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B O B C U R R Y

Jim Brown



Michele Kroell

New Hobie 14 World Champion Bob Curry relaxes after a day's racing.

BY DICK BLOUNT

CURRY TAKES THE 14 WORLDS

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anilla is so far away from the U.S. that Honolulu could be "A" mark on the way there. But the distance did not deter the world's best Hobie 14 skippers from making the trek. The U.S., South Africa, Australia, Japan, Tahiti, Brazil, France, Germany and several other countries were represented, and the Philippine Ministry of Tourism was ready to put on a good show for all of them. As it turned out, Enrique Figueroa, Bob Curry and South African Blaine Dodds would provide the most entertaining show of the week.

Arriving skippers were met at Manilla's airport by officials of the Ministry of Tourism and bused the 60 kilometers (about a 90 minute drive) to Puerto Azul, a new resort on Manilla Bay. The Puerto Azul Beach Hotel treated the competitors to a welcome and registration party complete with all the food and drink any travel weary skipper could want.

Sunday was spent in practice races and the skipper's meeting at which it was announced that all the skippers that wished to sail would be able to do so since the field would not be too crowded. The announcement meant that there would be no qualifying races so skippers would have extra time to practice and tune without the added worry of trying to qualify.

Indeed, tuning questions dominated the first skipper's meeting. Most of the sailors wished to make additional modifications to their boats. The feeling seemed to be that more mast rake should be allowed and that some adjustments were needed on the rudders. After some discussion, World Class Director Sandy Banks agreed to allow the skippers to have more rake and to modify their rudders as they saw fit.

All the racers would have plenty of opportunities to adjust the tuning on their boats during the week since the weather conditions varied from mild to wild. The opening races were held in six to 12 knot winds. Blaine Dodds and fellow South African William Edwards charged out to take firsts in their opening races. To no one's surprise, Bob Curry and Enrique Figueroa each took firsts in the next pair of semi-final races. U.S. National Champion Tom Materna finished a strong second in his first race, but then could manage no better than eighth. By the end of the semi-finals, he was mired in the pack.

The wind began to blow hard for the third semi-final race and some had problems. "I've sailed Hurricane Gulch and in a Chubasco, but I've never had to sail with the traveller all the way out the entire race. I could have used another two feet of traveller car," said one wind tossed sailor. "I couldn't tack for fear of flipping. I ended up sailing into what I thought was a protected cove. It wasn't. As I sailed closer and closer to the beach, my rudder hit a rock on the bottom. It turned out to be just the right touch because I swung right around and back on course."

Tahitian Kitty Salmon had been finishing well in his first races, but with a victory in his third race of the semi-finals,

he looked like the man to beat. When Blaine Dodds took the last race of the first series however, he edged out Salmon as low point man going into the finals. Unfortunately for Figueroa, the Puerto Rican's mast touched a mark when he flipped his boat. He continued to sail without rounding the mark again and finished a respectable seventh, but a protest wiped out his remarkable recovery and Figueroa was disqualified. It was obvious which race he would have to throw out.

Those who did not make the cut were consoled with a buffet catered by Philippine Air, an open bar, and the thought that now that they were out of the running, their vacations could begin. Soon after the finalists were announced, a troupe of young dancers entertained the assembled Hobie Catters. Each youngster represented a different part of the Philippines and dressed according to each region's custom. It wasn't long before the skippers joined in and began to dance like natives.

The standings after the semi-finals saw Blaine Dodds leading Kitty Salmon by just over a point. Bob Curry was third with William Edwards and Paul Thomas, two more South Africans, rounding out the top five. Enrique Figueroa appeared to be foundering in twelfth place.

Figueroa was not to be kept down for long, however, as he roared out to grab a bullet in the first race of the finals, while Curry and Dodds finished seventh and eighth respectively. Salmon finished a disappointing seventeenth, while Edwards placed second.

The second race saw more of the same. Figueroa again charged ahead to lead the entire race until an untimely windshift stalled his progress. Australian Tony Laurent finished first while Do Salmon, brother of Kitty, took second. Figueroa placed fourth, but his failure to win despite leading most of the way was softened by Curry's tenth place, Dodds' sixteenth and Salmon's twentieth.

"It looked like Enrique was running a clinic out there during the third race," said one bystander as Figueroa ate up the rest of the fleet to finish nearly a full minute in front of second place Hiro DeMaeyer. Once again, Figueroa picked up valuable points and found himself leading the fleet once Curry's eighteenth and Dodds' fourteenth were added in.

Salmon took over second place by winning the fourth race. Although Curry picked up a point on Figueroa by finishing third compared to Figueroa's fourth, Figueroa still held a 3½ point lead. Dodds was 7¼ points behind the two leaders. As some had predicted, the championship would go down to the last race with Curry and Figueroa in the thick of the battle. Dodds and Salmon were also capable of taking the championship home.

Tension was high as the racers prepared for the start of the last race and the ten minute sequence began. Figueroa surprised the rest of the fleet by taking a port start while most

continued on page 63

PHILIPPINES

IMPRESSIONS

BY PAM BELL



Jim Brown

As is always the case when Hobie sailors get together for an event, fun takes no back seat to racing during the week's festivities. The Philippine Ministry of Tourism, Philippine Airways, the Puerto Azul Hotel, San Miguel Beer and the World Hobie Class Association saw to that, as did the amazing geography of the Philippines.

This archipelagic island nation is an ideal spot for Hobie sailing. The weather is perpetually warm, the beaches are



Jim Brown

TEAM AUSTRALIA



Jim Brown

inviting and there are so many islands from which to sail, that nobody is quite sure of the actual number. The latest count stands at over 7,000. Most of the islands are mountainous and thick jungle growth covers those which are still undeveloped (and only about ten are). Indeed, the country stands midstream between the twentieth century and prehistory. Some parts of the nation are still occupied by bushmen while islands like Mindinao feature modern skyscrapers.

Puerto Azul, however, is thoroughly modern. It was developed by the Sea Pines Company, the same organization which turned swampy Hilton Head off the coast of South Carolina, into one of the finest resorts in the U.S. Most of the skippers who attended the World Championship had nothing but praise for the facilities and the amenities that were made available to them by the Puerto Azul Hotel.

Skippers from all around the world gathered at Puerto Azul to race, but also to meet each other. During the week, a touching ceremony was held which seemed to exemplify the way Hobie sailors feel about their sport and about each other. It was called "Mixing of the Waters." Philippine dancers representing each province of the Philippines, gathered water samples that sailors from various nations had brought along. They poured the vials into a common urn and committed the water to the sea as a symbolic gesture of the brotherhood which not only Hobie sailors, but all mankind shares.

And then there were the parties. Over the years, the Australians have demonstrated that they may very well be the most proficient drinkers of malt, hops and barley in the world. "Not so," claimed the South African Beer Drinking Relay Team of "Lionel Pulley and the Movers." They were right. The South Africans demolished the Australians and exploded the myth of Australian invincibility. But even the South Africans could not make a dent in the copious supplies of San Miguel that the manufacturer had supplied.

All the skippers were determined sailors who had the goal of victory in mind, but none could be called more determined than Gerard Falconi of France and Eugenio Juca of Brazil. Both overcame disabilities to finish among the top 44 skippers in the world. Falconi sails with one leg, and Juca has lost the use of both legs. This proves what sailors have long known. Sailing can be physically demanding, but it is a very mental sport. The skipper who can outthink his rivals stands

the best chance of victory.

But sailing also provides heartbreaks. Since the tenth race of the semi-finals was called, the ninth race had to be thrown out and the finalists chosen on the basis of eight races. That meant that Bob Curry had to throw out a first place. Needless to say, the second, third, fourth and other top finishers were not pleased either. Fate is a part of the game.

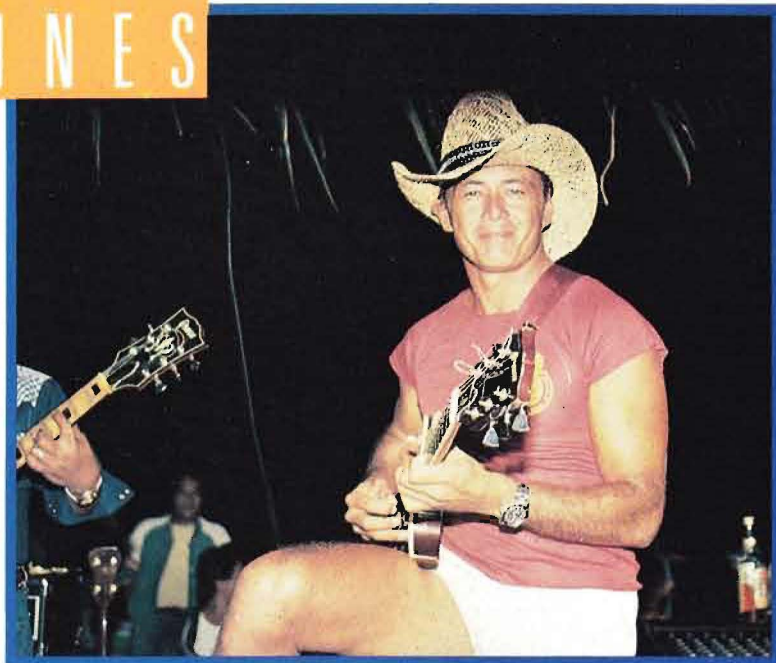
So is common sense. What is the best way to fix sticky rudder cams? The experts gathered around for high level discussions on the matter, and for a time, the situation looked bleak. It was Wayne Schafer, the old man of the sea, who suggested following the directions in the owner's manual which advises owners to lubricate the cams. "I had the same problem on the first day. Put on Vaseline. Fixed it right away. Why didn't someone ask me?" said Dick Blount of the rudder cam crises.

While the sailors have the excitement of sailing in a world championship, and the fun of learning drinking songs in ten different languages, others are making sure that the whole operation runs smoothly. Linda Mascardo and the staff of the Ministry of Tourism made the trip worthwhile even for those sailors who did not make the cut. San Miguel and the Coca-Cola Bottlers of the Philippines helped sponsor some of the wonderful parties. It's hot in the Philippines. Thirsts need to be quenched. San Miguel and Coke did the job. If David Socash had not wanted the Hobie 14 World Championships to be in the Philippines, they simply would not have come. He and his staff at Coast Catamaran Philippines, especially Toy Cancio, performed well under the pressure of organizing so many details. Hans Zaunmayer and Robert Bolger of the Puerto Azul Hotel have everybody's undying gratitude. Who knows what might have happened if Bob Eustace had not been there to provide on the water assistance, and of course, the ever popular protest committee composed of Doug Campbell, President of Coast Catamaran, Pierre Gombert of Tahiti, John Dinsdale of France and David Socash, kept everybody honest. Last, but not least, special consideration had to be given to Mr. Allan Boodle, the organizer and headmaster of the Hobie Olympics, those wild games featuring teams with unprintable names.

It wasn't the New York Yacht Club, but it was a lot more fun. It'll be tough to get back to work in the real world.

PHILIPPINES

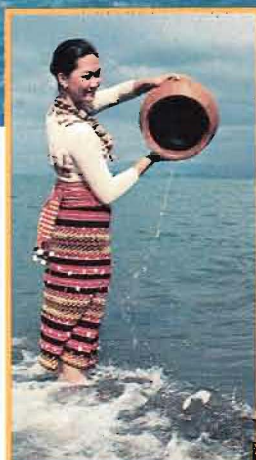
Tahitian cowboy Kitty Salmon serenades a captive audience at one of the after race parties in Puerto Azul (right). Heavy weather alternated with lighter air throughout the week. The Puerto Azul Hotel stands in the background (middle).



Jim Brown



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Jim Brown

A Filipino maiden pours water from various nations into the waters off Puerto Azul in the Mixing of Waters ceremony (bottom).

SEVENTH HOBIE 14 WORLD CHAMPIONSHIPS PUERTO AZUL, PHILIPPINES JANUARY 14-22, 1984

SKIPPER	HOMETOWN	RACE BY RACE RESULTS										TOTAL
		SEMI-FINALS					FINALS					
		1/2	3/4	5/6	7/8	1	2	3	4	5		
1 Bob Curry	MacDill AFB, FL—USA	2	3/4	6	4	7	10	18	3	3/4	33	1/2
2. Blaine Dodds	Plettenburg Bay, S. Africa	3/4	4	3	3/4	8	16	14	6	2	38	1/2
3. Enrique Figueroa	Isla Verde, Puerto Rico—USA	7	3/4	11	41	3/4	4	3/4	4	19	47	1/4
4. Kitty Salmon	Papeete, Tahiti	3	2	3/4	4	17	20	7	3/4	14	48	1/2
5. William Edwards	Tarkastad, S. Africa	3/4	7	2	8	21	9	9	7	6	48	3/4
6. Colin Hancox	Cape Town, S. Africa	8	3	4	8	2	8	27	19	5	57	
7. Mike Metcalfe	Queensland, Australia	6	4	7	11	3	27	6	17	3	57	
8 Tony Laurent	Hollywell, Australia	5	6	2	10	40	3/4	15	9	17	64	3/4
9 Hiro DeMaeyer	Papeete, Tahiti	10	2	13	3/4	16	6	2	22	29	71	3/4
10. Anthony Duchatel	N.S.W., Australia	10	5	4	24	43	12	4	5	11	75	
11 Mike Collier	Port Elizabeth, S. Africa	16	3	3/4	14	18	25	12	10	8	81	3/4
12. Do Salmon	Papeete, Tahiti	13	7	5	13	13	2	10	27	27	90	
13. Kerli Corlett	Mona Vale, N.S.W., Australia	4	8	3	5	12	30	20	23	15	90	
14. Alan Egusa	Hawthorne, CA—USA	5	14	24	10	10	15	36	12	4	94	
15. Paul Thomas	Umthatha Rocks, S. Africa	3	16	6	2	26	13	41	20	10	96	
16 Tuke Paquier	Papeete, Tahiti	6	11	10	3	9	23	29	35	9	100	
17. Dierk Reinhardt	Grosszecher, Germany	12	17	15	16	15	18	8	13	12	108	
18. Arnould Didier	Papeete, Tahiti	4	10	10	6	31	38	11	16	20	108	
19. Walter Relter	Porto Alegre, Brazil	8	16	9	15	5	35	28	14	13	108	
20. Bruce Reed	N.S.W., Australia	14	13	19	9	14	7	19	15	24	110	
21. Nelson Piccolo	Porto Alegre, Brazil	9	9	16	12	30	5	13	18	30	112	
22. Christophe Luthy	Geneva, Switzerland	40	6	5	18	23	37	5	25	7	126	
23. John Poncin	Sunnyvale, CA—USA	7	14	27	17	4	33	33	11	18	131	
24. Tom Materna	Sherman Oaks, CA—USA	2	15	8	21	25	36	35	8	19	133	
25. Allan Lawrence	Cape Town, S. Africa	11	8	15	11	41	3	31	39	16	134	
26. Geoff Pearson	Sydney, N.S.W., Australia	18	16	14	12	20	32	3	29	36	144	
27. Phil Duchatel	N.S.W., Australia	20	11	8	6	27	29	21	31	25	147	
28. Tony Kenny	Sydney, N.S.W., Australia	15	14	9	9	22	19	24	37	44	149	
29. John Lam	Papeete, Tahiti	11	5	11	20	37	24	17	28	42	153	
30. Clive Kennedy	Terrigal, N.S.W., Australia	22	18	13	5	6	28	25	40	44	157	
31 Scott Johnston	Cape Town, S. Africa	21	9	16	25	35	17	16	30	32	166	
32 Matt Miller	San Diego, CA—USA	13	15	14	18	11	40	23	34	40	168	
33. Wayne Schafer	Capistrano Beach, CA—USA	18	20	12	23	28	14	32	32	23	170	
34. Ren Brand	Cape Town, S. Africa	17	12	17	19	44	11	22	42	31	171	
35. Francis Petras	Papeete, Tahiti	20	12	7	19	33	22	26	44	33	172	
36. Lionel Hartley	East London, S. Africa	19	23	24	13	24	26	39	24	21	175	
37. Nino Salmon	Papeete, Tahiti	16	35	18	14	34	41	30	2	34	183	
38. Andre Morse	Cape Town, S. Africa	27	21	18	16	19	21	37	43	28	187	
39. Eugenio Juca	Macho, Brazil	15	23	23	3	36	41	44	21	35	197	
40. Jan Tukker	Parkmore, S. Africa	24	10	12	29	32	31	34	41	26	198	
41. Bruce Fields	Torrance, CA—USA	12	13	27	26	39	41	41	26	38	222	
42. Rolf Dallman	Tohr, Germany	14	34	22	18	29	41	42	36	37	231	
43. Gerard Fulgoni	Hyerres, France	19	19	17	25	38	39	38	38	41	233	
44. Ron Waginere	Pacific Palisades, CA—USA	17	17	42	15	42	34	40	33	39	237	
45. Andre Morse	Johannesburg, S. Africa	27	21	18	16						55	
46. Scott McCook	Singapore	22	20	26	17						59	
47. David Brookes	Brisbane, Queens, Australia	23	19	23	22						63	
48. Rene Boz	Zandvoort, Holland	40	18	25	7						65	
49. Dick Blount	Hermosa Beach, CA—USA	21	25	19	28						65	
50. Christian Banks	Dana Point, CA—USA	23	21	32	21						65	
51. Ollie Hughes	Cape Town, S. Africa	26	41	20	24						70	
52. Chris Hundling	E. London, S. Africa	26	25	21	26						72	
53. Masaharu Konno	Chiba, Japan	31	29	22	23						74	
54. Billy Dominy	Corpus Christi, TX—USA	29	18	31	27						74	
55. Yutaka Yazawa	Yokosuka, Japan	27	24	32	28						79	
56. Vince Herrera	Manila, Philippines	32	22	26	38						80	
57. David Socash, Jr.	Manila, Philippines	28	26	28	27						81	
58. Mark Pryke	Sydney, Australia	35	27	24	30						81	
59. Ray Walker	Kowloon, Hong Kong	28	33	29	22						83	
60. Masaaki Ogura	Yokohama, Japan	24	41	32	29						85	
61. Koji Takta	Nagoyo, Japan	25	28	33	34						86	
62. John Botterill	Seria, Brunei	30	28	29	31						87	
63. Doug Booker	Sydney, Australia	29	27	32	34						88	
64. John Amore	Kowloon, Hong Kong	31	23	34	36						89	
65. Nick McQueen	Kowloon, Hong Kong	34	33	28	30						91	
66. Matti Kahl	Manila, Philippines	30	32	30	38						92	
67. Fiete Machelt	Rantumstyt, Germany	34	22	36	41						92	
68. Ken Taylor	Seria, Brunei	32	36	32	31						95	
69. Malcolm Wilkonson	Melbourne, Australia	31	29	37	35						95	
70. Angela Lefknecht	Kowloon, Hong Kong	37	31	31	36						98	
71. Hideo Inzuka	Hamamatsu, Japan	36	30	32	38						98	
72. Steve Haigh	Seria, Brunei	33	35	30	40						98	
73. Tony Wong	Manila, Philippines	36	34	32	33						99	
74. Peter Capotosto	Pasay, Philippines	35	32	38	32						99	
75. Ross McCowan	Manila, Philippines	35	38	32	37						104	
76. Alan Burrell	Manila, Philippines	33	35	37	40						105	
77. Ted Cross	Tacoma, WA—USA	37	39	35	35						107	
78. Richard Simpson	Manila, Philippines	35	40	39	33						107	
79. Mark Summerfield	London, Ont., Canada	38	40	32	37						107	
80. Richie McNamee	Los Angeles, CA—USA	38	43	40	41						119	

A WEIGHTY ISSUE

It has long been Hobie 14 doctrine that the lighter a racer is, the faster he will sail. One of these truisms states that anybody over 150 pounds needs consistently heavy air to have any chance of victory. A survey was taken by Dick Blount at Puerto Azul and the results were somewhat surprising. They are as follows.

Average weight of all entrants:

160.59lbs

Top 44 skippers' average weight:

159.75lbs

Top twenty skippers' average weight: **159.30lbs**

Top ten skippers' average weight:

160.4lbs

Weight distribution of the top ten skippers:

149 & below	150-155	156-160
0	3	3
161-165	166-170	171+
1	2	1

The evidence seems to indicate that weighing less than 150lbs actually hurts the skipper and that a twenty pound range, from 150lbs to 170lbs, is acceptable.

of the other skippers decided to take a starboard tack to the layline. Figueroa's strategy backfired, and he found himself mired back in thirty-third place. The wind was beginning to die, and, as he had proved all week, few sailors are better able to handle light airs than Bob Curry. He sailed an excellent race as he led nearly all the way on the long course seven. As Curry crossed the line, he knew what everyone on the beach knew: Bob Curry, from Tampa, Florida's MacDill Air Force Base, was the new Hobie 14 World Champion.

A second place finish kept Dodds in second and a devastating nineteenth meant that Figueroa would finish third.

Salmon pulled a fourteenth to finish fourth. Rounding out the top five was Edwards who had sailed consistently in the top ten all week.

Curry, who always places in the top five at U.S. nationals and has won one, finds himself at the top of his sport. He appears ready for the challenge and has expressed Olympic ambitions for 1988. He hopes to convince the Air Force, his chosen career, to sponsor a run at the Tornado gold medal. In the meantime, Hobie 16 sailors should beware because Curry now says that he is going to concentrate on a run for that championship.

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