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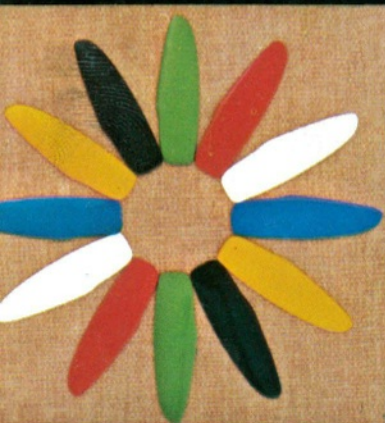


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# HOBIE Hot Line

## Hot Line Publications

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

Volume 5, Number 5

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COVER PHOTO BY JAKE GRUBB

### HOBIE CLASS ASSOCIATION STAFF...

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

## DANGER!

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



## "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 four-year 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 open-water Hobie sailors to always carry a compass. It needn't be anything fancy, just

trustworthy. I mount my compass on a 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.





## LETTERS TO THE EDITOR

### 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 32-page catalog of sailing accessories. They carry excellent foul weather gear and their prices are very reasonable.

Ed

### MEASURING MAST RAKE

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 halyard hang and tie a wrench or weight to the head shackle forcing it to hang straight and steady. My halyard 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 halyard, I find that the Distance A (see diagram) for 10° of mast rake should be 52".

$$A = \tan \text{ of } 10^\circ \times 24'6''$$

or

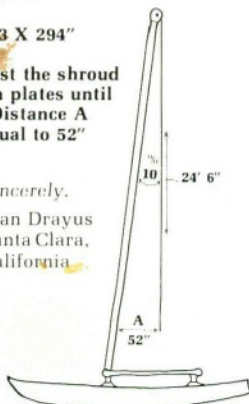
$$A = .1763 \times 294''$$

$$A = 52''$$

Adjust the shroud chain plates until the Distance A is equal to 52"

Sincerely,

Stan Drayus  
Santa Clara,  
California



DEAR STAN:

According to our in-house "mathematical wizard", your method will work!

Ed

### ATTENTION HULL-FLYERS— WE NEED YOUR HELP!



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!)

Ed

### 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

# Cat Sail Box



Sturdy fiberglass •

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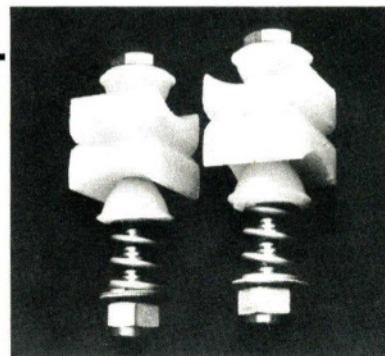
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*Jim Ryan and Shirley Martin made a clean sweep in the 16-A fleet with four firsts and a third.*



*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.



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

*The Mid-Americas Champs  
(Photo: Jack Welsh)*







*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 squirrely 0-2 mph, and to the embarrassment of the 'A' fleet, a couple of 16-B fleters 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

1. Steve Downham
2. Ron Langley
3. Larry Moore

### 14-B

1. Troy Gudgel

PHOTOS: SANDY BANKS

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



## NOW THERE'S A HOBIE SAILING SUIT

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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.



Hobies, Hobies, everywhere! The beach at the Sheraton Sand Key Hotel, headquarters for the World Open.

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

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

JK

PHOTOS: BEN JUDD

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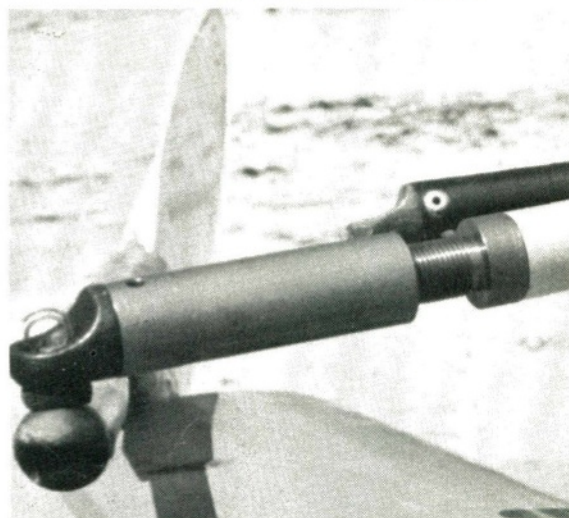
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### PACKAGE #1...

#### A Week At The Worlds

Nothing is spared in quality for this fast trip to the Worlds! Housing is at the Kaimana Hotel and the Diamond Head Beach Hotel. Our basic package includes 7 nights of accommodations, a full American breakfast each day, cocktail parties and one dinner, together with all transfers to and from airport and many added "extras" which the local Hawaiian Hobie fleet has planned for us. It includes the lavish Awards Banquet on Saturday night, as well as round-trip air fare from Los Angeles by Pan Am 747 Jet. Rate based on two people sharing a double room. All the above features (including air) at one low cost. So get set for departure on Sunday, October 31, and book now for this exciting trip to the Worlds!

**\$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 "away-from-it-all" feeling. This package will be the most popular, so make your reservations early! The cost includes a deluxe dinner and all inter-island air fares.

**\$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.

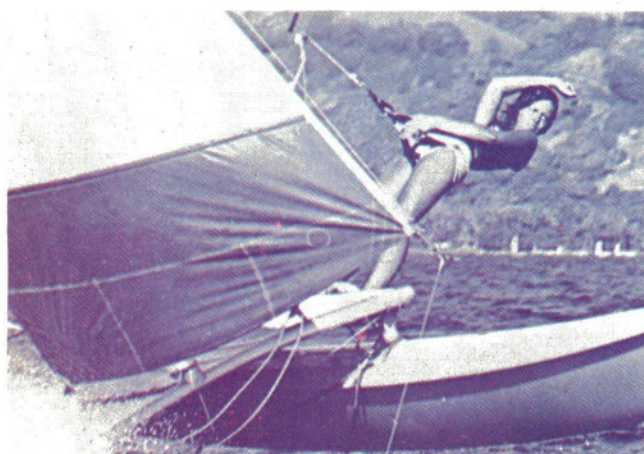
**\$639 per person**

## SPECIAL PACKAGE COSTS FROM OTHER MAJOR U.S. CITIES

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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	Max	Min	Max	Min	Max	Min		Max	Min	Max	Min	Max	Min
Akron	\$640	\$585	\$750	\$695	\$830	\$775	Houston	582	524	692	634	772	714
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
Baron 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
Cincinnati	641	577	751	687	831	767	Orlando	655	610	765	720	845	800
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
Daytona Beach	638	574	748	684	828	764	Raleigh	658	640	768	750	848	830
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
Hartford	669	639	779	749	859	829	Washington	658	618	768	728	848	808

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# I'D RATHER BE SAILING

OR

## "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 coolly 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

*Continued on page 12*





# 1976 HOBIE 16 NATIONALS

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 CHAMPIONSHIP**, 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 vie 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,

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 Qualifying 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

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I will be attending the Hobie Cat 16 Nationals. Please reserve the following:

No. of Rooms \_\_\_\_\_ No. of Persons \_\_\_\_\_ (@ \$8.<sup>50</sup> ea.)

Children: \_\_\_\_\_ (@ \$3/day) \_\_\_\_\_ (@ \$1.<sup>50</sup>/day) \_\_\_\_\_ (Free)

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## HOBIE 16 NATIONALS REGISTRATION FORM

### Entry Fees

Qualifying Event: \_\_\_\_\_ \$15 (I will be sailing my own H-16)  
\_\_\_\_\_ \$25 (I will be sailing a H.C.A. H-16)  
National Event: \_\_\_\_\_ \$25 (Not Pre-Qualified—Fee payable upon qualification)  
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## 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 hardest jobs I'd ever volunteered for in my life! As we ticked off 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 re-jockeyed, 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?)

SL





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.

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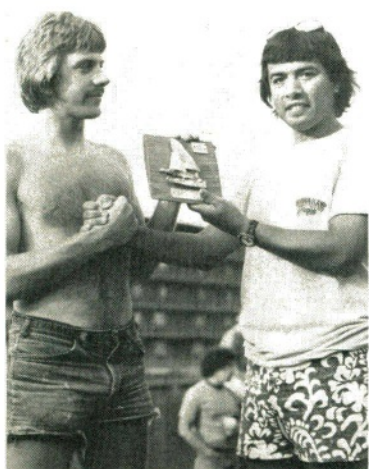


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## 8,000 BODIES ATTEND HAWAIIAN TROPIC PARTY!!

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



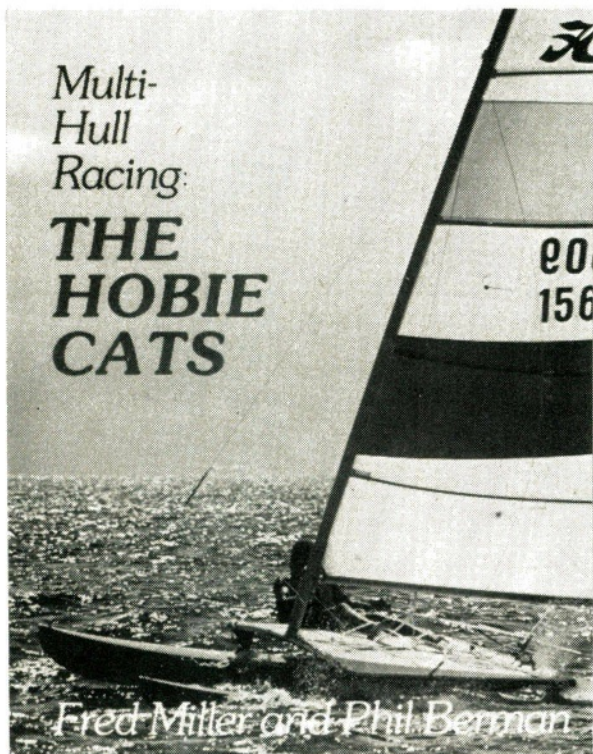
year, and possibly the century.

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 consistently 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 super-skipper, 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 continues 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.

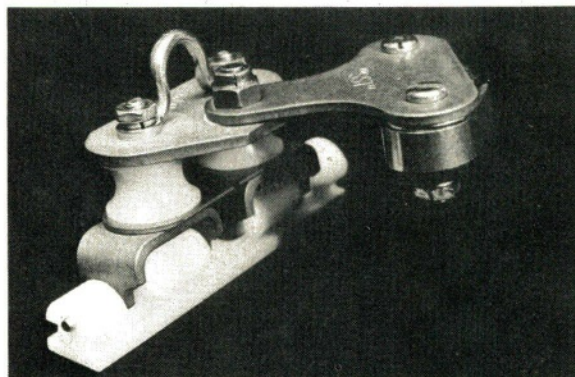
All in all, the regatta was a great success, due primarily to the hard work and eager attitudes on the part of all the members of Fleet #101, as well as a great deal of cooperation from the out-of-town folks. Also of great assistance were the many merchants in town who provided financial support and 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!).

## THE FABULOUS

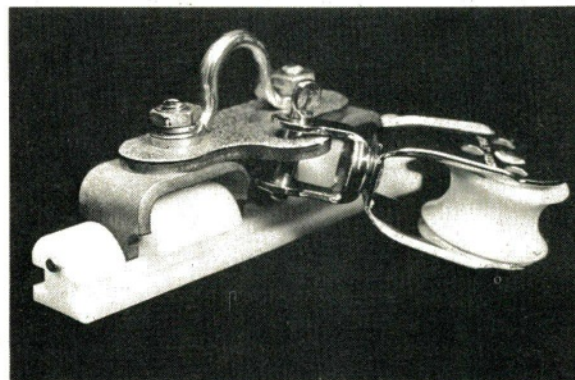
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Finest hinged action, single rope control traveler system on the market. Chosen for the 1975 Hobie Worlds. A rugged piece of equipment.\*



"SST" LOW DOWN ..... \$22.50  
For the Skipper who wants the keenest mast rake in the fleet—the lowest hinged action traveler car in existence. Can be used with the "SST" Center Mount and Swivel Cam Combination for a sleek reliable system.\*

"SST" CAR® (not illustrated) ..... \$22.50  
The sturdiest hinged action traveler car available anywhere. May be used with "SST" Center Mount and Swivel Cam or any other Center Mount and Swivel Cam Combination for an "effective" trouble-free system.\*

\*Polished 316 Stainless throughout. Machined Delrin Slide and Nylon Sheave. Accommodates to 7/16" line. Replacement track rivets included.

Shipping included on all items listed. Specify and add \$1.00 for Eye Strap Rivets and Rear Cross Bar Eye Strap combination. One year guarantee against manufacturing defects. Thirty day money back guarantee.

Discount price of \$42.50 for complete system consisting of "SST"—Car or "SST"—Low Down and "SST"—Center Mount with highest quality swivel cam combination.

"SST", Inc.  
RR No. 1, Box 10  
Isla Verde, Puerto Rico 00913



# 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

1. 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.
2. 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.
3. 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.
5. Only sails manufactured for or by Coast Catamaran Corp. or a foreign licensee, and distributed by or through same, are legal for class racing.
6. 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.
7. Sails purchased through Coast Catamaran Corp. foreign licensees must bear their registered trademark.
8. Advertising on sails is not allowed at points regattas unless:
  - a. 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 illegal for racing.

## GENERAL

1. 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.
  2. 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.
  5. 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

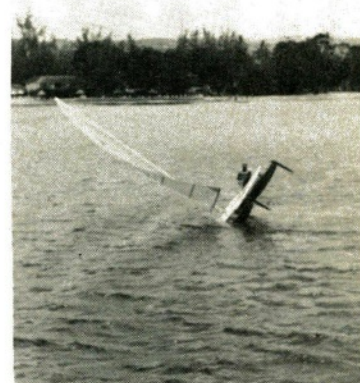
### THE STOP

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

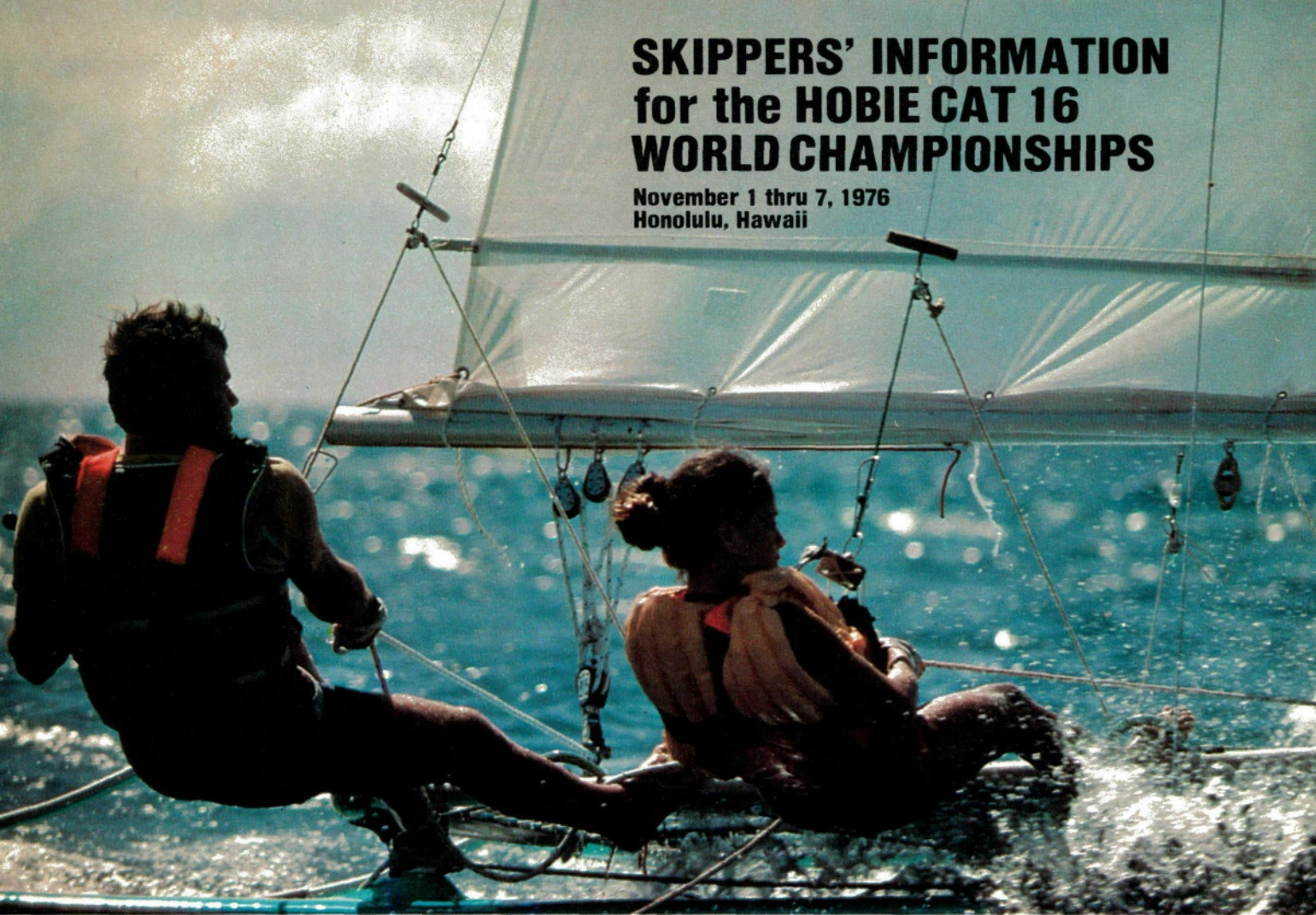


PHOTO: VICTORIA CARKHUFF

- 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 # \_\_\_\_\_

CREW'S NAME \_\_\_\_\_ 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.







## HONORABLE MENTION...

Mike Butler sailing his 16 under Lake Waco Bridge.

Photographer: D. J. Butler, Waco, Texas

## HOBIE PHOTO CONTEST TO BE CONTINUED — A \$50 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

1. 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, 2 1/4 x 2 1/4, or 4 x 5) or a black and white print (8 x 10 or 11 x 14). All nonconforming entries will be disqualified.
3. Each entry must be labeled with the photographer's name, address, the location of shooting and, if available, the film and equipment used.
4. 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 evaluated by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. A \$50.00 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

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

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.

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.

### SPONSORED BY

The Manufacturers of Belvedere Cigarettes  
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Davis & Lemish, Inc. & Fleet #187

### ON THE WATER SECURITY

Royal Canadian Mounted Police Nautical  
Squad, United States Coast Guard Auxilliary

### TECHNICAL ASSISTANCE

Canadian Yachting Association

## SCHEDULE

LOCATION: Plage - Champlain - Beach

REGISTRATION: Friday 7:30 - 9:30 Saturday 7:30 - 9:30

**SATURDAY:** Skippers Meeting - 9:30

First Race - 10:30

Supper - 7:00 - 9:00

(Included in Entry Fee)

Discoteque till Dawn!

**SUNDAY:** Skippers Meeting - 9:30

First Race - 10:30

Supper and Awards

Presentation - 7:00

(Included in Entry Fee)

**Hobie 16 - \$20**

**Hobie 14 - \$15**

**Others - \$15**

**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) 366-1402 Davis & Lemish, Inc.

(514) 273-7400 5505 St. Lawrence Blvd., Suite 1002 Montreal, Quebec H2T 1S6

ACCOMMODATIONS AT THIS WELL ATTENDED

REGATTA ARE LIMITED,

SO **RESERVE**

**EARLY!!**



### 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.

### FITS HOBBIE 14's & 16's

- STABLE, SECURE CENTERLINE SUPPORT
- PROTECTS TRAVELER, TRACK AND TILLER
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**NEW LOW**

**PRICE!**

**\$14.80\* direct**

\*NORTH CAROLINA RESIDENTS ADD 4% SALES TAX

## HOBBIE 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 capsized "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.

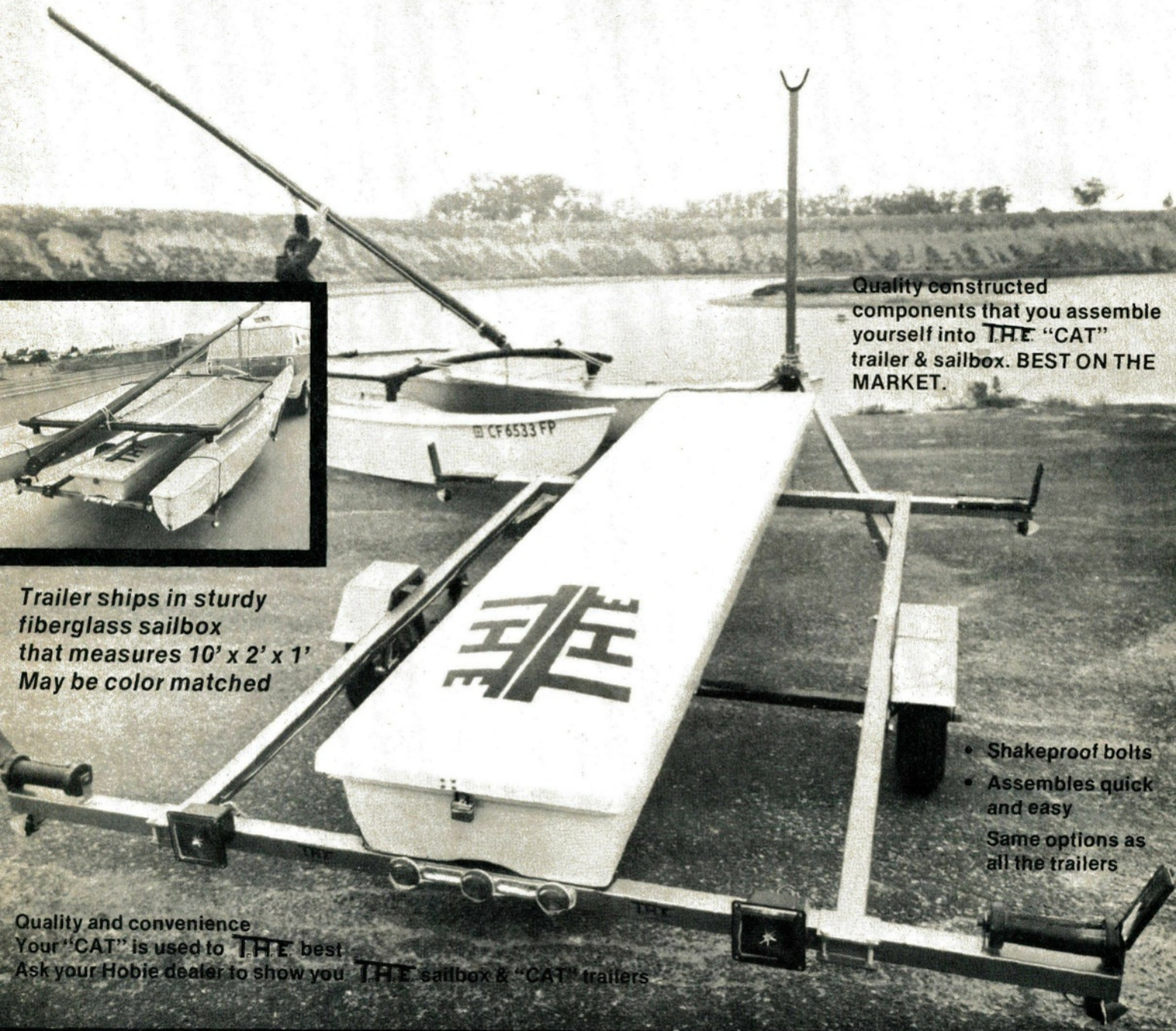
*FL*



THE "CAT" TRAILERS: NOW THERE IS A WHOLE NEW TRAILER GOING ON

# THE KNOCKDOWN TRAILER & SAILBOX

NOT JUST ANY BOX FOR ANY "CAT" — IT'S THE BEST BOX FOR "CAT" LOVERS



Quality constructed components that you assemble yourself into **THE** "CAT" trailer & sailbox. BEST ON THE MARKET.

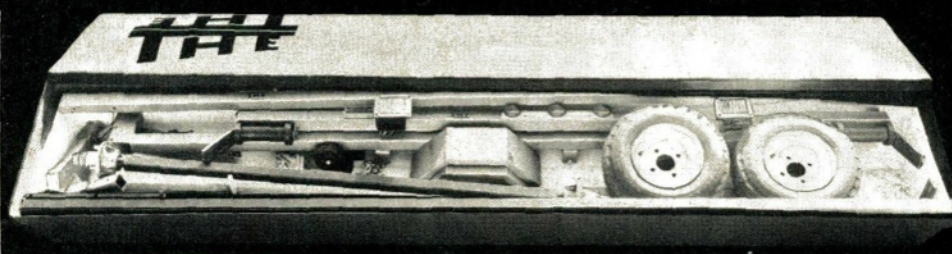
Trailer ships in sturdy fiberglass sailbox that measures 10' x 2' x 1' May be color matched

- Shakeproof bolts
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- Same options as all the trailers

Quality and convenience  
Your "CAT" is used to **THE** best  
Ask your Hobie dealer to show you **THE** sailbox & "CAT" trailers

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(714) 997-8401



Please check and send me further information on the following  
\_\_\_ Now \_\_\_ Later \_\_\_ 6 months from now.

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- ☐ Spare Tire Mount
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- ☐ Mast Handler

☐ VAN RACK



## HOBIE PATCHES



### HAND MONOGRAMM FREE

The Hobie Patch. The ultimate personal touch for your sailing gear. Life vests, sailbags, cutoffs, windbreakers, (even your crew) will never be lost again. Handsomely designed, Swiss embroidered patches will be the most distinctive sew-on to your sailing season.

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SAIL NO.						

ADD \$1.00 FOR SHIPPING AND HANDLING.  
(TEXAS RESIDENTS ADD 5% SALES TAX)

TOTAL ENCLOSED	
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## TACKING DOWNWIND

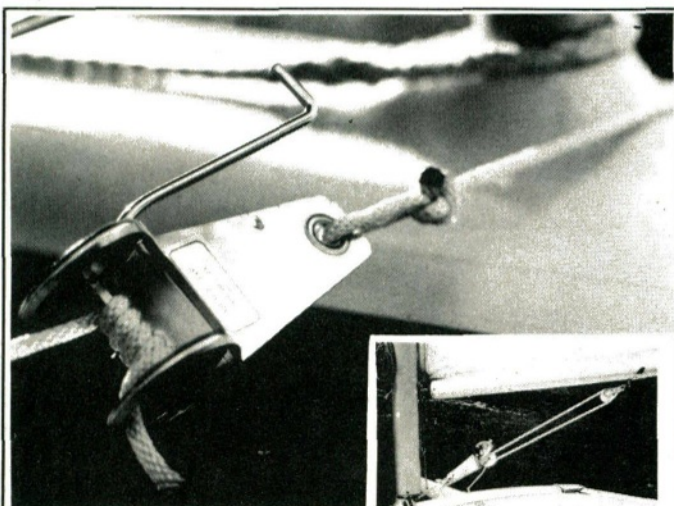
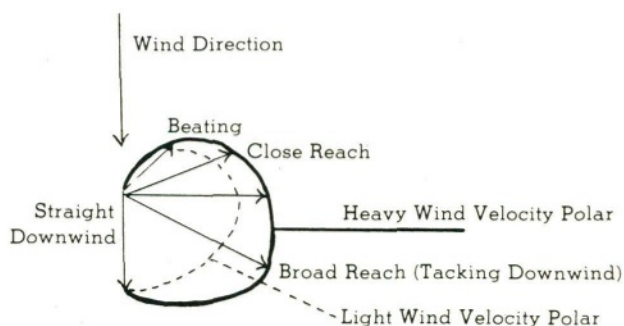
By Steve Edmonds, Member Hobie Fleet #34

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.

DIAGRAM 1



## The Amazing QUICK-TIE

- New concept in tie-downs. It's ratchetless and tightens left or right.
- Ideal as a boomvang, Jib Halyard adjuster and more.
- The amazing Quick-Tie is made of cold-rolled steel and is zinc plated.
- Each Quick-Tie comes complete with 16 feet of 3/8" 3000 lb. test line.

**\$21.95** pr.

Includes Shipping  
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Send Certified Check or Money Order.

No C.O.D. Utah residents add 5% Sales Tax.

Allow 3 weeks for delivery. 1 Year guarantee. Pat. Pend.



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 absence 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.

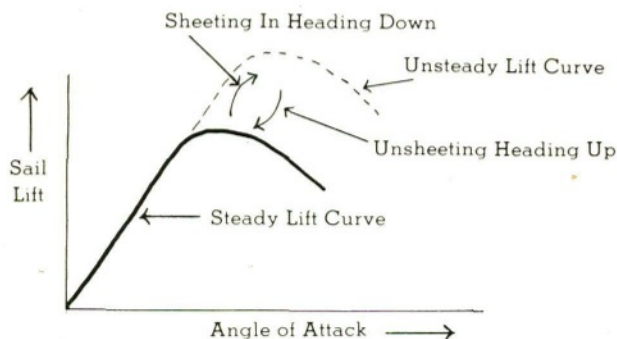
I have found that the optimum course when sailing downwind is to set the apparent wind perpendicular to the boat centerline. I check this with the little yarn tell-tales on the forestay bridle. I may deviate from this direction on either side, but on the average this is what I try to hold.

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 unroll 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.

DIAGRAM 2



### 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.

*KL*

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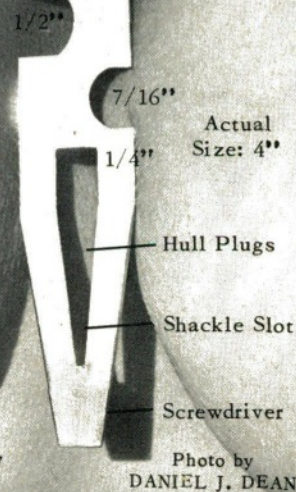


Photo by  
DANIEL J. DEAN



# 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.

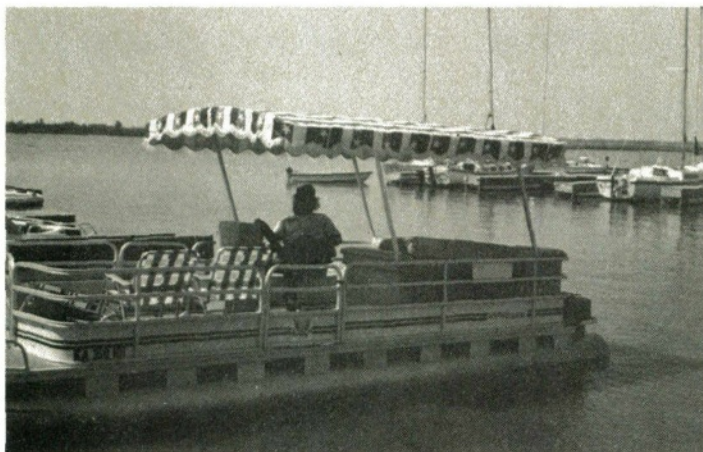
Finally, though, a semi-breeze did pop up, and although it was far from the good ol' Kansas blow everybody was expecting, it was enough to fill the sails and get in two races that afternoon.

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 miles of 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 après-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 veritable 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-year-old 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!"

SC



of easily accessible beaches, with plenty of

PHOTOS: PAT WELSH



The "Bud Bug"—a volkswagen turned beer can—has got to be the greatest way ever to serve a crowd of beer drinkers, as we see demonstrated here by Bob Brown (left) and John Schuch (mouth open).



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



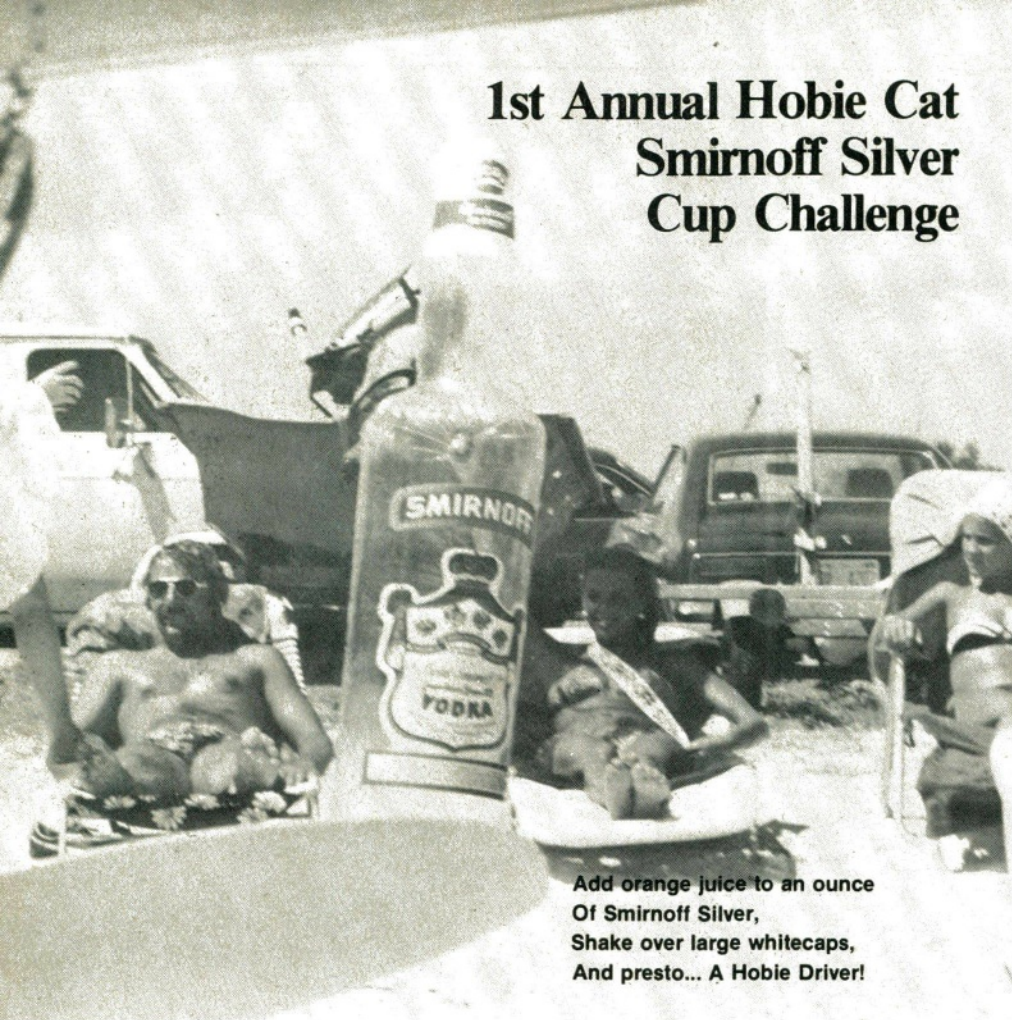
Super-sailor John Schuch proudly accepts his Hobie 10 trophy from regatta sponsor Andy Woodward of American Inland Yachts.



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



Add orange juice to an ounce  
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.

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?"

The owner proudly replies, "It's mine! Just bought it!" Kester counters with, "Hey! We're trying to have a skippers' meeting here."

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

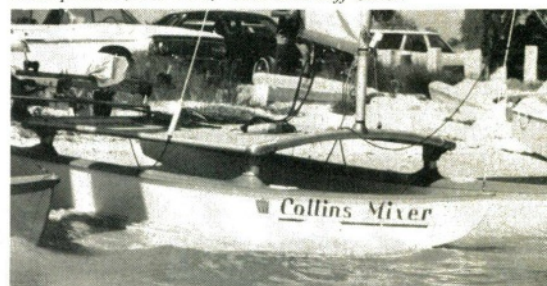
Everybody does an about-face to see a beautiful new Hobie Cat skipperlessly sailing across the bay... and it was honking. Just after it dumped, the 16 was retrieved and the skippers' meeting was quickly completed, with everyone anxious to get racing.

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



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.

*KL*

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PAT. PEND.



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# CAT EQUIP!

**Ahoy there Matey!** Now there's a catamaran chandlery 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 repellent, breathable, flame retardant, tear-resistant fabric, which is spun bonded (not woven) and has a 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 sailors, handles are of Elvström sheet line and easy on the hands. 6 oz. water-proof nylon 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. Garment 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 protection against rope burns. Finger sidewalls and back are 100% nylon cloth, assuring a snug fit when glove is wet or dry. Velcro closing tabs. Men's sizes S.M.L. & X.L. Ladies sizes S.M. & L. **\$9.95.**

**Trapsuit.** Sailmaker quality. Buoyant trapeze harness...easy to put on...comfortable to wear. Shown on left...choose Blue, Orange, Yellow, Lime or Black **\$46.95.**  
**Skippers Suit.** Same quality as trap suit, but designed for more time on the tramp and less on the tramp. Shown on right. Same color choice **\$32.00.**

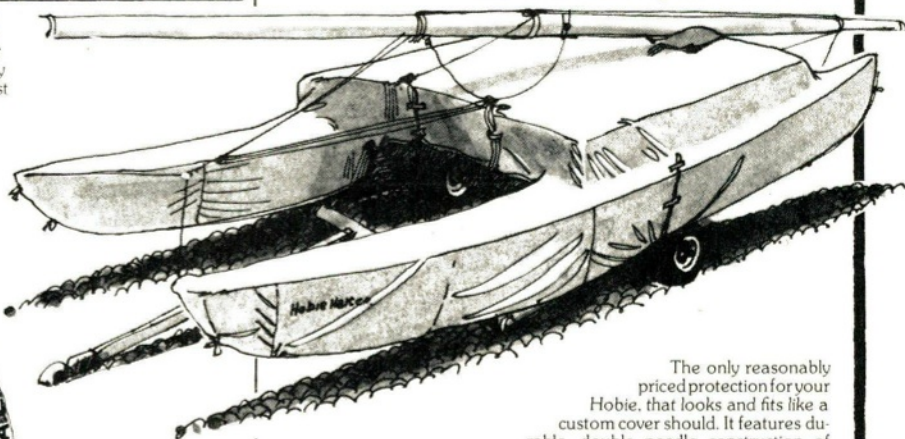
The unique **Suunto tactical compass** is designed for catamaran and dinghy racing. It works like a tactician that tells the skipper when to consider tacking into the headers. Once set, the Suunto will automatically give you all the headings on an olympic triangle. Get there first!...avoid the rush. 2 3/4" x only 3/4" w/ S.S. mounting screws **\$13.50 ppd**  
Teak pads to mount on Hobie wing **\$3.25 ppd**  
Complete P & S Hobie Kit (2 compasses) **\$32.00 ppd**  
**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 minute 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**  
w/ nylon band **\$94.95 ppd**



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North Coast Tarpaulin Works



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.

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1-piece Cover Protects entire boat (★★) **\$94.95**  
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Division of North Coast Tarpaulin Works

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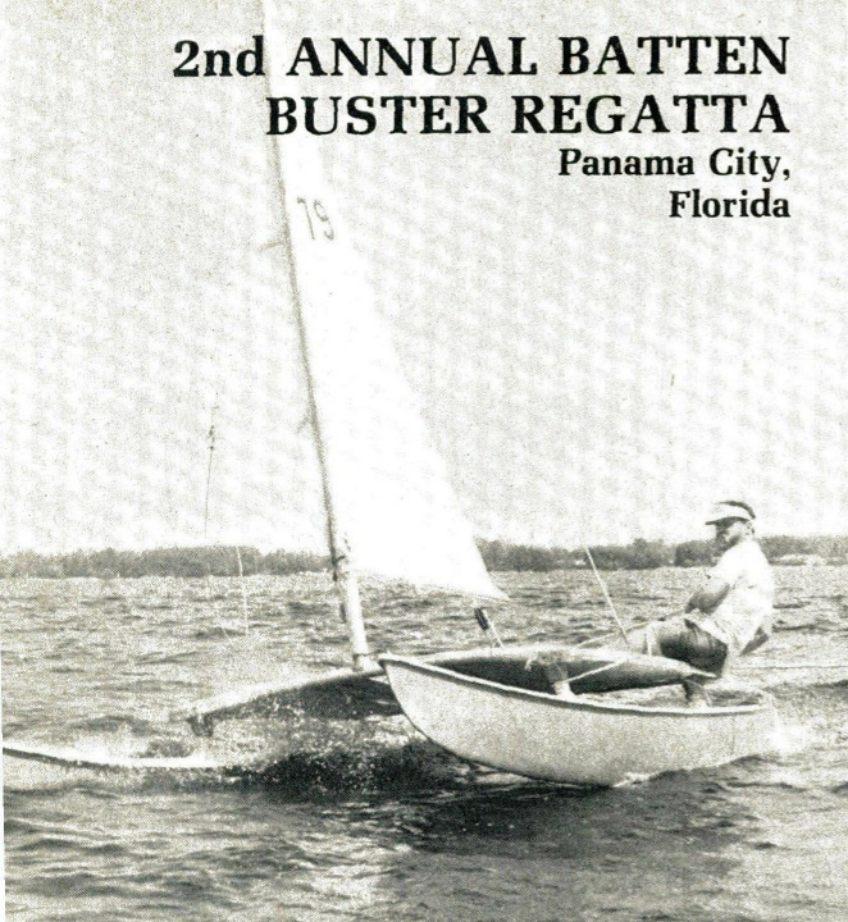
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# 2nd ANNUAL BATTEN BUSTER REGATTA

Panama City,  
Florida



Preparing for Saturday's first race.



(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 Gainesville sailor George Kathalynas.

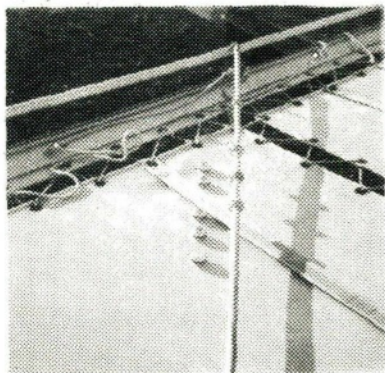
(above) Fleet #120's Vice-Commodore, Larry Kalata, making some last-minute batten shape changes. That extra attention to detail paid off for Larry who finished in second place behind Pensacola's super sailor, Doug Foote, in a hotly contested dual.

## 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.



**SPITZ SPORTS**

No. 4 CHARTRES  
LAKE ST. LOUIS, 63367

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  $\frac{1}{4}$  point. In the 14-B fleet it was a close spread, too, with only  $1\frac{1}{2}$  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

By Warren Darress  
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.

2. 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.

5. 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.

6. 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 crew 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 x 1/2 x 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.*



3 1/2" x 2 3/4"

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# 1976 HOBIE 14 NATIONALS

September 29 thru October 2  
DANA POINT, CALIFORNIA



PHOTO: JAKE GRUBB

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ONE BEDROOM SUITE	\$35.00	\$175.00
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*I will be attending the Hobie Cat 14 Nationals. Please reserve the following:*

Type of Room \_\_\_\_\_ Number of Persons \_\_\_\_\_

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**CAMPING: Doheny State Park Beach - For reservations phone (714) 496-6171**

## HOBIE 14 NATIONALS REGISTRATION FORM

Entry Fee: \$15.00 ☐ Boat Rental Fee: \$50.00 (Please check box if you are renting a boat.)

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

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. Registration  
9:30 Skippers Meeting  
11:00 Start of Qualifying Races  
6:00 p.m. Welcome Party

### THURSDAY, SEPT. 30

7:00 a.m. Registration  
9:30 Skippers Meeting  
11:00 Start of Championship Series

### FRIDAY, OCT. 1

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

### SATURDAY, OCT. 2

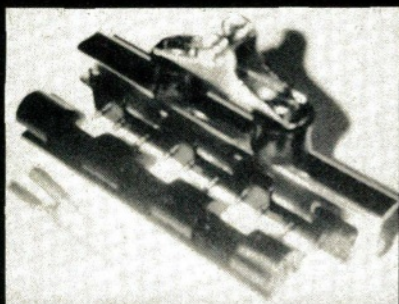
9:30 a.m. Skippers Meeting  
11:00 First Race of Final Competition  
7:00 p.m. Awards Banquet





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T-2 TRACKER CAR

## CLASS APPROVED ROLLER TRAVELER FOR HOBIE 3.5, 14 and 16

The "TRACKER" 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 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 ..... \$12.00  
 MODEL T-2 TRACKER Traveler Car with track rivets ..... \$30.00  
 MODEL T-3 TRACKER full kit includes swivel cam cleat, cleat base, color coded trim line and all hardware ..... \$50.00  
 All TRACKER systems are guaranteed 1 year - 30 day money back trial.

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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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### BRIDLE FLY

- Lightweight adapter attaches to forestay adjuster
- 1/2 turn of screw allows removal for trailering
- Positions as much as 15" below forestay adjuster



\$6.00

### MASTHEAD FLY

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- Lightweight adapter permanently attaches to masthead pulley cover
- 1/2 turn of screw allows removal of fly for trailering



### Roller Fairlead Kit

Converts Schaeffer swivel cam cleat supplied with TRACKER and SSI Jib Kits to a super low friction roller fairlead system. Kit supplies all parts. Only a screwdriver is needed to install.

Full Kit ..... \$3.50

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- Low profile to keep clear of lines
- Turn turtle, but you won't lose that beer!
- No moving parts
- Mount on corner posts, cross members or side members
- Black sun resistant plastic
- 2 styles of cans require different holders. Specify if can bottom diameter is greater or less than body diameter.



\$ .80

## SSI TRAPEZE RIG NEW!!

Outstanding semi-automatic trapeze gear. Everything you need in one kit. Love it or send it back for a full refund. Full one-year warranty.

Only \$25.00 a pair

## HOBIE 16 JIB KIT #2 NEW!

Single line adjustment of both jib cars simultaneously. No hunting for the right adjuster line. Pull to bring jib cars outboard, release to return to center. Kit includes all equipment and hardware for easy installation.

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## OTHER GOODIES!

Halyard Grip ..... \$1.75  
 Hold halyards clear of jib battens.

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 Repairs worn or over filed mast step stops

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Keeps rudders tracking properly, takes out the slop in the fit. Reduces rudder breakage. 8 special bearings and 4 stainless lock nets. GREAT!

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- Set and reset exact tension you desire.
- Complete kit includes drilling template.

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- Thousands in use!
- Adjust jib angle trim from anywhere on your boat independently each side.
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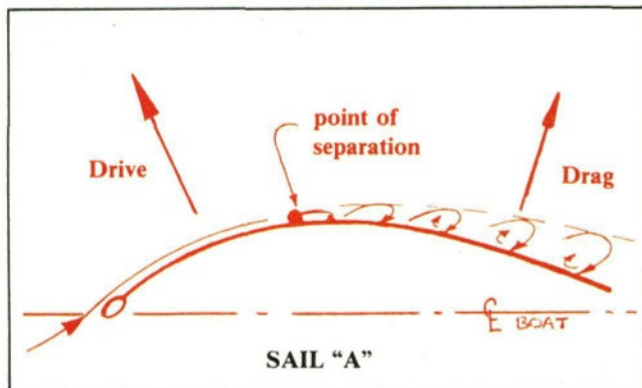


# HERE'S SAIL SHAPE ARTICLE NUMBER 4,632!

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.

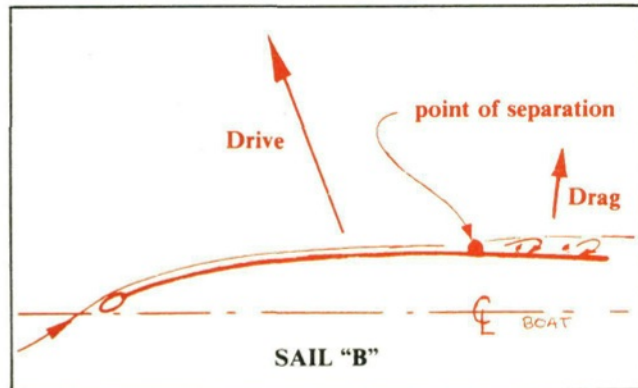
Sail "B" is set quite flat and separation occurs much further back. Thus, the lift-over-drag ratio is much improved because the drag vector is weaker and more aft. This is not what we are used to seeing. We

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 wind-shifts 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!

SL

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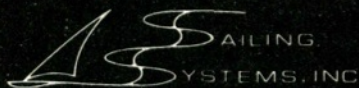
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Rounding "Bird Rock",  
one of Sunday's marks  
two miles off the beach.

# 6th ANNUAL DON HO REGATTA

By Lynne McElhaney

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 three-day 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 skipper's 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 a 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



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... plagued 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 Werths 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 1½ 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-foot-high ink sketch of a Hobie 16.

XL

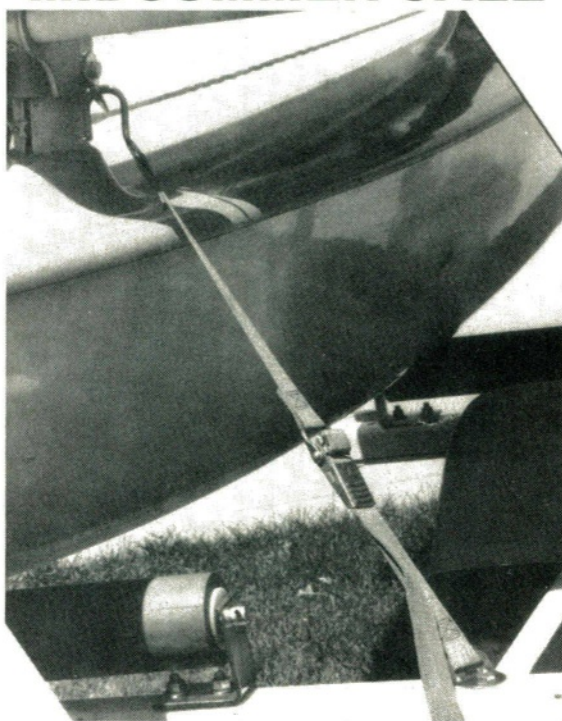
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# FLEET NEWS

HOBIE CLASS ASSOCIATION

JULY/AUGUST 1976

## 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/Shaugnessy
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, beached-up 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 Auxiliary 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 Jim 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

1. Don Balthaser
2. Jack Welsh
3. Steve Downham

### 14-B

1. Troy Gudgel
2. Ron Langley
3. Leonard Fietz

### 16-A

1. James Woodul
2. Karl Dietz
3. Warren Pierce

### 16-B

1. Rick Farr
2. Roy Howath
3. Bob Bates



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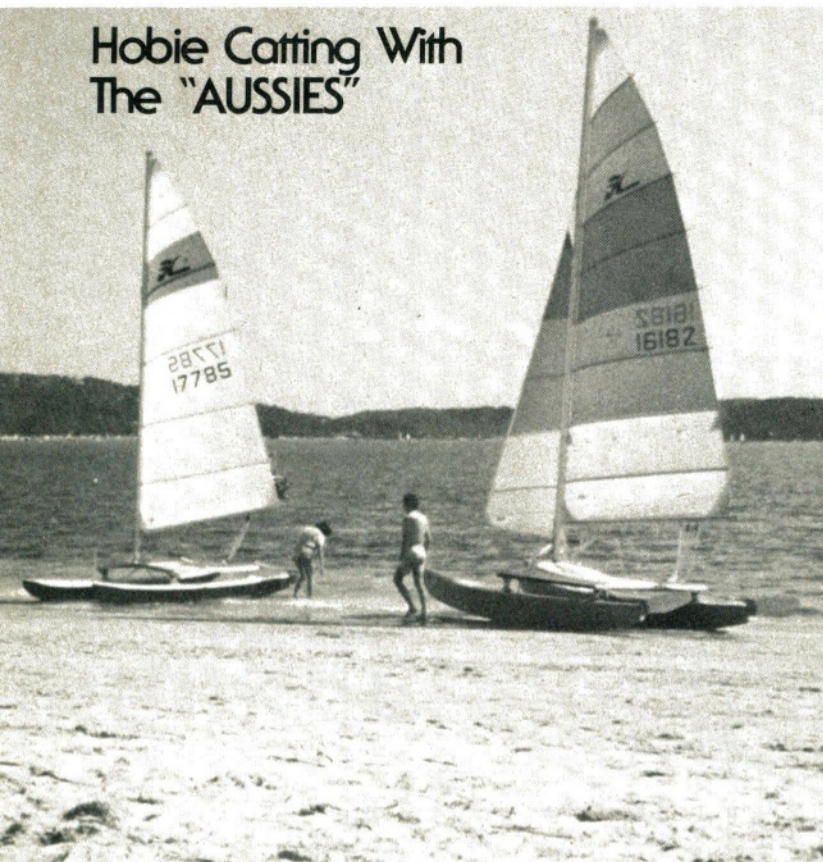
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## Hobie Catting With The "AUSSIES"



## 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 1. 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".

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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 scary! (Sue Milner swears hubby Frank is trying 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 whirlpools 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 "zor" across Broken Bay. Its length is 26 miles, which we did in 2 hours, 50 minutes. Peter Cairnes 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 NEWS

HOBIE CLASS ASSOCIATION

JULY/AUGUST 1976

## FLEET #93 Cypremont 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 Cypremont 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 322-2099. 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 I-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 of Kennewick, Pasco and Richland in 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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RELEASE BUCKLE IN  
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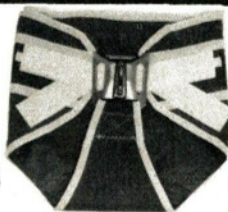
Adult Sizes by chest measurement, all colors avail.  
X-Sm. (28"-32") Sm. (32"-36")  
Med. (36"-40") Lg. (40"-44")  
X-Lg. (44"-48") Magnum!

## "BUTT BUCKET" BY S.A.M.

(Half Harness)

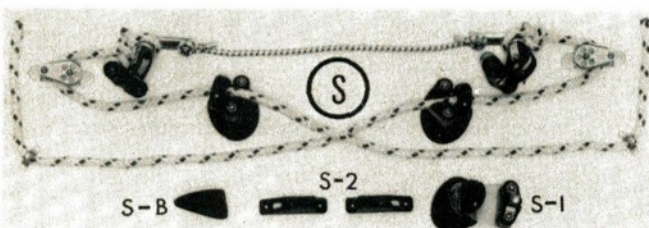
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S-1 Super Jib Trim w/ Swivel Cams — Same as above in all other respects. Utilizes two Schaefer 70-61 Swivel Cams. Complete Kits . . . \$55.00  
S-2 Adequate Jib Trim . . . A little help for our friends . . . — Clam cleats replace cam cleats and bases. Performance? Good enough to be selected for use on H-16 Nations & Worlds boats. Complete Kits . . . \$30.00  
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3 Point System complete as advertised in Hotline ads . . . \$16.95  
4 Point System complete as advertised in Hotline ads . . . \$21.95  
Super Elastic Straps by APM — stretch from 26" - 39" + usable length, super long life, won't crack due to sun, smog, ultraviolet, etc. Use to secure mast or hulls, doubles as boom vang. (includes 2 "S" hooks) . . . \$2.50 ea.

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sailors . . . the BODY GLOVE.

## RIVET TOOLS by Marson



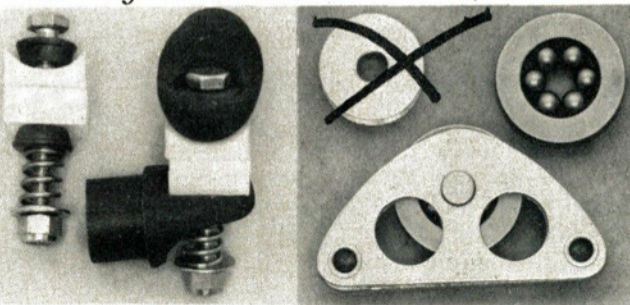
HP-2 Hand Riveter — Four nosepieces handle from 3/32" - 3/16" diameter rivets. A Quality Tool! Pulls Traveler track rivets. . . . . \$22.95  
HP-23 Replacement Jaws (two pieces) . . . . . \$2.50  
HP-7 "Big M" Riveter — The Boat stiffener! Pulls 1/4 inches! . . . \$103.50  
Direct Mail Special w/ purchase of HP-7: FREE X-Long Nosepiece for traveler track; 50 asst. rivets including 20 ea. 1/4"ers. Total Value: . . . \$125.00  
Rivets: MSC 6-4 - for traveler track (3/16" x 7/16" flat head) . . . \$0.15 ea.  
MSP 6-4 - for stainless fittings (3/16" rounded head) . . . \$0.15 ea.  
MSP 6-6 - for castings (3/16" x 9/16" rounded head) . . . \$0.20 ea.  
MSP 8-6 - 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 screw driver, bottle opener & drain plug opener. Includes lanyard. Now \$2.95  
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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

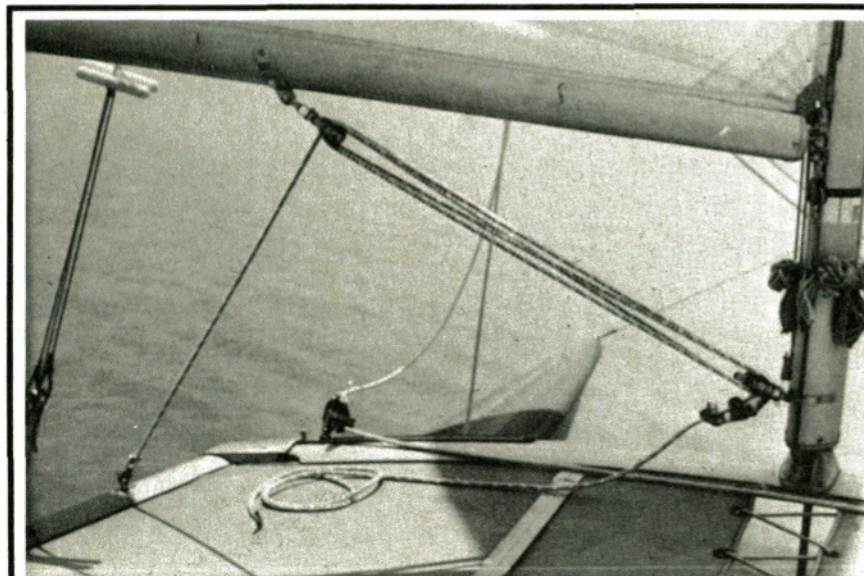


Park City ski instructors, Jim Tedford and James Hadden, took first overall in the combined competition: here, surrounded by snow-covered mountains, they prepare their Hobie 16 for Saturday's sailing competition. (Photo: Uli Holland)

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/Kailua, Oahu	Herb Andresen (808) 239-9416
August 22	Fun Races/Fleet #6/Kailua, 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

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 Association Long Beach, CA	Hobie Class Association (714) 979-2880
July 29	Summer Series II Race #5/Fleet #3 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 Association Long Beach, CA	Hobie 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 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 Invitational Lake Havasu, AZ	Bob Mann (602) 855-4406
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 Phoenix, AZ	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

July 24 & 25	Division III 16' Championships/Fleets #17, 20, 21, & 87 Alameda Beach, CA	Ron Gross (408) 427-2270
July 31 & Aug. 1	Division III 14' Championships/Fleets #17, 20, 21, & 87 Santa Cruz, CA	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 Transpac/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'Neill's Indian Summer Regatta/Fleet #20 & O'Neill's Yacht Club Santa Cruz, CA	Ed Mable (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/Fresno, 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 N.W. Puget Sound, Seattle, WA	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/Washington Coast Cat Ocean Shore, WA	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, & 95 Seattle, WA	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	Fall Series/Sailboats Ahoy Ice Harbor Dam, WA	Albin Brandstetter (509) 946-7274
November 6	Pot Holes Special/Sailboats Ahoy Pot Holes Reservoir, WA	Albin 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 Marine Dillon Reservoir, CO	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

## DIVISION VI

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 Shoemaker (713) 498-8429
August 8	In Conjunction with C.O.S.A. Series #5/Fleet #131 Oklahoma City, OK	Eric Poole (405) 728-8336
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 #131 Oklahoma City, OK	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 Shoemaker (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 Regatta/Fleet #131 Oklahoma City, OK	Eric Poole (405) 728-8336
September 12	Fleet #8 Fall Series 1 of 4 Mauldin's Place, TX	Terry Shoemaker (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 Shoemaker (713) 498-8429
October 3	Fleet #8 Fall Series 3 of 4 Mauldin's Place, TX	Terry Shoemaker (713) 498-8429
October 9 & 10	Third Annual Queen Isabella Days Regatta/Fleet #102 Laguna Madre, TX	Pat Haley (512) 943-2810
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 Cypremont Point Beach, LA	George Church (318) 233-2151
October 24	Fleet #8 Fall Series 4 of 4 Mauldin's Place, TX	Terry Shoemaker (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 Grigurich (512) 854-3973
November 28	Turkey Day Race/Fleet #102 Laguna Madre, TX	Pat Haley (512) 943-2810
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) 357-6398
July 31 & Aug. 1	Fun Trip to Lake Rathburn/Fleet #84 Lake Rathburn, IA	Paul McKee (515) 255-0503
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) 357-6398
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 Sailing Club Big Creek Lake, IA	Paul McKee (515) 255-0503
August 28 & 29	Division VII Championships/Fleet #27 Cheney Lake, KS	Gerald Pauls (316) 683-4986
September 4 & 5	Midwesterns Championships/Fleet #52/Sitzmark Sails Gull Lake, MN	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 Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706
• August 7 & 8	1976 Jax Beaches Annual Hobie Regatta/Fleet #111 Jacksonville, FL	Terry Anderson (904) 737-6060
August 8	1st Race-2nd Series/Fleet #44/Gulfstream Sailing Club Ft. Lauderdale, FL	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	Barry Heydenbeek (616) 949-2153
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 Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706
September 18	Prudential Insurance Co./Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
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 Sailing Club Ft. Lauderdale, FL	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 Multihulls, Inc. Key West, FL	Joan Gregory (305) 294-2696
November 13	Springfield Atlantic Bank/Fleet #111/Rudder Club Jacksonville, FL	Mike Walsh (904) 731-0514
November 14	4th Race-2nd Series/Fleet #44/Gulfstream Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706
Nov. 20 & 21	5th Annual Southwest Florida Hobie Championships/Fleet #173 Caloosahatchee River, FL	Ben Smoot (813) 334-2538
December 4 & 5	Gator Bowl Regatta/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
December 19	5th Race-2nd Series/Fleet #44/Gulfstream Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706

### DIVISION IX

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 Hobie/Fleet #101 Wrightsville Beach, NC	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/Fleet #12 Lake Hartwell, GA	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 X

July 24	4th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-0768
July 24	Fleet #118 Reg./Lake Tippecanoe, IN	Dave Rieder (219) 453-3946
July 24	Drifters Reg./Fleet #158/Evergreen Lake, IL	Paul Pinther (309) 662-4519
July 24 & 25	Phelps Summer Fest Regatta Phelps, WI	Randy Riley (715) 479-4406
July 31 & Aug. 1	1976 Regatta/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-5795
August 1	Cross-The-Lake-Regatta/Fleet #125 Michigan City, IL	Glen Curtis (219) 879-0768
August 7	Illinois Invitational/Fleet #158 TBA, IL	Paul Pinther (309) 662-4519
August 8	5th Series Race/Fleet #126 Michigan City, IL	Glen Curtis (219) 879-0768
• August 7 & 8	Annual Lightning & Catamaran Regatta/Higgins Lake Boat Club Roscommon, MI	Fred Krauss (313) 663-1011
August 7 & 8	Fleet #118 Reg./Lake Tippecanoe, IN	Dave Rieder (219) 453-3946
August 14	Navy Cutlass Race/Fleet #125/Great Lakes Yacht Club Lake Michigan, IL	Dr. Robert Searles (312) 964-6494
August 15	Admiral's Cup/Fleet #125/Naval Sailing Association Lake Michigan, IL	Dr. Robert Searles (312) 964-6494
August 15	Summer Series #4/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-5795
August 21	Fleet #118 Reg./Lake Tippecanoe, IN	Dave Rieder (219) 453-3946
• August 21-23	North American Multihull Championships/Fleet #40/CRAM Muskegon, MI	Mike Huntzinger (517) 351-8531
August 28	Summer Series #5/Fleet #83 Clearfork Marina, Lexington, OH	Phil Rieman (216) 264-5795
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

### DIVISION XI

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 Yacht Club of Pleasantville, NJ	Nick Tallotta (609) 653-8337
• August 7 & 8	Hampton Reg./Fleet #32/Hampton, VA	Pete Price (804) 851-1950
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) 243-3217
August 28	Summer Series Part 3/Fleet #54 Pasadena, MD	Marge Banbury (301) 255-2340
August 28	Yacht Club of Pleasantville/Fleet #73 Yacht Club of Pleasantville, NJ	Nick Tallotta (609) 653-8337
Sept. 11 & 12	Fall Series/Fleet #54/Sandy Point State Park Annapolis, MD	Marge Banbury (301) 255-2340
September 12	Mainland Hobie Regatta/Fleet #73/Yacht Club of Pleasantville Yacht Club of Pleasantville, NJ	Nick Tallotta (609) 653-8337
Sept. 18 & 19	Betterton Bash Open/Fleet #170 Betterton, MD	Tim Mommers (301) 877-7012
October 2 & 3	Frostbite Regatta/Fleet #54 Gunpowder State Park, MD	Marge Banbury (301) 255-2340

### DIVISION XII

July 21-25	Marblehead Race Week/Hobie 16/Marblehead Racing Association Marblehead, MA	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) 763-8795
July 25	Group Sail to Block Island/Fleet #154 Narragansett Beach, RI	Donald Starziano (401) 789-4309
July 31 & Aug. 1	C.Y.C. Hull Flying/Fleet #150 Orillia, Ontario, Canada	Gerry Pringle (705) 325-1713
July 31 & Aug. 1	Down East Reg./Fit #28/Kennebunkport, MA	John Cleary (207) 967-2765
August 1	Competition D'Ete #4/Fleet #187 Lake Champlain, Montreal, Canada	Ron Lemish (514) 744-0770
August 7 & 8	1st Annual Lake Champlain Cup Regatta/Fleet #184 Lake Champlain, VT	William Byberg (802) 862-4793
August 7 & 8	1976 Seneca Lake Regatta/Fleet #86/SLSA/Boats-A-Sail Dundee, NY	Jim Peele (607) 243-8444
August 14 & 15	Northeastern Championships/Fleet #28/Goodhue Ent. Falmouth Heights, MA	Jerry Sears (802) 254-5852
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) 627-9221
August 28 & 29	Nationals Tune Up-Keep in Shape Regatta/Fleet #28 Falmouth Heights, MA	John Nimphius (603) 673-6052
September 4 & 5	Lake Champlain Hobie Can-Am/Hobie Cat of Montreal/Davis & Lemish Lake Champlain, Montreal, Canada	Ron Lemish (514) 744-0770
September 5	Sunday Pick-Up Race/Fleet #154 Narragansett Beach, RI	Donald Starziano (401) 789-4309
Sept. 11 & 12	Toronto Catamaran Open/Fleet #183 Toronto, Ontario, Canada	Art Apps (416) 769-4272
Sept. 11 & 12	Mulligans Fall Regatta/Fleet #119/Hobies Foote Mulligans Sunset Bay, NY	Jim Foote (716) 627-9221
Sept. 11 & 12	Roton Pt. Fall Invitational/Fleet #186 Rowayton, CT	Jim Sebastian (914) 478-3299
September 12	The 2nd Annual Alpert Point Regatta/Fleet #184 Shelburne, VT	William Byberg (802) 862-4793
October 9-11	Pumpkin Open Regatta/Fleet #185/Fanshaw Yacht Club London, Ontario, Canada	Derek Innes (519) 451-0941

### DIVISION XIII

July 24-27	Puerto Rico Championships/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
July 25	Local Racing/Fleet #182 St. Croix, V.I.	Tom Baldauf (809) 773-5318
August 20-28	Championnats De Polynesie/Fleet #107/2e Challenge Raiatea, Tahiti	Du P.S. Tahiti Cat/Gordon Knight
August 21 & 22	Caribe Championships/Fleet #133/Palmas Del Mar Sauturce, Puerto Rico	Roberto Bouret 723-2364
Sept. 11 & 12	Fall Opening at A.Y.I.V./Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
September 19	Coupe Air New Zealand/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
October 3	Coupe CEA/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
October 17	Coupe CNOC/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
October 23-25	Southern Championships/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
Nov. 19-21	Open Regatta/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
November 21	Coupe Hinano/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
December 4 & 5	Year End Race/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
December 12	Coupe De Noel/Tahiti Cat/Fleet #107 Arue/Papeete, Tahiti	Tahiti Cat/Gordon Knight

### 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

# 14 FULL-COLOR HOBIE PHOTOS

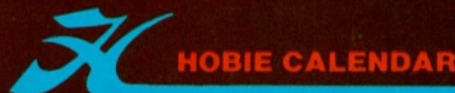
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# REGATTA RESULTS

## 4th ANNUAL LAKE POWELL REGATTA Lake Powell, Arizona May 22 & 23, 1976

POS- TION	SKIPPER	SAIL #	TOTAL POINTS
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1. Arlis Miller	1250	5	9
2. Phyllis Miller	---	---	---

1. Denny Soden	20905	9.45	
2. David Boyle	22	10.5	

3. Rick Edgington	21000	11.2	
4. Kevin Hutton	126	17.7	

5. Floyd White	5746	20	
6. Mac Wright	4545	21	

7. Joseph Micali	16588	24	
8. Bruce Fields	900	26	

9. John Cockrell	406	26	
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1. Richard Blount	8450	3	
2. Roger Pillow	7964	6	

1. Bob Seaman	13	5%	
2. Don Ohmans	11217	8%	

3. George Folgner	16389	13%	
4. Jim Tedford	6771	17%	

5. John Hauser	20686	18%	
6. Brian Bell	13489	19%	

7. Russ Edgington	158	21	
8. Paul Hart	1650	27	

9. Ted Lindley	14492	28	
10. Andy Shearer	8633	33	

11. Larry Webb	4953	40	
12. Mike Shearer	15012	41	

1. Ray DeCosta	6257	3	
2. Cliff Bingham	14262	9%	

3. Paul Pariscaw	13953	10	
4. David Moxley	12786	13	

5. Kelly Garrod	653	20	
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1. Bill Schultz	13316	5%	
2. Mike Roggero	14284	6%	

3. Bill George	2791	9%	
4. Jeff Gillman	350	13	

1. K. Stumpf	309	2%	
2. A. Hagen	156	4%	

1. T. Lucchiano	0	2%	
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1. R. Poltras	910	4%	
2. P. Nixon	678	4%	

3. E. Moore	1127	7	
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1. M. Staudt	1111	4.5	
2. R. Edgington	21000	11	

3. R. Soden	20905	12	
4. R. Jeffries	5152	12	

5. M. Wright	4545	12	
6. D. Crocker	2867	12	

7. B. Fields	3573	16%	
8. L. Wicher	900	21	

9. B. Sherriff	9	22	
10. B. Rose	24	26	

11. R. Wagner	946	26	
12. B. Scott	4118	28	

13. C. Wassman	2057	30	
14. G. Hagen	561	32	

15. J. Cockrell	406	36	
16. S. Myler	8313	36	

17. K. Hutton	128	38	
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1. J. Linn	15125	2%	
2. J. Legge	21113	6	

3. R. Matson	4010	9	
4. M. Elder	33	12	

5. C. Fields	528	12%	
6. E. Halloran	18778	13	

1. C. Hernandez	21	2%	
2. R. Rasmussen	101	6%	

3. R. Haas	12901	9	
4. S. Chandler	12485	13	

5. D. Carpenter	38	13	
6. R. Pillow	7964	15	

7. K. Lantz	7334	17	
8. F. Heath	18682	18	

9. W. Willis	6044	22	
10. S. Hutton	809	26	

1. R. Seaman	13	3%	
2. D. Mihoky	2453	8%	

3. L. Cooke	49	9%	
4. R. Beachamp	1400	17	

5. J. Hauser	20686	18	
6. F. Breckenridge	16652	19	

23. G. Hedley	16507	61	
24. P. Garnett	13943	69	

25. R. Edgington	158	75	
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1. W. Moxley	12786	4%	
2. K. Dawson	12778	8	

3. S. Votaw	10384	11	
4. P. Hutton	789	16%	

5. S. Payne	4183	17	
6. P. Hinkle	2691	18	

7. N. Brady	5141	19	
8. R. Gilchrist	16773	19	

9. G. Clark	8006	23.9	
10. J. Olson	7878	26	

11. K. Smith	8516	26	
12. J. Beachamp	1983	31	

13. N. Farquhar	14664	32	
14. D. Hebard	7232	33	

15. R. Weissmann	486	33	
16. G. Samp	31	39	

17. M. Samson	1898	40.2	
18. G. Cook	5969	42	

19. C. Bingham	14262	48	
20. D. Stumpf	13069	54	

21. W. Myrter	10153	58	
22. J. Ralph	8816	59	

23. G. Pool	11144	62	
24. A. Banders	17142	66	

25. L. Shelton	9534	67	
26. T. Reed	15220	77	

1. R. Barger	11029	4%	
2. M. Patterson	4795	4%	

3. E. Hughes	15186	10%	
4. N. Lindblott	3167	14	

5. G. Walsh	2236	17	
6. E. Portas	9910	18	

7. S. Blauer	4500	18	
8. J. Quinn	7976	20	

9. F. Winder	8957	22	
10. D. Paulson	1824	23	

11. L. Luby	17360	27	
12. R. Ross	440	36	

13. J. Hernandez	7357	40	
14. R. Bond	14600	41	

15. L. Morrison	16930	43%	
16. R. Schultheis	9538	44	

17. J. Moore	8210	46	
18. H. Van Dyke	15202	46	

19. E. Jones	17671	47	
20. J. Weston	7971	47	

21. L. Davidson	6616	52	
22. D. Stewart	16243	58	

23. F. Correll	12633	63	
24. F. Prescott	123	75	

25. E. Kirven	14975	75	
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1. Stumpf	309	2%	
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1. Staudt	1111	5%	
2. Soden	20905	8	

3. Golden	334	10%	
4. Wagner	90	12%	

5. Walcker	3573	14	
6. Boyle	22	16	

7. Jeffries	2152	17	
8. Wassman	2057	18	

9. Fields	900	28	
10. Crocker	2867	29	

11. Downard	1315	30	
12. White	5746	31	

13. Litcher	9	32	
14. Cockrell	406	34	

15. R. Wagner	946	34	
16. Micali	16588	40	

17. Hutton	126	41	
18. Rose	868	44	

19. Martin	7279	47	
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1. Legge	21113	3%	
2. Rasmussen	101	4%	

3. Blout	8450	8%	
4. Scott	4118	9	

5. Halloran	18778	12	
6. Brazeale	36	15	

7. Weinbradt	1515	19	
8. Simonian	2793	21	

9. Belli	581	22	
10. Schopp	3114	24	

11. Elder	5875	28	
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19. Folgner	20675	47	
20. Matthews	4504	47	

21. Leo	1	54	
22. Hart	1650	57	

23. Watson	21	58	
24. Moxley	12786	63	

25. Wilson	77	65	
26. Finley	4634	71	

27. Grimshaw	125	76	
28. Price	8365	77	

29. Hayes	124	79	
30. Eckles	2001	79	

31. Lewis	33	82	
32. Hedley	16507	83	

33. Ottmans	11217	84	
34. Atwood	271	84	

35. Nichols	366	86	
36. Baggis	1685	87	

37. Grimes	15673	96	
38. Platy	1238	107	

1. Farquhar	14664	4%	
2. Parizean	13953	5%	

3. Consaul	3906	16	
4. Palmitier	4471	19	

5. Cook	5969	19	
6. Seitz	12854	19%	

7. Andres	8666	23	
8. Stang	20725	23%	

9. Brooks	16096	25	
10. Henderson	7369	26	

11. Elizalde	17599	28	
12. Banuelos	500	37	

13. Maberry	1223	39	
14. Dawson	12778	39	

15. Owen	13064	44	
16. Pool	11144	44	

17. Ceckell	2118	46	
18. Weissmann	486	50	

19. Burger	11029	54	
20. Clark	8006	54	

21. Ray	19760	56	
22. Deschamps	2101	58	

23. Jacobs	X	61	
24. Newbro	14856	61	

25. Reed	15220	64	
26. Pettitt	13154	68	

27. Munsey	5823	68	
28. Samp	X	69	

29. Stewart	20883	70	
30. Samson	1808	70	

31. Bingham	14262	70	
32. Hinkle	2691	74	

33. Kendall	9306	80	
34. Arsdale	11720	80	



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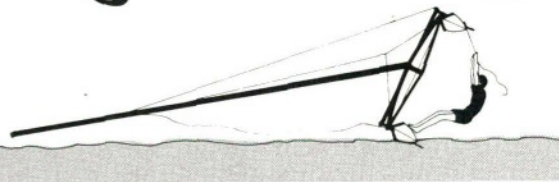
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### HAWAIIAN TROPIC WORLD OPEN Daytona, Florida May 15 & 16, 1976

POS- TION	SKIPPER	SAIL#	TOTAL POINTS
<b>HOBIE 14-A:</b>			
1	J. Stevens	3967	8%
2	M. Weill	10240	12
3	B. Olton	15435	13%
4	J. Matheny	10354	16
5	J. Farman	15547	17%
6	M. Walsh	14958	19
7	J. Hamilton	3850	19
8	G. Murphy	3588	21
9	D. Wentworth	17542	23
10	J. Davis	7919	30
11	M. Wentworth	18700	34
12	M. Williams	3004	35
13	R. Rose	21289	37
14	G. Kathaylynas	17324	38
15	J. Jillich	10138	38
16	R. Raditch	15503	41

<b>HOBIE 14-B:</b>			
1	J. Dando	20348	31%
2	G. Carlton	17498	6%
3	F. Kremer	111	9
4	M. Deloach	20214	11
5	J. Hannor	10424	19
6	Dr. Shelburne	12540	20
7	M. Lang	10202	23
8	D. Whitman	15090	24
9	T. Balara	17478	24
10	B. Thomas	15505	27
11	D. Richards	12926	29
12	C. Laskey	330	30

<b>HOBIE 16-A:</b>			
1	M. Garner	9584	5%
2	S. Shafer	7	6%
3	J. Davis	15744	11
4	S. Schandelmayer	8248	18
5	T. Blake	13392	18
6	G. Reed	18697	19
7	S. Edmonds	18172	19
8	C. Ketel	12139	24
9	B. Pope	17016	24
10	C. Smith	7080	29
11	T. Anderson	10226	31
12	D. Rott	11386	33
13	J. Duke	14737	33
14	W. Pritchard	10593	39
15	J. Neff	20425	39

<b>HOBIE 16-B:</b>			
1	M. Tiley	20427	21%
2	B. Alexander	6424	18
3	K. Duffield	94	20
4	M. Tidwell	16790	23
5	B. Powell	12403	24
6	B. Chesnut	9642	26
7	B. Walch	15778	31
8	B. Harshaw	17604	31
9	D. Carlson	1027	37
10	S. Manrodt	2064	39
11	M. Martin	5803	44
12	L. Ponder	17757	48
13	G. Smith	10697	51
14	D. Foss	13972	51
15	T. Grow	14988	53
16	J. Deans	HIT GOLD	55
17	M. Coleman	4942	57
18	G. Hardee	17374	63
19	C. Rozzab	11382	65
20	B. Jones	15080	65
21	B. Sell	9594	66
22	V. Kekree	9882	66
23	M. Norris	16672	69
24	B. Schotman	9222	73
25	G. Saare	1887	74
26	B. Crouse	18160	74
27	B. Richards	18649	78
28	M. Wallis	16095	81
29	C. Parker	HIT YELLOW	84
30	C. Weniger	9495	91
31	J. McNally	16593	94
32	G. Winters	9184	94
33	J. Rodolf	13858	95
34	B. Durocher	8375	97
35	T. Blalock	16321	98
36	B. Partridge	8389	101
37	M. Cullen	14291	102
38	R. Goudy	10108	102
39	D. Aaron	12266	106
40	B. Woodburn	10127	106
41	B. Cornelius	14136	110
42	D. Fowler	14296	112
43	A. Martin	17545	117
44	P. Angley	17139	120
45	W. Reed	2661	123
46	J. Harrell	2323	132
47	R. Rutter	5333	134
48	C. Baldwin	2844	136
49	W. Norris	17225	136
50	A. Triville	19945	136

### JETTY PARK OCEAN REGATTA Jetty Park, Florida May 29-31, 1976

POS- TION	SKIPPER	SAIL#	TOTAL POINTS
<b>HOBIE 14-A:</b>			
1	Eiwell	3650	17%
2	Hamilton	3850	18%
3	Weill	10240	20%
4	Oiten	15435	28
5	D. Wentworth	17542	30
6	Raditch	15503	33%
7	M. Wentworth	18700	39
8	M. Williams	3004	46
9	Walsh	14958	48%
10	Furman	15547	50
11	Dando	20348	52
12	Davis	7919	54
13	Livingston	17532	59
14	Heysie	586	60
15	Monzel	3913	66

16	Foster	15592	79
17	Richardson	3839	82

<b>HOBIE 14-B:</b>			
1	Kinnear	3304	14
2	Kremer	111	15%
3	Deans	20374	19%
4	Hardy	10048	21
5	Johnson	16316	22%
6	Balara	17478	24%
7	Richards	12926	27
8	Deloach	20214	30
9	Meckel	9753	33
10	Briggs	5948	37
11	Griffin	9463	40
12	Maddrey	12688	46
13	Thompson	267	49
14	Gavron	16910	55
15	O'Neil	7316	57

<b>HOBIE 16-A:</b>			
1	McCann/Brown	2222	21
2	Shafer/Shafer	7	21
3	Wickenhauser/Ash	17366	23%
4	Sammons		
	Sammons	20411	33
5	Schandelmayer	8248	44
6	Davis/Davis	15744	46%
7	Blake/Blake	13952	54
8	Smith/Smith	7080	54
9	Deiher/Geiger	12349	57
10	Horton/Horton	11081	57
11	Renovitch/Reno	16857	58
12	Reed/Reed	19837	59%
13	Bell/Edwards	20430	70%
14	McAllister		
	McAllister	8002	71
15	Lidkear/Snyder	11030	74
16	Rutt/Hansham	11386	78
17	Tiley/Katke	20427	83
18	Henry/Meyer	234	87
19	Anderson		
	Anderson	10226	89
20	Garner/Garner	9584	92
21	Powell/Hanson	12403	96
22	Hackney/Hackney	2978	98
23	Nuff/Nuff	20425	104
24	Bloor/Smith	12050	105
25	Duke/Duke	17487	116
26	Dunbar/Dunbar	11831	119

<b>HOBIE 16-B:</b>			
1	Whitaker/Whitaker	13302	38
2	Smith/Smith	17292	38
3	Jones/Jones	15080	55
4	Dwyer/Hunt	9576	58
5	Boehmer/Wunsch	8868	64
6	Chesnut/Chesnut	9462	65%
7	Oan/Raso	16577	66
8	Gonzales/Gonzales	5417	80%
9	Hardee/Hardee	17344	85
10	Elmore/Richards	18649	85%
11	Williams/Lawton	15841	89
12	Jones/Snyder	5011	102
13	Foss/Foss	13972	103%
14	Wallis/Wallis	16095	107
15	Rhodes/Cummings	16289	108
16	Harshaw/Harshaw	17604	109%
17	Alexander		
	Alexander	6424	122
18	Stolberg/Wending	9394	124
19	Aaron/Aaron	12296	125
20	Jacobsen/McCarl	9885	127
21	Dickson/Wooten	17829	130
22	Tidwell/Gilbert	16790	130
23	Parker/Griffith	0023	136
24	Norris/Norris	13225	
25	Cullen/Cullen	14291	141
26	Schotman		
	Schotman	9222	141
27	Fowler/Fowler	14296	142
28	McNally/McNally	16593	144
29	Griffin/Krzywicki	672	155
30	Krut/Gay	11	157
31	Erwin/Erwin	12058	160
32	Monrodt/Settle	2064	163
33	Weniger/Gomez	9495	165
34	Lemmon/Lemmon	5248	170
35	Griffin/Griffin	4599	177
36	Strom/Strom	670	182
37	Norris/Cantwell	16672	188
38	Harrell/Wheelus	2323	192
39	Crowe/Crowe	18160	192
40	Coates/Coates	16848	193
41	Farnsworth	311	195
42	Plezia/Barnett	954	215
43	Linvill/Flake	18514	219
44	Tottern/Nichols	9103	219
45	Pastore/Pastore	13057	221
46	Smith/Panocost	3861	223
47	Rutter/Rutter	5333	224
48	Gilliam/Hudnal	17533	229
49	Pruitt/Pruitt	15154	232
50	Smith/Paquette	10697	234
51	Personeit/Seay	14954	236
52	Reed/Reed	2661	257
53	Lissau/Lissau	5510	265
54	Phiegeier/Phiegeier	642	275
55	Williams/Williams	1397	275

### 2nd ANNUAL BATTEN BUSTER REGATTA Panama City, Florida May 1 & 2, 1976

POS- TION	SKIPPER	SAIL#	TOTAL POINTS
<b>HOBIE 14-A:</b>			
1	M. Douglas	4087	3
2	D. Holt	3342	10
3	C. Warriner	NN	10%
4	R. Coronougher	3415	12
5	A. Bass	12126	18
6	W. J. Gramprie	16924	19
<b>HOBIE 14-B:</b>			
1	G. Kathaylynas	17324	5%
2	D. Olvany	2379	6%
3	J. Brown	14764	12%
4	S. Gaston	20366	13
5	B. Knight	4134	14
<b>HOBIE 16-A:</b>			
1	D. Foote	8918	71%

2	L. Kalata	9690	10%
3	G. Kaeding	19804	13
4	B. Pope	17016	17
5	R. Mallory	8769	17
6	C. Cameron	11433	24
7	K. Evans	5943	24%
8	T. J. Lister	14277	27
9	L. Mc Nerney	11521	29
10	L. Palmer	17750	30
11	B. Stone	5038	34
12	R. Knight	3159	40
13	E. Stricklin	14995	43
14	D. L. Williams	11202	56

<b>HOBIE 16-B:</b>			
1	C. Merlin	8363	5%
2	B. Gaston	9553	7%
3	J. Peters	10488	10%
4	G. Zern	12174	17
5	B. Abbot	13939	17%
6	B. McClure, Jr.	15017	19
7	Tom Daniels	16838	25
8	J. Colee	17005	30
9	J. Schmitt	9485	33

### 6th ANNUAL FLEET #35 OPEN Pensacola, Florida May 22 & 23, 1976

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14:			
1	B. Whitehurst	21078	71%
2	T. Taylor	12590	84%
3	D. Porter	977	84%
4	M. Douglas	4087	17
5	B. Hervantine	17526	23
6	D. Olvany	2379	25
7	B. Grampie	16924	25
8	C. McLaughlin	15424	28
9	S. Gaston	20366	40



# REGATTA RESULTS

6. K. Duffield	94	25%
7. J. Doughton	14394	40
8. V. De Kreek	9882	41
9. R. Walch	15778	54
10. D. Ehler	3511	57%
11. M. Owen	15895	59
12. B. Griffith	19847	65
13. G. E. Hardee	17374	65%
14. M. Martin	5933	67
15. T. Glenz	8856	71
16. J. Loudenslager	15816	71
17. B. R. Voltzow	19374	71
18. P. Owen	16969	79
19. R. Trieny	10796	85
20. G. Hudak	19251	100
21. M. Aldrich	16602	105
22. M. Tilley	3551	116
23. C. Surratt	123	
24. T. McGurk	11844	125
25. H. E. Hardee	15875	125
26. S. Buchard	12197	127
27. J. Fisher	17491	135

## FLEET #48 REGATTA Elephant Butte, NM May 15 & 16, 1976

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14:			
1.	Mix	12909	6%
2.	Horton	4781	7%
3.	Zettie	5187	8%
4.	Lederle	2487	14
5.	Benson	8082	15
6.	Butcher	487	28
HOBIE 16-A:			
1.	Wilson	2402	7%
2.	Costello	11306	10%
3.	Rogers	19636	11%
4.	Eckhardt	17754	12
5.	Runkle	16419	12%
6.	Losinski	13146	17%
7.	Hughes	18615	31
8.	Putz	14312	32
9.	Prouty	3074	33
10.	Lysne	17721	36

## AMERICAN LAKE REGATTA Tacoma, Washington May 22 & 23, 1976

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 3.5:			
1.	S. Nelson	360	3
HOBIE 10:			
1.	T. Tarleton	1347	3%
2.	J. Coughlin	679	10
HOBIE 14:			
1.	D. Daily	2433	6
2.	P. Carter	17147	9%
3.	C. Tarleton	17162	13%
4.	L. McNally	12937	14
5.	L. Graf	12610	26
6.	S. Cox	18647	26

10. S. Munson/ D. McGoldrick	11917	43
11. M. Thorn/K. Klein	4170	51
12. T. Doty/S. Roberts	9481	55
13. G. Coughlin/ C. Coughlin	13363	59
14. Wacławski/Madge	10096	62
15. C. Zimmerman/ T. Robbins	4654	62
16. Parent/Hansen	12669	64%
17. J. Beach/M. Beach	17113	67
18. Wilson/Dodson	19626	72
19. Engstrom/ Lee	XXXX	72
20. Nash/Cunningham	10477	73

<b>HOBIE 16-C:</b>			
1.	D. Garry/B. Garry	9743	3%
2.	C. Kirby/P. Kirby	19634	9%
3.	Laplante/Dunning	19682	15
4.	R. Garry/E. Garry	13082	18
5.	M. Dunn/ Parrish	8167	20

## FLEET #63 4th ANNUAL SPRING REGATTA Lake Thunderbird, OK May 15 & 16, 1976

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14-A:			
1.	D. Balthaser	15398	7%
2.	J. Welsh	11411	13
3.	S. Downham	15248	14
4.	T. Gudgel	8699	14
5.	L. Metzger	14571	15
6.	T. Luecke	21284	20%
7.	P. Flynt	15813	25
8.	L. Moore	27034	27

<b>HOBIE 14-B:</b>		
1. T. Gudge	11397	24%
2. L. Fietz	15551	7
3. R. Langley	5318	7
4. J. Barton	21083	9
<b>HOBIE 15-A:</b>		
1. J. Woodul	9681	12%
2. K. Dietz	27892	14%
3. W. Pierce	18247	17%
4. S. Self	14659	18%
5. D. Freed	10877	19
6. E. Westerlund	17353	20
7. Whitewall/Marr	9681	27
8. R. Miller	5266	29
9. M. McCredie	4010	31
10. M. Dickerson	15139	36

1. R. Howeth	11590	7%
2. M. Butler	11463	11%
3. M. Eddy	8653	15%
4. R. Smith	16330	25%
5. S. Benigno	9263	29
6. J. Calhoun	7913	32
7. J. McKnight	9676	35
8. L. Evans	19342	35
9. J. Wright	13387	40
10. R. Boone	13212	46
11. J. Fischer	6045	58
12. K. Moore	15704	60
13. M. Dziuba	7526	67
14. B. Carlsen	19384	70
15. C. Ort	17428	73
16. R. Morris	14151	82
17. J. Bertl	4884	93
18. B. Anderson	18572	95
19. L. Paulk	19385	100
20. A. Carlson	8568	101
21. P. Miner	19162	104
22. R. Recer	13915	115
23. N. Rankin	19155	115

## MID-AMERICAS REGATTA Lake Texoma, Texas May 29 & 30, 1976

POSITION	SKIPPER	SAIL #	TOTAL POINTS
HOBIE 14-A:			
1.	L. Moore	17034	7%
2.	B. Dorchester	16382	10%
3.	L. Metzger	14571	19
4.	G. Johnson	8529	20
5.	T. Carter	15917	23
6.	T. Gudgel	8699	25
7.	J. Welsh	11411	28
8.	S. Downham	15248	38
9.	T. Luecke	21284	40
10.	T. Langley	5318	53
11.	E. Laster	15558	53
12.	P. Dallow	20660	57
13.	C. Benigno	9	65

<b>HOBIE 14-B:</b>		
1. T. Gudge	11397	6%
2. T. Webber	20808	11%
3. D. Gatlin	20330	12%
4. B. White	2481	2%

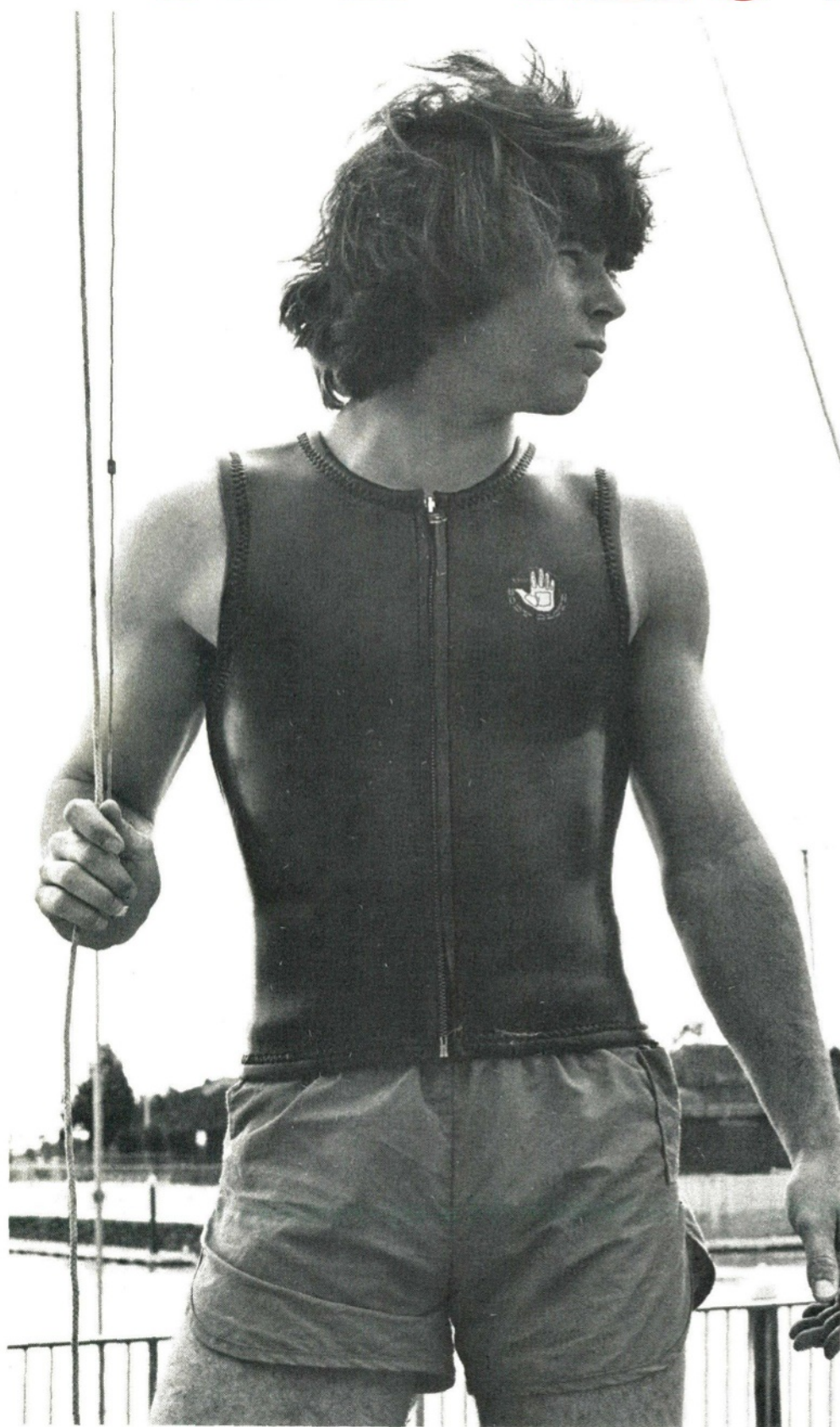
4. B. White	9461	23
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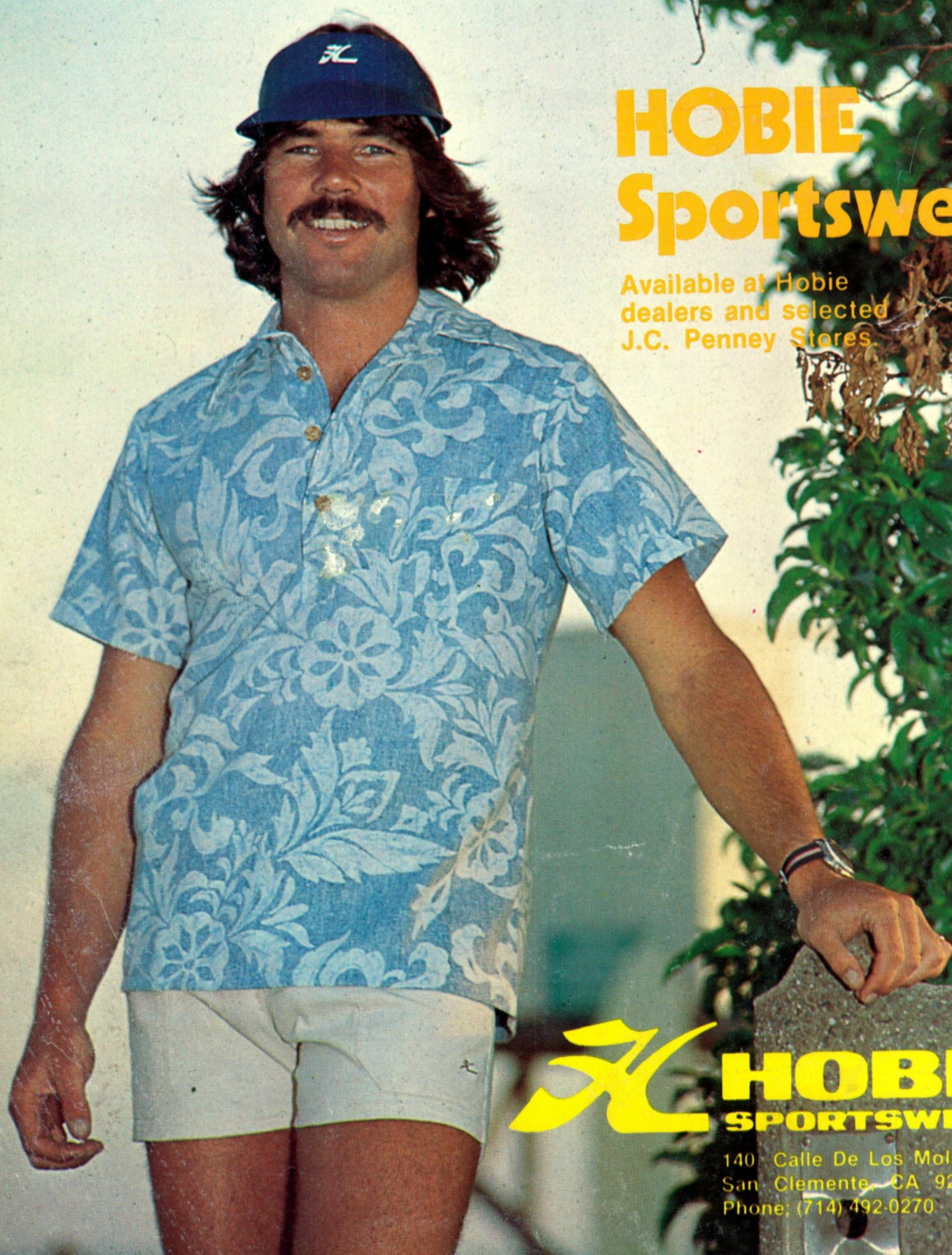
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