

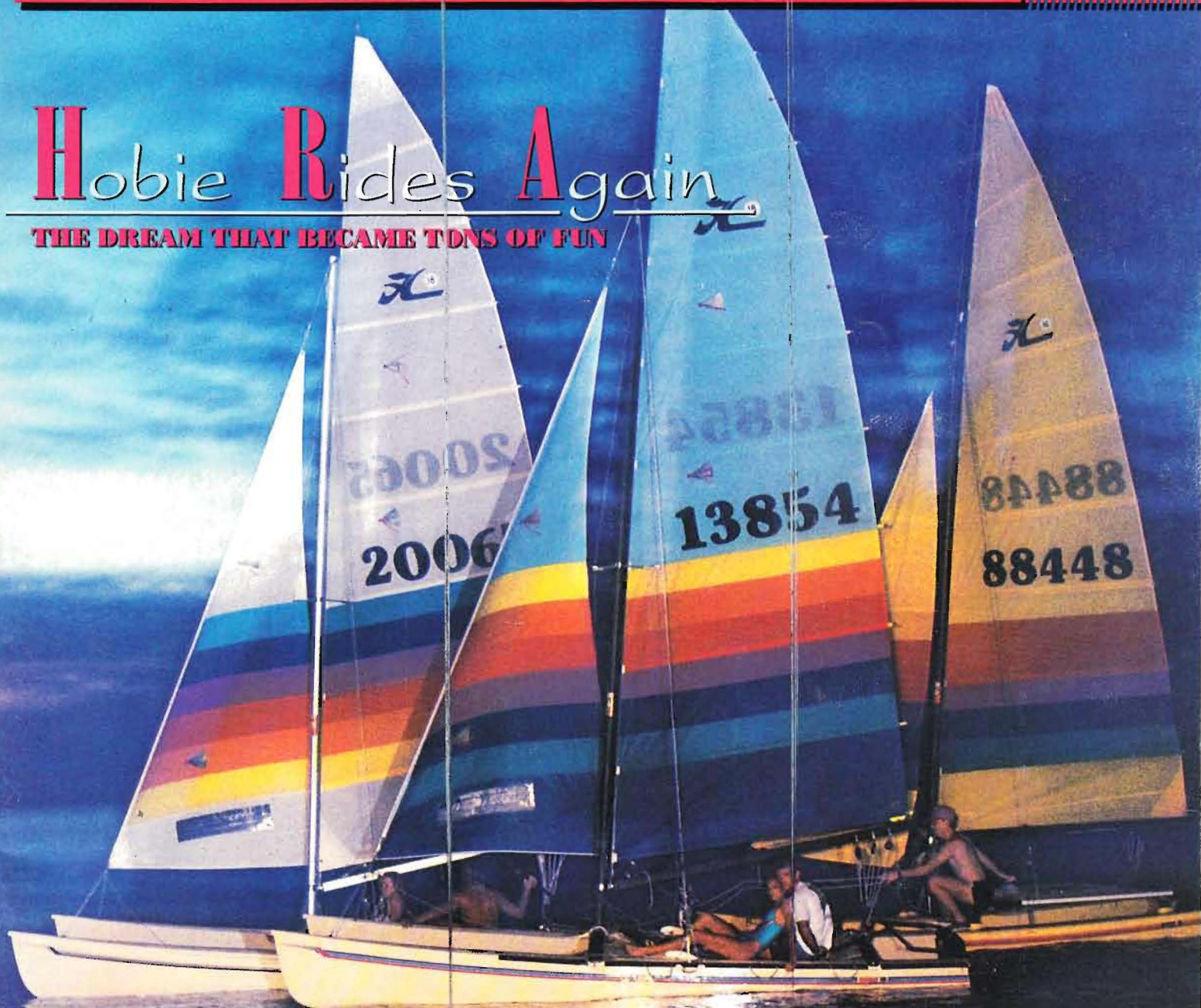
Hobie HOTLINE

SEPTEMBER/OCTOBER 1990

\$3.50 U.S./\$5.50 CANADA

Hobie Rides Again

THE DREAM THAT BECAME TONS OF FUN



In Strict Confidence

YOUR CHANCE TO TELL US ALL

Metcalfe Mania

THE FAMILY THAT TRAINS TOGETHER
GAINS TOGETHER

17 WORLDS BATTLE ELEMENTS OF REALITY BEFORE COMPETITORS FACE OFF

A WORLD OF

BY DAVID HOPPER, DOUG JOHNSON
AND WAYNE MOONEYHAM
PHOTOS BY MIKE WALKER

In 1985 when the Australians hosted the Hobie 18 Worlds, the race slogan was "Thunder Down Under." The 1990 Hobie 17 Worlds hosted by Fleet 183 at the Etobicoke Yacht Club in Toronto, Canada, probably will be remembered as "Slumber on the Humber," although the moniker is not completely deserved.

The 1990 Hobie 17 Worlds marked a major departure from the past. As a result of the radical downturn in the entire North American marine industry, Hobie Cat found it necessary to reduce the level of support offered to World and National events. In plain English, Hobie Cat no longer could supply the boats.

THE THREE WS

An event's success depends on three key components: wind, water and welcome. The organizing committee in Toronto went into this event with its eyes open; it was essentially the same group that organized the 1987 Hobie 18 Worlds. However, even this battle-hardened group, led by Steve Reid, was not prepared for the events that transpired.

CRISIS

I.H.C.A. Director Doug Skidmore underwent his initiation by fire with this event. First, he had to call to say no boats would be made available from the factory. The enterprising committee, led by local dealer Stu MacDonald (Catamarine, Inc.), determined, "We'll borrow all the boats we need." There is a high concentration of 17s in the Toronto area, and since the 17 is a new boat none were more than four years old. In the end, a mixture of arm twisting, peer pressure and plain old-fashioned baksheesh was required to pry loose the 36 boats.

ANOTHER CRISIS

Next, Doug had to call to say the factory could not supply new sails. Pro-

tracted long-distance negotiations began. Thanks to Jim Salscheider (then Hobie Cat President), an overstock of old horizontal-cut sails was made available. They may not have been the latest cut or hottest new colors, but at least they were all the same. A few new numbers, some lettering, a red maple leaf and they were ready to go. Oops. Now the new battens would not fit the sails. Another scramble ensued, but battens finally were located.

To raise the extra cash an event always needs, a raffle was proposed. Hobie Cat donated overstocked sailboards, some waveskis, bags and jackets. Hobie Sunglasses also donated some of its wares.

As event time grew nigh, the major sponsor suddenly canceled all support. The disaster was taken in stride by the organizing committee, who set out to scrounge whatever assistance could be had.

and spring. Need space for the 36 boats? No problem ... just ask that the 90 catamarans in the club be moved elsewhere. Need a truckload of sand and instant beach? Need all 36 boats to be equal? No problem ... just get Paul Ulibarri and Dave Sarvis to spend the entire week prior to the event working from dawn to dusk rebuilding each one. Some rebuilds were major, but Paul and Dave are seasoned (some suggest Dave is an old salt and Paul is peppery) professionals who took it all in stride.

EVERYONE QUALIFIES FOR THE FUN OF IT

Qualifying was a three-day affair, including a qualifiers party and a welcome party. The first day, Saturday, was windy. Only two races were sailed, with bullets going to Carlton Tucker and Alan

In the end, a mixture of arm twisting, peer pressure and plain old-fashioned baksheesh was required to pry loose the 36 boats.

AND ANOTHER

One major crisis still loomed: NO BEER. At the last minute Molson's came through, guaranteeing that after a hot day of drifting, sailors always would find a cold refreshment available.

By now the three Ws gained a fourth: work. Need a race headquarters? No problem ... just build a new building. The concrete was poured in December on the coldest day of Toronto's winter (-31 degrees F) and the building was completed over the remainder of the winter

Egusa. Other name sailors in the qualifiers were Bob Seaman, Hobie Alter Jr. and Woodie Cope. Day 2 dawned cool and windy again. The committee had decided at this point to quell any beach bitching and try for five races. The sun set on the fifth race and the series was back on track. Collecting bullets were Bob Seaman, Bruce Fields, Bruce Fields (he was as surprised as anyone), Bruce Williams and Alan Egusa. Both of Bruce's bullets were the result of taking flyers to the extreme right corner of the course, earning him the nickname "Flyer." The

DIFFERENCE

three final qualifying races were won by Carlton Tucker, Woodie Cope and Bob Seaman. It is interesting to note that Carlton fell asleep and missed his last race. At the end of the series Carlton and Bob Seaman were tied, with Bob winning on the throwout. The crowd retired to the main clubhouse of the Etobicoke Yacht Club for steak dinners and the announcement of the qualifiers. To no one's surprise, everyone made it.

One of the more entertaining events occurred during the qualifying rounds. John Hooper (Team Australia) was assisting on the committee boat. During a start he was asked to hold up the individual recall flag. While holding the flag, John felt something on his hat. He reached up to brush what he thought was the flag off his hat, only to find a pigeon resting there. The pigeon appeared to be a racing bird who mistook John's head and beard for a nest. After several minutes of rest, the bird decided this was not a good home and flew away. Who says the race committee was for the birds?

An innovation tried at this Worlds was the use of an active, on-the-water jury. The jury recorded any mark or boat contact that was clearly observed, lodging protests against competitors. After the first day, the on-the-water behavior and acknowledgment of penalties improved drastically. The experiment proved successful. A fair, unbiased and tough jury was the key to that success.

RALLY ROUND THE WIND, BOYS

On to Tuesday and the start of the real racing: the round robin series. Because only 36 boats could be readied for racing, a 34-boat system was adopted, with the usual beach changes. The weather began to change and the worst fears of the organizing committee were realized as a large high-pressure system settled over the area. The net result was a shifty light breeze, with occasional 20-30 minute thermals with trapezing weather. It was a nightmare for the race committee and the competitors alike.

The first race was a hard-fought battle between Bob Seaman and Fred Niederquell, with Bob flying downwind and Fred clawing back upwind. In the

end Bob was victorious, followed by Fred, Alan Egusa, Paul Garlick and Phil Collins. Race 2 gave a new crowd a chance to show off with Bruce Bechtold taking the gun, chased by Hobie Alter Jr., Tom Korzeniewski, Stan Woodruff and Dexter Ploss. Race 3 displayed a tactic that often paid big dividends the rest of the week, especially when the winds were light and weird. Bill Jeffers rounded C mark in the pack and proceeded to hit the right corner hard. The move brought Bill into a solid first, which he maintained to the finish. The early race leader, Stan Woodruff, held on for second, ahead of Dexter Ploss, Greg Ursich and Fred Niederquell.

Race 4 featured a bit of trapezing and two winners. Carlton Tucker took the gun, but was sailing a makeup race. The real winner was Jim Glandon, followed by Hobie Alter Jr., Doug Johnson, Bob Seaman and Wick Smith.

Alan Egusa finally got untracked in the fifth race. Local 16 sailor Craig Burwell held a substantial lead throughout the race (a full trapezing affair), only to be passed by Alan on the last downwind leg. They were pursued by Roger Jenkins, Fred Niederquell and Doug Johnson. Race 6 belonged to Carlton Tucker, until the wind died on the last downwind leg. Carlton was passed first by Bruce Bechtold and then by Wick Smith. Carlton got Wick back and passed Bechtold at C mark. On the way to the finish, Bechtold passed through Carlton's lee at about five feet in a two-knot breeze. (How come when I try that it doesn't work?) Wick held onto third; Dexter Ploss and Wayne Mooneyham came in fourth and fifth.

Race 7 was the last race held on Thursday, the planned cut day. The race was started immediately after a 90-degree shift in a cold and foggy breeze. The initial mark rounding was very tight, with the first 25 boats around in 35 seconds. As you might expect, there was a bit of banging and crashing. This time the wind gods favored one Stan Woodruff, who passed the fleet on the last downwind to win. In the middle of the race, the Etobicoke Yacht Club repositioned the committee boat. In a mad rush all the crew and gear were transferred to the A mark boat and a finish line was set.



It was a triumph of conservative, long-series sailing .

Some competitors were a little confused to see the committee boat sail off into the middle of the lake. Stan was pursued to this makeshift finish line by Bruce Bechtold, Hobie Alter Jr., Carlton Tucker and Dexter Ploss.

OF TOMCATS AND HENS

One highlight of the evening entertainment was a hen-dance at an exhibition of traditional Canadian folk dancing. Particularly interested were Team Florida and Team Australia. They seemed to be falling in love as often as the dancers' costumes fell to the stage. A certain West German participant also had an excellent birthday celebration, courtesy of the local dancers.

EIGHT IS ENOUGH

The cut party turned out to be a cut-less affair. After an excellent meal of lobster, it was announced an eighth race was needed to complete the round robin. It was run in the light shifty Friday morning breeze. Bob Seaman gave another display of how to drive the 17 downwind as he collected his second bullet to match Bechtold's bullet count. He was followed by Clive Warwick, Wayne Mooneyham, Peter Patullo and Fred Niederquell. The committee scrambled to the beach and quickly tabulated the results. The cut was held on the beach at noon over hot dogs. With only 34 boats available, two sailors, Steven Chaples and John Paul O'Dowd, who normally would have made the cut missed.

After lunch, the sailors were sent out for another shifter and drifter on the Humber. Sailors who observed the huge gains made by sailing close to the beach were ready to try the same tactic. The race was won by Paul Garlick after a long, lonely, slow trek to the far right corner. Paul came from well back in the pack for the win, the first by a Canadian at a Hobie Worlds. Doug Johnson followed in second, with Woodie Cope, Bob Seaman and Carlton Tucker in succession.

HELP FOR THE NEEDY

Saturday dawned even stiller and hotter than previous days. It was beginning to be a bad joke. The committee decided to forgo boat swaps for the day and just try to run a couple races. After all the racers had congregated around the committee boat and played for a while, the course was moved out and a race started. Many sailors, realizing this would be the last race, began to plan accordingly.

Hobie Alter Jr. needed a bullet and poor finishes by the leaders to win. Carlton needed to beat Bob Seaman by three boats. Bob needed a good score. Bechtold and Niederquell also needed good races to stay in contention.

For most of the race Carlton looked like he could finally break his Worlds' jinx. (He has never taken the title at a Worlds. The phrase "always a bridesmaid, never a bride" comes to mind.) Within 100 meters of A mark the last time, disaster struck. Sometime earlier in the beat Hobie Alter Jr. and Bob Seaman had split tacks with Carlton, who, since he was almost laying A, ignored the split. As Carlton approached A, he and a pack with him sailed into a hole, while Hobie and Bob got into some wind (we are talking only three or four knots here) and rounded. The course was shortened and the fleet scrambled for the finish. Just above the finish line, the wind went truly weird. Some boats gybed for the finish and others ten feet away were beating. Hobie Alter Jr. prevailed in the race, taking the bullet he needed - but not getting the poor finishes from his competitors he needed as well. Carlton Tucker held on for second, leading Bob Seaman, Clive Warwick and Bruce Bechtold.


The 17 World Champion, Bob Seaman, richly deserves the honor. He sailed a tough, smart series. He never strayed far from the front and had no huge flyers to worry about. It was a real triumph of conservative, long-series sailing.

What can you say about Tucker? If you need someone to come in second (or stand up for a bride), call Carlton.

SPIRITED CANADIAN CLUB BRINGS SUCCESS TO TORONTO

An event of this scale requires a large, dedicated staff. We will mention only the four key players. Steve Reid was chairman of the organizing committee. His strong leadership and never-say-die attitude kept the event on the rails and moving forward. Race Committee Chairman, Mike Walker, proved he is ulcer-proof. Trying to set courses and run races under frustrating conditions was a nightmare. Every event such as this always needs one person that you know going in is competitive, but who under the heat of battle excels far beyond expectations. Laura Cobbett, five months pregnant, was that person at this Worlds. After a day on the water we would come in and throw paper at her: results, protests, mark roundings, lunch orders. By the time we turned around, it all was organized and the event was going forward again. Paul Ulibarri was his usual calm, efficient self. As beach captain he has to take all manner of guff from the sailors, even more with borrowed boats. As usual, Paul just smiled and solved problems. Literally dozens of other people also deserve mention (but space doesn't permit), including some who sailed each day and then worked each night keeping the event moving.

A special thanks also is due the Fleet 183 Commodore, Richard Lemoine, and members of the Etobicoke Yacht Club. Thank you for your tolerance and support. And finally, special thanks to all those sailors who loaned us their boats for the week. Without you there would have been no event.

Overall, in the midst of this new decade of reality, we note our appreciation of everyone who helps to keep the Hobie spirit and Hobie events afloat. You each helped change the tune of this event, from what could have been the "Maple Leaf Rag" into "What a Wonderful Worlds." 

See Regatta Results for final points.
- Ed.

REGATTA RESULTS

WINNIPESAUKEE REGATTA FLEET 209, DIVISION 12 ELLACONA STATE PARK, MA MAY 26-27, 1990

HOBIE 21	POINTS
1. Finn/McCarthy	5.00
2. Maharis/Milford	11.75
3. Manganello/Ferrara	12.00

HOBIE 18A	POINTS
1. Burgess/Burgess	7.50
2. Shea/Barry	8.50
3. Harwood/Corbin	13.50
4. Shear/Hassenger	20.00
5. Flaherty/Gee	23.00
6. Beckwith/Robbins	29.00
7. Prouty/Prouty	30.00
8. Miller/Williams	31.00

HOBIE 18B	POINTS
1. Shappert/Shappert	6.25
2. Dionne/Hackett	7.25
3. Norton/Bednowiz	15.00
4. Shanks/Shanks	16.00

HOBIE 17	POINTS
1. Scott Newton	5.00
2. Gerard Blom	11.75
3. Milt Dinholer	12.75
4. Jim Dillon	17.00
5. Tom Kustes	23.00
6. Bob Pickett	25.00

HOBIE 16A	POINTS
1. Baker/Hotte	8.75
2. McCarty/Boatspede	10.50
3. Baker/Thornton	15.75
4. Boulay/Boulay	16.00
5. Yates/Doucot	20.75
6. Kagan/Novak	20.75
7. Christopher/Quigley	33.00
8. Stanley/Stanley	37.00
9. Larkin/Williams	41.00
10. Hoeller/Lori Lee	42.00

HOBIE 16B	POINTS
1. Coutermarsh/Clarke	5.00
2. Keyes/Keyes	7.50

HOBIE 16C	POINTS
1. Leger/Phea	13.75
2. Richmond/Flanders	19.75
3. Hanseman/Hanseman	19.75
4. Rizzo/Cormier	22.75
5. Manners/Young	23.50
6. Coleman/Martin	25.00
7. Sahr/Mayo	28.00
8. Kirk/Kirk	28.00
9. Parkinson/Parkinson	28.00
10. Fleming/Freeborn	33.00
11. Doucot/Doucot	55.00
12. Green/Lambert	59.00

HAMPTON BEACH REGATTA FLEET 496, DIVISION 12 HAMPTON BEACH, NH JUNE 9-10, 1990

HOBIE 21	POINTS
1. Finn/McGrath	3.00
2. McCarthy/Finn	7.75
3. Manganello/Ferrara	10.00
4. Joe Valente	16.00
5. Maharis/Milford	19.00

HOBIE 18A	POINTS
1. Adleman/Maynard	6.75
2. Burgess/Nichols	7.50
3. Shea/Barry	8.50
4. Adleman/Smith	15.00
5. Ferrara/Latkowski	17.00
6. Godbey/Godbey	20.00
7. Erickson/Goodwin	25.00
8. Druan/Sullivan	35.00
9. Latham/Latham	35.00
10. Baker/Sherman	38.00
11. Prouty/Prouty	44.00
12. Beckwith/Robbins	45.00
13. Shear/Hassenger	48.00
14. Harwood/Corbin	48.00
15. Sullivan/Brooks	52.00
16. Sculley/Sculley	55.00
17. Cowcer/Cowcer	59.00

HOBIE 18B	POINTS
1. Schappert/Schappert	5.50
2. Dionne/Hackett	6.50
3. Hart/Hart	9.75
4. Shanks/Shanks	12.00
5. Gibbons/Kelley	20.00
6. Sahr/Mayo	21.00
7. Sheard/Norton	22.00

HOBIE SX-18	POINTS
1. Norton/Norton	5.25
2. Cook/Slocum	6.50
3. Haile/Haile	11.00
4. Kalinowski/Kalinowski	15.00
5. Tarni/Tarni	18.00

HOBIE 17	POINTS
1. Gerard Blom	7.50
2. Tom Kustes	9.75
3. Ted Knowlton	9.75
4. Jim Gable	12.75
5. Bob Pickett	15.00
6. Scott E. Newton	16.00
7. Scott Branciforte	24.00

HOBIE 16A	POINTS
1. Coale/Ladd	9.75
2. Christopher/Quigley	11.50
3. McCarty/Boatspede	13.75
4. Baker/Thornton	13.75
5. Baker/Hotte	14.00

6. Snyder/Snyder	14.00
7. Barnard/Barnard	21.00
8. Stanzione/Stanzione	25.00
9. Najjar/Cross	28.00
10. Larkin/Williams	39.00

HOBIE 16B	POINTS
1. Keyes/Keyes	5.25
2. Samaras/Ciesluk	12.00
3. Coutermarsh/Richmond	14.00
4. Tarallo/Curadossi	15.00
5. Reynolds/Reynolds	15.75
6. Weeks/Woods	16.75
7. Parkinson/Parkinson	21.00
8. Hackett/Sullivan	24.00

HOBIE 16C	POINTS
1. Pastore/Nadeau	4.25
2. Child/Child	10.75
3. Hanseman/Hanseman	12.00
4. Amera/Gulla	15.00
5. Kirk/Kirk	20.00
6. Paul Gelaznik	21.75
7. Lane/Minimas	24.00
8. Kip Parelli	27.00
9. Michaud/Robie	36.00

HOBIE 14A	POINTS
1. Sam Coes	3.00

DIVISION 14

THUNDERING HULLS FLEET 63, DIVISION 14 NORMAN, OK MAY 12-13, 1990

HOBIE 18A	POINTS
1. Young/Mattingly	5.00
2. Davenport/Bryan	11.75
3. Cannon/Cannon	18.00
4. Holmes/Hess	20.00
5. Palmer/Palmer	23.75
6. Jacob/Hockenberry	25.00
7. Bates/Bates	25.00

HOBIE 18B	POINTS
1. Griffin/Cyndi	8.75
2. Micht/Lewis	10.25
3. Allen/Rogers	12.75
4. Hugel/Litteral	13.75

HOBIE 17A	POINTS
1. Phil Collins	6.00
2. Dexter Ploss	7.50
3. Boyd Bass	14.00
4. Steve Chaples	19.00
5. Jane Sherrod	25.00
6. Peter Pattullo	30.00
7. John Curtis	31.00
8. Kirby Crowe	34.00
9. Jim Humphrey	34.00
10. Debbie Taylor	46.00

HOBIE 17B	POINTS
1. Norman Cole	5.00
2. Greg Diehl	8.75
3. Troy Lee	15.00

HOBIE 16A	POINTS
1. Balthaser/Summers	5.00
2. McCredie/Hadley	10.75
3. Trotter/Trotter	23.75
4. Loeffelholz/Grisson	24.00
5. Regester/Regester	24.00
6. Sparks/Burris	24.00
7. McIntosh/McIntosh	29.00
8. Means/Means	30.00
9. Goodman/Beeler	38.00
10. Bridgeman/Means	45.00
11. Wolfe/Wolfe	48.00
12. Fuller/Hasty	49.00
13. Hadley/Wacherly	60.00
14. Ettner/Gaither	62.00

HOBIE 16B	POINTS
1. Keeler/Keeler	7.50
2. Saneman/Stachmus	7.50
3. Harvey/Hill	10.50
4. Cheatham/Cheatham	19.00

HOBIE 16C	POINTS
1. Richards/Richards	9.50
2. Seljeseth/Mulder	15.75
3. Vaughn/Mullen	16.00
4. Riley/Riley	16.75
5. Stump/Stump	19.00
6. Russ/Russ	20.75
7. Garza/Gotfelvez	21.75
8. Wyatt/Webb	37.00

HOBIE 14A	POINTS
1. Ron McDowell	5.00
2. Bob Schwartz	7.50

HOBIE 14T	POINTS
1. Kent Shirley	5.00
2. Michael Bush	8.75

DIVISION 16

MADCATTER REGATTA FLEET 204, DIVISION 16 SYRACUSE, NY MAY 19-20, 1990

HOBIE 18A	POINTS
1. Murray/Murray	7.00
2. Hopper/Vangemer	7.50
3. Eisenchmid/Gambie	11.00
4. Masse/Robitaille	11.75
5. Elliot/McDonald	13.00
6. Post/Brady	20.00
7. Nixon/Shockey	22.00
8. Shear/Hassenger	24.00
9. Crabbe/Farrar	25.00
10. Weiss	31.00
11. Ogren/Ogren	33.00
12. Harwood/Harwood	37.00

HOBIE 18B	POINTS
1. Mercer/Verruto	5.50
2. Demming/Demming	5.75
3. Anderson/Anderson	11.00
4. Stumpf/Gutkowski	13.00
5. Gauthier/Turner	14.00
6. Froehlich/Roe	24.00
7. Hallock/Hansel	25.00
8. Berg/Goodenough	30.00
9. Doud/Davidson	33.00
10. Hill/Sullivan	34.00
11. Chamberlain/Deans	35.00
12. Clinkunbroom/M	42.00
13. Davis/McBride	42.00

HOBIE 17	POINTS
1. Karaim	2.25
2. Snodgrass	7.00
3. Bradley	14.00
4. Howes	15.00
5. Smith	15.00
6. Dugleby	17.00
7. McGregor	20.00
8. Klahr	24.00
9. Upton	24.00
10. Paulson	27.00
11. Rosenberg	35.00
12. Korzeniewski	39.00

HOBIE 16A	POINTS
1. Clifford/Boatspede	2.25
2. Beechnraft/Becraft	6.00
3. Korzio/Gonner	13.00
4. Walker/Taylor	15.00
5. Jeffers/Jeffers	17.00
6. Pesane/Abrams	19.00
7. Caster/Caster	22.00
8. Magin/Magin	23.00
9. Inventasio/Young	31.00
10. Gramont/Gramont	33.00
11. Quatrone/Ahart	37.00
12. Kusche/Wilson	41.00
13. Bartkowski/Lusty	43.00
14. Amico/Bullinger	44.00
15. Davidson/Davidson	44.00
16. Ransley	48.00
17. Ashley/Eiler	55.00
18. Kieler/Smith	57.00
19. Elve/Elve	66.00
20. Nixon/Block	66.00
21. Zimmerman/Tyra	69.00
22. Dittmar/Dittmar	78.00
23. Stanley/Ostrowski	78.00
24. Dasson/Fairchild	78.00
25. Rook/Rook	78.00

HOBIE 16B	POINTS
1. Sweet/Sweet	9.75
2. Galletta/Ramsay	11.00
3. Blocklin/Carhar	12.75
4. Witze/Littler	13.00
5. Macos/Fennar	13.00
6. Davidson/Boller	13.75
7. Bises/Crowley	15.00
8. Hacher/Lian	33.00
9. Thames/Hutchison	33.00
10. Fregette/Martin	35.00
11. Frelich/Morgan	38.00
12. Harmon/Prusack	39.00
13. Wilson/Dungey	39.00
14. Orecki/Tsujimoto	46.00
15. Borchess/Huron	48.00

HOBIE 16C	POINTS
1. Tryon/Tryon	0.75
2. Wilmer/Wilmer	2.00
3. Howard/Santo	4.00
4. Morrison/Oscar	4.00
5. Kitt/Kitt	15.00
6. Sack/Morse	15.00
7. Wilson/Wilson	15.00
8. Schader/Whalen	15.00
9. Gross/Schreder	15.00
10. Forczyk/Besaw	15.00
11. Axel/Smith	15.00
12. Anderson	15.00
13. Roulston/Samuelson	15.00
14. Anderson/Anderson	15.00

NATIONALS

HOBIE 21 NATIONALS FALMOUTH, MA JUNE 27-30, 1990

TRIANGLE	POINTS
1. Daniel/Webster	9.25
2. B. Finn/M. McCarthy	13.50
3. Cuttito/Ferrara	15.50
4. Muth/deGersdorff	41.00
5. Maharis/Baker	42.00
6. Tomlinson/Norton	44.00
7. Guthrie/Guthrie/Watkin	46.00
8. Rhodes/Johnson	50.00
9. Fox/Allen	53.00
10. Burgess/O'Hara	54.00
11. J. McCarthy/D. Finn	57.00
12. Settle/Glawitsch	57.00
13. Manganello/M. Ferrara	62.00
14. Druan/Lusser	63.00
15. Wooten/Wooten	73.00
16. Fischer/Yeldhuzen	77.00
17. Valante/Blood	78.00

LONG DISTANCE	POINTS
1. Burgess/O'Hara	0.75
2. Daniel/Webster	2.00
3. Tomlinson/Norton	3.00
4. Maharis/Baker	4.00
5. Manganello/M. Ferrara	5.00
6. Cuttito/G. Ferrara	6.00
7. Fox/Allen	7.00
8. B. Finn/M. McCarthy	8.00
9. Druan/Lusser	9.00
10. Settle/Glawitsch	10.00
11. Muth/deGersdorff	11.00
12. Guthrie/Guthrie/Watkin	12.00
13. Wooten/Wooten	13.00
14. Valante/Blood	14.00
15. J. McCarthy/D. Finn	15.00
16. Rhodes/Johnson	16.00
17. Fischer/Yeldhuzen	17.00

OVERALL	POINTS
1. Daniel/Webster	6.00
2. B. Finn/M. McCarthy	16.00
3. Cuttito/G. Ferrara	18.00
4. Maharis/Baker	24.00
5. Muth/deGersdorff	27.00
6. Tomlinson/Norton	27.00
7. Guthrie/Guthrie/Watkin	40.00

8. Burgess/O'Hara	40.75
9. Fox/Allen	43.00
10. Rhodes/Johnson	48.00
11. Manganello/M. Ferrara	57.00
12. Settle/Glawitsch	58.00
13. J. McCarthy/D. Finn	59.00
14. Druan/Lusser	65.00
15. Wooten/Wooten	73.00
16. Fischer/Yeldhuzen	81.00
17. Valante/Blood	84.00

WORLDS

HOBIE 17 WORLDS TORONTO, CANADA JUNE 9-16, 1990

	NAME	COUNTRY	POINTS
1.	B. Seaman	USA	12.50
2.	Carlton Tucker	USA	14.75
3.	Bruce Bechtold	W. Germ.	16.50
4.	Hobe Alter, Jr.	USA	16.75
5.	Fred Niederquell	W. Germ.	25.00
6.	Dexter Ploss	USA	30.00
7.	Doug Johnson	USA	31.00
8.	Paul Garlick	Canada	31.75
9.	Woodie Cope	USA	33.00
10.	Stan Woodruff	USA	33.75
11.	Alan Egusa	USA	41.75
12.	Wayne Mooneyham	USA	44.00
13.	Clive Warwick	Canada	44.00
14.	Wick Smith	USA	49.00
15.	Terry Karaim	Canada	51.00
16.	Phil Collins	USA	54.00
17.	Tom Korzeniewski	USA	54.00
18.	William Jeffers	USA	54.75
19.	Jim Glanden	USA	55.75
20.	Mike Garrett	USA	57.00
21.	Tom Snodgrass	USA	63.00
22.	Peter Pattullo	USA	64.00
23.	Simon Jacques	France	69.00
24.	Tim Carney	USA	70.00
25.	Jane Sherrod	USA	72.00
26.	Craig Burwell	Canada	74.00
27.	Bruce Williams	USA	74.00
28.	Greg Ursich	USA	78.00
29.	Liam Orford	Australia	80.00
30.	Michael Teiken	W. Germ.	80.00
31.	Roger White	USA	81.00
32.	Steve Smith	USA	81.00
33.	Dave MacHardy	Canada	86.00
34.	David Frie	USA	86.00
35.	Steven Chaplin	USA	107.00
36.	John O'Dowd	New Zealand	109.00