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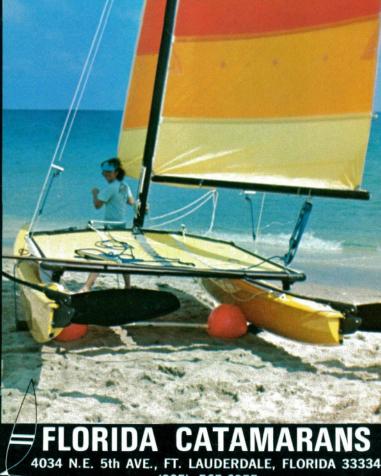
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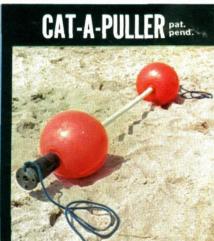
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Hot Line Publications

P.O. BOX C-19509, IRVINE, CALIFORNIA 92713

Volume 5, Number 5

Single copies 75¢

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COVER PHOTO BY JAKE GRUBB

HOBIE CLASS ASSOCIATION STAFF...

Director Hot Line Editor National Race Coord. Class Secretary Sandy Banks Mary Edwards Rich Jeffries Michelle Kohlmeier

DANGER!

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

3

"Experimental" Regatta A Success

On Memorial Day weekend, Fleet #15 (Oxnard, California) sponsored our annual Points Regatta. This year it was held at Castaic Lake instead of the traditional Channel Islands Marina. The reason? Due to last year's behavior of the racers (only a few, naturally), we weren't welcome this year.

The event at Castaic Lake was allowed by Los Angeles County as an "experiment". It had never been tried before, thus the authorities had their doubts and fears (the lake has been primarily used by water skiers until now). The rules were bent, allowing gates to be left open, and camping was allowed. As people started arriving and camps were set up, the mood was set for the event, allowing for good times and relaxed rapport with the authorities. Not one problem of any nature occurred with the County; and when approximately 250 people fled the scene, the only mess was in the trash cans. (Special thanks to those who cleaned up after their dogs.)

As a result of the attendees' excellent attitudes and behavior, regattas are welcome at Castaic Lake. The County plans on moving buoys around so that marks can be tied off rather than anchored. They are looking at additional ways to make the next event even better than ours.

Fleet #15 would like to thank everyone attending for their cooperation and help in making this "experimental" regatta a success!

Jack Moore, Commodore, Flt. #15

Let's Get Back To A One-Design Class

First, I would like to thank all those responsible for the fine race program instituted and coordinated for the benefit of Hobie enthusiasts everywhere. As a fouryear veteran of the Hobie racing program (H-16), I have watched the number and quality of Hobie Class sponsored regattas grow each year. 1976 has been the best yet. The quality of the competition has improved and increased, as has the promotion of advanced tuning techniques and the appearance of better Class approved equipment.

While excellent class sailors, such as Hobie himself, frequently display the race potential of "straight-from-the-box" boats, there seems to be a definite trend toward modification. I believe the Class Rules and their enforcement are partially responsible. As a result of Class Rule modifications, the one-design character of the Hobie 16 has changed significantly since its origination.

One of the first Class Rule modifications allowing the use of tapered battens—offers advantages to the racer who has the opportunity and means to buy additional battens. The average Hobie owner has one set of battens, his original set, to sand, taper and shape his sails with. Many of the active racers have two or more complete sets (myself included) and do change battens between race starts to accommodate various wind conditions.

Another important Class Rule modification—allowing the use of rudders other than stock—seems to have gotten out of hand also, and at most major regattas a variety of rudder blades can be seen.



One of the most significant Class Rule modifications—allowing the sail to be recut by panels—yields a definite advantage.

The point of my letter... Let's get the Hobie back to a "one-design" class. Rewrite the Hobie Class Rules and be specific, and define what is Class legal and what is not. Like, is it legal to remove the foam plugs from the Hobie 16 hulls?, is it legal to cut the front crossbar to toe the hulls in?, is it legal to install a swivel at the connection of forestay pigtail and jib halyard shieve?, etc., etc....

While it would seem impractical to provide uniform boats to the top 50 Hobie skippers who qualify for the Nationals, it would be a good Class policy to pre-register and inspect all boats and sails for measurement, weight and illegal equipment prior to the start of the first race, and the top five after all races have been completed.

I would appreciate your publishing this letter in the "Hot Line" and reporting the response to it.

Thank you again for your outstanding race coordination efforts.

Doug Foote/Pensacola Beach, Florida

(A letter has been sent to all the Hobie fleets from Rich Jeffries, National Race Coordinator, requesting their suggestions and/or areas of concern regarding revisions/deletions/additions which they feel should be made to the existing Class Rules. — Ed)

Carry A Compass— It Could Save Your Life

What started out as an enjoyable Memorial Day sail on sunny Lake Michigan turned out to be a frightening experience for five people aboard a Hobie 16 when they were suddenly engulfed in a heavy fog which closed over the lake. Search parties scanned the area both by sea and air for over 24 hours before a plane finally discovered the missing craft, a mere "speck in the water" some five miles beyond the Coast Guard search area. The five, dressed only in bathing suits and boat clothes, spent a cold, damp night on their 16 but were, miraculously, in good medical condition when a rescue helicopter finally hoisted them aboard.

Interestingly enough, I, too, was out on the Lake that day, but with the aid of my Airguide compass was able to find my way home—and, incidentally, direct a number of compass-less powerboat skippers toward the barn, too! The two previous days were foggy, but the wind shifted and the fog broke early that day; however, in the afternoon the fog moved in unexpectedly and very fast.

It is for this reason that I urge all openwater Hobie sailors to always carry a compass. It needn't be anything fancy, just trustworthy. I mount my compass on a $\frac{1}{4}$ " varnished board, with holes drilled to match those in the trampoline, in the center of the boat just aft of the mast. The board and compass are secured with light line and removed when ashore.

Matt Ryan / Great Lakes, Illinois

Prepare For Problems BEFORE They Occur

I have run into a problem that I believe needs to be discussed at length. This story begins on a weekend last October. The wind was up, the lake was running a 1- to 2-foot chop with whitecaps, and the sun was out. I took two boys in their early teens out for a fast ride. We were doing fine until we got our weight too far aft during a tack and went over backwards.

Charlie's trapeze hook caught in the midships tramp lacing. He could not free himself immediately, and his weight hanging from the tramp caused the boat to go turtle. I briefly considered diving under the boat to pull Charlie out, but I decided that to have the best overall chance of success I would have to lift the tramp a little by starting to right the boat. Meanwhile, Charlie had managed to free himself and was trying to swim out from under. The other boy, Andy, reached under the tramp, caught Charlie, and pulled him free just as I was starting to get the boat back up.

We were lucky. Nobody panicked, and we happened to work together as a team. The result could easily have been tragically opposite. I got caught in this predicament because I had forgotten some basic philosophy—One of the best ways to avoid trouble is to be prepared for it. If you have thought your way through a problem beforehand, you have a good chance of surviving if the problem occurs.

I think it would be appropriate to discuss what to do if you or your crew gets caught under the tramp. I do not claim to have the ultimate answer, but I do want to present my thinking as a basis for discussion.

How did Charlie get caught in the first place? He was wearing a trapeze harness that was too big for him. The hook plate was flopping loose. Since the hook did not have a keeper arrangement, it came loose easily. A hook with a keeper may not have snagged so readily but may not have released easily either. Personally, I will stay with the open hook.

What are your options if you are caught under the tramp? Finding the tramp lacings and following them in any direction should lead to a way out from under. Also, fingers showing through the lacing will help anyone on top to locate you. If you are caught and are not free to move, you should try to indicate your position to anyone on top. There are some people in the fleet who carry knives on their life jackets for slitting the tramp.

If you are the one on top, watch the tramp lacings. Also, start trying to right the boat. Lifting the hull just a little may be all that's needed to relieve the guy underneath. Quick

Continued on page 20

"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, P.O. Box C-19509. Irvine, California 92713. Views published are not necessarily endorsed editorially.



FOUL WEATHER GEAR

Dear Ed:

I am an owner of a Hobie 10 and also frequently go sailing on large sloops. I was wondering whether you could give me some information on how and where I could get a raincoat with pants, jacket, boots and hat. It does get wet out there!

> Thanks much, Jimmy Harpring Hollywood, Florida

DEAR JIMMY:

I suggest you contact Lands' End Yacht Stores, Inc., 2317 N. Elston Ave., Chicago, Illinois 60614, and ask them to send you their free 32page catalog of sailing accessories. They carry excellent foul weather gear and their prices are very reasonable.

MEASURING MAST RAKE

Ed

Dear Ed:

I enjoyed Steve Edmonds' article on "Mast Rake—How's And Why's" in your April/May issue, but had difficulty trying to decide how to measure 10° of mast rake on my Hobie 16. I've come up with the following solution and would appreciate your comments.

Suppose we float the boat in very calm, shallow water with, ideally, no wind. This will allow the boat to seek it's natural position (no sails). Next, tie the jib halyard to the forestay adjuster. pull tight to take all the slack from the shrouds and cleat the line. Let the main halvard hang and tie a wrench or weight to the head shackle forcing it to hang straight and steady. My halvard measured 24 feet, 6 inches from the top of the mast to the head thimble. (Measured before raising the mast.) Now measure the distance from the halyard to the mast. Using a little trig and solving the right triangle formed by the mast and the halvard. I find that the Distance A (see diagram) for 10° of mast rake should be 52".



method will work!

Ed



Dear Ed:

I very much enjoy sailing my Hobie 16 and feel that by far it is the most exciting boat I have ever been on. I would like to learn to do some hull flying. Thus far I have been attempting to learn with the trial-and-error method with only limited success. The nearest Hobie dealer is a 2-hour drive from my location and I doubt that there would be any Hobie sailing schools open closer than that. I would, therefore, like to read up on the theory of hull flying and then try again this summer. Would you have any suggestions as to references I might find describing the technique?

Sincerely.

Charles Conger, M.D. Wisconsin Rapids, WI

DEAR CHARLES:

You've got me! I have never come across any book or article which describes the theory or technique of hull flying. Therefore, I hope that some of our readers will be able to help you out and herewith extend an invitation to all Hobie super-flyers to write in and let us know of your technique for "getting it up".

Hopefully, I will have a response for the next "Hot Line", Charles, so keep an eye out. (This should prove very interesting!)

NEW ADDRESS FOR "WINDSHEETS"

Dear Ed and "Hot Line" readers: In the April/May "Hot Line" I ran an advertisement for Windsheets stationery. Since then, I have moved and it has come to my attention that the post office failed to forward some inquiries to my new address. I apologize to those people who have placed orders and have not yet received them. If you are one of these people, please drop me a note; my new address is: WINDSHEETS, P.O. Box 2591, Castro Valley, CA 94546.

> Thanks for your help. Rich Carlson President, Windsheets

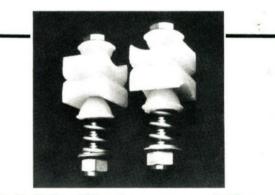
Continued on page 16

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HOTLINE/JULY-AUGUST 1976 5



Jim Ryan and Shirley Martin made a clean sweep in the 16-A fleet with four firsts and a third.



Back-to-back Hobies (93 of them!) packed the beach at Lake Texoma.

The Mid-Americas Champs (Photo: Jack Welsh)



Husband and wife team, Bill and Jan Burrow.

MID-AMERICAS at LAKE

The Division VI MID-AMERICAS points regatta has to be deemed a sailing success!! Ninety-three Hobies showed up ready for the tuff stuff, and the winds and weather cooperated, making it a super competitive six-race series. States represented were Texas, Oklahoma, Kansas, Arkansas, Louisiana and Colorado.

Nightly entertainment consisted of several kegs, Hobie films, mighty winds, and thunderstorms. But the daylight brought warmth and even some sunshine, and best of all, winds Saturday and Sunday in the 15 to 25 mph range.

To make sure everyone stayed alert, the race committee ran 16-A fleet on *six* of the seven Hobie race courses. Winner of this fleet was Jim Ryan of Dallas and crew Shirley Martin of Houston, with a score of *four* firsts and a third, using a DNS in the last race for a throw-out. Jim was in charge of the organization of the regatta (did a fine job, by the way) and didn't race the last race because he needed to chop wood for the hot dog fire!! (We wonder if the pressure on the race course is a blessed relief compared to the pressures and last-minute panics involved with organizing a major regatta 70 miles from "home base".) Many thanks to Jim and the many folks that helped, especially the Hobie Class Association.

Long Distance recognition was given Dennis Seabourn and Sarah Rymal from Fleet #61 in Colorado. Dennis and Sarah are special to Fleet #23 as they were active members of our fleet from 1971 to '74.





Troy Gudgel, sailing with his brother, Trent, skippered his Hobie 14 to an impressive first overall in the 14-B fleet.

TEXOMA By Bonnie Chiles Fleet #23

Lake Texoma is noted for winds of either 2 mph or 20 mph, and it was evident on Monday, May 31, that this notoriety is not going to change. Over thirty Hobies drifted the 16 miles to North Island on Lake Texoma. The winds were a squirrelly 0-2 mph, and to the embarrassment of the 'A' fleet, a couple of 16-B fleeters beat everybody! Scores were only recorded upon arrival at the island, since just about everyone made the return trip under tow. Scorer Jim Ryan proved he was much better at racing races than running them... he had trouble separating the A, B and C fleets and the trophy presentations were really SNAFU. Winners should have been (and we're correcting the errors):



16-A

- 1. Warren Pierce/Merry Tyler
- 2. Bill Chiles/Bonnie Chiles
- 3. Bob Morris/ Marylyn Morris

16-B

- 1. Norris Palmer/Karen Cantrell
- 2. Sandy Daugherty/Gordon Wallace
- 3. J.B. Boyer/Gay Warren

16-C

1. Mark Eddy/Gloria Eddy

14-A

- 4-A
- 1. Steve Downham
- Ron Langley
 Larry Moore

14 D

- 14-B
- 1. Troy Gudgel

PHOTOS: SANDY BANKS

A-fleeters Jack Welsh (#11411) and Tom Gudgel. The two fought a close battle all the way, with Tom eventually claiming 6th, and Jack, 7th.

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6th Annual Florida Fence World Open

By Ken Keene



Two-time Hobie 14 World Champ, Jeff Canepa, was in town to take on the local boys.

The "World Open" was held on June 5th and 6th at the Sheraton Sand Key Hotel on Clearwater Beach, Florida. The regatta had a little extra meaning for the local skippers, as two-time Hobie 14 World Champ, Jeff Canepa, was in town to take on the "local boys". Jeff came through in championship form on Saturday by showing the local "14" skippers how to sail a boat "right out of the box" to two first place finishes. But, Jeff's luck did not hold on Sunday when he took on the "16's". Equipment failure in the first race gave him a DNF, and still more equipment problems in the second race found Jeff and his crew, Lu Tardif, fighting it out for a fifth place finish.

Hobie Catters can be proud to have a champion the caliber of Jeff Canepa. Those of us that met Jeff and sailed with him will not forget his "shy personality"????, his willingness to help everyone, and his vast knowledge and sailing skill. To those Hobie Skippers that have not met Jeff, make it a point to do so if he is in your area. It will be an experience you will not soon forget.

Jack Sammons, author of the Hobie Book, "Welcome to A Fleet", evidently did some homework before the "World Open" as he took home 1st place in the 16's. Steve Shafer held on for 2nd, with Phil Sanchez 3rd, Danny Hardin 4th and Chet Smith 5th place.

The "14A" title went to Ron Tucker, (Ron has now won the "World Open" title twice and moves up with Dennis Wilcox, former National Champ, as the only two-time "Open" Champs). Congratulations, Ron! Second place went to J. Allyn Stevens, 3rd place to Bob Raditch, 4th to John Hamilton, and 5th to Dave Wentworth. Wright Gres captured the 16-B title, Mike Drake the 14-B, Mark Norris the 16-C, and Jay Chicone the 3.5.

Adventure Yachts of St. Petersburg gave special "I beat Jeff Canepa" awards to all of the 16's that beat Jeff. Due to Jeff's DNF, over half the 16-A fleet now has the distinction of having beat the "World Champ"! The Race Committee was handled by the Clearwater Yacht Club with Bill Welbon and his crew doing a great job. They had a few trying moments, however. After setting the start-finish line, they discovered that it was on the lay line to the finish line of a group of off-shore racers finishing up their regatta. Bill moved the Hobie line, as it appeared the Sand Key Hotel, headquarters for the World Open. finishing yachts did not care who was on port or starboard as they crashed through our line.

A few skippers thought the Regatta Committee was all wet when they threw out one of the 16-B races, and this proved to be true when a quick-moving thunderstorm moved in and washed out Kevin "Golden Throat" Summerell and his trophy presentation.

It has really been a great experience sponsoring these regattas over the last six years, and we would like to thank all of you for your support. Without you, it would not have been possible to grow to be one of the top regattas in the country. All of us involved in the Florida Fence World Open have made many friends as a result of the regatta, and these friendships have made all the hard work worthwhile. However, the next time you see us at the finish line it will be on a Hobie, not a Race Committee Boat!

I received the following letter from Jeff Canepa, who asked me to "fit it into the Hot Line somewhere", and decided that right here would be a good spot... ED

Dear Mary,

I just got back from a trip to Florida, where I raced in the Florida Fence World Open. Thanks to Ken Keene and all those other folks responsible for sending me, it turned out to be another fine regatta in the world of Hobies. The accommodations were great, and the location and conditions for the two days of racing were the finest. Ken, a man who does everything first class, went out of his way to make sure that everyone was satisfied and that this regatta was going to be the finest, and it was.

As always, it was a pleasure to be with the Florida Hobie people. They are not only great sailors but great sportsmen as well.

To Mr. Keene, thank you, and congratulations for putting on a super regatta. Thanks, too, to Ken's family and friends..., and to Charley, and John Hamilton for the use of the boats.

Aloha, Jeff Canepa

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\$399 per person

PACKAGE #2... The Worlds—And Maui, Too!

Our eleven-day trip to the Worlds will give you a chance to really capture the spirit of Hawaii. You get everything in Package #1. And then it's off to Maui on Sunday, November 7, for four more days of fun in the sun! Accommodations are at the Kaanapali Beach Hotel, located on the best beach in all the islands. Maui is the outer island that has everything—good sailing, fabulous swimming, Lahina (a real neat town with old-island atmosphere and great restaurants), and that most popular, so make your reservations early! The cost includes a deluxe dinner and all inter-island air fores.

\$529 per person

PACKAGE #3... Two Weeks—Two Adventures

For those who want it all!! Two full weeks in Hawaii with accommodations in deluxe rooms during your entire stay. You'll get all the goodies in the Package #2 eleven-day trip, then you decide whether you'd like to stay in Maui or go on to the "Garden Island"-Kauai. Yes, you make the choice; the cost is the same. Stay on and unwind in Maui... or hop on a plane to Kauai, one of Hawaii's most beautiful islands, abounding with lush, tropical rain forests and cascading waterfalls. Accommodations in Kauai are at the Sheraton. This package will assure you of choice rooms throughout your full two-week stay in Hawaii and also includes additional dinners. A tour guide will accompany you during your trip, and there will be lots of optional trips available to you that have been especially designed for Hobie Catters. One price from Los Angeles covers everything.

\$639 per person

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There are a great variety of group rates to Hawaii from all over the U.S. Below we show two costs from each city. The MAXIMUM is based on the individual tour fare, and the MINIMUM is based on a consolidation of groups in Los Angeles for travel together to Hawaii. Groups of 40 or more from any city could make the cost even lower. Book early, letting us know your departure city, and we'll give you the lowest cost available.

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Albuquerque	535	525	645	632	725	712	Jacksonville	655	598	765	708	845	788
Atlanta	620	590	730	700	810	780	Kansas City	553	524	663	634	743	714
Baltimore	659	618	764	728	849	808	Miami	655	634	765	744	845	824
Baton Rouge	596	563	706	673	786	753	New Orleans	587	563	707	673	787	753
Boston	669	649	779	759	859	839	New York	668	634	778	744	858	824
Chicago	599	526	709	636	789	716	Oklahoma City	582	523	692	633	772	713
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Cleveland	640	585	750	693	830	775	Philadelphia	664	634	774	744	854	824
Dallas	580	525	690	635	770	715	Pittsburgh	651	594	761	704	840	784
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Denver	536	522	646	632	726	712	St. Louis	588	524	698	638	778	714
Detroit	635	571	745	681	835	761	San Antonio	582	524	692	634	772	714
El Paso	550	522	660	632	740	712	Tampa	655	610	765	720	845	800
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9

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I'D RATHER BE SAILING

"BEING ON THE RACE COMMITTEE AT A POINTS REGATTA"

By Nancy Moore

Written about Fleet #15's Memorial Day Points Regatta held at Castaic Lake, California.

It all started innocently enough—my husband, Commodore of the hosting fleet, asked his ever-helpful wife if she would accompany him on the race committee boat to "help out." Being among the uninitiated to race committee duties (at least on a large scale points regatta basis), my answer was more than a wifely nod of assent. After all—to be out there soaking up the sun, watching all those screaming idiots yell "coming up," "starboard" and "do your two 360's you ______

_____!" at the start/finish line while remaining cooly withdrawn does have its appealing side. Think of all the bruises I'd miss getting. Not to mention how rested and relaxed I'd be at the end of the day's races—not tired and worn out like those competing. Yes, my naivete was complete.

My husband's pet peeve is regattas whose races are not run on schedule. So you can guess what a "tight ship" he ran in that regard. This simply meant that I had just as many deadlines (actually more) to cope with than if I had been crewing in the race. Meals—fast and early; cleanup—fast and solo; hands and heart—ready and willing to help with all aspects of the regatta, filling in where needed; and, of course, get on the whaler in time to make it out to the committee boat at least one hour before the start of the day's races. Now that's not so bad, you say. Well, when you're not sure just quite what to wear, (what if it gets super hot out there?... Super cold?), or what to prepare for the day's lunch, etc., etc., things can get rather hectic. IMPORTANT decisions take *time*, everyone knows that... except husbands who are fleet commodores in charge of race committees for Hobie Points Regattas!

Having made it aboard the departing whaler and having boarded the "almost" anchored race committee boat (a lovely 21-foot clipper), I was elated to learn we had almost 45 minutes before the Saturday races (three were planned, and, incidentally, actually run). TIME, I thought, to relax! Enjoy! Sunshine, fresh air, waving to all the now circling racers. Wrong. Time to write down all the entrants on the score sheets. Name, sail # (in order of sail #), and in proper fleet order, of course. My associate, Barbara Poitras—another unknowing volunteer—and I hastened to fill in the score sheets. Cinchy job, right? Wrong. The committee boat was not at that point fully anchored, so the boat was constantly rolling and pitching. Added to that was the din of the outboard and the clamor of all those above deck running about (sounded like they were holding a square dance up there) attempting to get the boat anchored in line with the start/finish flag.

Suddenly we heard screams of "It's gone!"—"Oh, no!" Barb and I hastily went above expecting to witness at least the sinking of the Titanic, or maybe even our own craft which was still bouncing and rolling. But no, it was only the near flag of the start/finish line. We arrived just in time to see the top of it disappear below the water. "What's going on?" "What are you guys doing up here?" and other choice remarks were bandied about while, amid much laughter and turmoil, the crazy thing rose like a phantom from the deep—only to disappear again seconds later.

Barb and I were then told to position ourselves for the "start," even though we weren't through filling out the charts—"later," they told us. So Barb, stop watch in hand, and I, air horn in hand, were poised and breathlessly counting minutes, then seconds. And along with many milling "A" fleeters watched incredulously the alternate appearance and disappearance of the start/finish flag—not quite knowing what it meant. Those guys in "A" fleet sure had it rough. Have you ever tried to start a race with one end of the line sinking and then rising seconds later? All this, keep in mind, with seconds becoming fewer and fewer until the final long BLAST of the air horn (at which point the flag did its final rising trick and remained for two-days' races—a mysterious phenomenon as yet to be explained). One boat was over-early and after he was so advised, re-started, and the "A" fleeters were off. The same countdown routine was repeated six more times with only one error on a watch and, consequently, one re-start.

At that point it was beginning to occur to me that this race committee

PHOTO: N. R. VON STADEN

6 HOBIE 16 NATIONAL

September 13 thru 19 / Falmouth Heights, Cape Cod, Massachusetts

Sponsored By "FADED GLORY", The Finest in Blue-Jean Fashions

DESIGNED ALONG THE SAME GUIDELINES AS THE WORLD CHAM-PIONSHIP, this year's Hobie 16 Nationals should be one you'll always remember. We're certain to see some especially exciting competition as the nation's best skippers vy for the championship title and qualification in the upcoming First Hobie 16 Worlds in Honolulu, Hawaii.

HEADQUARTERS for the event will be the Maravista Holiday Resort in Falmouth Heights. The Maravista is an oceanfront resort with 91 rooms, two pools, a tennis court, and for you family sailors, a children's play area. **CAMPING** is available at the Old Cape Cod Forest campgrounds, just five miles away.

THE EVENT will be spread out over a six-day period. Monday and Tuesday will be set aside for qualifying; Wednesday, Thursday and Friday for eliminations; and Saturday for the finals. For the first time at a Hobie Nationals, all the boats that will be used throughout the competition will be provided by the Hobie Class Association. These boats will be identically matched at the factory and completely set up for racing. Skippers will, however, need to bring their own trapeze harnesses, safety equipment and, if necessary, weights to meet the minimum weight requirement. Skippers may, if they choose, race their own boats in the qualifying races only.

RACING WILL BE DONE ON A ROUND-ROBIN BASIS. At registration, each skipper will be given a race assignment sheet telling him which boats he will sail and in which races he will race. At the end of the eliminations each skipper will have raced in half the races, always on a different boat,

MARAVISTA	HOLIDAY	SEASIDE	RESOR	T RATES
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I will be attending th	ne Hobie Cat 16 Natio	nals. Please reserve th	ne following:
No. of Rooms	No. of Persor	ns (@ \$8	.50 ea.)
Children:	(@ \$3/day)	(@ \$1.50/day)	(Free)
NAME			
ADDRESS		CITY	
STATE	ZIP	PHONE #	
ARRIVAL DATE	DE	PARTURE DATE	
(After 2 p.m.) (Before 11 a.m.)			

he Illaravista Aoliday Seaside Resort 134 Menauhant Rd. Falmouth Heights, Cape Cod, Mass. 02540 A deposit of 1 night is required with request for reservations, BALANCE ON ARRIVAL. 7-Day cancellation notice required for refund of deposit. and against every other skipper at least once. The top 48 skippers will be announced Friday night at a cocktail party sponsored by Mount Gay Rum and "Yachting" Magazine. These skippers will then compete in Saturday's finals for the championship title.

THOSE SKIPPERS WHO DO NOT QUALIFY for the National competition, and who have their own boats, will have an opportunity to race in a special fleet on Wednesday, Thursday and Friday, with trophies awarded the top finishers.

HOBIE CAT 16 NATIONALS - SCHEDULE OF EVENTS

MONDAY, SEPT. 13 9:00 a.m. Registration 10:30 Skippers Meeting 12:00 Start of Qualifying Series TUESDAY, SEPT. 14 9:00 a.m. Skippers Meeting 10:00 Continuation of

Cualifying Series 8:00 p.m. Welcome Party — Announcement of Qualifiers

WEDNESDAY, SEPT. 15 9:00 a.m. Skippers Meeting 10:00 Start of Nationals Series THURSDAY, SEPT. 16 9:00 a.m. Skippers Meeting 10:00 Continuation of Nationals Series

FRIDAY, SEPT. 17 9:00 a.m. Skippers Meeting 10:00 Continuation of Nationals Series 8:00 p.m. Cocktail Party – Announcement of Top 48 Skippers

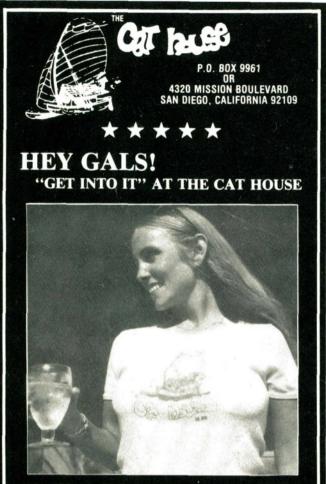
SATURDAY, SEPT. 18 9:00 a.m. Skippers Meeting 10:00 First Race of Final Competition (with top 48 skippers competing)

7:00 p.m.	Awards	Banquet

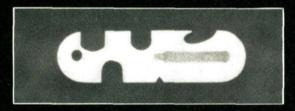
HOBIE 16 NATIONALS REGISTRATION FORM

	Entry Fees						
Qualifying Event:	\$15 (I will be sailing my o	\$15 (I will be sailing my own H-16)					
	\$25 (I will be sailing a H.C	C.A. H-16)					
National Event:	qualification)	\$25 (Not Pre-Qualified—Fee payable upon					
	\$50 (Pre-Qualified)						
	\$15 (Division High Points)	Earner)					
\$	TOTAL AMOUNT ENCLO	DSED					
NAME							
ADDRESS							
CITY	STATE	ZIP					
PHONE #		FLEET #					
Residence							
CREW'S NAME	HOMETOWN						
TOTAL WEIGHT							
Please return this form a	along with your check (made pa Association) to:	yable to the Hobie Class					

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DEALER INQUIRES INVITED

Continued from page 10

I'D RATHER BE SAILING

duty was not "easy street." But they were racing now; time for a sandwich, and some relaxing. WRONG! Barb reminded me we still had more charts to complete, so "down to the drudgery" once more we went. Just as we were completing the scoring sheets, we heard hails of, "Here they come!," followed by, "Quick, we have to write them down as they cross the finish line!"

Just what kind of 'Chinese fire drill' is this?, I thought. I haven't been able to relax yet! Good grief! Pencil and pad in hand Barb and I "called 'em and wrote 'em as we saw 'em," which wasn't always—as we discovered later—exactly as we saw 'em. Something strange begins to occur when you are calling out and writing down numbers for a period of hours. The mind boggles, then rebels. Eyes water, head becomes dizzy, fatigue creeps in to cause irritating errors. Just as it all seemed to be overwhelming, the last boat crossed the line.

Now. TIME TO RELAX! No. Time to start the next race. Well, I knew things would be easier this time. Just knew it. Not so. After we started the second race of the day we (Barb and I) went below to tally the results and positions of the first race. And, naturally, had just completed this task when the competitors of the second race loomed on the horizon heading for the finish line. It was at that point when the sheer reality of the whole situation hit me over the head. This was one of the finishers in that second race, we all knew—we'd rather be out there sailing.

Faced with such realities, my fair-minded husband decided on course #7 for the third race of the day. (For those of you who don't have your course charts handy, it's a rather longish cruise, to say the least—AC, ABC, AC). You should have heard those poor souls bobbing out there on their Hobies. Cries of anguish filled the air. I could have felt some sympathy for them were I not as exhausted as I was from preparing all their data. Instead, all I could think was—great!, now I can close my eyes (which wouldn't stop watering) and have some respite from all this hassle.

You guessed it. Same routine. Jack decided to shorten the course (it was getting late, and cold, too), so we finished that last race at "A" mark. At that point my eyes were crossing and my mind was sending messages to my body saying, "Fall down and play dead, I need rest." But loyalty, or some such hangup, overruled reason and I was able to function in an almost sane fashion.

Dinner was the next consideration upon landing ashore. Charcoal the steaks, have a nice, quiet meal amidst other campers. WRONG. Grill the steaks, yes. Eating quietly? No. Positions had to be rejockeyed, mistakes had to be corrected. My husband was serving on the protest committee, so my son and I ate alone after handing Jack his steak through a milling crowd in someone's camper. More score juggling followed. Barb and I started solving "mystery numbers," which you will encounter if you ever serve on a race committee. Sometime that night my husband and I ran across each other and babbled incoherently (something I mentioned about a divorce the following week got his attention). Then we decided to call it a day.

Next day was not as bad. Oh, I still had a problem being ready on time to get to the committee boat. But none of us was suffering any delusions about our duties that day. You won't believe it, but it wasn't as bad the second day. Of course, only one race was run, and those skippers who crossed the finish line flying protest flags changed their minds about going through with them sometime between the finish and their arrival back at camp, which lightened our load considerably. By the time the committee boat landed at the dock, we had all the scores added and, with a few exceptions, which took only a few minutes to straighten out, had the whole thing scored and ready for the trophy presentation.

NOW. Yes, NOW I relaxed. As I stumbled toward the registration table where all those happy, rested-looking sailors gathered for the ritual trophy presentation, I knew without a doubt—NEXT TIME I'M GOING TO RACE and RELAX like them! (Or will I remember? Do you suppose it's like having a baby? Next time would be easier, wouldn't it?)



Representatives of France, Germany, Switzerland and Belgium lent an international flavor to the meeting.



"Who needs wind to race?!"

PHOTOS: JOHN DINSDALE

EASTER AT MONACO

By John Bednar/ European Hobie Class Association

The boat count was 16 Hobie Cat 14's and 6 Hobie Cat 16's for the first point regatta this year in France... oops, the Principality of Monaco. Representatives from France, Germany, Switzerland, Holland, and Belgium lent an international flavor to the meeting and impressed our hosts, the Yacht Club of Monaco.

After a slight delay, the first starting gun went off at 11:30 am and everyone was away for a spin around the olympic triangle. A good force 3 wind lasted until the end of the race, then disappeared while lunch was being served on the beach. Although everyone got back onto the water, the effort seemed hopeless for a second race, and the Race Committee cancelled.

That must have been the necessary sign to the Gods, because as soon as the security boats were neatly tucked away in the harbor, a beautiful breeze came up. Too late, though, for the disappointed faces on the beach. Benard Haerry, the Swiss wizard, took first place for the day on his 16', sporting a magnificent all-blue sail. In the 14's, Thierry Huet, Belgian blockbuster, had top honors.

BEFORE GOING TO THE CASINO... a meal was in order, and our international group gathered in a small restaurant at the port. Hobie talk in a number of languages proliferated at all the tables, until someone finally mentioned the excitement of trying to beat the one-armed bandit; and off they went to the pits...

Sunday we had the wind! The flags went up at 10:00 am and it looked like a perfect Hobie day. Unfortunately, the eastern zephyrs reached unquieting proportions. Sad, too, for Andre Fabre, who was so far out in front of the other 14's that some of us thought he was on his way to Corsica. But the bad omens plagued his success and Andre rolled over in the waves, losing his fantastic lead. When the Race Committee announced that the afternoon race was cancelled, many of the best skippers were jumping up and down on their trampolines with rage. But an hour later, everyone agreed that the decision was wise.

A special word of thanks goes to the people who helped organize the regatta. Pierre Solaro, Mr. Lorenzi and Mrs. Rolland, aided by numerous volunteers from the Yacht Club, gave us a welcome that was warm and friendly. We all appreciate their professional manner of organizing a great weekend in Monaco.





8,000 BODIES ATTEND HAWAIIAN TROPIC PARTY!!

Lee Hernandez (right) presents the winner with a Hobie Cat wall plaque.

It was billed as the "party of the century" and if anyone can stick around that long, they just may be able to support this claim. The crowd was first estimated at about 4,000 persons; but with a constant turnover of partiers, the number could very well be double. Who knows?? The Hawaiian Tropic people do know they served 1,780 gallons of beer, 2,000 hot dogs and used 20,000 12-ounce cups. In addition, every outlet in the area was sold out of beer.

At a "get-together" like this, who in their right mind would ever try to run seven Hobie races? Lee Hernandez, of course, regional manager for Hobie Cat in Denver, Colorado.

Lee had accepted an invitation from Mickey Devine, President of Hawaiian Tropic Products, Inc., to coordinate some Hobie 10 sailboat races for a little party that Mickey was sponsoring, little knowing that it would turn out to be the biggest event of the



year, and possibly the century.

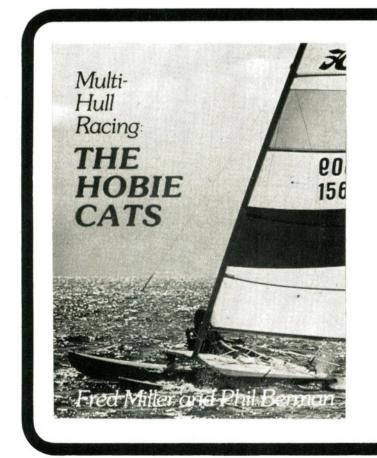
Well, on Sunday, June 6, a beautiful day in Denver, it happened... an estimated 8,000 bodies showed up for the First Annual Hawaiian Tropic Party. There was free beer, free food, volleyball, tug-of-war, hot air balloons... and yes, sailboat races.

When asked when the races would start, Lee's only response was a bewildered, "I don't believe it... just *look* at all those people." After the initial shock, Lee moved into high gear and ran six races with two heats each, and a seventh, final race, to determine the winner. The six 10-foot Hobies provided lots of excitement, and with a Lemans start, the competition was keen.

When it was all over, Lee presented the winner with a Hobie Cat wall plaque and a complete line of Hawaiian Tropic products.

Lee, our hats are off to you!

×



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RICK EDDINGTON LOOKIN' GOOD



After taking a 1st in the 16-A fleet at the Wind N' Sea Regatta the previous weekend, Rick Eddington sailed his Hobie 14 to victory at the large Hurricane Gulch Regatta. (Photo: Sandy Banks)

Southern California skipper, Rick Eddington, may be a late bloomer, but if he keeps turning on like he has been—watch out *A-fleeters*!

A 5-year veteran of the Hobie 16 class, Rick first tried his hand at Hobie 14 racing at the '75 Nationals and walked away with a 16th. From there, he went to the 16 Nationals where he placed 14th, and on to the 14 Worlds where he placed an impressive 7th. Since then, Rick has been turning on consistantly in both the 14 and 16 classes: at the 125-boat Castaic Lake regatta he claimed 2nd in the 14-A's behind Southern California's superskipper, Mike Staudt; at the 180-boat Wind N' Sea regatta held recently in Dana Point, California, he took 1st place in the large 16-A fleet against such greats as Wayne Schafer, Bob Beauchamp, Bob Seaman and Hobie Alter; the following weekend, at the 190-boat Hurricane Gulch regatta in Cabrillo Beach, he again took 1st in the A-fleet, only this time he was back on a 14. National Race Coordinator Rich Jeffries feels that if Rick con-

tinues on his "hot streak" he could become the only skipper in the highly competitive Division II area to ever pre-qualify with points for *both* the 14 and 16 Nationals.

3rd ANNUAL FLEET #101 OCEAN REGATTA Wrightsville Beach, North Carolina

Despite the fact that the forecast for the June 5 & 6 weekend called for cloudy skies, rain and northeast winds at up to 30 knots, the weather turned out to be a little more kindly and spared us the rain. Fortunately, we in Fleet #101 have available to us the use of a reasonably spacious body of water—Banks Channel—on the inland side of Wrightsville Beach. In this channel, we were at least sheltered from the four- to six-foot seas that had built up in the ocean. No one competing seemed to mind not racing in the ocean under the conditions which existed.

We were able to get in six races over both days and most of those who came to Wrightsville Beach did race. One person who didn't seem the least bit fazed by the whole affair was John Ross-Duggan, a California boy presently attending school in Durham, North Carolina; John took six firsts in the 14-A fleet!

Some people weren't always so calm and upright, however. After the second race Saturday, we had several boats with the heads of their sails decorated with genuine Banks Channel black mud. The award for the best stunt, though, goes to the poor guy on the Hobie 16 who, in the third of three very tiring races, decided to shoot across the finish line to avoid a final tack, got into irons, and promptly did a backward capsize. (He had, at least, crossed the finish line by a nose.)

Four trophies were awarded in each fleet: 16-A, 16-B and 14-A. All classes were highly competitive with talented sailors from all over Division IX.

All in all, the regatta was a great success, due primarily to the hard work and eager attitudes on the part of all the members of Fleet #101, as well as a great deal of cooperation from the out-oftown folks. Also of great assistance were the many merchants in town who provided financial support and the generous donation of facilities—notably the Holiday Inn at Wrightsville Beach who supported us with terrific facilities and an excellent meal Saturday night, and the local Budweiser distributor who donated six kegs of beer (none of which went to waste!).

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RACING RULES REVISED

As a result of a recent survey made regarding the existing Racing Rules, the Hobie Class Association agrees that there are some points which need to be better clarified. We are presently going over the Rules and hope to have a new set revised and available by late this year which will be effective for the 1977 season.

The following points, however, WILL TAKE EFFECT IMMEDIATELY. These are, for the most part, not new rules but rather rules which better clarify our position.

> Rich Jeffries National Race Coordinator

SAILS

- All sails must be stock Coast Catamaran equipment. A sail may be recut slightly, but the overall area may not be altered. Windows and tell tails may be added.
- A skipper may not switch sails during a race or regatta unless his sail has been damaged and is no longer useable. Permission to do so must come from the race committee.
- All sails must bear the Hobie "H" trademark logo.
- 4. All sails must have a sail number registered with the Hobie Class Association. Registration of sail numbers shall be made through the Hobie Class Association. Submission of warranty cards with sail number included will be sufficient; also, a Hot Line subscription will serve this purpose. No duplication of numbers will be approved.
- Only sails manufactured for or by Coast Catamaran Corp. or a foreign licensee, and distributed by or through same, are are legal for class racing.
- McKibbin sails manufactured prior to November 30, 1974 are class legal. Any sail purchased through McKibbin after November 30, 1974 is illegal for class racing.
- Sails purchased through Coast Catamaran Corp. foreign licensees must bear their registered trademark.
- Advertising on sails is not allowed at points regattas unless:
 - The advertising was put on the sail prior to July 1, 1976 and the sail was registered with the H.C.A. prior to August 31, 1976.
 - b. The sail was originally supplied at an official Hobie "Worlds" or "Nationals" event.

NOTE: Advertising falling within the above categories must have approval of each regatta sponsor (it is the skipper's obligation to obtain prior approval for the sail). This advertising may be considered legal for H.C.A. Regattas but may be in direct conflict with race sponsorship or race committee rules and considered ilegal for racing.



GENERAL

- Any skipper found guilty of the same equipment violation for the second time during a given racing season will be considered ineligible for the next "Hobie Nationals" held following the second violation.
- Minimum crew weights are based on weight of the skipper or skipper and crew plus the following:
 - a. Trapeze Harness
 - b. Wet suit
 - c. One jacket or sweat shirt

NOTE: It is the skipper's responsibility to make the minimum weight at all times during the regatta. If needed, he may add weights during the regatta to maintain his weight. Skippers should be aware that they can be protested at any time during the regatta.

- 3. The U.S.C.G. and the Hobie Class Association require each Hobie under 16' to carry a U.S.C.G. approved wearable life saving device for each person. All boats 16' and over in length (including the Hobie 16) must carry an approved type IV throwable device of which there are only two: cushions and ring buoys.
- 4. Nothing may be changed or removed from any Hobie that will in any way alter the structural integrity or built-in safety features of the boat. Changes that will strengthen the boat, such as larger wires and stronger gudgeons, are permitted.
- The minimum boat weight of 240 pounds for the Hobie 14' and 340 pounds for the Hobie 16' refers to the boat itself, ready to sail. The following are not included in the boat weight:
 - a. Cushions
 - b. Life Jackets
 - c. Righting Lines
 - d. Trapeze Harnesses

NOTE: Any weights needed to bring your boat to minimum weight shall be permanently attached.

LETTERS TO THE EDITOR

Continued from page 5

THANKS, JIM!

Dear Ed:

I would like to take this opportunity to thank Jim Foote for all his hard work and dedication to the Hobie Class Association. Jim puts all his spare time into helping fellow Hobie Catters, and he also runs a Hobie clinic teaching new skippers and crews the art of sailing the Hobie Cat.

Recently, we (Fleet #119) held our Annual Metz Smeach Memorial Regatta and things turned out less than ideal. First, our committee boat sprung a leak. Then, the crash boat turned out to be not in 100% working order. To add to our woes, the Jeep we used to launch the boats broke a hose. In spite of all these problems, Jim ran a fine regatta, he being the sole person on the race committee. We had three races on Saturday and three on Sunday. I know I can speak for everyone who attended that we all had a great time, thanks to Jim!

> Dave Block Hobie 14 Skipper

THE STOP

Dear Ed:

On a recent trip to Barbados, the local Hobie sailors there introduced me to one of their favorite sports, a game called "The Stop". As the name implies, the idea is to get your boat going along fairly well, then purposely dig the bows in so that the sterns are sticking up out of the water. The trick is to balance the boat in this precarious position for as long as possible. They tell me the record is 15 minutes... amazing!

The guys in Barbados are very skilled at this game, and I'm sure they get a lot of kicks doing it. Even so, I don't recommend that everyone run out and try it; it puts excessive strain on the rigging... and if you blow it, black and blue marks on the body!

> Dick Metz Dana Point, California



A Barbados Hobie skipper doing "The Stop".

×

SKIPPERS' INFORMATION for the HOBIE CAT 16 WORLD CHAMPIONSHIPS

November 1 thru 7, 1976 Honolulu, Hawaii

PHOTO: VICTORIA CARKHUFF

- Skippers will compete on identical boats provided by the Hobie Class Association.
- A maximum of 96 skippers may compete in the Qualifying Series. There will be a minimum of 25 open spaces.
- Racing will be done on a round-robin basis; skippers will alternate boats, racing every other race out of six, for a total of three.
- · Worlds boats will be equipped with:

Jib traveler adjusters
Adjustable trapeze wires
Coated side bars
Safety line
Super vang
Adjustable tiller extension
Special tiller connectors

Mast head fly Bridle fly Righting line

- Skippers will need to bring their own: Life jackets
 - Trapeze harnesses Weights, if necessary
- Adjustments allowed to boats:

Batten tension Shroud and forestay adjustment Jib halyard tension Non-permanent tell-tails Trapeze wire length

- Skippers will have a maximum of one-half hour to work on boats between races.
- There will be no entry fee for pre-qualified skippers.
- Entry fee to compete in Qualifying Series is ^{\$100} (refundable if you qualify at the 16 Nationals). Entries will be accepted on a first-come, first-served basis.

HOBIE 16 WORLDS-QUALIFYING SERIES REGISTRATION FORM

I will be competing in the Worlds Qualifying Series. Enclosed is my \$100 entry fee (refundable up to October 1, 1976, or upon qualification at the 16 Nationals).

NAME		ADDRESS		
CITY			STATE	ZIP
PHONE#		FLEET #		
Residence CREW'S NAME	Business HOMETOWN		TOTAL WEIGHT	

Please return this form along with your check (made payable to the Hobie Class Association) to:

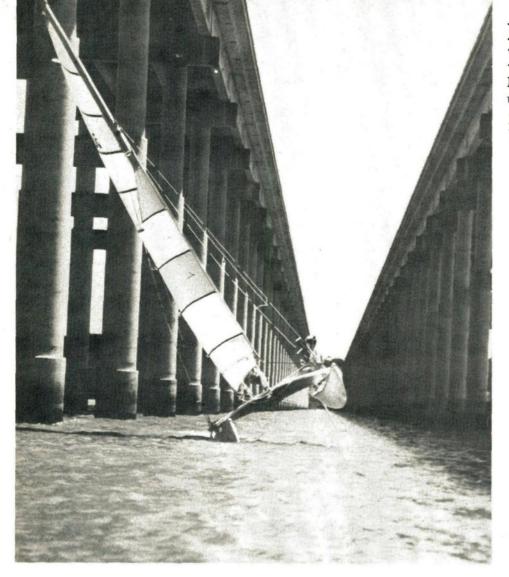
HOBIE CLASS ASSOCIATION, P.O. Box C19509, Irvine, CA 92713

HOBIE PHOTO CONTEST WINNER FOR THE MONTH OF MAY...

Silhouetted against the late afternoon sun, Jim Donahue takes his 16 out for a solo sail.

Photographer: Tony Borrello, Jr., Ft. Lauderdale, Fla.

HOTENE HILY AUGUST 1970



HONORABLE MENTION...

Mike Butler sailing his 16 under Lake Waco Bridge. Photographer: D. J. Butler,

Waco, Texas

HOBIE PHOTO CONTEST TO BE CONTINUED — A ⁵50 CASH PRIZE AWARDED EVERY MONTH!

KEEP THOSE HOT SHOTS COMING!! By popular demand, the Hobie Photo Contest is being continued on a monthly basis. Starting in August, a ^{\$}50 cash prize will be awarded every month for the best photo submitted, and all winning entries will be published in the "Hot Line".

Entries may be in the form of either a color transparency or a black and white print (see details below).

PHOTO CONTEST RULES

 The contest is open to all interested photographers. Employees of Coast Catamaran and their families are not eligible.

- 2. Entries may be submitted in the form of either a color transparency (35 mm, 2¼ x 2¼, or 4
- Entries may be submitted in the form of either a color transparency (35 mm, 2½ x 2½, or 4 x 5) or a black and white print (8 x 10 or 11 x 14). All nonconforming entries will be disqualified.
- Each entry must be labeled with the photographer's name, address, the location of shooting and, if available, the film and equipment used.
- 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.
- 5. All entries must be accompanied by an official entry blank.
- 6. Entries will be evaluted by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. A ^{150.®} cash prize will be awarded for the best photo each month. The judges may select other entries for Honorable Mention.
- 7. 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.

HOBIE PHOTO CONTEST ENTRY BLANK

Send To: HOBIE PHOTO CONTEST P.O. Box C-19509, Irvine, CA 92713

me				
mile	_	 	-	

Address

Na

City _

State _____

Telephone Number ____

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.

Zip_

Signature of Contestant _

Parent or Guardian __

IT'S COMING UP!

The 2nd Annual Lake Champlain Hobie Can-Am Regatta

Labor Day Weekend, September 4 & 5/Missisquoi Bay, Venise-En-Quebec

"Where you pay the least in the East, and get the most on this Coast!"

Lake Champlain is a fine sailing area, and with help from Major Sponsors we promise you a fun weekend of racing you will long remember.

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ON THE WATER SECURITY

Royal Canadian Mounted Police Nautical Squad.United States Coast Guard Auxilliary **TECHNICAL ASSISTANCE** Canadian Yachting Association

SCHEDULE

	Hobie 16 - \$20	Hobie 14 -	\$15	Others - \$15
	Discoteque till Dawn!	()	Included	d in Entry Fee)
	(Included in Entry Fee)			tion - 7:00
	Supper - 7:00 - 9:00	-		and Awards
	First Race - 10:30			ce - 10:30
SATURDAY:	Skippers Meeting - 9:30	SUNDAY: S	Skippers	Meeting - 9:30
	REGISTRATION: Friday 7:30 - 9	:30 Sature	lay 7:30	- 9:30
	LOCATION: Plage - Ch	amplain - Be	each	

ENTRY FEE INCLUDES: FREE coffee & donuts, FREE corn-on-the-cob, FREE beer, SUPPER Saturday AND Sunday, FREE parking, launching and boat storage, and MUCH, MUCH MORE!

MOTEL ACCOMMODATIONS: Motel Lac Champlain - \$20/Double \$18/Single Contact: Mr. Laplante (514) 244-3721

CAMPING: Champlain Camping - \$5.00 per day Contact: Mr. Fleury (514) 244-5317

RACE INFORMATION CONTACT:Andre Pilon (514) 366-1402Davis & Lemish, Inc.(514) 273-74005505 St. Lawrence Blvd., Suite 1002Montreal, Quebec H2T 1S6



DIRECTIONS TO RACE:

FROM MONTREAL: Eastern Township Autoroute. Take 1st Exit after 1st Toll. Rte 35 South onto Rte 133 South near Iberville at St-Sebastien, Rte 227 South to Venise-En-Quebec

FROM PLATTSBURG, NEW YORK: Rte 87 North. Cross Border. Continue North Rte 15 to Lacolle Rte 202 East to Venise-En-Quebec.

FROM BURLINGTON, VERMONT: Rte 89 North. Cross Border. Continue North on Rte 133 to Pike River. Then Rte 202 West to Venise-En-Quebec.



HOBIE FORUM

Continued from page 4

and easy access to the righting lines is essential. If you feel that you are not heavy enough to move the boat, or your partner is not moving out from under, start slitting the tramp.

After some discussion with other members of the fleet, I think that slitting the tramp is the best general solution. It is probably the only solution for the single hander. It is certainly fast; and, if the person underneath was caught, his partner might not be able to lift the boat against his weight. But, I fear that slitting the tramp might become a panic reaction in itself. In any event, I will install knives on my life jackets.

I rejected trying to dive under the tramp for several reasons. There was no guarantee that Charlie and I could work together or that one of us would not get caught again. Also, to have been able to dive, I would have had to remove my life vest which was underneath my trapeze harness. (I intend to reverse that order from now on.) I figured that my time could be better spent in trying to right the boat and in giving artificial respiration.

Time, obviously, is important. If the person who is caught cannot free himself before his air runs out, his partner must do everything right the first time.

Do you KNOW how to give artificial respiration?

R. J. Hassman Los Alamos, New Mexico—Flt. #48

Fleet #28 Holds "Learn To Sail & Race" Clinic

A total of 26 Hobies appeared at different times during the race clinic weekend held on Wakeby-Maspee Pond on Cape Cod. Gusty northwest winds greeted the sailors each morning, and then as the wind moved into the southeast and picked up to about 20 mph, the Hobies put on a show for everyone. A spokesman for Fleet 28 said they had enough capsize "drills" to keep both the committee boat and the crash boat busy for hours.

The skippers attending the clinic ranged in experience from "first time on a sailboat" to over twenty years of competing in other sailing classes.

On the water, the sailing and racing was of top quality. The 14's gave a real display of class racing with a different boat winning each of the four races and all six boats racing crossing the finish line within twenty seconds of each other.

All members of the Fleet enjoyed the weekend and look forward to holding another clinic after the busy racing season.

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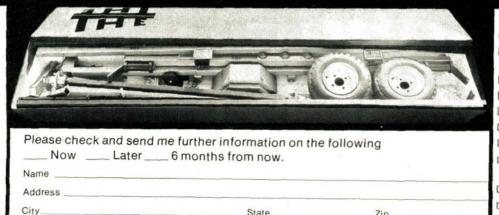
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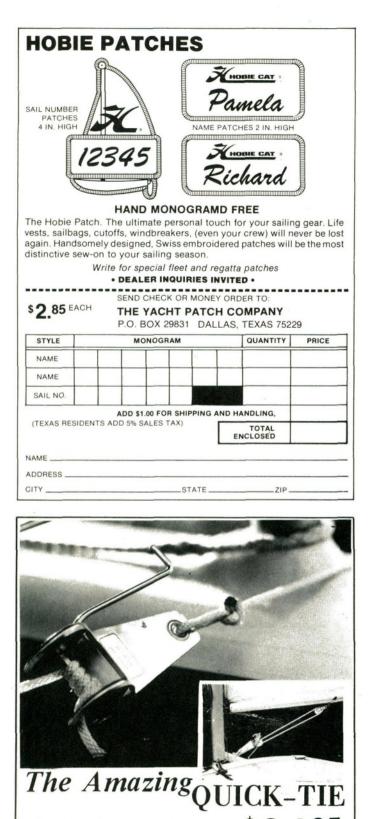
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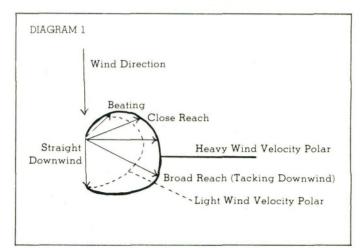
TACKING DOWNWIND

By Steve Edmonds, Member Hobie Fleet #34

I would like to concentrate this discussion on tacking a catamaran downwind. Sailing straight downwind is really no fun and is not a catamaran's best course.

When do you tack downwind?

A good rule of thumb for the Hobie 16 is that whenever you can double trapeze upwind then it is time to tack downwind, although I have seen cases in which an advantage was gained even with barely single-trapeze weather. One thing is certain, if it's blowing you had better be tacking downwind or you've lost the race! When the wind is very light it just doesn't pay to tack downwind. The reason for this centers around the fact that the velocity polar for catamarans changes with the wind strength because of a change in Reynolds number. By this, I mean that the drag on the hulls, rudders and sails becomes larger in proportion to the thrust generated by the sails.



The catamaran must have a bulge in the velocity polar in the broad reaching area to take advantage of tacking downwind. Similarly, catamarans with single sails do not achieve this bulge until even higher windspeeds because of the absense of the high-lift-producing slot between the jib and main.

How do you tack downwind?

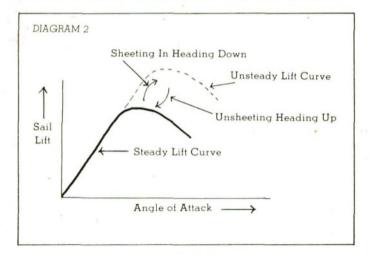
One of the most important things to watch for when tacking downwind is just the opposite of heading upwind. In this case, a lift takes you away from the desired course and, therefore, it is important to jibe on the lifts. This decision is much easier than the decision to tack on a header when heading upwind because you lose little boat speed when jibing.

I have found that the optimum course when sailing downwind is to set the apparent wind perpendicular to the boat centerline. I check this with the little yarn tell-tales on the forestay bridle. I may deviate from this direction on either side, but on the average this is what I try to hold.

My technique is to head up toward the wind while at the same time I am unsheeting the main. The reason for doing this is to unstall the leeward side of the sail and establish a healthy boundary layer. Then I sheet the main in rather rapidly, pick up boat speed and head the boat down off the wind. When the boat slows down, I repeat the process of unsheeting the main and heading up. All of this is done about the mean perpendicular on the forestay tell-tale that I mentioned before.

This technique borders on the (illegal) process of "pumping", but I believe that in this case you are using the natural action of the wind. The principle behind this lies in a phenomenon with the boundary layer on the leeward side of the sail. The sail can transiently produce more lift than it can in a steady-state condition and by alternately unsheeting and sheeting, heading up and heading down, you are producing an average lift on the sail that is greater than the steady lift you get without doing this.

I am sure you have experienced this effect. It is most obvious when you jibe in heavy air. Immediately after the jibe, the sail produces a large surge in boat speed. This is because the side of the sail that was to windward has a stronger boundary layer, and when it goes to the leeward side it allows the sail to generate larger than normal lift.



Basic Sail Trim

I believe that the sail should have twist when reaching. This comes from the fact that the wind velocity varies as you go up the mast. It has been suggested that the boundary layer over the water is 100 feet thick. If this is the case then there can be a 20 per cent difference between the wind velocity at the boom compared to the top of the mast. This would make the apparent wind angle 15 to 20 degrees more around toward the side of the boat at the top of the mast. If you want each section of the sail to have the same angle of attack, then the sail should have this much twist from foot to head.



CATTING AROUND IN CATTLE COUNTRY

By Bob Brown

As sure as the sun rises every morning and sets every evening, the wind always blows in Kansas. Or if it's not, stick around for 15 minutes... it will.

This is what the "locals"—members of Wichita's Fleet #27—had to say about the Kansas wind conditions when I arrived at Cheney Reservoir for their 1st Annual Prairie Regatta, May 8 and 9. With me were Hobie reps John Schuch and Pat Welsh—and a barage of Hobie skippers and their families from eight states: Kansas, Oklahoma, Texas, Missouri, Iowa, South Dakota, Colorado and Michigan. Quite a turnout for a regatta in cattle country.

As we took in the scene early Saturday morning, Cheney Reservoir looked to be a sailors' paradise. Smooth, flat waters surrounded by miles of easily accessible beaches, with plenty of wide-open spaces to set up camp right along the waterfront.

There was no sign yet of the wind that always blows, so while the skippers were unloading boats off trailers and preparing for the day's first race, John, Pat and I took advantage of our 15 minute stick-around time to meet and visit with members of the Wichita fleet. During our stroll we ran into the local Hobie

dealers, Marvin and Andy of American Inland Yachts. I can honestly say I've never run across two neater people. These guys were responsible for organizing and sponsoring the entire event, and believe me, they did a first-class job. Andy invited us to watch the races from aboard their spectator boat—a fantastic floating living room (pontoon boat, actually) complete with sofas, chairs, tables and a fringed, red, white and blue awning overhead. Pat and I readily agreed, but John, intent on displaying his sailing talent, had signed up to race in the Hobie 10 fleet and so had to decline.

The day was warm and sunny, and since the wind still hadn't shown, we drifted over to the "Bud Bug" for a nice cold beer. Now the Bud Bug—a volkswagen turned beer can—has got to be the greatest way ever to serve a crowd of beer drinkers. Two taps exit from one side behind the door, and the interior is a giant keg. The beer is always kept cold and can easily be driven from one spot to another with a turn of the key. Most efficient.

Well, by skippers' meeting time the wind was *still* refusing to do its thing. I was beginning to wonder if this meant the sun might not set tonight either, but was told not to worry... it *always* does.

Finally, though, a semi-breeze did pop up, and although it was far from the good ol' Kansas blow everybody was expecting, it was enough to fill the sails and get in two races that afternoon.

16-A Skipper Gerald Pauls got the sympathy award for the day. He had pulled off a beautiful port tack start in the last race, and was in fourth place at the windward mark, when a hull plug worked loose and he sank—literally to twenty-second place. Next in line for the award was a 14 skipper (sorry, I don't know his name) who, after crossing the starting line just fine, got caught in irons and proceeded to cross the line again—only this time, going backwards!

On the brighter side, Linda Means, crewing for hubby Ron in her very first



The Prairie Champs



The spectator boat, luxury afloat.



Cheney Reservoir looked to be a sailor's paradise... smooth, flat waters surrounded by n wide-open spaces to set up camp right along the waterfront.

regatta, said she felt confident and thought she did pretty good. "After all," she declared with a big smile, "I only fell off the boat once!"

Saturday night was really a trip. Andy and Marvin and the Fleet #27 people threw one of the best apre-race parties I've ever had the pleasure of attending. When all the boats were bedded down for the night, the whole gang—Bud Bug and all—hit it over to the other side of the reservoir to the "party building", a giant, wide-open place that had walls and a floor, but for some reason never quite made it through the final stages of construction.

Heaped on tables throughout the inside was a varitable feast—a full-on catered barbeque beef dinner and tons of assorted goodies. For a small charge everyone was allowed to eat to their heart's content. and believe me, that's exactly what they (and I) did. It was delicious. Someone drove the Bud Bug through an open wall into the middle of the dining room. Very convenient.

After dinner we watched a couple Hobie movies, including the one Miller made a couple years ago at the Division V Championship in Colorado. This was especially fun to watch because there were quite a few members of the Denver fleet (stars of the film, all of them hams) in the audience, so a lot of good-natured ribbing was definitely in order.

Boogie Time was next on the agenda. Tables were cleared away, and as the sounds of a hot blue-grass band echoed through the building, the dining room was transformed into a scene resembling the set of "American Bandstand". For the first hour or so things were fairly under control, but as people began to loosen up, the tempo increased and caution was thrown to the wind (wind? what wind?). It was the wee hours of the morning before the last of the boogiers finally stumbled back to the campground...

Sunday morning came too early, and it was with half-open eyes that groggy sailors prepared for the day's events. Although the locals were hesitant to assure me that it would blow at all today, the wind did manage to cough up a

little more "oomf" than the day before, varying between 5 and 10 mph.

Two quick races were completed before noon, but it was unanimously decided to cancel the third one as so many of the visiting skippers would have a long haul home.

Trophies were awarded on the spot, with Jim Ryan of Dallas, Texas scoring the widest margin for a win in the 16-A fleet. It is rumored that Jim has been on a hot streak lately and will be a guy to watch closely at the Nationals this fall. Oklahoma skipper Jack Welsh took top honors in the Hobie 14 fleet, and John Schuch, after years of training at the helm, skillfully guided his Hobie 10 to victory and would return to Michigan, trophy in hand.

The awards presentation had been over for about fifteen minutes and everyone was busy getting their things together and packing up for the trip home when I heard someone whisper that Sheldon Coleman—THE man, head of the entire Coleman Company—was somewhere in the crowd. I'd had the pleasure of meeting Sheldon when he was in California some months ago and, for the record, must tell you he's just really a super neat guy. The kind of person you can talk to for only a few minutes and feel like you've known for years. I glanced around and spotted him right away. It wasn't hard—he's about 6'4" tall, in his mid-seventies, and in a physical condition that would put a 25-yearold to shame (years of camping in the outdoors?).

"Bob!" he yells, "This is great! Damned sorry I didn't get here this morning. Planned to, but just now flew in from a business trip. So *this* is Hobie Catting." He looks all around, smiling. "I'm stoked!" (Stoked? Too much.) "Just met a couple that came all the way from South Dakota. Imagine that! You guys sure have a good thing going here. Good people, good fun." (He should have seen us last night...) "I'll be at the next one early."

With this, he wanders back into the crowd, and someone asks me who I'd been talking to. Grinning, I replied, "Oh, just another 'stoked' Hobie Catter!"



of easily accessible beaches, with plenty of PHOTOS: PAT WELSH





Super-sailor John Schuch proudly accepts his Hobie 10 trophy from regatta sponsor Andy Woodward of American Inland Yachts.



On Sunday, the wind coughed up some "oomf" and two races were completed by noon.



As you can see, American Inland Yachts spared no expense to promote this regatta... and believe it or not, the Hobie Cat on this billboard actually moves back and forth!

1st Annual Hobie Cat Smirnoff Silver Cup Challenge



Mike Smith, the guy from Smirnoff who made the whole event possible, and Viva, "Miss Smirnoff Silver."



No, it isn't a "plant" from Smirnoff... this Hobie 14 belongs to Paul Collins of Lakeland, Florida.

problems. As usual, though, one skipper forgot his drain plugs... he remembered them just as he tried to tack and found his gurgling 14 doing a slow-motion back flip.

Winds were still high at the end of the last race as the boats headed back to shore to see if any Smirnoff Silver samples were left. There were, however, no requests for left-over chicken.

Special trophies were presented to Mike Smith, Florida Smirnoff representative, and Tom Kester. Each was an etched plaque with an engraved Hobie Cat (the kind of trophy you don't put in the closet!). Top honors went to Jim Matheny (14-A) and Hal Sullivan (16-A). The top three skippers in each fleet were awarded a fifth of Smirnoff Silver.

Of Smirnoff Silver, Shake over large whitecaps, And presto... A Hobie Driver!

April 25 - It was blowing like stink on Tampa Bay. Winds 20 knots and gusting. Whitecaps all over the place. A great day for the First Annual Hobie Cat Smirnoff Silver Cup Challenge sponsored by Tampa Fleet #42 and the Smirnoff folks.

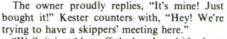
SMIRN

TODE

Registration began at 8 a.m. with almost seventy boats on hand. (A good turnout considering the Hobie Midwinters East regatta was just a week past and a mile away.) Entry fee included a fried chicken box lunch and two miniature bottles of Smirnoff Silver vodka.

Skippers' meeting was called by Tom Kester, Fleet #42 Commodore. Tom had just managed to get everyone's attention when a voice popped out of the crowd...

"Does anybody own a 16 banana boat with a flamer sail and jib?"



Add orange juice to an ounce

"Well, it just blew off the beach and it's about a half-mile out," says the guy in the back.

Everybody does an about-face to see a beautiful new Hobie Cat skipperlessly sailing across the bay... and it was honking. Just after it dumped, the 16 was retrieved and the skippers' meeting was quickly completed, with everyone anxious to get racing.

Meanwhile, the winds had been steadily increasing. One of the people on shore had a wind meter and it was reading 28 mph during gusts.

Each of the four races went off smooth and fast. Except for the normal number of capsizes which occur during high winds, there were no real





Ahoy there Matey! Now there's a catamaran chandelery for you Cat skippers out there on the bounding bay. The items you see on this page are either specifically designed for catamarans and crews or are selected on the basis that they are indispensable to you as a Cat skipper. All are of the finest quality and some are only available through Cat Equip. We will always endeavor to provide the best for the lowest possible price. Watch for our ad for the latest in catamaran equipment.

Elvström Sailor's Wind-

breaker is a lightweight, water re-pellant, breathable, flame retardant, tear-resistant fabric, which is spun bonded (not woven) and has paper-like, smooth surface, that is strong enough for repeated wear; yet inexpensive. Comes with hood, and zipper front, polyester knit cuffs. White with either yellow, red, blue or green. Sizes, X-small, small, medium, large, X-large. ONLY **\$5.95.**

Elvström Duffel Bag, designed by a sailor for sail ors, handles are of Elvström

sheet line and easy on the hands. 6 oz. water-proof ny-lon is from Howe & Bainbridge, the sailcloth makers. The easiest bag to pack. Garment bag handles suits and shirts, which folds and secures inside the duffel. Shoes go into shoebag, and a laundry bag stands ready for wet or soiled

gear. Carries easily by your side. Size 28" x 13". Colors: International Orange, Royal Blue, Forrest Green, Gar-ment and other bags in White PVC. **\$20.00**. Sailing Glove cut from top grade cowhide with sewn on palm and finger strips. Reinforced seams for better pro tection against rope burns. Finger sidewalls and back are

Mins. Thige solution of the decision of the de to wear. Shown on left ... choose Blue, Orange, \$46.95. ime or Black

Skippers Suit. Same quality as trap suit, but designed for more time on the tramp and less on the trap Shown on right. Same color choice \$32.00.

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The unique Suunto tactical compass is designed for catamaran and dinghy racing. It works like a tactician that tells the skipper when to consider tacking into the head Once set, the Suunto will autoers matically give you all the headings on an olympic triangle. Get there first!...avoid the rush. 2¼'' x only ¼'' w/S.S. mounting

\$13.50 ppd screws. Teak pads to mount \$3.25 ppd wing Complete P & S Hob \$32.00 ppd ompasses)

Memosail is a Swiss-made chronograph with a 17 jewel movement and stainless steel case. This fine timepiece has a 10 minute to start feature with jump min ute digital display, giving you an instant readout of time to start. A must for the serious racer. Stop watch feature may be used to time any event up to 15 minutes (then it automatically starts over).

w/stainless band \$104.95 ppd \$94.95 ppd w/nylon band



The only reasonably priced protection for your Hobie, that looks and fits like a custom cover should. It features durable, double needle construction of rugged canvas drill, that has been treated to resist rot, mildew and ultra-violet weakening. You can be assured that your Hobie Halter will wear well, while it protects your boat from the evils of weekend to weekend storage

Hobie Halte

North Coast Tarpaulin Works

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Preparing for Saturday's first race



INTRODUCING HOB-NOBS

(Patent Pending)

Put new Power in your hands. NEW hand grips that are movable into any position on your standard Hobie Cat 5/8 inch Tiller Bar. Gives you something to hold on to — And each Hob-Nob is independently movable. Machined from solid aluminum.

\$15.00 per set of 4 Hob-Nobs and 1 End Hob-Nob. Tax and Handling Included.



(left) Denny Olvany from Port St. Joe, Fla., beating to weather in Sunday's moderate winds. Denny took second place in the 14-B fleet behind Gainsville sailor George Kathalynas.

(above) Fleet #120's Vice-Commodore, Larry Kalata, making some last-minute batten shape changes. That extra attention to detail paid off for Larry who finished in second place behind Pensacola's super sailor, Doug Foote, in a hotly contested dual.

Saturday morning, May 1. Dismal skies greeted 33 Hobie sailors arriving in Panama City for the Second Annual Batten Buster Regatta sponsored by Hobie Fleet #120. Rain threatened and erupted off and on all day Saturday as hardy souls ventured forth for single and oft times double trapeze racing.

By the last race of the afternoon, the first and second places in the 16-A fleet were separated by only ¼ point. In the 14-B fleet it was a close spread, too, with only 1½ points between the top two positions.

Sunday dawned clear and cool... oh boy, wet suit weather. In a good wind, all four Hobie fleets head out to the starting line to begin the Olympic course. Then, just as the last boat crosses the line, the wind gets lighter... and lighter... and lighter. The race takes a good three hours to complete. Back to the beach for beer.

Last race; a single triangle. The wind begins to pick up again, and before long the 16's are trapezing all the way. The beat is great... the reaches fantastic. All agreed this last race was really fine Hobie Cat sailing.

That afternoon, the top three skippers in each fleet received handcrafted trophies. Doug Foote sailed into first place in the 16-A's, as did Chip Merlin in the B's. In the 14-A's Mike Douglas claimed the top position by a wide margin, while in the B fleet George Kathalynas took it away from Denny Olvany by only one point.

Many thanks go to Joby's Seafood for providing refreshments for the regatta, Mr. West for furnishing the houseboat for the race committee, the Panama City Amateur Radio Club for communications, Mr. Douglas, who served as race committee Chairman, and his assistant, Debbie Kaeding... and last but not least, to all the Hobie friends who attended and even helped to clean up after the regatta.

HOBIE TIPS

Fleet #109 Long Island, New York

1. Don't forget to install your drain plugs prior to launching. Larry Deering, Commodore of neighboring Fleet #124, admits that the added weight of water will slow you down and he refuses to sail with that handicap again.

 Checking for leaks? Reversed vacuum cleaner air pressure, and soap and water painted on joints and fastenings works very well. Larry found a small hole under the forward bridle bolt nut. Repaired by cleaning, drying, and silicone cement.

3. Check your mast tang for cracks. Warren found each side cracked about 1/4 inch in top sharp bend. Replaced with new one.

4. Check corner post castings for cracks.

 Replace trapeze cable shock cord if frayed. It doesn't seem to last long if outer covering is worn from the trampoline bars. Plastic guides screwed under bars reduces wear and keeps the trapeze cables in place.

 Larry likes to use a small shackle in center trampoline lace to guide trapeze shock cord. It also serves as a spare for emergencies.

7. Have you lost your arew around the headstay on a broad reach? A 5/16'' line with knots from a strap secured well aft on the deck of each hull will prevent this. The lines are kept in place with 1/4'' shock cord through plastic guides. Ideal for double trapeze, also.

8. As recommended by the Boston Fleet, I tried glass marbles in the rudders in place of the black nylon balls to hold the rudders down. They surely work smoothly on the North Shore. I am waiting to see how they work in the Great South Bay eel grass.

9. Make sure that the mast ALWAYS ROTATES in the PROPER POSITION. In 20-30 mph winds my mast (and others) has popped to the other tack when the mainsheet is eased to avoid capsize. Do not sail this way or you will surely permanently bend the mast. Larry Deering says that this is caused by the jib backwinding the main and is avoided by easing out on the jib traveler and main traveler and by pulling in on the mainsheet. OOPS!

10. Coast Guard requires all boats 16 feet long and over to have a Type 4 throwable personnel flotation device (life ring, or cushion) as well as an approved life jacket for each person. C.G. officials remind that this is to assist other people when necessary. Store under trampoline or on top. Makes an excellent spot to tape course chart.

11. Mount trailer crossbars under trailer with U bolts (or other) to lower boat 3 to 4 inches for easier launching.

12. The new Sailing Systems roller traveler is really great. I put a piece of $1/4 \times 1/2 \times 1/2$ inch rubber in the track to prevent the hard-over bang.

HOBIE CAT BELT BUCKLE

The buckles are cast in solid bronze by one of the leading art foundries in the Western United States, and are polished to emphasize the natural coloration of the metal. A light patina is added to provide highlighting and contrast.



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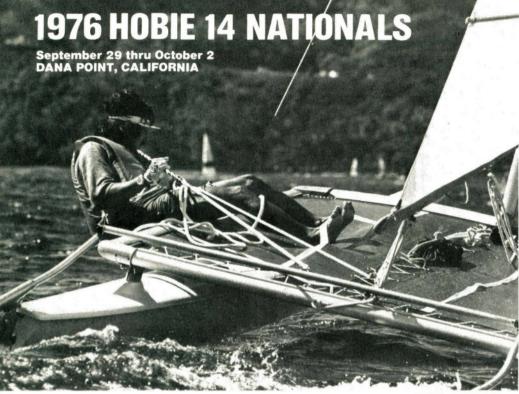


PHOTO: JAKE GRUBB

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I will be attending the Hobie Cat 14 Nationals. Please reserve the following:

Type of Room		Number of Persons	
Arrival Date		Departure Date	
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RETURN THIS FORM TO:



We will endeavor to meet your request and, if unavailable, will reserve the nearest substitute. Your request MUST BE ACCOMPANIED BY FIRST NIGHT ROOM RENT to guarantee your reservation. 48-hour cancellation notice required on any reservation for refund of deposit.

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HOBIE 14 NATIONALS REGISTRATION FORM

Entry Fee: \$15.00	Boat Rental Fee: \$50.00	(Please check box	if you are renting a boat.)
NAME	ADDR	ESS	
CITY		_ STATE	ZIP
FLEET # \	WEIGHT PHONE	# Residence	Business

Please return this form along with your check (made payable to the Hobie Class Association) to: HOBIE CLASS ASSOCIATION, P.O. BOX C-19509, IRVINE, CA 92713 COME SEE WHERE IT ALL STARTED, in Dana Point, California, home of beach bums, surfers, sunshine and Hobie Cats! This year's championship races will be held in the fantastic sailing waters outside Dana Point Harbor, the newest and most beautiful marina in Southern California.

HEADQUARTERS for the event will be the Marina Inn. Located in the center of Dana Point Harbor, the Marina Inn features 73 units with single, family and suite arrangements, most with kitchens, and all combining quality with economy rates. The Inn also offers its guests use of their large outdoor swimming pool, sauna baths and recreation room. Next to the Inn is Mariners Village, a unique shopping and dining area all in one, with everything a vacationer could want.

THOSE WHO WISH TO CAMP will find the State Park at Doheny Beach to be one of the finest in California. Located only half a mile south of the harbor, Doheny offers complete camping facilities right on the waterfront.

PLAN TO COME EARLY AND STAY LATE! On the morning of Tuesday, the 28th, you're invited to join us on a tour of the Hobie Cat manufacturing facilities. And those of you who like to fly Hobie Hawks, bring 'em along—we can turn you on to some of the best flying sites on the coast. And surfers, don't forget your boards... the summer swell is fantastic!

RENT A BRAND NEW RACE-READY HOBIE 14 if you can't or don't wish to bring your own. Our rental boats will be fully equipped, all you'll need to bring is your own safety equipment and, if necessary, weights to meet the minimum weight requirement. Also, your own sail may be used if desired.

HOBIE CAT 14 NATIONALS SCHEDULE OF EVENTS

WEDNESDAY, SEPT. 29

7:00 a.m.Registration9:30Skippers Meeting11:00Start of Qualifying Races6:00 p.m.Welcome Party

THURSDAY, SEPT. 30

7:00 a.m.Registration9:30Skippers Meeting11:00Start of Championship Series

FRIDAY, OCT. 1

9:30 a.m. Skippers Meeting 11:00 Continuation of Championship Series

SATURDAY, OCT. 2

9:30 a.m. Skippers Meeting 11:00 First Race of Final Competition 7:00 p.m. Awards Banquet







CLASS APPROVED ROLLER TRAVELER FOR HOBIE 3.5, 14 and 16

The "TRACKER" is the most important addition you can make to your The **"TRACHER**" is the most important addition you can make to your boat simply because you can obtain full control over the sail angle without easing the mainsheet. Tacking is faster, too, because you don't worry about the boom coming over on a tack or jibe. You don't have to do anything once the mainsheet is set but steer the boat and trim the traveler location. A typical race might involve 25 tacks and jibes. If you tack in 10 seconds now, you could reduce the time to say 7 seconds OR 75 SECONDS PER RACE. That's a lot of distance and can mean the difference between placing well or in the tank. Think about it. No slide difference between placing well or in the tank. Think about it. No slide type traveler can do the job as well.

MODEL T-1	TRACKER roller unit kit to convert all SSI Super Travelers to the TRACKER configuration
MODEL T-2	TRACKER Traveler Car with track rivets
MODEL T-3	TRACKER full kit includes swivel cam cleat, cleat base, color coded trim line and all hardware
All TRACKE	R systems are guaranteed 1 year - 30 day money back trial.

T-2 TRACKER CAR

\$8.50 pr.

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Get rid of those ribbons that are always winding around the shroud. Install a pair of these super sensitive wind indicators. Special adaptor allows easy removal for trailering

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- Lightweight adapter attaches to forestay
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 Lightweight adapter permanently attaches to masthead pulley • ½ turn of screw allows removal of fly for trailering

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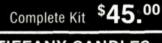
Machined aluminum pin LOCKS battens to sail.
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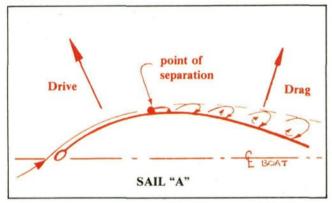
Come see our new Hobie Dealership! Candlewood East Beach & Sailing Club **Candlewood Lake Road** Brookfield, Connecticut 06804 • (203) 775-2254 (A Division of Sailing Systems, Inc.)

HERE'S SAIL SHAPE ARTICLE NUMBER 4,632!

By Skip Snyder, Sailing Systems, Inc.

Well, to start, I have had my little secret for light air racing for the past five years and it works and works and works! I should probably keep quiet about it but since my mother brought me up to share things, I'll let you in on it.

Light air sailing is always the most frustrating while racing because it is much more difficult to detect the subtle changes that occur in wind speed and direction and how they affect the boat. The most important thing to remember about light wind is that it has very little energy to give up and it is our job to obtain as much of this energy as we can and convert it to drive.



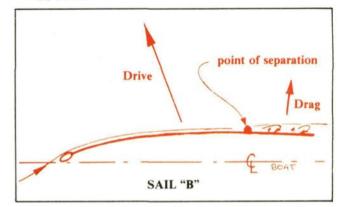
These drawings show the same sail set in two ways. Sail "A" is set as "traditionally" described for light airs, and Sail "B" is set according to "SSSSS" (Snyder's Secret Sail Setting System). Sail "A" works very well in winds above approximately 4-5 mph. But, as the wind velocity drops, the deeper the curve the wind has to go around, the faster it gives up energy, and the sooner you go from laminar flow to turbulent flow. Turbulent flow has one characteristic that is bad on the surface of the sail, and that is that the drag coefficient is pulling the aft portion of the sail sideways and to the rear and this cancels some of the drive coefficient. In other words, if drag equals drive, the resultant is zero lift and the boat goes sideways. So, we come up with the well-known ratio of lift-over-drag as being the thing we are trying to control.

Sail "B" is set quite flat and separation occurs much further back. Thus, the lift-over-drag ratio is much improved because the drag vector is weaker and more aft. This is not what we are used to seeing. We normally see nice fat sails with the traveler near the centerline of the boat and folks pinching like mad. Also, because the rig and sheet tension are relatively light, every wave that goes by shakes what little wind there is right out of the sail.

What we need is a relatively gentle curve in the sail and a tight setting so that boat-rocking has little effect on flow. Also, we need to place the traveler more outboard so that the leach is parallel with the centerline of the boat. You say you can't point as high? True, so you foot a bit and you are going faster and make money like crazy by dropping off five degrees or so. And since you are going faster, you are making some of the wind that drives you, and thus increasing the apparent wind velocity. (Ask an ice-boater about this.)

I could go on for several pages as to why this works so well, but instead I'll just tell you how to set your mainsail and let you see for yourself.

- 1. Bend the mast. Use a lot of downhaul on the gooseneck.
- This puts the pocket more forward, but don't worry about it.
- 2. Set outhaul tension stiff.
- 3. Set the traveler out 12 to 16 inches off centerline.
- 4. Sheet in very hard to bend mast and flatten sail.
- 5. Use a sensitive masthead fly to tell you what the apparent wind direction is.

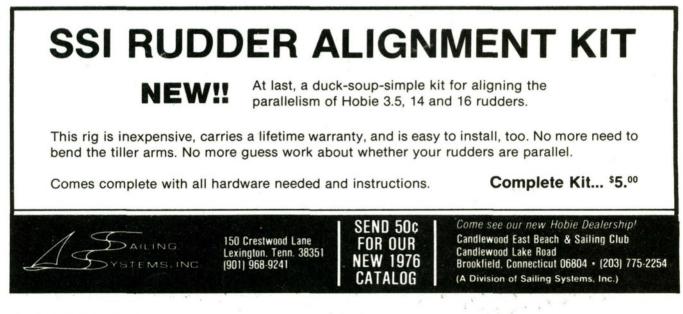


6. Foot a bit more than normal but don't stall the mainsail. 7. Set the jib slot wider than normal and use medium jibsheet tension.

8. Stay very quiet on the boat. Don't move if you don't have to. Save the arguments 'til after the race. WATCH THE MASTHEAD FLY CONSTANTLY and watch for windshifts and steer the boat accordingly.

9. Don't expect a miracle. You eat out the distance bit by bit and even though you are sailing faster, you still need good helmsmanship.

10. Concentrate on the race and nothing else. NEVER GIVE UP! Remember, the lighter the wind, the flatter the sail has to be!





6th ANNUAL DON HO REGATTA

Saturday, May 29, looked to be another typical day as the sun rose over a quiet Lanikai beach on Windward Oahu. Shortly after dawn, however, the scene began to change and the beach came alive. Hobies from all over the island were converging upon the area to prepare for the Sixth Annual Don Ho Regatta, held here each year over the Memorial Day weekend.

Over seventy Hobie 14's and 16's turned out for the threeday event, increasing considerably the number of participants over last year, and continuing to make this regatta the largest single-class event held in the islands. Racers were blessed with clear, sunny skies and variable winds which ranged from 20-25 mph for Saturday's races to less than 10 mph at the conclusion of the series on Monday.

As in previous years, the Don Ho attracted several top mainland sailors. Hobie Alter, Steve Leo and Jerry King all competed in the 16 fleet. Unfortunately, Wayne Schafer, twice consecutive winner of the 4th and 5th Ho regattas in the 16 fleet, was unable to return this year to defend his title

Competition was keen as the variable winds tested skippers' abilities in all conditions. Saturday's races got underway in 20-25 mph Trade winds and heavy seas. Rick Naish and crew Jeff Faulkner took an early lead in the regatta with a good start in the first race, and by tacking onto a good course in the second, to take two firsts in the 16-A fleet. Dean Froome and his crew, John Driscoll, suffered as separated traveler car fitting in Saturday's first race which caused them to drop from first to fourth place, but they came back to score a second in the afternoon heat. In the 14 fleet, Leith Anderson and his son, Jay, were tied with a first and a second in each of the day's heats.

The Trades and seas died considerably for Sunday's races. Dean Froome moved up to the number one position



By Lynne McElhaney



Commodore Herb, modeling a stylish toilet paper and shaving cream ensemble. (Photo: Lynne McElhaney)

(At left) Special contests, held on the beach Saturday evening, helped relieve the tensions of racing. (Photo: Lynne McElhaney)

(At right) Hobie helps cook the teriyaki to unwind ... plaqued by breakdowns in the first three races, he still placed 8th in the 16's. (Photo: Lynne McElhaney)

in the 16 fleet. With good boat speed, he was able to point high to the weather mark and overtake his competitors, then cover them to the finish to score two firsts. Jay Anderson scored a second and a first over his father to take the lead in the 14's.

Monday, as the winds died even further to a variable 5-10 mph, California's Jerry King, the Hobie 14 National Champion, took advantage of his light air sailing skills and won the final two races of the best-five-out-of-six series to wrap up a second overall in the 16 fleet. After scoring a second place in Monday morning's heat, Froome was far enough ahead of his competitors to deem it unnecessary to sail the last race of the regatta to retain the number one position in the 16's. Jay Anderson, after placing first in the fifth heat, and his father, also decided to sit out the final heat rather than to compete against one another, leaving Jay in first and Leith in the number two slot in the 14's.

Paul Fox and John Huitt edged out husband and wife team, Ed and Carolyn Worth, by only a single point to win the 16-B fleet. The Worths led their class the first two days, falling behind in the final two races on Monday. Jim Bergman and Jim Frye topped the 16-C fleet. Howard Lynn, penalized in a protest in the third race, finished 11/2 points behind 14-B class winner Dave Lung, and Dan O'Sullivan led the 14-C's with a nearly perfect series of four firsts and one third

A tired and sunburned fleet relaxed at the teriyaki steak dinner and trophy presentations which followed Monday's final race at the Lanikai Community Center. Wood carvings of Hobie 14's and 16's, made by HHCA member, Errol Hopkins, were presented to the first place winners of each class, and second through fifth places received framed zinc etchings of Hobies in action.



LOCAL NETWORK COVERS "CAJUN CLASSIC"

Cypremort Point Beach, Louisiana was the site of much Hobie action April 24 and 25 as skippers gathered together to compete in the "Cajun Classic" regatta, sponsored by Hobie Fleet #93 and Reamco.

Lafayette's Station KATC-T.V. cameras were on hand Saturday afternoon to capture the exciting competition on film as the fleet rounded the course in 10- to 16-knot winds. Much to the delight of regatta participants eager to view themselves in action, the footage was aired that evening on both the 6:00 and 10:00 news.



Hobie 16 winners proudly display their trophy plaques which were handcarved by Fleet #93 Commodore George Church. (Lt. to rt.): Karl Dietz and Peggy (1st); Dennis Tedlie and Julie (2nd); Jim Ryan and Shirley (3rd); Thomas Jakubik and Gail (4th); Van Draper and Nancy (5th).



Hobie 14 winners (lt. to rt.): Mark Milam (3rd); Allen Heath (2nd); Troy Taylor (1st, and also "The Youngest Skipper"). Clutching the bottle of Jack Daniels is Dave Porter, "The Oldest Skipper."

Sunday's races were held under sunny skies but in winds that had decreased to a gentle 3 to 7 knots. Saturday night, skippers, families and friends gathered to enjoy unsurpassed Cajun cooking at Orlando's Restaurant where they were served an "all-you-can-eat" seafood gumbo dinner.

Beautiful plaque trophies, all hand-carved by Fleet #93 Commodore George Church, were awarded to the top five finishers in the 16 fleet and the top three in the 14 fleet. The plaques were greatly appreciated and everyone agreed they were the best trophies they had ever seen.

Four "special awards" were also presented... "The Oldest Skipper", "The Skipper Who Travelled the Furthest" and "The Skipper Who Attended the Most Regattas" were each presented with a fifth of Jack Daniels whiskey, and "The Youngest Skipper" received a three-foothigh ink sketch of a Hobie 16.

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- Three or Four* strap 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, coupled with 2,000 lb. test strap and hook.
- Order today 3 strap \$14.00, 4 strap \$18.75 for complete set and instructions. Postage paid in the U.S.A.
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THE FIRST AND THE FINEST TIE DOWNS AVAILABLE!

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HOBIE CLASS ASSOCIATION

FLEET #186 Roton Point Club, Rowayton, Connecticut

Memorial Day weekend was a great weekend for Roton Point Sailing Association's 16th Annual Spring Multihull Regatta. 31 cats (13 Hobie 16's and 4 Hobie 14's) entered the two day regatta. Double trapeze breezes and sunny skies prevailed and by the end of three races on Saturday, first place was still up for grabs in the Hobie 16 Division with at least five boats in contention. Everyone welcomed the free beer after sailing three hard races that day.

Saturday night a giant chicken feast was staged on the Club's porch overlooking Long Island Sound. With tummies full everyone sat back to enjoy Warren Miller's fabulous flick "High Performance Sailing," sailing excitement at its greatest.

Two races on Sunday determined the winners from the rest of the pack, and beautiful pewter, copper and brass trophies were awarded to four divisions, while the losers sat around and guzzled more free beer. (Results are listed below.)

If you missed our last regatta, you won't want to miss our next one. September 11 & 12 Roton Point's Fall Invitational Regatta, which promises to be as much fun as our spring regatta, and it's a great tune-up race for those of us who are planning on trucking up to the Hobie 16 Nationals.

Division III—Hobie 16

1. Sebastian/Diehl

(our own Fleet Secretary/Treasurer)

- 2. Gale/Bell
- 3. Shaughnessy/Shaughnessy
- 4. Nicholson/Nicholson
- 5. Papp/Papp
- 6. Danielson/Daley
- 7 Kringel/Ames
- 8. Manzella/Stewart
- 9. Schaefer/Schaefer
- 10. Grauer/Campbell
- 11. Kaiser/?
- 12. Cheneski/Cheneski
- 13. Pellingra/Hearn

Division IV—Hobie 14

1. Kevin Simmons

- 2. Bob Pickett
- 3. Mike McCusker
- 4. Ken Partch

FLEET #85 Columbus, Ohio

ALUM CREEK-"LOOKIN' GOOD"

The first race in our spring home racing series was held May 9 at Alum Creek Reservoir. Alum Creek, our new base of operations, is "lookin" good" in most respects for Hobies. Ten Hobies launched at the Hollenback Road launch, and after a short paddle from the launch, beachedup nearby.

Two races were held back-to-back with eight Hobies competing in typical spring shifty winds of approximately 20 knots puffing to 30 knots. A long race course was set up to take advantage of ALL THAT WATER. It was a real treat to stay on one tack for a reasonable length of time-a great advantage Alum Creek offers sailors over Hoover. Hopefully, the new reservoir will reinstate Fleet #85 regattas in the annals of "Regattas We Would All Like to Make" by offering a facility that anyone would be glad to return to for another sail.

2ND ANNUAL SPRING FLING **REGATTA - MAY 15 & 16**

Despite locally heavy rains at times and 25 to 30 mph winds on the first day of racing, all skippers in the 2nd Annual Spring Fling Regatta "toughed it out" with no capsizes. The second day of racing found all boats again sailing in the rain, but in much lighter 5 to 10 mph winds.

Congratulations went to first place finisher Ron Marshall in the Hobie 16 fleet, and to Paul Gigl in the 14 fleet. Paul Garlick, a new 16 skipper, traveled down from Canada to join us for this Hobie Day and placed 8th in the competition.

The United States Coast Guard Auxilary provided assistance in the operations of setting the marks and also provided us with a committee boat for the start-finish. Saturday evening all participants joined together for dinner and beer at the Bonanza Steak House. A VERY GOOD TIME WAS HAD BY ALL!

FLEET #193 Eugene, Oregon

BOTTOMS UP RACE

Our fleet's first race certainly lived up to its name! Competing in the 30 mph winds that whipped across Fern Ridge Reservoir proved a real challenge and just about every boat in the race was indeed "bottoms up" at one time or another. Commodore Jim Wolf turned out to be the best master of the elements and was awarded a beautiful brass trophy hand made by lim Hurst.

After the race, it was a tired and wet but enthusiastic bunch of Hobie sailors that warmed-up around the campfire, drinking beer and re-living the day's event. We would like to thank Lane Kaster and

Debbie Wolf for making out of inner-tubes and bike flags a great set of mark buoys that did the job, and Vice Commodore Del Koke for providing the beer.



PHOTO: DAVID CROCKER

FLEET #63 Norman, Oklahoma

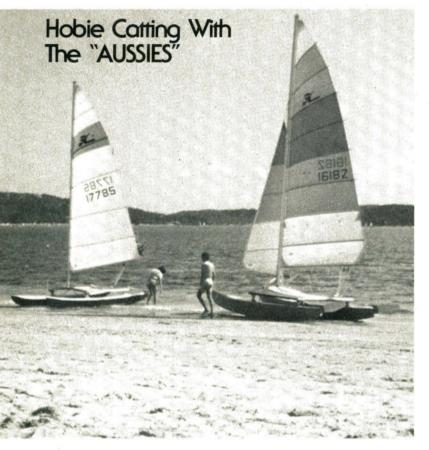
The wind always blows in Oklahoma!....or so the race committee thought when they set the course for the 4th Annual Spring Regatta, held May 15 & 16 at Lake Thunderbird. The 16-A's had no sooner crossed the starting line when the wind disappeared, and it was a long one hour and fifty-five minutes later that the first race was finally won. Lack of wind cancelled the rest of the day's racing, so the Hobie sailors adjourned to a chicken dinner and a keg of beer.

Sunday morning found the winds again, and with disparaging remarks like, "You aren't really going ahead with this," three races were run in unbelievable winds with gusts to over 30 mph!

Trophies were awarded at this points regatta to:

14-A	16-A
1. Don Balthauser	1. James Woodul
2. Jack Welsh	2. Karl Dietz
3. Steve Downham	3. Warren Pierce
14-B	16-B
1. Troy Gudgel	1. Rick Farr
2. Ron Langley	2. Roy Howath
3. Leonard Fietz	3. Bob Bates





A Letter from Dorothy McInnes, N.S.W., Australia

I enjoy reading the "Hot Line" and was inspired to send you a photo I took one day whilst lying on the beach watching the scene, and tell you something about us and where we sail.

My husband Robert and I belong to the Pittwater Catamaran Club in Australia and sail a Hobie Cat 16. The Club has one other Hobie 16 and eight Hobie 14's; we also have nineteen other assorted catamarans including four Tornados. All our racing is done on a handicap basis, in two divisions. Division I is 16 feet and under, and Division II, which includes the Hobie 16, is 16 feet and over.

Robert and I won this year's Club Championship in Division II—not bad seeing as we have only sailed as a team since the middle of December. (Robert had a Hobie 14 for five years and I sailed as a forward hand on a mono-hull for about three seasons.)

We race on Pittwater, which is 24 miles north of Sydney. All the "heavies" sail down on the Harbour, but we feel it is too much of a hassle getting down there on Sundays. This winter the Club is holding a winter series on Saturday afternoons, starting May I. It has caused a lot of interest amongst the Hobie Catters so we should have some good competition in this series, with all the above-mentioned "heavies" coming up from the Harbour.

The Club also has social functions apart from serious racing. We have had a couple of "Up The River Weekends"—these are really fun. We meet at Sand Point at 10:30 Saturday morning with the Club Patrol Boat and the sailing Sec's brother's 30-foot trimaran into which we load our sleeping bags, li-lo's (blow-up air beds), blankets, food and lots of ice cold flagons. We sail up the Hawkesbury River for about 8 miles to Fishermans Beach. When we arrive we light the fire and have a "barbie". Then the energetic ones go swimming, tree climbing or just sail around, swapping boats; or, for a change, tie a li-lo on the back of the power boat and go for the ride of a lifetime. Then, more to eat and drink, and off to the "Hobie Hilton".



Next morning we are up with the birds and try to sail across the river with no wind it takes two hours to do the two kilometres to the other side—for a drink of fresh water and a shower. A natural spring has been tapped and falls over a rock shelf straight into the salt water. It has the most reviving effect, better than all the "Alka Seltzers" in the world! The rest of the day is spent loafing around, and we depart from the beach at about 3:00 p.m. to sail home.

Another social sail which we went on is the "Marathon to Gosford" and back. This has become very popular with the Hobie guys. The course is across Broken Bay, with waves standing up, ready to fall on you. The Bombora were running that Saturday—very scarey! (Sue Milner swears hubby Frank is tryng to get rid of her. Frank used to own a Hobie 14 and came in 5th in the 14 Worlds; they now have a Hobie 16.)

. Through the surf and over the sand bars into quiet waters, up under Rip Bridge where the water is flowing out in whitlpools and eddies everywhere. The narrowest part is 150 yards, where the bridge is. From here we wind around the oyster beds, then at last it opens out to the Broadwater. 20 Knots of steady breeze and no waves we did a screaming reach to the mark, then a fabulous reach back the way we came. By the time we reached Broken Bay the wind had picked up strength and was gusting 20 to 30 knots. The waves were standing higher and greyer. At last we rounded Barrenjoey Head into calm and sheltered waters and the finish.

The course is all on inland water except for the "zot" across Broken Bay. Its length is 26 miles, which we did in 2 hours, 50 minutes. Peter Caimes came in first on his Hobie 14, with Jim Callaghan second on his 16. Then Frank and Sue Milner, 3rd, with Ivan Kirkpatrick and Linda—two-up on a Hobie 14—4th. The race is run on a handicap basis, with the smaller boats leaving first. In this race we had a fleet of 45 boats, all different sorts of cats. It is a very energetic and enjoyable way to spend a Saturday.

Dorothy McInnes

AMERICAN LAKE REGATTA TACOMA, WASHINGTON

On the weekend of May 22 & 23, Fleet #95 held their first points regatta of the summer at American Lake, just south of Tacoma, Washington. Some fifty boats were on hand to compete in the event, which was very well run even though the weather and wind didn't always cooperate.

Saturday was constantly overcast; the wind was blowing about 8 knots. The velocity of the wind itself was not discouraging, but the fact that it came from every possible direction was indeed a handicap.

Sunday dawned, after a night of heavy rain, with highly overcast skies and absolutely no wind. Skippers sailed (drifted, actually) out to the starting line that morning with grim looks at the race committee for even suggesting they attempt to race in such conditions. Whether the committee was blessed with superior insight or just plain luck we will never know, but the wind did come up enough to get the first race underway and by the second race picked up even more, enough for some very close and exciting competition.

All things considered, the regatta turned out quite well and six races were run, allowing one throw-out. Fleet #95's "All American Boy", Doug Paeth, who represented Division IV in the 14 Nationals last year, finally made it to the A-fleet on his Hobie 16. He raced all winter as a B-fleeter in the Nut Freezer Series, and would have moved up sooner had it not been for a demasting in one of the races. In the 16-A fleet the ever-winning Mike Milburn won again, and Don Dally took the top position in the Hobie 14's.

Anyone who would like information on racing or fleet membership in the Seattle/Tacoma area please feel free to contact Lorraine Carter, Secretary Fleet #95, 14744 20th N.E., Seattle, Washington 98155, Phone (206) 364-4327.



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FLEET #93 Cypremort Point Beach, Louisiana

Eight Hobie 16's and six Hobie 14's turned out to race in beautiful clear weather with moderate winds for Fleet 93's Spring Series Race on Vermillion Bay at Cypremort Point Beach.

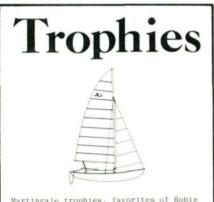


The winners, shown in the photo displaying their trophies which were made by Bill Groves, were: (from left) George Church (2nd. H-16); Mac McKinney and wife Nancy (1st. H-16); Mark Milam (1st. H-14); and Bill Groves (2nd. H-14).

FLEET #168 Elk Lake, Michigan

Our fleet is basically a resort fleet and we start sailing around May 30th. We race every Saturday and Sunday at 2 p.m. off of Zinks Point, a great place with several public access ways near the starting line. Any interested Hobie skippers are invited to race with us. We have a separate start for Hobies and also race handicap against other mono-hulls.

Elk Lake is located northeast of Traverse City and empties into Lake Michigan at Elk Rapids. For information please feel free to call Jerry Jenkins at 322-2009. We feel that we have the most active Hobie 14 fleet in the state!



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FLEET #162 Waco, Texas

Fleet #162 is down here in Waco, Texas and we are going strong. Our members are starting to bring home the gold from other cities. In April, Tim Luecke came in first in the 14-B fleet and Jack Walton was third in the 16-B fleet at Fleet #33's April Fools Regatta in Surfside, Texas. In May, four out of five of our attending boats placed in the top spots at the Mid-Americas Regatta, sponsored by another great Texas Fleet, #23. The sailing conditions at Lake Waco are really great—come join us! For information on our activities contact Jack Walton, Commodore, P. O. Box 1951, Waco, Texas 76703.

FLEET #95 Seattle, Washington

Fleet #95 had a very active Winter and Spring Nut Freezer Series this year, with more boats participating than ever before. We hope next year's race series will also be as well attended as this year's. We have many new members and our fleet has grown to over 70 families!

Doug Paeth, Kristy Salinger and Fleet #95 sponsored this year's "Round Mercer Island Cruise" with approximately 15 boats participating. Practice starts began at 10 a.m. and continued for two hours. The wind came up just in time for a good start at noon. A good south breeze moved all Hobies down to the south end of the Island in no time. Coming around the south tip and up the channel the wind varied from one side to the other, and from south to north, but by the time we reached 1-90 East Channel Bridge. a good north wind kept us moving. Some boats finished in three hours, and a few were towed in after seven hours. All had fun and many got good sun tans!



This shot was taken during one of Fleet #95's Winter Nut Freezer Series on Lake Washington, with winds gusting to 35 mph! (Photo: Matt Breaker)

FLEET #195 Tri-Cities, Washington

Nine Hobie Cat sailors in the Tri-Cities area of Washington joined in April to form a new Hobie Cat fleet. The fleet includes five Hobie Cat 16's, three Hobie Cat 14's, and one Hobie Cat 12. Until elections are held, temporary fleet officers will be Albin Brandstetter, commodore;

Laird Parry, vice-commodore; and Sepp Brandstetter, secretary. The Tri-Cities consist Kennewick, Pasco and Richland in of southeastern Washington; eight of the fleet members live in these cities while the ninth. Ben Staples, lives in Walla Walla. Our sailing is mostly in the Columbia River upstream of McNary Dam and in the Snake River upstream of Ice Harbor Dam. The Columbia River is more convenient, since it flows through the Tri-Cities, but better than 5-knot winds are required to sail upstream against the current. The Snake River area is nearer the dam, consequently, there are very little currents, but it is about a 30 to 40 mile drive from the Tri-Cities.

Since the fleet is quite small yet, we do not plan to have our own activities during this year. but will join the activities of the Columbia Basin Sailing Club of the Tri-Cities. This club has about 50 to 60 boats among its members. about 20 of them catamarans. Our first race this year was the annual Cinco de Mayo race, which is run downriver from North Richland to Pasco. a distance of about 12 miles, on May 8th. At this time of year, the Columbia River is nearing flood stage, and currents are too strong to sail upriver except in a storm. Unfortunately, winds were extremely light, from calm to 3 knots. Hobie Cats sailed on handicap, which gave the smaller Hobie 12 an advantage, drifting with the current. Consequently, Sepp Brandstetter finished first in his Hobie Cat 12, followed by Charlie Brown and Laird Parry in Hobie Cat 14's, and Albin Brandstetter with son Peter in a Hobie Cat 16 finishing fourth, all on corrected time. Our next regatta will be the annual spring series of the sailing club on the Snake River on June 5th and 6th.

We would like to invite other Hobie Cat sailors in the Mid-Columbia Region of Washington and Oregon to join our fleet and our activities. In addition to six racing weekends this year, the Tri-Cities catamarans are sailing just for fun every Tuesday night, weather permitting (no sand or snow storms), in the Columbia River, launching at the Columbia Park Marina boat ramp in Richland. The sailing club generally meets on the first Monday of each month to plan activities, discuss racing tactics, and watch sailing movies. For information, contact Albin Brandstetter, 2124 Hoxie Street, Richland, WA 99352, phone (509) 946-7274.

FLEET #97 Charlotte, North Carolina

SALTER PATH AFTERMATH

It's time to gloat about what a good job the fleet did as hosts for the Salter Path Regatta. Despite disastrous weather over most of North Carolina, the record fifty-five Hobie skippers and crews who made it to the regatta were rewarded with blue skies and perfect winds. Six races utilizing a variety of courses were run over the two day series, with live radio coverage provided six times daily by WPTF of Raleigh. To those many people who spent much time (and money) to make this year's regatta the best yet-Thank you! If the fleet owes anyone for expenses, please settle up with me soon. A special mention is due to Jay Swan, Kermit Craig, Len Dudka, and Paul Hounshell who worked six solid months preparing for the Salter Path Regatta. And last, but not least, a note of thanks is due to Mother Nature who came through for the third straight year.





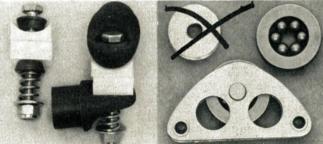
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for castings, etc. (1/4" x 9/16" rounded) \$0.30 ea. Minimum Order: 10 asst. rivets Shackler Tool - Heavy gauge stainless steel tool combines shackler with

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3rd ANNUAL UTAH SKI-YACHTING EVENT DRAWS 18 HOBIES

Skiing with his foot in a cast, James Obulaney got a better time in the giant slalom than many of his competitors. (Photo: Uli Holland)

By Uli Holland

In spring, good snow in the mountains and fairly warm temperatures in the valley allow two seasonal sports to overlap within 50 miles of Salt Lake City, Utah. For some people it is hard to decide whether to still ski or to start yachting. To help these competitive people out of this "dilemma," the Utah Sailing Association, with the sponsorship of Salt Lake Sailboats, established an annual event which combines both sports: the UTAH SKI-YACHTING.

But why combine skiing and sailing? Why not ski and golf? Well, skiing and small boat sailing have a lot in common. Both sports require a good physical response; it is a challenge to fight those bumps (or gates), and similarly, those (gusty) wind and waves. There is an immediate reaction required and, according to one individual who participates in both sports, "if you succeed, you feel satisfied."

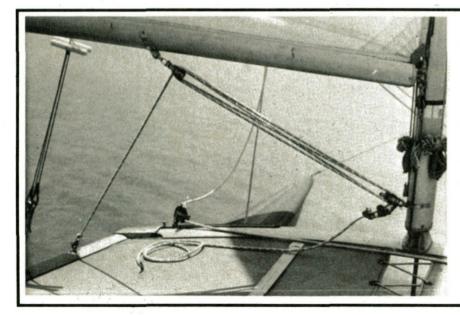
The Third Annual Utah Ski-Yachting event on April 17 and 18 drew eighteen Hobie Cat 16's, some from as far away as Florida, New Jersey



Park City ski instructors, Jim Tedford and James Hadden, took first overall in the combined competition: here, surrounded by snow-covered mountains, they prepare their Hobie 16 for Saturday's sailing competition. (Photo: Uli Holland) and California, to compete in three sail and two ski races.

First, was the sailing competition at Utah Lake. Short steep waves on the shallow lake and cold 25-knot winds scared some sailors from entering the event, but as the white flag went up the wind decreased to a steady 9-knot breeze out of the S.W. Here, the sun felt pleasant, while the mountains around the lake were still covered with clouds. During the third race of the day the wind died for a while but soon picked up again. After the three sail races, Thomas and Kelley Reuter from Colorado led the Hobie 16 Class.

Sunday, for the second half of the event, participants shed their wet suits and donned their ski pants and headed for the slopes at Snowbird. Under light snowfall and some fog, each skipper and crew skied two Giant Slalom courses; their combined time in each run gave them their score, just like in a sail race. Two ski instructors from Park City, Jim Tedford and James Hadden, did exceptionally well and moved up from their second place in the sailing competition to take the combined first overall for the event.



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DIVISION I

July 24 & 25	PanAm Benefit Regatta/Fleet #6/Kaneohe, Oahu	Herb Andresen (808) 239-9416
August 1	Fall Series #2/Fleet #6/Kailua, Oahu	Herb Andresen (808) 239-9416
August 7 & 8	Hobie 14 States/Fleet #6/Kaneohe, Oahu	Herb Andresen (808) 239-9416
August 15	Fun Races/Fleet #6/Kaulua, Oahu	Herb Andresen (808) 239-9416
August 22	Fun Races / Fleet #6 / Kaulua, Oahu	Herb Andresen (808) 239-9416
August 28 & 29	Hobie 16 States/Fleet #6/Kaneohe, Oahu	Herb Andresen (808) 239-9416
September 5	Portlock Regatta/Fleet #6/Portlock, Oahu	Herb Andresen (808) 239-9416
September 12	ABC Race/Fleet #6/Kailua, Oahu	Herb Andresen (808) 239-9416
September 19	ABC Race/Fleet #6/Kailua, Oahu	Herb Andresen (808) 239-9416
September 26	Team Race #2/Fleet #6/Waikiki, Oahu	Herb Andresen (808) 239-9416
October 3	Keehi Lagoon Regatta/Fleet #6/Waikiki, Oahu	Herb Andresen (808) 239-9416
October 17	Winter Series #1/Fleet #6/Ala Moana, Oahu	Herb Andresen (808) 239-9416
October 24	World's Practice Race/Fleet #6/Waikiki, Oahu	Herb Andresen (808) 239-9416

DIVISION II

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	Bittetotti	
July 22	Summer Series II Race #4/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
July 22	Summer Series III Race #2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
July 24	Team Races/Fleet #66/Lake Pleasant, AZ	Lee Aguiar (602) 838-0371
July 24 & 25	Division II 14' Championships/Hobie Class As	
July 29	Long Beach, CA Hobie Summer Series II Race #5/Fleet #3	Class Association (714) 979-2880
	Long Beach Marina, CA	Rick Schultheis (714) 962-6876
July 29	Summer Series III Race #3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
July 31	Summer Series #4/Fleet #1 Dana Point Harbor, CA	Einar Hughes (714) 496-3285
August 5	Summer Series III Race #1/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
August 5	Summer Series III Race #4/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 7 & 8	Division II 16' Championships/Hobie Class As Long Beach, CA Hobie	sociation Class Association (714) 979-2880
August 12	Summer Series III Race #2/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
August 12	Summer Series II Race #5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 14 & 15	Todos Santos/Fleet #4/San Diego, CA	Miles Wood (714) 488-3670
August 15	Fleet #167 Reg. /Lake Isabella, CA	Phil Auer (805) 324-7286
August 15	Slalom Races/Fleet #66/Apache Lake, AZ	Mike Hager (602) 962-1736
August 19	Summer Series III Race #3/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
August 19	Summer Series IV Race #1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 26	Summer Series III Race #4/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
August 28	Summer Series #5/Fleet #1 Dana Point Harbor, CA	Einar Hughes (714) 496-3285
September 2	Summer Series IV Race #3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 5	Fall Series #1/Fleet #66/Lake Pleasant, AZ	Phil Henry (602) 247-6919
September 9	Summer Series IV Race #4/Fleet #57	1111110111 ((002) 211 0010
copienter e	Marina Del Rey, CA	Tressie Crocker (213) 645-9857
Sept. 11 & 12	Fleet #167 Reg./Lake Isabella, CA	Phil Auer (805) 324-7286
September 12	Fall Series I Race #1/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
September 16	Summer Series IV Race #5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 19	Fall Series #2/Fleet #66/Lake Roosevelt, AZ	Dick Karpinski (602) 838-0047
September 23	Summer Series Fun Race/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 26	Fall Series I Race #2/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
October 3	Fall Series #3/Fleet #66/Lake Pleasant, AZ	Dick Karpinski (602) 838-0047
October 10	Great Pumpkin Race/Fleet #57 Lake Castaic, CA	Tressie Crocker (213) 645-9857
October 16	2nd Annual Single Handed Regatta/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
October 17	Fall Series #4/Fleet #66/Lake Roosevelt, AZ	Rene Catalano (602) 931-3916
October 23 & 24	London Bridge Sailing Society/5th Hobie Invit Lake Havasu, AZ	
October 24	Fall Series I Race #4/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
November 14	Fall Series II Race #1/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
November 5	Annual Awards Dinner/Fleet #66	Dan Basinski (602) 992-3356
November 14	Fall Series II Race #1/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
November 28	Fall Series II Race #2/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
December 12	Fall Series II Race #3/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
	DIVISION III	nick ochamics (714) 502-0070
July 24 & 25	Division III 16' Championships/Fleets #17, 20,	
July 31 & Aug. 1	Alameda Beach, CA Division III 14' Championships/Fleets #17, 20,	Ron Gross (408) 427-2270 21, & 87
August 21 8 22	Santa Cruz, CA	Ron Gross (408) 427-2270

July 31 & Aug. 1	Division III 14' Championships/Fleets Santa Cruz, CA	#17, 20, 21, & 87 Ron Gross (408) 427-2270
August 21 & 22	Fall Series #2 & #3/Fleet #17 Lake Washoe, NV	Jim Hecht (916) 444-5926
August 21 & 22	Mile High Regatta/Fleet #62 Huntington Lake, CA	David Mooneyham (209) 222-2733
September 5	Millerton Fleet Race/Fleet #62 Fresno, CA	Rob Nelson (209) 439-2804
September 11	Inland Transpoc/Fleet #87 Alameda Beach, CA	Robert Nelson (707) 226-8151

REGATTA SCHEDULE

Point Regattas

September 12	Fall Series #4/Fleet #17/Woodward, CA	Jim Hecht (916) 444-5926
Sept. 25 & 26	O'Neills Indian Summer Regatta/Fleet #20 & O'Ne Santa Cruz, CA	eills Yacht Club Ed Mabie (408) 476-5705
October 5	Fall Series #5/Fleet #17 Oyster Point, S.F. Bay, CA	Jim Hecht (916) 444-5926
October 10	Millerton Fleet Race/Fleet #62/Fresno, CA	Rob Nelson (209) 439-2804
November 6 & 7	2nd Annual Turkey Regatta/Fleet #20 Monterey, CA	Ron Gross (408) 427-2270
November 14	Millerton Fleet Race/Fleet #62/Fresho, CA	Rob Nelson (209) 439-2804
	DIVISION IV	
July 24 & 25	Columbia River Reg. / Fleet #72 / Portland, OR	Jim Severs (503) 282-1444
July 24 & 25	Payette Lake Reg. / Fleet #105 / McCall, ID	Jon Watson (208) 772-5141
August 7 & 8	Yale Lake Regatta/Windjammers West/Fleet #72 Woodland, WA	Jim Severs (503) 282-1444
August 14 & 15	Blake Island Cruise/Camp/Fleet #14/Hobie Cats Puget Sound, Seattle, WA	N.W. Dan Carpenter (206) 827-1129
August 14 & 15	Red Fish Lake Reg./Fleet #105/Stanley, ID	Jon Watson (208) 772-5141
August 21 & 22	Division IV Championships/Fleet #77/Washingto Ocean Shore, WA	n Coast Cat J. T. Quigg (206) 533-1531
Sept. 11 & 12	Cascade Reservoir Regatta/Fleet #105 Cascade Reservoir, ID	Jon Watson (208) 772-5141
September 12	Preparation H Series/Fleet #14/Hobie Cats N.W. Sand Point Lake, WA	John Rueter (206) 822-0068
September 18	Year End Race/Dinner/Fleets #14, 37, 72, 77, & 9 Seattle, WA	5 Paul Ulibarri (206) 782-8080
September 26	Preparation H Series/Fleet #14/Hobie Cats N.W. Shilshole Bay, Seattle, WA	Paul Ulibarri (206) 782-8080
October 9 & 10	C. J. Strike Reservoir Regatta/Fleet #105 C. J. Strike Reservoir, ID	Jon Watson (208) 772-5141
October 10	Preparation H Series/Fleet #14/Hobie Cats N.W. Seward Park, Seattle, WA	John Rueter (206) 822-0068
October 16 & 17		n Brandstetter (509) 946-7274
November 6	Pot Holes Special/Sailboats Ahoy Pot Holes Reservoir, WA Alb	in Brandstetter (509) 946-7274
	DIVISION V	
July 24 & 25	Summer Series /Fleet #67/Bear Lake, UT	John Keller (801) 299-6183
July 24 & 25	Rocky Mountain Regatta/Rocky Mountain Marin Dillion Reservoir, CO Rocky M	e Iountain Marine (303) 355-9477
August 7 & 8	Fall Series/Fleet #67/Deer Creek, UT	John Keller (801) 299-6183
August 14 & 15	Division V Championships/Fleet #67 Bear Lake, UT	Brenda Cole (801) 268-6056
August 14 & 15	Fleet #48 Regatta/Heron Lake, NM	Paul Mix (505) 299-754
August 21 & 22	Fall Series/Fleet #67/Deer Creek, UT	John Keller (801) 299-6183
September 4-6	Fleet #48 Regatta/Heron Lake, NM	Paul Mix (505) 299-7547
Sept. 25 & 26	Fleet #48 Regatta/Elephant Butte, NM	Paul Mix (505) 299-7547
October 9 & 10	Fleet #48 Regatta / Elephant Butte, NM	Paul Mix (505) 299-7547
October 23 & 24	Fleet #48 Regatta / Elephant Butte, NM	Paul Mix (505) 299-7547
and the state	DIVISION VI	
August 1	August One Race/Fleet #102	

July 24 & 25	Summer Series /Fleet #67 / Bear Lake, UT	John Keller (801) 299-6183
July 24 & 25	Rocky Mountain Regatta/Rocky Mounta Dillion Reservoir, CO	ain Marine Rocky Mountain Marine (303) 355-9477
August 7 & 8	Fall Series/Fleet #67/Deer Creek, UT	John Keller (801) 299-6183
August 14 & 15	Division V Championships/Fleet #67 Bear Lake, UT	Brenda Cole (801) 268-6056
August 14 & 15	Fleet #48 Regatta/Heron Lake, NM	Paul Mix (505) 299-7547
August 21 & 22	Fall Series/Fleet #67/Deer Creek, UT	John Keller (801) 299-6183
September 4-6	Fleet #48 Regatta/Heron Lake, NM	Paul Mix (505) 299-7547
Sept. 25 & 26	Fleet #48 Regatta/Elephant Butte, NM	Paul Mix (505) 299-7547
October 9 & 10	Fleet #48 Regatta/Elephant Butte, NM	Paul Mix (505) 299-7547
October 23 & 24	Fleet #48 Regatta/Elephant Butte, NM	Paul Mix (505) 299-7547

August 1	August One Race/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
August 8	Fleet #8 Series 3 of 4/Fleet #8 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
August 8	In Conjunction with C.O.S.A. Series #5/Fleet Oklahoma City, OK	#131 Eric Poole (405) 728-833
August 14 & 15	Beer Barrel Regatta/Fleet #99 Sunfish Island, TX	Carol Grgurich (512) 854-3973
August 14 & 15	Summer's End Regatta/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
August 15	In Conjunction with C.O.S.A. Series #5/Fleet Oklahoma City, OK	#131 Eric Poole (405) 728-8336
August 22	4th Series Sail/Fleet #41 New Orleans, LA	Walter Baudier (504) 947-2983
August 22	Fleet #8 Series 4 of 4/Fleet #8 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
September 4 & 5	Louisiana Multihull Challenge New Orleans, LA	Walter Baudier (504) 947-2983
September 4-6	In Conjunction with OCBC Labor Day Regatt Oklahoma City, OK	a/Fleet #131 Eric Poole (405) 728-8336
September 12	Fleet #8 Fall Series 1 of 4 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
September 12	Back to the Rat Race/Fleet #102 Laguna Madre, TX	Pat Haley (512) 943-2810
Sept. 18 & 19	Summer's End Regatta/Fleet #99 Lake Corpus Christi, TX	Carol Grgurich (512) 854-3973
September 19	5th Series Sail/Fleet #41 New Orleans, LA	Walter Baudier (504) 947-2983
Sept. 25 & 26	Cypremort Point Open Regatta/Fleet #93 Cypremort Point Beach, LA	George Church (318) 233-2151
September 26	Fleet #8 Fall Series 2 of 4 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
October 3	Fleet #8 Fall Series 3 of 4 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
October 9 & 10	Third Annual Queen Isabella Days Regatta/F Laguna Madre, TX	
October 10	6th Series Sail/Fleet #41 New Orleans, LA	Walter Baudier (504) 947-2983
October 17	Harvest Moon Regatta/Fleet #99 New Orleans, LA	Carol Grgurich (512) 854-3973

REGATTA SCHEDULE

• Point Regattas

DIVISION VI

October 24	Fleet #93 Fall Series Races Cypremort Point Beach, LA	George Church (318) 233-215
October 24	Fleet #8 Fall Series 4 of 4 Mauldin's Place, TX	Terry Shoemake (713) 498-8429
November 7	Full Moon, Night Race/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
November 14	Turkey Day Regatta/Fleet #4 New Orleans, LA	Walter Baudier (504) 947-2983
November 21	No Name Regatta/Fleet #99 Corpus Christi Beach, TX	Carol Grgurich (512) 854-3973
November 28	Turkey Day Race/Fleet #102 Laguna Madre, TX	Pat Haley (512) 943-281
December 4 & 5	2nd Annual Mexico Open/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
December 21	Mustang Island Race/Fleet #102 Corpus Christi, TX	Pat Haley (512) 943-2810
December 26	Blue Northern Regatta/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
	DIVISION VII	
July 24 & 25	Governor's Day Regatta/Fleet #10 Clear Lake, IA	Jerry Sedars (515) 357-639
July 31 & Aug. 1	Fun Trip to Lake Rathburn/Fleet #84 Lake Rathburn, IA	Paul McKee (515) 255-050
August 7 & 8	Dean Oberles' Host Fun Regatta/Fleet #103 Wall Lake, SD	Mac Hasvold (605) 339-3844
August 7 & 8	Iowa Cup Regatta/Fleet #10 Clear Lake, IA	Jerry Sedars (515) 357-639
August 14 & 15	Fleet #103 Points Races Lake Madison, SD	Mac Hasvold (605) 339-3844
August 21 & 22	Marvin Hasvold's Host Fun Regatta Lake Madison, SD	Mac Hasvold (605) 339-3844
August 21 & 22	3rd Annual Ames Big Creek Regatta/Fleet #84 Ames Big Creek, IA	Paul McKee (515) 255-0503
August 21 & 22	ABC Regatta/Chalet Sports & Ames Big Creek Big Creek Lake, IA	Sailing Club Paul McKee (515) 255-0503
August 28 & 29	Division VII Championships/Fleet #27 Cheney Lake, KS	Gerald Pauls (316) 683-4986
September 4 & 5	Mideasterns Championships/Fleet #52/Sitzma Gull Lake, MN	rk Sails Sitzmark Sails (612) 484-8555
September 4 & 5	Labor Day Regatta/Fleet #27 Cheney Lake, KS	Gerald Pauls (316) 683-4986
September 5	Open Regatta/Otter Tail Yacht Club Fergus Falls, MN	Bud Nellon (218) 739-2481

DIVISION VIII

July 24 & 25	Hobie Sea '76 Reg. / Key Biscayne, FL	Ralph Linero (305) 856-4559
August 1	5th Race-1st Series/Fleet #44/Gulfstream Sailin Ft. Lauderdale, FL	ng Club Mike Mikkelsen (305) 565-9706
August 7 & 8	1976 Jax Beaches Annual Hobie Regatta/Fleet Jacksonville, FL	#111 Terry Anderson (904) 737-6060
August 8	1st Race-2nd Series/Fleet #44/Gulfstream Saili Ft. Lauderdale, FL	ng Club Mike Mikkelsen (305) 565-9706
August 14	Verwey Boats/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
August 14	Gun Lake Cat Regatta/Fleet #117 Gun Lake, MI B	arry Heydenbeek (616) 949-215
September 4 & 5	Labor Day Regatta/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
September 4 & 5	Open Regatta/Fleet #178 Choctawhatchee Bay, FL	James Tucker (904) 242-4003
September 4 & 5	Labor Day Reg./Fleet #132/Sarasota, FL	Cloyd Ridenour (813) 355-2093
September 12	2nd Race-2nd Series/Fleet #44/Gulfstream Sail Ft. Lauderdale, FL	ing Club Mike Mikkelsen (305) 565-9706
September 18	Prudential Insurance Co./Rudder Club/Fleet #1 Jacksonville, FL	
October 2	B&H Sales/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
October 10	Fleet Race/Fleet #178 Choctawhatchee Bay, FL	James Tucker (904) 242-4003
October 16	Professional Optical/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
October 24	3rd Race-2nd Series/Fleet #44/Gulfstream Saili Ft. Lauderdale, FL	ng Club Mike Mikkelsen (305) 565-9706
October 30	Ray Mixon Chrys-Ply/Fleet #111/Rudder Club Jacksonville, FL	Mike Walsh (904) 731-0514
November 6 & 7	Florida Multihulls 10th Annual/Florida Multihul Key West, FL	lls, Inc. Joan Gregory (305) 294-2696
November 13	Springfield Atlantic Bank/Fleet #111/Rudder Cl Jacksonville, FL	ub Mike Walsh (904) 731-0514
November 14	4th Race-2nd Series/Fleet #44/Gulfstream Saili Ft. Lauderdale, FL	ng Club Mike Mikkelsen (305) 565-9706
Nov. 20 & 21	5th Annual Southwest Florida Hobie Champion Caloosahatchee River, FL	ships/Fleet #173 Ben Smoot (813) 334-2538
December 4 & 5	Gator Bowl Regatta/Rudder Club/Fleet #111 Jacksonville, FL	
	Jacksonvine, FL	Mike Walsh (904) 731-0514

July 24	Novice Racing Clinic/Fleet #12 Lake Lanier, GA	Clyde Shepherd (404) 981-8414
July 25	Fleet #12 Series / Lake Lanier, GA	Clyde Shepherd (404) 981-8414
Mid August	Annual Cancer Cup Regatta/Fleet #174 Myrtle Beach, SC	Peg Detwiler (803) 448-7913
August 1	Skipper/Crew Switch or Mutiny on the Hob Wrightsville Beach, NC	ie/Fleet #101 Bill Croughwell (919) 256-2145
August 7	Fleet #12 Series /Lake Lanier, GA	Clyde Shepherd (404) 981-8414
August 22	Fleet #12 Series / Lake Lanier, GA	Clyde Shepherd (404) 981-8414
August 22	Series Race/Fleet #101 Wrightsville Beach, NC	Bill Croughwell (919) 256-2145
September 4	Shearwater Regatta/Fleet #170 Oceansprings, MS	Al Johnston (601) 875-9585
September 4-6	Lake Hartwell Regatta & Annual Campout/I Lake Hartwell, GA	Fleet #12 Clyde Shepherd (404) 981-8414
September 5 & 6	Labor Day Regatta/Fleet #174 Myrtle Beach, SC	Peg Detwiler (803) 448-7913
September 12	Series Race/Fleet #101 Wrightsville Beach, NC	Bill Croughwell (919) 256-2145
September 18	Fleet #12 Series/Lake Lanier, GA	Clyde Shepherd (404) 981-8414
September 26	Fleet #12 Series / Lake Lanier, GA	Clyde Shepherd (404) 981-8414
September 26	Series Race/Fleet #101 Wrightsville Beach, NC	Bill Croughwell (919) 256-2145
October 9	Fleet #12 Series/Lake Lanier, GA	Clyde Shepherd (404) 981-8414
October 9	Fall Fling/Fleet #170 Gunpowder Park, MD	Jim Huggins (301) 243-3217
October 16 & 17	2nd Annual Barefoot Open/Fleet #12 Lake Lanier, GA	Clyde Shepherd (404) 981-8414
October 17	Summer Series Finisher/Fleet #101 Wrightsville Beach, NC	Bill Croughwell (919) 256-2145
October 31	Fleet #12 Series / Lake Lanier, GA	Clyde Shepherd (404) 981-8414
November 14	Fleet #12 Series / Lake Lanier, GA	Clyde Shepherd (404) 981-8414
November 27	Wish Bone Regatta/Fleet #70 Oceansprings, MS	Al Johnston (601) 875-9585

DIVISION IX

DIVISION X

July 24	4th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-076
July 24	Fleet #118 Reg./Lake Tippecanoe, IN	Dave Rieder (219) 453-394
July 24	Drifters Reg. / Fleet #158/ Evergreen Lake, IL	Paul Pinther (309) 662-451
July 24 & 25	Phelps Summer Fest Regatta Phelps, WI	Randy Riley (715) 479-440
July 31 & Aug. 1	1976 Regatta/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-579
August 1	Cross-The-Lake-Regatta/Fleet #125 Michigan City, IL	Glen Curtis (219) 879-076
August 7	Illinois Invitational/Fleet #158 TBA, IL	Paul Pinther (309) 662-451
August 8	5th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-076
August 7 & 8	Annual Lightning & Catamaran Regatta/Hig Roscommon, MI	gins Lake Boat Club Fred Krauss (313) 663-101
August 7 & 8	Fleet #118 Reg. /Lake Tippecanoe, IN	Dave Rieder (219) 453-394
August 14	Navy Cutlass Race/Fleet #125/Great Lakes Lake Michigan, IL	Dr. Robert Searles (312) 964-649
August 15	Admiral's Cup/Fleet #125/Naval Sailing Ass Lake Michigan, IL	ociation Dr. Robert Searles (312) 964-649
August 15	Summer Series #4/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-579
August 21	Fleet #118 Reg. /Lake Tippecanoe, IN	Dave Rieder (219) 453-394
August 21-23	North American Multihull Championships/Fl Muskegon, MI	leet #40/CRAM Mike Huntzinger (517) 351-853
August 28	Summer Series #5/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-579
August 28 & 29	Division X Championships/Gardners Marine Benton Harbor, MI	George Clark (616) 925-3247
August 29	6th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-0768
September 4 & 5	Fleet #118 Reg./Lake Tippecanoe, IN	Dave Rieder (219) 453-3946
September 11	Fleet #126 Open Reg. / Michigan City, IL	Glen Curtis (219) 879-0768
September 12	Fleets #125 & 126 Grudge Match Michigan City, IL	Dr. Robert Searles (312) 964-6494
Sept. 11 & 12	1976 Regatta/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-5795
Sept. 11 & 12	Lake Fenton Multihull Regatta/Fleet #57 Lake Fenton, MI	Ron Pierce (313) 234-7409
Sept. 18 & 19	Whale of a Sail/Carlyle Sailing Association Carlyle, IL	Bill Biermann (314) 821-5758
September 25	7th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-0768
September 25	Last Chance Regatta/Fleet #158 Bloomington, IL	Paul Pinther (309) 662-4519
September 26	Sea Scout Sailing Seminar/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-0768
October 3	Boat Show Race/Fleet #40 Detroit, MI	Mike Huntzinger (517) 351-8531

July 24 & 25 Division XI Championships/Fleet #190 Atlantic City, NJ Harry Sweeney (609) 344-5278 July 31 Summer Series Part 1/Fleet #54 Pasadena. MD Marge Banbury (301) 255-2340 July 31 & Aug. 1 Lakes Bay Regatta/Fleet #73/Yacht Club of Pleasantville, NJ Nick Tallotta (609) 653-8337 Nick Tallotta (609) 653-8337 August 7 & 8 Hampton Reg. /Fleet #52 /Hampton, VA August 14 Summer Series Part 2/Fleet #54 Flying Point Park, Harford County, MD Marge Banbury (301) 255-2340 August 21 & 22 Wye River Regatta/Fleet #54 Easton. MD Ted Leach (301) 384-5233

August 21 & 22	Camping Weekend/Fleet #170 Gunpowder State Park, MD	Jim Huggins (301) 243-321
August 28	Summer Series Part 3/Fleet #54 Pasadena, MD	Marge Banbury (301) 255-234
August 28	Yacht Club of Pleasantville/Fleet #73 Yacht Club of Pleasantville, NJ	Nick Tallotta (609) 653-833
Sept. 11 & 12	Fall Series/Fleet #54/Sandy Point State Park Annapolis, MD	
September 12	Mainland Hobie Regatta/Fleet #73/Yacht Clu Yacht Club of Pleasantville, NJ	
Sept. 18 & 19	Betterton Bash Open/Fleet #170 Betterton, MD	Tim Mommers (301) 877-701
October 2 & 3	Frostbite Regatta/Fleet #54 Gunpowder State Park, MD	Marge Banbury (301) 255-234
	DIVISION XII	
July 21-25	Marblehead Race Week/Hobie 16/Marblehea Marblehead, MA	d Racing Association Phil Lynn (617) 599-2686
July 24 & 25	New York State Championships/Mar Marine Lake Ontario, NY	Bill Martin (315) 475-9708
July 24 & 25	Sundance/Fleet #78/Hobie Foote Bemus Point, NY	Dan Ala (716) 763-879
July 25	Group Sail to Block Island/Fleet #154 Narragansett Beach, RI	Donald Starziano (401) 789-430
luly 31 & Aug. 1	C.Y.C. Hull Flying/Fleet #150 Orillia, Ontario, Canada	Gerry Pringle (705) 325-171
luly 31 & Aug. 1	Down East Reg./Flt.#28/Kennebunkport, MA	John Cleary (207) 967-276
August 1	Competition D'Ete #4/Fleet #187 Lake Champlain, Montreal, Canada	Ron Lemish (514) 744-077
August 7 & 8	1st Annual Lake Champlain Cup Regatta/Fle Lake Champlain, VT	et #184 William Byberg (802) 862-479
August 7 & 8	1976 Seneca Lake Regatta/Fleet #86/SLSA/B Dundee, NY	loats-A-Sail Jim Peele (607) 243-8444
August 14 & 15	Northeastern Championships/Fleet #28/Good Falmouth Heights, MA	hue Ent. Jerry Sears (802) 254-585
August 21 & 22	Canadian Championships/Fleet #150 Ontario, Canada	Gerry Pringle (705) 325-1713
August 28	The Watergate Regatta/Fleet #184 Burlington, VT	William Byberg (802) 862-4793
August 28 & 29	Can-Am Beaver Open Championships Sherkston, Ontario, NY	Jim Foote (716) 627-922
August 28 & 29	Nationals Tune Up-Keep in Shape Regatta/Fl Falmouth Heights, MA	
September 4 & 5	Lake Champlain Hobie Can-Am/Hobie Cat of Lake Champlain, Montreal, Canada	Montreal/Davis & Lemish Ron Lemish (514) 744-0770
September 5	Sunday Pick-Up Race/Fleet #154 Narragansett Beach, RI	Donald Starziano (401) 789-430
Sept. 11 & 12	Toronto Catamaran Open/Fleet #183 Toronto, Ontario, Canada	Art Apps (416) 769-427
Sept. 11 & 12	Mulligans Fall Regatta/Fleet #119/Hobies For Mulligans Sunset Bay, NY	Jim Foote (716) 627-922
Sept. 11 & 12	Roton Pt. Fall Invitational/Fleet #186 Rowayton, CT	Jim Sebastian (914) 478-329
September 12	The 2nd Annual Alpert Point Regatta/Fleet #1 Shelburne, VT	William Byberg (802) 862-479
October 9-11	Pumpkin Open Regatta/Fleet #185/Fanshaw London, Ontario, Canada	Yacht Club Derek Innes (519) 451-094
	DIVISION XIII	
July 24-27	Puerto Rico Championships/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-236
July 25	Local Racing/Fleet #182 St. Croix, V.I.	Tom Baldauf (809) 773-531
August 20.20	Championpate De Polypenie /Fleet #107/0+ Cl	allagae Du D.C

Local Racing/Fleet #182 St. Croix, V.I.	Tom Baldauf (809) 773-5318
Championnats De Polynesie/Fleet #107/2e Challen Raiatea, Tahiti	ge Du P.S. Tahiti Cat/Gordon Knight
Caribe Championships/Fleet #133/Palmas Del Mar Sauturce, Puerto Rico	Roberto Bouret 723-2364
Fall Opening at A.Y.I.V./Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
Coupe Air New Zealand/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
Coupe CEA/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
Coupe CNOC/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
Southern Championships/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
Open Regatta/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
Coupe Hinano/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
Year End Race/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
Coupe De Noel/Tahiti Cat/Fleet #107 Arue/Papeete, Tahiti	Tahiti Cat/Gordon Knight
	St. Croix, V.I. Championnats De Polynesie/Fleet #107/2e Challen Raiatea, Tahiti Caribe Championships/Fleet #133/Palmas Del Mar Sauturce, Puerto Rico Fall Opening at A.Y.IV./Fleet #133 Sauturce, Puerto Rico Coupe Air New Zealand/Fleet #107 Matavai, Tahiti Coupe CEA/Fleet #107 Matavai, Tahiti Coupe CDO/Fleet #107 Matavai, Tahiti Southern Championships/Fleet #133 Sauturce, Puerto Rico Open Regatta/Fleet #107 Matavai, Tahiti Year End Race/Fleet #133 Sauturce, Puerto Rico Coupe De Noel/Tahiti Cat/Fleet #107

INTERNATIONAL

July 24 & 25	Regatta Speed Trials/Coast Catamaran France Quimper	Patrick Carn
August 7 & 8	The Doldrum Slow Boat Regatta/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361
September 4-6	Trans Island Distance Race/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361
Nov. 13 & 14	Sun Set Regatta/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361
Dec. 18 & 19	Mid Winter Sun Tan Regatta/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361

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REGATTA RESULTS

	23. G. Hedley	16507 61	19. Folgner	20675
4th ANNUAL	24. P. Garnett	13943 69	20. Matthews	4504
LAKE POWELL REGATTA	25. R. Eddington	158 75	21. Leo	1
Lake Powell, Arizona	HOBIE 16-B:		22. Hart 23. Watson	1650 21
May 22 & 23, 1976	1. W. Moxley	12768 41/2	24. Moxley	12786
POSI- TOTAL	2. K. Dawson	17278 8	25. Wilson	77
TION SKIPPER SAIL # POINTS	3. S. Votaw 4. P. Hutton	10384 11 789 16%	26. Finley	4634
HOBIE 10:	5. S. Payne	4183 17	27. Grimshaw	125 8365
1. Arlis Miller 1250 5%	6. P. Hinkle	2691 18	28. Price 29. Hayes	124
2. Phyllis Miller 9	7. N. Brady	5141 19	30. Eckles	2001
HOBIE 14-A:	8. R. Gilchrist	16773 19 8006 23.9	31. Lewis	33
1. Denny Soden 20905 9.45	9. J. Clark 10. J. Olson	8006 23.9 7878 26	32 Hedley	16507
1. Denny Soden 20905 9.45 2. David Boyle 22 10.5	11. K. Smith	8516 26	33. Oltmans 34. Atwood	11217
3. Rick Eddington 21000 11.2	12. J. Beachamp	1983 31	34. Atwood 35. Nichols	271 366
4. Kevin Hutton 126 17.7	13. N. Farquhar	14664 32	36. Baggs	1685
5. Floyd White 5746 20 6. Mac Wright 4545 21	14. D. Hebard	7232 33	37. Grimes	15673
6. Mac Wright 4545 21 7. Joseph Micali 16588 24	15. R. Weismann 16. G. Samp	486 33 X1 39	38. Piaity	1238
8. Bruce Fields 900 26	17. M. Samson	1898 40.2	HOBIE 16-B:	
9. John Cockrell 406 26	18. G. Cook	5969 42	1. Farguhar	14664
HOBIE 14-B:	19. C. Bingham	14262 48	2. Parizean	13953
1. Richard Blount 8450 3	20. D. Stumpf	13069 54	3. Consaul	3906
2. Roger Pillow 7964 614	21. W. Myrter 22. J. Ralph	10153 58 8816 59	4. Palmitier 5. Cook	4471
HOBIE 16-A:	23. G. Pool	11144 62	5. Cook 6. Seitz	5969 12854
1. Bob Seaman 13 51/2	24. A. Banders	17142 66	7. Andres	8686
2. Don Ohmans 11217 834	25. L. Shelton	9534 67	8. Stang	20725
3. George Folgner 16389 13 4. Jim Tedford 6771 17%	26. T. Reed	15220 77	9. Brooks 10. Henderson	16098
4. Jim Tedford 6771 17% 5. John Hauser 20686 18	HOBIE 16-C:	ale and a second second	10. Henderson 11. Elizalde	7369 17599
6. Brian Bell 13489 19%	1. R. Barger	11029 41/4	12. Banuelos	500
7. Russ Eddington 158 21	2. M. Patterson 3. E. Hughes	4795 4% 15186 10%	13. Maberry	1723
8. Paul Hart 1650 27 9. Ted Lindley 14492 28	4. N. Lindblott	3167 14	14. Dawson	17278
9. Ted Lindley 14492 28 10. Andy Shearer 8633 33	5. G. Walsh	2236 17	15. Owen 16. Pool	13064 11144
11. Larry Webb 4963 40	6. E. Poitras	9910 18	17. Cockerell	2118
12. Mike Shearer 15012 41	7. S. Blauer	4500 18	18. Weismann	486
HOBIE 16-B:	8. J. Quinn	7976 20	19. Burger	11029
1. Ray DeCosta 6257 3	9. F. Wrider 10 D. Paulson	8957 22 1824 23	20. Clark	8006
2. Cliff Bingham 14262 9%	11. L. Luby	17360 27	21. Myrter 22. Deschamps	19760
3. Paul Pariscau 13953 10	12. R. Ross	440 36	22. Deschamps 23. Jacobs	2101 X
4. David Moxley 12786 13	13. J. Hernandez	7357 40	23. Jacobs 24. Newbro	14856
5. Kelly Garrod 653 20	14. R. Bond	14600 41	25. Reed	15220
HOBIE 16-C:	15. L. Morrison 16. R. Schultheis	16920 43½ 9538 44	26. Pettitt	13154
1. Bill Schultz 13316 51/2	16. H. Schultneis 17. J. Moore	9038 44 8210 46	27. Munsey	5823
2. Mike Roggero 14284 61/2	18. H. Van Dyke	15202 46	28. Samp 29. Stewart	X1 20883
3. Bill George 2791 9% 4. Jeff Gillman X50 13	19. E. Jones	17671 47	29. Stewart 30. Samson	1808
4. Jen Gillman X50 13	20. J. Weston	7971 47	31. Bingham	14262
	21. L. Davidson 22. D. Stewart	6616 52 16243 58	32. Hinkle	2691
FLEET #15	23. F. Corell	12633 63	33. Kendall	9306
MEMORIAL DAY REG.	24. F. Prescott	123 75	34. Arsdale	11720
Castaic Lake, Calfornia	25. E. Kirven	14975 75	35. Garver 36. Votan	4797 10384
May 29 & 30, 1976			37. Beauchamp	26
POSI- TOTAL	WIND 'N	SEA	38. Gummersall	14490
TION SKIPPER SAIL # POINTS	Dana Point, C		39. Stumpe	13069
HOBIE 3.5:	June 5 & 6		40. Hughes	15186
1. K. Stumpf 309 21/4			41. Piper 42. Hershfeld	1764 1862
2. A. Hagen 156 41/4	POSI- TION SKIPPER	SAIL # POINTS	43. Szedlacsek	3308
HOBIE 10:		SHLE FUNTS	44. Hicks	14375
	HOBIE 11:			
1. T Lucchnio D 21/4			HOBIE 16-C:	
	1. Stumpf	309 21/4	HOBIE 16-C:	9039
HOBIE 12:			HOBIE 18-C: 1. Johnson 2. Trask	9039 22
HOBIE 12: 1. R. Poitras 910 41/4	1 Stumpf HOBIE 14-A: 1. Staudt	1111 5%	1. Johnson 2. Trask 3. Elimore	22 11882
H08lE 12: 1. R. Poitras 910 41/4 2. P. Nixon 678 41/4	1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden	1111 5 ³ / ₄ 20905 8	1. Johnson 2. Trask 3. Ellmore 4. Brown	22 11882 3
HOBIE 12: 910 4¼ 1. R. Poitras 910 4¼ 2. P. Nixon 678 4¼ 3. E. Moore 1127 7	1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden	1111 5 ³ / ₄ 20905 8 334 10½	1. Johnson 2. Trask 3. Elimore 4. Brown 5. Sill	22 11882 3 17101
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14 A: 7 7	1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere	1111 5½ 20905 8 334 10½ 90 12¾	1. Johnson 2. Trask 3. Ellmore 4. Brown 5. Sill 6. Somerville	22 11882 3 17101 10775
HOBIE 12: 910 4% 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 NOBIE 14-A: 1 1. M. Staudt 1. M. Staudt 1111 4.5	1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden	1111 5 ³ / ₄ 20905 8 334 10½	1. Johnson 2. Trask 3. Elimore 4. Brown 5. Sill 6. Somerville 7. Teissere	22 11882 3 17101 10775 6164
HOBIE 12: 1 R. Poitras 910 4% 2. P. Nixon 678 4% 3. 6. 4% 3. E. Moore 1127 7 7 1081E 14.4: 1 11.1 4.5 2. R. Eddington 21000 11 3. D. Soder 20005 12 3. 1.1 1.5 1.1 1.5 1.2 1.0 1.0 1.1 1.5 2.000 11 3. D. Soder 20005 12 3. 1.2 </td <td>1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries</td> <td>1111 5³4 20905 8 334 10¹/₇ 90 12³4 3573 14 22 16 5152 17</td> <td>1. Johnson 2. Trask 3. Ellmore 4. Brown 5. Sill 6. Somerville</td> <td>22 11882 3 17101 10775</td>	1. Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries	1111 5 ³ 4 20905 8 334 10 ¹ / ₇ 90 12 ³ 4 3573 14 22 16 5152 17	1. Johnson 2. Trask 3. Ellmore 4. Brown 5. Sill 6. Somerville	22 11882 3 17101 10775
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 POBIE 1-4. 1 1. 45 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 20905 12 4. R. Jettries 5152 12	1 Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman	1111 514 20905 8 334 101/2 90 1234 3573 14 22 16 5152 17 2057 18	Johnson Trask Trask Elimore Brown Somerville Teissere Conners Neville Clement	22 11882 3 17101 10775 6164 17208 1997 17279
HOBIE 12: 4% 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14-A: 1111 4.5 2. R. Eddington 21000 11 3. D. Saden 200055 12 4. R. Jettries 5152 12 5. M. Wright 4554 12	1 Stumpt HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields	1111 5 ^{1/4} 20905 8 334 10 ^{1/5} 90 12 ^{3/4} 3573 14 22 16 5152 17 2057 18 900 28	Johnson Trask Trask Elimore Brown Sull Somerville Conners Neville Oclement Cement Scultheis	22 11882 3 17101 10775 6164 17208 1997 17279 9538
HOBIE 12: 4% 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14-k: 1 11 4.5 2. R. Eddington 21000 11 3. D. Soden 20905 12 4. R. Jeffines 5152 12 5. M. Wright 4545 12 6. D. Crocker 2867 16	1 Stumpt HOBIE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker	1111 5¼ 20905 8 334 10½ 90 12¼ 3573 14 22 16 5152 17 2057 18 900 28 2867 29	Johnson Trask Trask Elimore Brown Sull Somerville Teissere Conners Neville Oclement Schultheis Cathered Cathered Schultheis	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20553
HOBIE 12: 41/a 1. R. Poitras 910 41/a 2. P. Nixon 678 41/a 3. E. Moore 1127 7 HOBIE 14-A: 1111 4.5 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 200655 12 4. R. Jettries 5152 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 ⁴ /a 7. L. Watcher 3157 16 ^{1/a}	1 Stumpt HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields	1111 5 ^{1/4} 20905 8 334 10 ^{1/5} 90 12 ^{3/4} 3573 14 22 16 5152 17 2057 18 900 28 2867 29 1315 30 5746 31	Johnson Trask Trask Elimore Brown Suil Somerville Conners Neville Conners Neville Conners Schuttheis Hardgrave Trablock	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20553 3852
HOBIE 12: 41/a 1. R. Poitras 910 41/a 2. P. Nixon 678 41/a 3. E. Moore 1127 7 HOBIE 14-K 111 4.5 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 20965 12 4. R. Jettries 5152 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 ^{1/a} 7. L. Watcher 3573 16 ^{1/a} 8. B. Fields 900 21 9. B. Sherriff 9 22	1 Stumpf HOBIE 14-A: 1 Staudt 2 Soden 3 Golden 4 Wagniere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn	1111 5% 20905 8 334 10% 90 12% 3573 14 252 16 5152 17 2057 18 900 28 2867 29 1315 30 5746 31 15125 31	Johnson Johnson Trask Trask Brown Brown Sill Somerville Somerville Conners Neville Clement Schultheis Hardgrave Trebicock Mehl Hurlbut	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 3852 17589
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 67.8 4% 3. E. Moore 1127 7 7 HOBIE 14-K 1 1 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 20905 12 4. R. Jettington 21000 11 3. D. Soden 20905 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. Fields 900 21 9. B.Sherriff 9 22 10. B.ross 868 24	1. Stumpf HBBE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyles 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell	1111 5% 20805 8 334 10% 90 12% 3573 14 22 16 5152 17 2067 18 900 28 2867 29 1315 30 5746 31 15125 31 15125 34	Johnson Trask Trask Trask Brown Brown Sall Somerville Somerville Conners Neville Clement Schultheis Hardgrave Treblocck Mehl Mehl Hurlbut	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20553 3852 17589 1559 6152
HOBIE 12: 4% 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14-K 1111 4.5 2. R. Radington 21000 11 3. D. Soden 20965 12 4. R. Jeffries 5152 12 5. M. Wright 4555 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. Brields 900 21 9. B. Sherriff 9 22 10. B. Rose 868 24 11. R. Wagnier 90 26	1 Stumpf HOBE 14-A: 1 Staudt 2 Soden 3 Golden 4 Wagniere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn 14 Cockrell 15 Myrter	1111 5¼ 20905 8 334 10½ 90 12¼ 3573 14 22 16 5152 17 2057 18 900 28 900 28 91315 30 5746 31 15125 31 406 34 48313 38	Johnson Johnson Trask Trask Elimore Brown Sill Somerville Somerville Conners Neville Clement Schultheis Hardgrave Trebicock Mehi Huribut Burstein Annick	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 3852 17589 1559 6152 7345
HOBIE 12: 1 R Poitras 910 4% 2 1. R. Poitras 910 4% 3 E. Moore 14% 3 E. Moore 1127 7 7. R. Bore 1127 7	1. Stumpf HBBE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyles 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell	1111 5½ 20905 8 334 10% 90 12% 3573 14 22 16 5152 17 2067 18 900 28 2667 29 1315 30 5746 31 406 34 8313 38 405 34	Johnson Trask Trask Trask Elimore Brown Sall Somerville Somerville Conners Neville Clement Schulthais Hardgrave Trebicock Mehl Huribut Burstein Amick Rersed	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 3852 17589 1559 6152 7345 18470
HOBIE 12: 1 R Politras 910 4% 2 1. R. Politras 910 4% 3 E. Moore 14% 3 E. Moore 1127 7 7 MBIE 14-K	1. Stumpf HBBE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyles 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Myrter 16. Myrter	1111 5¼ 20905 8 334 10½ 90 12¼ 3573 14 22 16 5152 17 2057 18 900 28 900 28 91315 30 5746 31 15125 31 406 34 48313 38	Johnson Johnson Johnson Johnson Johnson Somerville Tessere Somerville Tessere Newille Newille Somers Newille Johnson Somers Newille Johnson Johnson	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 3852 17589 1559 6152 7345
HOBIE 12: 1 R Politras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 Toble 14-A 1 11 4.5 1. M. Staudt 1111 4.5 2.6 2. R. Eddington 21000 11 3.0 Soden 20965 12 4. J. Liftitis 5.152 12 5.0 N. Wright 4545 12 6 D. Crocker 2677 16 ¹⁶ 7. L. Watcher 3573 16 ¹⁶ 8 B. Fields 900 21 9.8 2.6 12.8 8.5cott 4.118 28 12.0 2.3 3.0 4.6 4.18 28 3.2 3.2 3.2 3	1 Stumpf HOBIE 14-A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 2067 18 900 28 2667 29 1315 30 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15125 31 15264 31 15265 34 16588 40 126 41	Johnson Johnson Johnson Johnson Johnson Somerville Tessere Somerville Tessere Newille Newille Somers Newille Johnson Somers Newille Johnson Johnson	22 11882 3 17101 10775 6164 17208 1997 9538 20653 3852 17589 1559 6155 17345 18470 7971 14967
HOBIE 12: 1 R Politras 910 4% 4% 3. E. Moore 1127 7 3. E. Moore 1127 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 1 MS Staudt 1111 4.5 7 6.7 8.7 6.7 8.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 16% 9.0 21 9 8.5 5.7 16% 8.8 7 16% 9.8 21 9.0 8.7 8.6 24 11.8 7.8 9.0 27 9.0 2.8 5.0 12 13.0 14 24 9.8 21 9.0 27.0 9.8 5.2 12 13.2 14 14 28 13.2 11.8 280 265 32 13.2 13.	1. Stumpf HBBE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Myrter 17. Hutton 18. Rose	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 900 28 2057 18 900 28 901 21% 902 2867 903 5746 311 15125 1406 34 8313 38 405 34 8313 38 405 34 868 44	Johnson Johnson Johnson Trak Elimore Brown Somerville Teissere Newille Newille Comers Newille Coment Schuftar Archar Schuftar Archar Schuftar Schufta	22 11882 3 17101 1907 17279 9538 20653 3862 17589 1559 6152 18470 7941 14967 1452 20700
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 PABIE 14-K 1 1 45 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 22995 12 4. R. Jettries 5152 12 5. M. Wright 4555 12 6. D. Crocker 2597 16 7. L. Watcher 3573 16% 8. B. Fields 900 21 9. B. Sherriff 9 22 10. B. Rose 868 24 11. R. Wagnier 90 25 12. B. Scott 4118 28 13. C. Wassman 2057 30 14. G. Hagen 561 32 15. J. Cockrell 406 36 15. S. Myter 8313 38	1. Stumpf H0BL 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin HOBE 148: 1. Legge	1111 5% 22905 8 334 10% 90 12% 3573 14 25273 14 5152 17 2067 18 900 28 9267 29 1315 30 2867 29 1315 31 15126 31 15126 31 15126 31 15126 31 16588 40 1264 41 888 44 7279 47 21113 3½	Johnson Johnson Trask Trask Trask Brown Brown Sill Somerville Somerville Conners Neville Clement Schulthsis Hardgrave Neville Trebicock Mehi Schulthsis Huribut Burstein Freed Schopp Schopp Schopp	22 11882 3 17101 10775 6164 17208 17279 9538 20653 3852 17589 6152 7345 6152 7345 1559 6152 7345 1559 6152 7345 14470 7971 14987 1452 20700 5
HOBIE 12: 1 R Politras 910 4½ 2. P. Nixon 678 4½ 3. E. Moore 1127 7 HOBIE 14-K 111 4.5 7 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 20965 12 4. R. Jeffries 5152 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16½ 8. Frields 900 21 9. Sherriff 9 22 10. R. Rose 868 24 11. R. Wagner 90 26 12. B. Scott 4118 28 13. C. Wassman 2067 30 14. G. Hagen 561 32 12. J. Cockrell	1. Stumpf H0BE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 14.8: 1. Legge 2. Rasmussen	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5152 16 5152 17 900 228 900 2867 92867 30 5746 31 15125 31 1526 34 8313 38 8313 38 1266 41 1268 41 1268 41 1268 47 721113 3½ 101 4½	Johnson J	22 11882 3 17101 10775 6164 17209 9535 20653 3865 32653 38655 17589 1559 6152 7345 18470 7971 14987 1492 20700 105
HOBIE 12:	1. Stumpf H0BL 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyles 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin 10. Egge 2. Rasmussen 3. Blout	1111 5% 22905 8 334 10% 90 12% 3573 14 2573 14 2512 17 2067 18 900 28 900 28 91315 30 2867 29 1315 31 15125 31 15126 31 15263 31 15264 31 16588 40 1265 41 868 44 7279 47 21113 3½ 101 4½ 8450 8½	Johnson Johnson Johnson Johnson Somerville Trask Brown Somerville Teissere Newille Newille Newille Somerville Trebicock Johnson Johns	22 11882 3 17101 10775 6164 17208 20653 3852 20553 3852 7345 1559 6152 7345 18470 7971 14987 1452 20700 105 15226 4511
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14-K 111 4.5 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 209065 12 4. R. Jeffries 5152 12 5. M. Wright 4555 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. B. Fields 900 21 9. B. Sherriff 9 22 10. B. Rose 868 24 11. R. Wagnier 90 26 2. J. Logokrell 406 36 16. S. Myter 8313 36 16. S. Myter 313 36 17. K. Hutton 126 38 HOBIE 14-8: 1.1 126 1. J. Linn 15125 21%	1 Stumpf H0BE 14-A: 1 1 Staudt 2. Soden 4. Wagnere 5. Golden 4. Wagnere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockreil 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin HOBIE 14-8: 1. 1. Legge 2. Rasmussen 3. Blout 4. Scott	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5152 17 900 22% 1315 30 2267 18 900 2887 2057 18 900 2887 91315 30 57465 31 15745 31 1526 41 8313 38 4313 34 4313 34 105 41 7279 47 21113 31% 4118 9	Johnson Johnson Trask Trask Trask Elimore Brown Sill Brown Sill Somerville Somerville Conners Neville Clement Schulthsis Hardyrave Neville Trebicock Mehi Schulthsis Hardyrave Schopp Schopp Schopp Schopp Schopp Kestn Meni Schopp	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 3852 17589 1559 6152 7345 18470 1791 18487 1452 20700 10526 15256 486 15256
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 HOBIE 14-K 111 4.5 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 209065 12 4. R. Jeffries 5152 12 5. M. Wright 4555 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. B. Fields 900 21 9. B. Sherriff 9 22 10. B. Rose 868 24 11. R. Wagnier 90 26 2. J. Logokrell 406 36 16. S. Myter 8313 36 16. S. Myter 313 36 17. K. Hutton 126 38 HOBIE 14-8: 1.1 126 1. J. Linn 15125 21%	1 Stumpf H0BE 14-A: 1 1 Staudt 2 Soden 4 Wagnere 5 Golden 4 Wagnere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn 14 Cockreil 15 Myrter 16 Micali 17 Hutton 18 Rose 19 Martin HOBIE 14-8: 1 1 Legge 2 Rasmussen 3 Blout 4 Scott 5 Halloran 6 Brazeule	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5152 17 900 28 2057 18 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 10515 31 10528 31 1254 31 1458 41 868 41 868 44 7279 47 21113 3% 918778 12 918778 12 915 15	Johnson J	22 11882 3 17101 10775 6164 17208 1997 17279 9538 20653 20553 20552 17589 1559 1552 6152 7345 16470 7971 14987 1452 20700 15526 15226 15526 486
HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 MOBE 144. 1 1 1. M. Staudt 1111 4.5 2. R. Eddington 21000 11 3. D. Soden 20905 12 4. R. Jetries 5152 12 5. M. Wright 4545 12 6. D. Crocker 2967 16 0. B. Sherriff 9 21 9. B. Sherriff 9 22 10. B. Rose 868 24 11. R. Wagner 90 21 2. B. Soutt 4118 28 13. C. Wassmann 2057 33 14. G. Hagen 561 32 15. J. Cookrell 406 38 17. K. Hutton 126 38 MOBE 14.8: 121 1. J. Linn 15125 21% 2. J. Legge 2113	1. Stumpf H0BE 14 A: 1. Staudt 2. Soden 3. Golden 4. Wagnere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 148: 1. Legge 2. Raimussen 3. Blout 4. Scolt 4. Scolt 4. Maltoran 6. Brazeule 7. Weinbradt	1111 5% 22905 8 334 10% 90 12% 3573 14 2573 14 2573 14 2573 14 2573 14 2507 18 900 28 2057 18 900 28 2667 29 1315 30 2867 29 1315 31 15125 31 1515 31 166 34 8313 38 40 313 16588 40 1264 41 868 44 7279 47 21113 3% 101 4% 48450 8% 418 9 18778 12 36 15 1515 19	Johnson Johnson Trask Trask Eilmore Brown Somerville Somerville Conners Conners Neville Clement Schultheis Hardyrave Neville Treblock Mehl Schultheis Huribut Burstein Freed Kuribut Schopp Schopp Schopp Schopp Kestn Mehl Schopp Scho	22 11882 37101 10775 6164 17208 17208 17279 9538 20653 38659 1559 6152 7345 6152 7345 14569 14569 1457 1452 20700 105 15226 3919 486 4511 15226 3919
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 Holie 14-K 1 1 1. M. Staudt 21000 11 3. 3. E. Moore 127 7 7 Holie 14-K 1 11 4.5 1. M. Staudt 21000 11 3. D. Soden 20905 12 4. R. Jeffries 5152 12 5. M. Wright 4545 12 6. D. Crocker 2867 161/ 16 16 17 L Watcher 3573 161/ 9. B. Sheriff 900 21 92 10 B. Rose 868 24 11. 1.8 36 16 5. Mitter 357.30 161/ 32. 36 12 5. Scott 4118 28 38 16 5. 3. 12 J. Legge 211.3 6 33 36 12<	1 Stumpf H0BE 14-A: 1 1 Staudt 2. Soden 3 3. Golden 4 4. Wagnere 5 5. Walcker 6 6. Boyle 7 7. Jeffries 8 8. Wassman 9 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockreil 15. Myrter 16. Micali 19. Martin 18. Rose 19. Martin 10. Legge 19. Rasmussen 3. Blout 4. Scott 1. Legge 5. Halloran 6. Brazeule 7. Weinbradt 8. Simonian	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5152 17 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 5746 31 15125 31 15125 31 16588 41 6588 41 6588 41 7279 47 21113 3½ 101 4½ 84308 8% 9 18778 12 27933 1515 19 2793 21	Johnson Johnson Johnson Trask Eilmore Brown Sill Brown Somerville Somerville Conners Neville Clement Schultheis Hardyrave Neville Treblock Mehl Schultheis Huribut Burstein Freed Kuribut Burstein Schopp S	22 11882 37101 10775 6164 17208 1997 17279 9538 20653 3865 1559 6152 7345 6152 7345 1559 6152 7345 1559 6152 7345 1559 6152 20700 105 15226 486 4511 14527 15226 3919 16688 1538
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HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 L. Moore 1127 7 7 HOBE 14% 4% 3. E. Moore 1127 7 7 HoBE 14% 4% 3. D. Soden 20905 12 2. R. Eddington 21000 11 3.0 3. D. Soden 20905 12 15 4. R. Jetrities 5152 12 5 5. M. Wright 4545 12 16% 6. D. Crocker 2967 16 0 7 9. B. Sherriff 9 23 16% 24 11.1 18 28 13. C. Wassman 2057 30 16% 24 12.8 23 12 32 15 J. Cockrell 406 38 12 12 12 12 12 12 13 14<	1 Stumpf H0BE 14-A: 1 Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 14-8: 14. Legge 28. Blout 38. Blout 38. Blout 39. Belli 10. Schopp 11. Edge 11. Edder 14. Hutton 15. Philow 16. Lantz 7. Kiruen 8. Hensile 9. Randaller 10. Mayberg 11. Edder H0BE 14-C: 14. Hutton 14. Huton 15. Ranslee 9. Randaller	1111 5% 20905 8 334 10% 90 12% 3573 14 25152 17 900 28 907 12% 3573 14 25152 17 900 28 900 28 900 28 900 28 91315 30 9267 29 1315 30 16588 34 8313 38 16588 44 7279 47 21113 3½ 4118 9 418 9 418778 12 36 15 1515 19 2733 21 2684 44 127 34 44 12 764 12 733 21 12485 9	Johnson J	22 11882 3 17101 10775 6 17208 1729 9538 20653 3862 17589 6152 1745 18470 17971 14987 14452 20700 15226 14452 20705 15226 14452 20705 15226 14452 20705 15226 1559 1559 1526 1559 1526 1559 1527 14452 20705 1526 1526 1559 1559 1559 1558 1559 1559 1559 1559 1559 1558 1559 1559 1559 1559 1559 1558 1559 1558 1559 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 15588 1558 1558 1558 1558 1558 1558 1558 15
HOBIE 12:	1 Stumpf H0BE 14-A: 1 1 Staudt 2 Soden 3 Golden 4 Wagnere 5 Solden 4 Wagnere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn 14 Cackrell 15 Myrter 16 Mrazin 17 Hutton 18 Rose 19 Martin 10 Monarde 11 Legge 12 Rasmussen 13 Blout 14 Scott 15 Halloran 16 Brazeule 7 Wembradt 8 Simonian 9	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5552 17 900 22% 3573 14 5152 17 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 16388 40 1353 38 406 34 8313 38 125 14 14 24 1779 47 21113 3% 155 19 167 15 175 15 18 12 2733 21 5814 22 2453 2%<	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 1. M. Staudt 1111 45 1. M. Staudt 1111 45 1 3. E. Moore 1127 7 7 1. M. Staudt 1111 45 2. R. Eddington 20005 12 3. D. Soden 20905 12 5. M. Wright 4545 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. B. Fietids 900 21 9. B. Sherriff 9 22 11. B. Linn 15125 21% 2. J. Logae 2113 36 17. K. Hutton 126 38 HOBE 144: 13 36 17. K. Hutton 126 38 HOBE 142: 12 13	1 Stumpf H0BE 14-A: 1 Staudt 2. Soden 3. Golden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 14-8: 14. Legge 28. Blout 38. Blout 38. Blout 39. Belli 10. Schopp 11. Edge 11. Edge 12. Carpenter 3. Chandler 4. Hutton 5. Prilow 6. Lantz 7. Kiruen 8. Hensile 9. Randalle 10. Mayberg 11. Bick Eddington 14. Bauchamg 15. Seaman 6. King	1111 5% 20905 8 334 10% 90 12% 3573 14 25152 17 900 28 907 12% 3573 14 25152 17 900 28 900 28 900 28 900 28 91315 30 9267 29 1315 30 16588 40 1265 31 1515 31 16588 44 7279 47 21113 3½ 418 9 418 9 115 19 2733 21 2733 21 2733 21 2733 21 2733 21 2733 21 2744 24 2845	Johnson J	22 11882 3 17101 10775 6 17208 1729 9538 20653 3862 17589 6152 1745 18470 17971 14987 14452 20700 15226 14452 20705 15226 14452 20705 15226 14452 20705 15226 1559 1559 1526 1559 1526 1559 1527 14452 20705 1526 1526 1559 1559 1559 1558 1559 1559 1559 1559 1559 1558 1559 1559 1559 1559 1559 1558 1559 1558 1559 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 1558 1559 15588 1558 1558 1558 1558 1558 1558 1558 15
HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 L. Moore 1127 7 7 HOBE 14% 1 4% 3. E. Moore 1127 7 7 1. M. Staudt 1111 4.5 1 3. D. Soden 20905 12 2 4. R. Jetrives 515.2 12 5 M. Wright 4545 12 5. M. Wright 4545 12 12 5 M. Wright 4545 12 6. D. Crocker 2967 16 0 7 1. Watcher 357.3 16% 1. B. Sherriff 9 2. South 4118 28 13 24 44 64 449 14 24 24 36 17 K. Hutton 126 38 124 124 13 36 17 K. Hutton 126<	1 Stumpf H0BE 14-A: 1. 1. Staudt 2. Soden 4. Wagniere 5. Solden 4. Wagniere 5. Watker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 14-8: Scott 11. Eder HOBE 14-C: I. 13. Foster 14. Scott 15. Scott 16. Scott 17. Schubradt 18. Hensiee 19. Radoller	1111 5% 20905 8 334 10% 90 12% 3573 14 25152 17 900 28 907 12% 3573 14 25152 17 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 9267 29 1315 30 16588 40 126 41 808 44 7279 47 21113 3½ 4418 9 118778 12 36 15 373 21 36 15 373 21 2733 21 2733 21 2733 21 2733 <t< td=""><td>Johnson Johnson J</td><td>22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579</td></t<>	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBIE 12:	1 Stumpf H0BE 14-A: 1 1 Staudt 2 Soden 3 Golden 4 Wagnere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn 14 Cockreil 15 Myrter 16 Mrain 17 Hutton 18 Rose 19 Martin HOBIE 14-8: . 1 Legge 2 Rasmussen 3 Blout 4 Scott 5 Halloran 10 Schopp 11 Elder 13 Chandler 4 Houton 5 Randall 10	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5552 14 5152 17 900 22% 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 16588 40 1265 31 406 34 8033 38 91678 12 2733 21 51515 19 18778 12 283 4% 122453 9 2733 21 5815 19 18778 12 283 4% 12435	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 L. Moore 1127 7 7 HOBE 14% 1 4% 3. E. Moore 1127 7 7 1. M. Staudt 1111 4.5 1 3. D. Soden 20905 12 2 4. R. Jetrives 5152 12 5 M. Wright 4545 12 5. M. Wright 4545 12 12 5 M. Wright 4545 12 6. D. Crocker 2967 16 0 7 L. Watcher 3573 16% 1. B. Sherriff 9 2 L. Bacos 868 24 11 12 2 2 2 2.5 12 8 501 32 15 3 13 36 17 K. Huton 126 38 12 12 12	1 Stumpf H0BE 14-A: 1. 1. Staudt 2. Soden 4. Wagniere 5. Solden 4. Wagniere 5. Walcker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin H0BE 14-8: Socit 11. Eder HOBE 14-C: Foster 11. Foster 12. Carpenter 3. Chandler 4. Hutton 9. Randall 10. Schopp 11. Eder <td>1111 5% 20905 8 334 10% 90 12% 3573 14 25152 17 900 28 907 12% 3573 14 25152 17 900 28 900 28 900 28 900 28 91315 30 9267 29 1315 30 16588 40 1265 31 1515 31 16588 44 7279 47 21113 3½ 418 9 4418 9 115 19 2733 21 2733 21 2733 21 2733 21 2733 21 2733 21 2744 23 4587</td> <td>Johnson Johnson J</td> <td>22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579</td>	1111 5% 20905 8 334 10% 90 12% 3573 14 25152 17 900 28 907 12% 3573 14 25152 17 900 28 900 28 900 28 900 28 91315 30 9267 29 1315 30 16588 40 1265 31 1515 31 16588 44 7279 47 21113 3½ 418 9 4418 9 115 19 2733 21 2733 21 2733 21 2733 21 2733 21 2733 21 2744 23 4587	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 HOBIE 14-K 1 1 1. M. Staudt 1111 4.5 2. R. Eddington 20005 12 3. E. Moore 1111 4.5 2. R. Eddington 20006 11 3. D. Soden 20905 12 4. R. Jeffields 515.2 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. B. Fields 90 21 9. B. Sherriff 9 22 11. B. Linn 15125 2% 2. J. J. Cockrell 406 36 16. S. Myter 313 36 17. K. Hutton 126 38 16. B. Edding 21/2 38 17. K. Hutton 126 21/2 1. J. Linn 15125	1 Stumpf H0BE 14-A: 1 1 Staudt 2 Soden 3 Golden 4 Wagnere 5 Walcker 6 Boyle 7 Jeffries 8 Wassman 9 Fields 10 Crocker 11 Downard 12 White 13 Linn 14 Cackrell 15 Myrter 16 Mrain 17 Hutton 18 Rose 19 Martin HOBE 14-8: . 1 Legge 2 Rasmussen 3 Blout 4 Scott 5 Hallora 10 Schopp 11 Elder 12 Carpenter 2 Carpenter 2 Carpenter 3	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5552 18 900 28 2257 18 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 101 44 868 44 7279 47 21113 3% 9167 12 918778 12 923 21 51515 19 18778 12 2933 21 5811 22 333 19 1969 <td< td=""><td>Johnson Johnson J</td><td>22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579</td></td<>	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 L. Moore 1127 7 7 Mole 14% 7 7 L. Moore 1127 7 7 Mole 14% 7 7 L. Moore 1127 7 7 L. R. Jadington 20000 11 3. D. Soden 20905 12 15 6. D. Crocker 2867 16 7 6. D. Crocker 2967 16 7 9. B. Sherriff 9 23 16% 11. R. Wagner 90 26 12 12. B. Soott 4118 28 13 13. C. Wassman 2057 3 16% 14. G. Hagen 561 32 15 15. J. J. Linn 15125 2% 2% 1. J. Linn 15125 12%	1 Stumpf H0BE 14-A: 1 1 Staudt 2. Soden 4 4. Wagniere 5 3. Golden 4 4. Wagniere 5 5. Walcker 6 6. Boyle 7 7. Jeffries 8 8. Wassman 9 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 16. Micali 7. Hutton 18. Rose 1 19. Martin Hogge 14. Gockrell 1. Legge 2. Mation 8 3. Blout 8 4. Hutton 9 9. Belli 10. Schopp 11. Elder 11. Foster 12. Crapenter 1. Chandler 13. Kiruen 9. Randaller 14. Hutton 9. Randaller 15. Adverum 3. Russ Eddington 10. Mayberg 10. Mayberg	11111 5% 20905 8 334 10% 90 12% 3573 14 5152 16 5152 16 2007 18 900 22% 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 91315 30 91315 30 91315 31 126 41 9287 29 1355 31 136 41 94 7279 47 7279 27133 21 581 12 314 24 5833 214 5833 19 95634	Johnson J	22 11882 3 17101 10775 6 17208 17209 17279 17279 17279 17559 15559 15559 15557 17569 15557 175790 17579
HOBIE 12: 1. R. Poitras 910 4% 2. P. Nixon 678 4% 3. E. Moore 1127 7 7 HOBIE 14-K 1 1 1. M. Staudt 1111 4.5 2. R. Eddington 20005 12 3. E. Moore 1111 4.5 2. R. Eddington 20006 11 3. D. Soden 20905 12 4. R. Jeffields 515.2 12 5. M. Wright 4545 12 6. D. Crocker 2867 16 7. L. Watcher 3573 16% 8. B. Fields 90 21 9. B. Sherriff 9 22 11. B. Linn 15125 2% 2. J. J. Cockrell 406 36 16. S. Myter 313 36 17. K. Hutton 126 38 16. B. Edding 21/2 38 17. K. Hutton 126 21/2 1. J. Linn 15125	1 Stumpf HBBE 14-A: 1. 1. Staudt 2. Soden 4. Wagniere 3. Golden 4. Wagniere 5. Watker 6. Boyle 7. Jeffries 8. Wassman 9. Fields 10. Crocker 11. Downard 12. White 13. Linn 14. Cockrell 15. Myrter 16. Micali 17. Hutton 18. Rose 19. Martin Hogge 1. 2. Rhounan 3. Bioli 10. Scott 11. Edder HOBE 14-C: 1. 13. Kinonan 9. Randaller 11. Edder HOBE 14-C: 1.	1111 5% 20905 8 334 10% 90 12% 3573 14 5152 17 5552 18 900 28 2257 18 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 900 28 91315 30 101 44 868 44 7279 47 21113 3% 9167 12 918778 12 923 21 51515 19 18778 12 2933 21 5811 22 333 19 1969 <td< td=""><td>Johnson Johnson J</td><td>22 11882 3 17101 10775 6152 1729 9538 20553 20553 20553 20553 1559 6152 1559</td></td<>	Johnson J	22 11882 3 17101 10775 6152 1729 9538 20553 20553 20553 20553 1559 6152 1559

	19. S. Murray 20. R. Off 21. T. Lindley 22. B. Watson	2068 51 6110 54 14492 56 21 57	
44	HOTLINE/JULY-	AUGUST 1976	

11.		2.14	22. 1
H Alter Ir	26	31/2	23. 5
A Hanen	30	436	24. 25. 1 25. 1 26. 1 27. 2 28. 5 29. 1 30. 1 31. 1 32. 2 33. 0 34. F 35. 1 33. 4 35. 1 36. 0 37. 0 38. 1 39. 0 40. 0 41. 6
K. Stumpf	309	9	26. 1
C. Banks	437	12	27 .
12:			28. 5
R. Poitrois	910 678	2%	30. 1
K. Nixon	678	41/4	31. 1
14-A:			32 .
Rick Eddington	164	21/4	33. 0
M. Staudt	1111	8 14	35 6
D. Boyle P. Mayeski	22	14 16	36. 0
R. Wagniere	90	16	37. (
B. Sherriff	383	16 17 17	38. 1
J. Wood	204	17	39. 0
D. Soden	20905	19	41. F
D. Rose	2867	26	42. H
B. Fields	900	29	42 H 43 L
R. Jeffries	5152 5746 21113	22 ³ / ₂ 29 31 39 40	42. H 43. L 44. E 45. J 46. F 47. L 48. F 49. L
F. White	5746	39	45. J 46. F
J. Legge	406	40	47. 1
Walcker	3573	43 46	48. F
M. Wright	4545	48	49. [
J. Linn	15125	48 48	HOBIE
6. Hagen	126	48 49	1. 1
C. Wassman	2057	50	2 F 3. C
J. Micall	16588 8313 4118	53	4 1
5. Myrter	8313	53 57 75	4. C 5. F
5. Scott	4118	15	6. F
14-8:			6. F 7. J 8. J
R. Rasmussen	101	6½ 6½	9. M
C. Hernandez	21	6% 9	10. S
R. Haas	12901	12	11. 0
J. Foster	14593 528 581	15 17 21	12. K 13. K
C. Fields	528	17	13. K 14. F
Halloran	581 18778	21 22	15. J
5. Chandler	12485	23	16. F
). Carpenter	12485 38	23 23	17. L
3 Schopp	3114	33	19 0
I II: III: II: III: II: II:			1 + F 2 3 C C C 5 F F 3 3 4 5 F 7 F 1 8 5 C 7 J 5 F 7 F 7 J 5
Radcliffe	5476 7964	3½ 3½	21. J
J. Paasch	7964 17234	3% 11 26 27 28 29 33 34 36 42	22. E
C. Lantz	7934	11	24 V
P. Johnston	527	26	25. J
W. Willis	15146	27	26. E
K. Ewing	2043	29	28 F
. Antonson	439	33	29. G
M. Stewart	11702	34	30. J
nanoan	7934 527 6044 15146 2043 439 11702 15674 7515 262-S	42	30. J 31. H 32. S 33. J 34. R 35 36. T
Sea Scouts	262-S	48 48	33. J
B. Fox	2596	48	34. R
B. Hutton	2833	48 48	35
16.A.	3003	40	30 1
Intra King	14	7%	37. L 38. P 39. J
Bob Beauchamo	14 1400 2453	12	39. J
Doug Mihoky	2453	12 15 21 21 ³ / ₄	40 M
Nayne Schaler	315	21	40 m 41. J 42. L 43. R
Lick Steele	45	21%	43. R
Russ Eddington	158	23 25 25	44 E 45 H 46 D 47 J 48 J
loble Warrum	1981	25	46. D
Steve Leo	111 20686	261/4	47. J
Joh Seaman	13	26 ³ / ₄ 27 34 ³ / ₄ 35 37 42	48. J
tobie Alter	13 36 11217 9067	35	
). Oltmans	11217	37	F
). Churchill	9067	42	r
Foloner	20675	44 44	
). Kun	1469	46	
Piety	1121/ 9067 21 20675 1469 1238 125 366 3265	49	POSI- TION
Nichola	125	49 58	TIUN
Petaha	3265	59	HORIE
Breckenridge	16692 1832	59	1. F 2. F
Hernandez	1832	60	3.0
Black	20712	61 62	4. J
. Black . Woodside 3. Off	787 6110	67	5. K
R. Price		74	6. 4 7. 4
Hart	1650	75	1. 1
Matthews	4504	67 74 75 76 79	HUBIE
A Price A Hart Matthews A Atwood A Shearer McGraw	8633		1.[
McGraw	8365 1650 4504 271 8633 2755 38	84 85	3. 1
V. Baird	38	85	HOBIE 1. [2 2. [2] 3. J 4. V 5. A 5. A
Johnston		87 91	5. 4
Moxley	4380 12786 16507	91	7.0
Hedley	16507	91 91 94 96 99	6 L 7. 0 9. E
Lewis	15673	90	9. E
A. Shearer	15012	108	11 6
Brown	12 1685	111 114	12.
Baggs	1685 17567	114 134	13. F
L Shearer McGraw W Baird I Farquihar L Johnston Moxiey I Hedley Grimes L Lewis A Shearer Baggs I Huber IB-B: Sarver Dawson L Wood Andrs Munsey Pavne	17.001	1.54	9 0. E 9 0. E 11. E 12. M 13. F 14. T 15. J 16. F 17. B 18. L 19. J 20. J 21. O
Sarver	4138	13	16. F
Dawson	17278	13 13	17. A
I. Wood	69	1730	18. L
Andrs	8686 5823 4183	21 21	20
Payne	4183	21 22 ³ /4	21. 0
Brooks	16098	23	66. J
Votaw	10384	23 24¾	23. S 24. B
Johnson		26	HOPE
Mulum	9039	26	
Mulvey	13953	26 36 37	1
Mulvey Bradeson Hinkle	9039 13953 8048 2691	36 37 38	1. J 2. G
Mulvey	13953 8048	31	HOBIE 1. J 2. G
. Mulvey Bradeson Hinkle	13953 8048	31	1. J 2. G
. Mulvey Bradeson Hinkle	13953 8048	31	1. J 2. G

HURRICANE GULCH Long Beach, California June 12 & 13, 1976

POSI-TION SKIPPER HOBIE 10 T. Lucching HOB

3. 4. HOBI 1. 2. HOBI

9. 10. 11. HOB

56

8. 9. 10. 11. 12. 13. 14. 15. 16. HOBI

1234567

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.

TOTAL SAIL # POINTS

| 13 | R Jacobs
J Clark
C Ellmore
E Hughes
R DeCosta
R Weismann
T Deschamps
T Deschamps
T Deschamps
B LaFleur
S Palimiter
A Monson
E Stang
M Banuelos
J Beauchamp
S Shenkel
T Neale
M Sanuelos
J Beauchamp
S Shenkel
M Sanuelos
M Brady
J Moore
C Cuse
R Gilchrist
B Petiti
D Stumpf
G Cook
M Patterson
M Patterson
C Homan
H Homan
H Homan
H Kytter
J Owen
F Cerini
L Szedlacsek
R Hutchnson
H esteld
H EIBCC
K Rodos | x | 42 |
|------------|--|---|--|
| 14. | J. Clark
C. Ellmore | 8006
11882 | 42
42
42
43 |
| 16. | E. Hughes
R. DeCosta | 15186
6257 | 46 |
| 18 | R. Weismann | 15186
6257
486
14262 | 48
49 |
| 0 | T. Deschamps | 14262
2101
X50 | 59 |
| 2 | 1. Gillman
B. LaFleur | x50
13275 | 60
61 |
| 3. | S. Palmitier
A. Monson | 4471 7119 | 62
65
70 |
| 5 | E Stang | 20725 | 70 |
| 7 | J. Beauchamp | 26 | 70
70 |
| 8 | S. Shenkel
T. Neale | 12455
101X | 73%
77
78
80
80
83
84
84
84 |
| 0. | M. Samson
N. Brady | 1808 | 78
80 |
| 2 | J. Moore | 9497 | 80 |
| 4 | R. Gilchrist | 16773 | 83
84 |
| 15 | B. Pettit
D. Stumpf | 13154
13069 | 84
85 |
| 17. | G. Cook
M. Patterson | A30
13275
4471
7119
20725
500
26
12455
500
26
12455
500
12455
101X
13029
5969
4795
5969
4795
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1306 | 87
87 |
| 19 | G. Pool | 11144 | 87
87
89
108 |
| 1. | P. Hutton | 789 | 108 |
| 2.3 | H. Homan
D. Hebard | 9900
9963 | 108
112
115 |
| 4. | B. Myrter | 19760 | 124 |
| 6.7 | F. Cerini | 1389 | 124
127
133
136 |
| 8 | R. Hutchinson | 3308
10978 | 136
141
142 |
| 9. | D. Hersfield | 1862 | 142 |
| 1. | K. Rhodes | 9025 | 61/4 |
| 1.2.3.4. | R Pringle | 19587
6164 | 10
12 |
| 4. | 0. Smith | 2048 | 161/4 |
| 5. | R. Sill
F. Heath | 6129 | 23 |
| 6.7.8 | R. Sill
F. Heath
J. Blauer
J. McQuilkin | 4500
6873 | 16%
17
23
25
27%
29
29
38
38
38 |
| 9. | M. Dawson
S. Butts | 34 2527 | 29
29 |
| 1. | D. Hanlon | 13138 | 38 |
| 1.234.5678 | J. McDuilkin
M. Dawson
S. Butts
D. Hanion
K. Amick
K. Schopp
R. Schreiber
J. Greer
R. Royston
L. Luby
S. Pepper
G. Walsh
T. Long
J. Hernandez
E. Poitras | 19587
6164
2048
17101
6129
4500
6873
34
2527
13138
7345
5414
12819 | 381/6 |
| 4. | H. Schreiber
J. Greer | 12819
20553 | 40
43 |
| 6. | R. Royston | 20553
2198
17360
13147
79
10
7357 | 43
45
46 |
| 8 | S. Pepper | 13147 | 47 |
| 9. | T. Long | 10 | 49
53 |
| 1. | J. Hernandez
E. Poitras | 7357
9910 | 57
58 |
| 3. | S repper
G Waish
T Long
Alternandez
E Poitras
L Ruse
W Ricker
J Burns
B Renshaw
W Ricker
J Burns
B Renshaw
R Mohier
R Mchier
R Mchier
R Mchier
R Mchier
R Mchier
S Rats
S Rats
J LaRosa
J LaRosa
J LaRosa
J LaRosa
R Anderson
T Hobson
L Bail
P Butier
J Satton
L Boise
R Vargos
F Vargos | 9910
15828
7515
1713
10311 | 46
47
49
53
57
58
59
63
66
66
66
66
66
69
71
71
73
77
78
84
85
99 |
| 5. | J. Burns | 1713 | 66 |
| D.
7. | B. Renshaw
W. Mohler | 10311
4965
486 | 66
69 |
| 8.9 | R. McIntyre
G. Sommerville | 486 | 71 |
| 0. | J. Seinfeld | 486
10775
2236
3919
2446
13304
3006
6139
105 | 73 |
| 2 | S. Rais | 2446 | 78 |
| 3. | J. LaRosa
R. Anderson | 13304
3006 | 84
85 |
| 5. | T. Hobson | 6139
105 | 91
99 |
| 7. | L. Ball | 11101 | 108
109 |
| 9. | J. Randall | 57
4511 | 111 |
| 0. | M. Miebach
J. Sutton | 10980
14889
12775 | 111
111
121
128 |
| 2.3 | L. Bose
B. Varon | 12775 | 128 |
| 4 | E. Rogers | 16051
19762
15202 | 136 |
| б. | E. Rogers
H. Van Dyke
D. Jones | 15202
6180 | 137
144 |
| 7. | J. Lewis
J. Sager | 6180
6319
4126 | 144
144 |
| | FLEET # | | |
| | POINTS REG | ATTA | |
| | Lake Norman | n, NC | |
| - | April 24 & 25 | | OTAL |
| 10 | N SKIPPER S | | DINTS |
| 1. | N SkiPPEN S
N SkiPPEN S
Ron Molnar
Gai Molnar
Gai Molnar
John Palmour
Kay Wheeler
Annette Miller
Ann Yochem
IE 16.4
Doug Foote
Dave Skidmore
Dave Skidmore
John A. Houck
Walt Neil
Alan Hunter
Lee F. Holman
Gene Carney
Dan Williams
Bobb Pedrickson
Michael Edwards
Bob Hendrickson
Michael Edwards
Deb Hendrickson
Michael Edwards
Deb Hendrickson
Michael Edwards
Joe Yochem
Richard Jones
A. B. Bottoms
Larry Efrid
Join Reinecke
Sid Morris
Bill Austin
IE 168: | 8054 | 33/4 |
| 23 | Hon Molnar
Gail Molnar | 15659
15509 | 14
14 |
| 4. | John Palmour | 8750 | 15 |
| 6.7 | Annette Miller | 665 | 30
34
35 |
| OB | HE 16-A: | 12088 | 35 |
| 1. | Doug Foote | 8918 | 81/2 |
| 2. | John A. Houck | 3242
18253 | 19½
20¾
24¾ |
| 4. | Walt Neil
Alan Hunter | 9071
8666 | 24% |
| 6. | Lee F. Holman | 10618 | 25
31
32
35 |
| 8. | Dan Williams | 8429 | 35 |
| 9. | Bill Rossa | 5777
9541 | 36
42
47 |
| 1. | Bob Hendrickson
Michael Edwards | 7256 | 47
57 |
| 3. | Pepper Constable | 9722 | 57
59
76
77 |
| 4. | Joe Yochem | 14509
9416 | 76 |
| 6. | Richard Jones
A. B. Bottoms | 19128
14894 | 80
81 |
| 8. | Larry Efird | 11137 | 85 |
| 0. | Joe Donaghy | 9477 | 81
85
86
86
90 |
| 1. | John Reinecke | 14509
9416
19128
14894
11137
17330
9477
7046
8837
6302
9991 | 90
93 |
| 3. | Sid Morris
Bill Austin | 6302
9991 | 101
105 |
| | | | |
| 1. | Joe Petersen
George Metcalf | 9106
7766 | 7%
8% |
| - | and a success | | |
| | | | |

| 3 | 6. Jim Hackett | 16266 | 35
38 |
|--|---|--|--|
| 6 | 7. Bo Deaton
8. Ralph Dickson | 16266
5771
16256
12540
13836 | 38 |
| 9 | Ledley Symmes | 12540 | 42 |
| 9
0 | 10. Doug Collings | 13836
8417 | 49 |
| 1 | 11. Charles Akers
12. Vic Strader | 13836
8417
12802
14798 | 63 |
| 1 2 5 | 13. John Jenkins | 14798 | 66 |
| 0 | 15. Marilyn Craig
16. Don Hammer | 15698 | 67
78 |
| 0 | 14. Wesley Laws
15. Marilyn Craig
16. Don Hammer | 9384 | 80 |
| 00% | FLEET #53 R | | A |
| 7 | Charleston, Sou | th Caro | |
| Õ | May 8 & 9 | | |
| 0 | POSI-
TION SKIPPER | SAIL # P | TOTAL |
| 4 | HOBIE 14: | SAIL # P | UINTS |
| 4
5 | 1. S. Glenn | | 21/4 |
| 7 | 2. T. L. Lucas
3. N. Newton | | 11 |
| 9 | 4 W Prinole | | 14 |
| 8 | 5. T. Hutson
6. H. Driver
7. H. Harvey | | 18
20 |
| 2 | 5. 1. Hutson
6. H. Driver
7. H. Harvey
8. R. Brodeur | | 13
14
18
20
21
23 |
| 5 | 9. B. Lyman | | 23 |
| 4. | 9 B. Lyman
10 C. Post
11. P. Deberry
12. A. Carroll | | 27 |
| 3 | 11. P. Deberry
12. A. Carroll | | 28
37 |
| 6 | 15. T. Johnson | | 37 |
| 2 | HOBIE 16-A: | 0.10 | |
| 16 | 1. R. Brotherton/E
2. D. Foote/J. May
3. P. Kilpatrick/C. J | e | 2% |
| 0 | 3. P. Kilpatrick/C I
4. G. Popp/F Popp | Kilpatrick | 7
12
13
17
22
23 |
| 2 | 4. G. Popp/F Popp
5. B. Dial/K. Folk | | 13 |
| 7 | G. Popp/F. Popp B. Dial/K. Folk L. Drake/S. Drak D. Pate/M. Lashi R. Swan/N. Swa S. Witte/W. Jeni M. Dawson/R. M. | e | 22 |
| 354 | 8 R. Swan/N. Swa | n
n | 23 |
| 4 | 9 S. Witte/W. Jenk | uns | 25 |
| 9 | 11. R. Harley/R. Jon | les | 30 |
| 8 | S. Witte/W. Jenii M. Dawson/B. M. R. Harley/R. Jonii C. Claussen/K. J. R. Dove/M. Simoi | lohnson | 27
30
33
39 |
| 8 | HOBIE 16-B: | ons | 39 |
| 0 | 1 D. Calender/R. B | utler | 67. |
| 5 | 1 D. Calender/R B
2 M. Dodson/D Bl | anchette | 7% |
| 6 | 3. P. Wylly/A.Card
4. J.Horst/J.M.Pa
5. N.Easterling | ges | 8% |
| 9 | 5. N. Easterling
6. B. McElheny/L. M | Littee | 20 |
| 3 | E. Frost/R. Rand | olph | 22
25
26 |
| 8 | 8. R. Kendrick/Hills
9. L. Schirmer/H. N | Stahoney | 26
28 |
| 9
3
7
8
9
3
6 | 10. W.Wood | unoncy | 30 |
| 6 | CONSTITUTIO | ON STA | TE |
| 9 | CONSTITUTIO
POINTS RE | GATTA | |
| 1 | Madison, Co | nnecticu | it |
| 3 | May 15 & 1 | 6, 1976 | |
| 7 | POSI-
TION SKIPPER | SAIL # P | OTAL |
| | | | INTS |
| 4 | HOBIE 14: | SAIL# PI | DINTS |
| 4
5
1 | HOBIE 14:
1. Sears | 7177 | DINTS
5 |
| 4519 | HOBIE 14:
1. Sears
2. Lindfors | 7177
3938 | 5
12 |
| 4
5
1
9
8
9 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey | 7177
3938
14505
5007 | 5
12
15%
16% |
| 6
4
5
1
9
8
9
1 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen | 7177
3938
14505
5007
4209
8280 | 5
12 |
| 6
4
5
1
9
8
9
1
1
1 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
4. Bailey
5. Pickett
6. Hogen
7. Cote | 7177
3938
14505
5007
4209
8280
8245 | 5
12
15%
16% |
| 64
51
98
91
11
84 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen | 7177
3938
14505
5007
4209
8280
8245 | 5
12
15%
16% |
| 1
8
4
6 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchencether
9. Urist
HOBIE 16: | 7177
3938
14505
5007
4209
8280
8245
18726
4171 | 5
12
15%
16%
19
34
38
40
45 |
| 1
8
4
6 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
4. Bailey
5. Prickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
HOBIE 16:
1. Hanlan | 7177
3938
14505
5007
4209
8280
8245
18726
4171 | 5
12
15%
16%
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45 |
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7
4 | HOBE 14:
1 Sears
2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
8 Herchenroether
9 Urist
HOBE 16:
1 Hanian
2 Ewing
3 West | 7177
3938
14505
5007
4209
8280
8245
18726
4171
16103
1385
13874 | 5
12
15%
16%
19
34
38
40
45
3%
16
23% |
| 1
8
4
6
7
4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beitrield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
HOBIE 16:
1. Hanlan
2. Ewing
3. West
4. McCennis | 7177
3838
14505
5007
4209
8280
8245
18726
4171
16103
1385
13874
16509 | 5
12
15 ³ / ₄
16 ³ / ₄
19
34
38
40
45
3 ³ / ₄
16
23 ³ / ₄
26 |
| 1
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4
6
7
4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beitrield
4. Bailey
5. Pickett
6. Hogen
7. Cole
8. Herchenroether
9. Urist
HoBIE 16:
1. Hanlan
2. Ewing
3. West
4. McCennis
5. Nicholson
6. Sutherland | 7177
3838
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5007
4209
8280
8245
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16509 | 5
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23% |
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7
4 | HOBIE 14:
1 Sears
2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
1 Hanian
2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Walker | 7177
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3 ³ / ₄
16
23 ³ / ₄
26
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26
34
37 |
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4 | HOBIE 14:
1 Sears
2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
1 Hanian
2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Watker
8 Yates
9 Shownheesey | 7177
3938
14505
5007
4209
8280
8245
18726
4171
16103
13857
16103
13874
16509
15164
12111
5284
14779
11567 | 5
12
15 ³ / ₄
16 ³ / ₄
34
38
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45
3 ³ / ₄
16
23 ³ / ₄
26
34
37
41
47 |
| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
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2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
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2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Watker
8 Yates
9 Shownheesey | 7177
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18555 | 5
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1 Sears
2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
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2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Watker
8 Yates
9 Shownheesey | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1 Sears
2 Lindfors
3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
1 Hanian
2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Watker
8 Yates
9 Shownheesey | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1 Sears
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3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
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2 Ewing
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4 McCennis
5 Nicholson
6 Sutherland
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1 Sears
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3 Betheld
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5 Pickett
6 Hogen
7 Cote
9 Urist
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4 McCennis
5 Nicholson
6 Sutherland
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1 Sears
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3 Betheld
4 Bailey
5 Pickett
6 Hogen
7 Cote
9 Urist
HOBIE 16:
1 Hanian
2 Ewing
3 West
4 McCennis
5 Nicholson
6 Sutherland
7 Watker
8 Yates
9 Shownheesey | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
4. Bailey
5. Pickett
5. Pickett
6. Hopen
7. Cote
8. Herchenroether
9. Urist
1. Hanlan
1. Hanlan
2. Ewing
3. West
4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
0. Pierce
11. Sullivian
12. Fomle
13. Danielson
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
0. Arseneault | 71177
3338
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
4. Bailey
5. Pickett
5. Pickett
6. Hopen
7. Cote
8. Herchenroether
9. Urist
1. Hanlan
1. Hanlan
2. Ewing
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4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
0. Pierce
11. Sullivian
12. Fomle
13. Danielson
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
0. Arseneault | 71177
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8 | JINTS 5 12 15% 16% 34 38 40 34 38 40 33% 266 23% 41 25 60 63 666 69 90 94 96 99 99 9105 |
| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
Hanlan
1. Hanlan
4. McGennis
5. Nicholson
6. Sutherland
7. Walker
8. Yates
9. Shoughnessy
10. Pierce
9. Shoughnessy
10. Pierce
9. Shoughnessy
11. Sullivan
12. Fomle
13. Danielson
14. Berry
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Mazzasane
19. Michalals
20. Arseneault
21. Pedersen
22. Kok
23. Kingel | 7177
3938
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15164
12814
5284
14779
75655
16406
6059
8672
77047
2992
12382
13410
12238
13410
13290
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13290 | JINTS 5 12 15% 15% 16% 19 34 38 40 45 3% 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 40 3% 41 55 60 63 66 69 90 108 118 |
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1. Sears
2. Lindfors
3. Beitrield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
Hanlan
7. Cote
8. Herchenroether
9. Urist
1. Hanlan
7. West
4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Mazzasane
19. Michalals
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12. Kok | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
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4. Bailey
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7. Cote
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13. Danielson
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13. Jobson
16. Bernardo
17. Manzella
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13. Jobson
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16. Bernardo
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
3. Beltield
4. Bailey
5. Pickett
5. Pickett
6. Hopen
7. Cote
4. Hanlan
1. Hanlan
2. Ewing
3. West
4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzelia
18. Marzasane
19. Michalais
20. Arseeault
21. Pedersen
22. Kok
23. Kingel
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24. Kingelig
11. Sutherland
12. Forme
13. Jobson
14. Berry
15. Jobson
15. Jobson
16. Bernardo
17. Manzelia
18. Marzasane
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1. Sears
2. Lindfors
3. Beltield
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4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
Hanlan
1. Hanlan
2. Ewing
3. West
4. McGennis
5. Nicholson
6. Sutherland
7. Walker
8. Yates
9. Shoughnessy
10. Pierce
11. Sullivari
12. Fomile
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Marzeliae
18. Mazzasane
20. Arseneault
20. Arseneault
21. Pedersen
22. Kok
23. Kingel
24. Kiopping
14. Berry
15. Jobson
16. Bernardo
17. Marzeliae
18. Mazzasane
20. Arseneault
21. Pedersen
22. Kok
23. Kingel
24. Kiopping
14. Berry
15. Jobson
16. Bernardo
17. Marzeliae
18. Mazzasane
24. Kiopping
19. Michaials
24. Kiopping
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10. Political (States)
11. Sullivari
12. Political (States)
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Marzeliae
18. Mazzasane
24. Kiopping
19. Michaials
24. Kiopping
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11. Sullivari
12. Fomile
13. Danielson
14. Berry
15. Jobson
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
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4. Bailey
5. Pickett
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7. Cote
4. Hanlan
1. Hanlan
2. Ewing
3. West
4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzelia
18. Marzasane
19. Michalais
20. Arseeault
21. Pedersen
22. Kok
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24. Kingelig
11. Sutherland
12. Forme
13. Jobson
14. Berry
15. Jobson
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16. Bernardo
17. Manzelia
18. Marzasane
19. Michalais
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
1. Hanian
7. Cote
8. Herchenroether
9. Urist
1. Hanian
2. Ewing
3. West
4. McGennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
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9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
15. Jobson
16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
20. Arise
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22. Kingel
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TOM SkiPER
HOBIE 16: | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
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HOBIE 16:
1. Hanlan
2. Ewing
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5. Nicholson
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9. Shoughnessy
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13. Danielson
14. Berry
13. Jobson
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16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
0. Arseneault
21. Pedersen
19. Michalals
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24. Kinopel
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7. Kowayton, Co
May 29 & 3
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1. Sebastian/Diehl | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
3. Beltield
4. Hopen
7. Cote
9. Urist
HOBIE 16:
1. Hanlan
2. Ewing
3. West
4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
9. Shoughnessy
10. Jerros
11. Sullivian
12. Fomle
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
0. Arseneault
21. Pedersen
19. Michalals
0. Arseneault
24. Kinopel
16. Bernardo
17. Manzella
18. Marzasane
19. Michalals
0. Arseneault
24. Kinopel
24. Kinopel
15. Jobson
16. Bernardo
17. Rowayton, CC
May 29 & 3
POSI-
TION SKIPPER
HOBE 16:
1. Sebastian/Diehl
2. Gale/Bell
3. Shaughnessey/ | 7177
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Belfield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
1. Hanian
7. Cote
8. Herchenroether
9. Urist
1. Hanian
7. West
4. McGennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
9. Shoughnessy
9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Marzasane
19. Michaials
20. Arisea
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ROTON POINT
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May 29 & 3
POSI-
TION SKIPPER
1. Sebastan/Diehl
2. Gale/Pell
3. Shaughnessy
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3. Beltield
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4. Bailey
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6. Hopen
7. Cote
9. Urist
1. Hanlan
2. Ewing
3. West
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4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
10. Pierce
11. Sullivian
12. Fomle
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Manzelia
18. Marzasane
19. Michalais
20. Arseneault
21. Pedersen
22. Kringel
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25. Skipping
11. Salivison/
7. Manzelia
13. Danielson, CC
May 29 & 3.
POSI-
TION Skipper
11. Salivison/
7. Schafer, Schafer
13. Shaughnessy/
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4. Nicholson
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| 1 8 4 6 6 7 4 4 4 | HOBIE 14:
1. Sears
2. Lindfors
3. Beltield
4. Bailey
5. Pickett
6. Hogen
7. Cote
8. Herchenroether
9. Urist
HOBIE 16:
1. Hanlan
2. Ewing
3. West
4. McGennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
9. Shoughnessy
9. Shoughnessy
10. Pierce
13. Danielson
14. Berry
13. Jobson
14. Berry
15. Jobson
16. Bernardo
17. Manzella
18. Mazzasane
19. Michalals
20. Arseneault
21. Pedersen
19. Michalals
21. Pedersen
22. Kok
23. Kringel
24. Kinoping
ROTON POINT
Rowayton, CC
May 29 & 3.
POSI-
TION SKIPPER
HOBIE 16:
1. Sebastian/Delhe
1. Sebastian/Delhe
3. Shaughnessy
4. Nicholson
5. Papp/Papp
6. Danielson/Daley
7. Kringel/Ames
8. Manela/Stewar
9. Schafer/Schafter
1. Schafter/Schafter
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1. Sears
2. Lindfors
3. Beltield
3. Beltield
4. Bailey
5. Pickett
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6. Hopen
7. Cote
9. Urist
1. Hanlan
2. Ewing
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1. Hanlan
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4. McCennis
5. Nicholson
6. Sutherland
7. Walker
9. Shoughnessy
10. Pierce
11. Sullivian
12. Fomle
13. Danielson
14. Berry
15. Jobson
16. Bernardo
17. Manzelia
18. Marzasane
19. Michalais
20. Arseneault
21. Pedersen
22. Kringel
24. Kringel
24. Kringel
25. Skipping
11. Salivison/
7. Manzelia
13. Danielson, CC
May 29 & 3.
POSI-
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11. Salivison/
7. Schafer, Schafer
13. Shaughnessy/
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4. Nicholson
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7. Spair/Schafer
10. Staughnessy/
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9. Shoughnessy
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11. Sullivian
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13. Danielson
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16. Bernardo
17. Manzelia
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11. Salivison/
7. Manzelia
13. Danielson, CC
May 29 & 3.
POSI-
TION Skipper
11. Salivison/
7. Schafer, Schafer
13. Shaughnessy/
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4. Nicholson/
7. Spair/Schafer
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4237 | 33% 167% 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 33% 400 410 101 101 101 101 101 101 101 101 101 102 103 103 104 107% 107% |

Donald Pole Frank Babiarl Ron Lasater

34.5

17587 6002 4033 14 18 27

| HAWAIIAN TROPIC
WORLD OPEN
Daytona, Florida
May 15 & 16, 1976 | | | |
|--|---|--|---|
| POS | | | TAL |
| TION | SKIPPER
IE 14-A: | SAIL # POI | ITS |
| 1 | J Stevens | 3967 | 83/4 |
| 2345678 | J. Stevens
M. Weill
B. Olton
J. Matheny
J. Farman
M. Waish
J. Hamilton
G. Murphy
D. Wentworth
J. Davis
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
R. Rose
G. Kathayiynas
J. Jillich
R. Raditch
E 14-8: | 3967
10240
15435
10354
15547
14958
3850
3588
17542
7919
18700
3004
21289
17324
10138 | 8% 12
13% 16
17% 19
19
21
23
30
34
35
37
38
38
41 |
| 4 | J. Matheny | 10354 | 16 |
| 5. | J. Farman
M. Walsh | 15547
14958 | 19 |
| 7. | J. Hamilton | 3850 | 19 |
| 9. | D. Wentworth | 17542 | 23 |
| 10. | J. Davis
M. Wentworth | 7919
18700 | 30
34 |
| 12 | M. McWilliams | 3004 | 35 |
| 14 | G. Kathaylynas | 17324 | 38 |
| 15.
16 | J. Jillich
R. Raditch | 17324
10138
15503 | 38 |
| HOB | IE 14-B: | | |
| 12345678 | J. Dando | 20348
17498
111
20214
10424
12940
10202
15090
17478
15505
12926
330 | 3½
6¼
9
11
19
20
23
24
27
29
30 |
| 3 | F. Kremer | 111 | 9 |
| 4. | M. Deloach | 20214 | 11 |
| 6. | Dr. Shelburne | 12940 | 20 |
| 8 | D. Whitman | 15090 | 23 |
| 9. | T. Balara | 17478 | 24 |
| 9.
10.
11.
12. | D. Richards | 12926 | 29 |
| HOB | C. Laskey | 330 | 30 |
| 1. | M. Garner | 9584 | 5% |
| 1. 2 3. | J. Jillich R. Raditch R. Raditch
IE 148:
J. Dando G. Carlon F. Kremer
M. Deloach J. Hamon
J. Hamon J. Whitman
D. Whitman
D. Whitman
D. Whitman
D. Richards
C. Laskey
M. Garner
S. Shafer
J. Davis
J. Schandelima
J. Biake
S. Edmonds
C. Kettel
B. Pope
C. Smith
T. Anderson
D. Richards
J. Davis
J. Bergen
C. Smith
T. Anderson
D. Richards
C. Kettel
B. Pope
C. Smith
T. Anderson
D. Rick
D. Rick
S. Shafer
J. Davis
J. Schandelima
J. Sch | 9584
7
15744
yer 8248
13392
18897
18172
12139
17016
7080
10226
11386
17487
10593
20425 | 6½
11
18
19
19
24
29
31
33
39
39 |
| 3. | J. Davis
J. Schandelma | iyer 8248 | 18 |
| 4. 5. 6. 7. 8 9. 10. 11. 12. 13. 14. | T. Blake | 13392
18897 | 18 |
| 7. | S. Edmonds | 18172 | 19 |
| 8. | C. Keitel
B. Pope | 12139 17016 | 24 |
| 10. | C. Smith | 7080 | 29 |
| 12. | D. Rott | 11386 | 33 |
| 13. | J. Duke
W. Pritchard | 17487 | 33 |
| 15. | J. Neff | 20425 | 39 |
| HOB | IE 16-B: | | |
| 1. | M. Tiley
B. Alexander | 20427
6424
94
16790
12403
9642
15778
17604
1027
2084
5533
17757
10697
13972
14988 | 18 |
| 3. | K. Duffield | 94 | 20 |
| 5 | B. Powell | 12403 | 24 |
| 6. | B. Chesnut
B. Walch | 9642
15778 | 26 |
| 8 | B. Harshaw | 17604 | 31 |
| 10. | S. Manrodt | 2084 | 39 |
| 11. | M. Martin | 5933
17757 | 44 |
| 13. | G. Smith | 10697 | 51 |
| 14. | D. Foss
T. Grow | 13972
14988 | 51
53 |
| 16. | J. Deans | HIT GOLD | 55 |
| 17. | G. Hardee | 4942
17374 | 63 |
| 19. | C. Rozeab | 11382 | 65 |
| 21. | B. Sell | 14988
HTT G0LD
4942
17374
11382
15080
9994
9882
16672
9222
1887
18160
18649
18095
HTT YELLOW | 66 |
| 22 | V. Kekreek
M. Norris | 9882
16672 | 66
69 |
| 24 | B. Schotman | 9222 | 73 |
| 25 | B. Crouse | 18160 | 74 |
| 27. | B Richards
M Wallis | 18649 | 78 |
| 29 | C. Parker | H1T YELLOW | 2023 24 26 31 31 37 39 44 85 15 35 55 76 36 56 56 66 69 73 74 78 81 84 91 94 |
| 30. | C. Weniger
J. McNally | 9495
16593 | 91
94 |
| 32 | G. Winters | 9184
13858 | -94 |
| 34 | B. Durocher | 9184
13858
8375
16321 | 95
97 |
| 35.
36. | T. Blalock
B. Partridge | 16321
8389 | 98
101 |
| 37. | M. Cullen
B. Gouldu | 8389
14291
10108 | 98
101
102
102
106
106 |
| 39 | D. Aaron | 12266
10127 | 106 |
| 40 | B. Woodburn
B. Cornelius | 10127 | 106 |
| 42 | D. Fowler | 1012/
14136
14296
17545
17139
2661
2323 | 110
112
117
120
123
132
134 |
| 43. | P. Angley | 17139 | 120 |
| 45 | W. Reed | 2661 | 123 |
| 47. | R. Rutter | 5333 | 134 |
| 48. | C. Baldwin
W. Norris | 2844
17225 | 136
136 |
| 50 | S Edmonds C Kettel
B Pope C Kettel
B Pope C Smith
J Dakot
J Dakot
J Dakot
J Dakot
M Pritchad
M Titey B Alexander
K Duffield
M Tidyell
B Powell
B Alexander
K Duffield
B Powell
B Alexander
B Alexander
C Anaroon
M Tidwell
B Powell
B Alexander
B Alexander
B Alexander
C Anaroon
M Alexander
B Alexander
B Alexander
M Alexander
B Alexander
B Alexander
M Alexander
B Alexander
B Alexander
B Alexander
B Alexander
B Alexander
B Alexander
B Alexander
B Schutter
B Schutter
B Schutter
B Schutter
B Alexander
B Schutter
B Schutter
B Alexander
B Alexander | 19945 | 136 |
| - | JETTY
OCEAN RI
Jetty Park
May 29-3 | PARK | |

| D Aaron | 12266 | 106 | |
|---|---|---|--|
| B. Woodburn | 10127 | 106 | |
| B. Cornelius | 14136
14296
17545 | 110 | |
| D. Fowler | 14296 | 112 | |
| A. Martin | 17545 | 117 | |
| P. Angley | | 120 | |
| W. Reed | 2661
2323
5333 | 123 | |
| J. Harrell | 2323 | 132 | |
| R. Rutter | 5333 | 134 | |
| C. Baldwin | 2044 | 136 | |
| W. Norris | 17225 | 136 | |
| A. Triville | 19945 | 136 | |
| JETTY F
OCEAN RE | GATTA | | |
| Jetty Park, | | | |
| May 29-3 | 1, 1976 | | |
| May 29-3 | 1, 1976
T | OTAL | |
| May 29-3 | 1, 1976 | | |
| May 29-3 | 1, 1976
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| May 29-3 | 1, 1976
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| May 29-3
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- | 1, 1976
SAIL # P(
3650
3850 | 17%
18% | |
| May 29-3
SKIPPER
IE 14-A:
Elwell | 1, 1976
SAIL # P(
3650
3850
10240 | 17%
18% | |
| May 29-3:
SKIPPER
IE 14-A:
Elwell
Hamilton | 1, 1976
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SAIL # PO
3650
3850
10240
15435 | 17%
18%
20%
28 | |
| May 29-3:
SKIPPER
IE 14-A:
Elwell
Hamilton
Weill | 1, 1976
T
SAIL # PC
3650
3850
10240
15435
17542 | 17%
18%
20%
28
30 | |
| May 29-3:
W SKIPPER
IE 14-A:
Elwell
Hamilton
Weill
Often
D. Wentworth
Raditch | 1, 1976
T
SAIL # Pt
3650
3850
10240
15435
17542
15503 | 17%
18%
20%
28
30
33% | |
| May 29-3
SKIPPER
IE 14-A:
Elwell
Hamilton
Weill
Olten
D. Wentworth
Raditch
M. Wentworth | 1, 1976
T
SAIL # Pt
3650
3650
10240
15435
17542
15503
18700 | 17%
18%
20%
28
30
33%
39 | |
| May 29-3
SKIPPER
E 14-A:
Elwell
Hamilton
Weill
Olten
D. Wentworth
Radich
M. Wentworth
McWilliams | 1, 1976
T
SAIL # PC
3650
3650
10240
15435
17542
15503
18700
3004 | 17%
18%
20%
28
30
33%
39
46 | |
| May 29-3
SKIPPER
IE 14-A:
Elwell
Hamilton
Weill
Otten
D. Wentworth
Raditch
M. Wentworth
McWilliams
Walsh | 1, 1976
SAIL # PC
3650
3650
10240
15435
17542
15503
18700
3004
14958 | 17%
18%
20%
28
30
33%
39
46
48% | |
| May 29-3:
SKIPPER
IE 14A:
Elwell
Hamilton
Weill
Often
D. Wentworth
Raditch
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Watsh
Furman | 1, 1976
SAIL # P(
3650
3850
10240
15435
17542
15503
18700
3004
14958
15547 | 17%
18%
20%
28
30
33%
39
46
48%
50 | |
| May 29-3:
SKIPPER
E 14-A:
Elwell
Hamilton
Weill
Olten
D. Wentworth
McWilliams
Walsh
Furman
Dando | 1, 1976
SAIL # PC
3650
3650
3650
10240
15435
17542
15503
18700
3004
14958
15547
20348 | 117%
18%
20%
28
30
33%
39
46
48%
50
52 | |
| May 29-3:
* SKIPPER
E 14-A:
E 14-A: | 1, 1976
SAIL # PI
3650
3650
3650
10240
15435
17542
15503
18700
3004
14958
15547
20348
7919 | 117%
18%
20%
28
30
33%
39
46
48%
50
52
54 | |
| May 29-3:
SKIPPER
SKIPPER
IE 14-A:
Elwell
Hamilton
Weill
Often
D. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
M. Wentworth
Dadio
Davis
Livingston | 1, 1976
SAIL # Pt
3650
3850
10240
15435
17542
15503
18700
3004
14958
15547
20348
7919
17532 | 117%
117%
118%
20%
28
30
33%
39
46
48%
50
52
54
59 | |
| May 29-3:
* SKIPPER
E 14-A:
E 14-A: | 1, 1976
SAIL # PI
3650
3650
3650
10240
15435
17542
15503
18700
3004
14958
15547
20348
7919 | 117%
18%
20%
28
30
33%
39
46
48%
50
52
54 | |

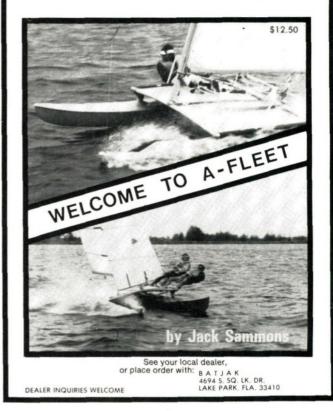
POS TION HOB

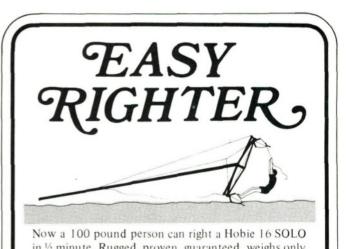
10. 11. 12. 13. 14. 15.

| 6.
7. | Foster
Richardson | 15592
3839 | 79
82 | |
|--|--|--|----------------------|-------------------------------|
| OBI | E 14-B: | 2204 | 14 | - |
| 1.2.3.4 | Kinnear
Kremer | 3304
111 | 15% | - |
| 3. | Deans
Hardy | 20374
10048 | 19%
21 | |
| 5. | Johnson
Balara | 16316 | 22% | 10 |
| 7. | Richards | 16316
17478
12926
20214
9753
5948
9463 | 24%
27
30 | 11 |
| 8.
9. | Deloach
Meckel | 9753 | 33 | 13
13
14 |
| 0. | Briggs
Griffin | 5948
9463 | 37
40 | H |
| 2.3. | Maddrey | 12688
267 | 46
49 | |
| 4. | Gavron
O'Neil | 16910 | 55
57 | |
| 5.
DBI | E 16-A: | 7316 | - 5/ | the set of the set of the set |
| | | 2222 | 21
21 | 1 |
| 1.2.3.4. | Wickenhauser/Ash | 17366 | 23% | |
| | Sammons/
Sammons | 20411 | 33 | - |
| 5.6.7.8. | Schandelmayer | 8248 | 44
45½ | |
| 7. | Blake/Blake | 15744
13952 | 54
54 | |
| 9. | Smith/Smith
Deihert/Geiger
Horton/Horton | 7080
12349 | 57 | - |
| 0. | Horton/Horton
Renovitch/Reno | 11081
16857
18897 | 57
57
58 | PI |
| 1. 2. 3. 4. | Reed/Deans
Bell/Evans | 18897
20430 | 59%
70% | H |
| 4. | McAllister/ | 8002 | 71 | |
| 5 | Lidkas/Couder | 11030
11386
20427
234 | 74 | |
| 6. | Rutt/Hansham
Tiley/Kathe
Henry/Meyer
Anderson/
Anderson | 20427 | 78
83 | 1993 |
| 8. | Henry/Meyer
Anderson/ | | 87 | |
| | Anderson
Garper/Garper | 10226
9584
12403 | 89
92 | |
| 1. | Garner/Garner
Powell/Hanson | 12403 | 89
92
96
98 | H |
| 2.3 | Hackney/Hackney
Nuff/Nuff
Bloor/Smith | 2978
20425
12050 | 104 | |
| 1 23.4 | Bloor/Smith
Duke/Duke | 1748/ | 105
116 | |
| 6. | Dunbar/Dunbar | 11831 | 119 | |
| 1 | IE 16-8:
Whitaker/Whitaker | 13302 | 38 | |
| 2 | Smith/Smith
Jones/Jones | 17292
15080 | 38
55 | |
| 23456 | Jones/Jones
Dwyer/Hunt
Boehmke/Wunsch | 15080
9576
8868 | 58 | 1 |
| 5. | Boehmke/Wunsch
Chesnut/Chesnut | 8868
9462 | 64
65% | 1 |
| 6.7.8. | Oine (Pace | 9462
16577
5417 | 66
80% | 1 |
| 9 | Hardee/Hardee
Elmore/Richards | 17344 | 85 | 1 |
| 10 | Gonzales/Gonzales
Hardee/Hardee
Elmore/Richards
Williams/Lawton
Jones/Snyder | 18649 | 85%
89 | 1 |
| 12. | Foss/Foss | | 102
10334 | |
| 4 | Wallis/Wallis
Rhodes/Cummings | 13972
16095
16289 | 107
108 | 2 |
| 10.
11.
12.
13.
14.
15.
16.
17. | Harshaw/Harshaw | 17604 | 109% | |
| 17. | Alexander/
Alexander
Stolberg/Wendling
Aaron/Aaron
Jisconti/McCarl
Dickson/Wooten
Tidwell/Gilbert
Parker/Griffith
Norris/Norris
Cullen/Cullen | 6424 | 122
124 | 2 |
| 18 | Stolberg/Wendling
Aaron/Aaron | 9394 12266 | 124
125
127 | 2 |
| 20. | Jisconti/McCarl | 9585 | 127
130 | 22 |
| 22 | Tidwell/Gilbert | 16790 | 130 | 2 |
| 23. | Norris/Norris | 13225 | 136 | 2 |
| 25. | Cullen/Cullen
Schotman/ | 14291 | 141 | |
| 77 | Schotman
Fowler/Fowler | 9222 | 141
142 | |
| 28. | McNally/McNally | 14296
16593 | 144
155 | PTH |
| 30. | Krut/Gay | 11 | 157 | H |
| 31. | Erwin/Erwin
Monrodt/Settile | 12058
2084 | 160
163 | |
| 34 | Weniger/Gomez | 9495
5248 | 165
170 | Ħ |
| 35 | Griffin/Griffin | 4599 | 177
182 | - |
| 37. | Norris/Cantwell | 16672 | 188 | |
| 18 | Harrell/Wheelus
Crowse/Crowse | 2323
18160 | 192
192 | |
| 10 | Coates/Coates | 16848 | 193
195 | |
| 12 | Plezia/Barnett | 954 | 215
219 | |
| 13. | Totnern/Nichols | 9103 | 219 | 1 |
| 15. | Pastore/Pastore
Smith/Pancoast | 13057
3861 | 221
223 | H |
| 48 | Rutter /Rutter
Gillian /Hudnal | 5333
17533 | 224
229 | |
| 19 | Pruitt/Pruitt | 15154 | 232
234 | |
| 51. | Personett/Seay | 14954 | 236 | |
| 53 | Reed/Reed
Lissau/Lissau | 2661
5510 | 257
267 | |
| 4. | Alexander
Stolberg/Wendling
Aaron / Aaron
Jisconti / McCarl
Dickson / Wooten
I divell / Gilbert
Parker / Griffith
Parker / Griffith
Parker / Griffith
Schotman /
Schotman /
Strom / Schot
Strom / Settie
Strom / Strom
Strom / Strom / Str | 642
1397 | 275
275 | |
| 2 | nd ANNUAL E | ATT | | 1 |
| | BUSTER REG | ATT | 4 | 1 |
| | Panama City,
May 1 & 2 | Florid | a | 1 |
| POS | May 1 & 2, | | TOTAL | 1 |
| POS | N SKIPPER S | AIL# P | DINTS | - |
| 1. | M. Douglas | 4087 | 3 | |
| 2.3 | D. Holt | 3242 | 10 | |
| 4 | D. Holt
C. Warriner
R. Coronougher
A. Bass | NN
3415
12126 | 10%
12 | |
| 5. | W. J. Gramprie | 12126
16924 | 18
19 | |
| HOB | IE 14-B: | | | 1 |
| | G. Kathalynas
D. Olvany | 17324
2379 | 5½
6½ | 1 |
| 1 | D. Olyany | | | |
| 1. 2.3 | J. Brown | 14764 | 12% | - |
| 1.2345 | J. Brown
S. Gaston
B. Knight | 14764
20366
4134 | 12%
13
14 | |
| 1.2345 | J. Brown | 14764
20366 | 12¾
13 | |

| 2. L. Kalata
3. G. Kaeding | 9690 10 ³ / ₄
19804 13 |
|--|--|
| 4 B Pone | 17016 17
8769 17 |
| 6. C. Cameron | 11433 24 |
| 7. K. Evans | 5943 24% |
| 8. TJ Liter
9. L. McNerney
10. L. Palmer | 14277 27
11521 29
17750 30 |
| | 17750 30
5038 34 |
| 12 R. Knight
13. E. Stricklin | 5038 34 3159 40 14995 43 11202 56 |
| 13. E. Stricklin
14. D. L. Williams | 11202 56 |
| HDBIE 16-B:
1. C. Merlin | 8363 51/2 |
| 2. B. Gaston | 9553 71/4 |
| 3. J. Peters
4. G. Zern | 12174 17 |
| 5. B. Abbot
6. B. McClure Jr. | 13939 17¾
15017 19 |
| 7. Tom Daniels
8. J. Colee | 16838 25
17005 30 |
| 9. J. Schmitt | 9485 33 |
| 6th ANNU | JAL |
| FLEET #35 | OPEN |
| Pensacola, F
May 22 & 23 | |
| POSI- | TOTAL |
| | SAIL # POINTS |
| HOBIE 14:
1. B. Whitehurst
2. J. Taulor | 21078 71/2 |
| | 12590 8%
977 8% |
| M. Douglas | 4087 17 |
| 5. B. Hervantine
6. D. Olvany | 17526 23
2379 25 |
| 7. B. Grampie
8. C. McLaughlin | 2379 25
16924 25
15424 28 |
| 9. S. Gaston | 20366 40 |
| | 2266 121 |
| 1. C. Riche
2. W. Jablonowski
3. B. Stine | 2266 131/2
16508 141/4 |
| 3. B. Stine
4. B. Stewart | 5038 19
3164 22% |
| 3. B. Stine
4. B. Stewart
5. D. Foote | 3164 22 ¹ / ₄
8918 24 |
| 7 G Anderson | 19804 25
833 38
9690 41 |
| 7. G. Anderson
8. L. Kalata
9. G. Zorn | 9690 41 |
| 10. R. Brennan | 11790 44 |
| 12. T. Liter | 12174 43
11790 44
17750 49
14277 50 |
| 13. J. Suarez | 5031 54
15017 54 |
| 8 L Kalata
9 G. Zorn
10 R Brennan
11 L Paimer
13 J. Suarer
14 B. McClure
15 D. Beavers
14 J. McClure
15 D. Beavers
16 J. Greenley
17 L Holliman
19 D. Shipley
20 K. Evans
21 P. Delaune | 9553 57 |
| 16. J. Greenley
17. L. Holliman | HOBIE CAT 66 |
| 18. J. McDaniels
19. D. Shipley | 3381 68
4933 71 |
| 20. K. Evans | 5943 72 |
| 21. P. Delaune
22. P. Cheaney | 5943 72
14303 76
6312 83
18502 87 |
| | |
| 23. D. Flanery | 18502 87 |
| 20. R. Evans
21. P. Delaune
22. P. Cheaney
23. D. Flanery
24. B. Abbott
25. W. Gray | 13939 89
9502 91 |
| 26. K. Poole | 13939 89
9502 91
14573 100
17433 107 |
| 26. K. Poole
27. M. McDonald | 13939 89
9502 91
14573 100
17433 107 |
| 26. K. Poole
27. M. McDonald
28. T. Daniels
29. C. Shepard | 1.39.39 89 9502 91 1.4573 100 1.7433 107 16838 120 12682 120 |
| 26. K. Poole
27. M. McDonald
28. T. Daniels
29. C. Shepard
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| 24 W Diay
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29 C Shepard
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1 J A Stevens
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| 24 W Diay
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POSI-
TION SKIPPER 1
HOBE 35:
1 J. Stevens
2 J. Dhicone
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1 J. A. Stevens
2 M. Matheny
3 B. Baditch
4 M. Weill
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May 8 & 9.
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TION SKIPPER 1
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1 J Stevens
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2 J Dhicone
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1 J. Stevens
2 J. Ohicone
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5 R. Raditch
5 R. Raditch
6 R. Cozanougher
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8 G. Kathalynas
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1 J. Stevens
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6 R. Casanougher
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1 J. Homas
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9 G. Anges
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1 M. McWilliams
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4 M. Braswell
5 R. Rode
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6 J. Halles
7 B. Phomas
8 L. Horton
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3 C. Smith
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3 C. Smith
4 B. Quests
3 J. McCann
6 W. Young
7 J. Schneleinzew
7 J. J. Autheny
4 D. J. Jaunders
5 J. Moclann
6 W. Young
7 J. Schneleinzew
8 C. Fortl
1 J. J. Saunders
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| 2 W Diay
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| 25 K. Pode
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CHARITY RE
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POSI-
1 J. Stevens
1 J. Stevens
2 M. Matheny
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1 J. Hamilton
7 J. J. Hamilton
8 G. Kathalynas
9 L. Hardy
10 J. Julich
10 B. Brops
11 R. Brose
5 R. A. Loganou, J.
11 B. Brose
5 R. J. Hady
10 J. Julich
11 B. Brops
12 P. Boyle
13 T. Lav
14 C. Laskey
13 L. Lav
14 C. Laskey
15 H. Oglesby.
MOBIE 16.8.
1 Lav
14 C. Santh
15 R. Commilton
15 J. McCann
6 W. Young
7 J. Schundengrey
8 C. Fortl
9 G. Keith
11 J. J. Saunders
11 J. J. Saunders
11 J. J. Kathe
12 M. Schundengrey
13 Kathe
14 S. Santhellon
15 J. McCann
15 J. McCann
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THE "HOW TO" BOOK FOR RACING HOBIE SKIPPERS





in ½ minute. Rugged, proven, guaranteed, weighs only 2#, quickly installed.

Only \$120 Postpaid

NOTE: The Class Association recognizes the EASY RIGHTER as a definite safety asset for the quick and efficient righting of a Hobie Cat 16. However, because of the obvious time-saving advantage the owner of this device would have, we must consider it illegal for use in a Class Regatta. The EASY RIGHTER can easily be detached, so we ask that you please do so before racing.



Write for details -**3N COMPANY** Box 24500, Los Angeles CA 90024/(213) 475-3356

REGATTA RESULTS

| 6. | | | | | |
|--|--|--|--|--|---|
| | K. Duffield | 94 | 35% | 10. S. Munson/
D. McGold | alah 11017 |
| 8. | J. Doughton
V. De Kreek | 14394 | 40
41 | 11 M Thorn IV | Kinin 4170 |
| 9 | R. Walch | 9882
15778 | 54 | 12 T Doty/S F | Roberts 9481 |
| 10. | D. Ehlert | 3511 | 54
57¾ | 13. G. Coughlin | |
| 11. | M. Owen | 15895 | 59 | C. Coughi | in 13363 |
| 12. | B. Griffith | 19847 | 65 | 14. Waclawski/ | Madge 10095 |
| 13.
14. | G. E. Hardee
M. Martin | 17374 | 65¾
67 | 15. C. Zimmerm
T. Robbin | s 4654 |
| 14. | T. Glenz | 5933
8856 | 71 | 16. Parent/Han | sen 12669 |
| 16. | I Loudenslager | 15816 | 71
71 | 17. J. Beach/M | sen 12669 (
Beach 17113 |
| 17. | B. R. Voltzow | 19374 | 71 | 18. Wilson/Dod | son 19526 |
| 18 | B. R. Voltzow
P. Owen | 16969 | 71
79
85 | 19. Engstrom/ I | ee XXXX |
| 19. | R. Trerny | 16969
10798
19251 | 85 | | ngham 10477 |
| 20.
21. | G. Hudak
D. Aldrich | 19251
16802 | 100
105 | HOBIE 16-C: | |
| 22. | M. Tilley | 3551 | 105 | 1. D. Garry/B.
2. C. Kirby/P.
3. Laplante/Do | Garry 9743 |
| 23 | C. Surrette | 3301 | 123 | 2. C. Kirby/P. | Kirby 19634
unning 19892
Garry 13082 |
| 23. | T. McGurk | 11844 | 125 | 3. Laplante/De | unning 19892 |
| 25. | H. E. Hardee | 15875 | 123
125
127 | 4. R. Garry/E.
5. M. Dunn/ P | Garry 13082
arrish 8167 |
| 26. | S. Buchard | 12197 | 127 | 5. M. Duilli P | arrisir bror |
| 27. | J. Fisher | 17491 | 135 | FLEET #63 | 4th ANNUA |
| | PPT - 40 DI | CATT | | SPRING | REGATTA |
| | LEET #48 RH
Elephant Bu | | | Lake Thur | derbird, OF |
| | | | | | & 16, 1976 |
| | May 15 & 1 | | | POSI- | TO |
| POSI | CHIPPEP | | TOTAL | TION SKIPPER | SAIL # POI |
| | I SKIPPER
IE 14: | SHILF P | 0.010 | HOBIE 14-A: | THE OWNER AND A |
| 1 | Mix | 12909 | 63/4 | 1. D. Balthase | r 15398 |
| 2 | Horton | 4781 | 71/2 | 2. J. Welsh | 11411 |
| 3 | Zettle | 5187 | 81/2 | 3. S. Downhar | n 15248 |
| 4 | Lederle | 2487 | 14 | 4. T. Gudgel | 8699
14571 |
| 5. | Benson | 8082 | 15 | 5. L. Metzger | 14571 |
| 6. | Butcher | 487 | 28 | 6. T. Luecke | 21284 |
| HOBI | IE 16-A: | S SALST | | 7. P. Flynt
8. L. Moore | 15813
27034 |
| 1. | Wilson | 2402
11306 | 7%
10% | | 21034 |
| 2. | Costello | 11306 | 10% | HOBIE 14-B: | |
| 3. | Rogers | 19636
17754 | 11% | 1. T. Gudgel | 11397 |
| 4. | Eckhardt | 17754 16419 | 12 | 2. L. Fietz
3. R. Langley | 15551
5318 |
| 5. | Runkle
Losinski | 16419 | 17% | 4. J. Barton | 21083 |
| 7. | Hughes | 18615 | 31 | HOBIE 16-A: | 21000 |
| 8. | Hughes
Putz
Prouty | 14312 | 32 | | 0001 |
| 9. | Prouty | 3074 | 33 | 1. J. Woodul
2. K. Dietz | 9681
27892 |
| 10. | Lysne | 17721 | 36 | 3. W. Pierce | 18247 |
| | AMERICA | | - | 4. S. Self | 14659 |
| | AMERICAN | | 5 | 5. D. Freed | 10877 |
| | REGAT | TA | | 6. E. Westerlu | nd 17353 |
| | Tacoma, Wa
May 22 & 2 | shingto | n | 7. Whitewall/I
8. R. Miller | Marr 9681
5266 |
| | | | | 9. D. McCredie | 4010 |
| POS | | | TOTAL | 10. M. Dickerso | n 11139 |
| TION | IE 3.5: | SAIL # P | OINTS | 11. B. Morris
12. Greg | 10093
14341 |
| | 1 3.5 | | - | 12. Greg
13. B. Collins | 14341
17679 |
| nubi | | 000 | 3 | HOBIE 16-B: | |
| 1. | S. Nelson | 360 | | | |
| 1. | S. Nelson | 360 | | | 880 |
| 1. | S. Nelson
IE 10: | | 314 | 1. R. Farr
2. R. Howeth | 880
11590 |
| 1. | S. Nelson
IE 10: | 1347 | 3½
10 | 1. R. Farr
2. R. Howeth
3. B. Bates | 11590
18444 |
| 1.
HOBI
1.
2. | S. Nelson
IE 10:
T. Tarleton
J. Coughlin | | 3¼
10 | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates | 11590
18444
6250 |
| 1.
HOBI
1.
2. | S. Nelson
IE 10:
T. Tarleton
J. Coughlin
IE 14: | 1347
679 | 10 | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates
5. C. Collins | 11590
18444
6250
5112 |
| 1.
10BI
1.
2. | S. Nelson
IE 10:
T. Tarleton
J. Coughlin
IE 14:
D. Dally | 1347
679
2433 | <u>10</u>
6 | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates
5. C. Collins
6. R. Buford | 11590
18444
6250
5112
10457 |
| 1.
0BI
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2.
0BI
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2. | S. Nelson
IE 10:
T. Tarleton
J. Coughlin
IE 14:
D. Dally
P. Carter
C. Tarleton | 1347
679 | 10
6
9%
13% | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates
5. C. Collins | 11590
18444
6250
5112
10457 |
| 1.
10BI
1.
2. | S. Nelson
T. Tarleton
J. Coughlin
IE 14:
D. Dally
P. Carter
C. Tarleton
L. McAnally | 1347
679
2433
17147
17162
12937 | <u>10</u>
6 | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates
5. C. Collins
6. R. Buford
7. J. Scothorn | 11590
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6250
5112
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12823 |
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5. | S. Nelson
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J. Coughlin
IE 14:
D. Dally
P. Carter
C. Tarleton
L. McAnally | 1347
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17162
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12610 | 10
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13¾
14
26 | 1. R. Farr
2. R. Howeth
3. B. Bates
4. R. Bates
5. C. Collins
6. R. Buford
7. J. Scothorn
MID-Al | 11590
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J. Coughlin
E 14:
D. Dally
P. Carter
C. Tarleton
L. McAnally
L. Graf
S. Cox | 1347
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13 ³ /4
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4. R. Bates
5. C. Collins
6. R. Buford
7. J. Scothorn
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IE 14:
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P. Carter
C. Tarleton
L. McAnally
L. Graf
S. Gox
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P. Carter
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L. McAnally
L. Graf
S. Cox
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5. C. Collins
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7. J. Scothorn
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P. Carter
C. Tarleton
L. McAnally
L. Graf
S. Cox
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Rueter/Seymour
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L. McAnally
C. Grarleton
L. McAnally
G. Gaver
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D. Clay/C. Clay
C. Lyon/K. Lyon
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1. L. Moore
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J. Coughlin
IE 14:
D. Dally
P. Carter
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L. McAnally
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7. J. Scothorn
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5. C. Collins
6. R. Buford
7. J. Scothorn
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May 29
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HOBIE 14.4:
1. L. Moore
2. B. Dorchest
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MID-A1
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May 29
POSI-
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HOBIE 14-A:
1. L. Metzger
4. G. Johnson
5. T. Carter
7. J. Weish
8. S. Downham
9. T. Luecke
10. L. Langley
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Milburn/Nelson
Rueter/Seymour
G. Baker/M. Bak
Bergsma/Red
D. Clay/C. Clay
C. Lyon/K. Lyon
Peterson/Lasek
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Garpenter/Comit
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Bergsma/Dunka
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JAILING JTATIONARY

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| | Conversion of the | | |
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| k 11917 43 | 5. D. Smith
6. D. Powell | 1121
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erts 9481 55 | 7. T. Moore
8. C. Hamilton | 15448
21096 | 34 |
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21407 | 43 |
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idge 10095 62 | 10. D. Moore
11. M. Sharp | 21407
20373 | 50%
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| 1 | 12. G. Laster
13. C. Chappelear | 3695
17931 | 52
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| 4654 62
12669 64 ³ / ₄ | 14. J. Miesch | 11740 | 70 |
| 12669 64%
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1 19526 72 | HOBIE 16-A: | 11193 | 6 |
| 19526 72
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| nam 10477 73 | 3. D. Balthaser
4. D. Teddlie | 14654
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25 |
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6. DeWayne/McHa | 6225
9681 | 36
37¾ |
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| by 19634 9 ³ / ₄
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ish 8167 20 | 8. T. Jakubik
9. C. Cobb
10. B. Morris | 172
11832 | 40
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| | 10. B. Morris
11. J. Woodul | 10093 | 51 |
| h ANNUAL
EGATTA | 12. D. Schmid | 7861 | 53
53
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| erbird, OK | 13. S. Self
14. M. Dickerson | 15195
7861
14659
11139 | 57 |
| 16, 1976 | 15. E. Westerlund
16. B. Burrow | 17353
11659 | 61
61
74 |
| TOTAL
SAIL # POINTS | 17 D Seabourn | | 74 |
| | 18. G. Oxley
19. R. Farr
20. J. Gregg
21. T. Marshall | 9679
880
14341
16923 | 75
79
88
90
100
103 |
| 15398 71/4 | 20. J. Gregg
21. T. Marshall | 14341 16923 | 88 |
| 11411 13
15248 14 | | 9297
17679 | 100 |
| 8699 14 | 23. B. Collin
24. W. Pierce | 18247 | 104 |
| 21284 20% | 25. E. Harvey
HOBIE 16-B: | 6142 | 116 |
| 145/1 15
21284 20 ³ / ₄
15813 25
27034 27 | 1. J. Hromadka | 12234 | 614 |
| | 2. J. Walton
3. N. Palmer | | 10¾
17 |
| 11397 2¼
15551 7 | 4, W. Padoll | 9965
15126 | 24
26 |
| 5318 7 | 5. B. Gillard
6. M. Filder | | 2714 |
| 21083 9 | 7. J. Pfister
8. S. Broyles | 8555
1229
8874 | 36%
38
40 |
| 9681 123/4 | 9. I. Russell | 16673
14330
4130
20186 | 40 |
| 27892 14 ³ / ₄
18247 17 ³ / ₄ | 10. A. Miller
11. E. Boyles
12. J. Addy | 14330
4130 | 52
54 |
| 14659 181/4 | 12. J. Addy
13. R. Vines | 20186
15241 | 54 |
| 1/353 20 | 14. B. Griffice | 15689
13173 | 60 |
| rr 9681 27
5266 29 | 15. T. Elliott
16. M. Holeman | 9392 | 60
69
72 |
| 4010 31 | 17. J. Boyer
18. R. Gump | 9799
11640 | 74
90 |
| 10093 36 | HOBIE 16-C: | | |
| 14341 39
17679 40 | 1. R. Howeth | 11590 | 7% |
| | 2. M. Butler
3. M. Eddy | 11463
8653
16330 | 15% 25% |
| 880 5¼
11590 9¾ | 4. R. Smith
5. S. Benigno | 16330
9263 | 29 32 |
| 18444 11 | 6. J. Calhoun
7. J. McKnight | 7913 | 32
35 |
| 5112 17 | 8. L. Evans | 19342 | 35 |
| 10457 18
12823 18 | 9. J. Wright
10. R. Boone | 16330
9263
7913
9676
19342
13387
13212 | 40
46 |
| ERICAS | 11. J. Fischer
12. K. Moore | 13212
6045
15704
7526
7526
19384
17428 | 58
60 |
| TTA | 12. K. Moore
M. Dzuiba
13. M. Dzuiba | 7526 | 60
67
67 |
| na, Texas | 14. B. Carlsen | 19384 | 70 |
| 30, 1976 | 15. C. Ort
16. R. Morris | | 73
82 |
| SAIL # POINTS | 17. J. Bertl
18. B. Anderson | 4884 | 93 |
| | 19. L. Paulk | 18572
19385 | 95
100 |
| 17034 71/4 | 20. A. Carlson
21. P. Miner | 8568
19162 | 101
104 |
| 16382 10¼
14571 19
8529 20 | 22. R. Recer | 13915
19155 | 115 |
| 8529 20
15917 23 | | | 115 |
| 8699 25 | BEGEE REG | | |
| 15248 38 | Burlington, V
May 30 & 3 | 1, 1976 | |
| 21284 40
5318 53 | HOBIE 14: | | |
| 15558 53
20660 57 | 1. W. Byberg | 17640 | 51/2 |
| 9 65 | 2. S. Smith
3. T. Clark | 17121
1769 | 6½
11 |
| | HOBIE 16: | | |
| 11397 6¼
20808 11¾
20330 12¾ | 1. A. Alpert
2. R. Barr | 946
10653
14057 | 7.4 |
| 20330 12 ³ / ₄
9461 23 | 2. R. Barr
3. D. Hall
4. T. Sisco | 14057
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| POS | | | TOTAL |
| | BIE 14: | SAIL T | UINTO |
| 1. | P. Gigl | 5773 | 3% |
| 1. | D Marchall | 10453 | 61/4 |
| 2.3. | J. Hernly
J. Hernly
S. Farnsworth
J. McHenry
P. Terder | 10453
5473
8815 | 8½
24 |
| 4. | S. Farnsworth | 14692
1597 | 27
27 |
| 5. | R. Taylor | | 29
33 |
| 8 | R. Taylor
R. George
P. Garlick
D. Curtis | 14116
5113
13052
15968 | 33
35 |
| 9.
10. | D. Curtis
D. Prince | 15968
2032 | 41
44 |
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| | 6th ANNI | JAL | |
| | DON HO REG
Lanikai, Ha | | • |
| | May 29-31, | 1976 | |
| POS | | | DINTS |
| HOB | IE 14A: | | |
| 1. | J. Anderson
L. Anderson | 11011
3848 | 6%
9% |
| 3. | M. Holmes
L. MacArthur | 3848
1647 | 10% |
| 5 | D. Hope | 579
17088 | 19
21
26 |
| HOB | IE 14-B: | 20432 | 20 |
| 1.2345 | Dilung | 2202 | 11¾
13¼ |
| 3. | B. Wythes | 20436
9684 | 23 |
| 4. | H. Lynn
B. Wythes
K. Faut
B. McAdam | 16426
6016
4950 | 23 ³ /4
24 |
| 5.6.7.8.0 | D. Deitten | 4950
15408 | 30
33 |
| 8. | B. Gay
D. Lynn
A. Brittan | 9 | 34 |
| 10. | B. Ball | 9
11007
11019
17028 | 44 |
| 11.
HOB | IE 14-C: | 11020 | 52 |
| 1 | D. O'Sullivan | 17495 | 6
15% |
| 23 | D. Lynn
J. Schulthess | 20413
8943 | 21 22 |
| 4. | J. Schulthess
N. Hasenyager
D. Alldredge | | 27% |
| 6.7.8. | P. James | 513
5490
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5892 | 34
34
37 |
| | M. Jordan | 5892
4402 | 37
41 |
| 10 | R. Keller | 1254
3491
3574
12775 | 48 |
| 11. | C. Dalton
M. Fairchild
D. Woo
M. Heley | 3574 | 54
57 |
| 12.
13.
14, | M. Heley | 12775 | 65
70 |
| HOB | | 10220 | 014 |
| 1. | Froome/Driscoll
King/Goo
Bartlet/Hutchings | 20919 | 9½
12½ |
| 3. | Naish/Faulkner | 97 | 13
15% |
| 5. | | | 26 |
| 6. | Lemquist
Lopez/Lopez
Leo/Peters | 6262
1787
1 | 29
33 |
| 7. | Phillips/Alter | 20412
11025 | 36 |
| 9.
10. | Look/Look
Davidson/ | | 41 |
| 11. | Lindstrom
Rocheleau/Wilcom | 14655
11102 | 43
49 |
| 12.
13. | Rocheleau/Wilcon
Krape/Schmidt
Sullivan/Hopkins
Uyemura/Story | 1242 | 56
57 |
| 14. | Uvemura/Story | 44/1 | 5/ |
| | IF IAR | 1784 | 63 |
| | Fox/Huitt | | 63
11½ |
| | Fox/Huitt | | 63 |
| 1. 2. 3. 4. 5 | Fox/Huitt | 12429
12655
20424
17878 | 63
11½
12½
14½
16 |
| | Fox/Huitt
Worth/Worth
Pascoe/Duncan
Slauson/Myhre
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Slauson/Myhre
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Wickenhauser/
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Bergman/Frye
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Wickenhauser/
Wythes
Eosan/Cowan
Cowan/Cowan
Cowan/Cowan
McEihaney
Tamara/Tamarr:
Wong/McLean
Hilton/Street
Correa/Correa
Correa/Correa
Ergaman/Frye
Bergman/Frye
Bergman/Frye
Bergman/Frye
Holden/Holden
McCuthen/Burse
Sutton/Sutton
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Holden/Holden
Morg/Ooka
Phipps/Long
Neison/Stuart
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Folsome/Folsome
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Ashman/
McEihaney
Tamarra/Tamarri
Correa/Correa
IE IB-C:
Bergman/Fyre
Holde/Hodel
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Molist/Holst
Spencer/
Wonfgruber
Howard/Townser
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Ashman/
McElhaney
Tamarra/Tamarri
Tamarra/Tamarri
Conrea/Correa
IE ID-C:
Bergman/Fyre
Holden/Holden
Sutton/Sutton
McCutchen/Burse
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| | B. Hall | 14776
8790 | 37
49 | 3. |
| 11. | P. Lukken
D. Anderson
D. Bravard | | 49 | HO |
| 11. | D. Bravard | 8894 | 55 | 1 |
| | IE 16-A: | | | 23 |
| 1. | Marshall/Marshal
Hernly/Hernly | 10453
5473 | 6
8% | 3 4 |
| 2. | Houghton/ | | | 5 |
| | Houghton | 9277
7472 | 19¾
21 | 6 |
| 4. | Kinsley/Kinsley
Nelms/Connor | 12107 | 29 | 78 |
| 5. | Settle/Rooch | 443 | 31 | HO |
| 7. | Weber/Weber
Chamberlain/ | 5251 | 31 | |
| | Chamberlain | 11409
15143 | 35 | 1
2
3 |
| 9. | Don Jones/Judy
D. Bikoff/B. Bikoff | 15143 | 39
43 | 4 |
| 10. | Gummersall/ | 10051 | | 5 |
| | Gummersall/
Frothingham | 14490 | 46 | 67 |
| 12. | R. Woodrum/
J. Woodrum | 5287 | 50 | 7
8
9 |
| 13. | J. Peelle/J. Peele | 18734 | 52 | 9
10 |
| HOB | | | | 11 12 |
| 1. | IE 168:
M. Auble/V. Auble
Hemmerly/Seifart
Brush/Neugent
J. Croh/L. Croh
J. Maze/W. Maze
Zwiesler/Graves
L. Mize/B. Mize
B. Ayers/L. Ayers
T. Walsh/C. Walst
Downing/Downing
R. Clavenger/
D. Johnson | 6896 | 101/2 | 12 |
| 2. | Brush/Neugent | 5744 | 14% | 13
14
15 |
| 4. | J. Croh/L. Croh | 18232 | 14% | 15 |
| 5.
6. | J. Maze/W. Maze
Zwiesler/Graves | 2510 20168 | 17% | 16
17 |
| 7. | L. Mize/B. Mize | 18837 | 33 | 18 |
| 8.
9. | B. Ayers/L. Ayers | 17229 | 37 | 19
20 |
| 10 | Downing/Downing | 18323 | 41 | 21 |
| 11. | R. Clavenger/ | | | 21
22
23 |
| 12 | D. Johnson
J. Elson/S. Baker | 3249 | 52
57 | 23 |
| 12.
13. | Thanos/Bishop | 7465
14967 | 64 | 25 |
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| | Indianapolis, l | | | HO |
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| HOB | IE 14-A: | | 10.24 | 56 |
| 1. | Storer
Kirk | 1078
2032 | 9½
11½ | 7 |
| 2. | Haney | 1686 | 16% | 9 |
| 4. | Merrick | 12813 | 18 | 10 |
| 5. | Hall
Outcalt | 14776
12216 | 26
32 | |
| 7. | Anderson | 12923 | 33 | |
| 8.
9. | Kennedy
Haesloop | 1018 | 39 | |
| HOB | IE 16-A: | 9094 | 39 | - |
| 1. | Steel | 8876 | 161/2 | PO |
| 2 | Marshall | 8876
10453 | 18% | HO |
| 3. | Hernly
Chamberlain | 5473
11409 | 18% | 1 |
| 5 | Hyde
Nelms | 2883
12107 | 26
39 | 23 |
| 6.
7.
8. | Nelms
Suares | 12107
18267 | 42
42 | 34 |
| 8. | Kinsey | 7472 10651 | 45
47 | 5 |
| 9. | Bikoff
Hameleh | | 47
49 | 67 |
| 10. | Houghton | 9277 | 49 | 8 |
| 11. | Pinther | 9277
13908
12218 | 50
56 | HO |
| 13.
14. | Rahn
Freeman | 12218 | 56
56 | 1 |
| 15 | Jones | 15143 | 61
78 | 23 |
| 16.
17. | Curtis
Milner | 15968
14525 | 78
89 | 4 |
| 18. | Johnson | 2888 | 90 | 5 |
| 19.
20. | Snyder
Connolley | 17093
13927 | 91
93 | 6
7
8 |
| 21. | Woodrum | 5287 | 97 | 8 |
| HOB | IE 16-8: | | | 9
10 |
| 1. | Hemmerly | 8815 | 8% | 11 |
| 2. | McClain
Downing | 19645
18323 | 16¾
20¾ | 12 |
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| | Clevenger | 3249 | 22 | 13 |
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