

HOBIE
Hot Line
75c NOV./DEC. 1975



A man with shoulder-length brown hair and a mustache is smiling and standing on the deck of a sailboat. He is wearing a white short-sleeved button-down shirt with a colorful pattern of green, blue, and brown floral and abstract shapes. The background shows the white mast and rigging of the sailboat against a clear blue sky.

Keep That Summer Feeling

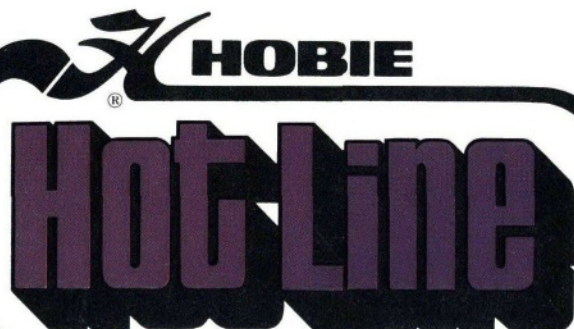
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Bob Thomas
Hobie Oceanside



HOBIE Hot Line

Volume 4, Number 7

Single copies 75c

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hobie class association staff . . .

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DANGER!

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

Letters to the Editor

HOBIEITORIAL FEEDBACK

Dear Ed:

Congratulations on your editorial in the Sept./Oct. issue of the Hot Line! More activities of the type you mentioned are certainly in order for those of us in the Association who rarely race. I find overnite cruises and afternoon picnic sails particularly appealing. I look forward to hearing more on the subject, and hopefully seeing a growth in such activities.

Sincerely,
Don Huebner, Ph.D.
Chatsworth, Calif.

Dear Ed:

I agree with your editorial, "Stand Up And Be Counted", regarding the many people who own Hobies but don't care for competitive racing, and would like to join in the coastal cruises, overnight camp-outs, etc.

I am a new owner of a Hobie 16 and don't have the experience for racing yet, although later would like to compete in several of the programs on the East Coast. I plan to attend the 1975 Hobie 16 National Championships, as an onlooker and not as a participant, and will join the Hobie Catters in their evening festivities.

Sincerely,
Harold D. Bolt
Asheville, N.C.

Dear Ed:

I certainly agree with your "Hobietorial" concerning hard-core racing vs. other type of activities.

Of course, to think that these activities could exist outside of the fleets is foolhardy. Therefore, the fleets should be encouraged to have other type events during the course of the sailing season other than just racing, and this might be supported by the Coast Catamaran Corporation through its dealers on the basis of fleet membership and new fleet members during the course of the year.

Even if these alternate type events cannot be worked out, it would probably be a big help if more time were spent in the social aspect of the racing weekends. If the emphasis were put on the lunches between races and the Saturday night cookout/party, there would be more reason for the families to stay involved in the program.

The Hobie racing program, as it stands today, and especially in Southern California, is too plentiful and too easy for the participants to have a good time without the racers donating any of their time and energy for fleet activities or down-the-road Coast Catamaran promotion.

Assuming the reason there is a racing program and monies are dumped in by the corporation is to promote the sale of Hobie Cats and help Coast Catamaran Corporation grow, I believe more emphasis should be made within the fleets in cooperation with the Hobie dealers.

I will watch with interest just what comes out of your suggestion.
Cordially yours,
Bob Friedenberg
Newport Beach, CA.

A "STICKY" PROBLEM

Dear Ed:

I have been sailing my Hobie 16 for two years. Recently, I added "sail tails" (wind flow indicators) on my sails and was extremely careful to install them according to the instructions. These instructions say that when the best trim is obtained, a smooth air flow over both sails will be indicated by all the sail tails blowing straight back (sternward). This is true for the jib, but the windward

sail tails on the main rarely blow straight back, regardless of sheet and traveler positions. Instead, they point up, down, forward, or even straight out. Is there something unique about the Hobie main that makes it an exception to the rule, or am I missing something?

Bruce Constantine
Orefield, Penn.

Dear Bruce:

No, there is nothing so unique about the Hobie main that would cause it to be an exception. In fact, you could stick sail tails all over it at random and they should still work according to the "rules".

There is, however, one point of sail where the windward tails will be slightly unstable, and that is when you're sailing hard on the wind (pointing). The reason for this is that the wind (which is blowing almost straight on at this angle) hits the mast before it hits the mainsail, causing the air flow to become "disturbed" and, thus, the tails to falter. If you're sailing at any angle aside from dead to weather, though, they should stick . . . if not, you're doing something wrong.

Ed

GETTING INTO "THE GROOVE"

Dear Editor:

I recently became the owner of the Hobie 16 (new boat). To put it in the mildest terms — it is a blast — with one great and unfortunate exception. I am having a devil of a time hoisting the main. The first four or five feet go up ok, but from there on the rope on the luff of the sail gets caught entering into the tunnel on the mast. I have tried all the tricks I know to feed it in straight but still no success. Even with two people hoisting (one feeding — one pulling) it is a bear, and when I am alone, it is almost impossible. No way can my daughter get it up alone — thereby cutting down her sailing opportunities as well as much of her enthusiasm. I have sailed Inland Scows for 30 years — both wooden and aluminum spars and never had problems like this.

Am I doing something wrong — or are there tricks either you or your readers know to ease the continual pull down — pull up routine I am going through?

Thanks for any help you can give me.

Sincerely,
John M. Hendricks
Manistique, Mich.

Dear John:

Unfortunately, we have yet to stumble upon a sure-fire solution to this problem. The reason you experience difficulty in hoisting the main is because it has full battens — EIGHT of them. And while a full-battened sail will give you a much better sail shape and therefore better performance than a counter part with semi-battens, it can also be a "bear" to raise. It's another classic example of the proverbial statement, "There Is No Free Lunch".

Don't despair though, there are a few "tricks" that you can try which should help alleviate the problem somewhat:

- 1) Loosen the battens a bit (not too much, as your sail shape will suffer if you do).
- 2) Wax the mast groove and the luff rope with parafin.
- 3) If you're raising it with the boom attached to the block, make sure the mainsheet line is all the way out.
- 4) When you're ready to hoist, have the "feeder" stand in front of the mast and pull the sail forward. Then, with both hands palm-to-palm on either side of the sail, he can virtually shove the luff rope up into the groove while the "puller" pulls.
- 5) To prevent the sail from jamming upon entry into the groove, the feeder must feed BEFORE the puller pulls.

I hope these tips will help you out a little. If you happen to discover a better method, however, PLEASE let us know!

Ed

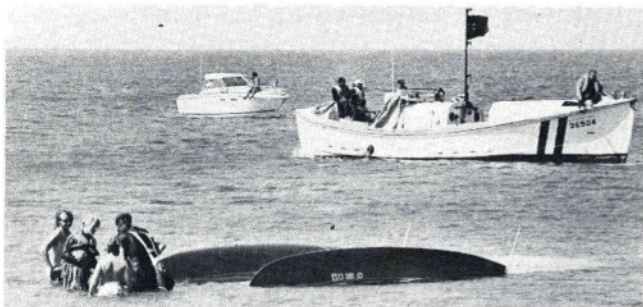
TRANSCENDENT SPEED v.s. "COLD GREEN"

Dear Ed:

There I was, screaming up the west coast of Lake Michigan, passing sixty-footers in the race like they somehow had managed to sail in reverse. It was a spray-flying, wild Hobie day!

But Hobie 14 kept trying to do cartwheels over the lee hull. Lord knows I was hiked out and back, and on a beam reach with the traveler out. I kept just edging up on transcendent speed where

(Continued on page 34)



A MATTER OF SURVIVAL

Sailing a small boat across a big lake or in the open ocean can be a very thrilling and also a very gratifying experience. Long-distance and open-water, point-to-point races are becoming increasingly popular among Hobie fleets across the country. A large number of these events have been held successfully this year, and thanks to well-thought-out preparations and safety precautions, they have been without mishap.

Recently, however, Chicago Hobie Fleet 125 sponsored a 48-mile, long-distance race from Michigan City, Indiana, to Wilmette, Illinois, that was so obviously dangerous it's a wonder no one drowned during the event. Small craft warnings which had been posted by the Coast Guard prior to the start of the race went unheeded as the fleet of 14 Hobie Cats began their long sail across Lake Michigan. None of the racing boats had a radio transmitter aboard and no larger boats accompanied the fleet. It wasn't long before disaster struck . . . thirty-mile-per-hour winds gusting to fifty, and seven-foot waves.

Every boat in the race was reportedly knocked down at least three times. Neither letting out the sail nor heading into the wind would prevent capsizing, and many people were forced to wait in the water by their boat for the wind to die down. One boat lost both of its rudders half way to Chicago and was forced to continue on, how they ever made it is amazing. Another skipper, after coming up from a knockdown, didn't know the wind had turned his boat completely around and he sailed the wrong way for ten minutes before he realized he was 180 degrees off his compass heading. One participant said, ". . . it was the strongest wind I've ever sailed in. And for about half the race, the boats were so spread out that I couldn't see any boat of any kind anywhere. You started thinking about it as a matter of survival rather than just trimming the sails."

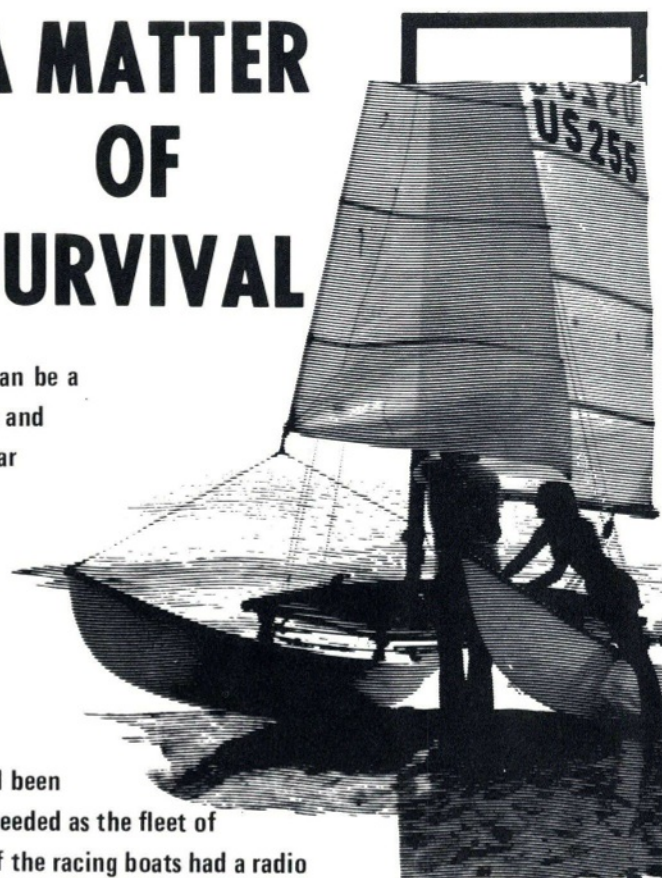
It was, according to a local Michigan City reporter, a "foolhardy race". And I agree. "Safe boating is no accident" goes the U.S. Coast Guard's much-publicized jingle. Too bad Fleet 125 had to find out the hard way.

I'm not pointing the finger at them here to add insult to injury, but to bring to the attention of others the hazards that can occur so easily to any small craft (and a Hobie is definitely a small craft) which ventures into unprotected waters. If you're going to sponsor any kind of distance race, it's your responsibility to ensure the safety of all participants. Large chase boats (plural!) to accompany and know the whereabouts of every boat in the race are a MUST. And if the weather is less than perfect, call off or delay the race.

Disappointment, even on the part of many, is a far better alternative than a single drowning.

Mary

Mary Edwards
Editor



hobietorial

HOT LINE/NOV.-DEC.

HOBIE FORUM



Sailor's Insurance

In the four years that I have been sailing and racing my Hobie 14, one question remains unanswered. Lots of collisions occur during sailing, yet many boat owners refuse to assume responsibility for their damage. Why???

Good insurance is available at low cost; lots of money is spent on trailers, wet suits and numerous "go-fasts", so why not a few bucks to safeguard yourself and your fellow sailors? It would sure help to keep good feelings between you and the people you sail with!

Sincerely,
Ron Fikes
Palo Alto, Ca.

Re: Trapeze Installation on a Hobie 14

I have sailed my 14 in the waters off St. Thomas (Virgin Islands) for four winters and use a crew out on the trapeze whenever the winds get over 15 knots. They frequently get to 20-25 knots and the seas get to 4 to 6 feet. There is no thrill in the world that equals boiling through the seas in such winds with a crewperson hanging out and he and the skipper whooping and hollering with sheer joy!

My Hobie 14 has held up through all of it. The front crossbar and the mast did just fine. I did collapse a sidebar once, but this was due to severe corrosion after four years of not being able to wash down with fresh water.



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- Swings up for normal mast rotation while sailing
- Permanently installs in minutes with punch, screwdriver & hammer
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HOBIE 16'  \$29.95

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The 14 may not have been designed for a trapeze — but it sure can take it!

Herman Gross
Great Neck, N.Y.

Don't Burden Lightweights With Dead Weight!

I am writing this letter to try to prove that the Class Rule about minimum skipper weight (H-14) is a violation of the intent and object of the Hobie Class Association Rules, which are:

- A.) To keep each boat as equal, cost-free and simple as possible. . .
- B.) To encourage the use of only racing tactics and sailing skill to increase boat speed.

I've been sailing since I was ten years old and have had the opportunity to race Sunfish and other small boats before buying a Hobie 14. I weighed 115 pounds when I bought my boat and weigh 140 now. I carry a weight when I cruise as well as when I race, for if I don't, the boat has a different feel to it. When I was beginning racing, my biggest worry before a regatta was what type of weight system to use.

The following statements I'm sure were some of the things said when the minimum weight rule was being considered:

- 1.) Heavy skippers can't take off weight for light winds but light skippers can put on weight for heavy winds.
- 2.) By making light skippers carry weight, you can make most everybody's weight close and therefore boats will be more equal.

The preceding statements seem to wrap up the case, but I feel they are terribly incorrect. I will explain by giving an example:

Let's take two sailors with equal skills, one of whom weighs 155 pounds, the other who weighs 125. In a Sunfish regatta, where there is no minimum weight rule, the following would happen. If the winds are blowing heavy, the light skipper can put on 30 pounds of sweatshirts to try to stay near his friend. The problem is that our 125 pound skipper now weighs 155 pounds — 30 of which is dead weight on his shoulders. He is never going to be as fast as his friend for the simple reason that the heavier person is 155 pounds of muscle. If they are equal sailors, the latter will tire much later and beat the lighter skipper who will almost drop dead after carrying 30 pounds on his back for six races. Let's say the wind drops. Then, the lighter skipper, being just as good as his friend but lighter, will win.

Now back to Hobies. We have a different situation at hand. Class rules are now telling Mr. Lightweight that he cannot wear sweatshirts but he must carry 25 pounds of dead weight on his boat regardless of wind. He is literally being handicapped! What happens with the weight rule is that you are slowing down light skippers in light winds so the heavies will have a chance. This would be perfect and I'd have no gripes if the wind never blew over 2 knots, but it does. So what happens in heavy winds? The light skipper (who's having a nasty time keeping the boat down) is working harder by having a weight along that just slows him down if it's tied in place. But now the Class Association will probably say that light skippers can tie a line from their sandbag to the center tramp laces, and by hanging the weight over the sidebar, make it work for them. This slows down tacking, decreases maneuverability, makes more work for the skipper and, furthermore, the dead weight over the sidebar isn't as good as weight on your body in the form of muscle. Now, please read over part B of the "intent and object." This seems a clear-cut violation.

In summary, I would like the Class Association to see they are punishing light skippers in all racing conditions by having a minimum weight rule for the Hobie 14. I can only give suggestions as to how to solve the weight problem. One would be to lower the minimum weight to 135 lbs. The other would be to do away with the rule.

Sincerely,
Evan Borges
54 Kings Court
Santurce, P.R. 00913

"The Hobie Forum" offers the opportunity for our readers to express and exchange their views on subjects of interest to members of the Hobie Class Association. Direct all correspondence to: HOBIE FORUM, c/o Hot Line Publications, 2026 McGaw Avenue, Irvine, California 92705.

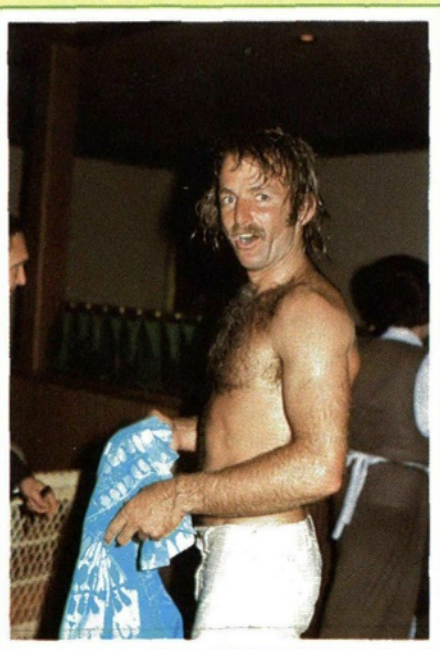
1975 Hobie 14' National Championships



Photos by Roy Taylor

Amidst the beautiful autumn backdrop of northern Lake Michigan's Sleeping Bear Bay, seventy-four of the nation's top Hobie 14 skippers met to do battle for the coveted title of 1975 National Champion. All were in peak condition and all had worked diligently to perfect their skills, but of them, only one would bear the honor for which they must compete.

The Homestead, a newly-developed northwoods-type condominium resort, provided skippers their accommodations. Everyone had arrived by Wednesday, which was set aside for course-setting, boat-tuning and "checking out the scene", which was beautifully rustic, pine-scented and COLD. The latter element came as somewhat of a shock, especially to those skippers hailing from "sun states", for on Friday, September 19, the temperature reached an all-time low



1975 Hobie 14 National Champion, Jerry King. "Who, me?!"

since 1902 -- 40°! Needless to say, there wasn't a great deal of excitement over this new record . . . another 10° lower and everyone would have been drinking anti-freeze in their beer!

Traditionally a sailor's paradise, Sleeping Bear Bay never really woke up; light, shifty and oft times gusty winds prevailed -- a condition which changed little throughout the entire event. And, unlike last year's 14 Nationals which were held in steady 25-knot winds, these inconsistent wind conditions made sailing tricky and presented skippers with the somewhat frustrating task of trying to guess what it would do next.

Thursday marked the beginning of the two-day fleet breakdown races which would determine the 'A' and 'B' fleets for the final competition on Saturday.

From the first race, it was evident that



Tim Taylor takes it easy on a downwind leg.

the competition was going to be tough. Racing in the first fleet, three of southern California's top skippers found themselves in a tight squeeze for the first position when Jerry King, who had the lead going round the last downwind mark and had only to sail the ½ mile to the finish line to start off his National competition with a first, continued on starboard past the mark and found defending champion, Wayne Schafer, and also Phil Berman hot on his heels. Berman, however, was apparently unwilling to settle for second or third place, and immediately tacked over to port. It was a close call but his strategy paid off, for when Jerry and Wayne made their tack they were headed, and Phil was able to sneak by to claim 1st place, leaving Jerry and Wayne to follow, respectively.

Although not as down-to-the-wire, as it were, competition in the second fleet was also close. Florida's Jim McCann, California's Mike Staudt and Ontario, Canada's Jim Jaworski dominated the action with a neck-and-neck battle over the entire course, one which eventually ended with McCann in the lead followed by Mike and Jim. Jim, incidentally, did much better than his father, Reg, who placed 9th. (That's what you get for teaching him everything you know, Reggie Baby!)

At the end of the first day, after completing three races, southern California skippers held the top five positions. Wayne Schafer, with 4½ points, was out in front of Jerry King by ¼ point, followed by Phil Berman (6¼), Mike Staudt (8), and Randy Hatfield (11).

The second day of racing saw some changes in the top 10; skippers knew that they had to do well this day to make the 'A' fleet, so the competition was excellent. Again, King, Berman and Hatfield sailed exceptionally well. John Golden from California and Florida's J. Allyn Stevens and Jim McCann also had an impressive day, as did Dean Froome of Hawaii, whose two firsts and a third made him a strong conten-

der. Also in the top 10 was local Michigan skipper Gerald Jenkins, who, although he'd placed no higher than a 4th, had done so consistently in all six races. Wayne Schafer, on the other hand, took a nosedive down to the 8th position when, after finishing with a 1st, 16th and 4th, he asked the race committee to give him a DNF in lieu of his latter score because he felt that he'd fouled a boat at the start. Even after this show of sportsmanship, however, Wayne was only 5½ points away from 3rd position overall and still had a chance of retaining his title if he did well the following day in final competition.

It was in shifty 15-18 mph winds and under alternately sunny-cloudy skies that determined skippers took to the course Saturday. In the first race of the day, Lady Luck turned her nose on many of the champs. Wayne Schafer must really have incurred her wrath, for when sailing on a slow downwind leg close between two other boats, Wayne's 14 suddenly surged forward on a swell, causing him to knock the stern of the boat ahead. It's unfortunate for Wayne that the 14 is such a good surfing boat, for the mishap cost him a DSQA (a penalty which adds 30% of the number of finishers to your actual finish position). Phil Berman found himself on her bad side, also, and came in an unimpressive 29th. Contrary to Wayne, however, Phil was able to use this bad score as his one throw-out, as did Jerry King with his 8th-place finish.

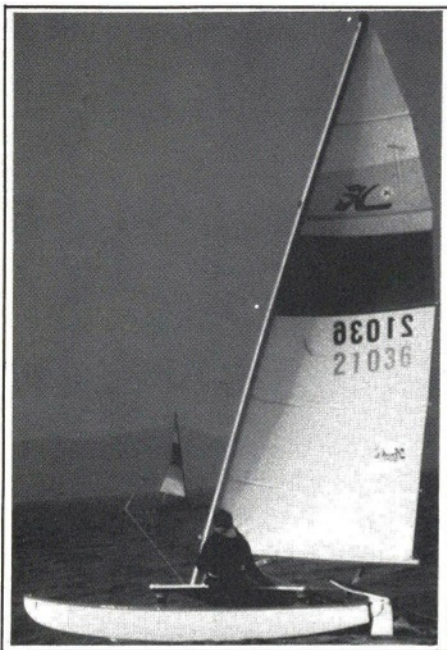
Another unlucky incident occurred to Mike Staudt after rounding the first mark of the A-C-A-C course in the lead alongside Dean Froome, with Brad Carpenter of New York closing in from behind. Mike, it appears, did not realize that prior to the start the race committee had moved 'C' mark to accommodate a wind shift, and when he went to head for it, couldn't find it! Now everyone knows Mike is colorblind, but since no allowances are made for such a handicap, he was stuck playing hide-and-go-



The Homestead, a northwoods-type condominium resort, provided skippers their accommodations.



A beautifully rustic, pine-scented skippers' meeting.




Hobie Alter

top-five finishes and earned him the runner-up position for the Championships.

But the skipper who received the cheers and whoopies was none other than Jerry King, whose third victory in the final race was somewhat dwarfed by his real triumph - being crowned 1975 Hobie Cat 14 National Champion!

Jerry, who has been sailing a Hobie 16 for four years, only recently began racing a 14, and, as was evidenced by his sweeping victory, certainly wasted no time in moving up through the ranks. A real estate developer from Newport Beach, Calif., Jerry King is a bachelor who divides his time between his work, sailing his Hobie Cat, and keeping physically fit. The latter two activities usually go hand-in-hand, Jerry admits, but he also always makes sure to jog two miles a

were -- bratwurst, knockwurst and an endless supply of the best beer in town. Needless to say, the people at Stroh's were fantastic and we just can't thank them enough for their support at the Championships. For those of you who've never tried Stroh's Beer -- do it; it's got the Hobie "stamp of approval"!

The King of Verbal Acupuncture, Kevin Summerell, flew in from Florida to M/C the Awards Banquet Saturday evening and, as always, had everyone rolling in the aisles with his Don Rickles dialogue. Hobie presented the trophies and after the ceremony Jerry King was literally swept off his feet by his comrades as they subjected him to an "official coronation" by tossing him off the bridge into the nearby Chrystal River. Last we heard, Jerry was recovering nicely and should be thawed-out any day now! 

'B' FLEET CHAMPS: C. Matos (5th) is on the left, Tim Taylor (3rd) is in the middle, and the others are N. Hutton (1st), R. Heathcote (2nd) and J. Johnston, Jr. (4th). (My apologies to the latter three for not indicating who's who... I got this photo at the last minute and was unable to match names with faces -- Ed.)



'A' FLEET CHAMPS: (from top left) Jerry King (1st), Dean Froome (5th), Brad Carpenter (9th), J. Allyn Stevens (4th), Jim McCann (6th); (from bottom left) Phil Berman (2nd), Randy Hatfield (3rd), Mike Staudt (7th), and Gerald Jenkins (8th).

Mike Holmes

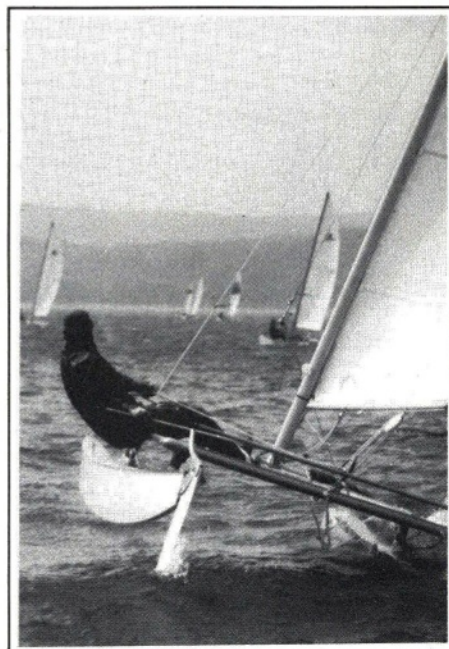
seek and finished in 17th -- a score that was to move him from 3rd to 7th place in the final standings. Brad Carpenter took advantage of the situation and pulled ahead to win the race; Dean Froome came in next, followed by J. Allyn Stevens, Randy Hatfield, Robert Raditch of Florida and Jim McCann.

In the last and final battle of the Nationals competition, Wayne Schafer made a sweeping comeback with a 2nd-place finish, giving him, despite his two bad scores, an 11th overall in the final standings. Randy Hatfield, who had placed consistently in the top five throughout the event, pulled into 3rd place in front of J. Allyn Stevens, giving them, respectively, 3rd and 4th in the overall competition. A 5th for Phil Berman in the last race gave him a consistent series of

day so as not to "miss a muscle". Rumor has it that Jerry, a fanatic lover of the outdoors, is planning to move to Hawaii soon -- better watch out, all you Island skippers, you'll be sailing with a guy that's gonna be tough to beat!

As for "extracurricular activities" during the event... well, let's just say that life at the Homestead is anything but hectic. Located some 40 miles off the "beaten track", the wilderness surroundings generated an atmosphere of peaceful serenity and most skippers welcomed the opportunity to retire early after a hard day of racing.

The Stroh Brewery Company of Detroit -- "Family Brewers for over 200 Years" -- sponsored the Championships and daily provided unique German-style lunches for everyone. And what a taste trip those



1975 Hobie 14' Nationals

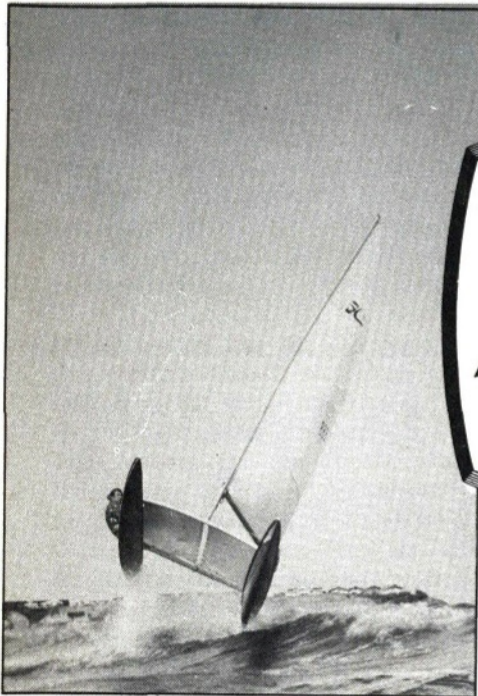
GLEN ARBOR, MICHIGAN - SEPTEMBER 17 - 20, 1975

14-A

POS- TION	NAME	HOME TOWN	SAIL #	1	2	3	4	5	6	7	8	TOTAL POINTS
1.	King, J.	Newport Bch., Ca.	864	2	2	3/4	3/4	4	5	8	3/4	15 1/4
2.	Berman, P.	Newport Bch., Ca.	15937	3/4	4	2	3/4	6	3	29	5	21 1/2
3.	Hatfield, R.	Long Beach, Ca.	21002	4	5	2	4	5	2	4	3	24
4.	Stevens, J. Allyn	Orlando, Fla.	3967	7	3/4	5	3	3	8	3	4	25 3/4
5.	Froome, D.	Kailua, Hawaii	1484	5	7	12	3	3/4	3/4	2	16	30 1/2
6.	McCann, J.	Orlando, Fla.	3588	3/4	14	4	2	3	7	6	14	36 3/4
7.	Staudt, M.	Fontana, Ca.	1111	2	2	4	5	16	3	17	7	39
8.	Jenkins, G.	Rapid City, Mi.	2906	5	8	5	4	8	4	27	10	44
9.	Carpenter, Brad	Sayville, N.Y.	2659	9	7	8	12	5	6	3/4	24	47 3/4
10.	Gougeon, J.	Bay City, Mi.	21042	8	5	12	7	11	3/4	10	22	53 3/4
11.	Schafer, W.	Capistrano Bch., Ca.	14990	3	3/4	3/4	16	3/4	DNF	DSQA	2	58 3/4
12.	Raditch, R.	Palm Harbor, Fla.	15503	10	10	3	20	6	30	5	8	62
13.	Golden, J.	San Diego, Ca.	334	6	19	11	8	2	2	18	17	64
14.	Holmes, M.	Honolulu, Hawaii	16647	4	19	13	15	10	7	7	9	65
15.	Borges, E.	Santurce, Puerto Rico	16655	11	3	6	8	2	24	34	11	65
16.	Eddington, R.	Newport Bch., Ca.	1315	7	16	3	10	4	12	22	21	73
17.	Jaworski, R.	Orillia, Ont., Canada	21044	9	18	7	18	13	5	9	29	79
18.	Shoemaker, Bob	College Park, Md.	1552	13	8	7	14	27	11	21	13	87
19.	Young, J.	Oshkosh, Wisc.	6403	10	11	14	6	18	29	19	12	90
20.	Grootendorst, A.	St. Joseph, Mi.	4523	20	25	10	13	7	11	15	15	91
21.	Matheny, J.	Clearwater, Fla.	10354	8	11	16	15	12	23	12	18	92
22.	Weill, M.	Tampa, Fla.	10240	24	15	14	17	26	16	20	32	100
23.	Watson, V.	Bay City, Mi.	5188	6	3	15	22	16	13	33	26	101
24.	Jaworski, J.	Orillia, Ont., Canada	21030	3	12	23	14	22	18	11	27	103
25.	Edd, J.	St. Louis, Mo.	3689	23	21	16	2	9	10	28	28	109
26.	Woodruff, S.	New Baltimore, Mi.	3776	16	20	15	9	7	8	DNF	36	111
27.	LeBeau, L.	Mt. Clemens, Mi.	21045	11	6	9	21	25	9	32	33	113
28.	Tripp, K.	East Tawas, Mi.	11766	21	13	6	29	10	15	30	20	114
29.	Glenn, S.	Columbia, S.C.	12774	16	6	30	10	17	13	DNF	23	115
30.	Lopez, R.	Miramar, Puerto Rico	21012	20	24	24	6	29	10	26	6	116
31.	Young, Jim	Oshkosh, Wisc.	15250	15	12	32	11	8	14	24	34	116
32.	Christensen, C.	Ft. Lauderdale, Fla.	801	17	17	20	11	11	12	31	30	118
33.	Alter, H.	Capistrano Bch., Ca.	21036	13	26	13	5	23	25	13	DNF	118
34.	Rodriguez, Reyes, J.	Isla Verde, Puerto Rico	21021	18	9	20	22	14	9	DNF	19	121
35.	Paeth, D.	Mercer Isle, Wa.	3181	12	18	11	18	19	31	14	31	122
36.	Hamilton, J.	Palo Alto, Ca.	899	17	29	9	20	12	18	35	25	129
37.	Mairs, R.	Camp Springs, Md.	255	14	15	29	9	23	18	25	DNF	133
38.	Jaworski, D.	Orillia, Ont., Canada	16931	33	26	24	21	20	19	21	DNF	164

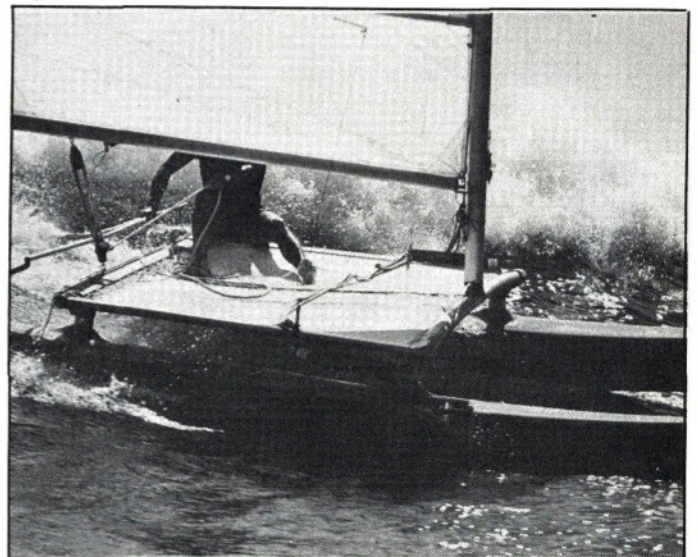
14-B

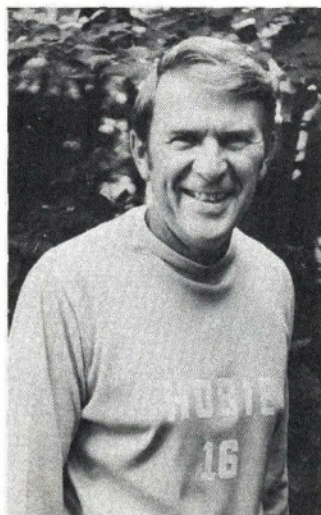
1.	Hutton, N.	Indianapolis, Ind.	2671	12	16	27	23	19	23	2	5	100
2.	Heathcote, R.	St. Joseph, Mi.	4365	25	27	17	17	15	15	4	14	107
3.	Taylor, T.	Baton Rouge, La.	12590	26	22	19	13	18	16	17	2	107
4.	Johnston, Jr., J.	Pittsburgh, Pa.	8069	23	10	26	19	9	34	13	11	111
5.	Matos, C.	Guyanabo, Puerto Rico	21040	19	14	32	30	15	24	7	4	113
6.	Elshire, P.	Tampa, Fla.	7	30	33	17	24	30	4	3	8	116
7.	Shoemaker, Bert	College Park, Md.	21038	24	22	22	19	17	6	16	18	120
8.	Palmer, L.	Mobile, Ala.	15746	22	30	10	33	28	22	8	6	126
9.	Lucas, L.	Sullivan's Isle, S.C.	14628	32	24	20	12	22	20	12	20	130
10.	Johnson, S.	Williamsburg, Ind.	12603	19	9	28	23	29	20	11	22	132
11.	Hope, D.	Honolulu, Hawaii	17088	15	33	35	25	14	28	18	3/4	133 3/4
12.	Elsbury, R.	Clear Lake, Ia.	21049	27	20	31	33	32	14	3/4	15	139 3/4
13.	Philblad, D.	Randolph, N.Y.	6478	28	31	21	27	26	27	9	7	145
14.	Kopp, D.	Manchester, Pa.	13007	26	13	33	28	21	19	22	19	147
15.	Treuter, G.	Orchard Lake, Mi.	3346	30	28	19	28	20	25	19	10	149
16.	Searles, B.	Downers Grove, Ill	17741	27	23	23	32	30	21	23	9	156
17.	Storer, J.	Indianapolis, Ind.	1078	31	31	22	34	36	17	5	17	157
18.	Lowry, G.	Essex, Ct.	20059	25	32	27	16	27	28	20	16	159
19.	Wall, B.	Grosse Pointe, Mi.	9474	36	29	28	26	35	22	16	3	159
20.	Haney, H.	Indianapolis, Ind.	1686	28	21	34	DNF	25	33	10	12	163
21.	Kirk, C.	Indianapolis, Ind.	2032	DNF	25	8	7	24	27	DNF	DNF	165
22.	Wurst, R.	St. Clair Shores, Mi.	10620	29	27	18	24	13	32	DNF	24	167
23.	Robinson, M.	Vail, Colo.	7900	32	34	29	28	21	35	15	13	172
24.	Moore, J. Patrick	Joppa, Md.	17208	22	23	31	30	31	30	6	DNF	173
25.	Driver H.	Dunn, N.C.	21046	33	18	33	32	31	21	14	25	174
26.	Swan, J.	Chapel Hill, N.C.	18981	31	32	25	25	24	26	25	21	178
27.	Balthaser, D.	Orange Park, Fla.	15398	21	4	25	DNF	DNF	DNF	DNF	DNF	195
28.	Miller, B.	Lantana, Fla.	3755	18	28	26	31	33	26	DNF	DNF	199
29.	Dingwall, J.	Owosso, Mi.	5251	34	35	18	26	38	32	DNF	DNF	219
30.	Colvin, R.	Orchard Lake, Mi.	5936	29	34	21	DNF	34	29	DNF	DNF	221
31.	Pollack, W.	Greencastle, Pa.	651	35	36	DNF	31	37	37	24	23	223
32.	Thede, K.	Wayland, Mi.	16348	37	35	34	35	32	31	27	DNF	231
33.	Thompson, P.	Tampa, Fla.	3836	14	DNF	DNF	DNF	DNF	DNF	DNF	DNF	234
34.	Raymond, B.	Saginaw, Mi.	8811	34	36	36	29	28	36	DNF	DNF	236
35.	Morrison, S.	Eau Claire, Wisc.	18978	35	37	DNF	DNF	DNF	DNF	26	DNF	242
36.	Hunter, S.	Toledo, Ohio	16805	38	30	35	DNF	DNF	DNF	DNF	DNF	250



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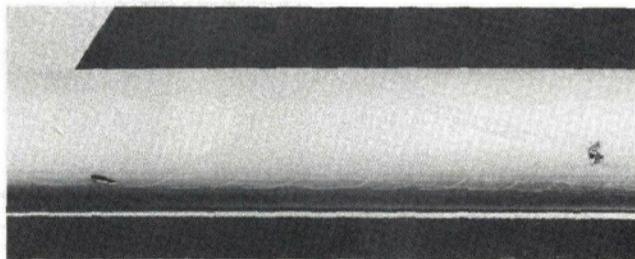
**A Refreshing Way To
End Your Hobie Day!**





Jack Dentler. . .
 "Maybe I'm still
 around so I can shout
 a warning to my fellow
 Hobie sailors. . ."

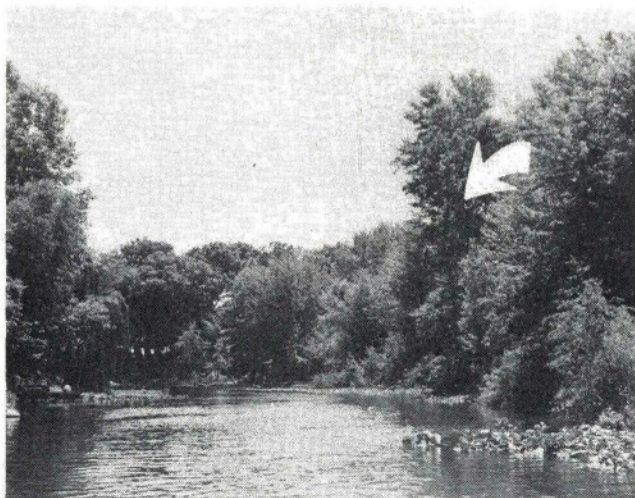
The Luckiest Man in the World



The full voltage burned two holes completely through the mast.
 (Picture 1)

(Picture 2)

Arrow shows the location of two 4,800 volt power lines barely visible among the picturesque surroundings.



by Jack Dentler

It promised to be a great weekend. The northern Indiana weather was cooperating with sunny skies and good wind. My wife and I were to meet some friends at their lake cottage for a couple of days of sailing in our Hobie 16.

We arrived Friday evening, and because of repeated warnings in the Hobie Hot Line, we drove down to the launch site to make sure it was free of power lines. The site was on an adjacent lake connected to our lake by a channel so we took my friend's power boat to check this out. Although we didn't go directly into the channel, we did check it for overhanging trees and we saw no power lines.

Saturday morning greeted us with warm weather and a most promising day for sailing. We raised the mast with ease and launched our Hobie 16. As the channel was quite narrow, we decided to tow the boat through with the sails down.

The power lines in the channel were difficult to notice, but I should have been continually checking. Suddenly I received a jolting shock through the tiller bar extension. After a ridiculous initial thought that it was a static charge, within microseconds I realized the mast had indeed hit a power line. The warning from Hot Line flashed before me: "WARNING! Extreme caution must be observed with launching and sailing near overhead wires. A mast near a wire could be fatal!" I yelled "Oh, My God!" and leapt from the trampoline as far from the Hobie as possible. Later, I asked my friend in the tow-boat if I had jumped or dived into the channel, but he only remembered seeing "knees and elbows". You can rest assured that it was some sort of standing broadjump record for a 48 year old man!

Upon impact with the power line, the mast received the full voltage which zapped two jagged holes completely through the aluminum (picture no. 1). I yelled for him to cut the tow line, but the momentum pulled the bow up and slid the power lines higher up the mast until it came to rest, and two more holes appeared in the mast. By this time he had freed the tow line, and the tension against the power lines, as well as the wind blowing against the bow, pushed the Hobie back away from the power lines. *Hey, I was still alive!* Except for the "shock therapy" I received, I felt none the worse for the experience. I immediately decided I had had enough sailing for the day, set the jib and limped back to the launch site before the wind.

Ever since, I have been trying to decide why I am still alive. Most people, being fatalists, tell me that "it was not your time". I believe I must have been sitting on the trampoline, not touching the frame nor was the tiller bar extension touching the frame. The shock I received was just the amount of current that passed along the wet polyester hull to the tiller and up to my hand. As I jumped from the Hobie, I again didn't touch any of the conductive framework. Or, maybe I'm still alive because I wasn't grounded. Whatever the reason, I thank God I'm alive to relate this terrifying experience.

We first thought that it was a 220 volt line over the channel, but later learned that the circuit-breaker finally activated, leaving over half of the cottages on the lake without electricity. I had been fooling around with 4,800 volts!

Yes, the power lines are readily noticeable if you're *really* looking for them. . .however, they are sometimes obscured by trees or set in unfortunate places — many times directly adjacent to launch sites (see picture no. 2). Most of us have learned to check before launching — but maybe I'm still around so I can shout a warning to my fellow Hobie sailors to *look for overhead wires at all times!* Yes, it promised to be a great weekend. . .and it was. I'm still alive! I count every day since as a bonus and I'm the luckiest man in the world.

JK

CANCER SAIL-A-THON



On Saturday, May 31, 25 Hobie sailors from the Portsmouth, Virginia area set their course on the western branch of the Elizabeth River, just off City Park, to help raise funds for the American Cancer Society.

The regatta lasted most of the day, with some hearty sailors finishing as many as 34 laps of the 2-mile course, and approximately \$1200 was raised for cancer research.

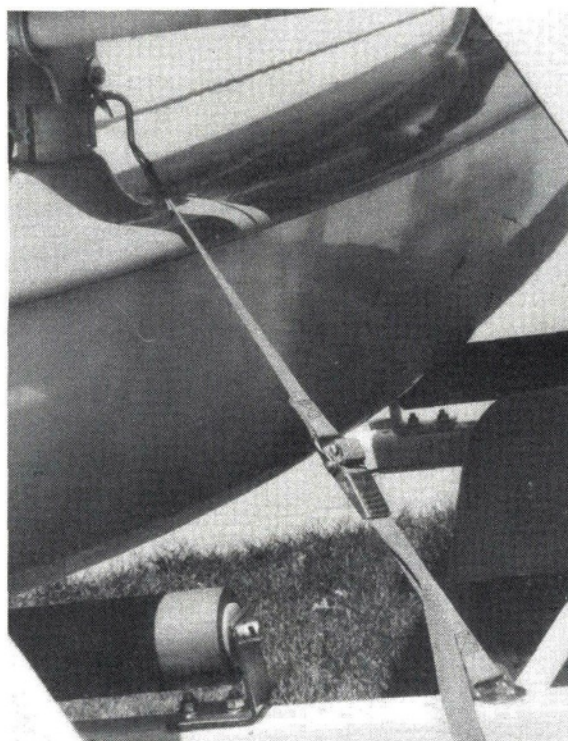
The event was sponsored by the Merrimac Sailing Club in Portsmouth and local chapters of the American Cancer Society. Merrimac's Commodore is Dr. Hal McCarter of Sails Unlimited.

Bud Bonner, who sailed his Hobie 16 68 miles, was top "mileage getter" in the fund-raising event.

Hobie Cat Tie Downs

- Three point system works on 14' or 16' Hobie without HULL CONTACT.
- Just a few seconds ON or OFF secures boat to any trailer.
- Full 1 year warranty against any defects.
- Leverage applied by a patented over center cam action lock, used exclusively by the U.S. Navy.
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"SWAGER" Nicopress Tool
for 3/32 and 1/8 oval sleeves.

\$10⁰⁰
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finest approved righting
system available for Hobie 16.

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in battens for the entire season.
Package of 12.

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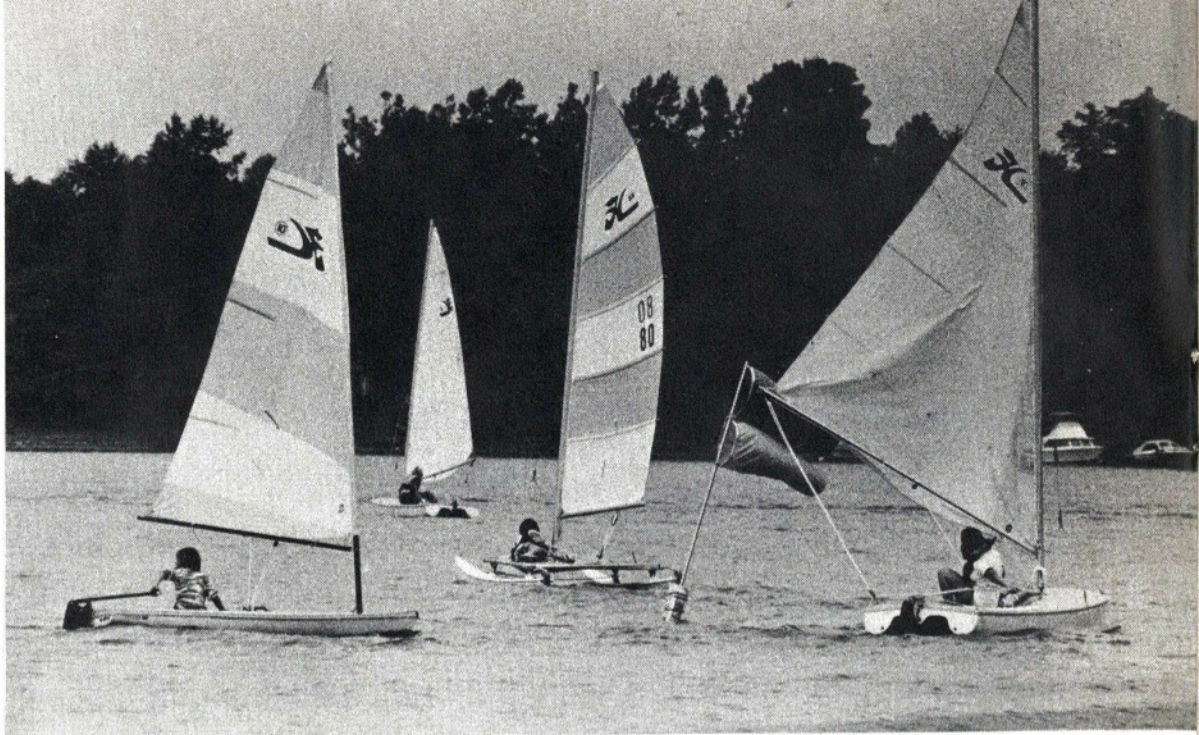
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HOT LINE/NOV.-DEC.

Small Hobbies

--

Big Action!



By Mary Lou Moore, Fleet 54
Baltimore, MD.

"I can't race!" wailed Mary Ann Bochenski. "Everyone will laugh and I'm not doin' it."

"What's a 3.5 dad?" asked Jon Moore, via long distance wire.

"Come on, Jon," challenged Patrick Moore. "If you can fly your Citabria plane upside down, you'll handle the 3.5 tomorrow like a pro!"

"Yeah - sure, dad. A real PRO and just add 'test' on the end."

Saturday morning blew in - fresh - breezy and sassy. In the distance was heard the cry of a wild Maryland loon - "Ho---bee, Ho---bee" The birds were out, too, and the whole atmosphere smelled of racing!

Jon flew in from St. Louis - right side up - and read up on the 3.5 over coffee and CAT food. "Great boat," he kept muttering. "Too bad to screw it up."

Mary Ann blew her nose and talked to her cereal. "Now listen you Race Krispies, I'm NOT racing!"

At 11:00 a.m., five Mono Cats, two Hobie 10's and the 3.5 were lining up like the Big Buoys for the first race. In honor of this Great Race, TWO committee boats - a Hobie 14 manned by Bob Hall and a 16 skippered by Martin Hoover - flew the flags at Flying Point Park. There is always a great deal of flying (hulls), pointing (fingers) and parking (rear ends) at Flying Point!

Sixteen-year-old Women's Libber, Susan Hall, a seasoned racer of two seasons, led the howling pack. She kept throwing nervous glances at Jon, who was shouting things like "Contact - trim your airleons, and where's my parachute?"

Father Stan Bochenski, in sheer disgust, threw Mary Ann on her Hobie 12 and pushed her so hard out to river that she maintained third position most of the day. Brother Mike Bochenski, twelve years gutsy, wore the Hobie 10 like a second skin. His second place for the "series" surprised no one but his father - his mother - his sis - his baby brother - his dog - his

Thirteen-year-old Kevin Moore - no relation to muttering Jon - spanked across the teeming waves in his spanking new Mono Cat, earning three degrees in everything! This cool Cat catches on so fast he leads you to believe young men are quick, sharp and enthusiastic over Hobie racing.

Beautiful Lyndell Ford demonstrated good form (she's model proportions) and was awarded a "HIT-A" (Hanging In There-A Class) by the race committee. J. Rolfe Glistler toted his Mono Cat fifty miles singing "Row Row Your Boat," handled his 12 expertly and drove the next five singing "I Don't Want to Set the World on Fire - I Just Want to Start --Finish -- and Win!"

Original Hobie jewelry, designed by Bob Hall, and Mono Cat posters pleased the winners. The losers all got to kiss a teflon statue of Hobie Alter and attend the movie, "Jaws".



Lyndell Ford displays her form. . . very well!

Stan Bochenski and his inner-city cheering section.



Mark Bird flies across the starting line of the 33-mile Navy Cutlass Race.

Hobies Score Fastest Time in 100-Boat Fleet!

The 1975 Navy Cutlass Race from Chicago to Great Lakes on Lake Michigan, a distance of 33.6 miles, held August 9 wasn't such a big race if the number of Hobies alone were counted (6 16s and 4 14s), but it was a big race in that there were over 100 boats entered, 80 of which made the start and finished the race.

The first division to start at 9:10 am were the one-designs and cruising multihulls. The last start of the Cutlass Race was for the Hobies, an hour later at 10:30. The weather was fair with winds blowing out of the Southwest at between 15 and 20 knots.

The first boat to finish was PTERDOCTAYL, a cruising multihull which crossed not long after the committee boat got on station at 11:44:50 for an elapsed time of 2:34:50. The starting clock had just arrived from Chicago and barely made it to the committee boat when the first HOBIE 16, skippered by J.K. Beckman, crossed at 12:54:40 with an elapsed time of 2:24:40. Beckman was followed shortly by HOBIE 16 skippers Mark Bird, elapsed time 2:25:59, and Don Jones, elapsed time 2:31:52.

The HOBIE 16s had a shorter elapsed time than the fastest cruising multihull and were the fastest boats in the entire race!

Following a pleasant evening at Great Lakes enjoying the good music of the Navy Band, the Admiral's Cup was sailed back to Chicago in light airs.



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| | | Our standard harness: floatation foam, webbing, adjusted safety catch buckle, personalized sizes (send measurements) X-X Sm to X-X large. Colors include yellow, orange, red, blue, white, black (All products come in these standard colors). |
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| 3-A | \$24.00 | Introducing the "Butt Bucket" a half harness offering maximum lower torsal support combined with an uncommon comfort factor. Available in either (A) webbing, or (B) rope tie styles (no buckle). |
| 3-B | \$16.00 | |
| 4-A | 12 x 18 | \$16.00 |
| 4-B | 12 x 24 | \$19.00 |
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| 5-A | Jib Window | \$ 8.00 |
| 5-B | Main Window | 10.00 |
| 6-A | H-16 | \$19.50 |
| 6-B | H-14 | \$17.50 |
| 7 | | \$12.50 |
| 8-A | H-16 | \$26.50 |
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| 8-D | w/flag | \$26.50 |
- Duffle bags' "Sailor's Luggage". Colorful bags of coated Codura for water repelancy plus durability. Dual interior compartments separate wet from dry items. As a bonus the wrap around handles allow our bag to be comfortably worn back pack style. Sam, owner, janitor, sail-maker, personally handles all work related to sails or tramps.
- Super Sail bags: shoulder carry, super protection, Codura.
- Paddle bag full width on board storage bag 5' x 10" ideal for paddles, parts, beer, etc. Snap attachment for Tramp Laces.
- Mast bag (no photo) conveniently keeps mast and rigging in tact and clean whenever the boat is stored or trailered. One of the most functional accessories.



Competition was thrilling (to say the least!) as winds gusted to over 34 mph.

1975 Brazilian Hobie 14 National Championships

by John Caralho Mesner

Three hundred-foot-high dunes along the coast of northeastern Brazil attest to the power of the southeast tradewinds there. These winds come up every year during June and last until the end of the year. Therefore, the Second Brazilian National Championship - II BRASCAT - for the Hobie 14 was scheduled for July 23 through July 26 in Fortaleza, Ceara, to enjoy the dependable, strong winds and blue skies of this time of year, and the open sea in front of Fortaleza.

Seventy Hobie 14's were expected from all over Brazil and sixty boats actually participated; floods in the south preventing some ten boats from traveling.

Pre-series ceremonies were quite elaborate, with speeches by the governor of the state of Ceara, and admirals and commanders of the Navy and Coast Guard. Even a large military band was present to play the national anthem.

All sixty Hobies were to be started at the same time in six races of about ten miles length apiece. Each race was a triangular

course with three windward legs, thus starts were made to windward from "C" buoy, finishing on the third windward leg to "A" buoy.

In 1974 at the first Brazilian Nationals in Porto Alegre, Rio Grande do Sul, Nelson Piccolo had won handily, taking four first places, fairly closely followed by Carlos Biekarck. However, II BRASCAT 1975 revealed that Piccolo had not been idle during the past year, having improved considerably during the year, certainly more than the rest of the fleet.

The first race was held at 2:30 in the af-

ternoon, consequently winds were only a moderate 14 - 15 miles per hour. Carlos Biekarck started well out front of the fleet, but fell off during the first beat and Piccolo arrived first at the windward buoy and widened his lead throughout the race. Piccolo won by 800 meters, with Alexander Martins second and Manfred Von Schaaffhausen third.

A 27-mile-an-hour wind was up for the second race the following morning at ten. Gusts were registering 34 miles an hour. Boats had difficulty getting to the starting line and some two or three cartwheeled while trying to jibe. Because of the heavy winds there was a big hole at the leeward buoy. Manfred Von Schaaffhausen hit this hole right at the pin on the port tack and easily raced across the bows of the starboard fleet opening up a big lead and probably would have won this race if a rudder pin had not sheared and put him out of the running. Piccolo was first by about 600 meters, with Biekarck second and Ricardo Ruhl third. Out of sixty boats only twenty-nine managed to finish.

Winds had moderated by afternoon to about 15 miles an hour at the start of the third race. Piccolo had an excellent start and thereafter was not seen again by the fleet until everyone got back to the beach. Eric Berg and Fabio Bocciarelli battled it out for second and third, with Berg finally

moving out on the last beat to take second.

Winds were up again to about 25 miles an hour the following morning for the fourth race. A big luffing battle at the leeward end of the line put about a third of the fleet over, so the fleet was recalled. Piccolo won again by some 400 meters, with Schaaffhausen coming in second and Martins third.

The fifth race that afternoon was once again in moderate winds. About ten boats tacked to port shortly after starting and this group arrived at the windward mark first, with Martins in second place at this point. However, on the first broad reach Martins slipped ahead and progressively opened up a lead of nearly 500 meters on the rest of the fleet. At the first windward mark Piccolo was behind ten boats, but picked off three boats on the first broad reach, three more on the beam reach, and three more on the second beat. At this point Martins was 500 meters in front of Piccolo, but on the second broad reach Piccolo regained about 100 meters or so and as they rounded the mark to go on the beam reach, Martins began to get a little worried, turning to watch Piccolo excessively and proceeded to lose another 300 meters on this leg alone. On turning into the last beat Martins was about 80 meters in front of Piccolo. Right off, Piccolo began gaining on Martins, and at the same time pointing a little higher, threatening to cover Martins, who then pinched up

to cut Piccolo off. This only made things worse, and as Piccolo was covering him, Martins suddenly tacked, failed, tried again and made it but by this time Piccolo was long gone, crossing the finish line 70 meters in front of Martins. Ruhl took third.

The sixth and last race was the following Saturday morning, and started with good 20 mile-an-hour winds. However, by the time the fleet had reached the first windward mark, the wind was already falling and by the second beat it was definitely light air.

By this time there was a group of about 8 boats, led by Piccolo, nearly 400 meters ahead of a second group of another 6 boats when a strong header came up and the second group tacked immediately and layed the wind mark well ahead of the Piccolo group. Klaus Peters, leading the group, got first place, followed by Biekarck and Sergio Nieckele. Piccolo, in spite of being caught out in left field by this header and falling some fifteen boats behind, recovered and finished 8th.

So ended an excellent championship series, well managed both technically as well as socially with even cooperation from the gods as to winds and weather.

The awards presentation was a large gala banquet with about 300 people attending including many local "big wigs".

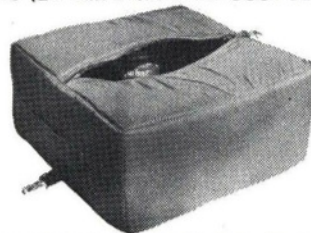
(For results see page 44).

FL

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- Cool Cat snaps securely to trampoline.
- Zipper keeps Cool Cat closed — Contents will not spill out when zipper is open.
- Two side handles make Cool Cat easy to carry.
- Cool Cat floats.
- Top quality, mildew resistant, nylon duck, webbing and insulation throughout.

Insulated *Cool Cat* easily holds two six packs, food and ice, and keeps them cold for hours (20 can maximum *Cool Cat* capacity if 12" x 12" x 6" Deep



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EACH

"Cool Cat II"

- Detachable zipper pocket holds tools, parts, money, etc.
- See through pocket for racing cart
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- Clip life jackets, etc., to "D" rings on side
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With U.S. approved throwable device. 15" x 15" x 3" deep insulated cooler compartment keeps beer cold, or clothes dry. Two snaps hold *Cool Cat II* on trampoline.



\$39⁹⁵
EACH



"Cool Cat Jr."

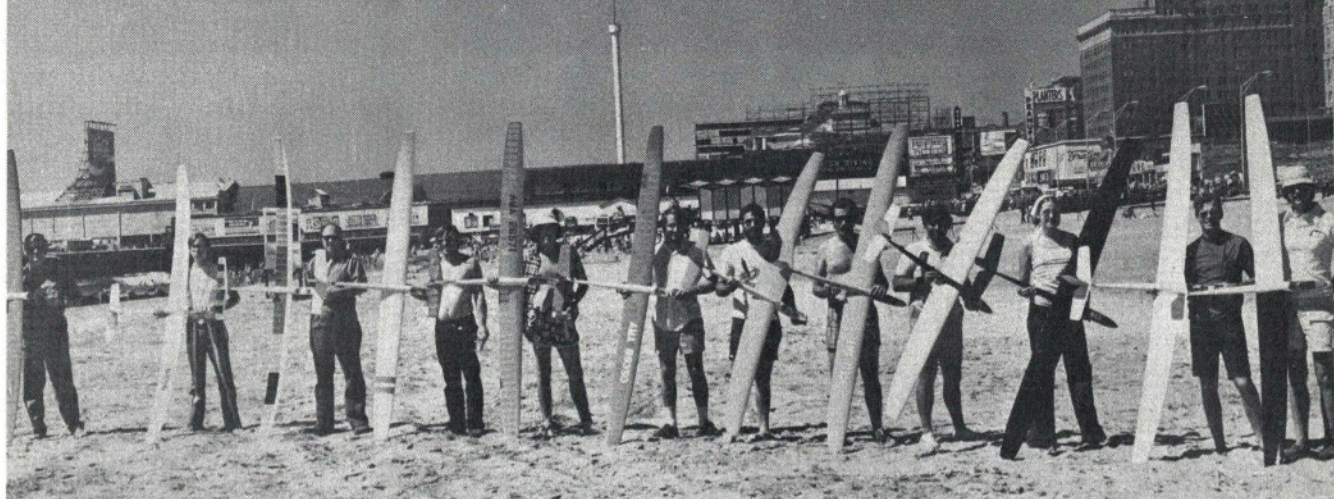
- 5" x 12" zippered pouch
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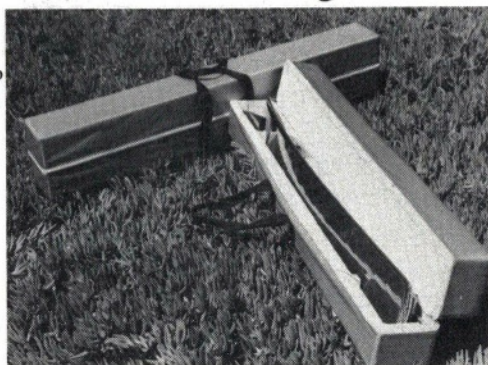
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Personally, I don't become "giddy" anymore while watching my Hobie Hawk blast off on a high-performance launch and soar gracefully into the sky. I have seen too many. But the Atlantic City Dept. of Public Relations has not, which is probably the reason for their broad grins and "awed" expressions when, using a hi-start on the beach, I demonstrated the procedure. They were really taken with the Hawk; so much so, that they decided to have a Hawk contest — right there on the Atlantic City boardwalk — and offer \$350 in prize money!

Nine contestants enlisted, apparently good ones, for by the end of the contest the pilots all agreed that it had been a tough, competitive weekend. Many excellent flights were made, hightened by the challenge of trying to fly a glider in downtown Atlantic City!

Bob Pfeiffer from Connecticut was the first to fall victim when he misjudged a lamp pole, hit the dome with such impact that the whole pole chimed, and knocked the rudder off his plane. Bob, although he was some 30 feet in the air with no rudder (left-right control), made a fantastic save — he simply fed in some down elevator and flew straight back to the beach, where he landed, put his rudder back on, and was ready to go again in seconds.

Then, Tom Tyler from Long Island flew over the top of a building and lost site of his Hawk. It flew on to the other side, down into a small plaza, and passed through the doorway of an Art Exhibit. Via witnesses, Tom finally traced the location of his place, but when he tried to claim it, was, at first, refused entry because he was not properly attired!

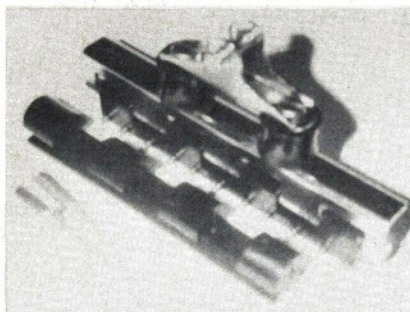
The icing on the cake was when three Hobie Hawks joined a gaggle of seagulls and, together, they began circling, the heavenly column stretching high into the azure sky. It was beautiful.

On the first day we flew five rounds. Dick Pike from Elmire, New York was way out in first place with four firsts and one second. Next was Cricket Godbey from Worchester, Mass., 2½ points behind. Tied for third were Helmut Lelke of Southborough, Mass. and Dick Beltz of Leighton, Pa.

On Sunday, Cricket overtook Dike Pike for the lead by the end of the third round, only to lose it back to Dick on the last flight. Dick Beltz managed to nose out Helmut by 1/4 point for third place.

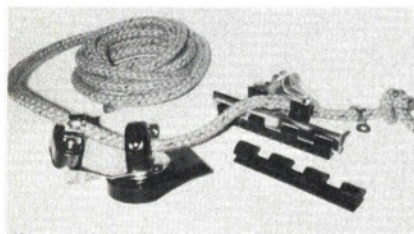
Final standings: Dick Pike, 15¼; Cricket Godbey, 16½; Dick Beltz, 18½; Helmut Lelke, 18¾; Ed Laviano, 20; Bob Johnson, 20¾; Bob Pfeiffer, 22½; David Silbert, 23½; Tom Tyler, 28.

KL



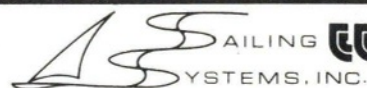
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- 1/2 turn of screw allows removal for trailering
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Hobie 16 Jib Trim Kit

- Adjust jib sheet cleats, hiked out, or lee side, or anyplace else
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- No moving parts
- Mount on corner posts cross members or side members
- Black sun resistant plastic
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Stained mirror glass — walnut frame — can be personalized with your colors and sail number	

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The 8th
Annual

Ancient Mariner Regatta, or, a Historical Moment in Hobie Catting

Once upon a time, way back in 1968, a group of California "surfers" — Sandy Banks, Wayne Schafer, Hobie Alter, Bruce Brown and Dick Barrymore — were sitting around Poche Beach with their toes in the sand, contemplating the possibility of getting enough guys together to maybe have a Hobie Cat race. After all, their buddy Hobie had already made 20 or so of his new little boats, so it might be fun to have a "big" get-together.

They called up some friends down the road who had Hobie Cats — Pete Syracuse and Dick Wardrocker of the Ancient Mariner restaurant — and decided to make the race a weekend affair, sailing from Pete and Dick's restaurant in Newport, down to Poche Beach on Saturday, and then back up to Newport on Sunday.

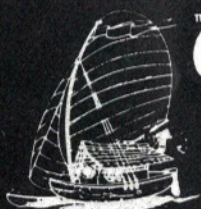
Oh! It was a great day in history when Hobie showed up and found TWELVE boats entered in "THE ANCIENT MARINER — POCHÉ BEACH REGATTA". . .wow, what a turnout! They hopped on their boats, someone yelled "GO", and the race was on. . .first one to hit Poche taps the beer!

And that was the beginning of what was soon to become a world-wide phenomenon — The Hobie Way of Life.

Since then, the Ancient Mariner Regatta has become a yearly tradition, and has grown from a fleet of 12 to one of 180. And although the course no longer stretches all the way down to Poche, it is still a long distance race, with a "new tradition" of stopping at "Blackie's" (across from the Newport pier) for lunch and beer. This year Dick Wardrocker once again had the Awards Banquet at his home — and even though there were a "few" more people in attendance than in years past — he managed to feed and entertain every last one. . .ROYALLY!

Yes, the Ancient Mariner Regatta has a special place in the hearts of those who've been around since its inception. . .and especially for the Poche Beach Kid (alias, Wayne Schafer), who, after retiring the 14' Perpetual Trophy last year, took home the 16A trophy this year. Don't ask Wayne how he's managed to do it, though. . .it's simply an old tradition of his.

(For results see page 40).



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Spectators crowded Myrtle Beach to get a ride on a Hobie at the East Coast Charity Regatta.

Myrtle Beach has Fund-Raising Hobie Weekend



"Gee Whiz! I thought for \$3 you got a RIDE on a Hobie. . .!"

The resort town of Myrtle Beach, S.C. was the site of the 1st Annual East Coast Charity Regatta, August 16 and 17. Sponsors of the event, Sails N' Surf, the American Cancer Society and Coast Catamaran, had a great deal of help from the local Chamber of Commerce, the Holiday Inn, the Beach Services and a lot of volunteers from among the local young people in organizing activities from which the proceeds were donated to the American Cancer Society.

Prior to the fund-raising "Hobie Weekend", flyers were posted in all the hotels along the "Grand Strand" inviting people to experience the thrill of Hobie sailing for \$3 a ride. The response was tremendous and the activities were given all-day live coverage by radio station WTGR. On Sunday a \$25-per-entry regatta was held off the beach; each of the 27 participants were sponsored by a local business.

Following the regatta, everyone gathered for a reception at the Holiday Inn, which furnished a room and refreshments for the occasion. The winners in each fleet were congratulated (Mack Carrol - 16', Chris Ripple - 14' and Mark Stockton - 12') and the proceeds for the event — a net total of \$1100 — were donated to cancer research. All in all, a very fun — and profitable — Hobie weekend!

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- ✓ PROFESSIONAL QUALITY I.D. KIT

HOBBIE HALTERS FOR HOBBIE 16:

Standard 3-piece Cover	
Complete coverage!	\$94 ⁹⁵ ***
New 1-piece Cover	
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Tramp Cover	
Priced at only	31 ⁹⁵ **

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Rudder Covers, per pair	5 ⁹⁵ *
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'Hobie Halter' Top for Girls	
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White, yellow or blue knit	5 ⁹⁵ *

Send 50 cents for our Christmas Catalog. (We'll give it back when you buy something). It features: Wet Suits, Skippers Trap Suits, Flotation Trap Suit, Boom Bag, Tramp Organizer, Duffel Bags and other neat things for you and your Hobie.

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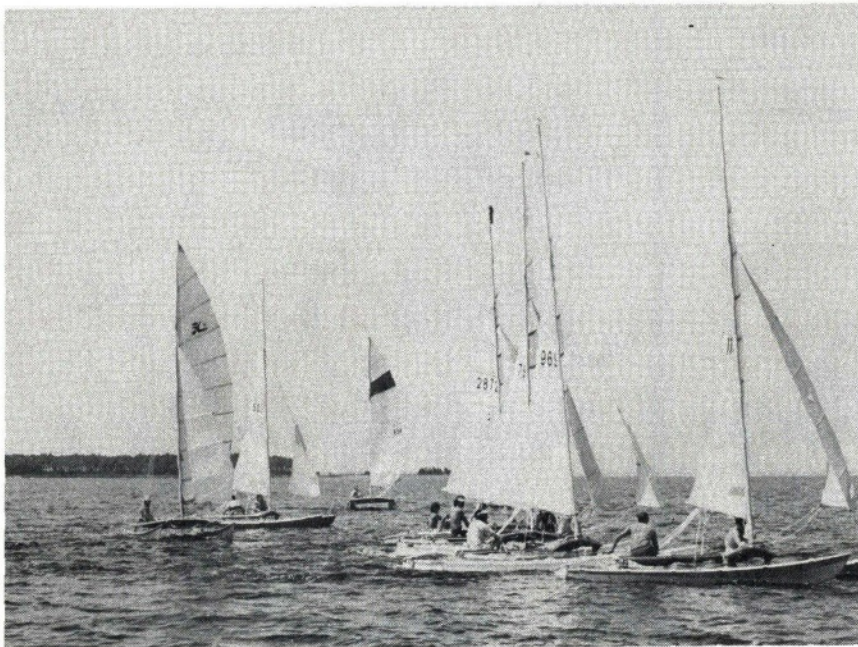
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Lining up for the start of Saturday's second race.

Second Annual Hobie Cat Open

The second Annual Hobie Cat Open was held August 16 and 17 at Carl Gray Park in Panama City, Florida. Thirty-eight Hobies from six southern states converged on the park, some arriving early Friday afternoon to tune up and practice in the bay.

Saturday dawned clear and bright, with light winds 0 to 5 knots northerly in the morning and switching 180° by 1 p.m. when the first race got underway. Due to the light wind conditions, the race course set was a single triangle, 4 miles in length.

Doug Foote, sail no. 8918, took the lead early for the first 2 races, but this lead disintegrated when he had trouble on the line in the third race. The lead was picked up by Chris Christensen in the third race and was retained thereafter.

A skiff manned by Race Coordinator Bill Grampré and friends circulated among the boats, throwing beer and coke to hot and dry Hobies between races. Two kegs of beer were donated by Pasquales as well as free mugs of beer that night with each order of food at Pasquales. Bill Grampré slept in his motor home at the Park Saturday night with friends, providing security for boats on the beach.

Sunday morning, Hobie contenders were greeted by a fresh N.E. breeze at 8 a.m. which dropped by 10 and picked up at 12:30 out of the S.E. Winds by race time were fresh enough for some trapezing. Two races were held, the last one finishing at 3 p.m. Trophies were presented immediately following the last race by Fleet 120 Commodore Larry McNerney. Second through fifth place trophies were copper wire-art Hobies framed in rope, hand crafted by fleet members.. Two beautiful wire art replicas of a Hobie 14' and a Hobie 16' on a black leather background were donated by Paul Jennings of the Good Life Ship's Chandlery and Ted Guy of Grand Lagoon Marina. First place in the 14's went to Mike Douglas of Panama City, with Robert Cocanougher and Don McLendon taking second and third respectively. In the 16's, Chris Christenson took first place honors, with Don Reeder and Doug Foote second and third.

We think everyone had a good time, we know we did. Can't



Hobie 14' skipper Mike Douglas of Panama City proudly displays his 1st place trophy.

understand how we ran out of all that coke and had so much beer left! Our thanks go to the Race Committee, coordinator Bill Grampré, Don Stockdale of Pasquales, and Grand Lagoon and the Good Life Ship's Chandlery. And to all friends and friends of friends who helped make the regatta such a success.

(For results see page 43).



Hotline Subscription Blank

Please check one:

- ☐ I am the owner of NEW Hobie. Please enter my name on your mailing list (Free subscription for 1 year)
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- ☐ I would like to organize a Fleet.
- ☐ I would like information on the Fleet located in

(City) _____ or near
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I own a: HC-16__HC-14__HC-12__HC-10__HC 3.5__H. Hawk__

SAIL # _____ HULL # _____

NOTE! We cannot enter your name without the above information!

Name _____

Address _____

City _____ State _____ Zip _____

I am a member of Fleet No. _____

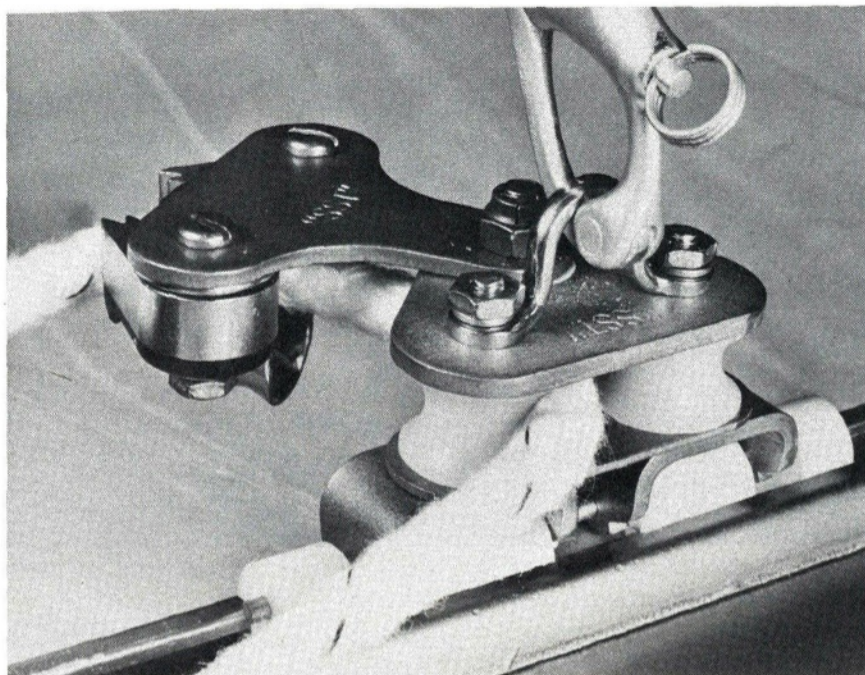
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- Nylon sheaves on stainless bushings give 2:1 purchase.
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- Low profile, rugged all stainless steel construction.
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Add \$1.25 for rear cross bar eye strap, mounting rivets and track rivets.

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High Time at Mile High!



16 B's rally for the start at "Mile High '75."

High up in the Sierras at 7,000 feet, Mother Nature whacked a mammoth cut through a tree-covered canyon, and Uncle Sam whipped out his cement trucks and walled off the open end... and ever since, sailors of every disposition have crowded the narrow two-lane road to Huntington Lake. Truly a sailor's paradise, Huntington is without peer -- in beauty, in challenge, and in both predictability and the lack of same.

The 225 Hobie skippers who turned out for the "Second Annual Mile High Regatta", amidst the preceding background, were adequate testimony to the magnetic qualities that Huntington radiates to all sailors.

Competition was excellent in all fleets, especially since many of California's top skippers were present on the course. It didn't take them long to discover, however, that Huntington Lake is truly a lady... and a lady is beset with whimsy. After winning the first two races in 16 A's by a handsome margin, Steve Leo of Southern California found himself in foul windshifts, dead spots, and eventually fourth place. Meanwhile, Frank Breckenridge, finishing steadily in the top five, suddenly roared into control of the regatta with his first place finish in the last race of the abbreviated three race set, edged out 1974 National Champion Dick Beauchamp

photos by Rick Hoffman



Bob Poitras displays winning form in his Hobie 12.

by $\frac{1}{4}$ point, and walked off with the top brass.

Top honors in the 14 A fleet were captured by Don Radcliffe, with Denny Soden and Denny Neilson finishing second and third respectively.

The Juniors inaugurated competition in the 3.5's, 12's and 10's. According to factory reps on the spot, this is one of the best turnouts for the smaller Hobies this year. Naturally we're happy, along with all the competitors, to see this development and hope it continues in future "Mile Highs".

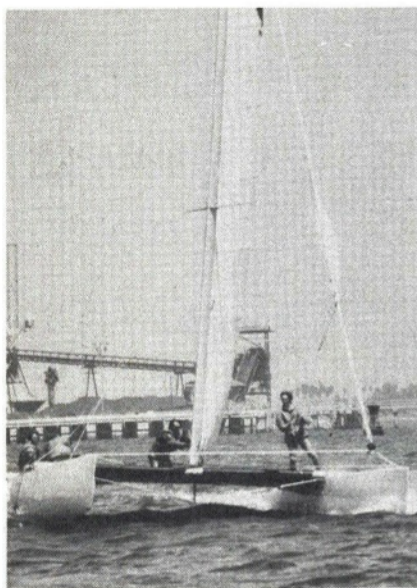
The five-race series was unhappily shortened to three races following a most tragic event at the beginning of the second race on Saturday. Dennis Dezeuw of Bellflower, Ca., a rookie skipper in the 16 C's, was tuning up prior to his start, fell off the boat, and before his crew or anyone else could get back to the spot, drowned in the unusually cold water. The fact that this skipper could not swim, and was not wearing a flotation device of any kind, speaks most directly and sadly to the cardinal rule of sailing: Consume respect for the power of Nature, in wind, weather and water... the price of carelessness is just too high. Everyone's most heartfelt sympathies go out to the family and friends of Dennis Dezeuw.

(For results see page 42).

Hobies Dominate

1975 PMA

World Regatta!



Tom Roland's 37-foot catamaran, NACRA, was one of the largest boats competing in the event.

Bob Seaman swept through the course to claim first place in the boat-for-boat competition.



Once again, Hobie Cats dominated the action and claimed seven of the top ten positions in the 1975 PMA World Regatta.

The races, held August 23 and 24 in Hurricane Gulch (L.A., Calif.), were run in winds ranging from 15 to 18 m.p.h. This annual event, sponsored by the Pacific Multihull Association, is open to any type multihull craft.

1975 PMA WORLD REGATTA RESULTS DIVISION II (UNDER 20')

CORRECTED TIME

POSITION	TYPE BOAT	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	Hobie 14'	Wayne Schafer	315	3	3/4	3/4	3/4	3/4	6
2.	Hobie 16'	Bob Seaman	13	3/4	4	2	2	3	11½
3.	Hobie 14'	Richard Loufek	21000	2	5	5	4	2	18
4.	Prindle	Geoffrey Prindle	364	4	2	6	7	7	26
5.	Hobie 16'	Russell Eddington	158	6	12	4	3	4	29
6.	Hobie 14'	Mike Staudt	1111	7	8	10	5	5	35
7.	Hobie 16'	Bob Beauchamp	1400	8	10	3	6	8	35
8.	Hobie 16'	Don Oltmans	11217	9	17	7	16	6	55
9.	Prindle	Michael Block	382	14	7	15	8	11	55
10.	Sol	Terry Dahl	248	5	3	DNF	12	10	58

BOAT-FOR-BOAT

POSITION	TYPE BOAT	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	Hobie 16'	Bob Seaman	13	4	5	2	5	3/4	16
2.	Hobie 16'	Russell Eddington	158	5	13	4	4	2	28
3.	Hobie 16'	Bob Beauchamp	1400	8	11	3	6	6	34
4.	Alpha	John Hoffman	38	3/4	3/4	3/4	2	DNF	39½
5.	Sol	Roger Jewett	1313	9	8	6	10	8	41
6.	Prindle	Geoffrey Prindle	364	10	6	9	11	7	43
7.	Sol	Terry Dahl	248	3	2	DNF	7	5	44
8.	Alpha	Jeffrey King	41	7	3	DNF	3	3	51
9.	Hobie 16'	Don Oltmans	11217	11	16	7	14	4	52
10.	Sol	Jeff Fahrner	128	13	10	13	9	11	56

Record-Breaking Attendance at Division Seven Championships

by Don Kenyon

Fleet 103 was pleased to host the Division Seven Regatta and Championship Races on Lake Poinsett in South Dakota August 8, 9 and 10. We had eighty-five boats participating and fed 211 people, making this the largest sailboat race and regatta ever held in South Dakota!

The regatta itself was super, and the getting-together of Hobie sailors from seven states just couldn't have been better. A total of six races were held over the two-day event on a triangular course of approximately five miles. The winners were presented trophies and the over-all champ, Don Coe of Ventura, Iowa, will sail at the National Championships at Hilton Head, S.C.

Many new friends were made and the talking about situations in the races will go on until the next Divisional. I'm sure one of the main topics will be the lack of wind, but that is all part of the game. Get out on the water on those light days, sailors; grit your teeth and learn -- 'cause you never know, your next race might be a light wind race!

To the "new" sailors that didn't come, please come to the next one. We had a 23-boat fleet *just* for you. Talk to your friends that did come and you'll find out that "Hobie regattas are for everyone"!

Our Fleet congratulates all our winners, applauds all our participants, is pleased with all our new Hobie friends, and hopes to host next year's Divisionals for you.

(For results see page 41).

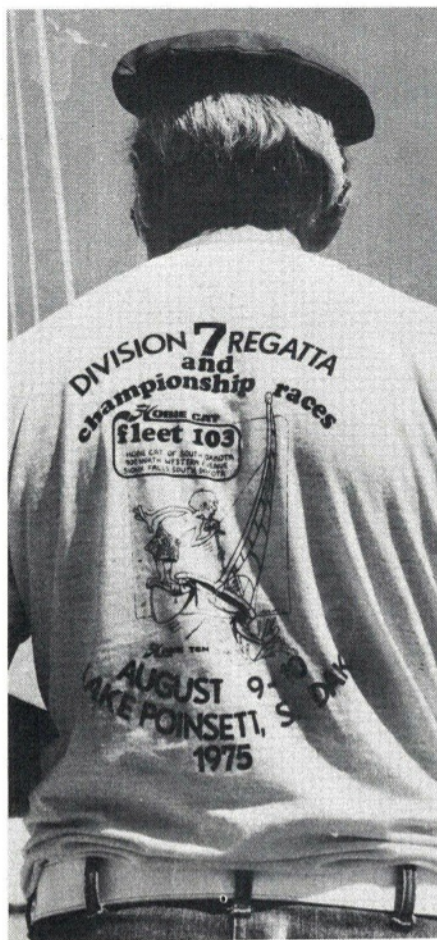


photo by John Lowrie

The getting-together of Hobie sailors from seven states just couldn't have been better!



Florida Sunshine Showers Division Eight Championships

by Warren Crittenden

Our Championship regatta was held on Fort Pierce, Florida's beautiful North Beach. The Holiday Inn Oceanside and adjacent Costa del Sol condominium complex were a terrific facility for such an event.

Over 150 Hobie Cats appeared on the shore for a weekend of racing. Local people were enthusiastic at seeing so much activity on what is usually a rather quiet ocean beach. The affair represented the largest competition of its type ever held in the area.

Skippers started arriving at the Holiday Inn on Friday, August 22, and local Treasure Coast Jaycees were on hand to assist in crossing the dune line. Later that evening the Jaycees organized a party with live entertainment at the Costa del Sol Beach Club.

The real influx of Hobie Cats to the beach started on Saturday morning with Jaycees and jeeps working full force. Chris Christensen evidently decided his truck was a jeep when he pulled it down on the beach. This was not the case, though, as his truck was soon immobilized for the entire weekend!

A 30-knot NNE wind prevailed Friday night producing a choppy 6-foot ground swell for Saturday's races. The race committee, aboard a 57-foot Chris Craft, lost one person to seasickness immediately. Winds calmed down to 10-15 knots during the day, and pure Florida sunshine showered Hobie participants both days. And although some complained about the chop and swell, Hobie 10s and 12s completed all races without a word.

Skippers enjoyed locally caught and prepared fish (in all-you-can-eat quantities!) at the Jaycee-sponsored fish fry Saturday evening. The Holiday Inn's Yellow Submarine Lounge was also a scene of action and fun that evening.

Sunday, the winds held steady out of the NE between 5 and 10 knots, weakening towards the end of the last race. The swells also died out somewhat.

Sunday afternoon forty-five trophies were awarded and seventy cases of beer consumed. Everyone seemed tired, and for the most part, happy, as the 1975 Division Eight Championships came to a close.

Many thanks to Bob Forsman and the rest of the race committee, Kevin Summerell from Coast Catamaran, the tremendous backing from Costa del Sol, Holiday Inn, Crittenden Sailcraft, and the Treasure Coast Jaycees for their tremendous contributions to the success of this regatta.

(For results see page 44).

SC

Gift Idea Checklist For Your Favorite Hobie Skipper or Crew



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HOT LINE/NOV.-DEC.



Eighty-eight Division 10 Hobies line the shores of Lake Michigan.

by Tim Fulbright

Light, Shifty Winds Mark Start of Division Ten Championships

The first race was a drifter, with only 0-5 knot winds prevailing.

The 1975 Division 10 Championships were held on Lake Michigan at Muskegon, Michigan. Although mid-summer weather and wind conditions were not the best, eighty-eight Hobie Catters were there and ready to race. The Division was well represented with boats from Michigan, Indiana, Illinois, Ohio and Wisconsin.

After a delay, for lack of wind, the first race got underway. It was definitely a drifter, with only 0-5 knot winds to take the first fleet to the windward mark. But to everyone's surprise, the port side of the fleet got a lift to the windward mark. For the remainder of the race, the windward mark became the reaching mark, as a 90 degree wind switch drifted in from the west.

The frustrations of the first race were brought to an end as the lunch break allowed the light prevailing westerlies to establish for the two afternoon races. Steady, 5-18 knot winds provided good, light air competition in the Lake Michigan chop. The California team of Randy Hatfield and Phil Berman showed good west coast sailing tactics by winning the first two races, but were disabled in the third. (Someone hired a Kamikaze skipper!) Saturday evening a racing seminar was held, with Randy and Phil telling "most" of their secrets.

Sunday brought 10-15 knot winds and a 2-3 foot chop. Two back-to-back races provided a competitive finish as Lake Michigan winds became almost predictable and over eighty boats returned to the race course to prove midwest sailors are a hearty breed of cat!

(FOR RESULTS SEE SEPT/OCT ISSUE)



Light Winds, Thunderstorms Dampen Division Eleven Championships

by Mary Lou and J. Patrick Moore

Ocean Pines, Maryland was the site of Division Eleven's Championship Regatta, August 16 and 17, sponsored by the Ocean Pines Beach Club, National Bohemia Beer, Back Yard Boats of Alexandria, Virginia and Hobie Cat Sales of Joppatowne, Maryland. A total of eighty-three Hobie skippers registered for the event at the beautiful Ocean Pines Beach Club early Saturday morning. Weather was favorable as racers and crews weighed and signed in, and excitement was contagious as they donned their free Hobie T-shirts and downed the free "National Bo" beer.

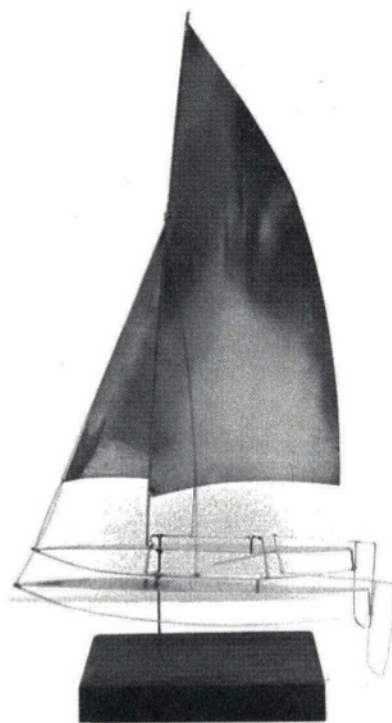
Thanks to an efficient and well organized race committee, the regatta started on time. The first race began with approximately 10 to 12 knot winds on a course originally set up as a double triangle. (An enthusiastic race committee had set up a windward leg, stating that it would be 1½ miles in length, when in reality it ran from 49th street to 5th street in Ocean City -- or a little over three miles. Thus a double triangle would have been 20+ miles!)

A 1½ hour time limit had been designated by the race and regatta committee on their printed race course instructions. Due to a technicality, the recall time sequence of this race was protested by a participant. The protest was upheld, resulting in this race being thrown out. Light and variable wind during the second race (but with a promise of picking up) influenced the race committee to display cards designating an Olympic Triangle. Shortly after this race started the wind began to die, and because the number one position boat was at least 15 or 20 minutes from the finish line and the 1½ hour time limit was up, the race committee (aware of forecasted thunderstorms) abandoned the second race. A brief recess was taken to shorten the course and the third race started and was completed shortly before the storm struck in earnest.

Sunday morning, pressures had mounted due to an informed source stating that three races must be run to constitute a Divisional Regatta. At 10:30 a.m., with all racers eager to go, the ocean appeared as flat and calm as a millpond. Eventually at 12:30 the ocean began to show blotches of wind and participants headed out for Sunday's first race. This race was run in light and variable winds which changed direction erratically. Through the murky, humid, hazy skies the rumble of thunder was heard and the proximity of approaching thunderstorms could be discerned even though visibility was judged to be 1½ to 2 miles. As important as this race was, many boats chose to head for the beach, with several skippers who finished this race reporting electrical shocks through their tillers.

The committee boat, being a sailboat, had "grounded" its mast with an aluminum rod trailing in the water. Participants insisting that the third race continue, requested the committee boat to maintain its station. Thus, this race was completed under less than ideal conditions. Six written "statements" were presented to the shore race committee by skippers protesting racing during an electrical storm. Due to failure to quote a valid rule under NAYRU, USAYRU or Hobie Class Association rulings, however, these protest were deemed legally invalid, but will certainly be influential to future decisions of this nature.

(For results see page 42).



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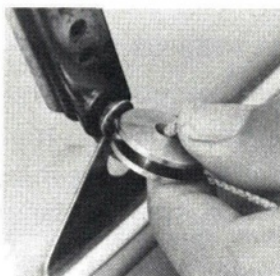
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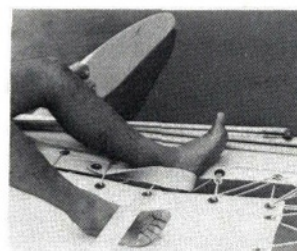
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HOT LINE/NOV.-DEC.

Hawaii State Championships Wrap Up Season

The Hawaii Hobie Cat Association finished the 1974-75 season with some great sailing on Kaneohe Bay in the Hobie 14 and 16 Hawaii State Championship Regattas (held on separate weekends). The wind and weather cooperated and good turnouts, especially for the Hobie 16 sailors, made for hard fought races in all the fleets. The trophies were all handmade this year — Errol Hopkins did two beautiful wood carvings for the Hobie 14 and 16 State Champions, and Rick and Carol Naish did the photographs and patches. In addition, season's points trophies (photographs of the sailor's own boat taken by Rick Naish) were given to sailors who competed in at least half of the season's points races. Special thanks go to Jack Wythes for single-handedly running the race committee all year and to Heather Pascoe and Connie Haywood for doing such a great job keeping the races organized on the beach. I think we'll all agree that these people helped make it the best season yet.

Hobie 14 Championships. . .

Dean Froome captured the Hobie 14 State Championship, held on August 16 and 17, sailing a 1,2,1,1,2 series in brisk winds. Right behind Dean was Keith Baxter in second place with a 3,2,2,2,1 series, and Rick Naish barely edged out Larry MacArthur by 1/4 point to take third place. Harold Hutchings finished fifth in A fleet. Froome had the regatta won in the first five races, but elected to sail the sixth race to try and better his score. He finished the last race a close second to Keith, thus allowing him to throw out a fifth place in the fourth race and finish the best five-of-six race series with 6 1/4 points.

It is interesting to note that three out of the top five finishers in the A fleet, Baxter, Naish and Hutchings, are usually found on Hobie 16's.

John Myhre topped the B fleet with a 3,1,2,1,1 series, followed closely by Bob Wythes with a 1,2,1,3,2 series. Billy Pascoe took third place. Myhre and Pascoe were two more renegades from the 16 fleet.

Brad Ball won the C fleet by a comfortable margin with a 1,1,1,1,3 for the first five races, which allowed him to rest up for the pot luck dinner the last race. Jim Ghormley took second place in the fleet and Barney Bafford was third.

Hobie 16 Championships. . .

A good turnout and strong wind made for a hard fought Hobie 16 Championship. Positions were constantly changing during the races as one skipper or another alternately capitalized on wind shifts or sailed into holes. The competition to determine the winner went right down to the final race before the team of Rick Naish and Jeff Faulkner could carry away the honors. Naish/Faulkner led the second place team of Keith Baxter and Mike Malek by a single point going into the last race. In order to win the regatta, Baxter/Malek had to win the last race. While Naish/Faulkner took a bad tack at the start, and with some of the A fleet still sailing out to the start line, Baxter/Malek battled the husband and wife team of Mike and Sarah Look and the team of Tom Bartlett and Glenn Yim. With the lead switching back and forth, Bartlett/Yim finally held off a strong Baxter/Malek challenge to win the race. The best five-of-six series ended with Naish/Faulkner first (1,3,1,2,2) and Baxter/Malek second (4,1,2,1,2). For Keith, it was his second 2nd place in State Championship competition in as many weeks. Mike and Sarah Look were third, and Andy and Connie Lopez edged out Herb Andreson and crew Albin Lemquist, who were sailing a new boat assembled Friday night before the race, for fourth and fifth, respectively.

John Myhre with crew Jim Slauson won his second B fleet State Championship in a row, having won the Hobie 14 B fleet title the week before, sailing a 2,1,1,1,1 series. Billy Pascoe and Bob Wythes teamed up to take second place with a 1,3,2,1,2 series, and Rob Ashman and Lynn McElhaney were third. The son and father team of Kelii and Gene Goo were fourth on a tie-breaker with Paul Fox.

In the C fleet, the husband-wife team of Ed and Caroline Worth, sailing their first race together in a new boat, sailed a perfect series with five firsts out of the first five races. Look out B fleet! The father and son team of Correa and Correa came in second with a 2,2,2,4,1 series, and another father and son team, who came all the way from Nanakuli and hardly ever miss a race, were third place winners, Tamarra/Tamarra, sailing a 3,3,3,2,2 series. Murphy and Robinson took fourth in another tie-breaker with Griffie and Smith.

Pot luck dinners and trophy presentations were held at Andy and Connie Lopez's home after the Hobie 14 races, and at Rick and Carol Naish's after the Hobie 16 races. Their dinners really made the weekends complete, and we all owe a thank you to Andy and Connie and Rick and Carol for opening their homes to us again this year. Thanks, too, to all the people who brought the delicious food.

(For results see page 43).

KL

Last Half of Division Twelve Championships "Swelled" Under

by Jim Foote

We began celebrating the Divisional early, when Thursday night both Paula Lyon and Rich Jeffries rolled into town and I invited them to attend the Mulligan's St. Patrick's Day Party (no law says St. Patty's Day can only be celebrated once a year). It was somewhat of a wild party and I promised Paula I would not say in this article what she did that night — and I won't say. I also won't say what Rich had announced 3 times over the PA that night!

Because of scheduling problems, we moved the Divisionals to Sherkston Beach Ontario and hindsight indicates it was probably the best choice of any. Sherkston has unlimited camping facilities and they closed off a 2 mile long stretch of beach for us. The fact that the regatta was in Canada led to some interesting phone calls, "Do you need shots to cross the border?", and convinced me that the impression a lot of Americans have of Canada comes from the days of Sgt. Preston of the Yukon. But the ones that really got me were, "Do they have toilets in Canada?", and, "Is it SETTLED up there?" No, I explained, and the reason we use a shotgun to start the races is that in late summer the bears come down to the beaches and literally INSIST on crewing!

The regatta itself was held in moderate winds, 10-15 with occasional higher gusts. Sunday we were unable to race as winds blew a steady 35, and on Lake Erie, shallowest of the Great Lakes, this causes dangerous swells. Of the three boats that ventured out Sunday, a 14 came back with his mast shaped like a half-moon, Bob Blackshaw sheared his mast off, damaged his sail and lost his tillers on his 16, and one boat had no damage . . . not a very good average.

16A was won by an "unknown" named Reg Jaworski while Mike Fortais took 16B. Stan Woodrull won 14A, but since he was from another division, the winner from Division 12 was Bob McIlvride. Randy Chamberlain, one of our local sailors, took 14B.

(For results see page 41).

KL

Drunken Dick Regatta

August 22 and 23, 1975 — Sullivans Island, S. C.

Story and photos by Mike and Anne Adair

Commodore Louis Drake and the local Hobie Cat fleet no. 53 hosted their second annual national points regatta and 64 boats enjoyed their hospitality. Skipper's from Florida to New Jersey and South Carolina to California launched their Hobies Saturday morning from the white sandy beach of Sullivans Island. Light air in the first race resulted in a monumental traffic jam at the first weather mark with many B fleet 16's sailing past the stalled A fleet. Isle of Palms skipper Rod Brotherton out maneuvered the 16 A fleet and claimed the first victory. Long Beach, California's Randy Hatfield avenged his ninth place finish and swept the remaining four races for a decisive A fleet victory. The winds increased to moderate for the remaining races and sunny skies prevailed for bikini watchers.

Saturday night's shrimp and beer affair was fun for all with a blue grass band for entertainment and a Hobie tuning and sailing seminar as highlight of the evening. Randy Hatfield and Phil Berman shared much of their speed knowledge with local skippers. Sunday's second race program was dynamite with strong breezes allowing the fast Hobies to fly a hull. Phil Berman avoided the legendary Drunken Dick (a hidden sandbar) and using a borrowed boat took the 14 class trophy back to Santa Barbara. The Beveridge brothers from Lebanon, New Jersey sailed their 16-B brilliantly, winning the difficult first race and two other races. Robbie Freeman and John Darby's first outing in a Hobie netted second in the B fleet. Local skippers Squeaky James and Butch Hills swept the light weight Hobie 12 and 10 classes fairing well against the strong breeze and tricky currents.

Fleet 53 is fortunate to have strong support from Time out Inc., Kit Regnery's Hobie Cat dealership. Kit provided a Roballo 23 committee boat and two Zodiac chase boats to support the committee afloat. All in attendance are surely looking forward to next year's Drunken Dick.

(For results see page 41).

XL

Phil Berman used a borrowed Hobie 14 to earn 1st place in the large Hobie 14 class.



Squeaky James made a clean sweep in the Hobie 12 fleet, winning all three races!

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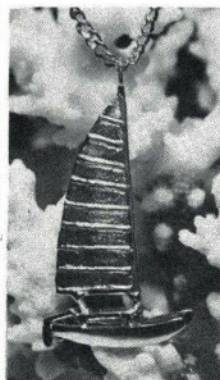
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APPROX. SIZE

HOT LINE/NOV.-DEC.

FIFTH ANNUAL CARIBBEAN CHAMPIONSHIPS

SEPT. 6-7, 1975
Palmas del Mar, Puerto Rico

by Ann Bennett

Palmas del Mar once again hosted this event which attracted a total of 34 skippers in both the Hobie 14 and Hobie 16 class.

Winds averaged a steady 18-20 m.p.h., which made for some very good competition among our predominantly heavy-air sailors.

Hobie Alter was guest skipper sailing in the Hobie 14 class, and Sandy Banks dangerously hung from the buoys to record the whole event on film.

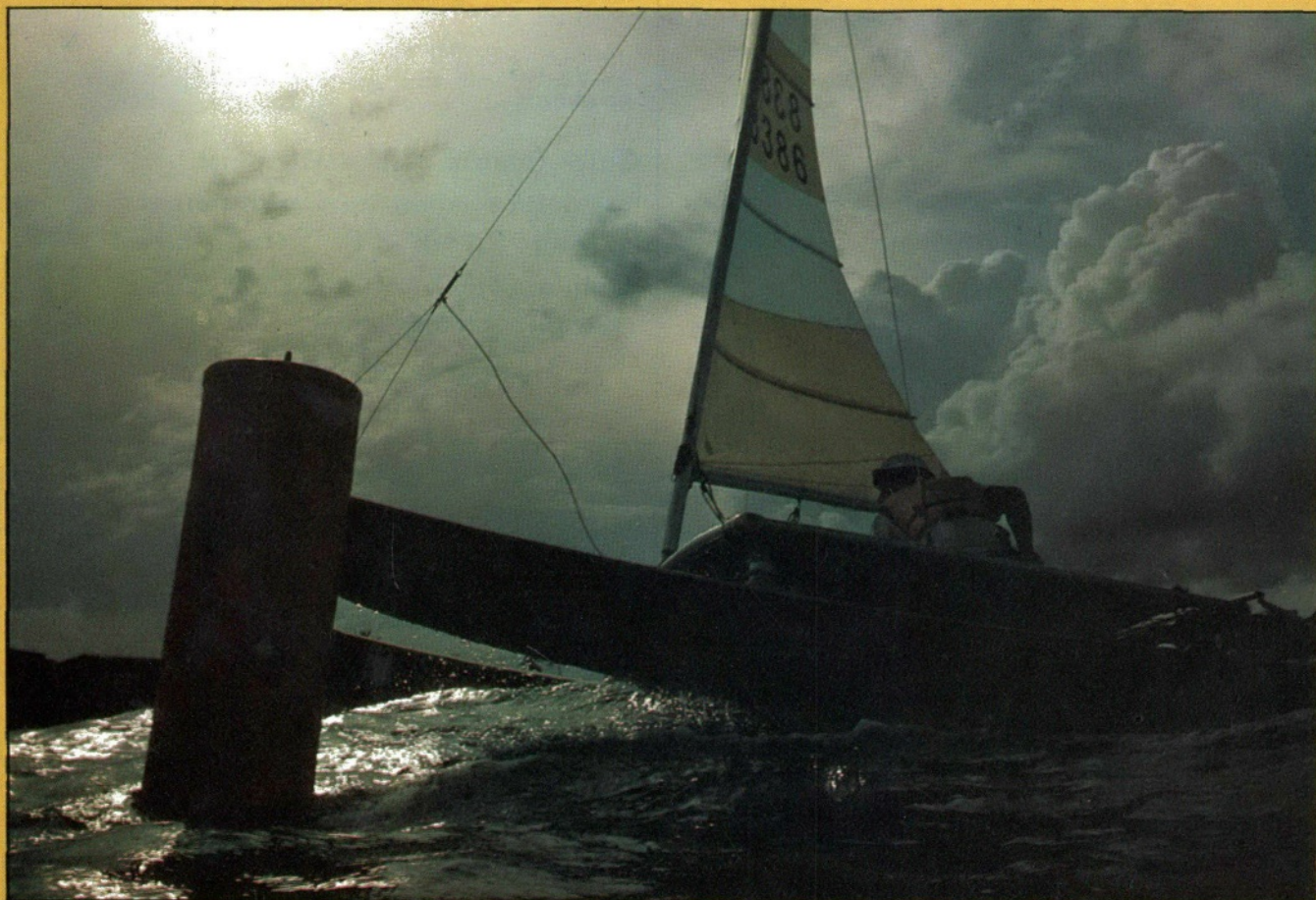
Four races were held on Saturday and two on Sunday. Saturday's last race turned out to be a backbreaker; winds picked up to 35-40 as two squalls, lasting 20 minutes, passed over the course, cutting out visibility completely. When the course was visible again, boats were spread out all over, some upright, but the majority turtle or recovering from upsets.

The 14 class was dominated by Jose' Rodriguez Reyes with a perfect five first places. Evan Borges and Roberto Lopez entered the last race tied for 2nd place, which Evan secured by a good win in the last race.

The Hobie 16's had some exciting racing. This year three 16's sailed over from St. Croix to give the local guys some stiff competition. Eric Tulla and Babbi Ramos from Puerto Rico came through as the top crew.

Trophies were presented by Roberto Bouret, Executive Director of the Tourism Development Company.

(For results see page 44).

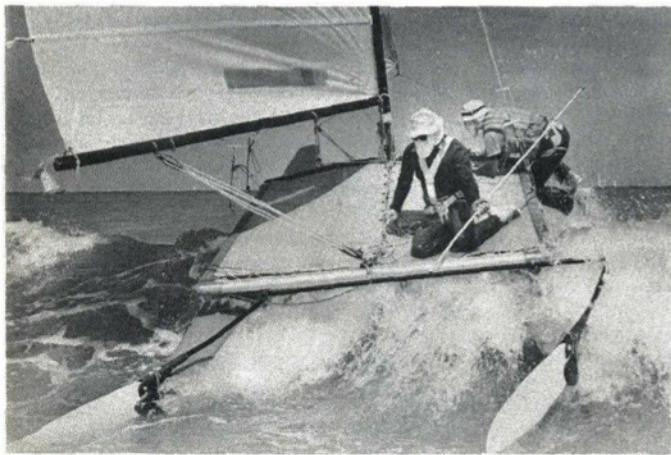


HOBIE PHOTO CONTEST WINNERS



For the month of August

August's Photo of the Month was taken by Tom Shepard of Norwalk, Calif. Tom, who also shot the winning entry in the June contest, captured this Hobie 16 framed by green pines at Huntington Lake, Calif.



August's Honorable Mention...

Hobie 16 heading out through the surf at Pompano Beach, Florida.
Photographer: Nicholas R. Von Staden, Pompano Beach, Florida.



For the month of September

Chuck and Nancy Benda out for a peaceful afternoon sail.
Photographer: Ann Cocanougher, Tallahassee, Florida.
(Ann's husband, Bob, by the way, won our July contest ... it looks like the family who takes photos together will also be flying Hobie Hawks together! — Ed.)



September's Honorable Mention...

Soloing on the Hobie 16 at Mile High '75. Photographer: Jim Foster, Newport Beach, Calif.

EDITOR'S NOTE: The judges for the Photo Contest inform me that entries are lacking in the black and white category, and that they'd like to see more action shots. SO, C'MON, GANG — SOCK IT TO 'EM!!

Letters to the Editor

(Continued from page 4)

Hobies break the shackles of gravity, and BLAM-O! — a nosedive, a screaming mainsheet block, tramp half buried in "cold green".

How do I go beyond? What must I do to break the pitchpole barrier and fly into that world unknown? I feel like a WW2 test pilot approaching the speed of sound. Friends who claim they've been there say rake the mast. But doesn't that also drop driving power? Please help! I've tried meditation while laid flat out on a screaming reach, intoning my mantra "Hobie-Hobie" over and over, but I get dumped anyway!

-Al Karel
Deerfield, Ill.

Dear Al:

I hate to burst your bubble, but *probably* even Hobies have a terminal velocity! Raking the mast back will reduce the chances of burying a bow, but, as your friends told you, it will also drop the driving power. It sounds like you're doing all the right things in your attempt to reach the "world unknown", so I really don't have any words of wisdom to offer you.

Perhaps you should concentrate more on your meditation . . . have you ever tried chanting "OM"???

Ed

IT PAYS TO BE PROMPT, EFFICIENT AND VERY COURTEOUS!

Dear Ed:

I would just like to let your know that I've ordered a number of items from Murray's Sport Center over the last nine months.

Their service has been prompt, efficient and very courteous. They go out of their way to make you feel welcome as a customer and not just another mail-order sailor.

For example, I figured my bill on some items and applied their discount improperly. When I got the invoice with the goods, my balance due was marked off and I was told to forget it. However, I did not feel this was right and sent them a check for the balance. They returned my check and said, "We told you to forget this. Sorry about any inconvenience."

I certainly hope that other Hobie Cat sailors will give these people a try because I feel they certainly deserve it.

Sincerely yours
Michael Larson
Sheboygan, Wisc.

Wellington Point Sailing Club, Queensland, Australia.



COULD THIS BE AN ORIGINAL??

Dear Ed:

We think this is a good name for our Hobie 16. Maybe you do to. . . or has somebody already thought of it?

Ed & John Read
Schenectady, N.Y.

Dear Ed & John:

To my knowledge, you guys own the only "fixed feline" of the "er.

Ed

INTRODUCING THE "W.P.S.C."

Dear Ed:

Firstly, I would like to thank you for the Hot Line Magazines we have been receiving from which my fellow club members and myself have found interesting information.

We are members of the Wellington Point Sailing Club in Queensland, Australia. This club has a fleet of around 30 Hobie Cats made up of about 24 14s and 6 16s, with the fleet increasing every week. At present (August) we are sailing a winter season, racing each fortnight. This enables us to experiment with rigging alterations and sail adjustments. I myself have found some of the articles in the Hot Line of great help.

In some of the magazines you were asking for information on Hobie Clubs, so we decided to let you know a little about us. The area where we sail is just outside Brisbane, the capital of Queensland, in a large bay called Moreton Bay which is surrounded by a series of islands with the Pacific Ocean on the outside. The bay has a short, steep sea that we have found the Hobie 16 and 14 ideally suited to. The winds range from light to extra heavy blows.

My fourteen-year-old son and myself both sail Hobie 14s; I have been sailing for around 30 years and find my Hobie the most enjoyable of any sailing class yet. At our club meetings I have been passing the Hot Line around the room, which has created great interest, and have been asked to enquire about arranging for extra magazines to be sent to me on behalf of the club.

Our summer season will be starting from the 1st Sunday in September and we expect the fleet to have grown more by then. I am enclosing a photo taken from our beach showing some of the fleet preparing for one of our winter races.

Hoping this may be of interest to your and look forward to your next Hot Line issue.

From Earl Jones and members of The Wellington
Point Sailing Club
Queensland, Australia

Dear Earl and members of the WPSC:

Thanks a bunch for your fine compliments on the Hot Line — I'm glad everyone enjoys it. Sounds like you've got one heck of a super sailing spot over there. . . . I wouldn't be surprised if a few of our Hobie skippers from this side of the globe decide to "drop by" for the summer!

Ed

FL

Lightning Strikes Final Race of "Ocean Regatta"

Hobie 14s eat breakers for breakfast!
(photo by "Dewey" Brown)



Steamy August weather prohibited a large turn-out for Fleet 101's Ocean Regatta August 9 and 10 at Wrightsville Beach, N.C. The 31 participants who came, however, were rewarded well; the efforts of Fleet 101 and the Holiday Inn (co-sponsor of the event) made the race weekend a real pleasure for visiting skippers and crews.

Races were held off the beach from the Holiday Inn, with skippers launching through the surf to compete on a six-buoy course about a mile out in the ocean. 3 to 7 knot winds and calm seas prevailed during Saturday's three races and one on Sunday morning, but lightning caused the scrubbing of the scheduled fifth race Sunday afternoon. The committee boat was a Westsail 42, donated by Karl Sutter of Blue Water Marina and skippered by John Antweiller, former head of Colgate Sailing School. Blue Water and Westsail personnel assisted on keeping score and handling.

On the basis of the best three, with the worst score discarded, trophies were awarded to the top 3 skippers in each class. In addition, each winner was presented with a flight bag courtesy of Piedmont Airlines.

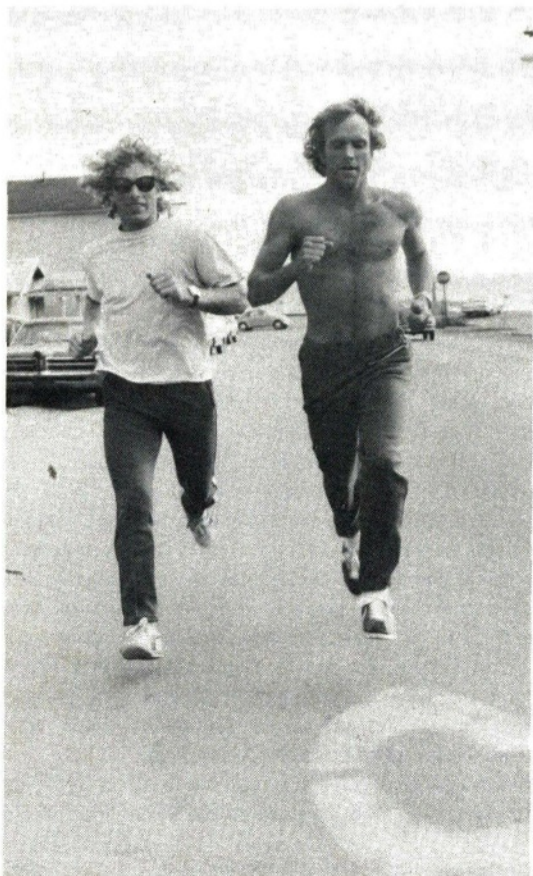
Winner in the 16-A fleet was Paul Hounshell of Chapel Hill, sailing with his brother Mark as crew. Bo Deaton of Wilmington, sailing with his wife Jenny, was top spot winner in the 16-B fleet.

In the Hobie 14-A's, Jay Swan of Chapel Hill was the winner on a record of 1-1-1-3. A tie developed in the 14-B fleet between Clarence O'Neal III of Raleigh and Harry Driver of Dunn. O'Neal, having defeated Driver in more races, was awarded the trophy.

According to Stephen L. Lee, Commodore of Fleet 101, "The proper planning, coupled with the generosity of our sponsors, tremendous input from fleet members, and a little luck all can be counted as having made our Ocean Regatta a success. There were not too many skippers who departed the poolside without announcing, 'See you next year!'"

(For results see page 43).

XL



WORKING OUT FOR THE WORLDS

When defending World Champion skipper Jeff Canepa (the "Afro Special" on left) and Hawaii's Keith Baxter ("Mr. Muscle" on right) meet in Puerto Rico December 7 to compete in the 3rd Hobie 14 World Championships, they're certain to be in peak physical condition. "Waiting for the last week to exercise is not the answer," says Jeff, whose shape-up program consists of a morning jog, an hour of daily exercises, and eating a balanced diet of healthy foods. "It's hard work, but I'll be glad I did it when I'm in the peak of competition next month!"

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HOT LINE/NOV.-DEC.

The Midsummer's at Atlantic City

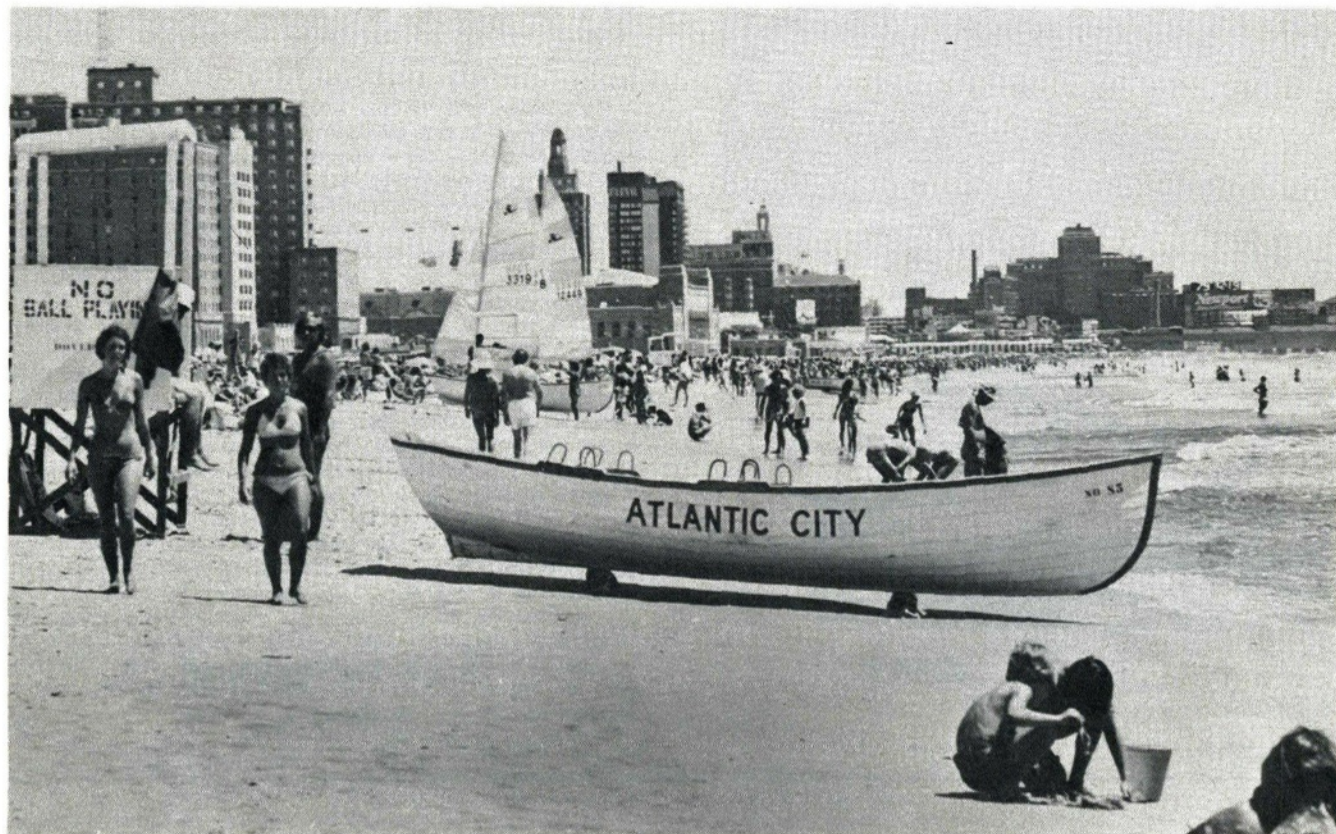


Photo courtesy of Atlantic City Press Bureau

Thousands of spectators lined Atlantic City's famed Boardwalk and Beach to get a good look at those "Hobby cats" during Fleet 190's 2nd Annual Atlantic City Midsummer Classic July 26 and 27.

The entire proceedings, including Pacemaker's generously donated 40' Egg Harbor committee boat and all racemarkers, were in full view, and TV coverage by the NBC and ABC-TV affiliates in Philadelphia certainly helped to swell the crowd.

The on-lookers got a great show, too, as a tropical front moved north from the Carolinas and a land breeze dropped off to nothing, leaving 74 boats to fend for themselves through a 5 to 7-foot shore break in very light air. Some rudders went. A few masts got bent. And, there were a couple of spectacular spills, including Fleet 190's Old Man of the Sea, Bill Conlin, doing a nifty pitchpole to avoid hitting Chris Gilmore who was busy defying gravity as he fell out of one of South Jersey's famous hollow-backs.

Coast Catamaran's ambassadors of good will, Randy Hatfield and Phil Berman (a.k.a. The Kalifornia Kids) were overheard saying that they'd never knock the East Coast surf again!

The most interesting stunt of the day was performed by one skipper (mercifully, he shall remain nameless) who forgot that he wasn't bay sailing. He navigated the outer break, and during the lull between sets, pounced on his leeward hull and began paddling...yep, leeward hull, paddling...in through the surf. As a couple of stunned spectators (including a veteran Atlantic City lifeguard who repeatedly invoked the Deity without specifying for what purpose) watched, the fully clothed (hat, shirt, pants, top-siders) skipper smiled shoreward — completely oblivious to the

7-footer that was building behind him.

He glanced back just in time to see what was going to happen. As the boat was dumped on its nose, he slid off the bow, and as it righted itself before turning over, he grabbed the hull like a cowboy in a steer-wrestling contest. Some 75 yards later he surfaced, and as helpers ran to right his boat, he staggered onto the beach. When gently reminded that the Atlantic City surf was a bit tricky, he managed to stammer: "You're telling Me!"

A terrific buffet dinner and open bar Saturday night at Buddy Flynn's Longport Inn gave everyone a chance to tell their own horror story while the Longport provided continuous live entertainment. Race Committee Chairman Rocky Cale's imitation of an MC was wildly received and a lot of skippers received neat door prizes donated by area marine dealers and friends of Fleet 190.

Sunday dawned with conditions worse than Saturday's ending. The hollow backs were shore breaking at 6 to 10 feet, with no wind. After many delays and hurried conferences, it was decided to serve lunch and award the trophies based on results of the first two races.

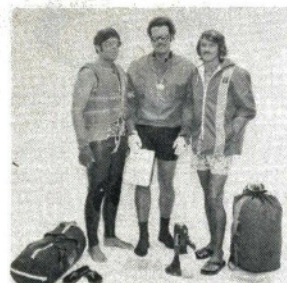
As a final thrill for the spectators, a few die-hard skippers, led by Fleet 190's Don Epstein, decided to chance the surf in a light air that had come up. Despite some minor problems (like having to swim the boat through the surf to the offshore air) several boats made it and headed for home down the Jersey coast.

The consensus: "A terrific regatta. Ideal beach. Great surf. Super arrangements. Lousy air. We'll be back for the Bicentennial blast in '76."

(For results see page 40).

XL

HOBIE CATTER'S CHRISTMAS SHOPPING LIST



Steve, Doug and Marc

Steve: (from the inside out)

- FARMER-JOHN** style Body Glove by Dive 'n Surf called "Legs". Features Rubatex 231 gas-blown neoprene for long life & excellent stretch & fit. Sleeveless design has rolled edges at neck & arm holes, velcro snap shoulder, reinforced knee patches, and zippered ankles for ease of exit. This design allows Steve maximum freedom of his arms while maintaining body warmth. Send for sizing info. & order form **\$45 - 49.50**
- TAYLOR TRAPEZE HARNESS** — see Hotline — August pg. 19. Standard colors: **\$36.95**

Immediate delivery on standard colors, allow 4 weeks for custom orders. Sizes by height: S (to 5'4"), M (5'4"-5'8"), L (5'7"-6'), XL (6' up). Extremes in weight may affect the size up or down by one size.

- GRAN SPORT 505 LIFE VEST** by America's Cup, U.S.C.G. approved. This vest is ideally designed for the Hobie skipper. It is light, comfortable & short enough to sit on the tramp. w/out binding in the waist. The buckle arrangement is a double winner! It is very fast & uncomplicated & allows plenty of room for the hook of the trapeze harness w/out contorting the fit of either the vest or the trapeze harness. And looks!! ... the colors are fantastic!! Orange/Yellow, Red/Blue, Blue/Red, Lime/Blue. All w/coordinated tri-colored straps. **\$32.50**

Sizes by chest measurement (they run large) XS 28-32 (N/A till after the first of the year)

S 32-36
M 36-40
L 40-44
XL 44-48

Model 505 Youth Vest, U.S.C.G. approved; Color: Orange; Universal size (50-90 lbs.) **\$21.95**

Model 505 Childs Vest, U.S.C.G. approved; Color: Orange; Universal size (0-50 lbs.) **\$16.95**

Doug: (from the inside out)

- SHORT-JOHN** style Body Glove by Dive 'n Surf called "Shorty". All edges are rolled & one shoulder strap closed w/velcro & snap. Please send for sizing info & order form **\$30.25 - 33.30**
- WET SUIT BOOTS** — 3/16" hardsole boots come in full sizes from size 6-13. Provide needed warmth & protection while sailing or walking. **\$13.75**
- SAILING WIND-SHIRT** — This jacket is constructed from 2-ply, 2-oz. double coated nylon. The pullover style w/raglan shoulders allows for flexibility & comfort. All of the seams are enclosed & double reinforced. Velcro closures at the neck & sleeve openings have gussets for more protection. The jacket is designed for comfortable land & water protection. It will fit over a wet suit top or wool sweater, and will reduce the loss of body heat. Colors: orange & navy blue. Sizes S, M, L, XL. **\$19.95**
- ILLUSTRATED HOBIE PARTS & PRICE LIST** — 14 pages of information including every part standard on Hobie 14 & 16's. Indexed illustrations & charts give every part's number, description & price as well as availability of alternative parts. **\$1.00**

Marc:

- AMERICA'S CUP MODEL 404 FLOTATION JACKET**. U.S.C.G. approved Bright & stylish. This jacket is not bulky or stiff. Features heavy-duty two way zipper, hide-away hood under collar, & knitted wind cuffs in the sleeves. Colors: Orange w/yellow stripe, Blue w/red, Red w/blue, Gold w/yellow, Powder blue w/navy w/yellow or orange w/no stripes **\$52.50**

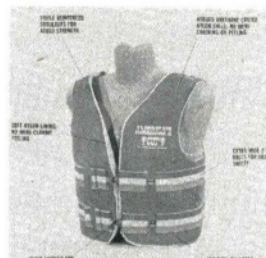
Accessories: (from left to right)

- TOTE-BAG** by Taylor — Absolutely the most fantastic bag of its kind!! Two whole bags in one. Outer bag is heavy-duty nylon cordura, Super K-Koted for greater water resistance. Super YKK nylon zippers will never rust or tarnish & seem to last forever. Inner bag is made of brilliantly colorful nylon rip-stop spinnaker sail cloth which takes up no room when not needed, but will fill to the full size of the outer bag as you add your "dirties". "Cleans" remain dry & fresh. Large 12" diameter by 31" long. These skippers have given up suitcases forever! It doubles as a Day-Pack for short hikes & outings. Colors: Blue, Red, Gold **SPECIAL \$19.95**
- CLEAR COURSE CHART HOLDER (F-2)** — Heavy-duty Paspiane is double stitched & anchored w/two stainless snaps for fast, secure attachment to boom or trampoline. **\$5.50**
- PORTABLE POWER MEGAPHONE** — Model "320" by Ray Jefferson. Extra powerful 20 watt max. output w/signal light & siren is popular w/race committees & skippers who want to hear & be heard. 12V units works off 8 self-contained "C" batteries (not included) **\$29.95**
- WATERPROOF BAGS** — 8-oz. parapac urethane coated nylon bags have seamless bottoms. Sides are sealed & reinforced w/special tape. The bags have a heavy-duty plastic liner w/its own closure for double protection. Whitewater tested and proven! Colors: Orange or Navy blue **\$16.95**

*special arrangements made for fleet commodores

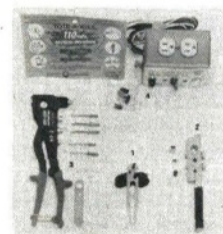
Weekender 17" x 10" x 12" (net) shown **\$16.95**

Tramp Bag 24" x 10" x 12" (net) **\$19.95**



TOOL OFFER

A Gift of Tools, keep giving... and keep your skipper sailing!



- SHACKLER TOOL** Heavy gauge stainless steel construction combines shackle with screw driver, bottle opener & drain plug opener. Includes lanyard. **\$3.95**
- "SWAGE IT" TOOL #2** for Micropress Sleeves: Do your own rigging, make emergency repairs, and custom modifications. Example: shorten trapeze wires to install an adjustment kit. "Swage-it" tools are precision made of steel to produce full rated strength of micropress oval sleeves. Instruction sheet with each tool.

For cable sizes: 1/16", 3/32", & 1/8" **\$12.50**
Micropress ovals: for 1/8" cable 4 for 1.00
for 3/32" cable 6 for 1.00
for 1/16" cable 8 for 1.00

NEW Special Micropress "Stop Sleeves" for 3/32" *
*can be swaged in the same opening used for 3/32" oval sleeves.)

- HP-2 KLIK-FASTHAND RIVETER TOOL** Four nosepieces handle from 3/32" up to 3/16" diameter rivets, suitable for traveler tracks on Hobie 3.5, 14 and 16's. Includes combination wrench & screwdriver for all servicing, instructions & replacement parts list. We have pulled thousands of rivets and have replaced the jaws several times, this is a Quality Tool!

HP-2 Riveter **\$22.95**
HP-23 Replacement Jaws - set **2.50**
15 assorted stainless rivets for Hobie boats **2.00**

- HP-5 "BIG-DADDY" RIVETER** Long handles plus reduction gears give super power & take all the hard work out of setting large size stainless & monel blind rivets. Includes special 3/16" nosepiece to fit traveler tracks. The whole fleet will appreciate it and you! (over \$90.00 Retail Value) ... **\$79.95**



- TOTE-A-VOLT** 110-volt power from your vehicle's alternator for just about every electric hand tool or small appliance** you own... right when & where you need it. **Note: Tote-A-Volt cannot operate induction motors (motors without brushes) such as refrigerators or appliances having transformer power such as TV's or radios. It will power lights, drill motors, electric coffee makers, skillets, etc. Safe & easy to install, it will not affect the normal operation of the vehicle's electrical system.

Standard Model 150A (as shown) **19.95**
Heavy-Duty Model 250A **34.95**
Heavy-Duty Model 260ITVR* **39.95**

*(for exclusive use w/GM alternators w/internal voltage regulators)
**Be sure to include year, make and model when ordering or requesting information about Tote-A-Volt products.

Christmas Special: offer expires 12/31/75

Shackler	3.95	Heavy-Duty Substitutions: add \$	
Swage-it #2	12.50	Heavy-Duty Tote-A-Volt 250A	12.00
assorted sleeves & ovals	2.00	Heavy-Duty Tote-A-Volt 260ITVR	16.00
HP-2 Riveter	22.95	HP-5 "Big-Daddy" Riveter	60.00
assorted rivets	2.00		
Tote-A-Volt Model 150A	19.95		
Value	\$63.35		
Christmas Special	\$49.95		

HEAD TO TOE ACCESSORIES

Mirror Glasses, Necklaces, Sandals

- MIRROR GLASSES** in HOBIE COLORS: All glasses are heat treated for impact resistance & mirrored for style & comfort.

Blue, White, Red laminated frames & stems (French) **\$9.95**
Orange, White, Yellow laminated w/solid orange stem **7.95**
Yellow, White, Orange laminated w/solid yellow stem **7.95**

- 1A. Barred Glasses** w/two laminations: Yellow w/blue bars & inside lamination **7.95**
Blue w/Red, White w/Blue, Brown w/Orange, Orange w/Yellow **7.95**
Please indicate a 2nd choice on all \$7.95 glasses.

- NECKLACES:** "Earthy" ceramic choker pendant w/Hobie class insignia on a goatskin lanyard. **\$4.95**

Choker w/noodles & beads (as shown) **\$5.95**
Choker w/noodles, beads & feathers **\$6.50**

- "DRIFTWOOD DAN" SANDALS** — Custom made multi-laminated sandals in YOUR favorite colors. Feature high density black neoprene outer layers for durability w/1, 2 or 3 colored layers of softer neoprene for looks & super comfort. Straps are color coordinated 3000 lb. test tube nylon, comfortable & guaranteed not to pull out for 3 mos. from date of purchase. Colors include: Dark blue & green, Light blue & green, Orange, Yellow, Red & Brown. Sizes: XS (5-6), S (7-8), M (8-9), L (9-10), XL (11-12). Allow 3 weeks for delivery.

1 color layer (your choice) any size **\$10.95**
2 color layers **13.95**
3 color layers **16.95**

CHRONOSPORT WATCHES AND TIMERS



- The Memosail Sport** is the original Memosail, widely tested throughout the world. It is entirely water-resistant to 5 atmospheres, and features a 17 jewel incabloc movement. The Swiss-made Memosails are unique yachting timers. The timer is activated by pushing the top button. The display window will show ten minutes on the yellow disc, the sweep second hand will commence timing, and the digits will move every 30 seconds. The yellow disc disappears as the five minute gun fires, leaving the last five minutes in red digits. As the final minutes tick away, the red digits disappear, leaving a white section reading "Start". The last minute is counted down using the orange sweep second hand with 1/5 second accuracy. The timer can be stopped and re-started any number of times without resetting. The bottom button acts as a reset. All Memosails are fully guaranteed for 12 months. **Sale \$79.95**

- The Memosail Sport II** — new case design for improved fit, security and durability. (Not shown) **\$99.50**

- The Yachtracer** is a stop watch for sailors who prefer a hand held timer. It has a 7 jewel movement with a specially water-protected case. The large dial has easy to read numbers and three color coded 5-minute sectors for the pre-start countdown. Includes protective rubber cap and heavy-duty nylon lanyard. Guaranteed for 12 months. **Sale \$45.95**



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FLEET NEWS

HOBIE CLASS ASSOCIATION

NOV.-DEC. 1975

FLEET NO. 65

Mandalay, New Jersey

Labor Day marked the last race of the summer series for Fleet 65 skippers and crews. On Saturdays we participated in a ten race series sponsored by the Barnagat Bay Yacht Racing Association, which is comprised of twelve member clubs and thirteen classes of sailboats. The Hobie 16's had the highest number of entrants each week, and completed the season with twenty qualifiers. Shore Acres' Fleet 65 swept the top three honors; 1. Nick Imperato .006; 2. Peter Topping. 149; 3. Bob Herbert .168.

On Sundays we sponsored our own ten race series at Shore Acres Yacht Club, and ended the season with eleven qualifiers. 1. Bob Herbert .1170; 2. Nick Imperato .2314; 3. Bob France .2577. (The same names keep popping up!)

Bob Herbert won the Shore Acres Yacht Club Championship because of his outstanding regatta performance. His wins since Labor Day 1974 include: Fall Series 1974; Spring Series 1975; Northeast Championship Points Regatta 1975; Wildwood Points Regatta 1975; Shore Acres Summer Series 1975; Middle Bay Single Handed Championship 1975. Bob will be representing us at the Nationals.

We plan to race a twelve race Fall Series on four consecutive Sundays between September 13 and October 4, and then pack it away until next spring — except for a lucky few who move on to warmer waters for the winter months.

Results of Summer Series

1.	Bob Herbert	.1170
2.	Nick Imperato	.2314
3.	Bob France	.2577
4.	Dick Lister	.3223
5.	Dan Donohue	.3608
6.	Peter Topping	.3719
7.	Ron Portz	.4272
8.	Mike Hartung	.4380
9.	Larry Warter	.4414
10.	Joe Antonelli	.4687
11.	Mike Iacopino	.5876

FLEET NO. 74

Mandeville, La.
MUDBUG TWO

The squalls that have plagued Lake Pontchartrain this summer stopped long enough for Fleet 74 to get in five races (for a change) at its Mudbug Two open regatta at Mandeville, Louisiana, on August 9-10. Participation was less than expected because of forecasts of bad weather, pregnant 16 crews, and the Fleet 9 points regatta the weekend before the Division VI championship the weekend after.

The highlight of the regatta was the appearance of a blonde, blue-eyed Californian, Rich Jeffries of the Hobie Class Association Staff, who rode into our midst in his white Hobie-stripped van, borrowed Gil Bartell's 14, and made off with the third place trophy.

Saturday evening the herd gathered at a favorite seafood restaurant to introduce Rich to mudbugs (crawfish), which unfortunately were out-of-season. Over dishes of gumbo, boiled crabs and shrimp tables, both "tall" and true, were traded.

Many thanks to Rich Jeffries for the sailing tips and advice to the Race Committee. Thanks also to Pontchartrain Yacht Club for the use of the clubhouse and grounds. We hope to see a big turnout when we resume the Mudbug opens in the spring.

FLEET NO. 89

Cassapolis, Michigan

Light winds, sunny skies and temperatures in the 80's prevailed for Fleet 89's Diamond Lake Hobie 16 Open, August 16 and 17. Mel Nicholas, winner of last year's event, repeated his performance and once again took home the First Place trophy. Lunch was served to participants both days and everyone enjoyed a Saturday night get-together at a local restaurant. (For results see page 42).

FLEET NO. 97

Raleigh, N.C.
RACE SERIES
THE SCENARIO

The big Cats trailed up to the awaiting lake with feelings of trepidation, for the morning air was sullen, weighted down by the humid August dew. One by one they came, only eight in all, but each brought with it a knot or two of heavenly breeze.

As the wind rose, so also did the temperature, drawing beads of perspiration from the sailor's brow. First one mast was raised, then another and another. Sails reached skyward, and were blown full by the breeze.

The sun melted away the haze and began to beat down upon the earth, slowly reddening the backs of the sailors below.

THE SET-UP

It looked bad for awhile with no committee boat on the scene, but Len laid out the course and was going to use his Hobie as the committee boat. Luckily Herb and Laura Kirk, who had come to watch the races for the day volunteered their power boat as committee boat and learned first hand about sailboat racing. Sandy was appointed race committee chairman and did a good job all day except for the first race where her timing was a little flaky.

THE RACES

Starting positions were hotly contested with each contestant vying for his favorite spot. Competition was close most of the way, with Dan and Cindy winning the first race for the 16's, and Clarence for the 14's.

John and Marsha were doing well, but Marsha got hot and fell off the trapeze into the cool waters (another Vicki).

The second race saw Dan and Cathy win again, with Gale Hounshell winning the 14's.

In between the first and second races Joe and new crew Herb Kirk were doing some hull flying until they also got hot and pitch-poled into the drink.

The third race of the day was a two lapper which saw a parade around the buoys with Paul and Mark taking the 16's and David the 14's, making it a Hounshell sweep.

Dan and Cindy won the 16's overall and Gail and David the 14's.

THE FLY

With winds blowing strong, Turner and Cathy did a double fly with Dan and John across the lake — beautiful. Dan and John got hot and took a dip (sidewise).

While Turner watched on the beach, Cathy took the 16 out single-handed and let it fly, showing everyone how to do it. (She never got hot).

THE AFTERMATH

Weary, sunburned sailors tucked it in for the night to await the morning breeze, but it was not to be. One gentle sail the whole day with no racing was all that could be mustered, but it was fun.

(For overall series results, see page 44).

FLEET NO. 102

Port Isabel, Texas

A special congratulations to Pat Haley of Fleet #102, Port Isabel, Texas, who, together with a few friends, practically knocked on the doors of Hobie owners around them, resulting in the acquisition of 27 new fleet members in the short period of 2 weeks!! This brought the total membership of their new fleet to 42 members.

Pat, Corresponding Secretary of Fleet #102, appears to be working his proverbial buns off to get his fleet off the ground. At the rate he's going, he's bound to have the largest and most active Hobie fleet yet. The enthusiasm is certainly there. As early as October 10, 1975, he's already submitted his full regatta schedule for 1976.

The Hobie Class Association would like to wish you the best of luck, Pat, in your endeavors and best wishes to Fleet #102.

FLEET NO. 113

Milwaukee, Wisconsin

Below is an overall list of our fleet's series for this season. This year ribbons were given for each individual series and trophies are being presented for overall performance to encourage regular participation. Their 5 top races were chosen for overall performance.

HOBIE

1.	P. Richter	1106	6%
2.	T. Heisdorf	797	8%
3.	T. Beyer	8069	11%
4.	G. Dzbinski	16937	15
5.	K. Jones	5923	22
6.	J. Beyers	8817	23%
7.	S. Amrheim	14282	30
8.	T. Beck	13503	31
9.	J. Caviale	1033	34

FLEET NO. 117

Gun Lake, Michigan
GUN LAKE HOBIE CAT
POINTS REGATTA —
AUGUST 16, 1975

Light winds greeted the 27 Hobie Cats that came to Gun Lake for this National Qualifying Points Regatta, sponsored by Fleet #117. Skippers struggled though 2 races and voted to continue for a third when the light air died completely, leaving the Race Committee with no choice but to cancel the third and final race of the day. The hot, thirsty sailors then loaded their Hobies and headed for the Shady Shores Resort community building, where free beer awaited them. Trophy presentations were then made, featuring beautiful, handcrafted mahogany plaques, with brass and copper Hobie Cats on them. About 80 people stayed to enjoy the delicious barbequed chicken dinner, which the Fleet made available for only \$1.00 per person. Following dinner, the latest Hobie promotional film was shown.

(For results see page 43).

FLEET NO. 141

Columbia, South Carolina

Hobie Fleet No. 141 of Columbia, South Carolina, otherwise known as the "Capital City Trampoline Queens", held their first annual Points Regatta at Lake Murray, South Carolina. The Regatta was hosted by the Columbia Sailing Club. Our fleet would like to thank the Columbia Sailing Club and, specifically, Mr. John Wrisley, Race Committee Chairman, for helping put on a really bang-up regatta. We would also like to thank the Wind Gods who really came through with beautiful, steady eight to ten miles an hour winds which surprised everybody. This time of year the southeastern part of the United States lake winds can be more imaginary than anything else, so we were relieved to have such good luck on our first regatta. The weekend consisted of fierce competition, bright, hot sunshine, three kegs of beer, 75 pounds of shrimp, 50 pounds of sausage, and 150 ears of corn. After all this, Commodore Olin Pate presented beautiful handmade trophies constructed by his daughter, Valerie May, to the winners and the weekend came to an exhausting close.

(For results see page 43).

FLEET NO. 150

Orillia, Ontario, Canada

Over 100 Hobie skippers were in attendance at Tudhope Park August 16 and 17 to compete in the Fleet #150 sponsored "COUCHI CAT OPEN" regatta.

Light winds prevented it from being a real action-packed event, but the sun shone on Lake Couchiching both days, and the races were competitive. The regatta, which many attended as a warm-up for the Division 12 Championships, drew top Hobie skippers



FLEET 89 — Front row: Curt Wurster, Reid Francis, Carl Weiss, Tim Nichols, John Pairitz, Johanna Pairitz, Helen Borough. Back row: Tom Wurster, Ron Francis, Ed Weiss, Mel Nichols. (Photo courtesy of Ed Weiss)



Fleet 150's Commodore Gerry Pringle (left) presenting the first place 16A Couchi Cat trophy to winners Reg and Maureen Jaworski.

from all over the Northeast, prompting television film coverage and a great deal of exposure in local media.


Saturday evening 140 people attended a delicious buffet banquet on the terrace of Orillia's Birchmere Hotel, overlooking Lake Couchiching.

(For results see page 43.)

FLEET NO. 170

Joppatown, Md.

FLEET 170 IS ABOARD

WE'RE HIGH FLYIN' HULL RAISERS!! A complete package with 16's, 14's, and 12's ready for action. Pretty soon we will be adding a couple of 3.5's and 10's to round out our newly formed fleet. Our officers are no novices. Jim Huggins is our newly elected commodore, Tim Mommers is vice-commodore, Martin Hoover is the secretary, and Lynda Hoover is the treasurer. All have held offices in other sailing fleets. Fleet 170's home stomping grounds will be Flying Point Park on Bush River and Gunpowder State Park on the Gunpowder River, both in the upper Chesapeake Bay. Fleet 170 hopes to live up to its name "GOOD TIMES" by dedicating itself and promoting Hobie sailing safety and fun. We are going to offer something other than just around the bouys racing. Fleet 170 is pleased and proud to be a member of the Hobie Class Association. 

San Fernando Valley

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HOT LINE/NOV.-DEC.

REGATTA RESULTS

TREASURE ISLAND REGATTA

Alameda, California — August 9 & 10

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A							
1.	R. Kether	367	4%	9.	B. Jank	9511	30
2.	M. Montague	10199	4%	10.	P. Johnson	14450	35
3.	V. Price	7240	14	11.	P. Coney	1611	42
4.	D. Gordon	12513	14%	12.	M. Landeros	11020	49
5.	J. Arnold	7561	15	13.	J. Battencourt	14687	52
6.	J. Corrie	1003	22	14.	D. Sterns	14073	53
7.	M. Douglas	5332	23	HOBIE 14 — FLEET A			
8.	G. Hill	17436	30	1.	L. Peterson	4427	8%
9.	R. Stout	5235	30	2.	G. Machado	2946	8%
HOBIE 16 — FLEET B							
1.	B. Adams	13949	8%	3.	J. Baker	10364	10%
2.	P. Porter	12453	10	4.	M. Foia	1532	14
3.	G. Erbele	15742	13%	5.	T. Ramian	1399	16
4.	G. Guletz	5743	15%	6.	P. Tobie	16	19
5.	N. Knight	12582	19	7.	B. Gillespie	13050	20
6.	D. Wierneke	7581	19%	8.	J. Allen	12508	29
7.	L. Wagner	8289	20	HOBIE 14 — FLEET B			
8.	B. Givari	82	24	1.	B. Patterson	4968	5%
9.	D. Anderson	11476	29	2.	D. Woods	5941	5%
10.	R. Carlson	2319	31	3.	M. Patterson	3279	6%
11.	T. White	13114	32	HOBIE 16 — FLEET C			
12.	T. Dodson	2474	46	1.	P. Hedberg	16375	6%
HOBIE 16 — FLEET C							
1.	B. Nelson	11198	7%	2.	G. Vick	20380	10%
2.	R. McDonnell	10034	10	3.	L. Stimpson	1317	10%
3.	N. Hickerson	13978	12%	4.	J. Treibsch	8410	11
4.	R. McKinnon	2440	13%	5.	G. Starkey	14867	14%
5.	E. Jackson	975	14%	6.	J. McFarland	9239	15
6.	J. Dillow	9399	18	7.	B. Mayd	1630	25
7.	B. Snow	10359	26	8.	B. Burns	3237	31
8.	M. Friesen	3731	27	9.	C. Lemke	7879	31
				10.	J. Hoffield	3361	37

1975 JAX BEACHES ANNUAL HOBIE REGATTA

Jax Beach, Florida

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A							
1.	J. McCann	2222	16%	14.	B. Chesnut	9642	70
2.	T. Blake	641	16%	15.	D. Stimpson	12650	72
3.	J.B. Duke	5780	20	16.	J. Deans	7966	76
4.	P. Thesse	6023	23	17.	N. Morgan	4692	77
5.	C. Christensen	10614	37	18.	R. Morgan	10514	81
6.	E. Horton	11081	31	19.	B. Duracher	8735	83
7.	B. Ball	2872	36	20.	T. Meekins	4737	85%
8.	H.B. Lickie	226	36	21.	R. Allkopp	11382	87%
9.	J.A. Stevens	13275	38%	22.	B. Riley	13905	91
10.	L. McNamee	11521	50	23.	R. Longberg	5933	108
11.	L. Helfmuth	4658	50	24.	M. Martin	7364	112
12.	L. Kalata	9690	50	25.	M. Mixon	7836	108
13.	G. Kaeding	7928	53	26.	J. Sullivan	15681	113
14.	D. Raulovich	16857	57	27.	S. Rilea	13463	122
15.	D. Douglas	4657	59	28.	J. Wagner	10798	126
16.	D. Smith	63	59	29.	R. Nolan	3289	127
17.	W. Waller	12358	59	30.	D. Fowler	10697	129
18.	J. Naff	138	63	31.	G. Smith	895	130
19.	D. Rutt	11386	64	32.	J. Red	12617	131
20.	T. Hawkins	442	64	33.	B. Thomas	36	136
21.	J. Viscioni	9858	76	34.	B. James	5812	136
22.	M. Mulraine	4644	83	35.	T. Calabro	7124	137%
23.	K. Durfield	104	83	36.	J. Knoche	2661	139
24.	J. Fletcher	Blank	93	37.	M. Powell	12403	140
25.	G. Sasse	1887	93	38.	M. Walsh	30283	153
26.	K. Katal	12139	106	39.	F. Carlson	12506	162
27.	M. Frickerson	6817	112	40.	M. King	6568	164
28.	J. Grigg	3729	112	41.	S. Rawson	8525	169
HOBIE 14 — FLEET A							
1.	J. Matheny	10354	7%	42.	J. Beale	5768	187
2.	M. Wall	10240	11	43.	T. Porth	14454	193
3.	D. Balteser	15398	11%	44.	R. Woodward	9688	193
4.	R. Radtch	12889	13%	45.	B. Hough	8356	195
5.	G. Balboni	12250	23	46.	W. Arnold	3662	197
6.	B. Beckford	1167	24	47.	M. McGhin	10488	199
7.	D. Reed	15690	25	48.	D. Naylor	10049	210
8.	P. Elaire	7	27	49.	O. Hill	6507	215
9.	J. Livingston	17532	39	50.	J. Revisky	14559	220
10.	J. Alderman	7787	40	51.	D. Schoudeimaier	15707	220
11.	G. Kathalynas	17324	46	52.	J. Erwin	16589	220
12.	J. Fields	12147	46	HOBIE 14 — FLEET B			
13.	L. Chisom	17486	49	1.	J. Furman	15547	5%
HOBIE 16 — FLEET B							
1.	T. Kaster	8205	18	2.	R. Ror	898	9
2.	R. Clementi	15603	29	3.	G. Jillich	10138	18
3.	Manrodt	2084	30	4.	M. Wallis	7924	20
4.	B. Schmidt	8532	40	5.	T. Balera	14178	21%
5.	J. Stone	5541	42%	6.	M. Fortson	4912	27
6.	K. Coffey	14355	43	7.	G. Conklin	9960	36
7.	B. Bell	9801	54	8.	J. Hunton	10044	37
8.	B. Partridge	8389	54	9.	T. Morgan	10023	38
9.	M. Varrow	1582	63	10.	S. Meckel	9753	40
10.	R. Harshaw	12016	66	11.	M. Deloach	10359	41
11.	E. Mikol	642	68	12.	H. Dunn	11466	42
12.	D. Pearce	8221	68%	13.	D. Olvany	2379	42
13.	J. Dian	16572	70	14.	H. Campbell	222	60
				15.	B. Hewitt	5569	66
				16.	R. Gavron	3418	68
				17.	P. Hawkins	15158	68

INDIANA HOBIE CHAMPIONSHIPS

Eagle Creek Lake, Indianapolis, Indiana — July 19 & 20

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A							
1.	S. Woodruff	7439	17%	1.	R. Hartfield	8833	7%
2.	R. Marshall	10483	28%	2.	P. Berman	5086	14%
3.	S. Steel	833	31%	3.	N. Horton	2671	21
4.	D. Hyde	2883	33	4.	J. Edd	5251	27
5.	K. Seider	1981	38	5.	C. Kirk	2032	25
6.	M. Warzynski	2850	39	6.	J. Hone	1078	33
7.	J. Peale	11401	40	7.	H. Hanev	1686	35
8.	J. Henly	5473	41	8.	S. Johnson	12603	43
9.	D. Jones	11522	43	9.	J. Knauer	3265	49
10.	B. Hamaker	10908	44	10.	G. Hagan	6489	49
11.	M. Kinney	7472	45	11.	J. Kennedy	1018	51
12.	R. George	5113	46	12.	B. Hall	14716	54
13.	W. Gramling	2753	47	13.	D. Skiver	1997	55
14.	E. Ballard	2987	48	14.	J. Dingwall	12418	58
15.	L. Woodrum	5287	69	HOBIE 14 — FLEET B			
16.	L. Johnson	2888	75	1.	D. Merrick	12813	7%
HOBIE 16 — FLEET B							
1.	B. Houlton	8277	7%	2.	D. Anderson	7234	12%
2.	M. Taylor	14116	9%	3.	V. Bruah	17516	20%
3.	L. Chamberlin	11409	14%	4.	R. Boyd	3003	21
4.	M. Auble	6996	21	5.	K. Holley	10253	27
5.	B. Peterson	5787	25	6.	S. Evans	1918	29
6.	S. Walsh	18063	29	7.	J. McCallin	17754	31
7.	D. Curtis	19988	31	8.	D. Curral	12216	45
8.	B. Chryse	5795	43	9.	B. Seales	16345	45
9.	C. Lerman	9298	43	HOBIE 14 — FLEET C			
				1.	G. Oesau	8342	15
				2.	J. McFarlane	9234	17%
				3.	P. McMurray	8993	18
				4.	M. Ecken	11869	19%
				5.	M. McMurray	8885	21
				6.	H. Van der Hoff	16706	21%
				7.	S. Polhemus	6189	28
				8.	B. Entwistle	11500	32
				9.	K. Holley	10253	39
				10.	L. Coughlin	13363	41
				11.	W. Shepherd	5650	43
				12.	D. Harrell	6161	47
				13.	J. Nitan	822	52

SAN LUIS WIND BASH

Los Banos, California —

July 12 & 13

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A			
1.	R. Kether	367	9198
2.	D. Cox	6501	9198
3.	R. Van Dijk	13775	9198
4.	F. Brackemridge	6829	9198
5.	G. Russell	5114	9198
6.	E. Mabie	876	9198
7.	H. Hopkins	3463	9198
8.	G. Foust	11370	9198
9.	G. DeBlanco	12613	9198
10.	D. Gordon	12613	9198
11.	D. Gordon	12613	9198
12.	R. Lowe	4497	9198
13.	J. Costy	11298	9198
14.	M. Sharp	5860	9198
15.	R. Hoffmann	11531	9198
16.	M. Chabets	463	9198
17.	G. Foster	7799	9198
18.	M. Phillips	4164	9198

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET B			
1.	G. Hedley	4731	4731
2.	D. Moxley	12786	4731
3.	P. Garnett	13943	4731
4.	B. Adams	13949	4731
5.	J. Farmer	7181	4731
6.	S. Hirzel	13423	4731
7.	G. O'Neil	10127	4731
8.	D. Marlow	13031	4731
9.	D. Marks	9525	4731
10.	P. Auer	12133	4731
11.	J. Cabeciras	9525	4731
12.	J. Linn	9569	4731
13.	R. Coppa	12112	4731
14.	R. Hill	11644	4731
15.	K. Kellenberger	11991	4731
16.	L. Lee	15731	4731
17.	M. Knight	12582	4731
18.	P. Snow	4647	4731
19.	P. Wylder	7041	4731

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14 — FLEET A			
1.	D. Nelson	1191	1191
2.	M. Staurt	16513	1191
3.	D. Soden	15401	1191
4.	R. Jeffries	1111	1191
5.	D. Radcliffe	2966	1191
6.	T. Walsh	675	1191
7.	J. Baker	10364	1191
8.	B. Millage	3551	1191
9.	D. Borbo	12650	1191
10.	B. Gillespie	13050	1191
11.	P. Tobie	16	1191
12.	M. Fox	1532	1191
13.	H. Duncan	4106	1191
14.	J. Hamilton	8506	1191
15.	M. Hansen	1528	1191
16.	T. Haake	486	1191
17.	M. Wright	4545	1191
18.	L. Allison	1736	1191
19.	D. Wilkes	18975	1191
20.	B. Fields	900	1191
21.	J. Cockrell	14990	1191
22.	J. Davis	12256	1191

HOBIE 14 — FLEET B		
1.	T. Ramian	3709
2.	R. Neilson	16868
3.	D. Duos	12009
4.	J. Hecht	8557
5.	M. Patterson	3779
6.	C. Fields	528
7.	L. Cushenberry	10618
8.	M. Brill	11689
9.	K. Jefferies	20283
9.	D. Woods	5941

DIVISION NO. 2 CHAMPIONSHIPS

Hurricane Gulch, California - August 9 & 10

1975 DRUNKEN DICK

REGATTA

DIVISION 12 CHAMPIONSHIPS

Sherkston Beaches, Ontario, Canada - August 23 & 24

Points Regatta				Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 - FLEET A							
1.	B. Seaman	13	3%	28.	L. Ball	11101	86
2.	B. Beauchamp	1400	12	29.	D. Smith	12087	87
3.	L. Minkley	2453	13	30.	J. Janssen	13304	89
4.	D. Beauchamp	2	19	31.	J. Sager	4126	90
5.	H. Alter	26	22%	32.	J. Burns	5	91
6.	J. McGraw	2785	23	33.	D. Gault	9085	95
7.	N. Steele	18	34	34.	B. Cuts	12772	95
8.	B. Watson	21	38	35.	R. Chmick	12772	95
9.	G. Folger	81	36	36.	S. Shenkel	12455	99
10.	D. Churchill	501	43	37.		1538	99
11.	S. Grimeshaw	125	48	38.		6427	102
12.	P. Hart	1650	48	39.	H. Brooks	16908	106
13.	R. Price	8365	49	40.	M. Nolan	11754	104
14.	S. Leo	111	49	41.	D. Jones	6193	107
15.	R. Edgington	51	52	42.	D. Veschi	178	107
16.	N. Warrum	1981	51	43.	T. Mayeda	2951	107
17.	J. Matthews	4504	58	44.	S. Blake	14742	108
18.	R. Edgington	60	60	45.	T. Mayeda	2951	107
19.	P. Parich	10509	61	46.	J. Jones	12581	110
20.	A. Johnston	4380	65	47.	K. Chopp	48	111
21.	W. Schaler	37	71	48.	J. Senz	13523	111
22.	S. Finley	4634	68	49.	C. Cuse	11385	113
23.	J. Foster	7799	68	50.	V. Steeber	12110	117
24.	G. Russell	51	68	51.	T. Groedel	2198	117
25.	D. Oltmans	11217	70	52.	B. Vidmar	15714	118
26.	C.J. Gifford	13155	71	53.	K. Peak	10977	119
27.	J.H. Mullin	1154	71	54.	T. Groedel	2198	117
28.	B. Orr	2127	72	55.	B. Maton	7165	125
29.	M. Kindred	11520	74	56.	J. Durkin	14598	130
30.	R. Atwood	271	84	57.		6257	135
31.	D. Wickstrom	10	84	58.		10314	135
32.	R. Lowe	4497	86	59.	R. Wolf	15050	137
33.	P. Hernandez	6139	89	60.	R. Rogers	15291	137
34.				61.	J. Cramer	359	137
35.	E. Bagg	1685	95	62.	J. Gotes	4964	137
36.	F. Olson	16507	95	63.	T. Frost	8164	137
37.	S. Nichols	366	96	64.	J. Canastro	11606	137
38.	T. Abair	10984	96	65.	R. Dove	17158	137
39.	R. Gross	9198	97	66.	M. Carroll	47	137
40.	J. Pary	1238	98	67.	R. Kendrick	48	137
41.	D. Cox	6501	101	68.	C. Shepherd	56	137
42.	D. Kun	1469	102	69.	W. Wood	54	137
43.	G. Mabee	CM	105	70.	J. Horst	69	137
44.	R. DeCosta	6257	107	71.	S. Mitchell	69	137
45.	J. Linsky	4832	110	72.	G. Schmidt	75	137

Points Regatta				Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 - FLEET B							
1.	D. Woodside	787	16	28.	L. Ball	11101	86
2.	Paul Deschamps	2101	18	29.	D. Smith	12087	87
3.	M. Banevski	500	20%	30.	J. Janssen	13304	89
4.	N. Faroukh	14664	22	31.	J. Sager	4126	90
5.	R. Saver	4138	24%	32.	J. Burns	5	91
6.	B. Lewis	7186	28	33.	D. Gault	9085	95
7.	J.S. Henderson	7369	30	34.	B. Cuts	12772	95
8.	P. Garnett	13943	33%	35.	R. Chmick	12772	95
9.	J. Olson	7878	34	36.	S. Shenkel	12455	99
10.	D. Aguilar	10675	37	37.		1538	99
11.	J. Pfeiffer	1872	40	38.		6427	102
12.	P. Pariseau	13953	43	39.	H. Brooks	16908	106
13.	K. Kuehner	3771	43	40.	M. Nolan	11754	104
14.	C. Clark	8006	53	41.	D. Jones	6193	107
15.	J. Anderson	12786	54	42.	D. Veschi	178	107
16.	J. Myrre	9714	54	43.	T. Mayeda	2951	107
17.	B. Myrre	10153	55	44.	S. Blake	14742	108
18.	D. Hebard	7232	56	45.	T. Mayeda	2951	107
19.	N. Brady	5141	57	46.	J. Jones	12581	110
20.	L. Szadick	3308	57	47.	K. Chopp	48	111
21.	R. Andrs	8686	58	48.	J. Senz	13523	111
22.	B. Pettit	13154	58	49.	C. Cuse	11385	113
23.	R. Weisman	9910	58	50.	V. Steeber	12110	117
24.	J. Mabry	4701	60	51.	T. Groedel	2198	117
25.	W. Mebeck	10980	62	52.	B. Vidmar	15714	118
26.	M. Pascal	4176	62	53.	K. Peak	10977	119
27.	K. Seitz	12854	64	54.	T. Groedel	2198	117
28.	H. Kowen	9900	68	55.	B. Maton	7165	125
29.	M. Kendall	9306	70	56.	J. Durkin	14598	130
30.	K. Dawson	5734	76	57.		6257	135
31.	B. Giles	6148	78	58.		10314	135
32.	G. Sampa	3255	80	59.	R. Wolf	15050	137
33.	W. Maberry	1723	80	60.	R. Rogers	15291	137
34.	D. Hestfield	1862	85	61.	J. Cramer	359	137
35.	M. Fourn	4186	85	62.	J. Gotes	4964	137
36.	P. Hutton	789	86	63.	T. Frost	8164	137
37.	K. Garrard	653	88	64.	J. Canastro	11606	137
38.	R. Butcher	11	88	65.	R. Dove	17158	137
39.	J. Hallimore	1460X	91	66.	M. Carroll	47	137
40.	M. Stang	1929	91	67.	R. Kendrick	48	137
41.	B. Schwitzer	8227	91	68.	C. Shepherd	56	137
42.				69.	W. Wood	54	137
43.				70.	J. Horst	69	137
44.				71.	S. Mitchell	69	137
45.				72.	G. Schmidt	75	137

Points Regatta				Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 - FLEET C							
1.	C. Bingham	14262	14	28.	L. Ball	11101	86
2.	J. Jacobs	6	16	29.	D. Smith	12087	87
3.	D. Stump	13069	20	30.	J. Janssen	13304	89
4.	B. Short	1725	24%	31.	J. Sager	4126	90
5.	P. Piper	1764	25	32.	J. Burns	5	91
6.	D. Mahala	16298	33	33.	D. Gault	9085	95
7.	D. Tassere	6164	43	34.	B. Cuts	12772	95
8.	E. Poirat	9910	43	35.	R. Chmick	12772	95
9.	S. Vovak	10394	46%	36.	S. Shenkel	12455	99
10.	T. Gillman	X50	47	37.		1538	99
11.	U. Beauchamp	26	49	38.		6427	102
12.	H. Seyler	14063	51	39.	H. Brooks	16908	106
13.	D. DeZeeuw	15114	51	40.	M. Nolan	11754	104
14.	C. Hillard	8827	53	41.	D. Jones	6193	107
15.	H. Shaw	14803	55	42.	D. Veschi	178	107
16.	C. Gallor	11882	57	43.	T. Mayeda	2951	107
17.	G. Elmore	11453	61	44.	S. Blake	14742	108
18.	M. Patterson	4795	62	45.	T. Mayeda	2951	107
19.	G. Pool	11144	63%	46.	J. Jones	12581	110
20.	K. Shimabukuro	8984	64	47.	K. Chopp	48	111
21.	S. Papp	13147	66	48.	J. Senz	13523	111
22.	G. Somerville	10775	67	49.	C. Cuse	11385	113
23.	J. Lantz	13145	70	50.	V. Steeber	12110	117
24.	F.S. Prescott	14	72	51.	T. Groedel	2198	117
25.	E. Hughes	15186	75	52.	B. Vidmar	15714	118
26.	D. Willeison	13015	78	53.	K. Peak	10977	119
27.	S. Osterkamp	1877	82	54.	T. Groedel	2198	117

1975 DIVISION 4 CHAMPIONSHIPS

Boardman, Oregon - August 9 & 10

Points Regatta				Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 - FLEET A							
1.	P. Ulbricht/D. Seymour	16000	11%	2.	M. Kane/J. Dunn	13413	9
2.	W. Schmidt/D. Schmidt	16000	11%	3.	W. Locuff/L. Parry	8291	12
3.	S. Baker/M. Baker	10023	23	4.	D. Allen/R. Dennis	6469	16%
4.	J. Turner/S. Murrin	9752	25	5.	D. Schulz/B. Schulz	12785	13
5.	B. Bergman/M. Bergman	13079	25	6.	D. Schulz/B. Schulz	12785	13
6.	C. Carpenter/C. Carpenter	14198	26	7.	W. Schwand/B. Guivits	13842	19
7.	R. McConnell/J. McConnell	9100	29%	8.	D. Pritts/P. Pritts	15520	25
8.	J.R. Vetter/C. Whisler	9748	31	9.	D. Russell/M. Elder	16253	27
9.	B. Whisler/B. Whisler	9748	31	10.	G. Kriener/L. Kriener	16253	27
10.	B. Dahl/C. Madison	9139	35				
11.	B. Verinder/C. Verinder	10537	40				
12.	J. Severs/L. Warren	15115	40				
13.	J. O'Neil/N. Sherod	10371	44				
14.	J. Ross/L. King	8814	54				
15.	J. Watson/M. Watson	10863	54				
HOBIE 16 - FLEET B							
1.	D. Fisher/C. Fisher	1684	6%	2.	D. Daily	2433	4%
2.	L. Haster/D. Lee	7626	11%	3.	D. Parth	3181	11
3.	S. Carter/S. Carter	7811	16%	4.	J. Schofield	395	12
4.	S. Munson/D. Munson	11917	25	5.	J. Mautz	12571	16
5.	M. Schindler/M. Schindler	9898	27	6.	J. Lund	16980	16%
6.	P. Peterson/K. Peterson	13253	28				
7.	G. Coughlin/J. Coughlin	13363	31				
8.	S. Miller/F. Hall	16706	35				
9.	P. Kie/D. Oman	13653	36				
10.	B. Phillips/F. Smith	494	38				
11.	R. Meini/J. Giet	16126	41				
12.	C. Lyon/K. Lyon	10333	41				
13.	G. Larson/W. Franz	12442	46				
14.	K. Kruzer/D. Engstrom	1388	56				
15.	B. Parin/M. Sullivan	11886	51				
HOBIE 16 - FLEET C							
1.	L. Hansen/J. Hansen	490	2%	2.	C. Coughlin	1353	5%
				3.	M. Crawford	679	9%
				4.	K. Coughlin	890	9%

Sullivan's Island, South Carolina - Aug. 23 & 24

Points Regatta				Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 - FLEET A							
1.	R. Hatfield		12	11.	M. Babcock	51	51
2.	R. Brotherton		19%	12.	D. Drouin	57	57
3.	J. Blane		30	13.	T. R. Hansen	59	59
4.	C. Clausen		31	14.	R. Barkum	65	65
5.	P. Hardwick		32	15.	J. Wilkins	67	67
6.	P. Kilpatrick		41	16.	D. Foste	72	72
7.	K. Regnier		44	17.	E. Brown	80	80
8.	R. Harley		49	18.	B. Dine	81	81
9.				19.	M. Dodson	82	82
10.	D. Seuss		51				
11.	M. Babcock		51				

REGATTA RESULTS

MILE HIGH 75

Huntington Lake, California — August 23 & 24

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A							
1.	Breckenridge	6829	7%	23.	Davidson	6616	79
2.	D. Beauchamp	2	8	24.	Balatti	12438	88
3.	Cooke	45	10	25.	Kerwin	9591	90
4.	Leo	111	11%	26.	Wetzel	9872	96
5.	Russell	5114	22	27.	Jackson	875	96
6.	Warum	17123	27	28.	Nolan	12439	96
7.	Phages	7123	30	29.	Shaw	8984	106
8.	Shupe	5	29	30.	Prescott	123	109
9.	Woodside	4164	47	31.	Prescott	12310	109
10.	Hart	1650	43	32.	Barkhill	14102	110
11.	Smith	12513	46	33.	Nokom	12472	110
12.	Phillips	45	35	34.	Parker	9966	114
13.	Low	4497	48	35.	Stapp	2584	116
14.	Lorenzen	269	49	36.	Williams	371	119
15.	Checketts	7453	51	37.	Harrow	6111	134
16.	Hernandez	7898	54	38.	Provost	9399	136
17.	Murphy	7656	60	39.	Dillow	12449	145
18.	Turley	7799	61	40.	Dyson	12485	144
19.	Post	7154	63	41.	Newman	12485	144
20.	Fortune	5081	63	42.	Went	12485	144
21.	Churchill	9198	65	43.	Goul	10461	146
22.	Good	11520	66	44.	Fierro	10461	146
23.	Kindred	11370	68	45.	Prince	13294	153
24.	D. Bianco	16978	71	46.	Gora	13414	155
25.	Ellis	1655	72	47.	Kelley	1013	152
26.	Eichblatt	11602	74	48.	Holtz	9787	157
27.	Hibbard	9621	76	49.	Siering	2071	160
28.	Nelson	7561	77	50.	Blom	60	163
29.	Arnold	GM	87	51.	Blom	7064	171
30.	Maybrie	11208	87	52.	Bausano	17536	172
31.	Cosby	17436	93	53.	Merrill	10873	173
32.	Hill	4812	93	54.	Ward	5155	175
33.	Sitton	3430	102	55.	Luby	7167	180
34.	Sampuhl			56.	Bricker	1013	182

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET B							
1.	Lewis	7186	6%	61.	Schopp	5414	189
2.	Owen	13064	12	62.	Walton	10218	195
3.	Wright	2691	14%	63.	Kiven	14975	197
4.	Olsen	7878	29	64.	Schultheis	9538	198
5.	Peirce	4281	39	65.	Brooks	3919	198
6.	Mark	9535	39	66.	Randall	4911	202
7.	Elmer	4137	39	67.	McNamara	16807	204
8.	Bradson	8048	40	68.	Mark	11407	205
9.	Niemeyer	7500	40	69.	Kellenberger	12548	210
10.	Clark	8006	41	70.	Griffin	12722	213
11.	Payne	5183	50	71.	Shepard	12176	216
12.	Brooks	1718	50	72.	Saban	16725	221
13.	Brady	4141	52	73.	Fournier	6916	244
14.	Ralph	8866	54	74.	Rose	17523	235
15.	Davson	5734	54	75.	Graham	13071	248
16.	Porter	12453	54	76.	Yellin	17158	252
17.	Bentz	14875	55	77.	Andrew	6517	254
18.	Brooks	16098	57	78.	Sims	12456	257
19.	Mayberry	1723	63	79.	Jensen	9450	260
20.	Pettit	13154	63	80.	Jensen	12641	267
21.	Srom	297	64	81.	DeVaux	1120	272
22.	Collins	159	69	82.	Schoenauer	84	274
23.	Palmiter	1471	71	83.	Beris	2130	276
24.	Myron	4303	71	84.	Groselcoe	7959	277
25.	Herz	13423	74	85.	Fell	14543	279
26.	Wenke	7611	76	86.	Garcia	11453	279
27.	Whalen	7369	78	87.	Dwyer	8439	281
28.	Henderson	990	78	88.	Nester	12759	281
29.	Robinson	10153	80	89.	Williams	7584	291
30.	Myer	12264	86	90.	Smith	8514	291
31.	Mooney	5823	90	91.	Oakley	8645	291
32.	Murphy	8497	95	92.	Jewell	8981	291
33.	Farquhar	14664	97	93.	Clifton	9500	291
34.	Raab	11077	103	94.	Taylor	8411	291
35.	Farmer	7181	106	95.	Koskin	11555	291
36.	Patmos	5717	108				
37.	Farbun	12731	108				
38.	Ertell	15142	113				
39.	Dorsey	12262	114				
40.	Bingham	14262	116				
41.	Auer	12113	116				
42.	Kellenberger	11991	120				
43.	McKellon	16947	123				
44.	Hansen	12619	125				
45.	Zeditz	13307	127				
46.	DeZauris	12641	144				
47.	Hernandez	1902	144				

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14 — FLEET A							
1.	Radietti	2966	4%	11.	Wright	4645	30
2.	Soden	15401	10	12.	Bernhardt	9999	32
3.	Neilson	1191	17	13.	Neilon	16688	39
4.	Cockrell	406	20	14.	Ramian	3109	45
5.	Wood	15333	23	15.	Wilkes	18975	45
6.	Walker	4427	23				
7.	Peterson	7306	25				
8.	Allison	1936	26				
9.	B. Fields	900	26				
10.	Walsh	575	27				
11.	Wright	4645	30				
12.	Bernhardt	9999	32				
13.	Neilon	16688	39				
14.	Ramian	3109	45				
15.	Wilkes	18975	45				

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET C							
1.	J. Beauchamp	26	8%	6.	T. Welch	6845	31
2.	Garver	4797	29	7.	C. Ladd	6193	38
3.	Pool	11144	29	8.	B. Warynski	2850	41
4.	Votaw	10384	29%	9.	D. Hartway	5002	48
5.	Shaw	14803	31	10.	J. Goldblatt	2929	51
6.	Teissere	6164	32	11.	G. Cooke	3178	51
7.	Pedersen	1007	33	12.	J. Woodburn	4088	54
8.	Mimsen	10770	40				
9.	Ude	11399	41				
10.	Case	455	45				
11.	Cutts	12722	48%				
12.	Kelly	11782	52				
13.	Richards	4161	52				
14.	Johnson	9039	56				
15.	Weston	7971	57				
16.	Poltras	9910	67				
17.	Connors	10208	70				
18.	Atkins	1452	72				
19.	Kreyenhagen	5993	73				
20.	Lee	3997	74				
21.	Harmon	8968	75				
22.	Clement	3482	77				

LABOR DAY REGATTA

Grand Traverse Bay, Michigan — August 30 & 31

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14							
1.	G. Jenkins	2906	6%	6.	T. Welch	6845	31
2.	K. Trigg	11786	10%	7.	C. Ladd	6193	38
3.	S. Woodruff	8844	12%	8.	B. Warynski	2850	41
4.	J. Dingwall	3689	24	9.	D. Hartway	5002	48
5.	W. Wall	11786	24	10.	J. Goldblatt	2929	51
6.	B. Raymond	8811	29	11.	G. Cooke	3178	51
7.	J. Bradford	4101	33	12.	J. Woodburn	4088	54
HOBIE 16 — FLEET A							
1.	B. Radner	10523	6%	2.	D. Soule	8863	9%
2.	M. Hutzinger	7991	11%	3.	R. Pierce	557	18
3.	D. Honeist	7480	19	4.	R. Tipton	12159	45
4.	A. Crocker	11042	19	5.	J. Ricketts	11257	25
5.	V. Heikkila	10698	27	6.	P. Vaulik	11533	27
				7.	A. Littlefield	11329	28

DIAMOND LAKE OPEN

Diamond Lake, Cassopolis, Mich. — Aug. 16 & 17, 1975

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16							
1.	M. Nichols	2424	5%	10.	E. Heyde	16666	31
2.	E. Weiss	3563	6%	11.	B. Cary	8639	33
3.	R. Francis	10438	8%	12.	C. Ruple	12199	35
4.	T. Wender	12327	13	13.	R. Roeker	11979	41
5.	J. Paritz	10247	18	14.	B. Lytle	9957	41
6.	H. Brough	15757	24	15.	D. Wenz	18448	41
7.	B. Cromwell	5087	25	16.	D. Klingler	11158	43
8.	J. Call	1608	25	17.	B. Poole	3797	44
9.	T. Beyer	16558	31	18.	D. Daugherty	5174	45
10.	E. Heyde	16666	31	19.	J. Ward	12464	53
11.	B. Cary	8639	33	20.	D. Paritz	10455	58
12.	C. Ruple	12199	35	21.	B. Pryor	12168	61
13.	R. Roeker	11979	41				
14.	B. Lytle	9957	41				
15.	D. Wenz	18448	41				
16.	D. Klingler	11158	43				
17.	B. Poole	3797	44				
18.	D. Daugherty	5174	45				
19.	J. Ward	12464	53				
20.	D. Paritz	10455	58				
21.	B. Pryor	12168	61				

CHAMPIONSHIPS

Ocean Pines, Maryland — August 16 & 17, 1975

Points Regatta

Points Regatta			
POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 16 — FLEET A			
1.	Leach/Leach	14943	2%
2.	Sterling/Foster	1120	6
3.	R. Gerbo	2578	19
4.	Sidmore/Kleist	3242	24
5.	Middleton/Monroe	9609	26
6.	Moore/Dodson	3099	27
7.	Flanigan/Fasio	2990	28
8.	Price/Stein	8411	29
9.	Burnaby/Burnaby	4186	30
10.	Glandon/DeWitt	335	30
11.	Shoemaker/Foncannon	108	32
12.	Hardon/Genger	10772	33
13.	Cale/Cale	13752	38
14.	Ruck/Ruck	1996	42
15.	Turner/Casprio	10474	44
16.	Bell/Bell	5222	45
17.	Wil/Ebken	2783	49
18.	Livingston/Kleist	3243	53
19.	Goldblatt/Alderton	2829	51
20.	France/France	7881	52
21.	Rucker/Bruchie	9178	58
22.	Vitez/Craig	9015	55
23.	Moore/Moore	16556	56
24.	Monty/Larrick	14908	57
25.	Lungwitz/Wright	2977	58
26.	Jean/Jean	8620	60
27.	Ewing/Park	1385	60
28.	Flanigan/Flanigan	12751	69

ROCKY MOUNTAIN REGATTA

Dillon Lake — July 19 & 20

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	L. DeWitt	7	6%	10.	D. Dearholt		29
2.	A. DeWitt	7	12%	11.	K. Caldwell		
3.	D. Ogilvie	10	9%	12.	R. Swanson		
4.	M. Robinson	10	10%	13.	P. Flores		
5.	J. Driver	10	11%				
6.	S. Renzleman	11	11%				
7.	F. Hoare	22	22%				
8.	K. Wells	22	22%				
9.	M. Rawles	23	23%				
10.	C.J. Rome	23	23%				
11.	T. Wolf	29	29%				
12.	R. Zinger	32	32%				
13.	G. Brightfield	33	33%				
14.	G. Blawsky						

HOBIE 16 — FLEET B

1.	A. Ingram	4%	
2.	L. Naffert	6%	
3.	J. Busch	12%	
4.	D. Jones	14%	
5.	Levi & Abbott	14%	
6.	T. Holmes	18%	
7.	L. Davidson	19%	
8.	J. Esby	27%	

COUCHI CAT REGATTA

Lake Couchiching, Orillia, Ontario, Canada —

Aug. 16 & 17

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	R. Jaworski	7250	5%	8.	T. Chance	14264	31
2.	L. LeBeau	15772	12%	9.	B. MacKenzie	7956	33%
3.	D. Vercruyse	538	22%	10.	D. LeBeau	16938	34
4.	J. Marchant	13029	23%	11.	B. Stiglich	12588	37
5.	J. Jaworski	14029	23%	12.	P. Garick	13062	40
6.	A. Justin	14118	28%	13.	D. Anderson	7847	44%
7.	E. Bargi	7653	31%	14.	T. Beckett	6418	45
8.	G. Pringle	12116	32%	15.	D. Beaton	15784	51
9.	P. Grigg	3170	33%	16.	W. Messure	13344	56
10.	H. Ponta	14878	33%	17.	J. Henamayer	8128	62
11.	G. Keenig	7651	44%				
12.	P. Shillington	15076	47%				
13.	S. Sultano	13357	51%				
14.	J. Wolfe	10703	55%				
15.	A. Saur	3479	57%				
16.	M. Shimmers	16949	60%				
17.	P. McGinnis	16509	60%				
18.	B. Blackshaw	12447	61%				
19.	O. Bostlund	9836	66%				

HOBIE 16 — FLEET B

1.	C. Long	8101	16%
2.	P. Leson	8004	19%
3.	A. Wiens	16458	20%
4.	J. MacFarlane	7217	24%
5.	A. Legrie	2656	26%
6.	M. Fortale	12777	29%
7.	T. Duff	15069	30%

FLEET 101 OCEAN REGATTA

Wrightsville Beach, N. Carolina — Aug. 9 & 10

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	Hounshell	97	8%	7.	Godwin	101	17
2.	Needham	101	9%	8.	Klein	141	21
3.	Clausen	53	10%	9.	Straden	92	21
4.	Gouldy	101	10%	10.	Walker	101	28
5.	Croughwell	101	11%	11.	Tatum	97	33
6.	Williams	97	13%				
7.	Campbell	109	13%				
8.	Middleton	9509	22%				
9.	Carney	92	23%				
10.	Barnberg	97	24%				
11.	Miller	97	25%				
12.	Berry	101	31%				

HOBIE 16 — FLEET B

1.	Daton	101	4%
2.	Neil	92	5%
3.	Beveridge	9870	6%
4.	Symam	101	10%
5.	Cauthen	101	11%
6.	Petersen	97	17%

SENECA LAKE REGATTA

Hector Town Park, New York — August 9 & 10

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	E. McCauley	2655	7%	23.	A. Wheeler	444	115
2.	J. Peete	11401	15%	24.	M. Gersh	14725	117
3.	M. Weiss	2763	21%				
4.	L. Knowles	35	24%				
5.	J. Hazlett	290	33%				
6.	T. Caldwell	14974	39%				
7.	Schmal	7874	44%				
8.	T. Johnson	10759	48%				
9.	P. McGinnis	16509	53%				
10.	K. Rosenbloom	13604	56%				
11.	P. Baney	4313	62%				
12.	M. Shimmers	16949	64%				
13.	J. Dodd	8491	64%				
14.	E. O'Hare	7440	65%				
15.	R. Baile	14723	73%				
16.	J. Wolfe	10703	74%				
17.	G. Pierce	14899	75%				
18.	C. Betts	8951	80%				
19.	R. Seardale	11061	86%				
20.	S. Welliver	16430	88%				
21.	D. Lahey	6017	96%				
22.	M. Wheeler	6190	106%				

SECOND ANNUAL HOBIE CAT OPEN

Carl Gray Park, Panama City, Florida — Aug. 16 & 17

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS	POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	C. Christensen	37	8%	21.	D. Daniels	16838	104
2.	D. Rieder	9881	3%	22.	D. Schmitt	9485	104
3.	G. Foote	8918	25%	23.	J. Roberts	6120	117
4.	G. Kaeding	7928	33%				
5.	B. Ball	2872	42%				
6.	D. Stevens	654	46%				
7.	L. McRaney	11521	49%				
8.	J. Peters	12730	49%				
9.	J. Sauer	5031	51%				
10.	K. Coffey	14355	54%				
11.	T.J. Lier	14777	55%				
12.	D. Shipley	1180	56%				
13.	L. Kalata	9890	57%				
14.	G. Ronowich	16857	58%				
15.	T. Legan	12577	57%				
16.	E. Stricklin	14995	72%				
17.	W. Watson	9553	81%				
18.	W. McChinn	10468	92%				
19.	L. Beale	5788	98%				
20.	J. Seal	2212	99%				

FLEET NO. 28

COMMODORE'S CUP

Falmouth Heights, Mass. —

August 16 & 17

Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	HOBIE 16 — FLEET A		
1.	D. Mulligan	15655	13%
2.	W. Deable	5449	17%
3.	J. Nimphus	15000	21
4.	K. Wiesel	2763	37
5.	B. Pierce	7565	38
6.	A. Durfee	5562	41
7.	K. Lyons	9275	45
8.	R. Klug	4932	47
9.	D. Chapman	8581	48
10.	J. Clary	14362	48
11.	A. Yates	11791	50
12.	L. Houghton	5850	52
13.	C. Line	9333	59
14.	C. Zankowski	473	71
15.	J. Lawrence	5608	77
16.	L. Zorke	8778	78
17.	T. Prichard	8788	80
18.	R. Mazzacane	13410	82
19.	E. Langley	11736	82
20.	R. Bryson	7862	96

HOBIE 16 — FLEET B

1.	E. West	13874	10%
2.	C. Lindfors	11304	10%
3.	J. Eckblom	8009	26
4.	J. Fairweather	7826	31
5.	T. Andrews	5907	33%
6.	R. Morrison	8075	39
7.	A. Kinney	4257	47
8.	D. Swartout	7390	57
9.	D. Starzack	13688	61
10.	W. Williams	14395	61
11.	D. Barnford	14779	69
12.	A. Tomlinson	14159	69
13.	J. Fain	8464	72
14.	T. Walker	7847	74%
15.	E. Farnsworth	7847	74%
16.	R. Harvey	6437	77
17.	B. Barry	8672	77
18.	B. Barry	6673	79
19.	R. Abbott	6102	85
20.	J. Williamson	1440	86
21.	V. Valcuis	9876	91
22.	A. Travis	3625	96
23.	R. Seargent	14218	112
24.	T. Lehouc	15233	119
25.	G. Whitlaw	7029	121
26.	W. Leong	6836	132
27.	M.A. Johnson	7131	133

HOBIE 14

1.	H. Starr	2037	9%
2.	G. Sears	7177	12%
3.	P. Bedford	14955	16
4.	A. Mills	1678	21
5.	A. Milmore	2354	22
6.	B. Pickett	4209	29
7.	P. Russell	1822	30
8.	J. Murphy	17627	40
9.	F. Holbrook	10440	42

HAWAII STATE CHAMPIONSHIPS

Kaneohe Bay, Oahu, Hawaii

POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	HOBIE 14 — FLEET A		
1.	Froome	1484	6%
2.	Baxter	646	9%
3.	Naish	125	14%
4.	McArthur	539	15
5.	Hutchings	17028	25%
6.	Hope	17088	31
7.	Crane	20138	36
8.	L. Anderson	414	36
9.	Haywood	5172	38
10.	Holmes	16647	39
11.	Draetz	2129	51
12.	Machlami	11077	57

HOBIE 14 — FLEET B

1.	Myhre	4950	7%
2.	R. Wythes	8884	8%
3.	Peacock	4506	10%
4.	D. Lynn	11922	17
5.	Sagler	9432	25

HOBIE 14 — FLEET C

1.	Ball	11019	6
2.	Ghormley	3533	10%
3.	Barford	16440	12%
4.	Nail	3752	16
5.	Valachy	5448	24

HOBIE 16 — FLEET A

1.	Naish	97	8%
2.	Baxter	13524	9%
3.	Loek	11025	17
4.	Loez	1787	21
5.	Anderson	5212	21%
6.	Barlett	13315	27%
7.	Davidson	14655	28
8.	Hutchings	13109	29
9.	Froome	5948	34
10.	Sullivan	4477	43
11.	Rochelleau	11102	50
12.	Dowsett	76	59

HOBIE 16 — FLEET B

1.	Myhre	12805	5
2.	Peacock	11340	8%
3.	Adman	12344	15
4.	Goo	13063	20
5.	Fox	2429	20
6.	Stoddard	9846	27
7.	Word	3508	36
8.	Fong	8201	43
9.	Couffer	13352	39

HOBIE 16 — FLEET C

1.	Worth	12655	3%
2.	Corn	13441	10%
3.	Tamara	4605	13
4.	Murphy	11722	22
5.	Jeffries	3494	25
6.	Dougherty	13151	25
7.	Wilson	12476	25
8.	Folsome	8342	43
9.	Moorehead	58	43
10.	Meade	1546	46

LABOR DAY REGATTA

Wichita, Kansas —

August 30 & 31

POSITION	SKIPPER	SAIL #	TOTAL POINTS
1.	HOBIE		
1.	V. Van Epps	12085	3%
2.	T. Webb	4196	4%

REGATTA RESULTS

SEARCH FOR D.B. COOPER REGATTA

Cougar, Washington —
August 23 & 24
Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 16 — FLEET A			
1.	G. Baker	10023	8
2.	M. Millburn	5900	14
3.	D. Clay	5294	20
4.	C. Bergma	13079	23
5.	P. Libbardi	16000	23
6.	H. Morrow	16230	26
7.	J. Turner	9752	28
8.	B. Tamm	6010	29
9.	B. Verrinder	10537	33
10.	R. Mosley	13569	41
11.	M. Ward	13065	44
12.	B. Rueter	13130	71
HOBBIE 16 — FLEET B			
1.	M. Bergma	13303	5
2.	G. Peterson	9523	18
3.	T. Doty	9481	21
4.	S. Carter	7811	22
5.	G. Coughlin	13363	23
6.	K. Baggerly	10075	24
7.	B. Emrich	6748	28
8.	G. Larson	12442	29
9.	L. Hansen	490	34
10.	B. Wehmeyer	14861	38
11.	F. Smith	48	48
12.	R. Ashe	10700	63

HOBBIE 14 — FLEET A			
1.	D. Paeth	3181	3%
2.	J. Mautz	12571	10%
3.	C.S. Howell	5719	12
HOBBIE 14 — FLEET B			
1.	P. Carter	17147	3%
2.	T. Gramis	10099	3%
3.	J. Beach	12701	12

FLEET 103 OPEN

Lake Madison, South Dakota —
June 21 & 22
Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE			
1.	T. Kenyon	4973	8
2.	D. Kenyon	14927	10
3.	M. Hasvold	1870	20
4.	G. Pauls	11279	22
5.	D. Oberle	5057	25
6.	R. Jadrak	12098	27
7.	J. Pfeiffer	11401	27
8.	D. Anderson	5262	29
9.	E. Penrock	5627	37
10.	G. Hovender	12159	45
11.	O. Lone	1646	48
12.	D. Kearney	5000	54
13.	B. Mitchell	14878	60

WHALE OF A SAIL

Carlyle Lake, Illinois —
September 13 & 14

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE			
1.	Holgrave	6788	8%
2.	Biermann	13533	9%
3.	Gorla	1109	12%
4.	Malloy	1247	17
5.	Burton	12810	18
6.	Forbis	13040	20
7.	Burrows	11485	20
8.	Bench	7937	21
9.	Shannon	10911	23
10.	Grier	17336	27
11.	Hixon	1393	31
12.	Hixon	5976	31

1776 INVITATIONAL REGATTA

Atlantic City, New Jersey —
August 19

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE			
1.	Laach/Laach		1%
2.	Shoemaker/Shoemaker		6
3.	Starling/Foster		6
4.	Ruck/Ruck		9
5.	Friedenberg/Flanigan		11
6.	Flanigan/Flanigan		11
7.	Glandon/Glandon		11
8.	Turni/Turni		15
9.	Snyder/Goldmore		18

FLEET 10 PAUL D. HANSON REGATTA

Clear Lake, Iowa —
July 26 & 27
Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 16			
1.	G. Thompson		
2.	D. Atkinson		
3.	D. Coe		
4.	J. Hansen		
5.	D. Cowell		
6.	D. Minette		
7.	J. Olson		
HOBBIE 14			
1.	P. Craven		
2.	g. Thompson		
3.	B. Elbury		

FLEET NO. 97 FLEET SERIES

Satterwhite Point,
Kerr Lake, N. Carolina

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 16			
1.	D. Williams	8429	132
2.	T. Whitford	9735	97
3.	G. Petersen	9106	92
4.	J. Donaghy	9477	89
5.	P. Hounsham	12411	87
6.	C. Laugherbeum	1204	66
7.	F. Babiarz	6002	51
8.	F. Miller	3966	45
9.	V. Dushka	689	41
10.	M. Edwards	11225	38

HOBBIE 14			
1.	J. Swan	5680/21012	115
2.	R. Edwards	14419	76
3.	C. O'Neal	12433	75
4.	B. Cone	15196	70
5.	G. Houshield	9620	70
6.	G. Molnar	7118	62
7.	J. Palmour	8750	49
8.	R. Molnar	15659	26

HOBBIE 12			
1.	J. Galambush	5	25
2.	T. Molnar	1524	20

MUDBUG & ALLIGATOR STOMP REGATTA — II

Lake Pontchartrain, Louisiana —
August 9 & 10

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 14			
1.	A. Heath	15696	5
2.	M. Milam	5844	10%
3.	R. Jeffries	5152	19
4.	T. Taylor	12590	19
5.	G. Porter	977	23
6.	R. Klein	8428	27
7.	J. Cramer	4077	28

HOBBIE 16			
1.	Radonowski	16508	6%
2.	C.J. Riche	5373	7%
3.	W. Furman	14761	17
4.	L. Birtel	416	18

FLEET 10 GOVERNOR'S DAY REGATTA

Clear Lake, Iowa —
August 23 & 24
Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 16			
1.	D. Atkinson		
2.	D. Coe		
3.	G. Thompson		
4.	P.D. Hanson		
5.	J. Engelfarth		
6.	D. Minette		
7.	J. Sedars		
8.	J. Siderell		
9.	K. Kirkum		
10.	J. Hansen		
11.	J. Olson		

HOBBIE 14

1.	P. Craven		
2.	B. Elbury		

5th ANNUAL CARIBBEAN CHAMPIONSHIPS

Palmas del Mar,
Puerto Rico — Sept. 6-7

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 14			
1.	Rodriguez Reyes	3%	
2.	E. Borges	11%	
3.	R. Lopez	17	
4.	R. Ramos	20	
5.	R. Bourret	26	
6.	A. Espada	28	
7.	E. Oves	29	
8.	C. Matos	33	
9.	H. Alter	41	
10.	R. Roetter	44	
11.	R. Felix	49	
12.	B. Roetter	54	
13.	K. Kenworthy	65	
14.	P. Schmidt	65	
15.	K. Figueroa	78	
16.	T. Baldai	78	
17.	A. Roetter	85	
18.	J. Phelan	96	
19.	R. Amnoff	98	
20.	A. Quist	101	
21.	C. Malatras	110	

HOBBIE 16			
1.	T. Tulla/R. Ramos	6	
2.	E. Ramos/M. Bonnin	9%	
3.	H. Lindemann/M. Gilbert	10%	
4.	K. Nambu/G. Dunn	20	
5.	A. & P. Figueroa	24	
6.	J. Font/M. Yamin	26	
7.	B. Orpen/D. Reeves	29	
8.	J. Monitor/Y. Monitor	31	
9.	J. Manser/T. Seitzner	41	
10.	G. Gulliani/M. Gulliani	48	
11.	R. Ramos/C. Cuadro	59	
12.	B. Blasin/Capo	63	
13.	I. Ramos	65	

BASTILLE DAY REGATTA

Papeete Harbor, Tahiti —
July 17 & 20

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 14			
1.	K. Salmon		2%
2.	T. Tamata		4%
3.	J. Siau		11
4.	J. Burquad		18
5.	G. Jauntin		22
6.	G. Martin		29
7.	G. Luine		29
8.	A. Bourquad		33
9.	A. Gay		33
10.	Y. Jamet		39
11.	A. Oliver		42
12.	E. Paschal		42
13.	L. Nardi		43
14.	T. Simon		44
15.	R. Brann		44
16.	R. Wells		45
17.	V. Paquier		55
18.	F. Lilliu		55
19.	D. Arnould		56
20.	S. Drollet		56
21.	L. Lilliu		56

HOBBIE 16			
1.	D. Salmon	2%	
2.	H. Lucas	13369	11
3.	C. Huck	14	
4.	P. Florentin	14	
5.	F. Farau	14	
6.	B. Muck	14	

CSSA MID-SUMMER REGATTA

Cheney Reservoir, Kansas —
July 19 & 20
Points Regatta

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE			
1.	G. Lanning	371	7%
2.	R. Miller	5266	9%
3.	B. Van Epps	12085	14
4.	B. Cox	9107	20
5.	D. Kenyon	14927	19
6.	D. Webb	5318	19%
7.	M. Schofield	1477	15
8.	G. Pauls	11279	21
9.	M. Lanning	10766	24
10.	R. Means	12977	24
11.	D. Lunt	10766	33
12.	B. Bowden	11583	34
13.	M. Sergei	7346	34
14.	E. Poole	11378	37
15.	J. Batchelor	14270	46
16.	J. Parrish	8193	46

HOBBIE 16 — A FLEET			
1.	C. Christensen	37	10%
2.	J. Sammons	4368	11%
3.	B. Gassie	14672	11%
4.	S. Shafer	3892	12
5.	D. Reeder	5780	16
6.	J. Duke	5780	16
7.	S. Edmonds	11272	20
8.	B. Thompson	9107	20
9.	D. Rogers	14192	25
10.	P. Sanchez	10933	26
11.	T. Wickenhausen	71055	28
12.	J. Stengena	10138	31
13.	T. Blake	641	32
14.	J. Oliver	11637	32
15.	D.L.G. Reed	8179	42
16.	E. Horton	11081	44
17.	J. Hamilton	17	
18.	J. Davis	15744	46
19.	B. Raney	6865	47
20.	L. Kalas	9690	50
21.	G. Reichwitsch	16857	56
22.	J. Visconti	9585	56
23.	K. Parker	1707	61
24.	A. Bloor	12050	65
25.	B. Kennedy	3820	65
26.	B. Reed	17555	66
27.	T. Douglas	4602	69
28.	P. Theis	6023	73
29.	W. Greis	8753	76
30.	B. Ball	2872	82
31.	J. Neff	138	83
32.	D. Plant	8316	87
33.	J. Matheny	8337	91
34.	R. Gibeau	14523	91
35.	D. Althouse	6886	96
36.	D. Sinnott	5281	101
37.	P. Spurr	0000	102
38.	T. Bleum	8433	105

HOBBIE 16 — B FLEET			
1.	R. Mallory	8769	8%
2.	S. Schmidt	9865	9%

1975 BRAZILIAN HOBBIE 14 NATIONAL CHAMPIONSHIPS

Fortaleza, Brazil

HOBBIE 14			
1.	N. Piccolo		
2.	C. Biekarck		
3.	R. Ruhl		
4.	M.V. Schaafhausen		
5.	A. Martins		
6.	P. Pias		
7.	F. Bocciarelli		
8.	E. Berg		
9.	C. Niekke		
10.	R. Peter		
11.	R. Portugal De Andrade		
12.	L.F. Fuchs		
13.	K. Peten		
14.	R. Machians		
15.	N. Fiedler		
16.	J. Mesene		
17.	C. Frutig		
18.	H. Schmidtner		
19.	J.P. Guimaraes		
20.	J. Lucena		
21.	F. Sealer		
22.	P. Oliveira Filho		
23.	P. Crums		
24.	M. Gern		

4TH ANNUAL WINNEBAGO REGATTA

Marinette, Wisconsin —
August 16 & 17

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBBIE 14			
1.	J. Young	15250	6%
2.	P. Richter	6403	7%
3.	T. Ramley	14687	15
4.	S. Stepiet	15104	16
5.	J. Aschenbrenner	16852	18
6.	T. Stover	5886	28
7.	M. Penzenstadler	14948	30
8.	T. MacFarlane	17031	31
9.	B. Pauley	4484	31
10.	E. Hied	11957	33
11.	J. Wagner	4436	41

8.	D. Nordhaus	8484	31%
9.	J. Martell	1346	34
10.	G. Wheller	7538	37
11.	T. Tomter	1841	37
12.	H. Pinthar	13908	41
13.	D. Flaig	14000	42
14.	D. Bacon	8784	45
15.	G. Wolf	12229	56
16.	G. Dzibinski	16937	60
17.	M. Haller	2361	60
18.	D. Baier	6167	72

REGATTA SCHEDULE

DIVISION I

No schedule submitted at time of printing.

DIVISION II

Nov. 15	Fall Series #5/Fleet # 166/S. Cardiff YC	Cardiff-by-the-Sea, Calif.	Debbie Harmer/714-753-0303
Nov. 23	Turkey Day Regatta/Malibu YC	Malibu, Calif.	C. William Carson/213-456-8652
Nov. 23	Early Winter Series #4/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Dec. 7	Winter Series # 1/Fleet # 166/S. Cardiff YC	Cardiff-by-the-Sea, Calif.	Debbie Harmer/714-753-0303
Dec. 7	Fun Races/Fleet # 15	Channel Island, Oxnard, Ca.	Russ Pearce/805-495-0306
Dec. 14	Early Winter Series # 5/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Dec. 21	Winter Series # 2/Fleet # 166/S. Cardiff YC	Cardiff-by-the-Sea, Calif.	Debbie Harmer/714-753-0303
Dec. 28	Fun Cruise/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
1976			
Jan. 1	New Year's Day Race/SDMA (tentative)	San Diego Bay, Calif.	Bruce Harmer/714-753-0303
Jan. 11	Fun Races/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Jan. 17	14-16 Team Racing/Sea Scouts	Cabrillo Beach, Calif.	Rich Jeffries/714-979-2880
Jan. 25	Late Winter Series # 1/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Feb. 8	Late Winter Series # 2/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Feb. 22	Late Winter Series # 3/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Mar. 14	Late Winter Series # 4/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Mar. 28	Late Winter Series # 5/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901

DIVISION III

Dec. 7	Winter Series/Fleet # 21	Woodward Reservoir	Gary Strom/209-847-2078
Dec. 7	Winter Series # 2/Fleet # 87	Presidio Beach, San Fran., Ca.	Jim Nixon/415-547-1459
1976			
Jan. 4	Winter Series # 3/Fleet # 87	Alameda Bch, Alameda, Ca.	Jim Nixon/415-547-1459
Feb. 1	Winter Series # 4/Fleet # 87	China Camp, N. San Pablo Bay, Calif.	Jim Nixon/415-547-1459
Mar. 7	Winter Series # 5/Fleet # 87	Estuary Pk., Oakland, Ca.	Jim Nixon/415-547-1459
Apr. 4	Winter Series # 6/Fleet # 87	Princeton Harbor, Half Moon Bay	Jim Nixon/415-547-1459

DIVISION IV

Nov. 16	Nut Freezer Series # 2/Fleet # 95	Lake Taps County Pk., Wa.	Eldred Smith/206-746-0657
Dec. 7	Nut Freezer Series # 3/Fleet # 95	Luther Burbank Pk., Lake Washington, Wa.	Lorraine Carter/206-364-4327
1976			
Jan. 17	Nut Freezer Series # 4/Fleet # 95 (tent.)	Puget Sound-Turner Home, Washington	Eldred Smith/206-746-0657
Feb. 7	Nut Freezer Series # 5/Fleet # 95	Vasa Park, Lake Sammamish	Lorraine Carter/206-364-4327
Mar. 14	Nut Freezer Series # 6/Fleet # 95	Lake Washington, Wa.	Eldred Smith/206-746-0657
Apr. 10	Spring Fever Regatta/Fleet # 95	Vasa Park, Lake Sammamish	Lorraine Carter/206-364-4327

DIVISION V

No schedule submitted at time of printing.

DIVISION VI

Nov. 16	Final Series/Fleet # 74	Baton Rouge, Louisiana	Troy Taylor/504-926-5099
Nov. 16	Fleet Series/Fleet # 99	Corpus Marina, Texas	John Lewis/512-884-8750
Nov. 23	Turkey Regatta/Fleet # 41/GNOMSA	Mandeville, Louisiana	Walter Baudier/504-947-2983
Dec. 13	First Annual Mexico Open/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Dec. 21	Fleet Series/Fleet # 99	Mustang Island, Texas	John Lewis/512-884-8750
Dec. 27-28	Blue Northern Regatta/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
1976			
Jan. 24-25	New Year's Sailathon/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Feb. 15	Lincoln Washington's Ash Valentine's Day Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Mar. 14	St. Pat's Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Apr. 1	Easter Bunny Regatta/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
May 9	Mothers' Day Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
June 6	Fathers' Day Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
June 20	Long Distance Ditch Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
July 4	200 Years Hobie Regatta/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
July 18	Tip of Texas Hull-Flying Contest/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Aug. 1	August One Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Aug. 15	Summer's End Regatta/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810
Sept. 12	Back to School Race/Fleet # 102	Port Isabel, Texas	Pat Haley/512-943-2810

DIVISION VII

No schedule submitted at time of printing.

DIVISION VIII

Nov. 16	Weekend Race/Fleet # 36	Rickenbacker Cswy, Fl.	Bob Woods/305-552-5899
Nov. 16	Gold Series/Fleet # 116	Lake Hamilton, Florida	John Tivnan/813-294-8209
Nov. 16	Fleet # 44 Series/Fleet # 44	Ft. Lauderdale, Florida	Mike Mikkelsen/305-525-7728
Nov. 22-23	4th Annual Southwest Florida Hobie Championships/Smoot Marine	Ft. Meyers, Florida	Ben Smoot/813-334-2538
Nov. 22	Blue Series/Fleet # 116	Lake Hamilton, Florida	John Tivnan/813-294-8209
Nov. 28-29-30	Keys Cat Challenge/Fleet # 71	Smathers Beach, Key West	Joe Petty/305-294-9343
Nov. 30	Gold Series/Fleet # 116	Lake Hamilton, Florida	John Tivnan/813-294-8209
Nov. 30	Race-Triangle Course/Fleet # 36	Rickenbacker Cswy, Fla.	Bob Woods/305-552-5899
Dec. 7	Fleet # 44 Series/Fleet # 44	Ft. Lauderdale, Florida	Mike Mikkelsen/305-525-7728

REGATTA SCHEDULE

DIVISION VIII (cont.)

1976			
Jan. 4	Weekend Race/Fleet # 36	Rickenbacker Cswy, Fla.	Bob Woods/305-552-5899
Jan. 18	Weekend Race/Fleet # 36	Rickenbacker Cswy, Fla.	Bob Woods/305-552-5899
Feb. 1	Around the Keys Race/Fleet # 36	Rickenbacker Cswy, Fla.	Bob Woods/305-552-5899
Feb. 15	Weekend Race/Fleet # 36	Rickenbacker Cswy, Fla.	Bob Woods/305-552-5899
May 29-30-31	Jetty Park Open/Fleet # 45	Jetty Park, Florida	Bill Schweizer/305-783-8036

DIVISION IX

Nov. 16	LMSC Hobie Cat Regatta/Fleet # 141/ Valk Sailing Center	Lake Murray Dam, SC	Valk Slg. Ctr./803-798-0550
Nov. 23	2nd Annual Thanksgiving Regatta/Fleet # 53	Sullivan's Isle, SC	Kit Regnery/803-884-3224
Nov. 29	Wishbone Regatta/Ocean Springs YC	Ocean Springs, MS	Bob Rashka/601-875-8361

DIVISION X

No schedule submitted at time of printing

DIVISION XI

No schedule submitted at time of printing

DIVISION XII

Aug. 7-8	1976 Seneca Lake Regatta/Fleet # 86 SLSA/Boats-A-Sail	Dundee, New York	Jim Peele/607-243-8444
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DIVISION XIII

Nov. 22-23	Annual Roosevelt Regatta/Puerto Rico YC/ P.R.M.A.	Roosevelt Rds Naval Sta.	Eugene Balzac/809-765-6150
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INTERNATIONAL

Nov. 22-23	Pattaya Hoteliers Regatta/Fleet # 148	Thailand	Albert T. Chandler
Nov. 23	Matavai Regatta/Tahiti Cat	Matavai, Tahiti	Tahiti Cat
Nov. 29-30	Thanksgiving Regatta/Fleet # 79/ Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
Nov. 30	Bangkok Post 3 Island Race/Fleet # 148	Thailand	Albert T. Chandler
Dec. 13-14	Hotel Taharaa Regatta/Hotel Taharaa	Matavai, Tahiti	Tahiti Cat
Dec. 27-28	Hobie National Championships/Fleet # 148	Thailand	Albert T. Chandler
1976			
Jan. 3-4	New Year's Regatta/Fleet # 79/ Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
Feb. 15-16	Washington's Birthday Regatta/Fleet # 79/ Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
Mar. 20-21	Autumnal Equinox Regatta/Fleet # 79 / Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
Apr. 17-18	Samoa Flag Day Regatta/Fleet # 79 Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
May 30-31	Memorial Day Regatta/Fleet # 79/ Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf
July 4-5	Bicentennial Regatta/Fleet # 79/ Pago Pago YC	Pago Pago, Amer. Samoa	Donald Graf

HOBIE PHOTO CONTEST

JUNE 1, 1975 THRU MAY 31, 1976

HOBIE 16 — Grand Prize awarded for "BEST OVERALL" photo!

HOBIE 3.5 — Awarded for "BEST BLACK & WHITE" and "BEST COLOR" photos!

HOBIE HAWK — One awarded every month for "PHOTO OF THE MONTH"!

HOW THE CONTEST WORKS...

Subject matter must consist of either a Hobie sailboat or a Hobie Hawk sailplane.

Photos will be judged on a monthly basis, beginning June 1975 and ending May 1976. Each month a "PHOTO OF THE MONTH" will be selected from among the month's entries and the winner awarded a Hobie Hawk radio-controlled sailplane (less R/C gear). "PHOTOS OF

THE MONTH" will be judged on photo composition and photographic skill and may be either black & white or color. Entries must be postmarked DURING THE month being judged, i.e., to be eligible for the JUNE "PHOTO OF THE MONTH" award, entries must be postmarked no earlier than June 1, 1975 or later than June 30, 1975.

From the twelve (12) "PHOTO OF THE MONTH" winners, the "BEST BLACK & WHITE", "BEST COLOR" and "BEST OVERALL" photos will be selected in June 1976. Winners in the "BEST BLACK & WHITE" and "BEST COLOR" categories will each be awarded a HOBIE 3.5; the winner in the "BEST OVERALL" category will be awarded the GRAND PRIZE — a HOBIE 16! (All prizes will be awarded.)

PHOTO CONTEST RULES

Subject matter must consist of either a Hobie sailboat or a Hobie Hawk sailplane.

1. The contest is open to all interested photographers. Employees of Coast Catamaran and their families are not eligible.
2. Entries in the color category must be 35mm, 2 1/4 x 2 1/4, 4x5 or 8x10 transparencies. Black & white prints must be on either 8x10 or 11x14 paper. All nonconforming entries will be disqualified.
3. Each entry must be labeled with the photographer's name, address, the location of shooting, film and equipment used and exposure data if available.
4. No more than two (2) photographs in each category may be submitted each month.
5. All entries become property of Coast Catamaran Corp. and may be used by them at any time for publication and within any context. Entries WILL NOT be returned.
6. All entries must be accompanied by an official entry blank.
7. Entries will be evaluated by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. Prizes will be awarded for the best photo each month (either in black & white or color), and from these for the best black & white photo, the best color photo and the best overall photo. The judges may select other entries in each category for Honorable Mention.

8. All entries showing any recognizable persons must be accompanied by a signed release from the person(s) in the photograph(s). The release must include the name, address and phone number of the person. Entrants under 18 must submit a signed release from parent or legal guardian.
9. The prizes include only those items specifically stated. All other expenses including any applicable taxes will be the responsibility of the winner.

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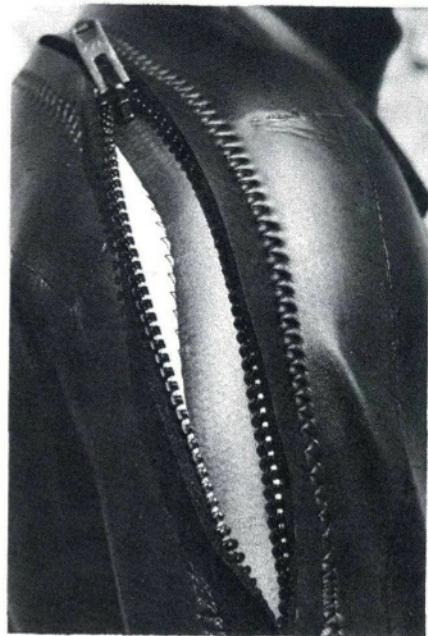
Age (if under 18) _____ Number of Entries _____

I agree that my entry shall become the property of Coast Catamaran Corp. and shall not be returned to me. I agree that Coast Catamaran Corp. may make any use of my entry which they desire, including the publication of my entry at any time, for any purpose, in any medium and any context whatsoever.

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