

16

**HOBIE**  
**Hot Line**  
75¢ JAN / FEB 1977



# Something For Every Body



## U. S. Divers' Aqua-Line Surf Wear

We're here . . . U. S. Divers' presents the most complete line of smart, sleek and uniquely designed surfing wear for the surfer who wants the ultimate in comfort, quality and workmanship. We offer something for every body from the deluxe full suit, long Johns, short Johns, Spring and Fall suits, vest and accessories with the latest innovation, the new non-slip, sure-grip surfing boots that keep your feet where you want them . . . on your board.

Look for these features, no one else has them:

- Rolled non-abrasive collars and trims
- Nickel-silver zippers
- Velcro fasteners
- Extra wide-action gussets
- Knee pads and saddles
- A combination of smooth skin with two-sided material for comfort, extra stretch and durability
- Double glued and stitched seams



Ben Aipa

Join the Professional Surfers . . . Ben Aipa, "Buttons" Kaluhiokalani, Mark Liddell and Donald Takayama, they all sport the AQUA-LINE surf wear, the ultimate in surfing suits.

Send for the new AQUA-LINE surf wear brochure or see your local surf wear dealer for the suit of your choice. Dealer inquiries invited.

Copyright © 1976 U. S. Divers Co. 3504-52



Jacques-Yves Cousteau  
Chairman of the Board

**AQUA-LINE**  
**surf wear**  
**U.S. DIVERS CO.**

3323 West Warner Ave., Santa Ana, Ca., 92702

A Subsidiary of  
Liquid Air Corp. of North America







## Hot Line Publications

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

Volume 6, Number 1

Single copies 75¢

### IN THIS ISSUE

Photo Contest Winner	4
Hobie Forum	4
16 World Championships— On Eating Dessert with King Neptune	5
The 16 Worlds— A Technical Narrative	12
May The Best Boat Win	20
The Rhyme of the Ancient Mariner Tradition	26



PAGE 5

28 Does Your Cat Sail Like a Dog?
32 Fleet News
33 HCCA Fleet Organizations
35 Hobie Skiis the Slopes
37 Regatta Schedule
38 Regatta Results



PAGE 20

The Hobie Hot Line distribution is world-wide. The magazine is published six times per year—January/February, March/April, May/June, July/August, September/October, November/December. Subscriptions may be obtained by sending \$5.<sup>00</sup> to Hobie Hot Line, P.O. Box C-19509, Irvine, California 92713. Don't forget to include your zip code! Foreign rate is \$10.<sup>00</sup>. CONTRIBUTIONS: The Hobie Hot Line welcomes stories and photos from our readers. For best reproduction, please send good, clear 8x10 black and white, or color slide. The Hobie Hot Line is not responsible for unsolicited contributions and retains all other rights for resale, republication, etc. Send all material to Editor, Hobie Hot Line, P.O. Box C-19509, Irvine, California 92713. MOVING?: Six weeks are required to change your address as computers always seem to have "digestion problems"! To insure prompt attention, send the old label from your last Hot Line issue along with your new address. ADVERTISING: Advertising rates are available upon request. Dealer advertising is welcome. Contact Beth Parker at P.O. Box C-19509, Irvine, California 92713 or phone (714) 979-2880. NOTE: Damage to Hobie sailboats caused by modifications made to the boats is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify or accessorize your boat with items advertised in the HOT LINE, or any other items. Advertisement of items in the HOT LINE does not imply endorsement by Coast Catamaran or the Hobie Class Association.

#### HOBIE CLASS ASSOCIATION STAFF

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

COVER PHOTO BY  
JAKE GRUBB

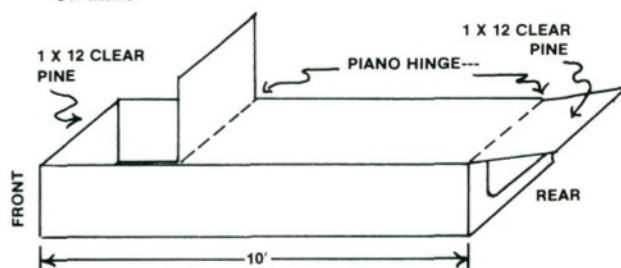


# HOBIE FORUM

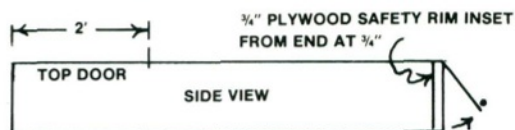
## BUILD-IT-YOURSELF BOOM/SAIL BOX

I read a letter in the Hot Line wanting info on building a boom/sail box—here are some rough drawings of the box I built for my new Hobie 16. After completing construction, I gave it one coat of exterior primer and then four coats of exterior enamel color matched to the hulls. All interior seams were sealed with butyl rubber sealant.

On the front end panel is the Hobie "H" and on the rear door is the boat name, sail number and home town. For security, I used drawer locks keyed alike.



**NOTE: CUT A 4' X 10' PIECE OF MARINE PLYWOOD AT 24 11/16". THIS WILL LEAVE A PIECE OF 23 3/16" WHEN DEDUCTING 1/4" FOR CUT.**



### MATERIALS

1 sheet	3/4" x 4' x 8' marine ply	\$39.00
2 pcs	1" x 12" x 12' clear pine	29.00
2	30" continuous hinge (2.79 ea)	5.58
2	drawer locks (2.40 ea)	4.80
1 qt.	exterior primer	3.90
2 qt.	exterior enamel (4.90 ea)	9.80
1 tube	butyl rubber sealant	1.89

**Total Cost \$93.97**

Bob Brillhart  
2130 Broach  
Duarte, California 91010

"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.



## DANGER!

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



**PHOTO CONTEST WINNER** Congratulations and \$50 to Dave Newbro of Newport Beach, California for this photo of his son, Mike, sailing on Lake Powell, Utah.

## HOBIE PHOTO CONTEST

**KEEP THOSE HOT SHOTS COMING!!** By popular demand, the Hobie Photo Contest is being continued. A \$50 cash prize will be awarded *every issue* 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 \_\_\_\_\_





## ON EATING DESSERT WITH KING NEPTUNE

“When the world comes to your neighborhood, you can’t let them steal the pie from your own backyard.” So it went at the first **Hobie 16 World Championships** in Hawaii. Locals Dean Froome (as quoted above) and John Driscoll swept the event with full power-on sailing in some of the most radical weather a lot of the competitors had ever encountered...



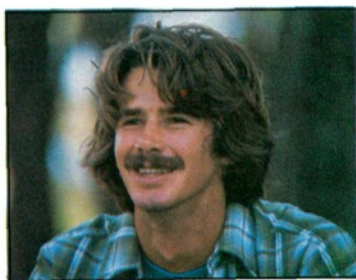


by beth parker

It all started on Monday, November 1st. The initial two days of competition were devoted to qualifying races for those teams yet to earn their spot to compete in the final event. Fifty-one entries came from all over the world already pre-qualified, leaving open another 33 slots to unqualified skippers. A total of 77 teams were on hand to race during those first two days in hopes of filling one of the remaining chances at the title.

Two races were staged on Monday, "kona" conditions prevailed, with the wind blowing from the south at 5 to 10 knots. The third through sixth races of the qualifying series were run on Tuesday, with wind increasing through the day from 5 to 15 knots, steady from the west. Total points were tallied for the entire six race series to determine the qualifiers.

*Headquarters for competition—the Outrigger Canoe Club.*



*Dean Froome, skipper of the 16 World Champion team.*



*Johnny Driscoll, World Champion team crew, after the fight.*

Wednesday, the first day of championship racing, was dramatic. Eighty-four teams would compete through Friday (each team racing twice per day) for the final cut. Wind for the first two races was a stiff 18 to 20 knots, increasing for the third and fourth races to small craft warning intensity of 25 knots with gusts over 30 knots. These last two races proved to be almost too challenging, boats flipped at every mark, sails were damaged, and it took plain strength and courage just to finish. The third race turned into a matter of survival as one of the teams turned turtle and crew member Steve Crawford was nearly drowned when trapped by his trapeze wire, tangled around his ankle and holding him two feet under water. Only quick thinking on the part of Crawford's skipper, Keith Logan, who dove under giving Crawford breaths of





*"What do you mean, a sharp left?"*

PHOTOS BY JAKE GRUBB

air as he hung trapped under the boat, and the unselfish abandonment of their own race position by Russ Eddington and Jim Black of California, who shot across the course to render assistance, was Steve's life saved. Altogether 17 boats did not finish in the four races of the day.

The Hawaiian winds continued to batter the Hobie sailors on Thursday. Ranging from 20 to 25 knots, with gusts to 35 knots, the forceful winds persisted as the major factor in the competition. Boat repair on the beach between races was a mad scramble. Many boats flipped in each race, sometimes only to go over



*Dad and Paula Alter, neck-and-neck with Dick Beauchamp and Jeff Alter...  
Alters all over the place.*





again after being righted. Undaunted but unbelievably tired, the crews continued to race.

Hobie Alter chose to sail one race without a jib, and almost 25% of the boats in the last race sailed with reefed mains, to reduce the power of the sail. Competition was keen, the challenge served only to knit the international contestants closer together as they shared strategy and reports on the beach between their struggles on the water.

The top five teams to watch for were becoming apparent. As of Thursday night, they were Froome and Driscoll of Hawaii, Loufek and Canepa of California, Hutchings and Lynn of Hawaii, and two Australian teams—Horsley/Forbes, and Bray/Joyce.

The gods relented and competition continued on Friday under much less severe conditions. Winds ranged from 5 to 20 knots, considerably more gentle than during the week but still blowing inconsistently with devastating gusts. The scheduled four races were held, series scores for each team were compiled from the skippers' best five races, and the top half of the field, 42 teams, were announced at a banquet at the Kai-mana Hotel. These final 42 teams would race twice on Saturday to determine the World Champion Hobie 16 skipper and crew.

Dino and J.D. (that's Froome and Driscoll) took a third in their first race of the day and put in a 27th place in their last race, which would obviously be counted as their throw-away. Three other Hawaiian teams moved into the top five positions overall, relishing the familiar conditions which other skippers were finding so strenuous. "Whiz Kid" Loufek and "Goat Horns" Canepa stood in the top five as the lone Californians. The Australian teams con-

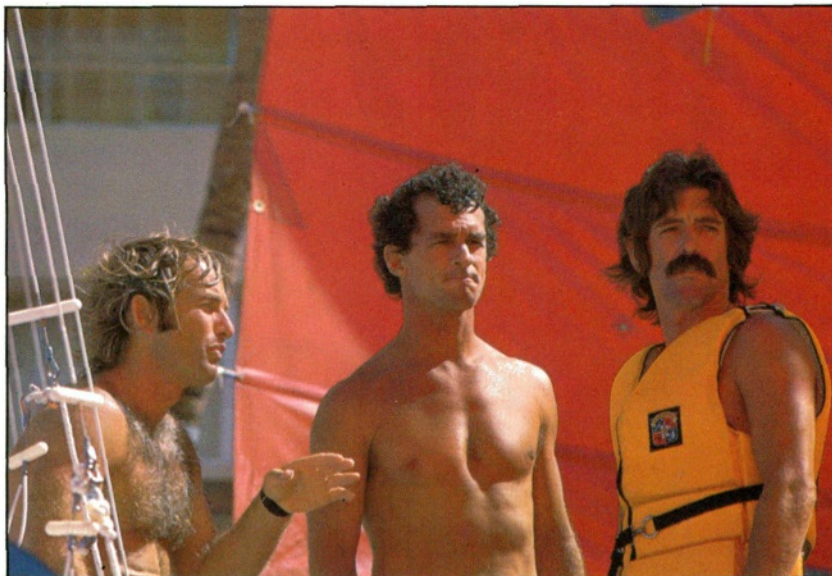
---

*A gaggle of Hobies as seen by the flying creatures above.*

---

*The Japanese representatives and their interpreter. From left to right: Guenter Barthel, Nishihara, Tanaka, Yazawa, Takahaski, Sato, Sueyoshi.*





*Jerry King, Cappy Sheeley, and Dave Allaire.*



*The ultimate in T-shirts, worn by Burgaud and Antibois of Tahiti, 32nd place team.*

*Herb Andresen, Commodore of Hawaii Fleet 6, who headed up all organization in Hawaii.*



tinued to place consistently and the day's milder events brought on some new faces as the leaders in each race, including: the Tahitian team of Gerald Sachet and Heneri Lucas; the Puerto Rican team of Ronnie Ramos and Eugene Balzac, the South African team of Gordon Monsen and Andrew Wilson, and five Californian teams—Russ Eddington and Jim Black, Rich Eddington and Brian Lewis, Wayne Schafer and Mike Holmes, Randy Hatfield and Kim Jacob, and Bob and Jana Seaman.

Between races and after-hours, everyone luxuriated within the plush and hospitable embrace of the Outrigger Canoe Club. The setting was tropically perfect and the food and service were impeccable. Helpful in every way, their staff proved to be such an asset that we are forever spoiled—"mahalo" to Norm Riede, Dave Hoffman, Bob Costa, Fran Pearson and their numerous assistants.

The tension and excitement were evident Saturday morning. Racers were absorbed in concentration. Crowds lined all the beaches of Wai-kiki to watch the Hobie Cats pound

*David Bray and Ray Joyce of Australia placed 21st overall.*







*The famous Diamond Head peak looming over the Hobies in front of the Outrigger Canoe Club.*

through the surf. Each capsized was greeted with collective oohhs and aahhs from the shore, most everyone carried a score sheet and kept track of their favorite sailors, and some of the Hobie sailing lingo was creeping into conversations along the beach among the "fans" that had followed the competition daily.

Arithmetic showed that several of the top skippers were still in contention for the title. The races were the longest so far, and the lead boats changed on every leg of the course. Not until the first boats crossed the finish line of the final race was it evident that Froome and Driscoll had won the event with near perfect sailing, remarkable endurance, and their own style of "hooting and hollering" through the courses.



They edged out Richard Loufek and Jeff Canepa of California by a scant  $2\frac{1}{4}$  points overall.

The top fifteen Hobie 16 teams in the world include six Hawaiian teams, five Californians, three Australians, and a Puerto Rican team. The competition was intense, the conditions unforgiving, and the laurels well earned.

For now, it is "pau", until next year when the best will again challenge each other and the elements—for possession of the pie.

### WEDNESDAY, NOVEMBER 3rd: TOP 5 FINISHERS IN THE FOUR RACES OF THE DAY

SKIPPER	CREW
<b>Race 1</b>	
Cappy Sheeley	Dede Beauchamp
Dean Froome	John Driscoll
Wayne Schafer	Mike Holmes
H. Hutchings	Howard Lynn
Jerry King	Pat Love
<b>Race 2</b>	
David Bray	Ray Joyce
Rick Naish	Jeff Faulkner
G. Horsley	B. Forbes
Dryland	Thomas
Bob Seaman	Jana Seaman
<b>Race 3</b>	
Jerry King	Pat Love
Danny Gale	Doug Polsey
Jack Sammons	Phil Berman
Sykes	Kreibig
Herb Andresen	Albin Lemquist

### Race 4

Dean Froome	John Driscoll
Richard Loufek	Jeff Canepa
Rich Naish	Jeff Faulkner
Rick Eddington	Brian Lewis
Ron Gross	Debbie Gross

### THURSDAY, NOVEMBER 4th: TOP 5 TEAMS IN EACH OF THE FOUR RACES OF THE DAY

#### Race 5

Danny Gale	Doug Polsey
Rick Naish	Jeff Faulkner
Richard Loufek	Jeff Canepa
Keith Baxter	Mike Malek
Cappy Sheeley	Dede Beauchamp

#### Race 6

Dean Froome	John Driscoll
Danny Nielson	Jeff Hamilton
Herb Andresen	Albin Lemquist
H. Hutchings	Howard Lynn
John Wilshire	Jon Horsley

#### Race 7

John Wilshire	Jon Horsley
Richard Loufek	Jeff Canepa
Bret Dryland	Kim Thomas
David Bray	Ray Joyce
Geoff Horsley	Bob Forbes

#### Race 8

Dean Froome	John Driscoll
Danny Gale	Doug Polsey
Jerry King	Pat Love
H. Hutchings	Howard Lynn
Keith Baxter	Mike Malek

### FRIDAY, NOVEMBER 5th: TOP 5 TEAMS IN EACH OF THE FOUR RACES OF THE DAY

#### Race 9

H. Hutchings	Howard Lynn
Herb Andresen	Albin Lemquist
Dean Froome	John Driscoll
Russ Eddington	Jim Black
Rick Eddington	Brian Lewis

#### Race 10

Jerry King	Pat Love
Richard Loufek	Jeff Canepa
Gerald Sachet	Heneri Lucas
Danny Gale	Doug Polsey
Rick Naish	Jeff Faulkner

#### Race 11

Jerry King	Pat Love
Ronnie Ramos	Eugene Balzac
Wayne Schafer	Mike Holmes
Woody Cox	Lewie Wake
Keith Baxter	Mike Malek

#### Race 12

H. Hutchings	Howard Lynn
Bob Seaman	Jana Seaman

### PHOTOS BY JAKE GRUBB

*Doug Campbell, president of Coast Cat, waving from the Committee Boat, Nauti-Gal skippered and owned by Rudy Buchanan.*



Richard Loufek Jeff Canepa  
Randy Hatfield Kim Jacob  
Gordon Monsen Andrew Wilson

# **SATURDAY, NOVEMBER 6th: RESULTS OF THE TWO FINAL RACES OF THE DAY**

## **Race 1**

Richard Loufek	Jeff Canepa
Ronnie Ramos	Eugene Balzac
Dean Froome	John Driscoll
Rick Naish	Jeff Faulkner
Jerry King	Pat Love
Geoff Horsley	Bob Forbes
Russ Eddington	Jim Black
Denny Nielson	Jeff Hamilton
Bill Sykes	Lyn Kreibig
Keith Baxter	Mike Malek

## **Race 2**

Richard Loufek	Jeff Canepa
Dean Froome	John Driscoll
H. Hutchings	Howard Lynn
Keith Baxter	Mike Malek
Jerry King	Pat Love
Denny Nielson	Jeff Hamilton
Graham Bamberg	David Allaire
Dorence Salmon	Gordon Knight
Bill Sykes	Lyn Kreibig
Russ Eddington	Jim Black



Many thank-yous are in order—starting from the beginning with Pan Am Airlines who got us all there in the midst of the strike confusion and carried our Special Edition Hot Line Worlds Program on all their flights; Patrick Hogan and Laura of Studio City Travel, who juggle the endless logistics of transporting and lodging swarms of Hobie enthusiasts; the Kaimana and Diamond Head Beach Hotels for bearing up under the massive invasion, Continental Airlines for sponsoring our champagne party; Herb Andresen and his Hawaiian fleet for their millions of efforts in all areas of running the competition; three ladies of endless humor and dedication—Heather, Sindri, and Connie, who handled all the scoring; McWayne Marine for their supply of officials' boats, drivers and more, and to Lou Murillo who kept making new boats out of all the pieces the racers kept bringing back in. Also due credit and thanks to Carol Hogan for her contribution to this story and for the plaque hanging on my office wall. And to Duke—much gratitude for his photo boat and hours of driving which made most of these pictures possible. *KL*

# **HOBIE 16' WORLD CHAMPIONSHIPS HONOLULU, HAWAII – NOVEMBER 1-6, 1976**

POSITION	TEAM	COUNTRY	1	2	3	4	5	6	FINALS	TOTAL POINTS	
1.	Dean Froome/John Driscoll	Hawaii	2	¾	¾	¾	3	(27)	3	2	12½
2.	Richard Loufek/Jeff Canepa	California	(8)	2	3	2	2	3	¾	¾	13½
3.	Harold Hutchings/Howard Lynn	Hawaii	4	6	4	4	¾	¾	(31)	3	22½
4.	Jerry King/Pat Love	California/Hawaii	5	11¾	(15)	3	¾	¾	5	5	31¼
5.	Rick Naish/Jeff Faulkner	Hawaii	2	3	2	6¼	5	13	4	(24)	35¼
6.	Keith Baxter/Mike Malek	Hawaii	6	(11)	4	5	6	5	10	4	40
7.	Danny Gale/Doug Posley	Hawaii	(16)	2	¾	2	4	10	7	15	40¾
8.	Herb Andresen/Al Lemquist	Hawaii	10	5	3	7	2	(22)	12	17	56
9.	Geoff Horsley/Bob Forbes	Australia	3	7	10	5	21	7	6	(25)	59
10.	Bill Sykes/Lynn Kreibig	Australia	8	4	6	15	9	(20)	9	9	60
11.	Denny Nielson/Jeff Hamilton	California	11	18	2	10	7	(23)	8	6	62
12.	Russ Eddington/Jim Black	California	14	11	6	(16)	4	14	7	10	66
13.	Bret Dryland/Kim Thomas	Australia	4	10	19	3	8	7	16	(32)	67
14.	Ron Ramos/Eugene Balzac	Puerto Rico	12	14	(29)	6	22	2	2	11	69
15.	Steve Leo/Miles Wood	California	7	8	7	8	11	8	22	(36)	71
16.	Gerald Sachet/Heneri Lucas	Tahiti	9	14	9	17	3	(21)	14	14	80
17.	Cappy Sheeley/Dee Dee Beauchamp	Hawaii/California	¾	9	5	7	10	(31)	18	29	80¾
18.	Wayne Schafer/Mike Holmes	California/Hawaii	3	8	9	17	14	3	(36)	27	81
19.	Andy Lopez/Larry Stanley	Hawaii	18	6	8	13	17	8	13	(41)	83
20.	Jack Sammons/Phil Berman	California	17	3	15	18	19	6	15	(20)	93
21.	David Bray/Ray Joyce	Australia	¾	7	16	4	21	24	(41)	21	93¾
22.	Bob Seaman/Jana Seaman	California	5	29	(33)	13	8	2	16	31	104
23.	Tom Wickenhauser/ Judy Wickenhauser	Florida/Hawaii	7	9	14	12	18	25	(28)	20	105
24.	Woody Cox/Lewie Wake	Hawaii	21	25	9	23	6	4	(27)	18	106
25.	Peter Collard/Barry Wrangmore	South Africa	(33)	15	13	19	10	12	25	12	106
26.	Rick Eddington/Brian Lewis	California	14	4	24	(37)	5	16	19	26	108
27.	Randy Hatfield/Kim Jacob	California	18	12	12	8	16	4	(39)	28	109
28.	John Dinsdale/Berned Ollenschlager	Germany	13	15	20	9	15	20	18	(34)	110
29.	Ron Gross/Debbie Gross	California	9	5	14	12	11	22	(38)	37	110
30.	Hobie Alter/Paula Alter	California	6	21	(30)	14	25	15	11	19	111
31.	Graham Bamberg/David Allaire	N. Zealand/Hawaii	19	17	11	6	(35)	30	21	7	111
32.	Alan Burgaud/Phillip Antibois	Tahiti	23	12	7	12	(31)	28	17	13	112
33.	John Wilshire/Jon Horsley	Australia	(31)	13	5	¾	12	27	30	30	117¼
34.	Dave Lung/Mike Lung	Hawaii	24	13	11	11	12	24	24	(41)	119
35.	Gordon Monsen/Andrew Wilson	South Africa	13	24	10	16	20	5	33	(35)	121
36.	Ted Wilson/Warwick Rooklyn	Hawaii/Australia	11	26	16	8	25	19	(35)	16	121
37.	Dorence Salmon/Gordon Knight	Tahiti	23	11	25	18	(36)	18	23	8	126
38.	Graham Young/Jan Young	Australia	10	29	18	25	19	9	26	(39)	136
39.	Uwe Martens/Frank Lindemann	Germany	17	36	8	22	15	6	(37)	33	137
40.	Tim Hankins/Mary Nutt	Puerto Rico	22	27	35	14	14	9	20	(40)	141
41.	Chet Smith/Sharon Smith	Florida	17	(31)	17	26	18	17	29	23	141
42.	Graham Wood/Don Wood	Australia	29	10	12	23	16	26	34	(38)	150
43.	Sterling/Eblen	New Jersey	36	27	13	19	7	34			100
44.	Crane/Bradley	Hawaii	25	17	17	9	34	35			102
45.	Laubser/Ferry	South Africa	44	20	21	34	9	15			109
46.	Petaja/Petaja	California	21	31	36	26	17	14			109
47.	Goo/Goo	Hawaii	28	35	20	21	24	16			109
48.	Carter/King	England	31	32	19	11	27	25			113
49.	D. Beauchamp/Beauchamp	California	40	22	26	32	26	11			117
50.	J. Beauchamp/Beauchamp	California	27	22	22	31	24	23			118
51.	Warrum/Lowry	California	22	37	18	24	28	29			121
52.	Kelder/de Boer	Amsterdaam	29	20	21	22	29	39			121
53.	Skacel/Plaga	Germany	19	16	22	36	31	28			122
54.	Anderson/Anderson	Hawaii	27	36	25	24	13	33			122
55.	Heilbronn/Schuitema	Amsterdaam	15	23	26	27	39	32			123
56.	Heron/Vanderpyl	Guam	16	30	27	29	30	21			123
57.	Cox/Brenny	California	25	24	38	41	23	13			123
58.	McIntosh/Grinham	W. Australia	24	25	23	10	32	34			124
59.	Baker/Jarrett	Washington	20	35	23	21	26	37			125
60.	Westphal/Westphal	Holland	39	19	32	30	13	27			133
61.	Ryan/Le Buse	Hawaii	33	37	30	31	23	18			135
62.	Aylward/Aylward	Thailand	37	36	33	27	29	12			137
63.	Drips/Tamumng	Guam	34	34	31	28	37	11			138
64.	Turner/Martin	Washington	41	26	31	30	42	10			139
65.	Sato/Sueyoshi	Japan	26	33	37	32	32	17			140
66.	Muskens/Geneva	Switzerland	30	28	24	28	35	32			142
67.	Phillips/McFaul	Hawaii	26	30	37	33	22	31			142
68.	Pohlman/Engleman	Germany	37	23	29	15	39	38			142
69.	Olson/Olson	California	30	28	33	32	20	36			143
70.	B. Beauchamp/Beauchamp	California	20	16	38	37	36	39			147
71.	Myrter/Wheelon	California	32	36	36	25	39	19			148
72.	Tanaka/Nishihara	Japan	32	20	34	32	31	36			149
73.	Chandler/Chandler	Thailand	40	33	32	32	30	26			153
74.	Takahaski/Yazawa	Japan	44	18	34	37	27	30			153
75.	Cooke/Osier	California	40	36	36	20	39	29			160
76.	Hall/Thomson	Connecticut	42	19	38	35	33	38			163
77.	McGuire/Lynn	American Samoa	38	32	35	27	37	40			165
78.	Jaworski/Long	Canada	35	36	42	41	28	33			173
79.	Off/Banuelos	California	38	37	38	29	34	35			173
80.	Churchill/Churchill	California	12	31	42	41	42	42			174
81.	Logan/Crawford	Australia	15	37	42	43	41	42			177
82.	Atwood/Cohee	California	42	34	38	32	42	42			188
83.	Palmiter/Palmiter	California	35	36	42	43	42	11			196
84.	Myhre/Yuemura	Hawaii	36	42	—	—	—	—			—



# THE 16 WORLDS A TECHNICAL NARRATIVE

BY Richard Loufek

... so much for atmosphere. There is a mental trip existing amidst all the flurry and color. Competitors' thoughts and strategies are a story of their own. I sat down with Richard Loufek, 16 skipper number two in the Worlds, and let him unwind the competition all over again from the technical point of view. I kept my writer's instinct caged, no adjectives or metaphors added, wrote furiously and listened—with great respect I might add, to a racer's mind. Here it is... the straight stuff.

## WEDNESDAY

We were in the first race on Wednesday, it's a little blurry in my mind because it was our worst race, an eighth, and I've repressed it. Jeff and I (that's Jeff Canepa, another top skipper with laurels galore that teamed up with Richard for the first time at the Worlds... ed.) were going through the newlywed pangs, getting used to each other, settling on procedures, working things out. We just couldn't get much boat speed going, on top of a crummy start. The first race jitters, I guess... but it got us going and started us thinking. The eighth scared us and we were determined to make it our throwaway which is a long haul when you have five more races to go before the finals.

Watching the third race got us braced for the fourth. It was unbelievably puffy, the wind was strong which we thought we could handle but the shifts and gusts took a lot of studying. The wind calmed a little at the start of the fourth race, same course was set—1B. We got a powerful, aggressive start at the weather end of the line, which was definitely favored, as it was in most races. We got a good start and immediately put together a plan that continued to work for us all through the week. Most people traveled out 15-18 inches

on the average. We decided to go for a lot of pointing ability and only traveled out 8 or 9 inches. You just couldn't get total boat speed all the time and still control the boat, power was always available—the wind was brisk. You could watch the wind coming and you needed a lot of sheet for dead spots. We kept the main sheeted fairly tight for pointing to weather and kept the jib loose. Essentially our boat became a uni-rig, we often let the jib luff to the point where we were hardly using it. In a puff, we'd let the jib go or half-sheet it, then it could backwind which was okay because it really wasn't being used as sail area. In twenty knots, we'd use all of the jib. At 25 knots we'd let it twist and at 30, just let it ride until the next lull. Jeff was pulling it in and out every second. We'd cruise next to other boats and when a puff would hit that upped the wind 10 to 15 knots, they would let out their main, I'd keep ours in tight and loosen the jib. They'd fall off about 5 degrees and we'd come up 5 degrees and move ahead. It was working beautifully. The others would spill wind when they let the main out and lose 10 to 15 seconds on us.

We could catch up to Dino and J.D. on the puffs, but they went all out for total boat speed all the time, they had the weight to go for it with

total power without trying to point, and they'd pull away again.

## THURSDAY

On Thursday we were in the first race of the day, the fifth overall. The course was 2B. You always had the advantage starting at the weather buoy; you were closer to the wind and all the wind shifts—you got everything first, all those further down the line got less of everything. We decided right there to go for all weather buoy starts.

We didn't get our best start. We were the second boat behind and moving with about 8 knots of wind. A puff hit almost instantly after the start and in five seconds it was blowing 35 knots. King and Love were directly ahead of us with Lopez to leeward. King rounded up to weather and stalled out, or slowed I guess, from the speeds we were moving everything slower seemed like it was standing still. Andy flew a hull which moved him back. We cut the jib, sheeted the main as tight as possible and I held the rudder hard as we accelerated forward... paid out a little of the main and shot forward, within 20 seconds we were 25 to 30 yards ahead of everyone.

The wind died to 25 or 30 with lulls, the puffs leveled off a bit. Lots of conversation, little movement of traveler and lots of fiddling with the jib. We used lots of twist in the main. We rounded the weather mark in 4th or 5th.

Oh yeah, before the race started, we'd sail around the starting area and rake the mast. Jeff would pull the pins and rake her right there. We would go to weather to check if I could sheet as far as I wanted and if not, Jeff went at it. A beach check is never quite the same as when you get out in the water and actually try it.

We found a good way to get into the top five boats at the weather mark was to start at the weather end or close to it and watch for the winds coming off the beach as you neared the lay line (the beach was close and the water flat at that point). Puffs came at two to three minute intervals and once you were within 100 yards of the lay line, you needed to tack with the new wind when it hit. It was



a bit of a gamble but worked every time, others were sailing out of the puffs waiting for one at the lay line and never getting it. I think that first weather leg is the most important one in a race, if you have a bad one you can be a quarter mile behind after a half mile beat.

Then it was downwind to L buoy. It's possible to gain 200 yards on the fleet on that leg, or lose 300 yards. We had jibed around B buoy as quickly as possible, playing it low. If you reached a lot, you could sail out of the wind quickly in 30 to 45 seconds. We stayed in as long as possible and if we felt we were sailing out of it—we'd jibe back into it, staying in the puffs. In that race, the boats closest to the beach were catching the puffs first. When we got stuck and didn't have the right to jibe, we found it best to almost stop the boat

and wait for a clearing. If you sailed even 50 yards past the mark, it could cost you several boats.

We'd been watching the races from above, on the top floors of the local hotels, and observed that the wind lightened by C mark. It was a long beam reach with light spots of 8 to 10 knots. You had to watch for the heavy spots though and not be relaxed with the lulls. Control—always. We couldn't drop real low or reach too high, the wind died close to the beach. The top boats had figured this out, but some others were sailing right into trouble. Cappy flipped at the mark right when we were neck and neck with him. He was righted in thirty seconds at the most and still finished fifth.

Our final leg was unorganized. I was having steerage problems, both rudders would simultaneously cavitate. The seas were large with not much swell but there was a large chop abeam, smashing and washing over us constantly. We were under water a lot.

The seventh race was our next. Same as the fifth only shorter. Lots of reaches. We rounded the weather mark in fifth, hit a puff as we were rounding and flipped 50 feet beyond. We were up in 20 seconds, even with the mast pointing downwind, and both back on the boat less than 45 seconds later. We had slipped to seventh. Then we started another of our "tricks" which worked several times for us. We sailed 150 yards on a beam reach for the mark, hit the next puff and jibed (the lead boats were far ahead). We ran out with the wind, carrying it well out a quarter mile and jibed back way outside—so our beam reach was in more consistent air and closer to the wind. We rounded the mark in third, having pulled up two to three hundred yards... we were back in the ball game! We were organized on the reaches and feeling good. You had to hold all the lines continually or they washed overboard. We rounded the last buoy (L) in second place. Hot to catch first...

---

*Loufek and Canepa punching through the surf at Diamond Head.*







We were only fifty feet back and hungry. I sheeted in and it went block to block with no pressure. We had to overpower the first boat to win but we weren't getting it. The mast was bending 4 to 5 feet, the leech opened up and twisted off, the mast rotated at least 110 degrees. We couldn't do anything but close reach with no power (talk about getting stuck with only first gear) and almost lost our second.

#### FRIDAY

We started out Friday in the 10th race with a course of 3B. Got a fairly good start and used our, by then, standard "how to get to weather mark in good shape bit" and it resulted in about a sixth. We were blowing it downwind, just not very hot sailing and dropped to about twelfth. Sailing the middle of the course just didn't pay, closer to the beach and outside were both better. The fleet was close too. We had watched the boats at Diamond Head and decided to stay high and pinch but still keep the boat speed up. We rounded wide around a group of boats, then reached off for 20 or 30 seconds and tried to pinch up. We stayed way above the lay line—at least 10 degrees. The shifts and puffs started to hit us, we could crack off and reach past the other boats. The wind was wrapping around Diamond Head and we had the advantage being high. We rounded in third, just a short spurt behind first. Heading down on the reach, we pulled into first right off the Outrigger Canoe Club. Still playing it far outside, we had our eyes on King who was really giving us a run for it. Jerry's mainsheet went overboard, then ours was washed over too. We jockeyed the lead back and forth with him. At Wreck buoy, we passed him again by jibing high, coming up and driving over. We had 25 yards on him at L mark. The wind had lightened to 6 or 7 knots. Jerry tacked first, caught a puff and flew a hull right over the finish line in great style. We tacked late and came in right behind him. It hurt, we'd wanted that first.

---

*Richard Loufek and Jeff Canepa in style.*



I don't even remember the 12th race that day, the course was 1B and the air lighter. We came up with a third but it couldn't have been too exciting.

#### SATURDAY

The atmosphere was pretty tense on Saturday. A lot of concentration going on everywhere. Course was 3B twice around, that meant Diamond Head twice; the Race Committee obviously wanted to see some racing. It was a fairly standard race. After rounding B and L, we played it high to Diamond Head and lost some distance but not any boats; it didn't pay off. So we played it low back to Wreck buoy and passed a few of the leaders. The wind lightened as we approached W and we were high to weather; we caught the puff first and strongest, rounded the buoy in first and raced off on a reach. We just held it from there and kept our first.

Back on the beach we did the necessary arithmetic and figured we needed three places on Dino and J.D. in the last race to take the overall championship. If we got first and he only a fourth, we had it. But we could get first with him close behind and it wouldn't be enough. It's frustrating when a first might not be good enough.

The last race started with light wind, 20 knots at the most, with long lulls of only 5 or so. We rounded the first buoy in fourth and the race proceeded rather dully, as a matter of fact. Back to weather was just as uninspiring. We headed out on a reach for W, kind of playing along the way, then back to L on a reach. We were still in the same position, or maybe third, I don't think anyone was really excited at that point.

And then Hawaii pulled through and all of a sudden on the way back to B, going to weather, all the radical shifts started to hit. We'd be trapezing at 15 knots, the wind would die and then be back at a new angle 15 degrees different. We tacked on every shift, about three-quarters of them were beneficial, if they started to look bad we'd pull out. We rounded the weather mark in second next to Hutchings. A huge puff of at least 35 knots hit within 50 feet. At least 8 to

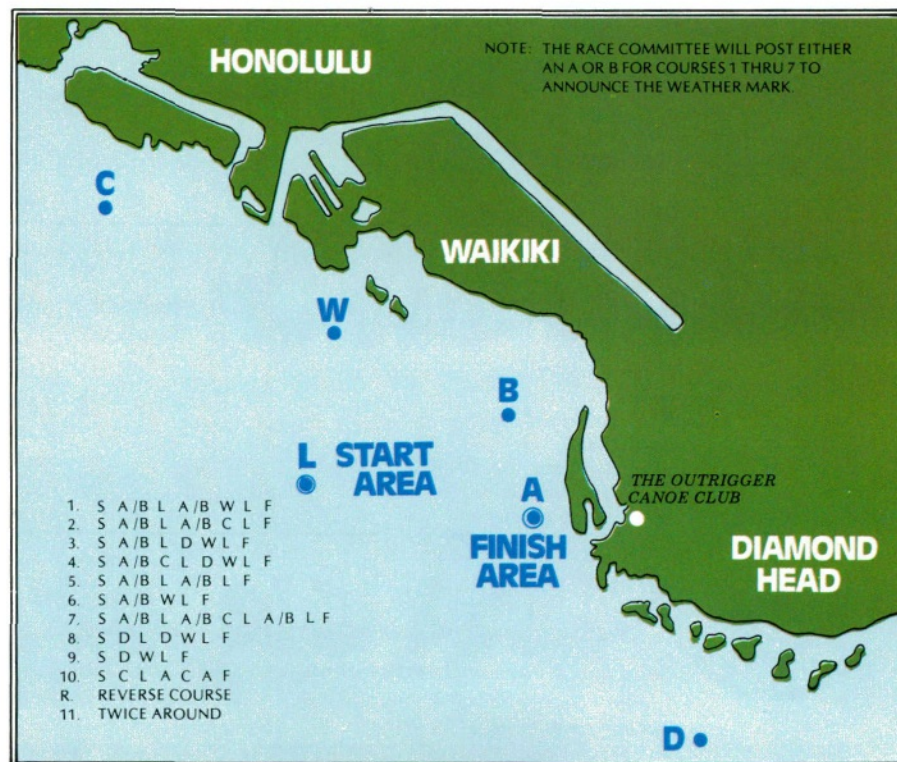
10 boats went over. We were running dead downwind, not wing and wing, sheeted out with the main twisting around the shrouds. We both stayed as far aft as possible without trapping. We took the next puff to leeward mark, jibed twice—dead downwind to almost dead downwind. Then round L and back to weather with Hutchings still ahead. We sailed out of the wind in about 30 seconds with a 300-400 yard lead on the

others. It got light and shifty, 5 to 15 knots or so, double trapping to none. We were running close to Hutch, 25 yards to weather and 25 yards back, when he tacked before the lay line. We went on at least 50 yards past him and tacked on the first new wind. Then we were among all the other boats (we were two marks ahead) on port having to watch for starboard and we lost sight of Hutch. After rounding B on the way to W,



*Diamond Head buoy—the "hairiest" part of the course.*

## COURSE CHART





## 16 WORLD NARRATIVE

we could see we were in first with a 300 yard lead. We played it low, ran down in the light (5 to 10 knot) winds and stayed fairly close to the rhumb line. All we had left to do was the sailing, keeping it conservative. We jibed and the wind picked up at Wreck buoy. We reached to L in wind around 15 knots, and headed for the finish to weather. Sit tight and thinking, it was no time for a flip. You kind of threaten the boat in your mind to ensure that it won't break anywhere when its crucial. We crossed the line first, with a good lead, glancing over our shoulders the whole way to see where Dino and J.D. would be. Hutch crabbed out, pinching too high. Dean drove to weather fast and sped across in second. So much for that.

Overall, the obvious major factor was the shifty, heavy weather—it was just plain radical. I really think you had to have sailed there before to have the advantage. I had and so had King, and obviously the locals



*Some of the common sideways scenes.*

had. You needed that extra knowledge to handle the inconsistencies. The wind channels in Hawaii are totally different than anywhere else I've sailed; you need to stay in them as long as possible and it's hard to

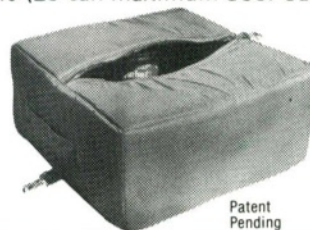
do when you don't know where they are going. And I think that our technique with the jib, letting it luff in the strong weather, keeping the main sheeted in to point was a different strategy that helped us.

Dino and J.D. took the championship. We wanted it and we didn't get it, that's all there is. *XL*

## “Cool Cat”®

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

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



**\$24<sup>95</sup>**  
EACH

Patent Pending

## “Cool Cat II”®

- Detachable zipper pocket holds tools, parts, money, etc.
- See through pocket for racing cart
- Carrying handle
- Clip life jackets, etc., to “D” rings on side
- Pull out Coast Guard approved throwable device included. (required on Hobie 16)

With U.S. approved throwable device. 15" x 15" x 3" deep insulated cooler compartment keeps beer cold, or clothes dry. Two snaps hold *Cool Cat II* on trampoline.

**\$49<sup>95</sup>**  
EACH



Patent Pending



## “Cool Cat Jr.”®

- 5" x 12" zippered pouch
- Water repellent, nylon duck pouch
- Holds keys, wallet, a can of beer, etc.
- Snaps securely to trampoline



**\$5<sup>50</sup>**  
EACH

Send check or money order to: (N.Y. Residents Add 7% Sales Tax)  
Elwood Safety, 2180 Elmwood Avenue, Buffalo, New York 14216  
Dealer inquiries invited



# the Challenge of the sea comes early



## Yachting

**PUTS IT IN FOCUS FOR A LIFETIME**

**YACHTING PUBLISHING** 50 WEST 44TH STREET • N.Y., N.Y. 10036

☐ One year \$12    ☐ Two years \$22    ☐ Three years \$30

☐ Seven months only \$7.00 (This special trial offer good for new subscribers only—in the U.S., its possessions and Canada.)

☐ New subscription

☐ Renewal

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

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

(Additional postage outside U.S., its possessions, Canada: \$2.00 per year. This includes shipment to Europe by air.)



# GRAN SPORT 505

BY AMERICA'S CUP

## \*Special Prices on a Special Sailors Life Vest

Wear over your Harness or Bucket

ADULT 29.95

YOUTH 19.95

CHILD 16.95

COLORS - ORANGE  
RED  
DENIM  
(new)

Sizes & Colors:

Child: Fits to 50 lb.

Youth: Fits 50-90 lb.

Colors: Orange

\*PRICES FOR U.S. ONLY  
GOOD TIL 4-15-77

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")

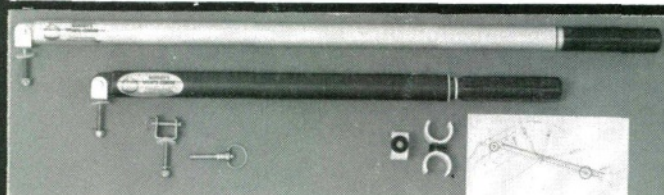
Magnum!

TRIPLE REINFORCED  
SHOULDER FOR  
ADDED STRENGTH

SOFT NYLON LINING,  
NO MORE CLAMMY  
FEELING

EXTRA WIDE 2  
BELTS FOR ADDED  
SAFETY

QUICK HOORUP AND  
RELEASE BUCKLE IN  
SOLID STAINLESS STEEL  
WITH SIMPLE QUICK  
ADJUSTMENT



### SUPER HIKING STICKS from MURRAY'S

We have REVOLUTIONIZED the industry by being the first and still the only manufacturer to offer:

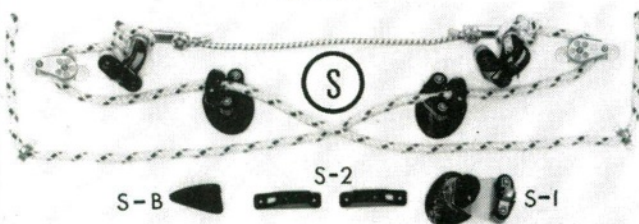
- Lifetime guaranteed Positive Non-Slip Lock (One-Way Locks, opposite direction unlocks)
- Double-Telescoping Hiking Sticks (J-3 & J-3B)
- Quick Release of Hiking Stick from its own yoke

J-1 and J-2  
available in  
black for  
\$2. more

J-1 Telescopes 4 1/2' to 8' •••	\$22.95	K-6 Quick Release Pin •••••	4.35
J-2 Telescopes 3' to 5 1/4' •••	20.95	J-P5 Hiking Stay — Quick	
J-3 Telescopes 3 1/2' to 8' •••	26.95	connect hiking stick	
J-3B (as above — black) •••••	29.95	to X-Bar •••••	2.95
J-Y Yoke Connection •••••	\$5.50	J-P4 Stay for Seaway Stick •••	2.95

## JIB TRIM KITS • TIE DOWNS •

New Items



- S. Jib Trim Kit by Murray — Adjust jib cleat positions, independently from anywhere on your boat. Note: Special contoured, black anodized alu. base plates. Complete kit w/ instructions. .... \$40.00
- 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
- S-B Base Plate — Contoured to fit front/rear cross bars of Hobie 3.5, 14 & 16. Many uses ... specify hole pattern desired .... \$3.75
- Jib Kit #2 by SSI — Single line adjusts both cars simultaneously .... \$37.50
- Tie Downs — Attach quickly and hold boat securely to trailer!
- TD-500 1 in. wide strap adjusts from 10' - 45" — Red/White/Blue \$6.00/pr.
- JL-100 1 in. wide x 13' max length. "across the hulls" .... \$5.00 ea.
- JL-200 2 in. wide x 15' max. length 3000 lb. test. blue only .... \$7.50 ea.

New Items:

Snap-Back Righting System — Doubles as a preventer for crew! Secure "Behind-the-back" support for righting. "The System" less rope .... \$17.50 or complete "The System" w/ 3/4" x 1/2" soft yacht braid ... add \$14.50

Rudders — Here at last ... tested & proven in World Class Competition!! Rudder #1: Very fast, narrow entry, for 14's, for H-16's in light to moderate winds or w/ "EXPERT" skippers. Rudder #2: Full 35% foil for forgiving performance & heavy air. White only ... light wt. .... \$95.00/pr.

Superior H-16 Covers — 3-piece blue acrilan. Trailerable .... \$235.00

## RIVET TOOLS by Marson



HP-2 Hand Riveter



HP-7 "Big M" Riveter



Swage-it Tool #2

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 inchers! .... \$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

Swage-it Tool #2 — for Micropress Sleeves. Do your own rigging and/or make emergency repairs. For cable sizes: 1/16", 3/32" and 1/8" .... \$12.50

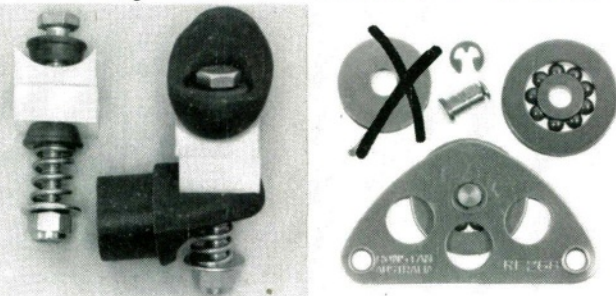
Special assortment of 13 oval sleeves (4 ea./size + 1 stop sleeve) .... \$2.00

Note: We carry plastic coated and bare cable for shrouds, halyards, etc.

Tote-A-Volt — 110-volt power from your vehicle's alternator for just about every electric hand tool or small appliance. Send for free bro. and be sure to include year, make and model when ordering or requesting info.

Standard Model #150-A \$21.95; Heavy Duty Model 250-A \$36.95

## Murray-san Reinvents the Wheel



Ball Bearing Jib Sheave — Let our big stainless steel "wheel" replace your brass sheave which may be causing unnecessary wear on your valuable jib halyard wire! .... \$6.50 ea.

Jib Halyard Block Assy. w/ Roller Bearing Jib Sheave & clevis pin .... \$11.50

Slotted Clevis Pin & "E" Clip only — (for jib block assy.) .... \$0.80

Tiller Connection Kit — New from Murray's! A Must! Priced to Sail .... \$6.95

More Kits to stiffen your rudder assembly ...

New Gudgeons by Coast Cat — Welded and sleeved! What a difference!

... Upper Gudgeons: \$2.55 ea. Lower Gudgeons: \$3.15 ea. Screws: \$0.20 ea.

Rudder Stiffening Kit — 8 Special bearings and 4 s.s. lock nuts .... \$3.50

Rudder Alignment Kit — by SSI "to adjust rudder parallelism" .... \$5.00

Rudder Pins — Replace worn pins! ... Nylon \$1.75 ea. Aluminum \$3.55 ea.

Illustrated Parts Breakdown and Price List for H-14 and 16 (14 pgs) .... \$1.00

Murray's Nautical Book Service — Books of interest to racing skippers FREE

Murray's Sports Center Bro. — Most complete listing available! .... FREE

Dealer Inquiries Invited

Prices Subject To Change

ORDER NOW! COD, or we pay shipping costs with pre-payment. (California residents add 6% sales tax.) We accept check, money order, B of A, or Mastercharge (send card number & expiration date)



## MURRAY'S SPORTS CENTER

Competition Catamaran Components

11727 GATEWAY BLVD.  
LOS ANGELES, CALIF. 90064  
(213) 478-0723





1003 Williamsburg Dr.  
Charleston, Ill. 61920  
Phone: (217) 348-8533  
See your dealer or  
Contact us.

Come visit our Hobie Dealership!  
Candlewood East Beach & Sailing Club  
Candlewood Lake Road  
Brookfield, Connecticut 06804  
(203) 775-2254  
(A Division of Sailing Systems, Inc.)

## NEW! SSI TRAPEZE RIG

**THE TRAPEZE RIG THAT LOCKS AUTOMATICALLY WHEN THE ADJUSTER LINE IS LET GO**

Outstanding semi-automatic trapeze rig that allows full adjustment of the outboard location for different size crew and/or hiking conditions. Fully adjustable from the trapeze. Self return to the full up position so it's out of the way when not in use. Set includes two each of RWO jam blocks, dogbones, swivel blocks and adjuster lines for attachment to shortened trapeze wires.

per pair **\$25.00**

## NEW! SSI SUPER JIB BATTENS

New fiberglass jib battens for the Hobie 16 that gives your jib great shape. Very limber so that the battens NEVER hang up when tacking. Increases the drive of the jib compared to the stock battens. Complete with end caps and Nylon straps.

SSI exclusive **\$12.00** set

## NEW! SSI's Black Anodize Repair Kit

Not a paint but a true anodize to repair the scratches and gouges in black anodized aluminum. Keeps the "Flamer", "Banana" or any other black trimmed boat looking new. A 3-part system that is easy to apply and permanent. Kit includes materials for many applications. Complete with all necessary materials and instructions.

SSI exclusive **\$5.00**

## NEW!!! SUPER BATTEN POCKET

**ANTI-WEAR TAPE  
STOP DESTROYING YOUR EXPENSIVE SAIL!!!**

Space-age pressure sensitive tape that's easy to apply and guaranteed NEVER to wear through. This super tape has 10 TIMES the wear resistance of steel! Easy to apply to batten pockets & becomes almost invisible on the sail. Precut lengths.

Hobie 14 ..... **\$4.00**

Includes materials and instructions. Hobie 16 ..... **\$6.00**

## OTHER GOODIES!

BRIDLE FLY ..... **\$6.50**  
MASTHEAD FLY ..... **\$6.50**  
HALYARD GRIP ..... **\$1.75**  
BATTEN PINS ..... H-14 -- set **\$4.00**  
..... H-16 -- set **\$6.00**

Hobie 16 JIB TRIM KIT #1 NEW LOW .... **\$45.00**

JIB TRIM KIT #2 PRICES .... **\$37.50**

BEER OR POP CAN HOLDERS ..... 2 FOR **\$1.49**

SHROUD FLYS ..... pr. **\$8.50**

RUDDER STIFFENING KIT ..... **\$3.50**

ROLLER FAIRLEAD KIT ..... **\$3.50**

MAST STEP INSERT ..... **\$2.00**

REPLACEMENT FEATHERS for flys ..... pr. **\$1.50**

MOLDED MAST BEARING ..... **\$2.50**

ACCESSORY MOUNTING PLATE ..... **\$2.25**

## NEW! SSI "UPRIGHT" RIGHTING SYSTEM

Safe, simple and sure — and inexpensive. Recognizing that sailing the Hobie 16 solo can be a very scary thing, SSI has developed its "UPRIGHT" to overcome the high cost and tricky installation required in other righting systems. It operates on the same proven principle as lengthening the shroud—allowing the mast to lay over—giving the solo skipper the advantage of the boat's own weight to greatly assist in getting it "UPRIGHT". Installation is easy. There are no holes to drill, no measurements, no fuss! Attaches in 5 minutes to the existing shroud adjusters and the only tool required is a pair of pliers! Safety bridle attaches to the mast base to keep the mast in the socket but doesn't interfere with rotation.

"UPRIGHT" will not give the racer an advantage because it takes longer to get set for sailing again than if you didn't use it. "UPRIGHT" is designed for one reason—to make sailing the Hobie 16 safe for the single hander or light crew.

Complete Kit **\$32.50**

## SSI RUDDER ALIGNMENT KIT

(Patent Pending)

Is your boat dragging a bucket? It surely is unless your rudders are aligned properly. This super kit allows infinite and fast alignment. Elimination of rudder drag is one of the most overlooked essentials for maximum performance. This kit is a MUST for anyone interested in getting the most out of their Hobie Cat. Kit comes complete with all hardware and instructions for easy installation.

Kit **\$5.00**

**TRACKER** PATENTS PENDING

PAT # 3978809  
241731  
FOREIGN PAT.  
PEND.

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. You don't have to do anything once the mainsheet is set but steer the boat and trim the traveler location. 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.

## SSI GIFTS AND TROPHIES

### GLASS-SILS Wall Plaque

Gorgeous outline of your favorite boat in brilliant color on a walnut stained wood base surrounded with rope. These exceptional plaques are ideal as trophies, gifts or for showing off your own boat. All are custom made to order. Allow 30 days.

4x7" - **\$11.00** 9x11" - **\$17.00**

### TIFFANY CANDLE

Unique and beautiful handmade candle with all four sides in brilliant stained glass on a wood base. Excellent choice for gifts and trophies or a beautiful way to show off your favorite boat. Can be made for any boat class, color combination and sail number. Burns 150 hours and is refillable.

H-14 #129, H-16 #130 Our choice of color.

Hobie 14 or 16 - **\$11.00**

#131 Custom made to your specification - **\$12.50**

**SEND 50¢ FOR SSI's NEW  
1977 CATALOG**

### IN HAWAII CONTACT —

Hele On  
47-470 Lulani Street  
Kaneohe, Hawaii 96744  
(808) 239-9416

### IN AUSTRALIA CONTACT —

Aqua Sport  
17 Cornish Place  
Holder, A.C.T. 2611



## A Statistical Review of the Boats Competing in the 16 Worlds.

by the ed.

● Ever hear the grumblings about “fast boats” and “slow boats”? Are Hobie Cats really equal or can the luck of the draw stick one skipper with a couple of “lemons” and ruin his chances?

The Hobie Class Association has long tried to keep regatta competition centered on sailing skill. Hobie Alter built a simple boat for *any* and *everyone* to sail. Rules were devised to keep Cats that raced stock—to ensure an equal equipment basis for all participants. Race results are meant to reflect competitive skill and tuning abilities. It was a purposeful digression from the yachting world where money buys go-fast items and the more coin invested in the boat, the better she races.

Coast Catamaran supplies new factory boats for our major competitions. This year, both the 16 Nationals in Falmouth, Massachusetts and the 16 Worlds in Hawaii were provided with identical, “shipped in the crate” Hobies, which were assembled at the race location. We have eliminated one inequality and are posed with a new question.

“Isn’t there enough variance in boat parts and construction to make some Hobies faster than others, even when they are all new?” We don’t believe there is. It’s our feeling that the small differences which can occur are not substantial enough to affect a boat’s racing position. To put it all on paper as proof of our standing, the following statistical analysis has been compiled from the 16 Worlds competition data.

Every boat was scored individually, eliminating the skippers’ influence. Series points were tallied, race by race, and the boats ranked according to their total finishing points (in the same manner that sailors are scored). Totals were based on a 14 score series; in the case of a boat not being used in every race, it was assigned its average score overall for that race (no more than three averages were used for any boat, all totals represent a minimum of eleven actual finishes). These averages are indicated with parenthesis on the chart. Any boat that did not sail in at least eleven races was eliminated

from the standings, for lack of valid representation.

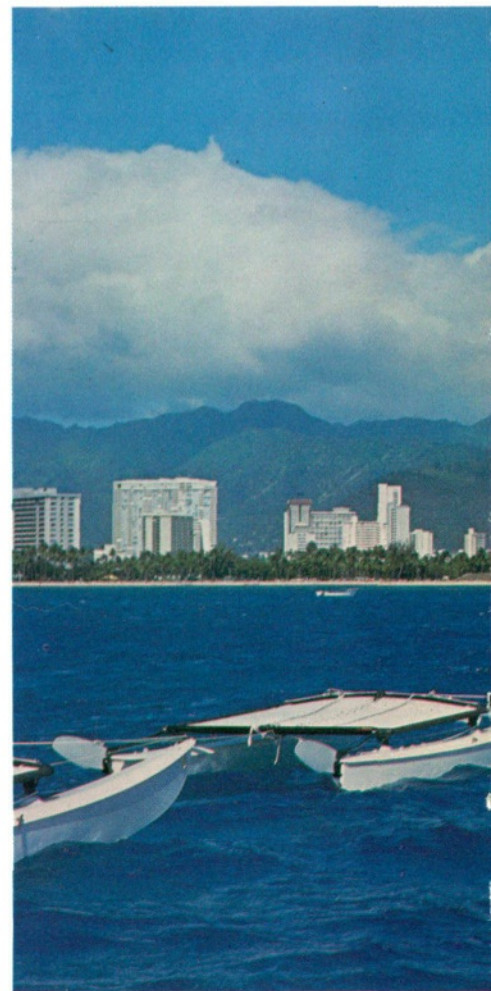
Several different comparisons were researched to provide a cross-check on the overall conclusion. On the hypothesis that the first 10 boats were able to rank at the top because they were more often sailed by the top competitors than the last ten boats were—the following checked out:

A. Collectively, the overall ranked top fifteen teams in the Worlds sailed on the top ten boats 32 times.

B. The same top fifteen teams sailed on the lowest ten boats 17 times.

**CONCLUSION:** The boats that were most often sailed by the best fifteen skippers placed higher in the “boat rankings” than did boats sailed less often by the best skippers.

# MAY THE





On the hypothesis that the same boat could place well when sailed by one of the best skippers and place poorly (seem "slow") when sailed by one of the less skilled teams—the following was collected:

A. Boat #44 (the boat that placed first in "boat rankings") was sailed in her best four races by skippers whose overall ranks at the end of the Worlds were:

4th, 11th, 16th, and 18th.

Her worst four finishes were skippered by sailors who ranked overall:

28th, 36th, 40th, and > 42nd\*\*.

(\*\* greater than 42nd, not making the final cut on Friday.)

B. Boat #8 (the boat that placed second in "boat rankings") was sailed in her best three races by skippers whose overall ranks at the end of the Worlds were:

1st, 4th, and 8th.

Her worst three finishes were skippered by sailors who ranked overall:

> 42nd, > 42nd, > 42nd.

C. Boat #3 (the boat that placed third in "boat rankings") was sailed in her best three races by skippers whose overall ranks at the end of the Worlds were:

2nd, 7th, and 20th.

Her worst three finishes were skippered by sailors who ranked overall:

> 42nd, > 42nd, > 42nd.

D. Boat #29 (the boat that placed fourth in "boat rankings") was sailed in her best four races by skippers whose overall ranks at the end of the Worlds were:

3rd, 12th, 21st, and 32nd.

Her worst four finishes were skippered by sailors who ranked overall:

11th, 16th, 22nd, and 33rd.

E. Boat #23 (the boat that placed fifth in "boat rankings") was sailed in her best three races by skippers whose overall ranks at the end of the Worlds were:

5th, 26th, and 27th.

Her worst three finishes were skippered by sailors who ranked overall:

> 42nd, > 42nd, > 42nd.

**CONCLUSION:** Almost all boats (the top five are shown here) sailed their best finishes when skippered by the top teams and received their worst scores when sailed by lower ranked teams.

On the hypothesis that the top five skippers placed well in most of their races, regardless of the overall ranking of their particular boat in each race, the following was compiled:

*Listed are the top five skippers with their finishes in each race and the overall ranking of the boat which they sailed in each race (article explains how boats were ranked) —*

**Froome/Driscoll**

RACE POSITION:	2	1	1	1	3	27	2	3
RANK OF BOAT:	29	22	18	2	28	16	37	20

**Loufek/Canepa**

RACE POSITION:	8	2	3	2	2	3	1	1
RANK OF BOAT:	16	12	33	8	3	19	15	34

**Hutchings/Lynn**

RACE POSITION:	4	6	4	4	1	1	3	31
RANK OF BOAT:	1	11	12	44	14	6	8	31

**King/Love**

RACE POSITION:	5	1	15	3	1	1	5	5
RANK OF BOAT:	36	2	35	1	19	24	33	not rated

**Naish/Faulkner**

RACE POSITION:	2	3	2	32	5	13	24	4
RANK OF BOAT:	41	15	5	42	6	13	19	30

The conclusions seem firm. Skippers determine their own performance; differences between boats are minimal and do not affect overall results. Sailing and tuning skills, when applied properly, win races—boats don't.

*continued...*

# BEST BOAT? WIN...



PHOTO BY JAKE GRUBB

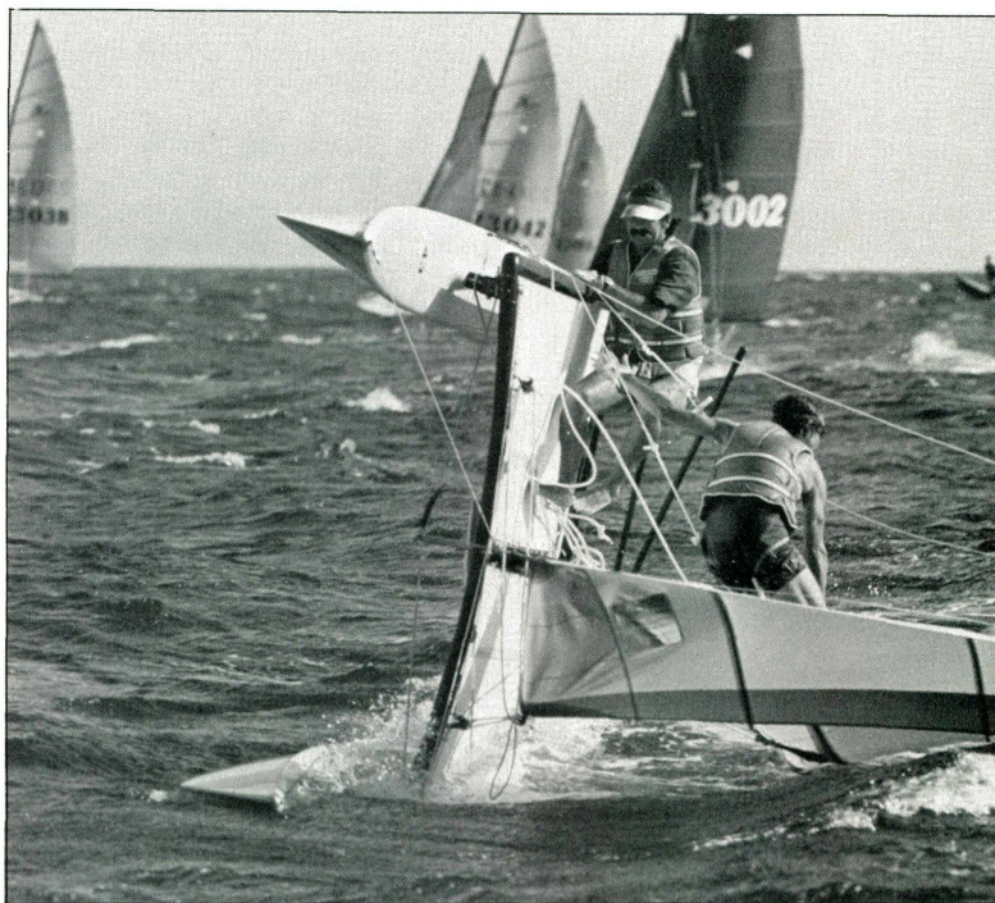


# MAY THE BEST BOAT WIN...

## "BOAT RANKINGS"

POSITION	BOAT NO.	TOTAL POINTS	POSITION	BOAT NO.	TOTAL POINTS
1.	44	137	23.	25	312
2.	8	157½	24.	10	317¾
3.	2	216¾	25.	34	318
4.	29	221	26.	5	318
5.	23	222	27.	11	319
6.	28	231¾	28.	32	321
7.	46	239¾	29.	49	322
8.	7	246¾	30.	17	323
9.	15	248	31.	31	323
10.	16	249	32.	40	327
11.	1	254	33.	48	333
12.	35	255	34.	45	335
13.	50	261¾	35.	14	351
14.	6	268	36.	37	353
15.	54	269¾	37.	24	359
16.	13	273	38.	42	361
17.	47	278	39.	43	364
18.	41	278¾	40.	9	376
19.	30	302¾	41.	12	384
20.	33	303	42.	18	405
21.	27	303	43.	19	415
22.	36	304¾	44.	4	437

The following boats did not have eleven actual scores and were not included in the rankings: 3, 20, 21, 22, 26, 38, 39, 53, and 57.



## TOP TEN BOATS AT HOBIE 16 WORLDS — HAWAII STATISTICAL REVIEW

	1	2	3	4	5	6	7	8	9	10
	BOAT NO. #44	#8	#2	#29	#23	#28	#46	#7	#15	#16
RACE NO.	TOTAL POINTS 137	157½	216¾	221	222	231¾	239¾	246¾	248	249
1 SKIPPER	Hutchings	Off	Wilson	Gale	Salmon	Ramos	Sheeley	Gross	Schafer	Hall
POINTS	4	38	11	16	23	12	¾	9	3	42
2 SKIPPER	Heilbronn	Seaman	Baker	Lung	H. Alter	Collard	(17)	McGuire	Kelder	Dryland
POINTS	15	5	20	24	6	33		38	29	4
3 SKIPPER	Ramos	King	Burgaud	Bray	(16)	Dryland	C. Smith	Ryan	(18)	Baxter
POINTS	14	¾	12	7		10	31	37		11
4 SKIPPER	Hankins	(11)	Kelder	(16)	Rick Eddington	Seaman	Olson	Salmon	Gross	Wood
POINTS	27		21		4	29	28	11	5	10
5 SKIPPER	Wilson	Sheeley	Gale	Seaman	Naish	Carter	Lopez	Sterling	(18)	(18)
POINTS	16	5	¾	28	2	19	8	13		
6 SKIPPER	Neilson	Bamberg	Turner	Burgaud	Dryland	Takahashi	(17)	Warrum	Salmon	Cox
POINTS	2	11	31	7	19	34		18	25	38
7 SKIPPER	Bamberg	Kelder	Westphal	(16)	Pohlman	Dinsdale	Atwood	Loufek	D. Beauchamp	Neilson
POINTS	6	22	30		15	9	32	2	32	10
8 SKIPPER	King	Froome	Carter	Hutchings	Laubser	McIntosh	Martens	Ramos	Gale	Hankins
POINTS	3	¾	11	4	34	10	22	6	2	14
9 SKIPPER	Rick Eddington	Andresen	Martens	Wickenhauser	Collard	Gross	Goo	Hutchings	Monsen	Petaja
POINTS	5	2	15	18	10	11	24	¾	20	17
10 SKIPPER	Sachet	(11)	Loufek	Young	McGuire	Naish	Baxter	Logan	Tanaka	Jaworski
POINTS	3		2	19	33	5	6	41	31	28
11 SKIPPER	Schafer	D. Beauchamp	Sammons	Nielson	Goo	Bray	Russ Eddington	Wilson	Westphal	Young
POINTS	3	11	6	23	16	24	14	19	37	9
12 SKIPPER	Dinsdale	Aylward	J. Beauchamp	Sachet	Hatfield	Hutchings	(17)	Myter	Martens	Drips
POINTS	20	37	23	21	4	¾		19	6	11
13 SKIPPER	(10)	Bamberg	Sheeley	Russ Eddington	Seaman	Neilson	Salmon	Wilshire	(18)	Ramos
POINTS		21	18	7	24	8	23	30		2
14 SKIPPER	(10)	Bamberg	Wilson	Gale	(16)	Schafer	(17)	Hutchings	Baxter	Monsen
POINTS		7	16	15		27		3	4	35





# No balls.



Seaway Needle Bearings spread the load.  
The larger bearing surface prevents the distortion  
inherent in Ball Bearing Systems.

Needle Bearings out-last and out-perform all  
other systems.

For your FREE 1977 new expanded Seaway  
Rigging Systems Book write:



The 1977 Complete Seaway Marine Hardware Catalog and Calendar  
are now available at \$1.00 each.



**SEAWAY**

4201 Redwood Avenue  
Los Angeles, CA 90066

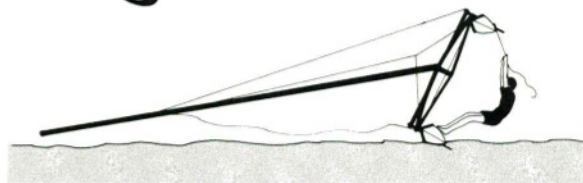
Name

Address

City  State  Zip

Type of Boat

## EASY RIGHTER



Now a 100 pound person can right a Hobie 16 SOLO  
in ½ minute. Rugged, proven, guaranteed, weighs only  
2#, quickly installed.

— Only \$120 Postpaid —

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



Write for details —

**3N COMPANY**

**Box 24500, Los Angeles**

**CA 90024/(213) 475-3356**



**Over 3,000 HOBIE  
Sailors now subscribe  
to YACHT RACING!  
Here is a special offer  
to entice you to join them!**



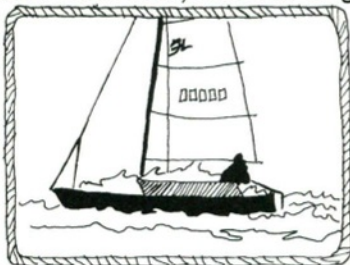
**YACHT RACING**  
P.O. Box 902  
23 Leroy Avenue  
Darien, Ct. 06820  
(203) 655-2531

Dear Hobie Sailor

Hobie racing is also yacht racing, and YACHT RACING has Hobie sailors in mind. We were there in the early years...for instance, when Cappy Sheeley edged out Hobie Alter for the second Hobie 14 National Championship (January issue, 1971). In 1975 and 1976, we featured the Hobie 14 Worlds in Puerto Rico, the Hobie 16 Nationals, and the first Hobie Worlds in Hawaii.\* In our recent October issue, the old pro Wayne Schafer told how to tune and win in a Hobie 14.

With instructional articles on boat speed, tactics, rules, as well as coverage of all the major one-design and off-shore yachting events, YACHT RACING is for *all* one-design and off-shore racers, whether they race a Hobie, a Windsurfer, a Snipe, or a Cal 40...for all sailors who want to improve their racing performance.

The *Hobie Hotline* is an excellent publication for the Hobie sailor. We think you will find YACHT RACING an excellent publication for any racer...over 3,000 Hobie sailors think so! Now we have an extra reason for you to subscribe; a handsome Hobie belt buckle, personalized with your sail number FREE with each new, renewal or gift subscription.



actual size—fits 1 1/4" belt

These buckles are die-cast, bronze-antique finished and will be engraved with your sail number. For \$12.00 you receive your buckle and a year's subscription of YACHT RACING. Sign up, now!

Welcome aboard!

George A. Eddy  
Publisher

\*Senior Editor, Major Hall, is close to what's happening in the Hobie world. He competed in both the Nationals, where he raced a Hobie for the first time and finished 13th, then in the Worlds, sailing for the U.S. team. As a racing sailor with over twenty years of experience, but a newcomer to Hobie racing, he combines the perspective of the expert and the novice.

☐ 1 Year, \$12 ☐ 2 years, \$20 ☐ 3 years, \$26  
Add \$1 per year outside U.S. & Canada  
Hobie Sail # \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

☐ 1 Year, \$12 ☐ 2 years, \$20 ☐ 3 years, \$26  
Add \$1 per year outside U.S. & Canada  
Hobie Sail # \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

Please send the following extra  
buckles, at \$4.95 each  
Hobie sail # \_\_\_\_\_

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_



# 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.**

**Cat Equip. Duffel Bag.** Soft luggage for the weekend regatta. 12" x 24" black naugahyde with Hobie design on blue or red stripe. Real class. **\$17.50**

**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 trap. Shown on right. Same color choice. **\$32.00.**

**Catbird Seat.** Does the same job as above but not buoyant. If you need the money more than you need the floatation, this is for you! Colors blue, orange and yellow. **Only \$25.95**

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).

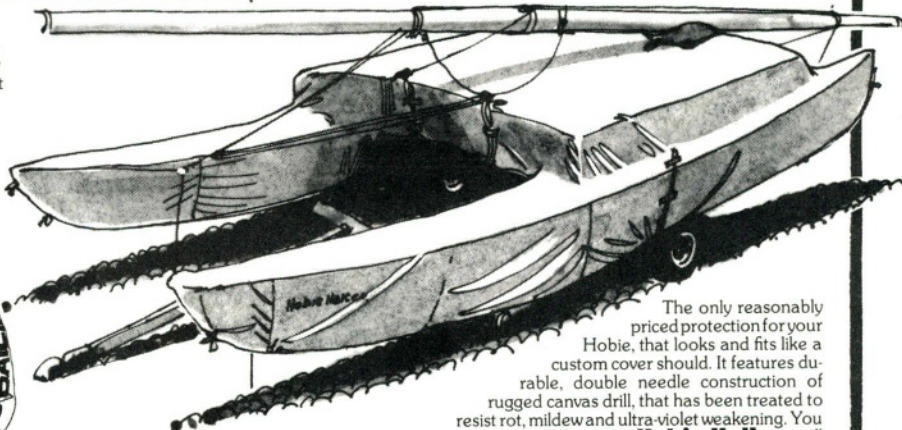
w/ stainless band **\$104.95 ppd**  
w/ nylon band **\$94.95 ppd**



Copyright © 1976 Cat Equip.

# Hobie Halter

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.

- ✓ **COVERS WITH MAST UP OR DOWN**
- ✓ **COVERS WITH RUDDERS ON OR OFF**
- ✓ **VELCRO FASTENINGS FOR EASY INSTALLATION**
- ✓ **PROFESSIONAL QUALITY I.D. KIT**
- ✓ **MADE IN USA**

## HOBIE HALTERS FOR HOBIE 16:

Standard 3-piece Cover Complete coverage! **(★★★)...\$104.95**  
New 1-piece Cover Same coverage, faster to use **(★★★)...\$119.95**  
Tramp Cover Priced at only **(★★)...\$34.95**

## HOBIE HALTERS FOR HOBIE 14:

1-piece Cover Protects entire boat **(★★★)...\$94.95**  
Tramp Cover Check this price! **(★★)...\$30.95**

## OTHER PRODUCTS, FOR 14, 16 & GIRLS:

Rudder Covers, per pair **(★)...\$5.50**  
Stowage Bag **(★)...\$3.25**  
"Hobie Halter" Top for Girls Adjustable, one size fits all White, yellow or blue knit **(★)...\$5.95**

**Concrete Art Forms.** Racing Rudders. Designed for Hobie 14' or 16' (specify) **\$95.00 pr.**

**Cat Equip. Rudder Sheath** Protects finely tuned racing rudders from nicks and dings while stored. Made from indoor/outdoor carpeting. **\$14.95 pr.**



SEND FOR FREE-CAT-LOG

# CAT EQUIP.

Division of North Coast Tarpaulin Works

P.O. Box 1, Encinitas, CA 92024, (714) 755-0236

PLEASE RUSH ME THE FOLLOWING:

QUAN.	DESCRIPTION	PRICE

CAL. RESIDENTS ADD 6%

SHIPPING & HANDLING—\$1.00 PER ★

Total remittance enclosed (check, money order) \$

OR CHARGE TO:

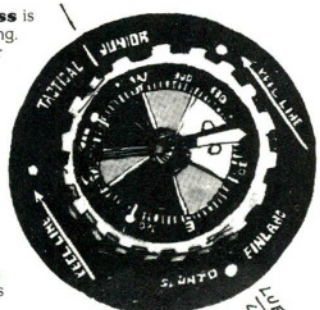
☐ BANKAMERICARD CARD NO. \_\_\_\_\_

☐ MASTER CHARGE EXPIRES \_\_\_\_\_

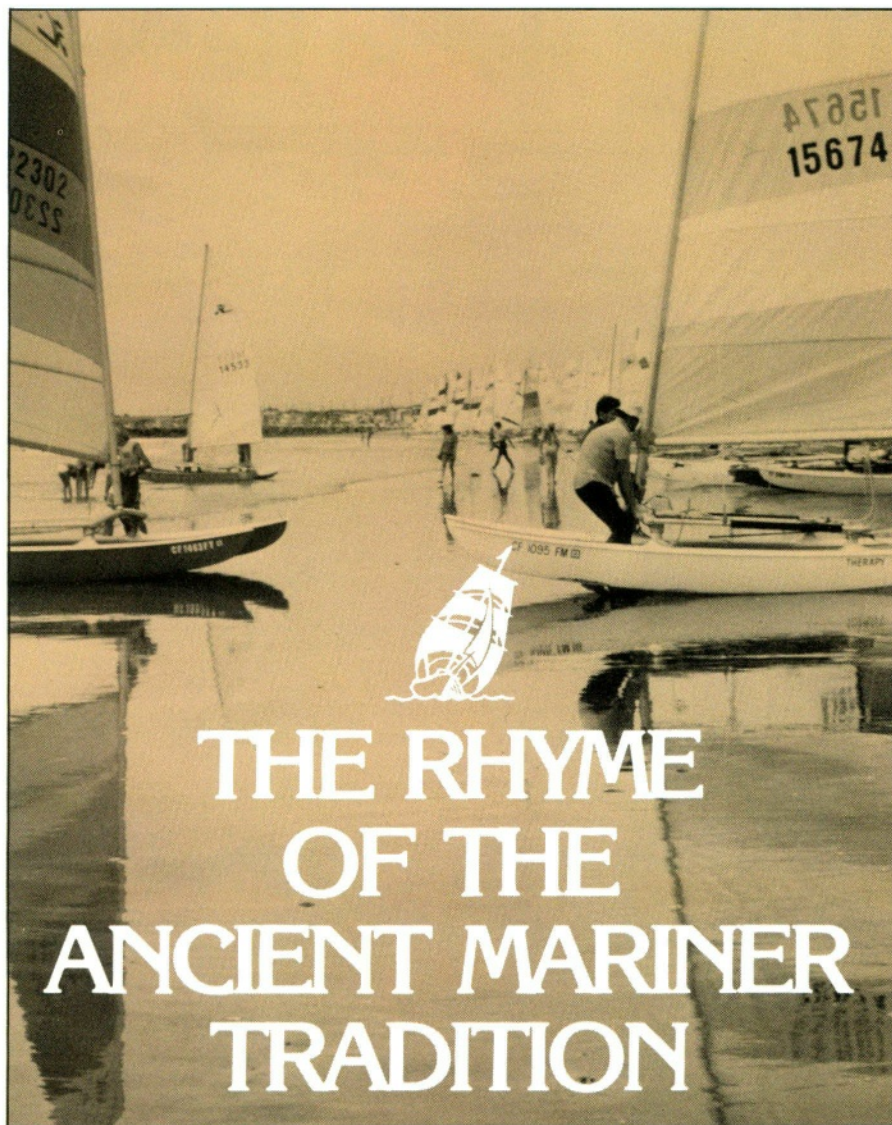
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_







# THE RHYME OF THE ANCIENT MARINER TRADITION

PHOTOS BY MARILYNNE HEIN



*"Once upon a time, way back in 1968, a group of California 'surfies'—Sandy Banks, Wayne Schafer, Hobie Alter, Bruce Brown and Mickey Munoz—were sitting around Poche Beach with their toes in the sand, contemplating the possibility of getting enough guys together to maybe have a Hobie Cat race. After all, their buddy Hobie had already made 20 or so of his funny little boats, so it might be fun to have a get-together. They called up some friends down the road who had Hobie Cats—Pete Syracuse and Dick Wandrocke—of the Ancient Mariner Restaurant, and decided to make the race a weekend affair, sailing from Pete and Dick's restaurant in Newport Beach down to Poche on Saturday, and then back up to Newport on Sunday..."*

Such modest beginnings, a starting roster of twelve assorted skip-pers—the prototypes, all of whom to this day still lurk mysteriously on the Hobie scene. It musta caught on 'cause it's happened every year since. A few more friends have joined along the way, about 160 sailors this year (didn't know we had that many friends, huh?). We don't try to make it all the way to Poche these days, just around the peninsula to Blackie's for grub and brew, and back again to the Ancient Mariner, well fortified.

The post-party has grown from a little quiet talk over the clanking of mugs, to a big time, get-it-on bash. Dick Wandrocke hasn't figured out how to break the "host tradition" and still manages to house the affair at his home. Oh well, nothing a bulldozer can't clean up.

The wind didn't really sweep us off our feet this year, but the suds and fiesta did alright. The top placing survivors are listed, think a few may still be at Blackie's waitin' for that second start...

History marches on in its shameless drive to make us all old men.

---

*Racers' consultation in front of the Newport Pier.*



## 9th Annual Ancient Mariner Hobie Cat Regatta

### 16-A

POSITION	NAME	SAIL #	TOTAL POINTS
1	Bob Beauchamp	1400	4½
2	Dick Beauchamp	2	11
3	Ron Atwood	271	13
4	Alan Johnston	4380	16¾
5	Wayne Schafer	415	17

### 16-B

POSITION	NAME	SAIL #	TOTAL POINTS
1	Mike Newbro	14856	5½
2	Manuel Banuelos	500	9
3	Tom Gillman	X50	16
4	Roy Pringle	19587	17
5	Ashford Clark	8006	19

### 16-C

POSITION	NAME	SAIL #	TOTAL POINTS
1	Kevin Hutton	789	3½
2	Don Neville	1997	12
3	Steve Hughes	11	14¾
4	Greg Dream	10860	16
5	Bruce McCoig	18171	19

### 16 NOVICE

POSITION	NAME	SAIL #	TOTAL POINTS
1	Ron Pepitone	17270	3½
2	Peter Schnack	1770	7¾
3	Dave Kofahl	10521	11
4	Steve Byers	14815	12
5	Len Bose	12775	18

### 14-A

POSITION	NAME	SAIL #	TOTAL POINTS
1	Rick Eddington	164	5½
2	Denny Soden	20905	9
3	Jerry King	864	10
4	Mike Staudt	49	13
5	H. Alter Jr.	22050	14¾

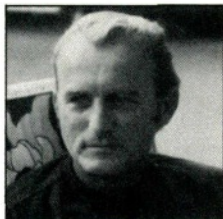
### 014-B

POSITION	NAME	SAIL #	TOTAL POINTS
1	Dennis Carpenter	38	4¾
2	Ed Halloran	18778	7¾
3	David Moxley	22079	7¾
4	Jim Foster	4512	9

### 14-C

POSITION	NAME	SAIL #	TOTAL POINTS
1	John Percy	309	7¾
2	Andy Evans	7358	8¾
3	Ulf Paasch	17234	9¾
4	Lee Randall	15674	11
5	Gary Ratcliff	6012	15

PHOTOS BY SANDY BANKS



*Dick Wandrocke  
in the calm  
before the storm.*

*16 action down one of  
the bay channels.*



# 1977 HOBIE CALENDAR

A beautiful collection of 8½ x 11 full-color Hobie photos suitable for framing.

See your Hobie dealer, or order directly from us. Calendar—\$2.25 plus .70 for postage and handling, Total \$2.95. California residents add 6% sales tax.

Send check or money order to:  
HOBIE CALENDAR, P.O. BOX C—19509,  
IRVINE, CA. 92713.


Enclosed please find my check or money order for \_\_\_\_\_ Hobie Calendar(s) at \$2.95 ea.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

ZIP \_\_\_\_\_

 Have a Hobie Year!



# DOES YOUR CAT SAIL LIKE A DOG?

Let Hobie expert Wayne Schafer tell you how to unleash your Hobie 14...

*Wayne is the 1976 Hobie 14 National Champion, a comfortable spot he's earned through the years, having placed second in the 14 Nationals in 1971, 1972, 1973, and winning in 1974 as well as this year. Diverse and knowledgeable, Wayne handles a Hobie 16 with the same aplomb, taking 7th in this year's National competition and 18th in our first Hobie 16 Worlds. Wayne's a thinker who puts all the strategies together and, most valuable to us all, is always willing to share his opinions and experience. Here's just a few nuggets from the gold mine...*

If being around catamarans for over 20 years qualifies one as an expert, then I guess you can count me in. There are others who have spent less time on cats who know all the things I know and more; I just speak from time invested and exposure to the art.

I was sitting on my front-yard beach at Poche one day in 1967, pondering all the cats and outriggers that existed, most battered and worn, when Hobie Alter dropped by. I remember it pretty well because he had a legal pad under his arm, a pencil behind his ear and a tape and calipers in his hands. And his head had been in the same groove. He said, "I'm going to design that cat, we've always talked about." I was there in the beginning.

Now we've got the boat, and here I am down the line with some of the advice and hints that have developed along the way. Common question number 1: "Hey Wayne, what things do you put on your Hobie to gain speed over the rest of the racing fleet?" Fortunately, the class rules keep the boat simple and the Hobie 14 doesn't lend itself to go-fast gadgets. It is a simple design but it does take more than a simple skipper to make it live up to its potential. One of the first things that I would do if I were just getting into Hobie Cat racing would be to **open the manual and read the sailing instructions**. It's amazing how few people do this. If you read the manual, you automatically have a head start on most beginning skippers. Once you have committed the sailing instructions



By Wayne Schafer

to memory, you can practice with confidence and progress faster with the racing pursuit. Here are some of the points that I feel are important to make a boat competitive.

## TUNING YOUR BOAT

I can't say enough about the importance of having the rudders in good alignment and raked for a balanced helm. By balanced helm, I mean a slight weather helm, which is the only way that the skipper can determine the performance of his boat. The rudder blades should be as true a shape as you can make them. I pay particular attention to the leading and trailing edges of the blades. I like my leading edge to be a little more full and rounded to cut

down on separation; that makes it more forgiving and causes less cavitation. I trim the trailing edges very fine to cut down on turbulence. I know of no shape that does it all. You have to give something to get something, so anything you do will be a compromise at best. At any rate, a well-tuned set of rudders is essential to good boat speed.

A second tip for race tuning is to slightly over-rotate the mast stops; this allows the mast to bend more, flattening the sail and relieving the leech in windy conditions which helps hold down the Hobie. I usually cut about an eighth of an inch off each side of the mast stops. You can cut off as much as a quarter of an inch on each side if you prefer; I don't recommend removing much more.

The next area I am fussy about is mast rake. There has been a lot said about how much mast rake a Hobie should have; I know of no setting that will work for all Hobie Cats. My approach is to take a Hobie and start out with the mast vertical. I sail the boat to determine the balance, then rake the mast bit by bit until the boat feels right sailing to windward. Remember, in smooth water you can get away with less rake than in rough water. Raking the mast moves the center of effort toward the rudders and damps the pitching movement caused by wind chop.

I don't consider a boom vang as essential as I used to. They are still useful at times and I recommend carrying one. However, I think that you can lose more than you can gain by fiddling with one every time you sail off the wind. Racing around the buoys requires concentration, and having to remember to set and release "go-fast" gadgets sometimes can cost you more than the help they can give. I carry a very simple vang, much like a large rubber band with a hook at either end, and generally use it only in extremely light or heavy conditions.

## SAIL SHAPE AND TUNING FOR WEATHER

Sail shape is a biggie... everyone has their own set of preferences and techniques. I look at it like this—the



Hobie 14 sail has been through a lot of development over the past nine years and the present sail is as good as any I've seen. The new sail has a fine shape and using the stock battens with some adjustment to the mast rotation is a pretty clean way to go. I would start out by altering the mast rotation as discussed earlier, and then put in the battens with just enough tension to get the wrinkles out. Next, do some sailing to see how the boat balance feels. By altering the mast rotation, you automatically shift the draft forward, moving the center of effort forward, as well. This will cause the boat to be more tender in her bows and that is when raking the mast becomes useful. As you sail and adjust the mast rake, you will find a point at which the Hobie trims out well to windward. The main reason for setting up a Hobie to sail close-winded is that Hobie races are seldom won on the downwind leg. If you're not there at the weather mark with the lead boats, you're not likely to catch them downwind.

Sail shape in a Hobie is chiefly influenced by means of downhaul and outhaul tension once you have decided on the proper batten tension. The more tension in the battens, the more camber in the forward part of the sail. This will also tighten the leech somewhat. I generally adjust the battens as mentioned so that they are just tight enough to take out the wrinkles, then I adjust the downhaul and outhaul until I get the sail close to a uniform shape. Next, I go sailing to see how the sail sets with some wind on it and then fine tune the sail shape if necessary. Often, one or more of the battens will need some individual attention to perfect the overall shape. It is a good idea to mark the downhaul, outhaul, and battens to keep track of the adjustments you have already made.

Now that you have attended to the basic setup of your Hobie 14, here are some adjustments which apply to the conditions you may encounter while sailing or racing. In very light conditions—three to five knots of wind and smooth water—you may set your sail with light batten tension to compensate for the reduced downhaul; however, be sure to retain a

uniform shape in your bottom panel. Although a Hobie usually sails best with the draft in the forward 30 to 35 percent of the sail area (including mast), in very light conditions the wind does not have the power to bend around a full sail section, especially the forward part. By easing the downhaul you reduce the draft in the forward part of the sail. Now, when you sheet in the main, the draft will tend to move aft, which is helpful.

Another adjustment you can experiment with in light air is to try to align the leech of the sail parallel to the centerline of your Hobie. This



means positioning your traveler car slightly to weather. By doing this you will relieve some of the negative pressure on the leech and give your boat more forward thrust and less leeway. Once you have positioned your traveler car, you can sheet your main in quite firmly to keep the sail from bouncing and thus wasting what little wind there is. Any bouncing around on a Hobie can prove disastrous in light airs.

Also in light weather, try loosening the shrouds to let the whole rig sag to leeward a few degrees. This allows you to carry your traveler closer to the centerline of the boat. A loose rig is very effective downwind as the mast can swing forward, the boom can move farther forward, and the loose shrouds will interfere less with the sail shape.

Moderate to medium winds, eight to fifteen knots, call for readjustment of the sail shape. More batten tension is required to put additional camber in the sail. More downhaul tension is needed to pull the draft forward. The outhaul should be adjusted for moderate tension on the leech. Making these adjustments and tightening the outhaul so that you have a full bottom panel next to the boom should help give the sail good power to drive your Hobie through chop. Remember, there are no fixed settings for adjusting your sail shape to different conditions. You must sail and race while working with

these adjustments to learn what works best for you.

When the wind begins to get into the range of 15 to 30 knots, you will again want to readjust your sail shape. If you have not over-rotated the mast, you should release some of the downhaul tension to move the draft back and flatten the forward part of the sail. Depending on your ability to hold the boat down, the outhaul should either be tensioned to tighten the leech for more drive, or eased to spill some of the wind. If your mast is over-rotated, you can either tighten the downhaul or leave it as it is, depending on your weight. Mast bend will flatten the forward part of the sail and let the leech twist off. You will need to tension the outhaul to complement the mast bend. Traveler position should be changed





to help you sail as flat as possible. The only way to sail upwind on a heavy day is to ease the traveler car out until you can control the heel of your Hobie. If you constantly have the weather hull in the air, you are pretty much stalled out and making excessive leeway.

### WEIGHT TRIM IS CRUCIAL

Weight trim is one of the more important aspects of racing a Hobie 14. Sailing to windward, your weight (depending on the conditions) is best positioned near the shroud, assuming that there is enough wind to raise your windward hull now and then. If the bows are tender, adjust your weight to allow for this. When the conditions are light, move inboard and forward, as long as the water isn't too choppy. If the water is very choppy, then you should position yourself toward the center of the trampoline so that you can lean forward or back to help counteract hobbyhorsing.

When you come to a reaching leg, position yourself much the same as when sailing to windward. In reaching, the bow is the chief consideration. If the bow is digging in, then move aft to compensate. In extremely windy conditions, move all the

way back to the very corner of the trampoline frame to keep the bow from submerging.

On a run, move to the centerline and as far forward as conditions will allow. The closer to the center you sit, the less burden the hulls seem to be. If you can sail well enough to sit on the leeward side of your Hobie, you can reduce the wetted surface. I find this pretty difficult to do efficiently, so I am reluctant to recommend it unless it comes naturally to you. Try it a few times and see if you can perfect the technique.

Weight trim is difficult to explain precisely because you must constantly shift position according to the conditions. I strongly suggest that you experiment as much as you can in racing conditions and in practice with other competitors in order to improve your skills. They are invaluable.

### TACKING PROPERLY

Problem number one—tacking a Hobie 14, a maneuver which can be quite costly when racing. If you are training by yourself for racing, practice tack after tack and jibe after jibe. Basic tacking procedure, when sailing in moderate conditions, is to bear away slightly to build up speed, then, keeping forward in the boat,

trim your rudders to about 20 degrees so as not to reduce your speed too much, and sail your Hobie into the wind. Then, and only then, do you move aft, keeping your rudders in the same trim. Ease the mainsheet while moving back to keep the sail from weathervaning the boat head to wind. Your being aft raises the bows and allows the Hobie to pivot on her after sections. When the bows are sufficiently past head to wind, straighten the rudders, begin sheeting in the main, and move forward as the boat begins to gain way. If you miss the tack and are locked head to wind, then "plan B" is to reverse your rudders immediately and back wind your main. This will back your Hobie around to the tack you were trying for.

When you feel you have mastered all this, then you can get into roll tacking. I don't recommend it until



you have spent a lot of time practicing the basic tacking maneuver. Begin roll tacking by hiking out and staying in that position while tacking your Hobie until the bows just cross head to wind, then scramble to the high side. If you miscalculate and hike too long or hard, it's *adios*.

Don't risk fouling another boat by trying to tack in a tight situation. Give yourself room and concentrate on making a good tack. Remember, tacking a Hobie is a penalty in distance. A Hobie 14 averaging 10 knots over the water will gain 169 feet on a Hobie making a 10 second tack.



That's a dozen boat lengths. The importance of constantly perfecting your tacking ability can't be over-emphasized. It can win or lose races. To jibe, I begin by rotating the tiller extension to leeward, parallel to the tiller bar. Then, steering through the jibe, I grasp the sheet both to start the main across and to cushion the shock as I jibe over. This jibing technique should be practiced as diligently as tacking.

## RIDING THE WAVES

Another tip to concentrate on is maintaining a favorable angle to the waves and swells—this is essential to good boat speed. If you are beating against a severe chop which prevents you from sustaining boat speed, then it is time to crack off to get a better angle through the waves. This will help you achieve and maintain greater speed, and 90 percent of the time it will pay off, even though you sail a longer course.

Try to keep in mind that the Hobie hull was designed for surfing conditions. On a run or a reach, you can sometimes double your speed by using waves in coordination with wind. The more proficient you become at this, the faster you can go. It takes a lot of practice, concentration and patience to surf a Hobie, but it will pay off if you are into racing. Try broad reaching to get on a wave, then as you bear away with the wave, the apparent wind will come forward, increasing your speed. When running in winds under 10 knots, sail close to the rhumb line. Weight trim is extremely important—move well forward and near the centerline of the Hobie. In winds over 10 knots, you can put a little tension on your leech by sheeting in slightly.

## THE START

Starting strategies are a whole subject unto themselves; here briefly is a thumbnail view of the most common techniques.

In most Hobie regattas the port end of the line will be favored in order to spread out the starters. In these cases the boats starting on starboard at the port end of the line are automatically ahead of the boats to

windward. If you plan to try for the pole position, you will have to lead the fleet down the line. If you see that you are going to be early at the port end, let someone else have your position and carve yourself a place from which you can still clear the leeward end after the start. If you find yourself at the leeward pin too early, then jibe around it for a port start. Once around, watch for an opening in the line of starters. You may have to take some sterns to find an opening, but don't gamble and lose on a port-starboard situation; Hobies are not that maneuverable. Be patient and take only those boats you can clear. Once clear of the starboard starters, keep going for 100 yards or more, then you can tack back onto starboard in clean air and cover the fleet. The worst thing that can happen is to be caught in the second row behind the front line of starters. I would rather risk being over early anytime.

## SAILING THE COURSE

Sailing a race course involves many decisions, different ones each time. Here are a few of your choices. If you arrive at the weather mark on starboard and the next leg is a reach, concentrate on rounding the mark in good position and increasing your boat speed as you bear off onto the reach. Don't bother putting your rudder up or setting your boom vang, as this can cost you dearly. Your traveler setup should be in good working order, so that you can simply slack it off to its new position without losing boat speed or taking your eyes off your competition. You may find time later to put your rudder up and set your vang, if necessary, but I've passed many sailors while they were preoccupied with these adjustments.

The downwind leg of the race is the one on which you should work hardest and is also the one that is most often neglected. There is always a way to make a Hobie go a little faster (or slower). On a downwind leg I have worked hard, trying for everything I can get—only to see some guy just sitting on his Hobie, with his main out, gazing into space and effortlessly going just as fast

as I am. If that is what's working, then try it. But if you don't pass him, then you had better experiment until you find something that does work.

The run is the time to put your rudders up. Weight trim is all important in sailing downwind. Test various positions until you find a groove. I usually start out without the vang and, if I'm going well, I don't bother with it. If I'm not doing well, then I set it to see if it will help. Always try to maneuver your Hobie into a position that affords clear air and study the wave patterns so that you can get into sequence with the waves. This is one of the best ways to increase downwind speed. If you are surfing waves, be leery of using the vang as it can act as a brake instead of an aid. It's another matter you will have to experiment with yourself as there is no hard rule.

Well, there's a few of the overall hints that might help you on your way in Hobie racing. A lifetime of philosophy and techniques are involved, and every skipper has his own variations. Patience, practice, and concentration all play a major role in your ability to put it all together. There's plenty of room for new ideas too; come on in, the water is fine... *KL*

*Hot Line thanks to Yacht Racing for permission to reprint this revision of their original article.*



**Westerly  
sails** san diego

3511 MIDWAY DR.  
SAN DIEGO, CA.  
92110

DALE R. BRAEGGER  
SAILMAKER  
CALL (714) 225-0630



**DELUX BOOM BAG**  
Ready Size Pocket  
Full Zipper \$32.00

**TRAPEZE HARNESSES:**  
The Most in COMFORT  
fit where it counts  
Flotation Padded  
the original  
SKIPPER'S  
FULL \$32.00  
\$48.00



Colors: yellow, blue, red, orange, black

SEVEN YEARS HOBIE EXPERIENCE  
**SAIL and TRAMPOLINE REPAIR**  
SAIL WINDOWS \$15.00 TELL TAIL \$8.50  
TRAMP LIFE JACKET POCKETS \$10.00 ea.



# FLEET NEWS

HOBIE CLASS ASSOCIATION

JANUARY/FEBRUARY 1977

## FLEET 17 Sacramento, California

We held our annual Tahoe Trophy Regatta at Lakeland Village on the South Shore of Lake Tahoe. This was the big one for the year with 53 boats. First place winners were: (14-B) Jeff Fullweiler, (14-A) Paul Tobie, (16-C) Tom Ioakem, (16-B) Rudy Nolen, and (16-A) Pat Porter. Low point skippers Jeff Fullweiler and Tom Ioakem both received \$50 worth of Hobie goodies donated by Sacramento dealer Kirk Jeffries of Inland Sailing Company. A copy of "Multihull Racing" went to Jim Adams, for the high point award.

Lakeland Village was a great place for the race. The condominiums on the beach were great. Not much sleep but a great time, (ain't that the way?). We had a huge beach to invade and the management even gave one night's lodging free to all the first place winners.

## FLEET 42 Tampa, Florida

Necessary qualifications for Fleet officers as noted by two of the same, Big T and Little T Kester:

COMMODORE: Must be able to figure out which Wednesday is the last one of the month, tell time, and have a hard working, dedicated wife to push most of the work on.

## WANTED!!!

Knowledgeable fleet members to serve on Appeals Committees. Each division will have a three man committee to handle appeals on a local level.

If interested, please send your name, address and Fleet number to: Rich Jeffries, Hobie Class Association, P.O. Box C-19509, Irvine, California 92713.

## Attention Commodores:

Please remember that Quarterly Reports are due to the Hobie Class Association on the first of each January, April, July and October. If you are in need of a Quarterly Report form, please contact us. We need an up-to-date officers' list to keep everyone posted on upcoming activities of the Association.

## You Could be Fleet of the Month!!!!

Send pictures and brag sheet to the Hot Line Editor... The publicity could result in new members, more sponsors and possibly better wind. Take a chance on fame...

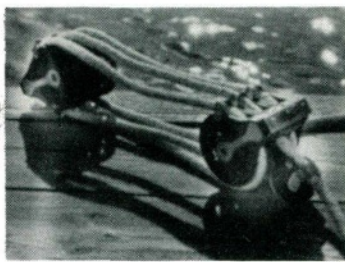
SECRETARY: Must be able to write faster than a speeding bullet, crease folded letters with a single finger, be addicted to the taste of 13¢ stamps, and be able to make mail drops with finesse.

TREASURER: Must be able to count over one hundred should the need arise, able to convert written numbers into verbal ones, and must hate to spend money.

FLEET CAPTAIN: Must enjoy hugging marks, be able to talk to snarled lines, wave flags in some sort of sequence, enjoy bobbing on a moored boat for hours, and enjoy having numerous Hobies come aboard at the start of every race to thank you in person.

## FLEET 52 Minneapolis/St. Paul, Minnesota

Oh boy, with the advent of semisolid water, Fleet 52 ends its summer activities; all were considered a huge success. It's worth noting that we are truly an international fleet, blessed with the sailors of Sweden, Guatemala, Australia, and Texas. Furthermore, we always race around an island.



**SUPER 6:1 BLOCK SYSTEM** by American Precision Machine. Ball bearing, off center Cam Cleat—does not tear mainsheet. Hobie sailors are raving about this system. The best yet! **\$78.00**. Postage paid and satisfaction guaranteed.

**SUPER 4:1 BLOCK SYSTEM** for Hobie 14's. **\$62.80**. Postage paid.

The **ORIGINAL B.H. TILLER Connectors**. Unmatched in quality. Over 5,000 sets in use today world wide. **\$9.95** + postage.

**"FIBERGLASS REPAIRS"**, "Book of the Month Club" selection by Paul Petrick. Written in layman's language. The best fiberglass repair manual yet.

Send for free flyer on the new B.H. Products.

### HOBIE CAT SALES

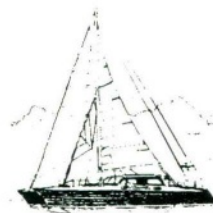
908 Averill Road  
Joppatowne, Maryland 21085  
(301) 679-8704

The highlight of the club's summer activities, for sure, was the sponsorship of the First Annual Hobie Mideastern Championships (Uppa U.S.) which was held at Gull Lake, Minnesota. An incalculable amount of work went into the Mideasterns; and Commodore Jim Coomes, as well as all the club members, gave their best shot for this event. **We highly recommend that all Hobie fleets involve themselves in a major regatta, it is a fulfilling contribution to the sport, not to mention a heavy dose of respect for the effort required in managing such an event.**

For more information regarding our fleet activities, contact Bill Hohn, (612) 224-1401, 1177 Lincoln, St. Paul, Minn. 55105.

## FLEET 203 Northern Nevada

We are the new Hobie fleet for skippers in the Reno, Tahoe, and Carson City area. We have a nucleus of ten 16's and five 14's with room for many more. We've held two regattas at Donna Lake where we diced it out successfully with Fleets 163 and 17 of Lake Tahoe and Sacramento. The next fleet meeting is scheduled for Thursday, January 13th in the back room of Charlie's Saloon and Spaghetti House in downtown Reno. Be there or be square. The "Ramrod" for Fleet 203 is Commodore Bob Hammar, 895 Cavanaugh Drive, Reno, Nevada 89509. Please get in touch for more info. Newcomers welcome!



## "TARUMA"

Winner - 1975  
St. Maarten  
International  
Tradewinds Race.

47' high performance catamaran for Caribbean charter with Captain. Will sleep 6. Write TARUMA, c/o Lanseair N.V., Simpson Bay Lagoon, Cole Bay, St. Maarten, Neth. Antilles or call 301-647-1420 thru Jan.



# HCCA FLEET ORGANIZATION

## AS OF NOVEMBER 30, 1976

FLEET				FLEET				FLEET			
#	COMMODORE	LOCATION	DIVISION	#	COMMODORE	LOCATION	DIVISION	#	COMMODORE	LOCATION	DIVISION
1	Einar Hughes	Dana Point, CA	2	106	Thomas Branson	Lahaina, Maui, HI	1	154	Don Starziano	Narragansett, RI	12
2	Fletcher Olsen	Newport Beach, CA	2	107	Mr. B. Burgaud	Papeete, Tahiti		155	Robert Vermeulen	Brooklyn, Michigan	10
3	Rick Schultheis	Long Beach, CA	2	108	Peter McGennis	Buffalo, New York	12	157	Sam Weir	Rumson, New Jersey	11
4	Miles Wood	San Diego, California	2	109	Klaus Donnerstag	Long Island, NY	12	158	Paul Pinther	Bloomington, Illinois	10
5	Charles Shimer	Clearwater, Florida	8	110	Jerry Hignite	Victoria, Texas	6	159	Jack Matthews	Winnipeg, Canada	
6	Herb Andresen	Kaneohe, Hawaii	1	111	Terry Anderson	Jacksonville, Florida	8	160	Bill Beecher	Great Falls, Montana	4
7	John English	Sunland, California	2	112	Beth Jayes	Old Greenwich, CT	12	161	Edward Shumaker	Port Huron, Michigan	10
8	Terry Shoemaker	Houston, Texas	6	113	Thomas Beck	Milwaukee, WI	10	162	Jack Walton	Marlin, Texas	6
9	Allan Heath	Lake Charles, LA	6	116	Robert Vick	Winter Haven, FL	8	163	Patrick Porter	Homewood, CA	3
10	Jerry Sedars	Clear Lake, LA	6	117	Barry Heydenberk	Grand Rapids, MI	7	164	Steve Walsh	Fontana, Wisconsin	10
11	Eric Horton	Orlando, Florida	8	118	Dave Rieder	Leesburg, Indiana	10	165	Dan Washburn	Mahtomedi, MN	7
12	Clyde Shepherd	Decatur, Georgia	9	119	Mike Shinnors	Buffalo, New York	12	166	Bruce Harmer	Encinitas, California	2
13	Rob Byrne	Martinsville, NJ	11	120	Larry McNerney	Panama City, Florida	8	167	Phil Auer	Bakersfield, CA	2
14	Jim Scholfield	Seattle, Washington	4	122	Walter O'Grady	Cabral Brazil		168	Gerald Jenkins	Rapid City, Michigan	10
15	Jack Moore	Corona, California	2	123	David Holtgrave	Belleville, Illinois		169	Michael Yarrow	Bradenton, Florida	8
17	Jim Hecht	Sacramento, CA	3	125	Robert Searles	Downers Grove, IL	10	170	Jim Huggins	Baltimore, Maryland	11
18	Steven Blackburn	Warren, Michigan	10	126	Glen Curtis	Michigan City, IN	10	171	Robert Jewell	Ypsilanti, Michigan	10
19	Robert Siddall	St. Thomas, Virgin Is.	13	127	Robert Stanton	Fort Pierce, Florida	8	172	Brian Price	Ontario, Canada	
20	Ron Gross	Santa Cruz, CA	3	128	Al Roberts	Universal City, Texas	6	173	Ben Smoot	Fort Myers, Florida	8
21	Doug Mueller	Modesto, California	3	131	Mary Woodworth	Midwest City, OK	6	174	Mack Carroll	Conway, So. Carolina	9
23	Larry Moore	Eulless, Texas	6	132	Phil Sanchez	St. Petersburg, FL	8	175	Kent Rosenbloom	Binghamton, NY	12
26	Harold Haney	Indianapolis, IN	10	133	Eric Tulla	Sauturce, Puerto Rico		176	Clyde McCoy	Hemet, California	2
27	Gerald Pauls	Wichita, Kansas	7	134	Chris Heuer	Memphis, Tennessee	9	177	Don Nanninga	Galveston, Texas	6
28	John Nimphius	Amherst, NH	12	135	Pete Pilcer	Hewitt, New Jersey	11	178	Clark Cameron	Shalimar, Florida	8
30	Neil Brady	Norco, California	2	136	Dean Nicholson	Westbrook, CT	12	179	J. David Socash	Hong Kong	
31	Tom Cheneski	New Fairfield, CT	12	137	Ralph Baker	Landing, New Jersey	11	180	David Paulson	Granada Hills, CA	2
32	Joe Lungwitz	Norfolk, Virginia	11	138	Rene Suarez	Guatemala City		181	William Smith	Kansas City, MO	7
33	Tom Jakubik	Lake Jackson, Texas	6	139	Allen Durfee	Fairhaven, Vermont	12	184	William Byberg	Burlington, Vermont	12
34	Howard Elwell	Jupiter, Florida	8	140	Al Schweizer	Levittown, PA	11	186	Katy Daley	Rowayton, CT	12
35	Lee Hargrove	Pensacola, Florida	9	141	Bobby Dial	Columbia, SC	9	187	Andre Pilon	La Salle, Canada	
36	Jerry Stegenga II	Coral Gables, Florida	8	143	Joseph P. Selugg	Seaford, New York	12	188	Jeff Smedley	Tampa, Florida	8
37	Gary Baker	Bellingham, WA	4	144	Fred Krauss	Ann Arbor, Michigan	10	189	Thomas Sheehan	Saipan, Marianas Is.	
38	Sparky Kuhn	Cockeysville, MD	11	145	Richard Hudson	Muskegon, Michigan	10	190	Rollin A. Gale III	Linwood, New Jersey	11
39	Jerry Jillich	Sarasota, Florida	8	146	Mike Dickerson	Wichita Falls, Texas	6	191	Lon Griner	Winston-Salem, NC	9
40	Mike Huntzinger	East Lansing, MI	10	147	Lynn Schellhorn	Pottsboro, Texas	6	192	Jack Smith	Omaha, Nebraska	7
41	Walter Baudier	New Orleans, LA	6	148	Mike Blackburn	Bangkok, Thailand		193	Jim Wolf	Eugene, Oregon	4
42	Tom Kester	Tampa, Florida	8	149	Jack Batchelor	Lenexa, Kansas	7	194	Jim Gibson	York Harbor, NH	12
43	R. Cocanougher	Tallahassee, Florida	8	150	John MacFarlane	Campbellville		195	Albin Brandstetter	Richland, WA	4
44	Mike Mikkelsen	Ft. Lauderdale, FL	8	151	Case Wewerka	LaCrosse, Wisconsin	10	196	Bennet Ackerman	Rockville, Maryland	11
45	Leonard Lane	Indianapolis, Florida	8	152	Louis North	Brunswick, Georgia	9	197	Bruce Reed	Rockport, MA	12
46	V. & N. Draper	Monroe, Louisiana	6	153	Ken Duffield	Gainesville, Florida	8	198	Kyle Jensen	Rapid City, SD	7
47	James Wessel	Cincinnati, Ohio	10					199	Grant Hicks	Carbondale, Illinois	10
48	Chris Urfer	Albuquerque, NM	5					200	David Skidmore	Narrows, Virginia	11
49	Charles Watson	Clear Lake, MN	7					201	George Cobabe	Ogden, Utah	5
51	Alan Monson	Las Vegas, Nevada	2					202	Marco Mack	Hubbard Woods, IL	10
52	Jim Coomes	Roseville, Minnesota	7					203	Robert Hammar	Reno, Nevada	3
53	Dr. R. Harley, Jr.	Charleston, SC	9					204	Pat Caster	Clay, New York	12
54	W. Edward Plitt	Pasadena, Maryland	11					205	Kent Pearson	Santa Rosa, CA	3
56	R. Lancaster	Weston, Connecticut	12					206	Dan Garris	Hampton, Virginia	11
57	Mac Wright	Torrance, California	2					207	Dr. Bob Whissel	Chelan, Washington	4
58	Lynn Vermeulen	Clark Lake, Michigan	10					208	Rick Grauer	Fairfield, Connecticut	12
60	Steve Buse	Alpena, Michigan	10					209	Arthur Anderson	Moultonboro, NH	12
61	Spud Renzelman	Denver, Colorado	5					210	Claude Newland	Colorado Springs, CO	5
62	Rob Nelson	Fresno, California	3					211	David Klein	Saugerties, New York	12
63	Tom Gudgel	Norman, Oklahoma	6					212	Dave Graf	Olympia, Washington	4
64	Charles Sicking	Austin, Texas	6								
65	Nick Imperata	Dover, New Jersey	11								
66	Dick Karpinski	Tempe, Arizona	2								
67	Bob Cove	Salt Lake City, Utah	5								
68	Tom Blake	Leesburg, Florida	8								
69	Dennis Lhamon	Costa Mesa, CA	2								
71	Joe Petty	Key West, Florida	8								
72	Michael Ward	Portland, Oregon	4								
73	Nicholas Talotta	Linwood, New Jersey	11								
74	Troy Taylor	Baton Rouge, LA	6								
75	Bob Heron	Tamuning, Guam									
76	Kenny Evans	Mobile, Alabama	9								
77	J. T. Quigg	Aberdeen, WA	4								
78	Janet Schaddick	Jamestown, NY	12								
79	John Barry	American Samoa									
80	William Lemmon	So. Daytona, Florida	8								
81	Jeffrey Rense	Santa Barbara, CA	2								
83	Phil Rieman	Wooster, Ohio	10								
84	Paul McKee	Des Moines, Iowa	7								
85	Ron Marshall	Westerville, Ohio	10								
86	Roger Beardsley	Hector, New York	12								
87	Bob Nelsen	Napa, California	3								
88	Terry Niemeyer	Lake Havasu City, AZ	2								
89	Ed Weiss	South Bend, Indiana	10								
90	William Bell	Tucson, Arizona	2								
91	Ken Anderson	Fort Worth, Texas	6								
92	Allen Hunter	Charlotte, NC	9								
93	George Church	Lafayette, Louisiana	6								
94	Jack Morrison	Brooklyn, New York	12								
95	Stan Butchart		4								
96	David Swain		10								
97	Jay Swan	Chapel Hill, NC	9								
98	Steve Booker	Augusta, Georgia	9								
99	Charles Hunt	Beeville, Texas	6								
100	Jim Marsh	Atlantic Beach, NC	9								
101	Steve Lee	Wrightsville Bch., NC	9								
102	Paul Terheggen	So. Padre Island, TX	6								
103	Orville Lone	Sioux Falls, S. Dakota	7								
104	Dr. J. Hernly	Richmond, Indiana	10								
105	Jon Watson	Parma, Idaho	4								

## TROPHIES

WE WILL SOLVE  
YOUR TROPHY PROBLEMS

In 1977 as never before with larger selections of pewter, silverplate, brass plaques, medallions, custom screened glassware, and much more.

First time offered — ETCHED GLASSWARE, a great new idea for trophies starting at remarkably low cost.

We can engrave or etch a Hobie sailplan on each and every trophy, too.

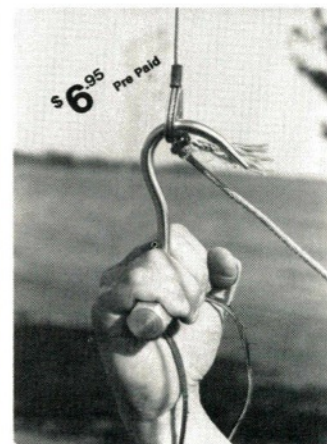
If you have the job of selecting trophies this season, our completely new 1977 catalog will be mailed soon.

WRITE FOR OUR  
NEW TROPHY CATALOG

**MARTINGALE CO.**

118 Pleasant Street, Box 365  
Marblehead, MA 01945

Phone: (617) 631-4250



**SIANO Halyard Hook**

Made of Stainless Steel, it eases the tension when raising and lowering your mainsail and lots more!!

BUY DIRECT

SIANO Halyard Hook Pat Pend.  
P.O. Box 152, Richboro, Pa. 18954





## Attention Catamaran Owners!

### Introducing "Cat Keels"... a complete do-it-yourself bottom refinishing kit!

Save time and money by refinishing the bottom of your boat with this revolutionary new kit.

- Each kit comes complete with all tools and materials to do a professional fiberglass bottom job
- Easy to read, fully illustrated step-by-step directions
- Takes only 3 to 4 hours — glass in the morning...sail that afternoon
- Cleans up with acetone (included)

**Special Introductory Offer.....Only \$24.95**

(Include \$1.00 for shipping and handling. CA residents include 6% sales tax. No C.O.D.'s)

To order your kit, or for information on other fiberglass repair kits write:

**Malibu Marine Products**

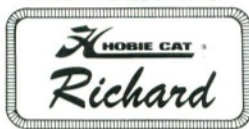
22648 Pacific Coast Hwy., Malibu, CA 90265/456-3115

## HOBIE PATCHES

SAIL NUMBER  
PATCHES  
4 IN. HIGH



NAME PATCHES 2 IN. HIGH



### HAND MONOGRAMD 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.

Write for special fleet and regatta patches

• DEALER INQUIRIES INVITED •

**\$2.85 EACH**

SEND CHECK OR MONEY ORDER TO:

**THE YACHT PATCH COMPANY**

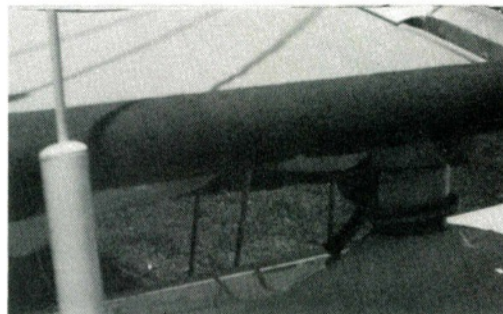
P.O. BOX 29831 DALLAS, TEXAS 75229

STYLE	MONOGRAM	QUANTITY	PRICE
NAME			
NAME			
SAIL NO.			
ADD \$1.00 FOR SHIPPING AND HANDLING, (TEXAS RESIDENTS ADD 5% SALES TAX)			TOTAL ENCLOSED

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



## RAIL CARPET KIT



THIS NEW KIT GIVES A SOFT SURFACE AND PROLONGS THE LIFE OF BATHING SUITS, WET SUITS, & TRAP HARNESS. IT ALSO GIVES MORE POSITIVE FOOTHOLD WHEN YOU'RE OUT ON THE WIRE. KIT INCLUDES CUT CARPET, ALL MATERIALS, AND INSTRUCTIONS. COLORS; BLUE AND BLACK. ONLY \$19.95



LIMITED SUPPLY OF MISC. REGATTA T-SHIRTS FROM U.S. AND EUROPEAN EVENTS

**\$5.50**

CAT HOUSE KEY **\$3.95**

**the CAT HOUSE**

P.O. BOX 9961  
SAN DIEGO, CA. 92109

QUAN.	DESCRIPTION	PRICE

CAL. RESIDENTS ADD 6%

Total remittance enclosed (check, money order) \$ \_\_\_\_\_  
OR CHARGE TO:

☐ BANKAMERICARD CARD NO. \_\_\_\_\_  
EXPIRES \_\_\_\_\_

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_





# HOBIE SKIIS THE SLOPES

## Spend a week with Billy Kidd!

**January 29th to February 5th**

### HOBIE SAILORS SKI STEAMBOAT SPRINGS

Carry the Hobie spirit to the snow... a full 7-day ski trip on the runs of Steamboat Springs, Colorado. Take to the mountains with Billy Kidd, World Champion skier, on his home slopes. Ski lift tickets included, party—Hobie style, good company and all the skiing you can pack in. Call now for reservations... get in on the Hobie Ski Trip!

**AS LOW AS \$200 PER PERSON**  
(from Denver\*)

**A VARIETY OF ACCOMMODATIONS  
AVAILABLE ON FIRST COME BASIS.**

#### **\$200**

6 sharing 2 bedroom—loft unit  
Lift tickets each day / Ski instructions  
Special Hobie party  
Round trip transportation between Denver  
Airport and Steamboat Springs

#### **\$209**

4 sharing 1 bedroom—loft unit  
Lift tickets each day / Ski instructions  
Special Hobie party  
Round trip transportation between Denver  
Airport and Steamboat Springs

#### **\$250**

4 sharing 2 bedroom unit  
Lift tickets each day / Ski instructions  
Special Hobie party  
Round trip transportation between Denver  
Airport and Steamboat Springs

#### **\$250**

2 in studio unit  
Lift tickets each day / Ski instructions  
Special Hobie party  
Round trip transportation between Denver  
Airport and Steamboat Springs

#### **\$275**

2 in studio—loft unit  
Lift tickets each day / Ski instructions  
Special Hobie party  
Round trip transportation between Denver  
Airport and Steamboat Springs

**TO BOOK: Contact Patrick Hogan NOW!**  
**Studio City Travel, 12192 Ventura Blvd.,**  
**Studio City, California 91604 (213)877-4008**

\$100 non-refundable deposit necessary to reserve lodgings.

\*Special air rates available from cities across the country.





## LITTLE HOBBIE

The Brass Hobie Cat is made of solid brass and stainless steel and mounted on a polished lucite 3" x 5" base. Ideal for special gift or award.

Approximate size — 13" high.

Price:  
16' — \$22.00  
14' — \$20.00  
Includes shipping.

Custom Hobie insignia and your sail numbers \$5.00 extra.

Calif. residents add 6% sales tax.

No COD orders.

## CUSTOM REPLICAS

1109 Amend St.  
Pinole, CA. 94564  
(415) 758-3670

# NEW for "77"

## \*HULL TENSIONER KIT

\$18.50

This revolutionary addition to a Hobie 16' or 14' completely eliminates hull and trampoline platform racking. This system keeps hulls diagonally rigid. Ideal for bungee mounted trampoline. Built of S.S. Roller Swaged cable and threaded stud for minimum windage and water resistance. Easy to install instructions.



### ADVANTAGE — GAINED

Eliminates fore-aft movement of hulls. Remarkable change in boat drive and smoothness on all points of sail. Keeps boat diagonally square, eliminating many upper rigging variations. Some torsional stiffness is gained. This system makes an older boat sound, feel and perform like a new boat.

## \*EPOXY HULL STIFFNER KIT

17.00

This kit comes complete with 2 lbs. of metal like epoxy and complete instructions for full or partial bonding of casting to crossmembers, side arm and hull posts. Kit includes, two part epoxy, mixing cups, mixing sticks, emery cloth and full instructions.

### ADVANTAGE — GAINED

Hull and platform torsional stiffness has become a proven and desired characteristic of modern catamarans. With less rigging movement and smoother hull entry and departure performance increases drastically. Helm sensitivity and feel increases tremendously. Sail entry is less disturbed by achieving less Hobby Horseing, allowing you to drive with more boat speed.

## \*FORESTAY ADJUSTER SWIVEL

14.50

This swivel attachment comes complete with 1/4" pins and special bow shackle. It is made of tough S.S. construction and has a safe working load of 1780 lbs. and breaking strength of 3575 lbs. Easy to install.



### ADVANTAGE — GAINED

Have you ever questioned the "S" curve entry of the tack and foot of the Hobie jib? This assembly allows the forestay adjuster to rotate for near perfect luff entry. Ideal when reaching. Clean going to weather.

## MINIMUM WINDAGE TRAPEZE

87.00

This four wire handle constant tension system is made of double continuous 3/32-7x19 S.S. wire passing through one thimble each at the mast rang. Stationary handles are smaller diameter furled lightweight aluminum tubing. Tension line is 1/4 marlow dacron with S.S. stop washer. (Trapeze handle-hooks not included.) Included is shock cord and complete installation instructions.

### ADVANTAGE — GAINED

Eliminating critical wind resistance and leading edge disturbance on the upper areas of the mast. This system eliminates duplication of shackles/thimbles, swages, etc., but still remaining simple and functional with minimum overall wind resistance.

## DOUBLE PURCHASE JIB TRIM KIT

60.00

This system includes the finest hardware with full installation instructions. Swivel Cleats have S.S. jaws — \*Clamcleats are aluminum. All line is Marlow. Shock cord traveler car return is doubled for longevity. \*40.00

### ADVANTAGE — GAINED

This system is twice as easy to operate, particularly while out on the wire. With the 2 to 1 ratio, adjustment can be made under heavier jib sheet tension.

## \*SHAPED ANCHOR BAR

10.00 pr.

Made of S.S. Bar Stock. Match pair ground for port and starboard. Precision drilled and threaded.

### ADVANTAGE — GAINED

This concept minimizes hull-lip water resistance at the shroud anchors.



ORDER NOW! Check, Money Order, BankAmericard or Master Charge. (Send card number and expiration date.) Dealer Inquiries Invited, prices subject to change. Free Shipping — California Residents Add 6% Sales Tax

# Cooke Marine

BOX 1916  
BIG BEAR LAKE, CA. 92315  
(714) 866-7717

COMPETITION  
RIGGING &  
HARDWARE

\* "Some items have not been approved class legal"

## Hotline Subscription Blank

(Published 6 Times Per Year)

Enclosed is my check for a one year subscription:

☐ \$5.00 (United States) ☐ \$10.00 (Canada and Foreign)

### PLEASE CHECK ONE:

- ☐ I am the owner of a NEW Hobie. (Entitled to a year's free subscription.)
- ☐ I have purchased a USED Hobie. Name of old owner is \_\_\_\_\_.
- ☐ I have been receiving the Hot Line and wish to RENEW my subscription.
- ☐ I have never been on your mailing list and wish to start my first year's subscription.
- ☐ I DO ☐ DO NOT own a Hobie.

I OWN A: HC-16\_\_ HC-14\_\_ HC-12\_\_ HC-11\_\_ HC-10\_\_ H-Hawk\_\_

SAIL# \_\_\_\_\_ HULL# \_\_\_\_\_

(NOTE! We cannot enter your name without the above information.)

- ☐ I have MOVED! My NEW address is shown below. (Please enclose label showing OLD address.)
- ☐ I would like to organize a Fleet.
- ☐ I would like information on the Fleet located in \_\_\_\_\_ (City)

or near \_\_\_\_\_ (Major City)

☐ I am a member of Fleet # \_\_\_\_\_

**ATTENTION EUROPEAN HOBBIE CATTERS!** Coast Catamaran France also distributes the Hot Line. For a one year subscription send 40FF to: Coast Publicity, Le Viet, Route de Pierrefeu, 83400 Hyeres, FRANCE.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE/ZIP \_\_\_\_\_

**FOREIGN SUBSCRIBERS!** Please abbreviate your address as much as possible so that your entire name and address will fit onto 4 lines. Thank you.

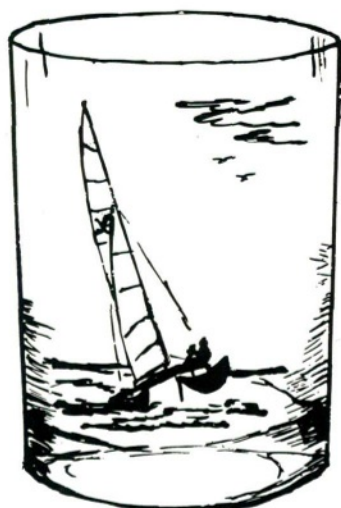
Return this form to:

**HOT LINE SUBSCRIPTION**

c/o Hobie Class Assoc., P.O. Box C-19509, Irvine, CA 92713



## A Classic Cat



our exclusive  
14 oz. quality  
glasses

## SAILPLAN GLASSES

Set of Six  
or  
Action Scenes

Set of Six  
\$16.95

Both Sets  
\$31.00

Send check or M.O. to:

## The BOAT YARD

RFD #1, Boston Post Road  
Amherst, NH 03031

Postage Paid

## RUDDERS

? By Concrete Art Forms ?  
**YES, and guaranteed  
not to break**

**Weight:** 5 lbs. 11 oz. ± 3 oz.

**Shapes:** FINE - a finer entry and finer forward section.  
1976 Hobie 14 Nationals — 1st, 2nd, 3rd

**FULL** - the forward 35% of foil is fuller for those who sail with  
more weather helm or in extreme conditions.

**Materials:** Rudders are formed of isophthalic gel coat finish. 181  
fiberglass and filled epoxy sandwich construction. Ready to be  
mounted and drilled.

**Price:** \$95 per pair (California residents add 6% sales tax)  
— Colors available.

**RUDDER SHEATHS** available - \$14.95 per pair

**Contact:**

Stuart Newcomb  
**CONCRETE ART FORMS**  
2941 Grace Lane, Costa Mesa, CA 92626  
Phone: (714) 557-6476

OR

Murray's Sports Center  
Los Angeles, California

## REGATTA SCHEDULE

### DIVISION 2

January 9	Frostbite Regatta/Fleet #57/Cabrillo Beach, CA	Tressie Crocker (213) 645-9857
February 13	Valentine's Regatta/Fleet #57 Cabrillo Beach, CA	Tressie Crocker (213) 645-9857
March 13	Shamrock Regatta/Fleet #57/Lake Castaic, CA	Tressie Crocker (213) 645-9857
March 27	What's A Regatta, Regatta/Fleet #57 Lake Castaic, CA	Tressie Crocker (213) 645-9857
April 16 & 17	North South Challenge/Fleet #57 Lake Lopez, CA	Tressie Crocker (213) 645-9857
May 5	Summer Series Warm-Up #1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
May 12	Summer Series Warm-Up #2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
May 19	Summer Series #1 Race 1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
May 26	Summer Series #1 Race 2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
June 2	Summer Series #1 Race 3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
June 9	Summer Series #1 Race 4/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
June 16	Summer Series #1 Race 5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
June 23	Summer Series #2 Race 1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
June 30	Summer Series #2 Race 2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
July 7	Summer Series #2 Race 3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
July 14	Summer Series #2 Race 4/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
July 21	Summer Series #2 Race 5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857

July 28	Summer Series #3 Race 1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 4	Summer Series #3 Race 2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 11	Summer Series #3 Race 3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 18	Summer Series #3 Race 4/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
August 25	Summer Series #3 Race 5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 1	Summer Series #4 Race 1/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 8	Summer Series #4 Race 2/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 15	Summer Series #4 Race 3/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 22	Summer Series #4 Race 4/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
September 29	Summer Series #4 Race 5/Fleet #57 Marina Del Rey, CA	Tressie Crocker (213) 645-9857
October 9	Great Pumpkin Regatta/Fleet #57 Lake Castaic, CA	Tressie Crocker (213) 645-9857
November 14	Turkey Regatta/Fleet #57/Lake Castaic, CA	Tressie Crocker (213) 645-9857
November 20	Race of Champions/Fleet #57/Silver Lakes, CA	Tressie Crocker (213) 645-9857
December 12	Founders Regatta/Fleet #57/Cabrillo Beach, CA	Tressie Crocker (213) 645-9857

### DIVISION 3

January 9	Winter #2/Fleet #17/Granite Bay, Lake Folsom, CA	Jim Hecht (916) 371-6880
January 30	Winter #3/Fleet #17/Rancho Seco, CA	Jim Hecht (916) 371-6880
February 27	Winter #4/Fleet #17/Granite Bay, Lake Folsom, CA	Jim Hecht (916) 371-6880
March 13	Winter #5/Fleet #17/San Francisco Bay, CA	Jim Hecht (916) 371-6880

*continued...*



# REGATTA SCHEDULE

## DIVISION 4

January 9	Nut Freezer Series #4/Fleet #95 Stan Sayres Pits, Lake Washington	Brian Gupta (206) 772-2654
February 13	Nut Freezer Series/Fleet #95 Green Lake or Luther Park	Doug Paeth (206) 232-0116
March 19 & 20	Ski & Sea/Fleet #95 Hyak Ski Area & Lake Sammamish State Park	Stan Carter (206) 364-4327
April 10	Nut Freezer Series #6/Fleet #95 Juanita, Lake Washington	Merv Eaton (206) 365-0167
October 9 & 10	C. J. Strike Reservoir Regatta/Fleet #105 C. J. Strike Reservoir, Idaho	Jon Watson (208) 722-5141
October 10	Preparation H Series/Fleet #14/Hobie Cats N.W. Seward Park, Seattle, WA	John Rueter (206) 822-0068
November 20	Nut Freezer Series #2/Fleet #95 Lake Tapps Public Boat Launch	Stan Butchart (206) 242-9524
December 4	Nut Freezer Series #3/Fleet #95 Mathew Beach Park, Lake Washington	Greg Peterson (206) 522-8432

## DIVISION 6

February 13	Valentine's Massacre/Fleet #102 So. Padre Island, TX	Paul Terheggen (512) 943-1585
March 19	Irish Stew/Fleet #102/So. Padre Island, TX	Paul Terheggen (512) 943-1585
March 26 & 27	Kool Kat Regatta/Fleet #99 Lake Corpus Christi, TX	Chuck Miller (512) 992-2297
April 2 & 3	April Fool's Regatta/Fleet #8/Surfside, TX	Dave Bailey (713) 661-5901
April 10	In Search of Huevos/Fleet #102 So. Padre Island, TX	Paul Terheggen (512) 943-1585
May 28 & 29	Alice Cummings/Fleet #8/Surfside, TX	Dave Bailey (713) 661-5901
May 29	Memorial Day Regatta/Fleet #102 So. Padre Island, TX	Paul Terheggen (512) 943-1585
June 11 & 12	Lake Sabine Catamaran Championships/Fleet #8/Port Arthur Yacht Club Lake Sabine, TX	Dave Bailey (713) 661-5901
June 19	Dad's Day Race/Fleet #102 So. Padre Island, TX	Paul Terheggen (512) 943-1585

July 30 & 31	The Wayward Wind Regatta/Fleet #8 & #177 Galveston Beach, TX	Dave Bailey (713) 661-5901
August 14	Night Sail/Fleet #102/So. Padre Island, TX	Paul Terheggen (512) 943-1585
September 5	It's All Over For Summer '77/Fleet #102 So. Padre Island, TX	Paul Terheggen (512) 943-1585
Sept. 24 & 25	Sunrise Regatta/Fleet #99 Lake Corpus Christi, TX	Chuck Miller (512) 992-2297
Nov. 18 & 19	Campfire Regatta/Fleet #99 Lake Corpus Christi, TX	Chuck Miller (512) 992-2297

## DIVISION 8

January 9	Boy, it's colder than.../Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
January 23	Freeze Your Hoo Haw Off/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
February 13	Valentine's Day Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
February 27	Winds Up Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
March 13	Fleet Publicity Sail/Fleet #116 Lake Hollingsworth, Lakeland, FL	Michael Gilley (813) 293-2328
March 27	Blood & Guts Again Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
April 10	Hobie Egg Hunt Family Day/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
April 24	Love Bug Regatta/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
May 15	Family Camp Out/Fleet #116 Ft. De Soto Park, St. Petersburg, FL	Michael Gilley (813) 293-2328

## DIVISION 9

June 11 & 12	Sun Fun/Fleet #174/Myrtle Beach, SC	Peg Detwiler (803) 449-6858
July 2 & 3	4th of July Regatta/Fleet #174/Myrtle Beach, SC	Peg Detwiler (803) 449-6858
August 13 & 14	Charity Regatta/Fleet #174/Myrtle Beach, SC	Peg Detwiler (803) 449-6858

## DIVISION 12

August 6 & 7	1977 Seneca Lake Regatta/SLSA/Fleet #86/ & Boats-A-Sail Lake Seneca, New York	Roger Beardslee (607) 546-9751
--------------	--	--------------------------------

# REGATTA RESULTS

## DIVISION 2

2nd ANNUAL  
SINGLE-HANDED NATL.  
CHAMPIONSHIPS  
FLEET #3  
Long Beach, California  
October 16, 1976

POS.	TEAM	SKIPPER	SAIL #	TOTAL POINTS
1	NOBIE 18-A			
1	J. Hauser	2006	12	
2	R. Hatfield	11733	12 1/2	
3	S. Nichols	366	15	
4	D. Ottman	11217	15 1/2	
5	G. Folger	20675	17	
6	G. Munsey	5823	18	
7	P. Garnett	13943	31	
8	S. Grimshaw	12136	34	
9	R. Off	6110	35	
10	S. Finley	4634	35	
11	B. Rose	4753	36	
12	J. Brooks	18098	38	
13	J. McGraw	2755	39	
14	P. Parizau	13953	39	
15	D. Woodside	787	41	
16	R. Alwood	271	41 1/2	
17	N. Farquhar	14664	44	
18	P. Hernandez	21889	45	
19	M. Barrios	500	46	
20	D. Moxley	500	47	
21	T. Reed	15220	54	
22	J. A. Walli	60	65	

## NOBIE 18-B

1	B. Bradson	8048	11
2	S. Palmer	22826	12
3	R. Jacobs	21857	14 1/2
4	W. Maberry	1723	18
5	D. Tensore	6184	19
6	E. Hughes	15186	20
7	R. Pringle	19687	20
8	S. Payne	4183	24
9	B. Myler	19760	25 1/2
10	P. Hutton	789	27
11	L. Szefczak	3308	35
12	D. Smith	2046	37
13	R. Pearce	428	38
14	M. Whalen	21927	39
15	S. Votaw	10284	47
16	H. Brooks	3919	47
17	J. Linn	19784	48
18	C. Bingham	14262	49

## NOBIE 18-C

1	K. Lantz	14335	6 1/2
2	B. McCraig	18171	15
3	B. Barwell	9573	17
4	E. Kirven	14975	20
5	J. Simpkins	7577	21
6	F. La Bella	19726	23 1/2
7	J. Harvey	19716	26
8	J. Lanz	13145	30
9	A. Paul	20306	35
10	L. Spohn	19714	36
11	V. Lauman	20706	35
12	L. Leth	38	35
13	C. Barnett	245	36
14	A. Schopp	414	38
15	C. McConnell	21869	39
16	W. Eaton	1644	47
17	G. Zimmon	9647	46
18	G. Badrock	2190	49
19	C. Lane	17077	51
20	T. Torrence	19285	53
21	J. Randall	4511	55
22	C. C. Mac Rae	20055	66
23	J. Wilder	21472	66
24	B. Johnson	21845	76

## DIVISION 3

INLAND TRANSPAC  
1976 RACE RESULTS

POS.	TEAM	SKIPPER	SAIL #	TOTAL POINTS
1	NOBIE 18-A			
1	Snyder	2345		
2	Radcliffe	2066		
3	MacLachlan	5946		
4	Peterson	20999		
5	Starkey	21716		
6	Whissell	156		
7	Cushenberry	10618		
8	Wilson	12130		
9	Patterson	3279		
10	Fillion	5941		
11	Hecht	8557		
12	Allen	12506		
13	NOBIE 18-B			
1	Spottswood	89		
2	Griffis	3321		
3	Strom	21120		
4	NOBIE 18-A			
1	Canepa	333		
2	Weinke	7581		
3	Nease	11198		
4	E. Mabie	33		
5	Gross	9198		
6	Del Bianco	11370		
7	Wagner	11921		
8	Walsh	9212		
9	Drilow	9099		
10	Crismon	297		
11	Penfield	6269		
12	Price	7240		
13	Loomis	16635		
14	Baker	14554		
15	Low	44		
16	Hoffman	11531		
17	G. Mabie	GM		
18	Smith	12513		
19	NOBIE 18-B			
1	Sleams	14071		
2	Jonk	9511		
3	Holtz	9787		
4	Burgess	21355		
5	Reese	15138		
6	Chase	12707		
7	Byers	11691		
8	Plontz	8570		
9	Wagner	9269		
10	Friesen	19302		
11	NOBIE 18-C			
1	Maguire	4385		
2	Colton	12465		
3	Jackson	875		
4	Graham	11034		
5	Miller	18305		
6	Nease	18882		
7	Grant	10183		
8	Crespiolo	16488		
9	Whitler	17253		
10	Rice	19715		
11	Trotchik	17544		
12	Ankers	9834		
13	Alotis	12950		
14	Timms	8714		
15	Castro	19573		
16	Bojagies	13294		
17	Belisquest	19228		
18	Holly	16644		
19	Snow	10359		
20	Cook	19305		
21	Lawrence	2345		
22	Loybal	17322		

## DIVISION 4

LAKE CHELAN ANNUAL  
SAILING REGATTA  
P.L.Y.A. SPONSORED  
September 24-26, 1976

Ullbarri	13130	3 1/2
McDonald	2801	10
Morrice	19900	12
Allen	13244	12
Zeimer	18943	12 1/2
Whissel	20533	13
Collins	1601	24
Wilson	13119	24
Buchanan	926	31

## NOBIE 18-B

1	D. Halvorsen	2332	35
2	G. Halvorsen	4003	36 1/2
3	R. Jago/T. Dunn	12154	14
4	D. Fisher/J. Dare	18556	23
5	O'Connor/Lommen	19015	25 1/2
6	D. Anderson	1445	31

## NOBIE 18-A

1	T. Hartsop	15849	
2	P. Landry	5527	
3	J. Griesz	11734	

## NOBIE 18-A

1	C. Webster	15991	
2	Steve Kaster	10530	
3	D. Kull	20957	
4	J. Wolf	8110	

## DIVISION 7

1976 MIDEASTERN  
CHAMPIONSHIPS  
FLEET #52  
Gull Lake, Minnesota  
September 4 & 5, 1976

Thompson/			
Senesac/Byers	10990	35	
Hammond /			
K. Washburn	11813	40 1/2	
Clark/J. Durkee	14716	42	
John/S. Heine	19221	45	
Allen/Mathisen	8956	56	
Philly/Klein	17782	56	
Levens/Turman	19681	59 1/2	
Brunk/Schmazy	14406	60	
Kruse/Skraski	14702	61 1/2	
Washburn/Seller	21858	65	
D. Washburn			
G. Winegar	5741	69	
Schell/Hoffman	19153	72	
S. Aker/D. Akre	14008	74	
Locher/Locher	17289	76	
Karkela/Karkela	11793	90	
Larson/Fredrick	4977	91	
Fitzler/Elber	13086	95	
Combes/Senesac	9633	95	
Kruger/Kruger	14429	100	
Horlan/Peterson	11714	102	
Girdley/Cognito	21228	103	
Borglund/Delfe	16944	106	
Glasrud/Brown	13979	111	
Gerber/Gerber	11818	119	
Haberman/			
D. Haberman	5550	122	
Brewer/Soder	13585	125	
Horton/Peterson	5475	126	
J. Vogt/B. King	19697	129	
Linnell/Linnell	2345	131	
N. Vander Vaart/			

34	Zemke/Zemke	8253	147
35	Alexander/G. Bell	18578	150
36	N. Davis/M. Davis	17257	157
37	F. McKee/V. Smith	5626	157
38	Keszler/M. Uhl	14257	158
39	Higgins/Munson	18959	159
40	Watson/Watson	8392	165
41	Sarcose/Sarcose	5242	175
42	Thoreson/Lewis	21273	182
43	Wright/Anderson	5536	197
44	S. Talla/L. Talla	17022	207
45	Brittain/Morrison	7262	209
46	Kritters/Biser	1288	210
47	Locher/Merten	3467	213
48	D. Anderson	1	
49	J. Anderson	5262	220

## NOBIE 18-B

1	D. Glick/M. Scott	10912	13
2	Gartner/Johnson	6667	13
3	R. Jago/T. Dunn	12154	14
4	D. Fisher/J. Dare	18556	23
5	O'Connor/Lommen	19015	25 1/2
6	D. Anderson	1445	31



# WINTER SAILING IN BODY GLOVE COUNTRY



**T**he new BODY GLOVE SPIDER suit selected by Sam is cut especially for fall/winter sailing. This design has a medium-high neck, all stress areas ( butt, knees, inside thighs ) reinforced with blind stitched nylon panels, double nylon wrist and ankle darts prevent tears at stress points, and has a back zipper for entry ease and comfort. The SPIDER model has soft rolled edges, and blue, red, and black nylon color are available. Another BODY GLOVE idea for cold water protection that fits like a glove.

## BODY GLOVE

P.O.Box 511  
Redondo Beach, CA 90277  
Tel: (213) 372 - 8423

Dealer inquiries invited



Featured Sailor: Sam Palmitier/Straight Aero Marine.



Happy New Year  
From the gang at  
Hobieland



mi Bob Hord 76 m