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Determined not to live through a repeat of the Australian sweep in Ft. Walton Beach, Florida, Americans trekked to Australia to face the Aussies on their home ground. The Aussies were calling it Thunder Down Under, but the Americans were determined to quiet the thunder. Instead, with one exception, they seemed thunder struck.

For complete results see page 64





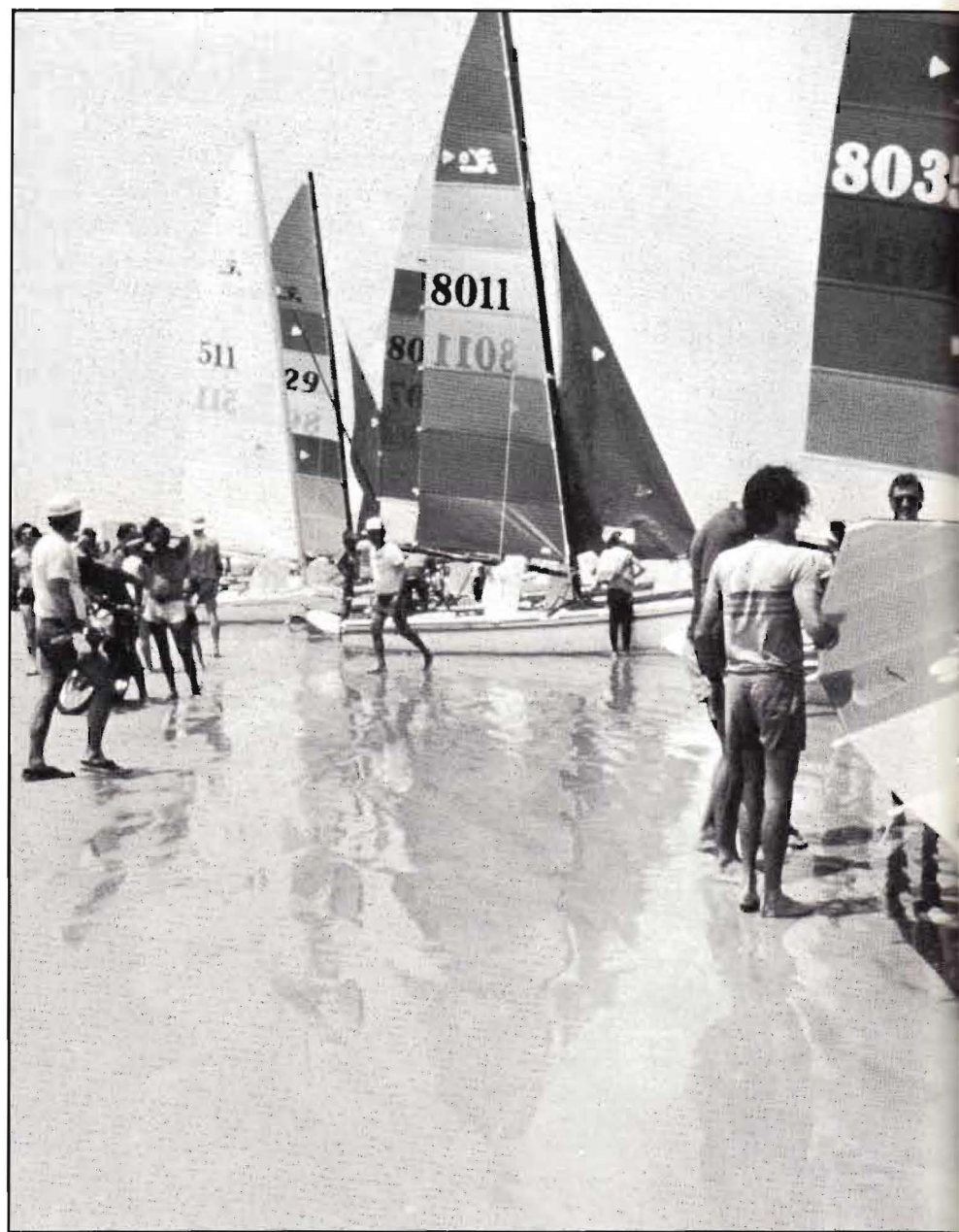
LESSONS LEARNED

Jay Glaser has crewed for some of the best catamaran sailors in the world. He sailed with Randy Smyth in their silver medal winning Olympic effort at the Los Angeles games. *HOTLINE* asked Glaser, who teamed up with Hobie Alter Jr. at Port Macquarie, to write about what he may have learned from his first championship Hobie regatta. His observations and tips follow.

Standing on the beach peeling off multiple layers of soggy clothing, I was a picture of dejection. It seemed that we had gone from one bad situation to another, fighting our way through the fleet the wrong way and ending up in the lower sixties where you have to start counting the boats behind you, not in front.

It wouldn't have been so bad except I expected to be in the top five like the day before. I went down the list of woes with a fellow crew. "If only it wasn't so cold. If only the main was flatter. If only we could rake back a lot further. If only we sailed in wind like that at home." He listened sympathetically then laughed and said, "If 'ifs' and 'buts' were candy and nuts everyday would be Christmas." It not only rhymed, but, in my hypothermal state, it made a lot of sense. We knew it was going to be windy at the Tornado World Championship, but did Randy Smyth and I sail in over twenty knots, let alone race? We knew it had to be cold that far north in Europe but did we check out what the locals wore? We knew it was going to be a long and grueling regatta, but did we make an effort to get in shape? In order to sail up to your potential you have to eliminate as many ifs and buts before you go to the regatta as possible. That's called preparation.

From my experience in sailing other classes, I knew that big gains could be made by spending time in the boat before the regatta. Did Hobie Jr. and I do this? No way. Our first time sailing together was on the way to the start line of the first race. We both lacked time in the 18 sailing with



anyone. So, of course we had our share of snafus, all magnified by the twenty to thirty knot wind. Playing "I thought you had the mainsheet" was a quick way to take a dip after a hectic leeward mark rounding. Then there was our memorable "Can we cross?" Is he on the layline? Can't duck now. Can't cross. Tack!" Sure enough, the other boat was on the layline. We were too, briefly, then he rolled over us and it took another two tacks to get around the mark. We only made the mistakes once, but the cost was five places each time. If only... The eventual winners, Gary Metcalf and Brian Miers, were not only fresh from a very competitive summer, including the windy national

championship, but had been spending time sailing against Michael and Chris Metcalf.

If only we had gone sailing a few times with Jeff and Paula Alter before the long flight down under. When two boat tuning, it is best to sail with someone who is close in ability. Before you even leave the beach, go over exactly what you'd like to accomplish i.e. upwind, reaching, downwind. Then, identify all the tuning variables you can try such as rake, sheet tension, traveller, jib leads etc. Once on the water, start sailing close together, about two boat lengths, but not blanketing. When you are up to full speed, note relative positions and

BY JAY GLASER



sail for five minutes. Stop and sail back to your starting spot. Discuss who was faster, who was going higher, if any windshifts favored one boat over another. Then switch places with the weather boat going to leeward and do it again. For a very small investment in time, you get a great idea of how adjustments affect speed. You also improve boat handling and get more comfortable with sailing just by spending time on the water. An Aussie Smyth and I did this with felt that he learned more in one day than during an entire regatta. He was always next to a fast boat and he could be less conservative and try radical adjustments he might not normally do during the

pressure of a regatta.

The concept of beach tuning was new to me. Instead of always sailing the same boat and tweaking it a little for changing conditions, you have to be able to go to a new boat each race, tune it to where your last boat was, then adjust for any changes in conditions. Lacking the insight gained from time on the boat, it was a little hit and miss for us and we ended up copying the teams we thought were moving well. Since the conditions didn't change much, it was a little easier to narrow down the tune. What did we do for speed in twenty to thirty knot winds? We tuned for acceleration. If you depowered too much, you couldn't point or

get through the waves and flat spots, too little and you would just fly a hull and not go anywhere. So, we raked the mast back until it two-blocked with the sheet tension maxed. Some thought that rake was more important than rig tension and went back even further. Most however, had the rig tight but not so tight that the mast wouldn't rotate downwind.

The mast was rotated ninety degrees for upwind and the diamonds could be touched to the mast twenty inches above their attachment points. The mainsheet tension was tight and we stayed in control by dropping the traveller down in the puffs. (The fact that the traveller went down 24 inches was hard to get used to.) Crew weight in the top five varied from the minimum (Metcalf) to 320 pounds (Hobie Jr. and me).

When changing gear on the beach, it is best if it is easily removable so you can rig the new boat with a minimum of fuss. It is also a big plus to sail your own boat in its "stock" condition (set up like a world championship boat). This way you don't go through a huge culture shock when your special jib system is no longer right at hand. Some items to consider bringing are a tiller extension, a mainsheet restrainer, a crew restrainer or suicide line, some tools in a small tramp bag such as small vise grips, screwdrivers, Hobie key and a file. Throw in a small roll of duct tape and a few useful spares like clevis pins and shackles. All of these can help avoid panic when you discover something not quite right on the water.

The only other item we had to adjust was trapeze height. A lot of the teams were bragging about how low they were sailing on the water. This is fine in flat water, but in short, steep, chop, it is an invitation to get blasted off the side of the boat. Sure enough, after a few schooners of the new, the crews would start pointing to various abrasions and bruises and talk about the waves that were sweeping them away. Points for style, but not for function. Hang as low as you can, but remember that it's much faster to sail over waves than through them. A little higher could make you a lot faster in high swells.

The next eye opener was the sort of tactics needed to be successful out on the water. In our first race we had blind luck. We had such a bad start that we had to tack away immediately. We sailed the weather leg in clear air the whole way, hit the layline right on and headed for the mark with the starboard tack advantage. I was baffled that most of the boats which had gone left had overstood and we beat all three around the mark. It wasn't until the



finals that I understood what was going on. With great speed and a clean pin end start we started pointing and working on the guy to weather and soon forced him to tack away. The port layline came up very quickly but we couldn't quite cross the next boat on our weather quarter. We couldn't quite tack and duck. We couldn't quite give him any gas and force him off. We were pinned. He overtook slightly while we overtook more and the two boats below us were even worse off. By the time we reached into the weather mark and crash tacked in a tiny hole in the starboard tack parade, the skipper we had forced off soon after the start was already down on the run.

Lots of time to reel him in? No. Not only are the legs short, but the courses are too. At the bottom mark, we were overlapped, but he was inside so we footed to get by him to leeward after the rounding. The leaders added a little bad air so we footed some more as everyone sprinted to the beach. Our friend stayed high in clear air and we couldn't quite catch him before the weather mark. Not feeling very good about it, we could only follow him down the reaches and up the short beat to the finish.

As we discovered, a start with speed on the favored end with clear air isn't the perfect start unless you can tack when you want to. Since the boats are short, you have to think about this before the gun goes off. If you are pinned and want to go right think about slowing down and tacking as soon as the boat to weather rolls over you. If you want to go left, always be working to create a hole in which to tack. Sometimes, when you find yourself the controlling boat in this case, it pays to overstand slightly and force all of the boats to leeward to sail to the mark in your wake.

As you approach the mark to port, there is usually the decision to tack under or to duck the starboard boats. The closer you are to the mark, the more you should think about tacking under boats because you have less to lose if you get rolled and the closer to the weather mark you get, the more boats are pinching (therefore making it easier to tack in front of them) or reaching (in which case they are out of your air faster).

Cover early. If a boat is close to you at the weather mark, chances are good that the same boat will be close to you at the finish so start making sure they will be close behind you early on.

The first leeward mark is almost as important as the first beat. It's almost as crowded and here you set up for your last chance to make any major gains (or

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TEAM METCALF



At the Absolut Hobie 16 World Championship in Ft. Walton Beach, Florida, the Americans found themselves asking "Who is Gary Metcalf and how did he become such a good sailor without anybody noticing?" Well, the fact was that Metcalf had been an excellent sailor for some time on the Australian Hobie circuit and on a world level as well. As far back as 1981, Metcalf was making his presence felt. He placed fourth at the Hobie 14 World Championship in Brazil, and younger brother Mike Metcalf placed seventh at the most recent 14 World Championship in the Philippines. In January of 1984, the elder Metcalf took the Hobie 14 Australian National Championship and went on to place fourth at the Australian Hobie 16 Championship later that year.

So Gary Metcalf has been around for awhile, but only a few Australians really sat

up and took notice. After all, the Australian scene meant Ian Bashford, Brett Dryland and Rod Waterhouse and Metcalf had not beaten them. It wasn't his time. As far as most people knew, Metcalf was another good Hobie sailor who would place highly but whether or not he would win a major championship was a question most of the Hobie community did not consider.

Except for Keith Metcalf. As father to Gary, the oldest son; Mike, and the youngest, Chris, Keith Metcalf was not at all surprised by his sons' success in Florida. Nor was he surprised when his son won the Hobie 18 World Championship in Port Macquarie, Australia to become the first person ever to hold two Hobie World Championship titles at the same time. After all, it was part of a plan that the entire family had worked on for some years, and to Keith Metcalf, who has the mind of an engineer ("I've done a lot of engineering," he says, "but I'm not an engineer"), the world titles won by his son are the natural and logical result of hard work on the part of the entire family. The Gary Metcalf story, then, is really the story of a family.

The Metcalfs live in Queensland, the northern most state in Australia, which is situated about 600 miles north of Sydney in New South Wales. To many of Sydney's urban dwellers, Queensland is the backwoods and it's not uncommon for inhabitants of either region to disagree about the relative merits of each other's home state. Indeed, the casual observer might assume that a typical Australian is loyal to his state first and his country second. It is this interstate rivalry which added extra sweetness to Gary's victory in Port Macquarie since both Bashford and Dryland are from New South Wales. Whatever other advantages Queensland may or may not possess, the fact is that it has provided an ideal environment for the Metcalfs to learn their sport.

The Metcalf home lies on a bay very near the Pacific coast. It was natural, then, that the Metcalfs would find themselves sailing. Gary and Michael took a brief lesson from a rental operator, caught the sailing bug and continued on from there to learn the mastery of sailing. Once the boys became very interested in sailing, their father decided that if they wanted to race, they were going to do it as well as they could, and that they were doing it to win. From then on, Hobie racing has been a very large part of the Metcalf life.

This sort of dedication was very evident at the two world championships Gary Metcalf won. The moment his boat would hit the beach "Team Metcalf" as the family has been called, went into action. Each family

member has specific responsibilities. There is little discussion aside from those items pertinent to the job at hand. The previous race is discussed as are what specific tuning techniques should be used for the prevailing conditions at the time. Precision is probably not too strong a word for the way in which the Metcalfs set upon the boat as soon as they know which boat is assigned to them.

What is new and somewhat different about this sort of approach is that this team effort and precision which is so evident at championships is really just an extension of the Metcalfs' sailing life at home. Most of the sons' free time is expected to be spent sailing, and most weekends, their father oversees the rigging and tuning of the family Hobie Cats. This rigging is to be done even if there is very little wind. If there is wind, hours of match racing against other members of the family is the next order of the day. Normally, several tuning options will be tried during the day to see which techniques perform better in which conditions. One tuning option is tried at a time and scientifically analyzed to determine what effect it had on the boat's speed. Then that bit of tuning is reversed to its original position at the start of the day and another option is tried. In this way, Keith Metcalf methodically checks every aspect of tuning which may give an advantage to his sons' efforts.

This is why Keith Metcalf has been called a "master tuner" and it is a title he approves of. He feels that tuning does play a large role in the success of a racer at the top levels of competition. All other things being equal, Metcalf asserts that tuning can make the difference, and when he talks of tuning a boat, he sounds like an aircraft technician describing his craft. "When we buy a new Hobie," he says, "we take it over to our shop and completely take it apart so that we have Hobie all over the floor. Then we rebuild it completely so the boat is exactly the way it was first designed."

If that sounds a little like an auto racing crew chief talking, it is no accident, for Metcalf likens the success of his family's efforts to those of famed Australian auto racer Peter Brock. "Now Brock races these Commodores [a type of Australian stock car] just like we have out in the drive. But he has the car so finely tuned that everything is perfect. He takes the pistons out and if each one is not precisely the same weight, then he mills a piece off the one that's too heavy. That's what we do here. Everything on our boats is perfect. We look over everything. I even make Chris rub

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BY BRIAN ALEXANDER



LIGHTNING STRIKES TWICE

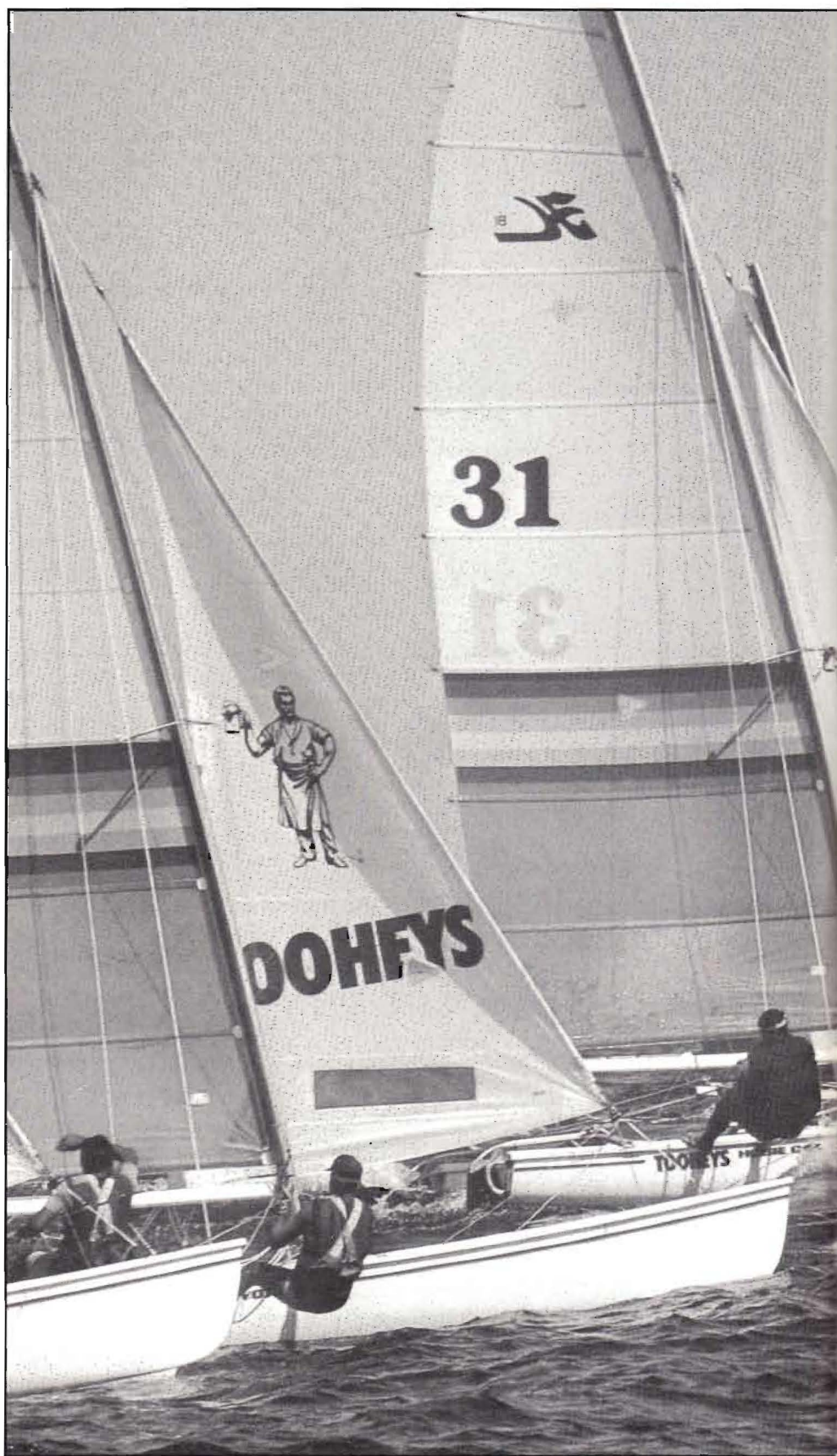
It was billed as "Thunder Down Under" and the Hobie 18 World Championship matched that billing with room to spare as the windy weather and a superior exhibition of sailing skill combined to create one of the best world championships in recent years. The week in Port Macquarie, Australia also produced the first ever dual world champion, Gary Metcalf, who now holds both the Hobie 16 World Championship title and the Hobie 18 crown.

"That was the toughest Hobie Cat fleet in the world, ever," said Ian "Fresh" Burns after the event was over. "There were two medalists in the Olympic Tornados, there were ten world championship titles represented out there; it was tough sailing."

Port Macquarie, a small resort town on Australia's eastern seaboard, was quite a sight when the first sailors began arriving on the Saturday before the racing officially began. After weeks of sun, a raging storm battered the Queensland coast churning up ten to fifteen foot waves which ran at twenty knots (This speed was clocked by a powerboat that could only muster thirteen knots.). The waves broke across the mouth of the river through which the sailors would have to negotiate their boats in order to get to the race course. To some, the scene of Hobie sailors jumping over the large waves was reminiscent of the shots from the Hobie film "Sharing The Wind" and the famous wave jump sequence. The only difference was that many of the skippers had little experience in waves of such magnitude. The result was some significant boat damage and several cases of lost crews, but, fortunately, no injuries were reported.

All of this heavy air and rough seas played directly into the hands of the Australians who have always been known for their excellence in heavy conditions. In fact, the Australian sailors have now become known for their excellence in all conditions. After all, they took the top three

BY PAULA ALTER





places in Ft. Walton Beach's light air at the Absolut Hobie 16 World Championship. Still, heavy wind is the Australian forte, and although there were two days of more moderate wind (by American standards), all sailors had to be able to handle the tough, almost survival conditions presented by twenty to 25 knot winds and ten foot swells.

By the time the qualifying series, easily won by Gary Sanderson of Australia, was complete, so was the storm which had concerned skippers. The morning of the first race of the championship series dawned bright and warm with the wind blowing out of the southeast at fifteen knots.

Carlton Tucker, sailing with Burns, kicked the event off to a good start for the Americans with a victory as Graeme Sanderson took second and another American, Dave Lung of Hawaii, took third. Since former world champions Brett Dryland and Ian Bashford (who led briefly, but suffered a breakdown after "A" mark) were also in that first grouping, the Americans proved that the Australians could be beaten in their home waters. But by taking a victory in his first race, Gary Metcalf demonstrated that he was not yet prepared to show any weaknesses despite hard sailing by Hobie Alter Jr., who finished second and Australia's Scott Anderson who finished third.

In the third race of the series and of the day, Ian Bashford recovered from his fourth place finish in the first race to take a victory. Jeff Alter held on to finish second and Metcalf took third. After one day, the early results were just about as expected. A mix of top American and Australian sailors were dominating and the Americans, who came to Australia with hopes of winning their first Hobie 18 World Championship, had reason to be optimistic.

A fierce windstorm blew in just in time for the second day of racing. Although the skies were clear, the winds were a steady 35 knots with gusts approaching fifty. The race committee met and decided to postpone the early action at least until that afternoon. Some skippers wanted to brave the high wind and rough seas, but as the storm continued, most were forced to agree with the committee that the conditions were just too rough and presented a danger to even the experienced sailors gathered there. Finally, the committee called off all racing for the day. This decision put the race committee in the position of needing five races on Friday to ensure that all sailors would have four races each to allow for a throwout.

Good race management, excellent skipper cooperation and fast turn arounds on



the beach enabled races four, five, six and seven to be held on Friday. Ten knot winds were blowing for the first race of the day and after watching high winds blow all day on Thursday, most skippers were glad to see the wind moderate.

Once again, Tucker charged out to take first place and become the only sailor with two wins under his belt. He was quickly becoming the man to beat. Dryland finished second and Hawaii's Mike Furukawa finished third.

The winds for the fifth race increased slightly to about twelve knots but compared to some of the conditions seen earlier, the water and wind appeared to be calm. Brett White of Australia surprised most observers by taking and holding a large lead over Aussies Frank O'Rourke and Craig Findley as well as Ian Bashford and Hobie Alter Jr.

Race six saw Tucker and Metcalf meet head to head for the first time in the series, and Metcalf came out on top. Scott Anderson of Australia finished second with Tucker coming in third. This meant that

Metcalf and Tucker had exactly the same scores: two firsts and one third each. Since Dryland finished in the tenth spot in race six, and had an earlier eleven point finish, the series was shaping up as a match between Metcalf and Tucker with Ian Bashford and Hobie Alter Jr. standing an outside chance of moving into first.

Australia's John McCartney came out of nowhere to win the seventh race but Tucker slipped down to sixth position and had to use that as his throwout at the end of the first round of sailing. Bashford finished with twelve points and would have to use that as a throwout instead of one of his earlier fourth places. When Hobie Alter Jr. finished with six points in the eighth and final race of the first phase of the series, he was forced to use that as his throwout, while Metcalf, who sailed to victory in race eight was able to remove his third place finish from his score and show three firsts. This left him in first place overall going into the finals with 2.25 points.

Tucker was still very close to Metcalf with 4.5 points. Bashford, with 8.75 points;

Scott Anderson, sailing with former Tornado World Champion Chris Cairns, with ten points and Hobie Alter Jr. with twelve points, were all within striking distance, but Metcalf would have to show signs of disintegrating and he appeared to be sailing very well. He was even becoming more aggressive at starts.

There's a superstition among racing sailors, especially among Hobie Cat racers, that it's bad luck to be leading after the cut to the final 36. It was bad luck for Keith Christensen who seemed unbeatable at the world championship in Florida, and many thought that Metcalf was due for a fall. Metcalf himself however, was unconcerned about luck.

Winds were up again for Saturday, the first day of the finals. Seas were rough and most sailors took a beating at the hands of the swells. The Australians called it a "basher" day and it was obvious why. Bashford narrowed the gap by finishing second to Dryland while Tucker took fourth and Metcalf slipped to sixth. Metcalf's finish could be thrown out so Tucker did not pick



Photography courtesy of Jeffery Howe and Associates

up much ground. However, if Metcalf had another finish below the top five, Tucker would be in a good position to advance. Unfortunately for the American, Metcalf quashed all realistic hopes with two consecutive victories while Tucker finished with another fourth and a second respectively.

Going into the final day then, Metcalf had a mere 6.75 points to Tucker's 14.5. Bashford was close behind Tucker with 15.75. Although it was arithmetically possible for Tucker or Bashford to catch Metcalf, few thought it could be done unless an unforeseen breakdown or penalty could step in and come to the aid of Tucker and Bashford.

Sunday's first race demonstrated that no such aid was coming. Metcalf simply was not about to let victory slip away. He finished third behind Hobie Alter Jr., and Robert Engwirda of Australia. Bashford took fifth and Tucker sixth. Now the race was for second. A quarter point separated Tucker in second and Bashford in third.

With Metcalf covering Tucker and Bashford to ensure his crown, the racing was hardly wide open between the top three competitors. Bashford needed to take fifth or better to capture second, but could only manage seventh. Tucker used his final thirteenth as a throwout and Metcalf tossed his eighth. Tucker had held on to finish second, but except for Hobie Alter Jr.'s fifth, no other Americans had reached into the top ten. Remarkably, no other nationality, with the exception of Grant Snowden of New Zealand who finished twenty-third, made it into the top 36. Indeed, only four Americans made it that far. So, only five of the top 36 places were not held by an Australian.

This meant that the rivalry between the Aussies and the Americans would continue on for another year. But, unlike most other rivalries, the Aussie-American contest is one of the friendliest rivalries in sport. Several teams like Tucker/Burns combined nationalities on the same boat. Many Americans found homes with the Australians they have known from past events. Make no mistake, the competition is fierce and the sailing hard. Even the beer drinking contest (which, to add insult to injury was won by the Queensland team which included Metcalf) is hotly contested.

The fellowship, shared by all Hobie Cat racers from all parts of the world combined with excellent sailing and demanding weather to create one of the best world championships ever. In fact, Wayne Schafer, who has probably attended more Hobie Cat championships than any other person, called it "one of the most successful events I've been to."




LESSONS LEARNED

Continued from page 30

losses). By now you should know several vital facts: whether you are pointing or footing, which side is favored and where your competition is. Put all of this together before you get to the mark so you can set up for the most advantageous rounding. If you want to go right and can't foot, you can't afford to be outside anyone at the mark. Slow down and take a few transoms then work hard for the inside position.

Don't go to a worlds and expect to have a huge boatspeed edge. There are more places to be gained from clean, confident, boat handling and aggressive, smart tactics with equal speed. Keeping all of this in mind, if I were to try for the next Hobie World Championship, here's what I would try to do:

1. Buy any old Hobie 14 and a new sail.
2. Get as many of my friends to do number 1 as I could.
3. Get everyone out as much as possible in all conditions (That should be easy since sailing in a group is always more fun.).
4. Invite guest experts to come and sail with us, watch us and coach us.
5. Ask everyone in the class as many questions as I could think of.
6. Sail as many regattas as possible.
7. Try to prequalify.
8. Go to the worlds and have fun! 

TEAM METCALF

Continued from page 31

down the rudder castings so there's no casting marks and they are highly smooth...But I never, never go outside the lines of the boat."

It is this attention, and perhaps even love of tuning that other people see on the beach at a national or world championship. Because they keep their boats at home in stock condition, they are not surprised by the boats they see at these events. Rather, because they know so much about how the boats perform best with proper equipment, they are in a good position to set each boat so that it is able to achieve its maximum potential. This is Keith Metcalf's department and his major contribution to the sailing team. "I tell my boys, 'Don't you worry about the boat. I'll make the boat go. You get out there and bloody well sail it.' That's our mutual agreement with all my boys. It's a team effort."

This intensity carries over into the other aspects of racing besides tuning. Just as Keith Metcalf expects his boats to be near perfect, he expects his sons to sail as well as they possibly can. "He'll criticize you after the race," says Gary, "and say you could have won by a thousand miles. And that's when you *did* win."

Gary does not seem to mind his father's emphasis on winning. After all, he says, he and his brothers made a decision to race

sailboats. All their father is doing is holding them to that commitment and making sure they race as well and with as much success as they can. Obviously, the system has worked. Gary has now set his sights on a third title, the Hobie 14 World Championship, which will be held in Puerto Rico this fall. Soft spoken, and perhaps not wanting to jinx himself, Gary shrugs when asked about the 14 title, but then smiles and says "It would be nice, wouldn't it?"

Wayne Schafer, who has seen more Hobie champions come and go over the years than anybody with the possible exception of Hobie Alter and Sandy Banks, would not be at all surprised if Gary Metcalf did win in Puerto Rico. Schafer began his Hobie sailing career in the days when the sailors would show up at a Southern California beach, get in a couple of races drink some beer and surf their 14s through the waves. At Port Macquarie, he watched the teamwork and machine-like exactitude with which the Metcalf family pursues winning. He also saw the success reaped by these efforts.

Later, he talked about the Metcalf system and what the Americans learned from it. Schafer believes that from now on, racing Hobie Cats on a championship level is going to be different.

"You can't just show up at a couple of regattas and sail off with a world championship anymore. This is what it's going to take."

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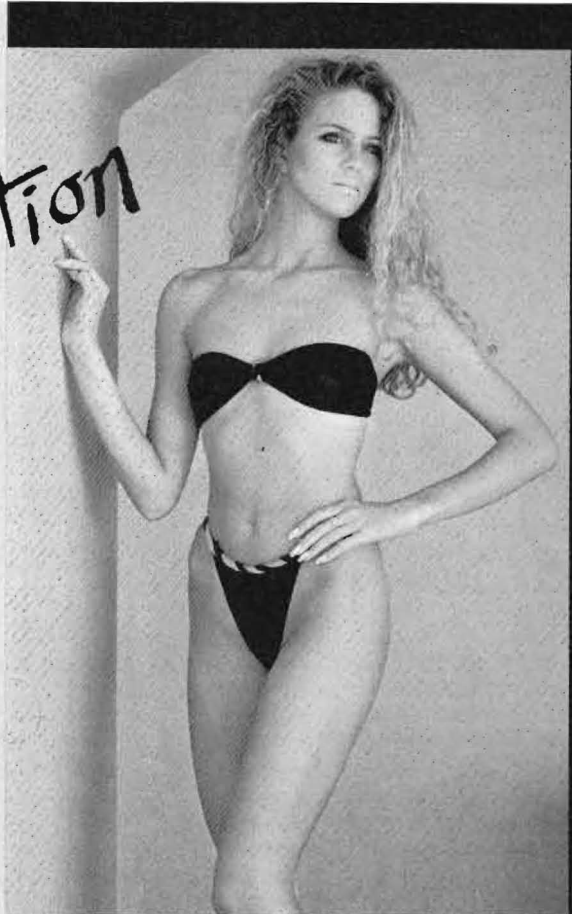
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THIRD HOBIE 18 WORLD CHAMPIONSHIPS PORT MACQUARIE, AUSTRALIA FEBRUARY 9 - 17, 1985

	SKIPPER	COUNTRY	RACE										FINALS				
			1/2	3/4	5/6	7/8	1	2	3	4	5						
1.	Gary Metcalfe/Brian Miers	Australia	3/4	3	3/4	3/4	6	3/4	3/4	3	8	15	3/4				
2.	Carlton Tucker/Ian (Fresh) Burns	U.S.A.	3/4	3/4	3	6	4	4	2	6	13	26	4				
3.	Ian Bashford/Steven Whelan	Australia	4	3/4	4	12	2	2	3	5	7	27	3/4				
4.	Brett Dryland/Scott Ward	Australia	11	2	10	9	3/4	8	5	4	4	42	3/4				
5.	Hobie Alter, Jr/Jay Glaser	U.S.A.	2	5	5	6	5	13	16	3/4	25	52	3/4				
6.	Scott Anderson, Chirs Cairns	Australia	3	5	2	10	13	14	26	13	3	63					
7.	Phil Kellond-Knight/John Dickson	Australia	5	16	8	2	19	6	14	9	5	65					
8.	Mitch Booth/Brian Greenfield	Australia	16	7	11	3	7	11	13	22	9	77					
9.	Graeme Sanderson/Eric Stand	Australia	2	15	15	27	3	7	8	7	21	78					
10.	Gary Sanderson/Peter Watts	Australia	9	4	19	5	25	3	4	17	20	81					
11.	W. Dean Froome/Dan McFaul	Hawaii	6	8	6	15	12	12	11	15	23	85					
12.	Clive Donald Kennedy/Stuart Brown	Australia	28	6	16	4	8	9	9	19	14	85					
13.	Robert Enqvista/Kerry Daytel	Australia	4	4	20	9	20	5	35	2	22	86					
14.	Brett Watson/Peter Watkins	Australia	4	7	6	25	18	22	6	8	17	88					
15.	Michael Metcalfe/Chris Metcalfe	Australia	7	15	12	17	9	12	19	12	6	90					
16.	Tony Laurent/Daniel Pradel	France	12	9	15	22	24	10	7	10	10	95					
17.	Jeff Alter/Paula Alter	U.S.A.	12	2	12	4	22	16	17	18	15	96					
18.	Frank O'Rourke/Rod Jordan	Australia	6	21	2	20	14	33	15	14	11	103					
19.	Phil Dash/Glenn Bass	Australia	8	14	5	3	11	15	27	24	29	107					
20.	Michael Furukawa/Brian Schatz	Hawaii	19	3	13	29	15	21	23	21	2	117					
21.	Brett White/Stuart Noakes	Australia	13	13	3/4	18	17	37	37	20	3/4	119	4				
22.	Christopher Russell/Shane Russell	Australia	11	14	24	8	30	28	25	11	12	133					
23.	Grant Snowden/Scott Brown	New Zealand	7	8	24	8	10	26	22	35	32	137					
24.	Mark Pryke/Jamie Morrison	Australia	13	13	17	11	21	37	18	26	19	138					
25.	John Black/Bob Blanch	Australia	16	9	16	26	34	25	12	16	18	138					
26.	John McCartney/Lee Murray	Australia	10	12	21	3/4	33	17	28	25	28	141	3/4				
27.	Graham Palesy/Warren Palesy	Australia	9	17	9	5	23	27	35	28	33	151					
28.	Dave Lung/Dean Munn	Hawaii	3	10	17	2	28	34	29	33	32	154					
29.	Alan Egusa/Tony Lewis (T.L.)	U.S.A.	17	16	9	23	16	20	30	29	24	154					
30.	Matt Burgess/Neil Moorehouse	Australia	5	17	7	30	26	31	21	23	27	156					
31.	Bill Worrall/Aaron Worrall	Australia	8	6	13	16	31	30	31	31	30	165					
32.	Craig Findlay/Kathy Barnes	Australia	15	19	3	15	27	32	32	27	31	169					
33.	Ian Mackay/Frank Giachin	Australia	20	11	27	7	32	24	24	32	26	171					
34.	G. Van Dyke/G. Field	Australia	10	18	30	7	29	29	20	30	33	173					
35.	Mark Laruffa/Chris Ritenour	Australia	15	21	10	13	35	35	33	34	16	177					
36.	Keith Glover/Ben Austin	Australia	25	22	8	13	36	36	34	35	33	206					

THIRD HOBIE 18 WORLD CHAMPIONSHIP PORT MACQUARIE, AUSTRALIA FEBRUARY 9 - 17, 1985 QUALIFYING RACES

	SKIPPER	COUNTRY	1/2	3/4	5/6	7/8	TOTAL POINTS
1.	Gary Sanderson	Australia	3/4	3/4	3/4	24	24
2.	John McCartney	Australia	3/4	4	3/4	24	54
3.	Frank O'Rourke	Australia	3	3/4	2	11	5 3/4
4.	Brett Watson	Australia	2	3	22	2	7
5.	Scott Anderson	Australia	6	2	20	3/4	8 3/4
6.	John Black	Australia	2	5	4	24	11
7.	Brett White	Australia	3	3	19	7	13
8.	J. Kirkpatrick	Australia	17	2	6	6	14
9.	Matt Burgess	Australia	4	9	17	2	15
10.	Bill Worrall	Australia	11	15	2	5	18
11.	Keith Glover	Australia	21	8	8	3	19
12.	Craig Findlay	Australia	14	5	12	3	20
13.	G. Van Dyke	Australia	5	17	3	14	22
14.	Robert McLean	Australia	6	20	16	3/4	22 3/4
15.	Pascal Bachet	New Caledonia	8	7	8	8	23
16.	Stuart Malouf	Australia	9	17	12	4	25
17.	Steve Hickford	Australia	15	4	6	17	25
18.	Dave Lung	Hawaii	10	16	11	4	25
19.	Robert Muggleton	Australia	10	10	10	6	26
20.	Peter Crawford	Australia	4	11	16	13	28
21.	Ted Lindley	U.S.A.	20	23	3	5	28
22.	John Lockwood	Australia	22	6	14	9	29
23.	Derek Young	Australia	14	9	9	12	30
24.	Craig Unthank	Australia	12	11	15	8	31
25.	Robert Derwin	Australia	21	19	4	9	32
26.	Pat Morgan	Australia	13	14	5	14	32
27.	Mark Wilson	Australia	9	7	18	17	33
28.	Dennis Cabban	Australia	11	18	5	19	34
29.	Ricky Black	Australia	5	8	22	23	35
30.	Robert Nagy	France	19	20	7	10	36
31.	Paul Dalley	Australia	20	6	21	11	37
32.	Robert Pittaway	Australia	13	10	21	15	38
33.	Garry Holt	Australia	7	23	9	22	38
34.	Peter Barnes	Australia	8	15	17	16	39
35.	Andrew Hurford	Australia	27	25	7	7	39
36.	Graham Rochester	Australia	16	14	13	18	43
37.	Geoffrey Walsh	U.S.A.	15	13	15	19	43
38.	Rob Whittaker	Australia	7	24	13	24	44
39.	Phil Lloyd	Australia	18	16	11	20	45
40.	Alex Lepherd	Australia	16	22	10	20	46
41.	Rudolf Wagner	Australia	10	21	18	22	49
42.	Louis-Charles De Lima Mayer	New Caledonia	12	18	20	21	50
43.	Ian Barton	Australia	26	27	14	13	53
44.	Dean Willis	Australia	19	12	25	24	55
45.	Geoff Partridge	Australia	22	12	24	21	55
46.	Wayne Rogerson	Australia	27	28	19	10	56
47.	Jose Marti	Singapore	18	27	14	13	53
48.	John Dinsdale	France	24	22	25	12	58
49.	Bill Dominy III	U.S.A.	23	13	23	24	59
50.	David See	Australia	17	24	23	24	64
51.	Rick Hohenhausen	U.S.A.	22	26	26	16	64
52.	Terry Boardman	Australia	22	19	26	24	65
53.	Gordon Isco	U.S.A.	25	27	24	18	67
54.	Robert Redfern	Australia	29	21	26	24	71
55.	Keith Davidson	Australia	22	25	26	24	71
56.	William Dominy	U.S.A.	22	30	26	24	72
57.	Ken McCrady	U.S.A.	27	26	26	23	75
58.	Robert Golonowski	Canada	27	27	26	24	77
59.	Michael Fearnside	Australia	28	27	26	24	78
60.	David Hood	Australia	30	30	26	24	80