3/4
15. Hamilton, Chuck	54
16. Lynne, Dave	55
17. Ziese, Delroy	56

18. Gilliland, Tom	61
19. Bach, Andrew	61
20. Jacobson, Howard	68
21. Nagel, Dave	70
22. Urbard, Bruce	73
23. Sanchez, Louis	74
24. Schnorr, Don	78
25. Glover, Tom	88
26. Bourland, Randy	95
27. Ford, Rick	108
28. Currier, Gary	116
29. Quick, Dean	116

HOBBIE 16C	POINTS
1. Pugh, Robert	9 3/4
2. Quick, Brent	17 3/4
3. Polderman, Rudy	20
4. Rowley, Skip	23 1/2
5. Wessinger, Bill	27
6. Rice, Stan	32
7. Harrell, Jim	32
8. Simpson, Jim	34
9. Grounds, Jim	34
10. Valenta, Michael	37
11. Middleton, John	37
12. Domie, John	38
13. Metz, Don	45
14. Lewis, David	47
15. Thornton, L. Dee	48
16. Betts, Gene	52
17. Willis, Bob	54
18. Ayson, Gabe	55
19. Sweetman, Chuck	65
20. Wilkins, Mitchell	68
21. McGinnis, Gavin	71
22. Rand, Mike	74
23. Moody, Jeff	78
24. Parks, Alan	92
25. Kellev, John	104
26. Washburn, David	105
27. Jordan, Floyd	108
28. Blankenship, J.	109
29. Hoffman, Chuck	128
29. Heard, Ray	128
29. Davis, Cliff	128
29. Pomeroy, Lee	128

HOBBIE 14A	POINTS
1. Acquart, Stephen	3
2. McCracken, Judy	8
3. Russell, K.	9

HOBBIE 14 TURBOA	POINTS
1. Kuc, John	6 3/4
2. Dominy, Billy	7 3/4
3. Weick, Marty	8 1/2
4. Williamson, W.	14 3/4
5. Deyo, Douglas	20
6. Colby, Peter	21
7. Jett, Dean	24

HOBBIE 14 TURBOB	POINTS
1. Baker, Jim	3
2. Zalles, Juan	7 3/4
3. Efrid, Claire	10
4	

# REGATTA RESULTS

## HOBIE 16A POINTS

1. Wood	5	1/4
2. Whitehurst	8	3/4
3. Whiteleather	11	
4. Frazier	18	
5. Sanchez	18	3/4
6. Daniel	23	
7. Andrews	28	
8. Miller	30	
9. Weaver	32	
10. Bauerfind	32	
11. Endres	44	
12. Warringer	46	
13. Dickinson	53	
14. Keyser	54	
15. Shortenbecker	56	
16. Gres	59	
17. Gallagher	60	
18. Linton	65	
19. Ashton	65	
20. Raditch	68	
21. Maxwell	71	
22. Danner	82	
23. Liebel	88	
24. Momier	89	
25. MacPhail	90	
26. Post	91	
27. Caffee	91	
28. Karran	99	
29. Sammons	107	
30. Rokos	116	
31. Raditch	126	
32. Weill	128	

## HOBIE 16B POINTS

1. Gallagher	9	1/2
2. Carson	13	1/2
3. Caldwell	15	3/4
4. Snyder	18	
5. Okragleski	20	
6. Bennett	21	
7. Dawson	22	
8. Burnett	26	
9. Nissley	30	
10. Schulman	40	
11. Weis	40	
12. Bowerfind	41	
13. Kruter	44	
14. Coile	46	
15. Shope	47	
16. Wise	57	
17. Coffee	63	
18. Pollard	67	
19. Boetcher	69	
20. Gruger	74	
21. Rainger	79	
22. McClenathan	85	
23. Besley	87	
24. Williams	95	

## HOBIE 16C POINTS

1. Biest	7	1/2
2. Emmett	12	
3. Ealy	22	
4. Safer	23	
5. Chanman	27	
6. Smith	30	1/2
7. Hanna	31	
8. Bodon	40	
9. Dehon	40	
10. Wheeler	42	
11. Ruggieri	42	
12. Roche	44	
13. Gress	46	
14. Stalen	48	
15. Taylor	57	
16. Hook	61	
17. Lengyer	71	
18. Teyber	72	
19. Robertson	77	
20. Ridenour	80	
21. Zwolak	81	
22. Bozmoski	82	
23. Kosowsky	91	
24. Waldo	99	
25. Little	99	
26. Duboff	101	
27. Barhydt	104	

## HOBIE 14A POINTS

1. Kirby	4	1/4
2. Brice	6	1/2
3. Moldt	10	
4. Brooks	19	
5. Hull	22	
6. Liebl	22	
7. Boetcher	25	
8. Buie	28	
9. Johnson	29	

## HOBIE 14B POINTS

1. Renfro	3	
2. Heaney	8	
3. Bougledredge	11	3/4
4. Sammons	14	
5. Soule	15	
6. Beal	21	

## HOBIE 14 TURBO POINTS

1. Joslin	6	3/4
2. Heil	8	1/2
3. Heyser	13	3/4
4. Coss	14	
5. Dekreek	14	3/4
6. Burns	21	
7. Meric	22	
8. Wetty	27	
9. Medley	28	
10. Ruark	43	
11. Bornson	43	
12. Hamlet	47	

## MIDWINTERS EAST FLEET #36, DIVISION #8 TAMPA, FLORIDA APRIL 28 - 29, 1984

### HOBIE 18A POINTS

1. McKee, Dick	6	1/2
2. Parks, Terry	8	1/2
3. Carlson, Dave	13	3/4
4. Johnson, Bob	16	
5. Hackney, John	17	
6. Davis, Jim	18	
7. White, Rick	23	
8. Cozart, Ken	32	
9. Lehmayr, Steve	37	
10. Cook, Alan	39	
11. Braun, Walt	42	
12. Layne, Cody	42	
13. Davis, Joe	43	
14. Cioffoletti, J.	51	
15. Shaw, Sheri	54	
16. Hohenhausen, R.	56	
17. Elder, Bud	58	
18. Latvala, Jerry	64	
19. Sheppard, Rick	72	

### HOBIE 18B POINTS

1. Laletin, Chris	5	1/2
2. Whitworth, Tom	6	1/2
3. Ushman, Dennis	17	
4. Bain, Tom	21	
5. Abhassi, Barry	21	3/4
6. Sell, Barry	22	
7. Isenhoff, Tony	22	
8. Oates, Alan	25	
9. Cawley, John	26	
10. Schwarz, Dick	28	
11. Motta, Tom	38	
12. Strlog, Jay	40	
13. Hydelslee, Pete	44	
14. Hamlet, John	46	

### HOBIE 18Magnum POINTS

1. Rahn, Rick	4	1/4
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### HOBIE 16A POINTS

1. Woods, Miles	8	1/2
2. Sloan, Dave	12	3/4
3. Karran, Richard	16	3/4
4. Miller, KKevin	18	3/4
5. Figueroa, Enrique	20	
6. Sammons, Jack	21	
7. Theiss, Paul	26	
8. Bowerfind, Linda	31	
9. Whitehurst, Bob	35	
10. Keyser, Chris	41	
11. Rodgers, Dave	37	
12. Whiteleather, C.	42	
13. Weaver, Rick	52	
14. Dickinson, Ron	57	
15. Raditch, Rick	57	
16. Wright, Greg	59	
17. Dwyer, Dennis	60	
18. Curson, Robert	65	
19. Daniel, Robbie	72	
20. Jones, Mark	73	
21. Ashton, Larry	76	
22. Legrand, Ed	77	
23. Rokos, Gernae	87	
24. Storbaker, S.	89	
25. Moss, Dennis	89	
26. Curson, Scott	90	
27. Stelberg, Bill	93	
28. Phillips, Mike	95	
29. Vasilades, Pete	99	
30. Haley, Deter	99	
31. Frazier, Burrell	101	
32. Manier, Jim	105	
33. MacPhail, Roy	112	
34. Warringer, Bob	116	
35. Woods, Bob	121	
36. Palmer, Jim	133	

### HOBIE 16B POINTS

1. Thompson, Walter	16	3/4
2. Snyder, Bill	17	
3. Canvell, Tom	21	3/4
4. Guthrie, Pete	22	
5. Walter, David	24	3/4
6. Rathkopf, Steve	24	3/4
7. Boetcher, Glenn	29	
8. Timmons, Kenny	31	
9. Biest, Spencer	32	
10. Hungelford, H.	36	
11. Davis, Dave	37	
12. Chapman, Matt	40	
13. Okragleski, Mike	43	
14. Krutek, Jack	46	
15. Shaper, Robert	47	
16. Schalmann, Rich.	47	
17. Dawson, Mike	47	3/4
18. Eminett, Steve	57	
19. Jesse, Jim	58	
20. Dwyer, Tom	71	
21. Pollard, Pete	72	
22. Berry, Bob	72	
23. Murphy, Robert	77	
24. Diaz, Andy	82	
25. Hunger, Ford	89	
26. Weis, Susan	92	
27. Besley, Kim	92	
28. Monroe, Kent	98	
29. Moorehouse, R.	112	

### HOBIE 16C POINTS

1. Liebel, Steve	6	1/4
2. Dehon, Ken	10	3/4
3. Shirey, Jim	16	3/4
4. Ridgely, Matt	18	
5. Rideraur, John	18	
6. Diaz, Augusto	23	

7. Jed, Dan	27
8. Belote, Chas	27
9. Duke, Randy	33
10. Philipson, Walt	34
11. Bill, Jim	34
12. Martin, Herb	34
13. Callihan, Mike	34
14. Frazee, John	36
15. Milgrim, Dave	56
16. Shafer, Richard	60

### HOBIE 14A POINTS

1. McIntosh, Fred	8	1/2
2. Moldt, Dick	9	
3. Kirby, Alex	10	1/2
4. Buie, Budd	11	3/4
5. Cope, Woodie	13	
6. Sarduy, Michael	22	
7. Johnson, Cheryl	23	
8. Craig, John	26	
9. Hull, Eric	34	

### HOBIE 14B POINTS

1. Floyd, Paul	3	
2. Klimeski, Phil	6	3/4
3. Scherzingerlinch	12	

### HOBIE 14Turbo POINTS

1. Post, Dick	4	1/4
2. Coss, Paul	7	3/4
3. Joslin, Bill	8	3/4
4. Meric, Jay	16	
5. Keyser, Clark	16	
6. Karnigschnig, A.	20	
7. Burns, John	25	

3. Poplin, Reggie	17	3/4
4. Jett, Peter	23	3/4
5. Latham, Bob	25	
6. Florence, Bobby	25	3/4
7. Taylor, Bob	26	
8. Hasaflook, Rusty	27	
9. Lister, Scott	29	
10. Carter, David	29	
11. Fahlberg, Curtis	30	
12. Dalba, Russ	32	
13. Griffin, Ted	32	
14. Palyer, Buddy	33	
15. Stratford, Bill	37	
16. Jarrett, Richard	40	
17. Coleman, Dale	42	
18. Mazur, Steve	44	
19. Berck, Bill	49	
20. Allison, Larry	60	

### HOBIE 14 POINTS

1. Lowrance, Robbie	4	1/2
2. Creel, Kyle	4	3/4
3. Urette, Gar	8	

### HOBIE 14 Turbo POINTS

1. Wilson, Caron	2	1/4
2. House, Joe	6	
3. Goldman, Dale	9	

### GONE WITH THE WIND REGATTA FLEET #12, DIVISION #9 ATLANTA, GEORGIA APRIL 7 - 8, 1984

### HOBIE 18A POINTS

1. Dunn, L.	2	1/4
2. Estapa, D.	7	
3. Sunderland, S.	7	
4. Haight, J.	12	3/4
5. Ellis, N.	15	
6. Fleming, J.	17	
7. Olson, L.	21	
8. Green, G.	21	
9. Graham, D.	23	
10. Land, J.	27	
11. McKay, B.	28	
12. Jones, C.	29	
13. Ayscue, G.	30	
14. Whiteside, T.	39	

### HOBIE 18B POINTS

1. Knoll, A.	4	3/4
2. McGinnis, R.	5	1/2
3. Dingman, P.	6	3/4
4. Robertson, B.	9	
5. White, J.	13	
6. Loftis, P.	13	
7. Copely, G.	18	
8. O'Shields, E.	19	
9. Youngblood, B.	25	
10. Anderson, J.	26	
11. Roberson, B.	33	

### HOBIE 16A POINTS

1. Percy, M.	3	1/2
2. Efrid, L.	3	1/2
3. Brock, J.	8	
4. Sinclair, M.	10	
5. Fithian, P.	15	
6. Andreozzi, T.	16	
7. Collings, D.	19	
8. Curtis, B.	21	
9. Kiemele, S.	21	
10. Klesick, D.	26	

### HOBIE 16B POINTS

1. Robinson, B.	4	1/2
2. Vibert, S.	6	
3. Toney, S.	7	3/4
4. Setill, R.	9	
5. Bukovsky, J.	12	3/4
6. Kendrick, J.	16	
7. Becker, J.	18	

### HOBIE 16C POINTS

1. Moore, J.	2	1/4
2. Dalba, R.	5	3/4
3. Fahlberg, C.	7	
4. Gay, T.	13	
5. Carter, D.	17	
6. Derringer, J.	18	
7. Allison, L.	23	
8. Taylor, B.	23	
9. Burch, S.	26	
10. Cahoon, B.	27	
11. Liepins, G.	37	
12. Florence, B.	42	
12. Johnstone, M.	42	
12. Coolil, R.	42	

### HOBIE 14 Turbo POINTS

1. Grant, J.	6	
2. Sanda, B.	10	
3. Fagan, S.	12	

### 2ND ANNUAL ANHEUSER-BUSH FLEET #175, DIVISION #9 HIGH ROCK LAKE, NORTH CAROL APRIL 21 - 22, 1984

### HOBIE 18A POINTS

1. Dunn, Lance	2	1/4
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2. Newsome, Buck	7
3. Weeks, Mike	7
4. Graham, Doug	10
5. Markel, Douglas	15
6. Failla, Steve	17

### HOBIE 16A POINTS

1. Jernigan, Mike	3	1/2
2. Everest, Dan	5	1/2
3. Healy, Matthew	12	
4. Shaw, Dan	12	
5. Richardson, Pete	13	
6. Nance, William	18	
7. Stonestreet, R.	18	
8. McCroskey, Robert	18	
9. Gray, Corky	19	
10. Curtis, Bob	20	
11. Huppman, Joe	24	
12. Hill, Chuck	29	

### HOBIE 16C POINTS

1. Rogers, Todd	3	1/2
2. Smith, Sid	6	3/4
3. Williams, Larry	7	1/2
4. Weatherford, Steve	8	
5. Poling, Walter	9	
6. Niver, Mike	17	
7. Hathcock, Terry	19	
8. Baabee, Pat	24	

### HOBIE 14A POINTS

# REGATTA RESULTS

5. Florence, Bobby	10 3/4
6. Key, Robert	16
7. Dawson, Reid	16
8. Neal, E.C.	16
9. Price, Jeff	17
10. Ayers, Lee	30
11. Walser, David	33
12. Munshower, Dennis	34
13. Deglman, Bob	35
14. Reynolds, Donna	52

HOBIE 14A	
	POINTS
1. Myers, Danny	2 1/4
2. Lowrance, Robert	5 3/4
3. Creel, Kyle	7
4. Cousins, Charles	15
4. Templeton, Mike	15

HOBIE 14Turbo	
	POINTS
1. DeKreek, Vel	3 1/2
2. Merrell, Kaye	4 3/4
3. Grant, Jim	6 3/4
4. Rhodes, P.A.	11

## CHOO CHOO CLASSIC REGATTA FLEET #217, DIVISION #9 CHATTANOOGA, TENNESSEE MAY 5 - 6, 1984

HOBIE 18A	
	POINTS
1. Jones, Chuck	5 1/2
2. Robertson, Bill	8
3. Ellis, Norman	9 3/4
4. Olson, Lynn	10
5. Karr, John	14
6. Ezzell, Wes	17
7. Saunders, John	20

HOBIE 18B	
	POINTS
1. Dingman, Paul	5 3/4
2. Copley, Gene	8 3/4
3. Loftis, Pete	8 3/4
4. Patterson, Blair	10
5. Rogerson, Bud	14
6. Shapiro, Michael	16
7. Lamborn, Gary	20
8. Lusk, Lee	26

HOBIE 16A	
	POINTS
1. Percy, Mike	2 1/4
2. Kiemele, Steve	7
3. Hennings, Bill	9
4. Okarski, Mark	11
5. Atchley, Greg	15

HOBIE 16B	
	POINTS
1. Vibert, Stephen	2 1/4
2. Robinson, Barry	8
3. Denes, Bill	10
4. Mears, Charles	12
5. Brown, Jim	15
6. Kiker, Olean	16

HOBIE 16C	
	POINTS
1. White, Donna	5 3/4
2. Hester, Michael	10
3. Florence, Bobby	10 1/2
4. Lipscomb, Lance	12
5. Derringer, John	13
6. O'Brian, Pete	18
7. Burch, Scott	19
8. Carter, David	20

HOBIE 14	
	POINTS
1. Creek, Kyle	2 1/4

HOBIE 14 Turbo	
	POINTS
1. DeKreek, Vel	2 1/4
2. Schlereth, Gene	6

## 7TH ANNUAL PAMLIKO REGATTA FLEET #257, DIVISION #9 WHICHARD'S BEACH, NORTH CAR MAY 5 - 6, 1984

HOBIE 18A	
	POINTS
1. Dunn, Lance	2 1/4
2. Ayscue, Garland	9
3. Kirkley, Beecher	13
4. Steensor, George	17
5. Whitley, Myron	17
6. Vallicillo, Ray	18
7. Markel, Douglas	18
8. Minson, Dwayne	21
9. Weeks, Mike	22

HOBIE 18B	
	POINTS
1. Beddie, Mayo	5 1/2
2. Davis, Mack	9
3. Lawson, John	11 3/4
4. Bishop, Allen	13
5. Butterworth, Joe	14
6. Bass, Don	14
7. Trimm, Jim	19
8. Hanchley, Terry	21
9. Huddle, Harris	23

HOBIE 16A	
	POINTS
1. Jernigan, Mike	3 1/4
2. Breedon, Dan	9 3/4
3. Efland, Doug	12

4. Blount, John Gray	16
5. Chappell, Bill	17
6. Humphrey, Jim	20
7. Healy, Matthew	22
8. Owen, P. Richard	24
9. Weeber, Bill	24
10. Blair, Seaborn	31
11. Bush, Ed	34
12. Driscoll, Dennis	36
13. Poteat, Bob	36
14. Koch, Ray	38
15. Barbre, Ray	39
16. Humpman, Joe	46

HOBIE 16B	
	POINTS
1. Shaw, Dan	6 3/4
2. Smith, Leo	7 3/4
3. Fahlberg, Curtis	11 3/4
4. Sage, David	13
5. Grimes, John	18
6. Vance, Williams	19
7. Cole, Kenn	21
8. Roe, Ray	23
9. Crawley, Don	26
10. Williams, Larry	28
11. Cox, Jerry	33
12. Furlough, Chris	36

HOBIE 16C	
	POINTS
1. Tilley, Cindy	3 1/2
2. Walker, Stewart	8 3/4
3. Keeley, Chuck	11
4. Koch, Dan	17
5. Burnside, Richard	18
6. Clark, Walter	19
7. Mahvi, David	20
8. Sowell, David	25
9. Garris, Greg	29
10. Williams, Malcolm	33
11. Tetterton, Al	37
12. Thomas, Ernie	42
13. Denby, Joe	43
14. Robinson, Tim	45

HOBIE 14Turbo	
	POINTS
1. Hall, Denny	9 3/4
2. Deaton, Jeff	9 3/4
3. Worden, Harry	11
4. Treble, Lori	16
5. Winberry, George	16
6. Bohannon, Keith	19
7. Moseley, Bruce	21
8. Deininger, Tommy	22
9. Hutchings, Dick	22 3/4
10. Cochran, Hank	28

HOBIE 14A	
	POINTS
1. Scudder, Sam	3 1/2

## NORTH CAROLINA STATE CHAMPIONSHIPS FLEET #97, DIVISION #9 RALEIGH, NORTH CAROLINA MAY 12 - 13, 1984

HOBIE 18A	
	POINTS
1. Dunn, L.	4 1/4
2. Ayscue, G.	6 3/4
3. Mulligan, R.	15
4. Bishop, S.	20
5. Vallecillo, R.	20
6. Graham, D.	21 3/4
7. Kirkley, B.	22
8. Steenson, G.	28
9. Faille, S.	32
10. Markel, D.	35
11. Weeks, M.	37
12. Whitley, M.	45

HOBIE 18B	
	POINTS
1. Swann, C.	3
2. Converse, S.	8
3. Fitzgerald, B.	11

HOBIE 16A	
	POINTS
1. Poteat, B.	9 3/4
2. Blount, J.	11
3. Guthrie, K.	11 1/2
4. Jernigan, M.	18 3/4
5. O'Caïn, P.	20
6. Owen, R.	21 3/4
7. Breedon, D.	22
8. Curtis, B.	30
9. Bush, E.	31
10. Everest, D.	32
11. Magee, R.	33
12. Petersen, J.	36
13. Wiley, P.	43
14. Lasater, R.	54
15. Weeber, B.	57
16. Driscoll, D.	58
17. Harfield, M.	61
18. Shaw, D.	64
19. Healy, M.	68
20. Schuster, K.	69
21. Thaxton, D.	48

HOBIE 16B	
	POINTS
1. Grimes, J.	4 1/4
2. Smith, L.	9 3/4
3. Roe, R.	13
4. Walker, S.	20
5. Fahlberg, C.	21 3/4
6. Poplin, R.	25
7. Tilley, C.	25
8. Vernon, B.	27

9. Vance, W.	27
10. Williams, L.	33
11. Cole, K.	35
12. Avant, T.	36
13. Neely, C.	39

HOBIE 16C	
	POINTS
1. Weatherford, S.	6 3/4
2. Graves, B.	8 1/2
3. Duncan, B.	11 3/4
4. Neal, E.	16
5. Malone, M.	20
6. Burnside, R.	23 3/4
7. Eagleson, K.	24
8. Evans, M.	29
9. Price, J.	31
10. Collins, J.	38
11. Joyce, D.	40
12. Sanders, L.	45
13. Reeve, R.	46
14. Halthcock, T.	50
15. Holcomb, W.	50
16. Jackson, R.	53
17. Sundquist, S.	63
18. Hislope, R.	80
19. Robinson, T.	80
20. Carter, W.	80

HOBIE 14Turbo	
	POINTS
1. Moseley, B.	3
2. Hall, D.	9
3. Merrell, K.	13
4. Deaton, J.	15
5. Deininger, T.	15
6. Winberry, G.	24
7. Craig, M.	30
8. Treble, L.	31
9. Bohannon, K.	33
10. Worden, H.	40
11. Birchfield, L.	41
12. Jones, M.	46
13. Thaxton, C.	52

## DIVISION 10

### CRAB ORCHARD REGATTA FLEET #199, DIVISION #10 CRAB ORCHARD LAKE, ILLINOIS APRIL 28 - 29, 1984

HOBIE 18A	
	POINTS
1. Isco, Gordon	9
2. Hicks, Grant	10 1/2
3. Workman, Ed	11 3/4
4. Hinz, Paul	12 1/2
5. Greenwald, Hugh	15
6. Johnson, Lee	24
7. Slusser, Bob	25
8. Longueville, J.	27
9. Murphy, Mike	28
10. Swaim, Kevin	31
11. Heneghan, Jay	38
12. Burrows, Tom	45
13. Tate, Russell	45
14. Twillman, Ron	48
15. Burke, Rex	60
16. Fong, Richard	64
17. Lindquist, David	65
18. Bell, John E.	68
19. Harry, Bud	74
20. Burch, Bob	84

HOBIE 16A	
	POINTS
1. Smith, Greg	5 1/4
2. Woodruff, Stan	8 3/4
3. Barnett, John	11 3/4
4. Grosskopf, John	12
5. Field, Steve	18
6. Herbert, Rick	22
7. Shafter, Lee	29
8. Williams, Bruce	31
9. Cutshaw, Jan	32
10. Wallace, Dick	35
11. Baatz, Alfred	41
12. Sutt, Warren	44
13. Crider, Billy	46
14. Dodson, Larry	47
15. Swanson, Clyde	52

HOBIE 16B	
	POINTS
1. Baskin, Bill	4 1/4
2. Reimann, Scott	8 3/4
3. Colvard, Martin	14
4. Kirkwood, Jack	19
5. McKinney, Ken	19 3/4
6. Cleaver, Dave	20
7. Tleton, Dick	27
8. Williams, Doug	27
9. Leonard, Hal	31
10. Munne, Steve	39
11. Hampton, Larry	43
12. Richardson, Jim	49
13. Dietzel, Chuck	52
14. Schneider, Jerry	53
15. Rode, John	56

HOBIE 14	
	POINTS
1. Tyler, Thomas	3
2. Allen, Terry	7 3/4
3. Geil, Jim	10
4. Storer, John	13
5. Stiles, Mark	20

HOBIE 16A	
	POINTS
1. Balthaser	2 1/2
2. Freed	10
3. Collins	11
4. Sparks	17
5. Ralph	17
6. Lorings	18
7. Vockrodt	20
8. Hoover	24
9. Liles	34
10. Young	34
11. Cregar	36
12. Fuller	36
13. Kelley	39
14. Keeton	41
15. Raney	42
16. Kocsis	47
17. Brewer	48
18. Nigus	50
19. Rainwater	52
20. Holmes	54
21. Bass	62
22. Nesbitt	64
23. Hayes	69

HOBIE 16B	
	POINTS
1. Loeffelholz	4 1/2
2. Sinclair	8 3/4
3. Nickerson	9
4. Moreland	14

## DIVISION 11

### 1984 POINTS REGATTA FLEET #137, DIVISION #11 LAKE HOPATCONG, NEW JERSEY APRIL 28 - 29, 1984

HOBIE 18	
	POINTS
1. Schleckser, M.	2 1/4
2. Morris, B.	6 3/4
3. Canfield, C	7
4. Bay, K.	8
5. Spayth, T.	14

HOBIE 16A	
	POINTS
1. Dees, Bob	7 3/4
2. Meyers, Wally	8
3. Sersen, S.	10 3/4
4. Schmidbauer, G.	11
5. Strauss, B.	12 3/4
6. Glandon, Jim	13
7. Laue, Pete	14
8. Funari, Greg	20 3/4
9. Rhodes, Walt	26
10. MacConnel, R.	30
11. Johnson, W.	31
12. Sullivan, John	33
13. Cocotos, P.	34
14. Benston, D.	35
15. Colson, Randy	42
16. Modes, Bruce	67

HOBIE 16B	
	POINTS
1. Gillis, Jeff	4 1/2
2. Rochelle, Danny	4 3/4
3. Ochab, Brian	5 3/4
4. Kornwebel, W.	8
5. Winters, Bob	14
6. Cummings, D.	18
7. Jappo, R.	18
8. White, R.	20
9. Dzula, G.	22
10. Fowler, C.	26
11. Pillon, Jim	27

HOBIE 16C	
	POINTS
1. Brown, C.	3 1/2
2. Wiegert, B.	4 1/2
3. Kuchgaun, L.	9
4. Kitchman, J.	9 3/4
5. Rogers, T.	15

HOBIE 14 Turbo	
	POINTS
1. Roberts, M.	2 1/4
2. Merello, J.	6

## DIVISION 14

### COWTOWN CATS 10TH ANNUAL REG FLEET #91, DIVISION #14 ARLINGTON, TEXAS APRIL 27 - 28, 1984

HOBIE 18A	
	POINTS
1. Winblad	4 3/4
2. Howeth	7 1/2
3. Walton	10
4. Palmer	12
5. Smith	15
6. Fields	18
7. Rainbow	20
8. Kollman	22
9. Burrows	25
10. Edwards	30

HOBIE 18B	
	POINTS
1. Eagle	4 1/2
2. Walker	8 3/4
3. Ainsley	9
4. Kelsey	10
5. Waldrop	15
6. Taylor	18
7. Jacobi	20
8. Rossi	22
9. Anderson	28
10. Morris	29

HOBIE 16A	
	POINTS
1. Balthaser	2 1/2
2. Freed	10
3. Collins	11
4. Sparks	17
5. Ralph	17
6.	



# REGATTA RESULTS

- 7. Lindgreen, John 27
- 8. Turner, Doug 28

HOBIE 16A		POINTS
1. Tucker, Carlton	3	
2. Figueroa, Enrique	7 3/4	
3. Brooks, Todd	11	
4. Lattman, John	16	
5. Zorn, G. & C.	18	
6. Soares, J. & G.	25	
7. Thornton, Chas	27	
8. McNeir, Mike	31	
9. Stone, Lynn	32	
10. Dalton, John	32	
11. Franzen, Larry	41	
12. Corso, Robert	42	
13. Kidder, John	46	
14. Brock, Jim	47	

HOBIE 16B		POINTS
1. Smith, Kevin	3	
2. Cahoon, Bob	9 3/4	
3. Gabriel, Bob	11	
4. Mahugh, Kathy	15	
5. Smith, K. & S.	18	
6. Kernion, Brad	20	
7. Self, Robert	25	
8. Plaus, Rob	26	
9. McDonald, Lee	29	
10. Bounds, Craig	38	

HOBIE 16C		POINTS
1. Keeler, John	5 1/2	
2. Stevens, Paul	7 1/2	
3. Lindley, Alan	11	
4. Lueck, Chip	11 3/4	
5. Cauty, Chris	21	
6. Walsingham, Mike	21	
7. Stanton, Dean	24	

HOBIE 14 TURBO		POINTS
1. Neal, Steve	3	
2. Carlee, Bill	8	
3. Salmon, Jack	13	
4. Dick, Paul	13	

GULF COAST CHAMPIONSHIPS  
FLEET #35, DIVISION #15  
PENSACOLA, FLORIDA  
APRIL 14 - 15, 1984

HOBIE 18A		POINTS
1. Johnson, Bob	5 1/4	
2. Ederer, Mark	8 3/4	
3. Schlig, Dan	8 3/4	
4. Winter, Bill	19	
5. Weber, Steve	20	
6. Groseclose, Dave	24	
7. Lewis, Steve	28	
8. Dalton, Mike	30	
9. Olson, Lynn	35	
10. Murphey, Michael	36	
11. Miller, L. E.	37	
12. Pranzarone, Jack	40	
13. Sheppard, Rick	45	

HOBIE 18B		POINTS
1. Robertson, Bill	7 1/2	
2. Gibson, Greg	9 3/4	
3. Oates, Randy	10 3/4	
4. Cook, Don	15 3/4	
5. Rodrigues, David	20	
6. Kirkland, Van	20	
7. Jones, David	22	
8. Roberson, Dave	30	
9. Emler, John	33	

HOBIE 16A		POINTS
1. Tucker, Carlson	13 1/4	
2. Figueroa, Enrique	14 3/4	
3. Ralph, Mark	16	
4. Eddington, Rick	24	
5. Eddington, Rus	24	
6. Smith, Kevin	27	
7. Newkirk, Kirk	29	
8. Balthaser, Don	32 3/4	
9. Brooks, Todd	36	
10. McNeir, Mickey	37	
11. Jagger, Ted	43	
12. Lattman, John	45	
13. Percy, Mike	45	
14. Hills, Rick	47	
15. McRee, Mike	48	
16. Dalton, John	51	
17. Zorn, George	55	
18. Thornton, Charlie	59	
19. Brock, Jim	59	
20. Franzen, Larry	68	
21. Klenz, James	52	
22. Gaston, Chance	78	
23. Sparks, Scott	78	
24. Stone, Lynn	89	

25. David, Daniel	90
26. Herren, John	93
27. Hartman, Bill	94
28. Laney, Tim	101
29. Kernion, Brad	104
30. Andreozzi, Thom	106
31. Soares, John	112

HOBIE 16B		POINTS
1. Gabriel, Bob	6 1/2	
2. Edwards, Rick	9	
3. Guarino, Joe	10	
4. Dalton, Sam	10 3/4	
5. Self, Robert	11	
6. Jeffcoat, Al	12	
7. Kidder, John	19	
8. Estabrooks, Ken	19 3/4	
9. Hartman, Geoff	22	
10. Bounds, Craig	24	
11. Mulvaney, George	25	
12. McDonald, Lee	27	
13. Lawing, Bill	31	
14. Bracken, John	32	
15. Smith, Kendal	36	
16. Carter, David	39	
17. Calhoun, Bob	42	

HOBIE 16C		POINTS
1. Irby, Sean	3	
2. Burgess, James	14	
3. Mills, Rick	14	
4. Watson, Mark	14 3/4	
5. Carter, David	15	
6. Stapler, Randy	18	
7. Tileston, Dick	20	
8. Butler, Don	28	
9. Nolan, Neal	32	
10. Shelley, Steven	38	
11. Ziegert, Kevin	41	
12. Exum, John	48	

HOBIE 14TURBO		POINTS
1. Lagnston, Chris	4 1/4	
2. Ferraro, Fred	5 1/2	
3. Day, Steve	11	
4. Dick, Paul	15	
5. Knight, Ron	20	

HOBIE 14		POINTS
1. Whitehurst, Bill	5 1/2	
2. Neal, Steve	8 3/4	
3. Kirby, Alex	9 3/4	

4. Johnson, Cheryl	12 3/4
5. Acquart, Stephen	13
6. Carlee, Bill	24
7. Salmon, Cameron	28
8. Inge, Sheldon	29
9. Ekcland, Elliott	41

NIGHTTOWN REGATTA  
FLEET #178, DIVISION #15  
FORT WALTON BEACH, FLORIDA  
APRIL 21 - 22, 1984

HOBIE 18		POINTS
1. Pranzarone, Jack	4 1/4	
2. Dalton, Mike	5 1/2	
3. David, Don	12	

HOBIE 16A		POINTS
1. Wood, Miles	3	
2. Lattman, John	10	
3. Lambert, Brian	11 3/4	
4. McNeir, Mickey	13	
5. Franzen, Larry	16	
6. Gabriel, Bob	23	
7. Thonten, Charlie	25	
8. Kidder, John	29	
9. Smith, Kevin	34	

HOBIE 16B		POINTS
1. Guarino, Joe	3	
2. Dalton, Sam	10	
3. Light, John	10 3/4	
4. Irby, Sean	13	
5. Smith, Kendel	13	

HOBIE 16C		POINTS
1. Lindley, Alan	3	
2. Gabriel, Mark	8	
3. Gabriel, Kurt	9 3/4	
4. Taylor, Mike	15	
5. Neville, Nick	17	
6. Thomas, Mike	20	
7. Hargis, Larry	28	

## INTERNATL

STEINLAGER 5TH HOBIE NATIONALS  
AUSTRALIAN CLASS ASSOCIATION

HOBIE 16	
1. Pryke, Mark	
2. Bird, Warren	
3. Thomas, Kim	
4. Fallwell, Mark	
5. Cassels-Brown, D.	
6. Manning, Mike	
7. Bates, Rick	
8. Umbers, Crofton.	
9. Levie, Roger	
10. Smith, Ian	

HOBIE 14	
1. Davidson, Murray	
2. Casey, Terry	
3. Buttler, Tony	
4. Miller, J.	
5. Dixon, Ken	

HOBIE 14 Turbo	
1. Shirliff, John	
2. Bruce, M.	
3. Lumsden, Richard	
4. Paape, John	
5. Torrance, Bruce	

9TH ANNUAL SAIPAN LAGUNA REGATTA  
FLEET #189, INTERNATIONAL DIVISION  
SAIPAN, CM, MARIANAS ISLANDS  
FEBRUARY 18 - 20, 1984

HOBIE 16		POINTS
1. Eichner, Steve	6 1/2	
2. Kosack, Rex	6 1/2	
3. Holst, Jim	6 3/4	
4. Sakovich, Bill	14	
5. Nagura, Toshiaki	20	
6. Sugimoto, Hiroshi	24	
7. Aughenbaugh, K.	29	
8. Whiteley, Steve	32	
9. Nuss, Jim	33	
10. Otto, Judy	39	

HOBIE 14		POINTS
1. Schick, Mike	3	
2. Pialur, John	9	
3. Plummer, Dan	13	
4. Inoue, Masahito	14	
5. Nakai, Chiko	22	



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The Third Hobie 18 World Championship. February 9-17, 1985.  
Port MacQuarie, New South Wales, Australia.

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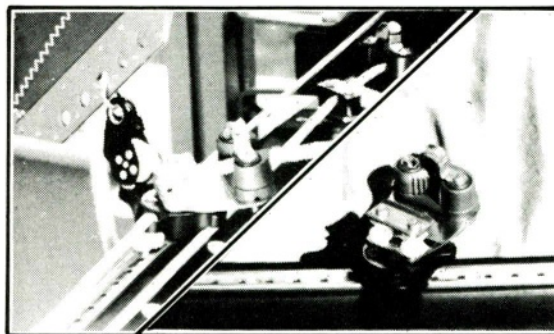
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HC-14 — 6 batten <input type="checkbox"/> . . . \$18.75	HC-16 jib <input type="checkbox"/> . . . \$ 7.95
HC-18 <input type="checkbox"/> . . . \$29.95	Virginia residents add 4% sales tax

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A simple, maintenance free jib sheet control option for the budget minded who need a low stack-up, low cost, low weight, "up-to-uncleat" solution for their particular H-16 sailing requirements.

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# GO SOUTH YOUNG MAN

To the Hobie 16 U.S. National Championship Wild Dunes, Isle of Palms, South Carolina  
August 25–September 1, 1984  
Timeout Sailboats, fleet 53 and The Hobie Class Association present the 14th annual Hobie 16 National Championship.

All skippers, prequalified or not, will be required to preregister by August 1, 1984. The entry fee is \$125.00 per team. All skippers will be required to pay a \$250.00 boat damage deposit upon registering for the event. This deposit must be paid in traveller's checks or cash only. Please do not mail the deposit. It will be collected at race check-in.

Reservations: Wild Dunes Resort is made up of cottages and villas so reservations will be handled differently for each. All reservations will be made through the Hobie Class Association. A one night deposit is required with your reservation and the balance will be due to the Class Association on August 1, 1984.

## Hobie 16 U.S. National Championship Race Registration

Name \_\_\_\_\_ Crew Name \_\_\_\_\_  
 Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_  
 Telephone ( ) \_\_\_\_\_ Weight \_\_\_\_\_ (Skipper plus crew)  
 I am prequalified from Division \_\_\_\_\_ ( )  
 I wish to attempt to qualify from Division \_\_\_\_\_ ( )  
 Make check payable to the Hobie Class Association, P.O. Box 1008 Oceanside, CA 92054

## Hobie 16 U.S. National Championship Hotel Reservation

Name \_\_\_\_\_  
 Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Please reserve the following (all prices include taxes):

Group I. 3 bedroom/2 bath cottage \$51.00 per bedroom per night	I would like a bedroom in group I ( ) II ( ) III ( )
Group II. 2 bedroom/2 bath villa (near beach villa) \$82.00 per bedroom per night (each bedroom has two double beds)	I will be sharing a cottage/villa with _____
Group III. 3 bedroom/3 bath Ocean View Villas \$81.00 per bedroom per night	Enclosed is my deposit for _____ made payable to the Hobie Class Association. I understand that I will receive an invoice for the balance by July 1, 1984. I understand that this invoice is to be paid by August 1, 1984.

I plan to arrive on \_\_\_\_\_ and leave on \_\_\_\_\_ I can be reached by telephone at \_\_\_\_\_ (day) or \_\_\_\_\_ (night)

Mail to Hobie Class Association / 16 National Hotel, P.O. Box 1008 Oceanside, CA 92054



# THE WORLD COMES TO FT. WALTON

The Absolut Vodka Hobie 16 World Championship

Fort Walton Beach, Florida U.S.A. October 5-13, 1984

Fort Walton Beach is located in the heart of northwest Florida's Gulf Coast and features sugary-white sand beaches and the azure waters of the Gulf of Mexico. Miles of beaches that defy description offer everything from secluded sand dunes to beachfront parks. You can walk, jog or stroll for miles.

**HOST HOTEL:** The Ramada Inn on Florida's Miracle Strip on the Gulf of Mexico will be the official hotel of the regatta. The hotel sports northwest Florida's largest swimming pool with a five story Polynesian Island featuring swim through waterfalls that lead to the grotto bar.

**THE RACES:** Changes have been made to allow for more participants. This year, 56 boats will be used to allow for 112 teams. The qualifying series will be run over a three day period and will begin on

Saturday, October 6 and will continue through Monday, October 8. Qualifiers will be announced at the Welcome party on Monday evening.

Each country has been allocated prequalified and qualified positions. For the North America region, any skipper wishing to qualify must submit a sailing resume including the following: number of years of sailing experience, number of years Hobie Cat experience, home Division and fleet, normal size of boat you sail and special sailing accomplishments. The resume should be sent to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.

All resumes and requests must be received prior to July 1, 1984. All skippers eligible for the qualifying races will be notified by August 1. All other skippers should contact their respective associations or the Class Association regarding the allocated positions.

# THE ABSOLUT VODKA HOBIE 16 WORLD CHAMPIONSHIP

## FORT WALTON BEACH, FLORIDA, U.S.A. OCTOBER 5-13, 1984

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Pool View	<input type="checkbox"/> \$292.00	<input type="checkbox"/> \$332.00	<input type="checkbox"/> \$409.80
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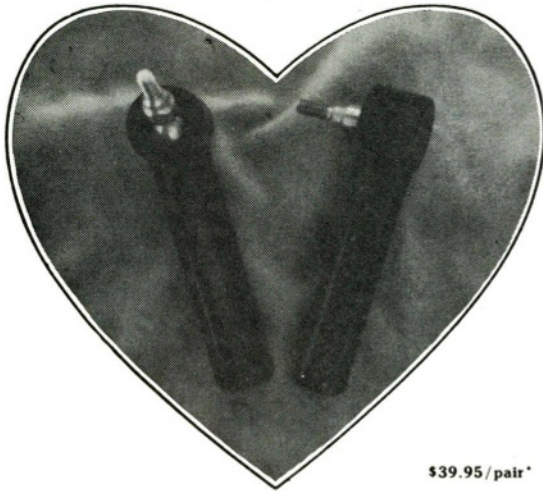
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# HOBIE HOT TIPS

## Old 14s Never Die

BY FRANK WHITE

For all you people that went out and bought a brand new, right out of the box, never been sailed Hobie Cat, just turn to the beautiful pictures. This information is not for you. It's for us middle aged, kids need a new pair of Adiddas, no gas in the car, unemployed Hobie fanatics that bought a used, first generation Hobie 14, and are determined to make it look and act like a 1984 Turbo on a \$50 a year boat maintenance budget.

Let's get down to some serious money saving ideas for those beautiful old classic Hobie Cats. The following maintenance tips have worked well on my old boat.

### Problem 1: A Loose Frame

If your frame is so loose that the boat is stepping over waves rather than cutting through them, determine which crossbar castings are loose and carefully drill out the rivets. Next, go to your Hobie dealer and buy the needed amount of new stainless steel rivets in the proper size. Three sixteenths to 1/2 inch should do it.

On the way back from the Hobie dealer, stop at a lumber/hardware supply house and buy the smallest amount of aluminum flashing they will let you get away with. This will be used as shim stock in case everything is extremely wobbly.

A pop rivet gun is next on the list. Your Hobie dealer may have one he will let you have or rent, or you could probably borrow one from the neighbor who always uses your tools.

Take the aluminum, rivet gun and rivets and shim up the casting and crossbar, then pop rivet everything back together. If the rivet holes are elongated, go to a bigger diameter rivet or fill in the holes with Marine Tex. Marine Tex is a good all-purpose material to have around. I've redone the bottoms of both hulls, fixed the gas tank on the Jeep and the agitator in the Maytag with one 3/4 pound can.

You will also want to shim the casting to the pylon. If the casting and pylon bolt holes are enlarged, you may want to go to a bigger size bolt. If your dealer does not have bolts big enough, you'll have to shim the slop out.

### Problem 2: Hulls Are Filling with Water

You've patched the holes, sealed all hull fittings, checked the deck lip for lamination separation and caulked the area where the pylon meets the deck, but the port hull keeps filling with water. The problem may lie with water being forced up between the pylon and the casting and then down into the hull when the boat is screaming and the spray is flying. Here's the solution.

Go out to a store that sells winterizing foam in a can. Buy the big can (on sale in the spring and summer) and fill up both pylons with it. Get rid of the plugs that were in there and drill out the bolt holes when the stuff hardens. Be sure to follow all the directions on the can or this will not work. As a bonus, you'll end up with pressurized hulls since the foam never quite cures on the bottom and keeps releasing gas into the hulls. Every time you open a drain plug, you'll hear a fresh "pop" like a bottle of champagne.

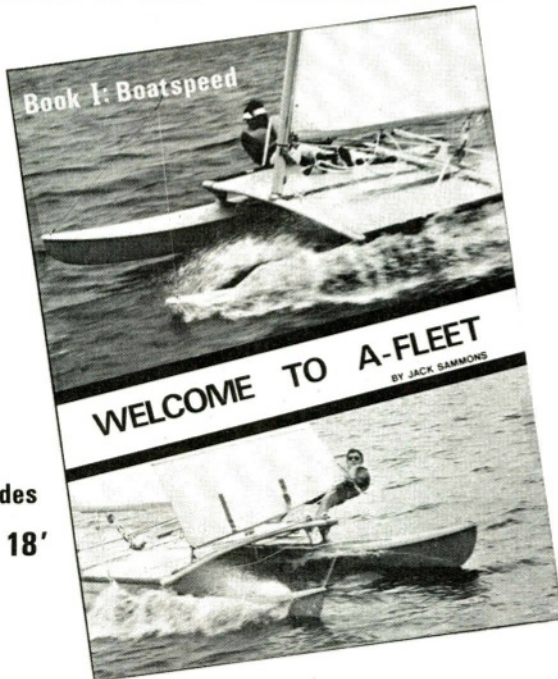
Remember, you were intelligent enough to buy the best boat around. You should be smart enough to make use of the above instructions.

Supplies:

Electric drill and 3/16 drill bit  
Stainless steel pop rivets (3/16 x 1/2)  
Aluminum flashing  
One can of foam weatherizing

Marine Tex  
Pop rivet gun  
Sheet metal cutters  
Bolts

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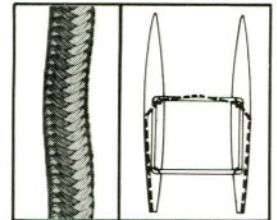
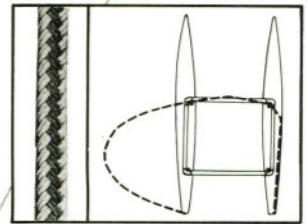
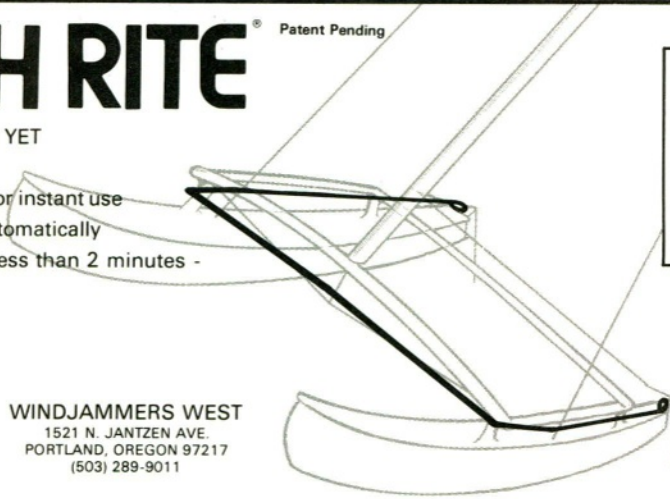
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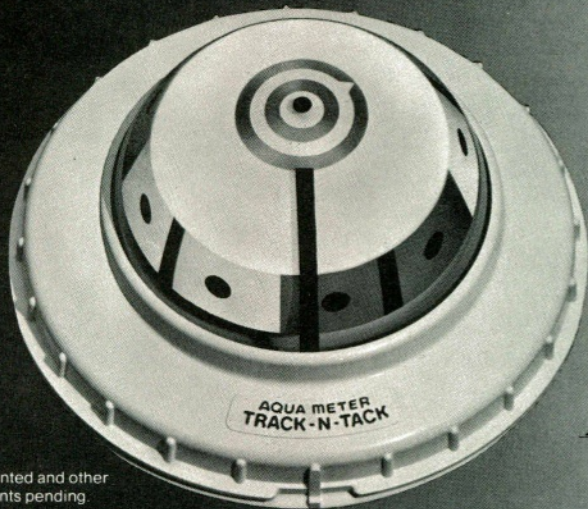
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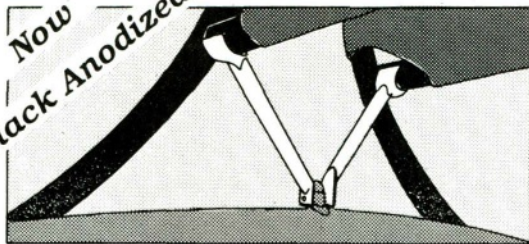
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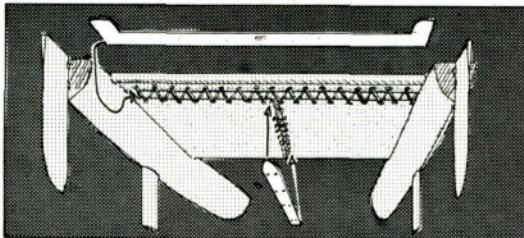
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# READER'S FORUM

## Needed: Magnum Window

My kind, considerate and loving wife, Linda, gave me a magnum kit for Christmas. Could anyone who has sailed the magnum recommend a size and placement for a mainsail window?

Jim and Linda Komar  
Nashua, New Hampshire

*Editor's Note: Placement of a window on the magnum really depends on you and how much time you spend in various positions on the boat. The research and design department at Hobie Cat says the stock window position works well even when you're hiked out on a wing. However, some sailors out there may have suggestions on a good compromise between the variables. How about it magnum skippers?*

## Icing Down a Hobie

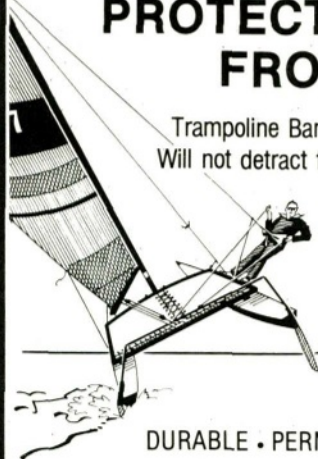
I have purchased a used Hobie 16 that's in excellent shape. Could you please send me some information on how to "winterize" it? I had planned on leaving it outside, out of the water, with the hulls wrapped in black plastic.

Patrick J. Sharpe  
Hasings, Michigan  
P.S. Should I rent a garage?

*Editor's Note: We asked several people who should know to give you advice, but we could not find any definitive answers. Now we are opening it up to all those sailors still thawing out from the winter in the east.*

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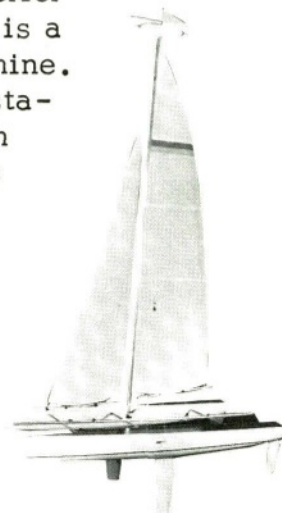
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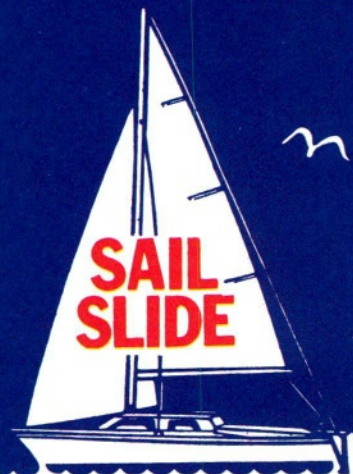
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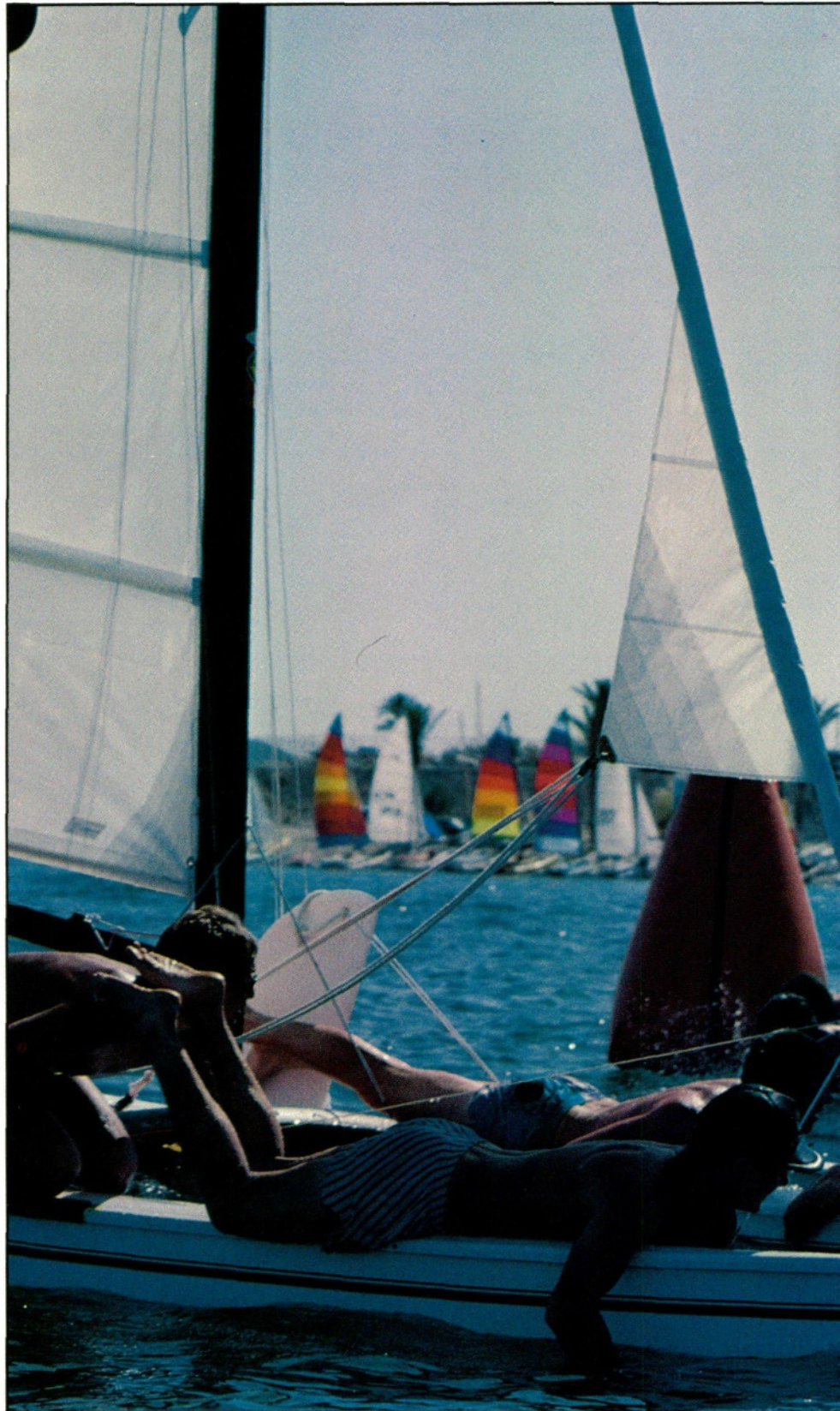
## By Biff Roberts

**B**eyond the tuning, beyond the racing strategy, beyond the aggressive competition which often marks a Hobie Cat regatta, there is the realization that there's more to Hobie Cats than racing. The fact is, these boats and the people who sail them, are fun to be around. That's the philosophy behind what may very well be the most relaxed Hobie event in the nation, the Lake Havasu Hobie Cat Family Fun and Recreational Regatta, and this year's eighth annual event was no exception.

Because of a lack of wind in past years, many people did not bother to bring their boats, a sure sign that, as important as sailing may be to Hobie Cattars, there are good times to be had among the Hobie fraternity without ever touching a sheet. Why else would someone drive 400 miles across the desert to reach Lake Havasu? For a good time, of course. Even the ABC News program 20/20 wanted to get in on the action. It flew a camera team all the way from New York to record the event.

As lovely as Havasu may be, and it is quite beautiful, the wind can be very fluky. Some years the wind blows hard, others it doesn't blow at all. This year, for example, the wind would blow for minutes at a time then slack off to the zero to five knot range. After a brief wait, it would shoot back up to 15 knots. Crews had to be especially careful of the desert gusts. Poor positioning out on the wire resulted in several pitchpoles and some impressive acrobatics that brought new meaning to the term "hull flying." On the other hand, the unwary crew that found himself on the trapeze when the wind died could easily end up dragging through the water.

But the people who decided to skip the racing in favor of the other activities planned by the Class Association, which sponsored the event, were not disappointed. Would-be Wimbledon stars and PGA champions battled it out in the 90 degree plus heat on the tennis courts and golf course. Ron and Judy Levetin of



# An Alphabet Soup Of Fun



Arizona successfully defended their 1983 victory in the tennis tournament. John Jones shot a low score of 69 on the Nautical Inn's Golf Course to cop the golf title.

Friday's water walking contest was the event that most people were looking forward to. Putting on giant styrofoam shoes proved to be a great equalizer and no one was immune from falling in every direction. This year, the Raleigh Hills team put up a valiant defense of their 1983 crown, but team Harvey Wineshank touched them out at the last minute to take the majestic title of water walking kings.

There was a race of sorts on Friday. The annual round the Island race proved to be the windiest of the weekend as the breeze freshened to 20 knots at times and averaged about 15 knots. Some skippers found the ensuing whitecaps difficult to negotiate as they tried in vain to keep their hulls from burying in the chop. Actually, this race can be a real test of sailing skill since it requires all points of sail in greatly varying breezes due to sailing the channel which flows under the London Bridge. Go fast skippers found themselves being overtaken by light air experts. Richard Ruiz skippered the first Hobie 18 to finish. Dan Ketterman led the 16s and Armon Eggen took the 14 fleet with his Turbo.

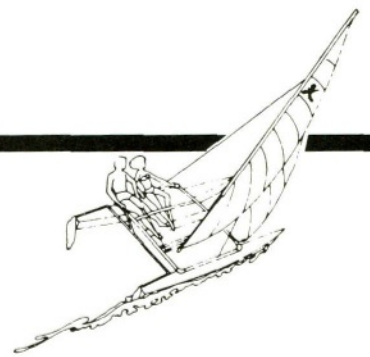
Those who had not had enough sailing under their belts were encouraged to participate in the speed trials. Twelve knots of wind waited to challenge sailors, so it looked like no new records would be created. Still, some good speeds were recorded. Randall Eggen squeezed 19.7 miles per hour from his Hobie 18 while Keith Christensen (See Christensen's interview on page 24.) reached an impressive 19.0 miles per hour on his 16. Bob Burke raced to 14.8 miles per hour on his 14. (See complete results from Lake Havasu in the Racing section.)

Saturday amounted to a waterskiier's paradise. There was simply no wind. It was the first day in months that Havasu had

*Continued on page 75*

Robert Brown

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## Lake Havasu

Continued

been wind free. But, as is tradition at Havasu, the toys and games came out of the trucks and the day was saved.

The wind came up for the first race on Sunday and blew as consistently as possible for that chameleonic area, but by the time the second race had ended, the wind had also. The only thing left was for the skippers to gather on the lawn for trophies.

Craig Wright captured the 18A title, David Smith, the 18B and Jim Savage, the 18N. Richard Chartier was unopposed in 18Magnum. Keith Christensen won the 16As, Paul Mayeski, the 16Bs, Steve Smith, the 16Cs and Richard Wright, 16N. Jim Legge copped the 14A crown while Bob Burke took the 14B and Armon Eggen snatched 14 Turbo.

The Havasu regatta represents a time to relax. Skippers who are fierce rivals can get together at this event and laugh about starts that were stolen away. It's a time for western area sailors to strengthen old acquaintances and make new ones. The turnout at the Havasu regatta attests to its popularity as does the fact that some skippers come with racing taking a second place in their minds to whimsy. A little whimsy can do wonders for the soul.



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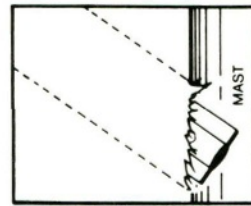
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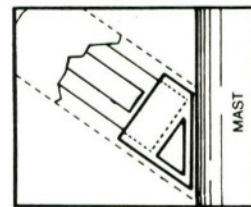
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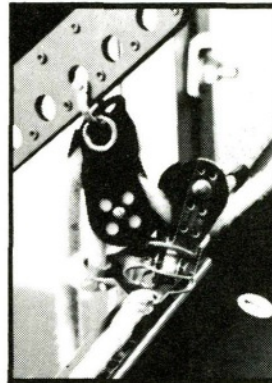
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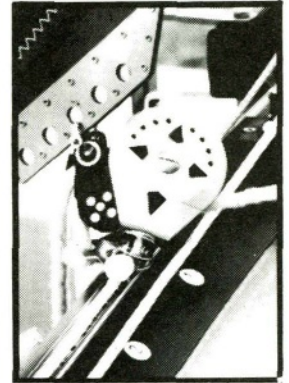


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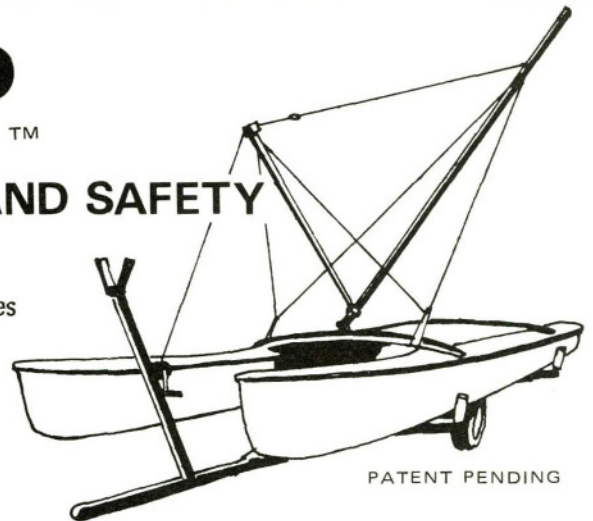
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## M.A.P. Introduces Epoxy Repair



Marine Adhesive Products is expanding its Wet-Seal line of repair solutions with the introduction of the 5-Minute Epoxy Pak, an adhesive designed to set in just five minutes in or out of water. The Epoxy Pak was introduced to make repairs of sailboat hulls, sailboards kayaks, etc., an easy, on-the-spot process.

The Pak comes in an applicator that serves as the mixer as well, thus eliminating the mess of two part epoxies. This should make the Epoxy Pak easier to use on vacations or wherever unexpected repairs will need to be made.

The Epoxy Pak comes on the heels of M.A.P. President, Scott Lincoln's earlier success with his line of wetsuit repair adhesives which were introduced in 1982. For more information, write to Scott Lincoln, M.A.P., Inc., 1760 Monrovia Ave., C-4, Costa Mesa, CA 92627 or call (714) 642-4439.

## New Teflon from Holley

Holley International has announced an addition to its line of teflon sailing aids, called Holley Speed Glaze. The success of Holley Sail Slide encouraged Danforth Holley to experiment with products which beautify and protect fiberglass used in watersports.

It was through the ensuing research that Holley Speed Glaze was developed. The glaze acts as a protectant and as a cleaner and polisher of hulls and chrome fittings, but tests on crew shells have shown that under some conditions, a ten percent increase in speed is possible.

An eight ounce bottle of Holley Speed Glaze sells for \$7.50. For additional information, write to Holley International Company, 63 Kercheval Ave., Suite 201A, Grosse Pointe Farms, Michigan 48236.

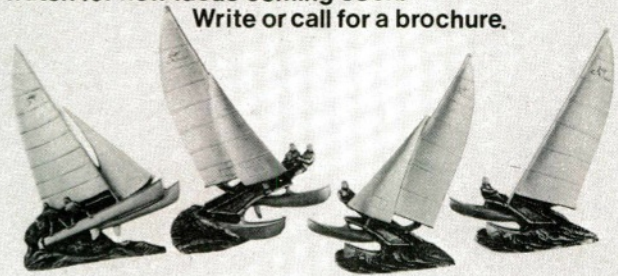
## Murray's Offers Thirst Aid

Murray's Marine has introduced two new coolers called Thirst Aids. The Thirst Aid/6 can accommodate six cans and fits through Hobie 18 access ports for safe in-hull storage, while the Thirst Aid/12 can handle 12 cans. The coolers are made of soft sided insulating material and come equipped with a waterproof plastic liner and an outside zippered pouch to carry keys, change or other small items. Suggested retail price for the Thirst Aid/6 is \$12.95. The Thirst Aid/12 sells for \$24.95. For more information, contact Murray's Marine, P.O. Box 490, Carpinteria, CA 93103 or call (805) 684-5446.

Even more in '84!

In addition to bas relief sculptures, still at \$5 to \$40, watch for new ideas coming soon.

Write or call for a brochure.



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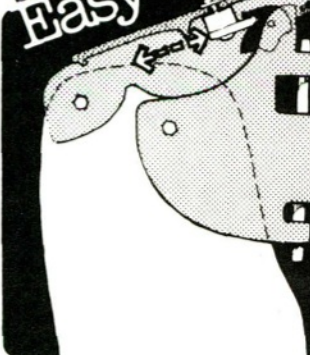
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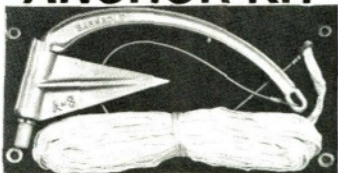
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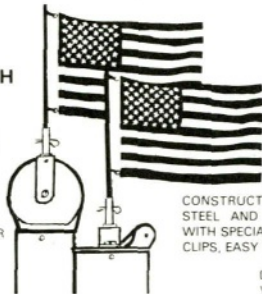
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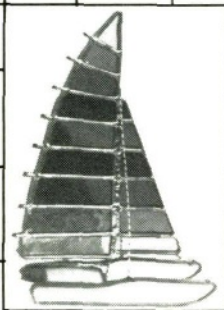
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# HOBIE BRIEFS

## Have You Seen This Boat?

Sam D'Angelo of Webster, Texas (near Houston) reports that his boat was stolen in March. The Hobie 16, hull number CCMF1226M80E, featured a grey with blue trim color scheme. The thief may have a hard time sailing or selling the boat as D'Angelo still has the sails. Anyone with any information regarding this boat should call D'Angelo at 713-486-6613.

## Revey Won

Vladimir Revey was the real winner of New Caledonia's International Sailing Week held in December. Due to some confusion, the HOTLINE reported that Ian Bashford, 1980 World Champion from Australia, was the winner by a close margin. Actually, Revey of New Caledonia defeated Bashford by 14 points, certainly no easy feat.

## Giving Credit . . .


The centerspread photo in the May/June issue was credited to Dave Kofahl. Actually, the photo was shot by Udo Winkler of Hobie fleet 3.

## Hobie 14 and Turbo Sailors Speak Up

At January's World Council Meeting, it was decided that Hobie 14 skippers should be polled about the possibility of adding a trapeze to the 14 and establishing a minimum crew weight for the Turbos. We encourage sailors to answer the questions below which pertain to their own class and send the responses to the World Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054. Attention: Rules Committee.

1. Should a trapeze be made class legal for the Hobie 14?  
Yes  No
2. Should the minimum crew weight for Turbos be set at 175 lbs. world-wide? Yes  No
3. If your answer to number 2 was "no" what should the weight be? \_\_\_\_\_
4. In which class do you sail?  
Hobie 14  Hobie 14 Turbo  Both

Your responses will be discussed at the next rules committee meeting in Fort Walton Beach during the Hobie 16 World Championships. Please respond by September 15, 1984.



TM

**THE SAIL BAG** PAT. PEND

CALL IT BY NAME

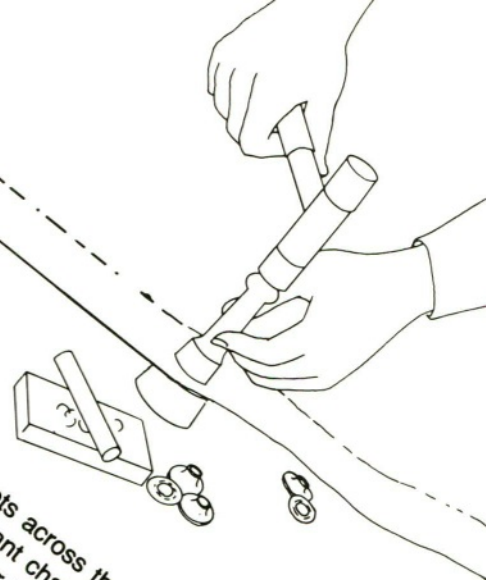
FITS H-16 WITHOUT ALTERATION—OFF TRAMPOLINE STORAGE BAGS—QUICK HOOKUP, 2-12" x 15" BAGS, 1 PORT & 1 STARBOARD, RIPSTOP NYLON, COLD-CUP POCKETS, COVERED ZIPPERS. COLORS TO MATCH SAILS • RED • LIGHT BLUE • BLUE • NAVY • MAROON • YFLOW • GREEN AND • ORANGE.

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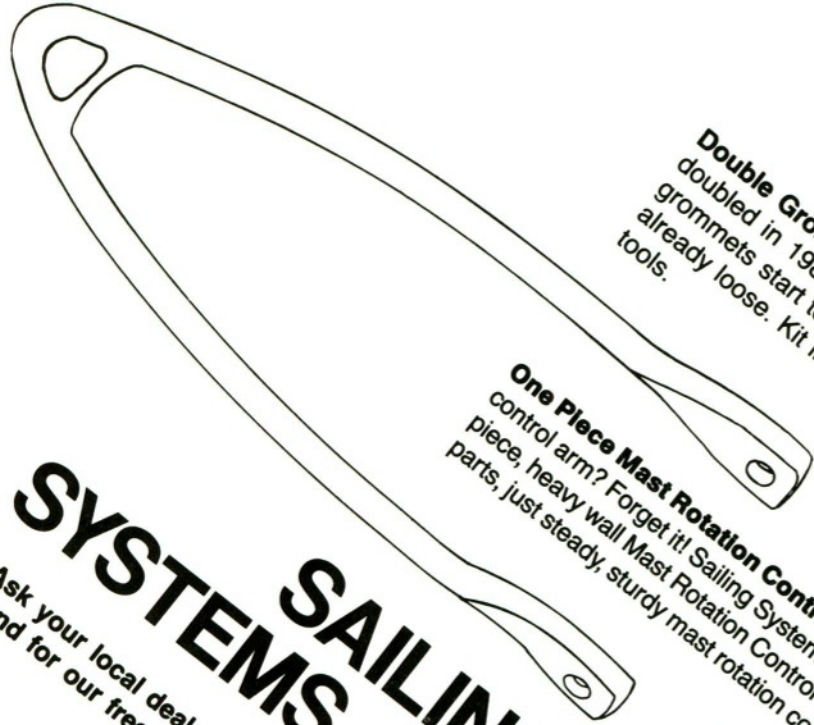
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**One Piece Mast Rotation Control Arm** Remember the old two-piece control arm? Forget it! Sailing Systems presents Hobie Cat's new one-piece, heavy wall Mast Rotation Control Arm. No more bending of various parts, just steady, sturdy mast rotation control!

**Jib Clew Shackle** The little secret to easy removal of the jib sheet and blocks attached to the shackle. It features a half-turn no-tool release of a "captured" clevis pin.

**Keeper Pin** A great little helper for quick rudder removal and a definite plus for trailering!

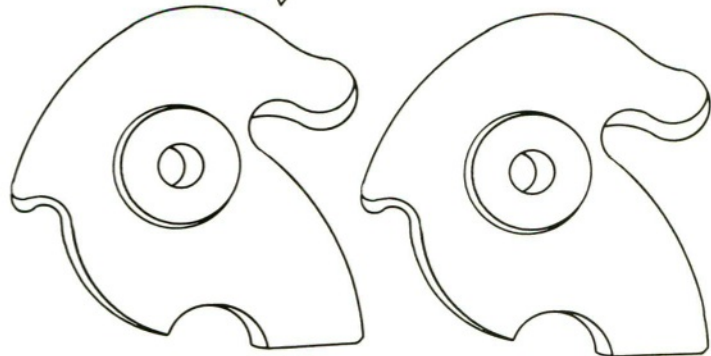
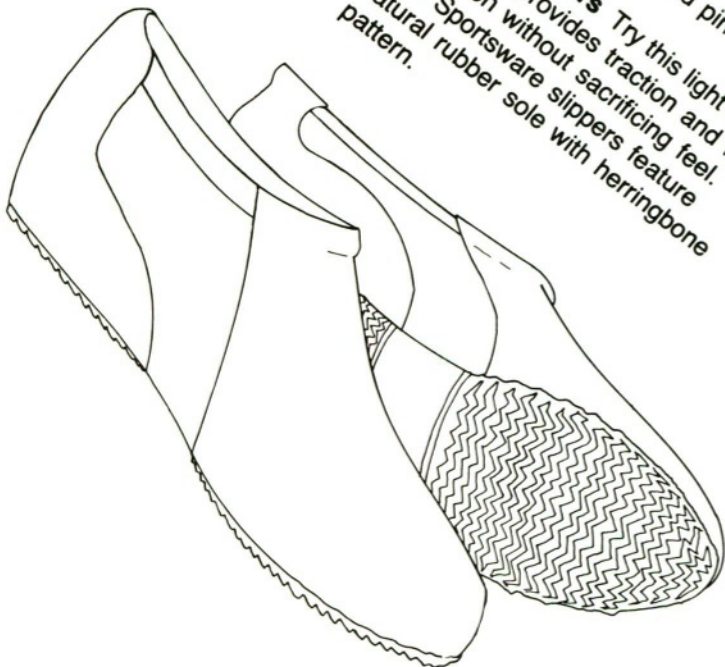
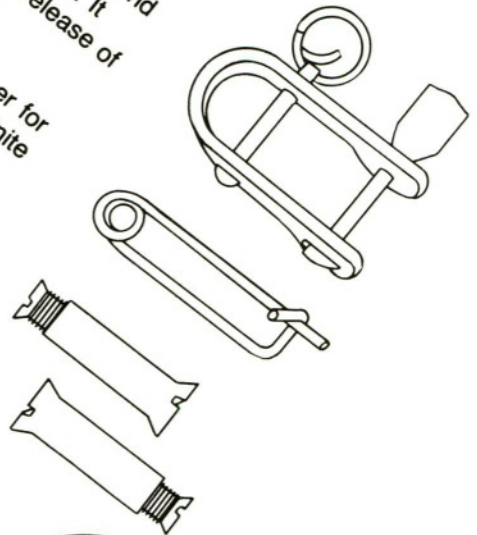
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# SAILING SYSTEMS, INC.

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



# LAST LOOK



Robert Brown



# If there's a will, O'Neill's the way.

*That's right, for 1984 O'Neill's Catjohn and Breezbreaker I are so comfortable we're finding that people just don't know when to come in out of the cold.*

*The Catjohn has a long 2 way zipper for ease of entry and exit. With knee pads and a butt patch,*

*O'Neill provides you maximum durability in those high stress areas.*

*The Breezbreaker I, also an all time Hobie Catting favorite, is a 2mm Nylon II jacket with water-proof nylon sleeves providing complete upper body flexibility.*

*Together, these color coordinated suits offer the optimum combination of flexibility, warmth and durability... even in nice weather.*

*O'Neill wetsuits, so comfortable they may change the way you sail, not to mention the weather you sail in.*

# O'NEILL

# Coleman. Basic backup for the challenge ahead.



If you approach the outdoors head on, head for Coleman first. Run with the most popular canoe on the water. Or take on anything out there and enjoy it more, thanks to support equipment you can really count on.

Like Coleman® personal-size coolers and jugs. Built tough. And packed with plenty of insulation for the best cold-holding around.

You should have a couple of coolers or jugs in hand whenever you head out.

*Clockwise from left: Poly-Lite® Jug, Oscar®, Roundabout®*



Here's something you probably haven't seen: the Coleman® Inflate-All®. It's a portable air pump that plugs into your car lighter. Carry one along to keep a flat from ruining your weekend, on the road or off. It's great for cycles, balls and bikes, too.



You know Coleman® liquid-fueled and propane lanterns. But maybe you've forgotten how handy they are for extending the daylight – or getting an extra-early morning start.



**We outfit your outdoors.™**

When you camp close to the action you can spend less time traveling, more doing what you like. Coleman® sleeping bags and tents make it easy.

*Backpack Classic® Tent*



Coleman even helps you cook out the way you want. Make a hot breakfast in a hurry on our liquid-fueled or propane stove. They adjust from simmer to sizzle in a second. Go with a Coleman® Grill (right) when you have more time for a meal. Or add a Smoke Barrel™ to turn it into your own Smoker-Grill.

Rebate programs may be in effect in your area. Look for details and coupons at participating dealers.

*Coleman® Fuel and Coleman® propane for lanterns and stoves are available virtually everywhere.*

*Coleman Grill*

